

CITY OF JACKSONVILLE
DOWNTOWN DEVELOPMENT REVIEW BOARD
MEETING

Proceedings held on Thursday, October 14, 2021,
commencing at 2:00 p.m., at the Ed Ball Building, 214
North Hogan Street, Room 850, Jacksonville, Florida,
before Diane M. Tropaia, FPR, a Notary Public in and for
the State of Florida at Large.

BOARD MEMBERS PRESENT:

TREVOR LEE, Chairman.
CHRISTIAN HARDEN, Board Member.
J. BRENT ALLEN, Board Member.
MATT BROCKELMAN, BOARD MEMBER.
CRAIG DAVISSON, Board Member.
WILLIAM J. SCHILLING, JR., Board Member.
BRENNA DURDEN, Board Member.
JOSEPH LORETTA, Board Member.

ALSO PRESENT:

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

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1 items from Ms. Radcliffe-Meyers.
2 Would you please present those.
3 MS. RADCLIFFE-MEYERS: Thank you, Chairman
4 Lee. I'm going read into the record the
5 Form 8B voting conflicts.
6 Pursuant to Section 112.3143 of the
7 Florida Statutes, a Form 8B, Memorandum of
8 Voting Conflict, filed by Board Member Davisson
9 prior to this meeting must be read publicly at
10 the next meeting, after the form was filed.
11 Pursuant to that requirement, Board Member
12 Davisson declared a conflict on DDRB 2021-010,
13 Johnson Commons, for the following reasons:
14 Part of the Johnson Commons development team is
15 their client.
16 THE CHAIRMAN: Thank you,
17 Ms. Radcliff-Meyers. Appreciate that.
18 Would you want to read the Form 8B for
19 Mr. Schilling now or after Item B?
20 MS. RADCLIFFE-MEYERS: I could do it after
21 Item B.
22 THE CHAIRMAN: Okay. I can do that.
23 MS. RADCLIFFE-MEYERS: Thank you, Chairman.
24 THE CHAIRMAN: All right. We'll move into
25 Item B, DDRB 2021-016, Baptist Wolfson
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1 P R O C E E D I N G S
2 October 14, 2021 2:00 p.m.

3 THE CHAIRMAN: All right. I'm going to
4 call to order the meeting of the DDRB --
5 hybrid/virtual -- October 14, 2021.
6 We have a few more board members that
7 should be coming.
8 Thank you, Mr. Schilling, for joining us.
9 But we have a quorum, so we'll go ahead
10 and get started. We'll start with Action Item
11 A, approval of the September 16th DDRB regular
12 meeting minutes.
13 Do I have any discussion?
14 BOARD MEMBER LORETTA: Motion to approve.
15 BOARD MEMBER BROCKELMAN: Second.
16 THE CHAIRMAN: Motion from Mr. Loretta and
17 second by Mr. Brockelman.
18 All those in favor of approving the last
19 DDRB meeting minutes say aye.
20 BOARD MEMBERS: Aye.
21 THE CHAIRMAN: Any opposed?
22 BOARD MEMBERS: (No response.)
23 THE CHAIRMAN: We'll go ahead and get
24 started with Action Item B, but first we have a
25 little bit of housekeeping. We've got some
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1 Children's Hospital special sign exception.
2 First, we'll hear the staff report,
3 Ms. Radcliff-Meyers.
4 MS. RADCLIFFE-MEYERS: Thank you, Chairman
5 Lee.
6 Again, my name is Lori Radcliffe-Meyers
7 with the Downtown Investment Authority, and
8 I'll be providing the staff report for the
9 Baptist Wolfson special sign exception.
10 DDRB application 2021-016 seeks approval
11 for a special sign exception to allow for two
12 monument signs at 800 Prudential Drive. The
13 dimension for the larger monument sign is
14 4 feet by 29 feet, 6 inches, totaling
15 118 square feet. And the monument-style
16 directional sign is 5 feet, 2 inches by 5 feet,
17 5 inches, totaling 36 square feet.
18 Per the downtown sign overlay ordinance,
19 monument signs are allowed only by special sign
20 exception.
21 The site is bounded to the north by the
22 Wolfson Center and Prudential Drive, to the
23 east by Palm Avenue, to the south by an
24 existing power plant, and to the west by the
25 Women's Pavilion. As seen in the area, there
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1 are several monument-style signs which are
2 similar in size and styling as the proposed
3 Baptist monument signs, including several
4 directional signs that are located on the
5 Baptist campus.

6 The proposed Baptist Wolfson monument
7 signs will be internally illuminated. The
8 illumination of the signs must meet Section
9 326.104 the Ordinance Code, which states that a
10 sign that exceeds the following is prohibited:
11 contains lighting with illuminations that
12 produces glare to vehicular traffic or electric
13 incandescent bulbs with a rating exceeding
14 40 percent of the lumen output of a 100-watt
15 clear bulb with lighting located less than
16 20 feet above the ground surface.

17 At time of the permitting, the signs will
18 be reviewed by the Building Inspection Division
19 to ensure that the proposed signs do not exceed
20 the aforementioned criteria.

21 Based on the foregoing, the Downtown
22 Development Review Board staff recommends
23 approval of DDRB application 2021-016 for a
24 special sign exception to the Downtown Overlay
25 district to allow for two monument signs, one
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1 at 4 feet by 29 feet, 6 inches, totaling 118
2 square feet, and the monument-style directional
3 sign at 5 feet, 2 inches by 5 feet, 5 inches,
4 totaling 36 square feet.

5 This concludes the staff report. Staff is
6 available for questions.

7 Thank you.
8 THE CHAIRMAN: Thank you. I appreciate
9 that.

10 And if we could, we'll have the applicant
11 give a presentation. And just a reminder for
12 those coming to the podium to speak, please
13 state your name and address for our record.

14 Kelly Varn.
15 (Board Member Allen enters the proceedings.)
16 (Audience members approach the podium.)

17 AUDIENCE MEMBER: My name is Ken May from
18 Taylor Sign & Design, and Kelly Varn from
19 Taylor Sign & Design.

20 I'd like to -- first, we thank you for
21 having us, number one, on your agenda. It
22 means an awful lot to us today because it looks
23 like you have a heavy afternoon ahead of you.

24 What we're asking for is something that's
25 really just going to assist the hospital in
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1 visibility. Anybody that's going to the
2 hospital is usually under duress. We do this
3 signage on the top of the building which is
4 visible from the interstate highway. But on
5 the lower level, you really need something
6 that's going to be within your eye range so you
7 know exactly where to go. It's more of a --
8 almost a wayfinding type of signage as opposed
9 to an advertising display signage for us.

10 Should anybody have any questions or
11 objections to it, we are 60 feet away from the
12 road with it. We are pretty much at eye level,
13 and we're pretty much in line with the other
14 ones that have been approved over the years,
15 including one that just, I think, got passed
16 for Haskell Corporation. It's a relatively new
17 one and it's very, very similar in nature.

18 The directional is just strictly a
19 wayfinding sign that -- we've had quite a few
20 of them within there.

21 And I would have to -- there it is.
22 That's the one at the top (indicating).

23 There are numerous ones around that area.
24 Some of them are elevated; some of them are
25 monument style. This is just basically a
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1 duplicate of something else that's preexisting
2 with a little bit -- slight difference in
3 verbiage.

4 Anybody have any questions or anything we
5 could add?

6 THE CHAIRMAN: We'll find out, but thank
7 you.

8 MR. MAY: Okay. Is that sufficient for
9 now?

10 THE CHAIRMAN: It certainly was. Thank
11 you.

12 Mr. Chisholm, do we have any public
13 comments?

14 MR. CHISHOLM: To the chair, I don't have
15 any at this moment.

16 THE CHAIRMAN: Thank you.
17 I'll take board input and comments,

18 starting with Mr. Loretta.

19 BOARD MEMBER LORETTA: Thank you.
20 I have no strong objections to the

21 signage. I will question, when you do get the
22 permit for the directional sign, if it goes
23 through Saul Garcia, I think he is going to
24 discuss with you kind of a sight triangle issue
25 because it seems as though right now it's maybe

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1 within the sight triangle at the entry. So I
 2 would recommend, when you go for that permit,
 3 take a look a little bit.
 4 MR. MAY: That will definitely be
 5 addressed. I don't believe it's falling into
 6 the DOT sight triangle. I think it's more of a
 7 visibility because it's not a direct street;
 8 it's just an access driveway.
 9 BOARD MEMBER LORETTA: I understand. I'll
 10 let Saul deal with that.
 11 MR. MAY: We'll let Saul -- I'm fine with
 12 that.
 13 THE CHAIRMAN: Mr. Brockelman.
 14 BOARD MEMBER BROCKELMAN: No comments.
 15 Thank you, Mr. Chairman.
 16 THE CHAIRMAN: Ms. Durden.
 17 BOARD MEMBER DURDEN: Thank you,
 18 Mr. Chairman.
 19 I do have some comments. I'm in favor of
 20 the directional sign. I have no problems with
 21 that, and I think it is important to have that
 22 and -- but in regards to the elongated sign --
 23 MR. MAY: Yes.
 24 BOARD MEMBER DURDEN: -- the main sign, I
 25 have some concerns about the length of it.
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1 anticipating for a monument sign.
 2 MR. MAY: Okay.
 3 BOARD MEMBER DURDEN: So I would just ask
 4 that -- you know, that -- I think that, you
 5 know, maybe more in the line of -- instead of
 6 29 feet, maybe more in the line of -- cut it
 7 down by 10 feet. Maybe 19 feet in width would
 8 still serve the purpose of providing notice --
 9 (Board Member Harden enters the
 10 proceedings.)
 11 BOARD MEMBER DURDEN: -- and helping
 12 people when they are coming to the hospital as
 13 far as, this is where you come in. I think
 14 that's important. But I just don't see the
 15 need for it to be over 29 feet wide.
 16 MR. MAY: What we are working with, just
 17 to explain a little further, is -- we have an
 18 elongated name for the hospital. We have the
 19 logo, Baptist Medical Center. So our letters,
 20 in fact, are only about this big (indicating).
 21 So when we try to shrink that down, we have to
 22 have a certain amount of quiet space so it
 23 doesn't look completely jumbled on the end.
 24 So if we were to take 4 feet off the end
 25 and 4 feet off that end and get it down to
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1 Given that we know that -- I see that we
 2 did get the additional information about the
 3 height, the landscaping. It's not a
 4 traditional ground sign because it is elevated
 5 5 feet to begin with and then we're adding the
 6 other 4-plus feet above that.
 7 You know, in looking at the documentation
 8 on -- the photograph that's on Page 3 of the
 9 staff report, you know, it's very evident that
 10 there are a number of main signs for Baptist.
 11 MR. MAY: Yes.
 12 BOARD MEMBER DURDEN: I'm not saying that
 13 you should not have one in this area, but what
 14 I am saying is that 29-plus feet in length is
 15 excessive. And given that you have so many
 16 other signs in the area and -- so I would
 17 ask -- or my comment to the board would be
 18 to -- that I think that the sign should be
 19 reduced in width.
 20 I pass by the Prudential sign every single
 21 day I come to work. It's got multiple tenant
 22 signs within that sign. I have no problem with
 23 the interior lighting, but I do think that
 24 29-plus feet at 9 feet in height is going to
 25 be -- is really not in the spirit of what we're
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1 20 feet or so, that would be a possibility.
 2 But we still would need to acquire that quiet
 3 area, which means we would have to shrink our
 4 letter size down, that it may not be visible
 5 from that 65 feet to the road.
 6 BOARD MEMBER DURDEN: Well, that's why you
 7 have that other sign on the top of the
 8 building.
 9 MR. MAY: Well, that's --
 10 BOARD MEMBER DURDEN: You know, I don't
 11 think there's going to be any question about
 12 where the hospital is. And I think a
 13 20-foot-wide sign should be adequate day and
 14 night.
 15 Anyway, those are my comments. Thank you
 16 so much.
 17 THE CHAIRMAN: Thank you, Ms. Durden.
 18 Mr. Allen.
 19 BOARD MEMBER ALLEN: No comment.
 20 Thank you.
 21 THE CHAIRMAN: Mr. Harden.
 22 BOARD MEMBER HARDEN: No comment.
 23 Thank you.
 24 THE CHAIRMAN: Mr. Schilling.
 25 BOARD MEMBER SCHILLING: Mr. Chairman, I
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1 wanted to let you know that Kimley-Horn and I
 2 are providing services to Baptist Health
 3 properties on the NICU tower and this new
 4 entry. And, accordingly, I would recuse myself
 5 from this vote. And I've provided
 6 Ms. Radcliff-Meyers with the voting conflict
 7 form.

8 THE CHAIRMAN: Thank you, Mr. Schilling.
 9 Mr. Davisson.

10 BOARD MEMBER DAVISSON: I concur with
 11 Ms. Brenna Durden's statement regarding the
 12 length of this sign. I think shrinking it
 13 33 percent, by a third -- it's streetscape. At
 14 pedestrian level, those letters will be well
 15 seen regardless, whether it's 30 feet down to
 16 20 feet.

17 MR. MAY: What we can do is we can redraw
 18 it to scale. If required, we can redraw it to
 19 a different scale, and just see what that looks
 20 like.

21 BOARD MEMBER DAVISSON: That image that
 22 you're even showing, that's a barrier; it's a
 23 wall.

24 MR. MAY: Actually, it's a monolith. It's
 25 considered a monolith because it's
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1 freestanding. If it was a wall, we probably
 2 wouldn't be here because it would be considered
 3 a wall sign, and we wouldn't have to go for the
 4 variance. It would have been all conforming.

5 BOARD MEMBER DAVISSON: I'm just saying,
 6 the perception of that, it's a wall.

7 MR. MAY: Pardon me?

8 BOARD MEMBER DAVISSON: The perception is
 9 it's a wall.

10 MR. MAY: The perception is that from the
 11 road, it's a wall. By definition, it's -- you
 12 know, it's "other," but your perception as
 13 you're driving by would be it's a wall, yes,
 14 sir.

15 BOARD MEMBER DAVISSON: Okay. That's all.
 16 Thank you.

17 THE CHAIRMAN: Let me poll the board to
 18 see if we want to send this back for additional
 19 design work or proceed forward with a vote,
 20 which may take five.

21 So if I could get some more comments from
 22 the other board members about whether or not we
 23 want to push the reduction of the sign width or
 24 if we want to move forward with a vote.

25 BOARD MEMBER ALLEN: Mr. Chairman, I have
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1 no problem with it. I'm in support of it as
 2 drawn and written, and I would support it going
 3 forward.

4 BOARD MEMBER HARDEN: I would concur with
 5 that.

6 THE CHAIRMAN: Mr. Brockelman.

7 BOARD MEMBER BROCKELMAN: I don't have any
 8 strong feelings either way.

9 Maybe briefly, would staff mind kind of
 10 just sharing with us why you recommended
 11 approval versus asking them to potentially
 12 reduce the size?

13 THE CHAIRMAN: Before that, let me just
 14 get something from Mr. Loretta.

15 BOARD MEMBER LORETTA: I mean, I may ask
 16 that, the similar thing. I wonder what the 220
 17 Riverside sign -- that's the closest thing I
 18 can think of that's an example. But I'm
 19 guessing 220 Riverside is bigger than this,
 20 quite frankly.

21 This is maybe a view where it makes it
 22 look maybe a little bit more menacing, but, you
 23 know, this view right here (indicating)
 24 doesn't, you know, really make it look menacing
 25 at all. And so I don't really have a big
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1 problem with it as it is.

2 THE CHAIRMAN: Ms. Radcliff-Meyers, any
 3 other feedback you can provide us from the
 4 staff?

5 MS. RADCLIFFE-MEYERS: Yes. So the board
 6 may recall -- through the Chair, so the code
 7 actually allows for one square foot of signage
 8 for every linear foot of street frontage. And
 9 that sign is facing Palm Avenue from the new
 10 building. So not from Prudential Avenue, but
 11 from the new building to the driveway that
 12 takes you back to their garage is 250 feet. So
 13 the 118-square-foot sign is under the allowed
 14 signage.

15 THE CHAIRMAN: You know, I tend to be okay
 16 with it partially because, if you reduce it any
 17 more significantly, it won't be seen unless
 18 you're right on it, walking by on the sidewalk.
 19 So it's either a sidewalk sign or a road sign.
 20 So I tend to be okay with it.

21 So that being said, we'll go to a vote, if
 22 you're okay with the risk that it might get
 23 turned down?

24 MR. MAY: Yes, we're in agreement.

25 THE CHAIRMAN: So I'll take a motion
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1 for --

2 BOARD MEMBER ALLEN: So moved.

3 BOARD MEMBER HARDEN: Second.

4 THE CHAIRMAN: I have a motion for

5 approval from Mr. Allen, and a second from

6 Mr. Harden.

7 All those in favor of approving DDRB

8 2021-016, Baptist Wolfson sign, as is, please

9 say aye.

10 BOARD MEMBER BROCKELMAN: Aye.

11 BOARD MEMBER LORETTA: Aye.

12 BOARD MEMBER ALLEN: Aye.

13 BOARD MEMBER HARDEN: Aye.

14 BOARD MEMBER SCHILLING: (Abstains from

15 voting.)

16 THE CHAIRMAN: Aye.

17 Any opposed?

18 BOARD MEMBER DURDEN: Nay.

19 BOARD MEMBER DAVISSON: Nay.

20 THE CHAIRMAN: Two nays. The ayes have

21 it. You have your approval.

22 MR. MAY: Thank you all very much.

23 THE CHAIRMAN: Ms. Radcliff-Meyers, would

24 you like to read in Mr. Schilling's voting

25 conflict?

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1 MS. RADCLIFFE-MEYERS: Thank you.

2 Again, pursuant to Section 112.3143 of the

3 Florida Statutes, Form 8B, Memorandum of Voting

4 Conflict, filed by Board Member Schilling prior

5 to this meeting must be read publicly at the

6 next meeting, after the form was filed.

7 Pursuant to that requirement, Board Member

8 Schilling declares a conflict on DDRB 2021-016,

9 Baptist Wolfson special sign exception, for the

10 following reasons: My employer, Kimley-Horn

11 and Associates, and I are retained by and

12 performing traffic engineering services for

13 Baptist Health properties and the project that

14 the proposed signage is associated with.

15 Thank you.

16 THE CHAIRMAN: Thank you,

17 Ms. Radcliff-Meyers.

18 We're going to swap the agenda just a

19 little bit. I'd like to do Items D and E next.

20 Item D is DDRB 2021-014, 1 Riverside Avenue,

21 deviation request. And then we'll do Item E

22 and then go back to Item C.

23 The Riverside Avenue deviation request

24 will require that a board member providing a

25 motion for approval will have to read in every

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1 single one of the deviation criteria and

2 findings of the DDRB.

3 Is there a staff report associated with

4 this deviation?

5 Mr. Parola.

6 MR. PAROLA: To the Chair, there is a

7 staff report, and this presentation is the

8 first part -- is the deviation. The second

9 part is conceptual -- our recommendation for

10 conceptual approval.

11 So although they're separate votes, if I

12 could just do the first part of this

13 presentation, that will address the deviation.

14 And as you so noted, if there's a motion to

15 approve it, that person making the motion would

16 then read the criteria, the findings. If

17 they -- if the board happens to agree with

18 staff's findings, we've taken the liberty of

19 giving somebody something to read from.

20 THE CHAIRMAN: So you're going to provide

21 us with the staff report for the conceptual

22 approval first?

23 MR. PAROLA: The deviation first and

24 conceptual second.

25 Okay. Thank you, Mr. Chairman.

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1 Speaking to Item D on the agenda -- and I

2 apologize, I'm reading from two different

3 sections, so my eyes are going to be face down

4 for the most part.

5 First off, we do want to thank everybody

6 who submitted public comments. There's been, I

7 believe, two or three people that have

8 submitted either an article from the Jaxson or

9 a PowerPoint presentation regarding this. So

10 we appreciate that, and we certainly appreciate

11 that downtown is a big part of our collective

12 conversation. So I just wanted to acknowledge

13 that.

14 Also wanted to say that we've worked a lot

15 with the -- both the master developer and the

16 Phase I developer. We've probably had, I don't

17 know, a half dozen meetings with them. So what

18 you're seeing today, both in terms of the

19 deviation and conceptual is a number of hours

20 of work. And I'll note some, what we'll call,

21 improvements and concessions to the site plan

22 that are different than was maybe first

23 submitted. And I'll call probably call those

24 out during the conceptual slide.

25 So the purpose of this meeting is to

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1 review and discuss the deviation. That's what
2 Item D on the agenda is. Following that Item D
3 is to discuss conceptual approval of the site
4 plan.

5 As we noted before, this is a multi-phase
6 project. We had the workshop, I believe, on
7 the 4th. The deviation recommendation vote is
8 today, again, followed by conceptual site plan
9 approval today. On Monday -- I believe it's
10 the 18th -- there's a Phase I workshop. So the
11 first vertical elements to come out of the
12 ground you will see on Monday in the form of a
13 workshop.

14 You'll then, in November, see final
15 approval of the site plan and conceptual
16 approval for the Phase I vertical and
17 horizontal components. And then, in December,
18 you'll see Phase I final approval. And then as
19 phases come online, you will see conceptual,
20 final conceptual, final.

21 So I guess that's a rather long-winded way
22 of saying you're going to see a lot of this
23 site.

24 Slide, please.

25 So the deviation being sought is to reduce
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1 in other words, it's got structure on it --
2 it's bulkheaded, and it's only 80 feet wide.
3 It's now going to be 80 -- I believe that the
4 actual number is 84 feet wide and it's going to
5 be daylighted.

6 So that goes to resiliency and it goes to
7 a lot of things that we've heard over the years
8 about improving McCoy's Creek, especially with
9 all different improvements being made upstream.

10 We've purchased, through an existing
11 capital improvement program, 4.9 acres of land,
12 which, I believe, is 3.9 acres of uplands for a
13 public park. That's on the eastern side of the
14 property. And then, an additional 40 feet for
15 McCoy's Creek. So we're taking the 40 feet
16 that was there, adding 40 feet to it, and now
17 we've got 80 feet, as well as a 25-foot
18 multi-use path that's going to end up
19 connecting into the Emerald Trail and -- it's
20 pretty neat, to be honest with you. And to
21 extend May Street under the existing FDOT
22 overpass. This creates both access to the
23 private development to its west as well as our
24 public park and McCoy's Creek to its east.

25 Slide, please.

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1 the maximum distance between the center lines
2 of the view and access corridors from 250 feet
3 to 352 feet. At the workshop, it was a
4 deviation from 250 feet to 365 feet, I believe,
5 is what we had there.

6 We've worked on the site plan, and the 352
7 feet is the distance between the inside lines
8 of each of the view corridors as measured from
9 the closest part of the river. The reason we
10 did that is, by calling out the deviation to
11 the closest together, you don't have an
12 opportunity to blossom them out. So at the
13 river view, we've limited it to 352 feet,
14 although when you get to Riverside Avenue, they
15 may be a little more. But for mathematical
16 reasons, you want to stick to the shortest
17 distance between the two.

18 Slide, please.

19 This is something we said in our workshop,
20 for those who weren't there. DIA adopted
21 Resolution 21-08-01. As part of that, our CEO
22 and our board made some acquisitions of public
23 property.

24 One, relocate and widen McCoy's Creek.
25 McCoy's Creek right now is both underground --

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1 This is a -- this slide is out of order,
2 but when we get to the conceptual, I kind of
3 want to point this out. As I said in earlier
4 slides, you're going to be seeing the different
5 phases come online, and when they come online,
6 you'll be viewing their vertical and horizontal
7 components.

8 The Ordinance Code guides you as a body,
9 that, for the master site plan, which is what's
10 going through conceptual today, you are to
11 review it through its view corridors, setbacks,
12 building heights, street closures, river views,
13 and encroachments.

14 So the form regulations, the undulations,
15 everything that affects the building form is
16 punted to the conceptual and final as each
17 building pad comes online. So I think that's
18 kind of something you need to be aware of. And
19 that's ditto when you see this site plan come
20 in through final. It will be reviewed for the
21 same limited sets.

22 And kind of for the record, the view
23 corridors, that's a subject of the deviation.
24 There's no deviations being sought for
25 setbacks, no deviation being sought for

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1 building heights as they relate to stepping
2 back from the river. I believe, at least
3 Phase I, may be utilizing the volumetric
4 tradeoff, which is allowed as a matter of right
5 inside of the Ordinance Code.

6 There are no street closures. Rather,
7 Leila Street is being extended, not as
8 right-of-way but as a view and access corridor,
9 and it will provide vehicular access as well to
10 the site, as is fairly obvious. And ditto with
11 May Street. So no streets are being closed.

12 River views and encroachments, there are
13 no deviations being sought for those two
14 either. I think that's kind of important to
15 note.

16 And slide, please.

17 This is the site plan, of which I've
18 overlaid the two view and access corridors,
19 being Leila Street to the left. The green
20 arrow is the extension of May Street, followed
21 by -- and this came up, I believe, by
22 Mr. Schilling. If there were building pads
23 between May Street and the McCoy's Creek
24 realignment -- there are shown building pads.
25 And then following McCoy's Creek is, of course,

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26

1 our public park.

2 Slide, please.

3 So that's the end of the deviation
4 presentation. As I said, if the board is so
5 inclined to agree with staff, we have taken the
6 liberty of listing the criteria -- I believe
7 there are eight of them that are required -- as
8 well as our findings. And I believe the
9 applicant probably has a presentation as well.

10 And I thank you for your time.

11 THE CHAIRMAN: Thank you, Mr. Parola.

12 Ms. Trimmer, if you have a presentation on
13 the deviation, we'll hear that now.

14 MS. TRIMMER: We do. Thank you.

15 Cyndy Trimmer, 1 Independent Drive, Suite
16 1200, on behalf of the applicant.

17 I'm going to keep this part short and
18 sweet because most of us were here for the
19 workshop, and we went through all of the
20 criteria in painstaking detail. And since
21 then, you've had the opportunity to digest the
22 staff report that Mr. Parola put together, as
23 well as the correspondence that we circulated
24 that is dated October 6, 2021, that goes
25 through the six general deviation criteria, as

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1 well as the two specific deviation criteria.

2 Not to entirely repeat everything
3 Mr. Parola just said, but this slide
4 illustrates kind of the varying widths that we
5 have. And we've all agreed that the most
6 important is riverfront for the sake of
7 consistency. That's where we have run all of
8 our measurements. And we've discussed
9 previously why it's impractical to require a
10 corridor central to the site which would
11 essentially dead-end at the elevated portion of
12 the Acosta Bridge -- would not really satisfy
13 any of the spirit and intent of our view
14 corridor or ordinance, which is really meant to
15 benefit, in addition to the properties that are
16 riverfront, more importantly, everything that
17 is north of the river.

18 So these have been created to align both
19 with Leila to the north, with the newly
20 reopened May Street to the east, and then to
21 provide the additional spaces that Mr. Parola
22 outlined that allow us to, again, do all of the
23 important things that we're here focusing on
24 for the public benefit; the realignment of
25 McCoy's Creek, the daylighting of McCoy's

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1 Creek, the creation of a new -- about 5 acres
2 for a public park.

3 One of the things that we also need to
4 focus on is the improved resiliency. Ms. Boyer
5 spoke at the workshop to explain the research
6 that was done and all the work that has gone
7 into the McCoy's Creek planning and the fact
8 that that creek used to be nearly over to CSX.
9 So at least with this realignment and the
10 additional floodplain space that is being
11 created, we are improving resiliency for this
12 riverfront site and additional opportunities
13 for activation, both along the riverfront and
14 the creekfront.

15 So again, we've got a total of eight
16 criteria. You've got the written narrative
17 from the staff, our written narrative. And we
18 would ask that you make a finding based on all
19 the materials presented that all eight of the
20 criteria are satisfied.

21 Thank you.

22 THE CHAIRMAN: Thank you, Ms. Trimmer.
23 Mr. Chisholm, any public comments on the
24 deviation, Item D?

25 MR. CHISHOLM: To the Chair, I do not have

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1 any.
 2 THE CHAIRMAN: I'll take board discussion.
 3 Let's start again with Mr. Loretta.
 4 BOARD MEMBER LORETTA: I have no comments
 5 on the deviation.
 6 THE CHAIRMAN: Mr. Brockelman.
 7 BOARD MEMBER BROCKELMAN: Like we talked
 8 about at the workshop, I think this is exactly
 9 a situation where a deviation makes sense.
 10 It's the type of thing that was contemplated
 11 when the deviation criteria were set forth, so
 12 I fully support it.
 13 THE CHAIRMAN: Ms. Durden.
 14 BOARD MEMBER DURDEN: Thank you very much.
 15 I appreciate the information provided in
 16 the packet and from the staff, both from a --
 17 the detail is very good. I'm in favor of the
 18 deviation. I would -- and believe that the
 19 criteria has been met, all eight.
 20 I would like to make one slight
 21 modification in the approval motion, and that
 22 is -- right now, it says that the deviation is
 23 "at 352 feet." What I would like us to
 24 consider, board members, is that we say it's
 25 "up to 352 feet."

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1 wasn't at the workshop, unfortunately, but
 2 evaluating the next item on the agenda and
 3 understanding the elevation that this would
 4 exist at for the line of sight on the ramp that
 5 leads to the Acosta Bridge or bypasses that at
 6 Water Street, there really isn't anything on
 7 the other side of that that view corridor would
 8 really create.
 9 So I would probably add that, if we're
 10 going to add "up to," you probably could add
 11 some space in that so that as the development
 12 plan changes -- because if this is moved
 13 another 20, 30, 40 feet, it doesn't impact
 14 anything on the other side, which is the intent
 15 of the view corridor to begin with.
 16 So I would reason, to some extent, that
 17 this particular element doesn't even need to
 18 exist because there's nothing that it would be
 19 blocking on the other side. I think the JTA
 20 station -- the repair station, which will
 21 eventually -- I think could become a stop --
 22 but that's the only thing that could possibly
 23 block from that side.
 24 So that's a long way to say yes, but I
 25 would -- if we are going to amend that, then I

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1 And the reason for -- I think that's
 2 appropriate is that it gives some flexibility
 3 to the developer, that if that space between
 4 those lines were to be, you know -- get
 5 slightly modified. If we say 352 feet, then it
 6 is kind of in stone. What if they came back in
 7 their final and said it's going to be 351 or
 8 350?
 9 So it's a simple way -- they still have --
 10 the maximum is still available to them in the
 11 deviation, but it also gives the developer some
 12 flexibility. And we don't know exactly where
 13 they're going to end up for sure. We're only
 14 looking at conceptual today, and so I would ask
 15 the board to consider just changing the
 16 language to -- in a motion that it would be "up
 17 to 352 feet."
 18 Thank you, Chairman.
 19 THE CHAIRMAN: Let's go ahead and grab all
 20 board comments and come back.
 21 Mr. Allen.
 22 BOARD MEMBER ALLEN: No comment.
 23 THE CHAIRMAN: Mr. Harden.
 24 BOARD MEMBER HARDEN: I would add that I
 25 support it, and I think in evaluating -- I

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1 would probably give the developer a little bit
 2 of leeway as well.
 3 That's all.
 4 THE CHAIRMAN: Mr. Schilling.
 5 Thank you.
 6 BOARD MEMBER SCHILLING: Thank you,
 7 Mr. Chairman.
 8 I'm supportive of the deviation as well.
 9 And since we're talking about just clarifying
 10 things, I would share that we may also want to
 11 add some clarification of that 352 feet is at
 12 the river since the view corridor is skewed.
 13 So as we get deeper into the site, it actually
 14 gets a little larger than that. But other than
 15 that, I'm in support of this item.
 16 Thank you.
 17 THE CHAIRMAN: Thank you.
 18 Mr. Davisson.
 19 BOARD MEMBER DAVISSON: No comment.
 20 Thank you.
 21 THE CHAIRMAN: So Ms. Radcliff-Meyers,
 22 Mr. Parola, the question is, are we tying them
 23 to 352 feet at a specific point or is there
 24 some possibility already within this deviation
 25 that is there or do we need to amend this?

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1 MR. PAROLA: Through the Chair, I think I
2 tend to agree with Ms. Durden that an "up to"
3 would be appropriate since you are making a
4 recommendation. That recommendation is being
5 forwarded to City Council. I would not take
6 anything away from them, and I don't think the
7 proposal does.

8 I would say that I would not add anything
9 to it as measured from the riverfront. We
10 spent, as I said, a good bit of time with the
11 developer, who has been -- both developers have
12 been gracious with their time. And we worked
13 really hard to come up with what is before you
14 today. So we would like to stick to that
15 352 feet.

16 I think as a measure of clarity -- again,
17 I think it's clear to us, but just clarity as
18 we move forward to City Council with the
19 deviation, that it is measured from the
20 riverfront and -- yeah.

21 THE CHAIRMAN: In any case, the specific
22 deviation criteria that we're going to read
23 into the record, is there something we need to
24 change with that to accommodate this request?
25

MR. PAROLA: To the Chair, I don't believe
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1 think. Just -- did you get a -- I mean, did
2 you guys think about this and talk about it and
3 make sure the clarification is on the
4 riverfront and not the street width?

5 MR. PAROLA: Through the Chair, that's a
6 very good question, Susan, and we did speak
7 about it, because you also know that the
8 Ordinance Code gives us guidance that a view
9 corridor in its perfect form is a logical
10 extension of an existing corridor. The logical
11 extension of Leila Street, by way of example,
12 is at an angle to the St. Johns River; it's not
13 truly perpendicular.

14 So we took it at its most shallow point,
15 which is measured at the St. Johns River. If
16 we took it at its most -- not that the
17 developer would ever do this nor are they
18 proposing this, but if we took it at its
19 maximum point, then conceivably you could
20 straighten out that line. Next thing you know,
21 you have a view corridor running the side of
22 its western property line and you have building
23 massing all the way through and you're adding
24 another hundred feet of building massing.

25 So we feel that between the way it's
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1 so. And the reason behind it is because the
2 intent of your action is unaffected by the
3 clarification of the words.

4 I would, however, ask that -- I would make
5 sure that the applicant is -- you know, we're
6 not causing any inadvertent issues.

7 THE CHAIRMAN: Okay. So I think we have
8 some clarity from the board on this.

9 Ms. Trimmer, your comments.

10 MS. TRIMMER: Through the Chair, thank
11 you.

12 I think the "up to" is implied by the
13 approval. I don't have a problem with that and
14 that specific language and agree that it should
15 be specific that that is the measurement at the
16 riverfront.

17 MS. GRANDIN: Mr. Chair.

18 THE CHAIRMAN: Yes. Susan, please give us
19 that language.

20 MS. GRANDIN: It's a question -- through
21 the Chair to staff, I was always under the
22 impression that the view corridors were from
23 the street to the river and were not to be
24 measured along the riverfront. So my concern
25 is that if we're -- because it's 408 feet, I

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1 written -- the resolution -- or the staff
2 report and Exhibit A to the staff report, all
3 of which would be forwarded to the Council,
4 it's pretty clear.

5 MS. GRANDIN: So is this Exhibit A?
6 Because I'm just concerned it ought to go --
7 you know, say 400-something feet up to whatever
8 here (indicating), and then 352 here
9 (indicating), just to make it clear.

10 MR. PAROLA: Through the Chair, the
11 Exhibit A, I believe, to the staff report is
12 the conceptual site plan. And the conceptual
13 site plan has the measurements on it.

14 MS. GRANDIN: Okay. I just didn't want
15 somebody down the road to think that it's
16 352 feet on the road.

17 MR. PAROLA: Through the Chair, we'll make
18 that abundantly clear, especially to the
19 council auditor, who I'm a hundred percent sure
20 will be asking for all the analysis that the
21 board looked through.

22 MS. GRANDIN: Okay.

23 THE CHAIRMAN: Ms. Durden.

24 BOARD MEMBER DURDEN: Thank you very much
25 for the clarification.

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1 Would it be appropriate, then, for the
2 motion to actually address both so that we are
3 advising the City Council that it's up to 352
4 at the river and up to 408 at the street? Then
5 there's no question of what our recommendation
6 would be and it's clear. And I would think the
7 applicant would probably appreciate that
8 clarity.

9 THE CHAIRMAN: To Mr. Parola's point, the
10 clarity is in Exhibit A. It's measured. It's
11 drawn. It's right here.

12 Question to Mr. Parola: What is the
13 process if they decide it's going to be
14 351 feet at the river and 310 feet at the road?
15 What is the process for that?

16 MR. PAROLA: Well, through the Chair, as
17 you know, this goes -- this is forwarded as a
18 recommendation to City Council. City Council,
19 as the ultimate authority for this deviation,
20 could conceivably grant whatever deviation they
21 see fit. So we're going to stick to what's on
22 that site plan and what's been provided to us
23 today.

24 So long as the recommendations that are
25 coming out mirror the -- you know, the 352 feet

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1 at the river side and then whatever the
2 maximum, 408 or whatever that number is, at the
3 Riverside Avenue section of it, then we're
4 okay. We saw that their very competent
5 attorney, Ms. Trimmer, gave it a thumbs-up, so
6 we're going to say we're going in the same
7 direction.

8 THE CHAIRMAN: Thank you for the comments,
9 everybody.

10 I'll take a motion on the deviation. And
11 again, the motion on the deviation -- whoever
12 provides that motion to the board must read in
13 the specific deviation criteria and the
14 findings of the DDRB at the same time.

15 BOARD MEMBER DURDEN: I'll make a motion.

16 THE CHAIRMAN: Thank you.

17 BOARD MEMBER DURDEN: The beginning part
18 of the motion is to approve the deviation for
19 DDRB application 2021-014 to allow a deviation
20 of up to 352 feet along the riverfront of the
21 property and up to 408 feet along Riverside
22 Avenue and for the following reasons -- the two
23 specific deviation criteria.

24 Number one, the development provides
25 substitute public benefits through other urban

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1 open space or activated, semiprivate facilities
2 such as restaurants, bars, museums, or other
3 similar venues open to the public and located
4 on the frontage of the building or publically
5 accessible boat slips or water taxi stops,
6 additional public access points beyond those
7 required wider view or access corridors or the
8 like.

9 The finding of the DDRB is that the
10 development provides substitute public benefits
11 by providing additional public access points
12 beyond those required.

13 Number 2, specific deviation, there are
14 unique characteristics of the site that warrant
15 the deviation such as alternative major access
16 points. Examples of these would include a
17 public park just beyond the 300-foot boundary,
18 an accessible creekfront bisecting the site or
19 bridge structures or overpasses that would make
20 a view easement in the required location
21 unnecessary, unusable, or undesirable.

22 The finding of the DDRB is that there are
23 unique characteristics of the site that warrant
24 the deviation, including alternative major
25 access points; that is, including the widening

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1 of McCoy's Creek and a new public waterfront
2 park.

3 Number 1 of the general deviation
4 criteria: The effect of the proposed deviation
5 is consistent with and furthers the objectives,
6 policies, designs, and intentions of the BID
7 plan.

8 A finding of the DDRB is that the effect
9 of the deviation is consistent with and
10 furthers Redevelopment Goals 1, 4, and 5 of the
11 BID plan, and generally is consistent with the
12 objectives, design, and intentions of the BID
13 plan.

14 Number 2, general deviation criteria: The
15 request is not based exclusively upon a desire
16 to reduce the cost of developing the site, but
17 would accomplish a substantial public benefit.

18 The finding of the DDRB is that the
19 request is not based exclusively upon a desire
20 to reduce the cost of developing the site and
21 accomplishes a substantial public benefit,
22 including a new public park and a wider opening
23 on McCoy's Creek.

24 Number 3, the proposed deviation will not
25 diminish property values in the area

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1 surrounding the site and will not interfere
 2 with or injure the rights of adjacent
 3 properties.
 4 The finding of DDRB is that the deviation,
 5 due to the site's location and other specific
 6 site attributes as well as creation of a new
 7 public waterfront space, will not diminish
 8 property values nor injure the rights of
 9 others.
 10 Number 4, the request is not a
 11 self-imposed hardship.
 12 The finding of the DDRB is that the site
 13 has existed in its current configuration with
 14 its current attributes, for example, topography
 15 adjacency to a raised FDOT ramp prior to the
 16 developer acquiring it. And the request is not
 17 a self-imposed hardship.
 18 Number 5, the proposed reduction or
 19 deviation will not be detrimental to the public
 20 health, safety, or welfare, result in
 21 additional public expense, or the creation of
 22 nuisances.
 23 The finding of the DDRB is that the
 24 deviation will not be detrimental to the public
 25 health, safety, or welfare, nor result in
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1 additional public expenses or the creation of
 2 nuisances.
 3 I would just add to that, for all of the
 4 reasons stated in the staff report as well as
 5 in the applicant's letter from Ms. Trimmer.
 6 Number 6, either there are unique site
 7 characteristics, such as parcel shape,
 8 location, existing utility easements, et
 9 cetera, that prevent the development consistent
 10 with these regulations.
 11 The DDRB finds that there are unique site
 12 characteristics, including parcel shape,
 13 location, and existing utility easements that
 14 prevent the development consistent with the
 15 regulations.
 16 BOARD MEMBER SCHILLING: Second.
 17 THE CHAIRMAN: Thank you, Ms. Durden. We
 18 have a second from Mr. Schilling.
 19 All those in favor of approving the
 20 deviation, DDRB 2021-014, please say aye.
 21 BOARD MEMBERS: Aye.
 22 THE CHAIRMAN: Any opposed?
 23 BOARD MEMBERS: (No response.)
 24 THE CHAIRMAN: Okay.
 25 Thank you again, Ms. Durden.
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1 We'll move on to the next item, DDRB
 2 2021-014, Riverside Avenue conceptual approval.
 3 Mr. Parola or Ms. Radcliff-Meyers, do you
 4 have another staff report for this?
 5 MR. PAROLA: You do, yes, sir,
 6 Mr. Chairman. I'll try to be a little quicker
 7 with this one with deference to Diane.
 8 This is the same slide we put up for the
 9 workshop. And the importance of it -- as I
 10 pointed out at the workshop, this site has very
 11 unique topography. I mean, it slopes rather
 12 drastically for the -- about two-thirds of it,
 13 from west to east or southwest to northeast, by
 14 about 20 feet. Then, as you get to the eastern
 15 side of where McCoy's Creek now is located, you
 16 start seeing that all of a sudden not only does
 17 it slope towards the river, it starts sloping a
 18 little bit north and a little bit north, so
 19 it's rather a unique site.
 20 Slide, please.
 21 This slide, we put the park over it, along
 22 with the creek and the view and access
 23 corridors. And now you see that the
 24 engineering challenge and the site design
 25 challenge is to account for this grade change
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1 in a much smaller envelope.
 2 Slide, please.
 3 What is illustrated here is the logical
 4 extension -- or the extension of Leila Street.
 5 And the little ramp there is -- or steps -- and
 6 that shows you how you go from the -- it
 7 becomes a -- just a pure view corridor to an
 8 access corridor to the Riverwalk. There is a
 9 restaurant that's intended for the bottom
 10 left-hand corner of the circle. And inside of
 11 that would be an elevator for those who may
 12 need it to get to the Riverwalk from the rest
 13 of the site.
 14 Slide, please.
 15 As you can see, the two view and access
 16 corridors by the two green arrows -- we worked
 17 with the developer and their team. The red
 18 line or the red arrow that connects them that's
 19 parallel to St. Johns River is to provide
 20 interconnectivity for the pedestrian between
 21 the two view and access corridors.
 22 On earlier versions of the site plan, if
 23 I'm not mistaken, along the eastern edge of
 24 Leila Street, there was not a sidewalk; we've
 25 added that. And now you can see that the red
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1 arrow illustrates how a pedestrian would travel
2 between one view and access corridor to
3 another.

4 I do want to note, though, that we have a
5 recommendation -- and partly it's because we
6 have a rather large site plan -- that, at
7 final, we want more articulated. And so we
8 said, at the time of final site plan approval,
9 we want a hardscape, a landscape plan because
10 we want to see the differentiation of materials
11 and the prioritization of the pedestrian by
12 those material differentiations.

13 Slide, please.

14 When you get to May Street, what this
15 illustrates is you actually have to take stairs
16 down to get to it. As you go from the northern
17 side of the site to this southern side of the
18 site towards the river, it -- May Street
19 becomes less and less at grade with the built
20 environment to its left.

21 As a matter of fact -- well, you can't
22 really see it there because it's a plan view --
23 the garage actually has ingress and egress that
24 is below surface to May Street. And we'll talk
25 about that a little more when we speak about

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1 is.

2 Given the topographical changes of the
3 site, the uniqueness of the site, and how it's
4 become compacted, we really couldn't work
5 through this situation, save trying to obscure
6 those and really frame Leila Street with the
7 addition of another building in front of those.
8 So that was the design solution that was come
9 up with.

10 Slide.

11 When we spoke to the developer, we said,
12 you know, could we move the building north? In
13 other words, could we move the building closer
14 to the ramps? Well, unfortunately, we cannot.
15 And the reason we cannot is because there are
16 existing JEA easements through there. Those
17 easements are nonnegotiable. You can't build
18 on top of them. There's surface parking on
19 them right now. So that's just a condition
20 they worked through.

21 Slide.

22 So these are the two recommendations that
23 staff is forwarding to you for consideration.

24 They are recommendations because this is
25 conceptual. So at conceptual, we asked the

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1 the ramps on the western side of the parking
2 garage.

3 Slide, please.

4 Earlier versions, I think, that circulated
5 around the site plan really showed that the
6 ramps would be highly visible from Riverside
7 Avenue. We heard a lot of comments about it.
8 Staff had concerns about it. We worked really
9 diligently, not only with the master developer
10 but the developer and their representatives of
11 the Phase I. And what they have done as a
12 solution is to actually put a 3,000-square-foot
13 building to the north or in front of those two
14 ramps that you see there.

15 We've heard comments about, you know, "Why
16 two ramps?" When you park in back to the
17 topography of the site, you need one ramp to
18 get you down. In other words, so you can get
19 to May Street and the parking that's at grade
20 with May Street, then you have surface level;
21 so, in other words, the parking that's
22 essentially on the surface with the grocer and
23 the rest of the surface parking there. And
24 then you need a separate ramp to get to
25 Floors 3 through however tall the parking deck

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1 developer, would you consider this? If you
2 cannot do this, please explain why at final.

3 And any other recommendations that come
4 out of this board would be couched as that
5 because this is conceptual, to have the
6 developer take your -- whatever your
7 recommendation or observation is, consider it
8 and sort of report back why or why not it can't
9 be met.

10 And the big "See you on the 18th" is
11 because that's when we see the architecture for
12 Phase I, and we're pretty stoked about it.

13 Thank you, Mr. Chairman.

14 THE CHAIRMAN: Thank you, Mr. Parola.
15 Ms. Trimmer, do you have an applicant
16 presentation?

17 (Ms. Trimmer approaches the podium.)

18 MS. TRIMMER: Thank you.

19 Cyndy Trimmer, 1 Independent Drive, on
20 behalf of the applicant.

21 I have with me today remotely -- or I'm
22 sorry, Tim O'Reilly, present; and remotely,
23 Brad Davis with Prosser. So I appreciate being
24 able to come up so that Mr. Davis is able to
25 join us and be available for questions.

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1 And thank you, Mr. Davis, for being
 2 available remotely.
 3 Moving through the site and onto the site
 4 plan, which is where we are going to focus
 5 today -- and I appreciate everyone's indulgence
 6 as we all learn this new process. This is
 7 first phased development coming through under
 8 the new overlay. And we have learned that that
 9 process requires coming through for both
 10 conceptual and final approval, just of the site
 11 plan, before we can come through and do
 12 conceptual of any of the architectural
 13 elevations and buildings that are going to be
 14 on the site.

15 I talked through a lot with folks that
 16 it's not as easy when we're dealing just with
 17 the site to really get a feel for what we're
 18 dealing with, but I'm going to do my best to
 19 kind of walk you around what we have here and
 20 why things are laid out the way they are.

21 Mr. Parola did a fantastic job of queuing
 22 this up, so I won't belabor the points he
 23 raised, but to give us kind of the overarching
 24 setting.

25 We are nestled behind the Acosta, and we
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1 have pointed out on the site plan where that
 2 ramp begins. So I'd ask you all to note, it's
 3 kind of north of where the surface parking is,
 4 but this is where the elevation of this ramp
 5 is. So the bulk of this project really is
 6 going to be kind of down below that and not
 7 visible from the northern portions of Brooklyn.

8 We are also dealing with an interrupted
 9 grid system. This portion of Brooklyn, we have
 10 on the north the Brooklyn Station development,
 11 which is an anchored shopping center that has
 12 the outparcels and the multifamily projects
 13 that have come online there that actually
 14 closed the grid network to do surface parking.

15 So with this one, we were really looking
 16 at -- we have limited access space. The only
 17 frontage we have available at the parcel is
 18 truly on what I'm going to call plan northeast
 19 of the site plan.

20 So today there's one access point and it
 21 takes you to surface parking or what looks like
 22 surface parking, and then you realize it's
 23 actually structured parking that you enter on
 24 the second floor because, as Mr. Parola
 25 mentioned, we have extensive topography

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1 challenges with this site, where from plan
 2 northwest to plan southeast there's a 20-foot
 3 grade drop-off.

4 We also have -- if you kind of start at
 5 the bottom of the creek and work your way up --
 6 today, this site is bisected by McCoy's Creek.
 7 It runs under the property; it is covered. We
 8 had the privilege of doing the title work.
 9 It's like a bad law school exam. The bulkheads
 10 are owned by something different than the air
 11 above the creek. The water is something
 12 different than the ground below it. And then
 13 the cap that is on it is owned by someone else,
 14 and that limits what can be built.

15 We all agree that this situation is not
 16 ideal. So the first stop on this plan was
 17 realigning McCoy's Creek. We have all talked
 18 through that and what's happening, but it
 19 provides us this central development pad.

20 In terms of circulation improvements, we
 21 are connecting Leila from the north on Brooklyn
 22 Station, bringing it the entire way down to the
 23 waterfront, culminating in this great
 24 pedestrian plaza that is sited immediately
 25 adjacent to where we have the outdoor seating,

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1 the restaurant, and really focusing on
 2 activating that waterfront experience.

3 We've also created the new connection for
 4 May, which you've all heard of labeled as
 5 William Patrick (inaudible) Boulevard on the
 6 site plan and that connectivity that comes down
 7 through the site as well.

8 (Reporter clarification.)

9 MS. TRIMMER: William Patrick Showalter
 10 Boulevard, also known as Main Street. I'm
 11 going to call it Main Street for the sake of
 12 simplicity.

13 The other thing that we did with this
 14 site -- and Mr. Parola started to kind of talk
 15 through it -- is realizing that we're kind of
 16 creating our own community down here. This is
 17 a master plan development. And so we're
 18 reestablishing the grid network north/south --
 19 plan north/south.

20 So we've created the additional
 21 connectivity plan west to east where you can
 22 see coming down from Riverside Avenue, which
 23 will be the main pedestrian point of
 24 connectivity. Working your way through the
 25 site, you have got all of the points of

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1 connection.
2 And then we really focused between these
3 buildings in the center of the site on creating
4 kind of its own streetscape. So we've created
5 sidewalks. It'll be planted, landscaped, and
6 have all of that kind of connectivity over to
7 bring you through the site down our fun grade
8 change over to the park.

9 And with that, we appreciate the
10 recommendations that we received with this
11 collective process and getting the amenity
12 building, because that's going to help activate
13 that new corridor that we have created.

14 So focusing in on the elements for a
15 master site plan, we're looking at the view
16 corridors, setbacks, heights, street closures,
17 river views, and encroachments. So running
18 through the setbacks, in a perfect world, this
19 original building would be built right up to
20 the corner, but we are dealing with an existing
21 condition where that building is at an
22 intersection. It has an existing FDOT turn
23 lane. And then the entire frontage of this
24 site is encumbered by the 20-foot JEA easement
25 that Mr. Parola referenced.

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1 they range from 30 feet at the frontage to a
2 height of -- we're saying 85 feet. We're all
3 working on agreeing on the method of measuring
4 for these buildings with that drop-off. But
5 there is varying height throughout the project,
6 and it is going to be a different experience
7 from the waterfront than it's going to be at
8 the riverfront -- or the Riverside Avenue
9 frontage.

10 We do not have street closures; we've got
11 street openings. We've all talked about that,
12 but we're reestablishing the grid here.

13 The river views are what we dealt with in
14 terms of the approval for the corridors and the
15 access. And with the deviation that we have
16 been granted, the property is going to be
17 compliant with those guidelines.

18 In terms of encroachment, I'm going to
19 switch over to the volumetric analysis. And
20 with this you can really see what I'm talking
21 about in terms of what could have been possible
22 along this waterfront versus what they have
23 done and how they've used this volumetric
24 analysis to pull the building back and open up
25 that frontage.

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1 So this building is pulled as far up as it
2 can. We've got this great pedestrian plaza
3 here and are committed to working to activate
4 that corner to make it clear that this is an
5 entrance to this project.

6 On the river frontage -- we'll get to the
7 massing studies and all of that part, but we
8 really focused on not overcrowding the
9 Riverwalk here. We don't want you to come from
10 this amazing park that's being created and just
11 have the monolithic structure against it.

12 We've all heard that feedback on projects,
13 so they really pulled this building back
14 further than what is even the minimum
15 requirement so that they could create these
16 pedestrian plazas and the semiprivate realm for
17 the apartment buildings and kind of do that
18 slight U-shape on the riverfront so you have
19 the articulated structure and have kind of
20 opened that space up to the extent possible
21 while still having a building on the
22 waterfront.

23 Moving on to height, again, we've got this
24 weird 20-foot grade drop-off, but measuring
25 each of the respective buildings from grade,

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1 So the diagram that you see at the bottom
2 is representative of the maximum building that
3 could have been created all along the Riverwalk
4 in Zone B, which could have been a 40-foot
5 height structure along the entirety of it. But
6 what you can see above it is how we really
7 tried to limit the spaces that are available in
8 there to just these couple of areas that are
9 going to be coming up from the Riverwalk. And
10 with that, we do have a pretty extensive
11 overage in terms of volume that is allowed for
12 the structure.

13 Moving on to Zone C, again, the bottom
14 showing what could have been done up to 75 feet
15 as the first step back after Zone B. And even
16 here, we haven't taken advantage of the
17 entirety of what could have been done in that
18 structure. And it's -- it's been in a
19 negotiation, and it is intelligent design. We
20 are having a wider building.

21 So with that, we have agreed that we're
22 pulling that building back so that we can take
23 up the width of that development pad but still
24 not overcrowd the Riverwalk and have something
25 that is in excess of what would be otherwise

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1 permitted with the volumetric analysis.
 2 I think that brings me to the end of the
 3 presentation.
 4 I have, like I said, with me the folks
 5 from Prosser.
 6 I know there are a couple of questions in
 7 terms of traffic circulation and things along
 8 those lines. It's not exactly in the scope of
 9 master site plan review, but in the spirit of
 10 wanting to make sure we're queued up well for
 11 the next stage, we definitely would like
 12 feedback and the opportunity to address those
 13 while I've got the engineers here.
 14 And we appreciate all of the work -- we
 15 know everyone has done a lot -- work, research,
 16 and time spent on this -- and we appreciate
 17 staff and all the work that has been put in to
 18 help us get where we are today.
 19 So with that, I and Brad and Tim are
 20 available for questions.
 21 THE CHAIRMAN: Thank you, Ms. Trimmer.
 22 We'll move on to public comment before we
 23 get to the board input.
 24 Mr. Chisholm, do we have any public
 25 comments?

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1 parking lot -- it's a lot of surface parking, a
 2 lot of drive -- car-centric access roads.
 3 My personal concern is the parking garage
 4 which is going to be visible from the ramp,
 5 from Riverside Avenue, because it's higher.
 6 It's several -- many stories higher than the
 7 one-story grocery store. Those things could be
 8 combined perhaps. You know, there's different
 9 ways that it could be done.
 10 So, you know, really, I felt that -- I
 11 mean, I don't need to belabor our previous
 12 comments. We were assured by the DIA that they
 13 were not approving the site plan and that the
 14 DDRB would be the final arbiter. So we are
 15 counting on you all to really make this a very
 16 pedestrian-friendly site, that it currently
 17 really is not yet.
 18 Thank you.
 19 THE CHAIRMAN: Thank you.
 20 Mr. Chisholm, do you have any other public
 21 comments?
 22 MR. CHISHOLM: I don't see any hands
 23 raised, but I will note, as Mr. Parola said
 24 earlier, we had some other comment that was
 25 mailed to us that I forwarded to the board.

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1 MR. CHISHOLM: To the Chair, I see Nancy
 2 Powell with her hand raised.
 3 Name and address for the record.
 4 ZOOM MEMBER: Nancy Powell. I am with
 5 Scenic Jacksonville.
 6 And we commented pretty extensively on
 7 this project at the DIA meeting because we
 8 understand that when you're giving away
 9 75 percent of your future tax revenue, you
 10 know, really the City really could have a high
 11 standard of development.
 12 We really appreciate the riverfront
 13 park -- the two-acre park and the creek.
 14 That's going to be great. And you know the --
 15 I think The Jaxson article today probably
 16 articulated some of the concerns that we had
 17 articulated before, which is, if there's a site
 18 plan that can equally be at the Town Center, it
 19 probably is not the right place for urban
 20 development.
 21 And so they had some fairly good
 22 recommendations, especially Leila Street,
 23 making that much more pedestrian-friendly. And
 24 with the buildings fronting the street and a
 25 walkway, the concern is a lot of surface

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1 THE CHAIRMAN: Thank you.
 2 We'll start again with Mr. Loretta.
 3 BOARD MEMBER LORETTA: Thank you.
 4 I appreciate the team, Ms. Trimmer.
 5 I do have a couple of questions, concerns
 6 and/or requests. One request would be along
 7 May Street, kind of the T-turnaround that's
 8 there in the middle, that we can get some
 9 on-street kind of parking, either 90 degrees or
 10 parallel, that would be utilized for the public
 11 for the future access of the park. So that way
 12 we're not kind of forcing people to kind of go
 13 into the parking garage and access the park.
 14 It just seems like that's currently not been
 15 thought through.
 16 My biggest concern overall with the
 17 project is kind of internal vehicular
 18 circulation, somewhat with -- similar to what
 19 Ms. Powell has stated. There has been
 20 sidewalks that have been added to the plan from
 21 what maybe we -- was circulating or we saw a
 22 couple of weeks ago. And I'm not going to be
 23 here at our workshop next week, although I
 24 guess the workshop is, quite frankly, for
 25 architecture, it's not for the site plan.

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1 So I would just ask -- you know, the grand
2 scheme of things, I think there's a lack of
3 pedestrian circulation and it's very
4 car-centric. My request or my recommendation
5 to the team is that -- you know, we all kind of
6 look at consolidating these four, slash, five
7 internal driveway connections that are within
8 150 feet -- I'm going to try to speak
9 positively here -- into a much better
10 framework. I think that could be done with an
11 internal roundabout. That could really
12 actually assist with a much better vehicular
13 and pedestrian circulation through the
14 property.

15 It's intriguing that -- well,
16 unfortunately, we only have 8-and-a-half-by-11
17 site plans, so we didn't get an 11-by-17 site
18 plan to the -- but in zooming in on my camera
19 on my phone, it's a seven-level garage, and so
20 it is a -- as Ms. Powell stated, the garage
21 will be greater than the grocer.

22 But with that in mind, you know, we have
23 kind of four different access points into the
24 garage. I firmly believe we need to remove one
25 of the two western access points into the

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1 garage. That just very much exasperates the
2 on-site vehicular circulation issues.

3 Quite frankly, the garage could be
4 extended another 30 to 60 to 70 feet east to
5 west to allow a better grade transition, if
6 that's the reason why they're having the
7 concern for these four driveway accesses into
8 the garage, but I won't go further beyond that.

9 Really just want to kind of -- thankfully,
10 from the City's perspective, as I see it, that
11 these will be private driveways and not public
12 rights-of-ways as it's currently designed. As
13 I just see, as it's currently designed, it's
14 not a very safe vehicle or pedestrian site
15 plan.

16 Thank you.
17 THE CHAIRMAN: Thank you, Mr. Loretta.
18 Mr. Brockelman.

19 BOARD MEMBER BROCKELMAN: To me, it -- as
20 I was kind of reviewing this, the -- the one
21 thing I kept coming back to is the -- just the
22 complex nature of the parcel we're dealing
23 with, which the developer and their
24 representation acknowledged as well, which
25 makes it hard to have really an ideal outcome

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1 based on what I think we would all want in the
2 perfect world.

3 And I just want to acknowledge, I think we
4 all appreciate The Jaxson comments and the
5 public commenters who have echoed similar
6 concerns. But, for me, I mean, I didn't really
7 see any compelling articulation of opinions in
8 those as it relates to just the topographical
9 challenges of the parcel, the traffic
10 engineering issues, and then ultimately the
11 jurisdictional elements, whether it's FDOT turn
12 lanes, the JEA easements and other easements.

13 So noting how complex this is and how --
14 we're still in an early stage of evaluating
15 this overall development. I'm going to be
16 supporting it, and really I look forward to
17 Monday's workshop to see the engineering -- or
18 the architectural work behind this. And
19 ultimately we're going to have another crack at
20 this at final if there are issues that
21 ultimately need to be resolved, but as of today
22 I'm going to be supporting it.

23 Thank you, Mr. Chairman.
24 THE CHAIRMAN: Thank you, Mr. Brockelman.
25 Ms. Durden.

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1 BOARD MEMBER DURDEN: Thank you,
2 Mr. Chairman.

3 I'm going to limit my comments to just
4 three things that all deal with what you guys
5 know is my passion, and that's the pedestrian
6 and -- pedestrian sense of the site.

7 There is three things that I would like my
8 fellow board to consider -- my fellow board
9 members to consider. The first deals with May
10 Street, and I'd like to draw your attention to
11 the master site plan in the staff report -- in
12 the packet, I think it's Page 5 of 9. It's not
13 the staff report but the applicant's packet.

14 THE CHAIRMAN: Can we have the site plan
15 pulled up on the screen while we're discussing
16 it?

17 MR. CHISHOLM: (Complies.)
18 BOARD MEMBER DURDEN: It's the one -- it's
19 got the green to the side. That would work.
20 Well, no. If you would get to the master site
21 plan, that would be great. You're almost
22 there.

23 MR. CHISHOLM: I'm going to share the
24 screen for our members on Zoom.

25 BOARD MEMBER DURDEN: There you go. Thank
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1 you so much.
2 So on May Street, you can see that -- you
3 can see on May Street that there's a T that --
4 who's got the -- does somebody have the
5 pointer? Could I borrow it just for a moment?
6 And I'll give it right back, I promise.

7 So here's the T, right here (indicating).
8 And so this T -- and also -- I'm just going to
9 do both of these comments at the same time.

10 And this area, south of the entrance into
11 the park -- into the garage, these two areas
12 seem to me to be appropriate for pedestrian
13 use, not vehicular use. And it comes with one
14 caveat, and that has to do with the use of the
15 garage.

16 And it's my understanding that some
17 portion -- that the garage is going to be open
18 to the public, or at least some portion of the
19 garage is going to be open to the public
20 because -- I think it's people who may be
21 shopping in the grocery stores will want to be
22 using that.

23 But the concept that I've got is that
24 those two areas would be more appropriate to
25 not allow vehicles in those areas. The parking

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1 for -- somebody else raised the issue about the
2 parking for the park.

3 I think that was you, Mr. Loretta.

4 I think that there's going to be parking
5 in the garage for people to be able to utilize
6 that parking, to be able to go and access the
7 park. I think that that area would be more
8 appropriate for a -- kind of an entry and -- a
9 visual entry to what is going to be actually a
10 really beautiful connection to a multiuse
11 trail, as well as the creek, and then across
12 the creek, the park. That's in relation to
13 that.

14 Down here (indicating), this just --
15 there's no entrance down here. There's no -- I
16 just don't understand. And maybe there is a
17 reason. But in talking to staff, we weren't
18 aware of any reason to really have vehicles
19 down in this area.

20 So that's one thing. Those two things --
21 two of the three things that I wanted to talk
22 about.

23 The third one has to do with the width of
24 these two view access corridors. And I -- my
25 office, where I have been practicing law for

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1 about 16 years, on Dora Street, is very similar
2 to this 40-foot right-of-way. It was meant to
3 allow for access to the Riverwalk, but the
4 sidewalk --

5 The main thing is that it is a driveway
6 into the two parking -- two parking [sic]
7 access into the garage. It's not safe. People
8 are not safe walking along a fairly narrow
9 sidewalk there.

10 What I think would be really beneficial
11 for this project and really add to the
12 community sense of providing access to the
13 Riverwalk and a view as you're driving by is to
14 widen that just slightly.

15 Now, I'm going to tell you guys. I
16 wanted -- my initial thought was to widen these
17 to -- both of them, to 60 feet. I had a chance
18 to talk to staff about that and I also had an
19 opportunity to speak to you, Ms. Trimmer, about
20 it. And I recognize that the issues with this
21 site are significant, and I can appreciate that
22 having represented many private developers. I
23 understand that.

24 So what I would like this board, in our
25 conceptual recommendations to the developer, is

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1 to consider widening just Leila Street. To me,
2 Leila Street is the -- really the main entrance
3 into what can be really an exciting
4 development. If we were to widen just Leila
5 Street, then we could provide -- and the
6 developer could provide a really safe and
7 enjoyable access down to the Riverwalk.

8 I love what they've done with the stairs.
9 I think that it looks -- it will be great. I
10 also think, you know, the roundabout there,
11 that makes a lot of sense, but I think that the
12 area needs to be wider. And so while I think
13 60 feet would be awesome, perhaps there's room
14 for an additional 10 feet in width that I think
15 would really make a big difference for this
16 project.

17 So I'm going to end there. I appreciate
18 you guys listening to my impassioned plea, if
19 you will, for those three considerations.

20 Thank you.

21 THE CHAIRMAN: Thank you, Ms. Durden.
22 Mr. Allen.

23 BOARD MEMBER ALLEN: Can I borrow that,
24 please?

25 BOARD MEMBER DURDEN: Sure.

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1 BOARD MEMBER ALLEN: Thank you.
 2 Thank you to the development team for
 3 interest on the site -- I'm going to throw out
 4 the big "but" now -- but I think it's very
 5 underwhelming.
 6 I think this whole site plan is better
 7 suited for somewhere in the south side of town
 8 where we see all the apartment complexes thrown
 9 around everywhere. This, to me --
 10 When you pull into the main corridor here
 11 (indicating), you're looking at a sea of
 12 parking, all right here, all right here, all
 13 right here, all right here. I think there
 14 needs to be some sort of engagement, whether
 15 it's additional restaurants along this strip,
 16 breaking up this parking lot, but just this
 17 swath of concrete that -- that a bunch of
 18 people are going to be parking in I don't think
 19 is what we're intending for urban development.
 20 And this is the gateway into our downtown,
 21 which we all know is right there.

22 So I appreciate the -- obviously, the
 23 attention to the parcel, but this -- this site
 24 plan right now isn't something that I can get
 25 behind at all. I look forward to seeing where
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1 Riverside Avenue, at the corner where the
 2 item -- Shop 1 is identified, all the way to
 3 the grocery because it matters a lot.
 4 When that on-ramp, you know, increases in
 5 slope, it probably is going to decrease how
 6 much -- you know, this board cares about what's
 7 happening on May Street and the parking garage.
 8 And, obviously, those are things we can treat
 9 at that time, you know, what that looks like
 10 and how they disguise, you know, certain things
 11 that we deal with every month on this board.
 12 I did have a question. The terminus of
 13 the road on May Street where there is -- you
 14 know, down to the river and back towards
 15 McCoy's Creek was a little confusing to me. So
 16 I think that coming back in conceptual, if
 17 that's really needed, some explanation on why,
 18 and then maybe some more drawings because right
 19 now it's just a dead end. It probably doesn't
 20 make sense. I don't know if they just left
 21 that for right-of-way for the future buildings,
 22 if that needs to exist when the site is going
 23 to be vacant because I see there's two pads on
 24 that location that are in between May Street
 25 and the park. So that would be helpful to know

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1 we can go from there.
 2 Thank you.
 3 THE CHAIRMAN: Thank you, Mr. Allen.
 4 Mr. Harden.
 5 BOARD MEMBER HARDEN: Thank you,
 6 Mr. Chair.
 7 I had some ex-parte communication with
 8 Ms. Trimmer to ask a bunch of questions about
 9 this plan. And also, I know we've got a
 10 workshop scheduled. It was also helpful to get
 11 some explanation on why we have the site plan
 12 approval, the deviation, the conceptual
 13 approval, then we go to architectural because
 14 of the nature of the development.
 15 And so I think that a lot of my questions
 16 were really borne out of challenges of trying
 17 to understand the site plan. I mean, it's a
 18 big site, a lot -- there's a lot going on,
 19 there's a lot of different things going on, and
 20 there's a lot of elevations. And I think that
 21 it would be really beneficial --

22 The comment I mentioned to Ms. Trimmer,
 23 when they come back for architectural, is to be
 24 able to have some kind of 3D, you know, imagery
 25 that would help us visualize the elevation from
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1 at final.
 2 And then I think the comments on Leila --
 3 I think -- you know, I've heard people talk
 4 about the nature of this development, and I
 5 think they -- you know, with the on-ramp and
 6 with the elevation changes, they're trying to
 7 do the best they can, but Leila, there's a
 8 real, I think -- and -- to improve upon that so
 9 that it does become, you know, more accessible
 10 for pedestrians.
 11 I mean, I, myself, my business is going be
 12 located a block away, across the street in a
 13 few months. And, hopefully, we'll be walking
 14 down this road to access the riverfront, access
 15 the outdoor patio that they've put -- the
 16 restaurant they put on the river, and the
 17 restaurant that's on Riverside Avenue.
 18 And so I think that if there's some
 19 changes that could be made that slow the
 20 vehicular traffic down that road and on to the
 21 site, that probably would make it, you know,
 22 much more accessible and much more attractive.

23 So I think there's some -- some easy
 24 fixes, and it seems like, you know, from
 25 talking to Ms. Trimmer, the developer is open
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1 to some of these easy fixes, so -- I'm not a
2 traffic engineer, I'll defer to those who are,
3 on the feasibility of some of those things that
4 they came back at final with some suggestions
5 on, you know, what they are able to do. You
6 know, I'm certainly open to that in -- in
7 support of the project.

8 That's all.
9 THE CHAIRMAN: Thank you, Mr. Harden.
10 Mr. Schilling.

11 BOARD MEMBER SCHILLING: Thank you,
12 Mr. Chairman.

13 And also to mention and declare ex parte,
14 I also spoke with Ms. Trimmer a little bit this
15 morning just to talk a little bit about traffic
16 circulation and the parking structure.

17 And so just -- and I think to echo
18 Mr. Brockelman's comments, you know, this is a
19 unique site and a difficult site with all the
20 constraints that it has surrounding it. And,
21 you know, I think that the applicant has done a
22 really good job on a conceptual submittal, but
23 there were some things I was planning to
24 mention, and I've heard some really good things
25 that I agree with from some of the board

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1 members. And I'd encourage the applicant to
2 consider this constructive feedback.

3 But I -- one of the things that did -- or
4 a couple of things. One of the things that did
5 jump out at me -- Board Member Durden's
6 comments on May Street, on basically the two
7 dead-end roads struck me as -- I'm suspecting
8 they probably have to be there maybe because of
9 fire, fire access and getting the fire truck in
10 with your hose distances. But right now I
11 think they're shown as full width, either 20 or
12 24 feet, if -- maybe there's any [sic] way we
13 could do 15 feet and get those down just for --
14 for the emergency -- I think -- I think that
15 would be very helpful.

16 I would also love to see at final -- on
17 the open area between the building on the river
18 and the Riverwalk, I'd love to see a little bit
19 more detail as to what's planned there. I
20 don't know if that's going to be an amenity
21 plaza, a public plaza, if that's intended to be
22 a pool -- area for a pool or a cool deck for
23 the residents. It would be helpful to
24 understand what the plans are for that.

25 Then the other thing -- just talking about

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1 the parking deck itself -- and this may be
2 something that's more appropriate for the
3 architectural review, but I think it would be
4 helpful at final to have a little more detail
5 on how the garage is going to work and the
6 ramps inside.

7 I suspect that there's an intent that
8 certain floors will be designated for
9 certain -- certain things, as in the first
10 floor may be all dedicated to residents in one
11 of the buildings. So it may make more sense as
12 we're able to see how those floors are
13 designated.

14 And, again, I -- and I do agree with Board
15 Member Loretta's comments. You know, right now
16 there are two, four -- five entrances into the
17 garage. And I agree, I would love to figure
18 out -- to see if the applicant could explore a
19 way to have one ramp off of Leila rather than
20 the two, knowing that you are getting to the
21 first floor of the deck from May. And assuming
22 they're internal ramps, that you'd also be able
23 to get to the first floor from the second floor
24 coming off the two drives across from the
25 grocery, so -- so that -- y'all may be able to

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1 find, upon further study, that you only need
2 the single ramp from Leila that goes to the
3 third floor.

4 So I was going to recommend that. And,
5 again, I think some of that extra detail at
6 final would be helpful to -- if you could share
7 how you're planning to divvy up the garage;
8 and, again, maybe designate certain ramps only
9 for residents and/or -- you know, I could see
10 the northern entrances being designated for
11 your retail users.

12 I think some explanation there will help
13 us at final in understanding how that -- how
14 the overall circulation will work.

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

17 THE CHAIRMAN: Thank you, Mr. Schilling.
18 Mr. Davisson.

19 BOARD MEMBER DAVISSON: You know, I
20 understand the challenges of the topography,
21 but I think here -- and maybe you're not
22 communicating it -- it's an actual asset, you
23 know, especially when you're dealing with
24 parking. It's a way to get rid of ramps.

25 But I do think -- when you show up to the

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1 workshop, please have, like, a site section,
2 and I think that would communicate how this --
3 because we're looking at this as a flat plan.
4 And how the garage is buried, and how -- how
5 buildings work with the slope I think would --
6 would help your cause.

7 I don't want to be redundant on the
8 comments made, you know, on -- on the south
9 side of the project, but, you know, talking
10 about the view corridor and -- you know, I'm
11 not necessarily an advocate of wider is better.
12 It's more the quality of space, but it's like,
13 what am I seeing?

14 What I'm seeing on William Patrick is
15 basically asphalt. And, again, with the T --
16 and I understand you've got to probably have
17 fire trucks, but there's other ways that --
18 there needs to be some type of node there. You
19 know, it's -- that's public as well at the end
20 of that trail.

21 And then, I guess, what I'm having a hard
22 time trying to understand is -- we've got this
23 park now, and it's like, well, what do you do
24 with it? We've got this overland bridge over
25 the -- the pedestrian bridge over the railway,

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1 which you inherited, but I -- and then you've
2 got a -- you walk a couple hundred feet and
3 then turn around and then you've got a creek to
4 cross, which we don't have a bridge yet -- or
5 we don't know where that's going to be. Then
6 once you get there, you've got that choke point
7 to get into this park over the creek, and then
8 where do you go? I mean, you've got this plot
9 of land, but you've got this extremely -- maze
10 to just get to this park. And then how do you
11 get back out?

12 So I just -- I question the whole end of
13 that and the Riverwalk and how that park, you
14 know, circulates with each other. I don't see
15 it. And maybe there's a plan for it.

16 But again, I think this -- this new access
17 to William Patrick is very underwhelming. You
18 know, I could live with 40 feet if I could see
19 what was happening, you know, but right now I'm
20 seeing buildings right up to it. I don't even
21 know if I -- you know, I can barely see a
22 sidewalk there.

23 I think it's important to really be able
24 to tie in -- how does the public get to the
25 river? And once you're on the river, how to --

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1 how does this project engage? And then how
2 does this park work? It's just -- to me, it's
3 an island you can't get to. It just might as
4 well, you know, be something else, more
5 parking, because I -- I don't see it. Maybe
6 there's -- maybe there's a plan.

7 You know, I'm glad to see this happen.
8 And I think -- I think that -- if you can
9 demonstrate what's on some of these view
10 corridors -- and the view corridors, you know,
11 whether it's backed up to a highway ramp or
12 not -- you know, people have this perception of
13 a view corridor is when you stand at the end of
14 a street and look down and that's my view
15 corridor. Well, that's about 5 percent of your
16 experience in moving through space when most of
17 it's with a car.

18 So, you know, when you're -- you're
19 driving through Jacksonville and you can turn
20 and see the river, that's mainly your
21 experience. So, you know, 40 feet, if you've
22 got buildings right up to it, you know, what's
23 happening -- what you can see and what's
24 happening on the -- you know, what's happening
25 at grade or -- you know, are just as important

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1 to each other.

2 But, like I said, I think it would -- if
3 you could develop that and explain, I think, a
4 section, would help your story, how this
5 project works.

6 That's all. Thank you.

7 THE CHAIRMAN: Thank you, Mr. Davisson.

8 Great comments by the board. You've got a
9 lot of opportunities here to really make
10 something special on this property, and I'm not
11 sure that this site plan is really there yet.

12 It's going to be hard, I think, for us to
13 capture every single one of these comments and
14 try to keep moving forward with conceptual.

15 You know, Ms. Trimmer, I think we can have
16 a conversation about -- if we do go to vote on
17 the conceptual, based on all these comments,
18 you might not get it today.

19 Do you want to take it back and work on
20 this some more or do you want to try to
21 negotiate through all these comments? Let's
22 talk about moving forward here.

23 MS. TRIMMER: Through the Chair, thank
24 you. I appreciate that opportunity.

25 So as I was trying to outline before, this

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1 project is going to be in front of you at least
 2 five separate times, probably six. We're
 3 dealing with negotiations with multiple
 4 different parties in terms of their contracts
 5 and deadlines and what has to close when.
 6 We worked with staff to come up with the
 7 schedule that we have in terms of being here
 8 today on conceptual, fitting in the workshop on
 9 the architectural conceptual, coming back for
 10 the site plan final because you're not allowed
 11 to do conceptual on anything other than the
 12 site plan until we get master -- final approval
 13 of the site plan itself. Then you're allowed
 14 to deal with the buildings and all of these
 15 issues as the third step.

16 So we're really at the first step, again,
 17 of what is going to be -- five, six times that
 18 this is going to be in front of you and have
 19 the opportunity to talk through them.

20 And I really want to remind everyone, a
 21 lot of this is going to be addressed on Monday.
 22 Katherine Mosley from TriBridg is here. And
 23 we're not supposed to get derailed talking
 24 about the architecture, but she and the whole
 25 team are going to be in front of you on Monday

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1 with a lot of information that is going to
 2 address things that you're raising here.
 3 So I would ask, based on all of the work
 4 that has been done, that we kind of talk
 5 through some of these issues, get conceptual
 6 with the understanding that we really
 7 appreciate the constructive feedback. And I
 8 have got the rest of the design team listening
 9 in addition to the folks that are here. We'll
 10 take this to heart. We will work on it.

11 And if, working with staff, we don't feel
 12 like for some reason that we've got the site
 13 plan once you have it in context, to a place
 14 that we're comfortable coming for final on the
 15 master site plan, then we can look at
 16 workshopping or something else to see
 17 improvements that have been made and see if
 18 we're going in the right direction if staff has
 19 any concerns after we've had the chance to take
 20 this feedback back.

21 But canceling conceptual today is going to
 22 kill this plan. I mean, it's going to kill the
 23 deal. And it is conceptual. It is -- the
 24 purpose of this is to get this feedback, and
 25 we'll take it and work on it. And you're going

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1 to have, again, just the site plan and then
 2 you're going to have the opportunities as we go
 3 through the rest of it.

4 And if I could just have two seconds, I
 5 know this is a dense site plan. I know it's
 6 kind of hard to really see everything that's
 7 happening and get a full appreciation. We
 8 looked at maybe putting the topography on top
 9 of it, and then it was just a complete cluster
 10 and you really can't make sense of it.

11 And I live and breathe this stuff with you
 12 guys every day, and I'm incredibly passionate,
 13 just as Ms. Durden, about all of the urban
 14 design and the connectivity and all these
 15 things. So I want to make sure that we keep
 16 some of things in mind while we're couching
 17 this.

18 This is not the downtown urban core; this
 19 is Brooklyn. It is unique with the location
 20 and the siting of it. It's also not a Town
 21 Center project. I mean, we have 18 acres,
 22 48,000-plus square feet of retail restaurant,
 23 270 residences. All of that, whether you think
 24 parking counts matter, if you want to be able
 25 to market something and get tenants, you have

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1 to provide them with parking.

2 So we have found that the absolute minimum
 3 to be able to make this work is about 675
 4 parking spaces. Eighty-five percent of those
 5 are in structured parking. This is not a Town
 6 Center-type project where you've just got a sea
 7 of surface parking. There are under 100
 8 surface parking spaces on over 18 acres of
 9 land, and those are absolutely required by the
 10 retail users to exist or they're not going to
 11 come to the site.

12 In my perfect world, I would love to be
 13 able to say that we can make it all structured
 14 and get rid of all the surface parking. We
 15 would all love that. But that's just not the
 16 reality. So we have got to balance market
 17 demand with urban design and what we want to
 18 see on these sites and come up with a pragmatic
 19 solution that works, understanding, again, I
 20 wouldn't ask for this on Bay Street. I
 21 wouldn't ask for it in the absolute Urban Core,
 22 but we're buried under a bridge in Brooklyn.

23 So I think, with the constructive feedback
 24 that we've received and the suggestions for
 25 more imagery so that you can really appreciate

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1 what is done and what the view corridors are
2 going to be in the different vantage points,
3 that you're going to be happy with what you see
4 on Monday and it will really address a lot of
5 the concerns.

6 So I really do ask for your support today
7 to get through conceptual. Let us go back and
8 digest it, and when we come back for the site
9 plan, you'll have it in the context of the
10 workshop, and I think it will be a lot more
11 meaningful.

12 Just very quickly, Mr. Schilling and
13 Ms. Durden, yes, the eastern drive aisles are
14 for fire access. We can go back and look at
15 issues and see if there's anything that can be
16 done to improve the pedestrian experience.

17 But again, with the density of this site
18 plan, I think one of the things that is lost is
19 each of those pedestrian access points, the
20 whole way through the site, are a minimum of
21 8 feet. These are not small sidewalks. These
22 are full-on multiuse paths the entire way
23 through the site, the whole way of the water
24 and east/west -- plan east/west through the
25 site.

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1 is buried in a sense, although it's 7 feet.
2 They have cars. They've kept it to a minimum.
3 There are certain challenges that you have to
4 deal with.

5 The Riverwalk has got, you know, front
6 doors on it. So I think as a master plan it's
7 fine. And I support this as a master plan.
8 Where we have to just be certain, if this goes
9 forward, that some of the comments that we're
10 making regarding public access and view
11 corridors, have to be made. And I think we
12 have that authority, you know, going to another
13 step in a final approval.

14 But I think, as the master plan, this
15 is -- you know, the pieces are in the right
16 place. There are some things that just aren't
17 working.

18 BOARD MEMBER HARDEN: If I may?

19 THE CHAIRMAN: Mr. Harden.

20 BOARD MEMBER HARDEN: Through the Chair, I
21 think, as I mentioned earlier, that it was hard
22 to assess all of these elements without having
23 the 3D, you know, to see the elevations, to see
24 how everything functions. But I understand
25 that the applicant is just asking for site plan

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1 So there is significant pedestrian
2 connectivity through here. It just may not be
3 translated well in what we're seeing. And,
4 again, we're hamstrung by the process. I would
5 love to show you more imagery, but we're just
6 not at that stage of the process yet.

7 THE CHAIRMAN: Thank you, Ms. Trimmer.

8 I think the -- honestly, the board did a
9 really good job of focusing on the site, so I
10 don't think, except for the width of the view
11 corridors, there's an architectural debate. So
12 if that's the case, then I think we need to try
13 to develop as much language around a
14 recommendation as possible to add to a vote,
15 and -- which may not happen. You may not have
16 the votes today. But why don't we try to do
17 that and get through some language.

18 Mr. Davisson.

19 BOARD MEMBER DAVISSON: You know, I've
20 heard a lot of comments. And they've been good
21 comments. I think as a master plan, though,
22 it's my opinion, you know, if I had to do this,
23 the pieces are -- you know, the pieces are in
24 the right places when you look at it. Like,
25 where would I put a garage? Well, the garage

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1 approval. I probably wouldn't have brought it
2 either because we probably would have gotten
3 sidetracked on other things.

4 So, I mean, in the interest of time and
5 given the amount of times that the applicant
6 has to come through, we are taking somewhat of
7 a chance, but I'm willing to take that so that
8 they have an opportunity to come back and bring
9 these things forward. I understand the
10 complexity of the site, so I would be willing
11 to take that chance.

12 I guess I would ask staff and maybe
13 Ms. Grandin, the necessity of going through
14 detail on all of these different items versus
15 if we're trusting the applicant to come back
16 and take the feedback that we're going to have
17 here today, probably have some of at the
18 workshop.

19 I know the workshop on Monday isn't
20 intended to cover this. I am sure we could
21 dedicate some time, if we had to, after she
22 gets a chance to talk with their -- with the
23 client and then be able to address that list.
24 And maybe as we come back on Monday as having
25 that list of all the items.

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1 I don't know how much good it does for us
2 to go and itemize 14 different things today
3 that were feedback. After all, that's what
4 conceptual approval is typically. Unless it's
5 a major modification, we don't do that. So
6 that would be my recommendation unless staff
7 argues otherwise.

8 BOARD MEMBER ALLEN: Mr. Chairman, if I
9 may?

10 THE CHAIRMAN: Mr. Allen.

11 BOARD MEMBER ALLEN: I think that's all
12 the more reason why we have to get this initial
13 conceptual approval right. I mean, if we're
14 talking about coming back six or seven times,
15 to me, at least based on how I see this, that
16 sounds like six or seven times that we might be
17 wasting our time.

18 So let's get the first step right. Let's
19 make sure conceptually we are good with
20 everything, and then go on to Steps 2, 3, 4,
21 and 5.

22 BOARD MEMBER HARDEN: And I think my point
23 on that is, if I say there's 14 items, we're
24 talking about small things, components of the
25 site. We're not talking about, you know,

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1 transcript.

2 So if the board can work with us on that,
3 we promise you by Monday morning you will have
4 the minutes, you will have the recommendations,
5 you'll be able to comment on recommendations
6 prior to the workshop, and we'll go from there.

7 THE CHAIRMAN: I think that's a gracious
8 offer. Thank you.

9 Let me add some of my own comments, too,
10 to the dialogue. I completely agree with how
11 Main Street ends at the Riverwalk. There's
12 some real opportunities there, I think, to both
13 provide some public access that resolves itself
14 with the garage entrance to the new park and
15 to end the asphalt drive and allow something
16 more narrow to justify our access there. That
17 could also be a plaza, an outdoor space maybe
18 for the apartments.

19 I would also love to see, if possible, a
20 walkway from Riverside Avenue to the Riverwalk
21 without having to cross a drive lane,
22 (inaudible), just one. Nothing complex,
23 obviously.

24 And then the other thing is, to
25 Mr. Schilling's point, we do have five

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1 moving the building 14 different ways. We're
2 not talking about, you know, shifting different
3 paths. We're talking about modifications to
4 the existing site plan. We're really sawing
5 off edges here, in my opinion. That's why I
6 would suggest that -- I mean, I hear your point
7 that we definitely don't want to waste a lot of
8 time on it, but I feel like there are solutions
9 here.

10 THE CHAIRMAN: If I may, let me recognize
11 Mr. Parola.

12 Mr. Parola.

13 MR. PAROLA: Thank you. Through the
14 Chair, I assume this Zoom meeting is being
15 recorded. So assuming we can get this out of
16 conceptual, by the time you wake up Monday
17 morning, each one of you will have, we believe,
18 the recommendations and a summary of the
19 minutes, if you will, of the entire
20 conversation, so when you walk into the
21 workshop you can view what they presented there
22 through the lens of your comments today. That
23 will also enable the applicant to start working
24 on addressing the recommendations immediately
25 instead of a week or two, waiting for the

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1 entrances and exits to a garage that's only
2 seven stories. I recognize the 20-foot grade
3 change is a lot, but that is a lot of entrances
4 and exits. We need to find a way to reduce
5 those and create more open spaces and nonpaved
6 areas.

7 Just as -- for example, on your way into
8 the parking structure on a level that we can
9 see on the site plan, you really only need one
10 of those. The second one at the end is
11 redundant. It could be closed off. It could
12 be an outdoor space between the garage and that
13 retail environment, which could be rather
14 pleasant.

15 So, like I said, I think there are some
16 real opportunities, that the bigger pieces are
17 in the right place. And I think that the
18 feedback from the board has been excellent, and
19 you really need to take those to heart. All of
20 our comments have been recorded, so we will
21 have those for the record.

22 That being said, we'll avoid the laborious
23 process of trying to write recommendations step
24 by step, and we'll add those, if we get
25 conceptual approval today, to your approval

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1 that we make.
 2 So that being said, I'll close the
 3 dialogue and I'll look for a motion.
 4 BOARD MEMBER BROCKELMAN: I'll move
 5 approval of the item, DDRB application
 6 2021-014, with the two staff recommendations
 7 included in our packet.
 8 THE CHAIRMAN: Thank you, Mr. Brockelman.
 9 I have a motion for approval. Do I have a
 10 second?
 11 BOARD MEMBER BROCKELMAN: I'll withdraw
 12 that if Ms. Durden has another comment to make.
 13 BOARD MEMBER DURDEN: No. Don't withdraw
 14 it.
 15 THE CHAIRMAN: The motion has been made.
 16 I'm sorry.
 17 BOARD MEMBER BROCKELMAN: Okay.
 18 THE CHAIRMAN: May I have a second,
 19 please?
 20 BOARD MEMBER SCHILLING: Second.
 21 THE CHAIRMAN: Okay. I have a second from
 22 Mr. Schilling.
 23 All in favor?
 24 BOARD MEMBER DURDEN: Well, could we have
 25 discussion, Mr. Chairman?

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1 THE CHAIRMAN: Yes.
 2 BOARD MEMBER DURDEN: My concern with the
 3 way the motion was worded is that it doesn't
 4 say anything about including all of the 14
 5 comments that we've made. And so I think we --
 6 I think there's a consensus. I think there's a
 7 consensus that the motion should include all of
 8 the things that Guy has said he's going to
 9 produce in a summary that are going to reflect
 10 the things that each of us have spoken about,
 11 including -- not just -- that each of us have
 12 spoken about. And I just think that that is,
 13 quite frankly, essential, because I can't
 14 support that motion as it was worded.
 15 THE CHAIRMAN: Thank you, Ms. Durden.
 16 Is there any other discussion?
 17 BOARD MEMBER LORETTA: I guess I would
 18 concur with Ms. Durden. I was expecting the
 19 motion to basically state, you know, the two
 20 recommendations from staff and discussion as
 21 we've had today and leave it at that. And then
 22 I think it's likely, really, what was intended;
 23 it just didn't come out.
 24 BOARD MEMBER BROCKELMAN: Certainly. So,
 25 I'll -- maybe, Ms. Grandin, if you could help

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1 me word that third recommendation more
 2 elegantly than what I would say as for the
 3 applicant to pay attention to what we just
 4 talked about.
 5 THE CHAIRMAN: So we're going to withdraw
 6 the motion?
 7 BOARD MEMBER BROCKELMAN: Or just -- if I
 8 could restate it with guidance from
 9 Ms. Grandin?
 10 MS. GRANDIN: Right. You could restate
 11 that with a second agreeing with that. So if
 12 you do that, I think that's a good idea.
 13 Ms. Trimmer brought up that she thought
 14 that the conceptual approval of the site plan
 15 was just based on a few things, very outlined
 16 things that were in the code. But really, a
 17 site plan approval is a site plan approval. So
 18 it has to do with pedestrian access, where the
 19 entrances are to the garage, and that all
 20 affects architecture. I mean, you can't really
 21 divorce one thing from the other.
 22 And I think the comments that the board
 23 has given are really going to give your client
 24 some good feedback to help make this a really,
 25 really good project because it really is going

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1 to be a great project.
 2 So with Mr. Brockelman's amendment to his
 3 motion, if the second is there again, and
 4 that's what you would take up with what Guy
 5 said about taking it into consideration. I
 6 tried to write them all down, but I couldn't.
 7 So taking into consideration all the comments
 8 that the board has.
 9 THE CHAIRMAN: Thank you, Susan.
 10 Appreciate that.
 11 Mr. Brockelman.
 12 BOARD MEMBER BROCKELMAN: So I'm still
 13 trying to figure out, if we add a third
 14 recommendation, how we would word that, if we
 15 would call that a summary of the board's
 16 comments today, just how would you suggest,
 17 Ms. Grandin, that we capture all of that in a
 18 succinct way.
 19 MS. TRIMMER: Through the Chair, we would
 20 be comfortable with a condition that stated
 21 something along the lines of conceptual
 22 approval with the condition that staff work
 23 through all of the comments and concerns raised
 24 regarding the plan today prior to coming back
 25 for master site plan approval.

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1 And that kind of suggests we'll do the
 2 workshop if we have to, but we'll get to a
 3 place that we all agree we have at least
 4 addressed these in a meaningful manner before
 5 we're eligible to come back for a final on the
 6 master site plan.
 7 BOARD MEMBER BROCKELMAN: So I will modify
 8 my motion that we grant conceptual approval of
 9 DDRB application 2021-014 with the two
 10 recommendations made by staff, as well as a
 11 third recommendation that the applicant
 12 continue to work with staff to address the
 13 concerns that we've outlined in today's
 14 meeting.
 15 THE CHAIRMAN: Thank you for that motion.
 16 Do I have a second?
 17 BOARD MEMBER SCHILLING: I'll amend the
 18 second to second that.
 19 THE CHAIRMAN: Thank you, Mr. Schilling.
 20 Any discussion?
 21 Ms. Durden.
 22 BOARD MEMBER DURDEN: Thank you very much.
 23 Thank you, Mr. Brockelman, for amending
 24 that.
 25 I wanted to -- I'm going to take one
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1 minute. I really think that every comment that
 2 was made today are essential to getting site
 3 plan approval -- final site plan approval. You
 4 know, I even -- you know, I even limited my
 5 comments to just certain things on purpose.
 6 But listening to the things that each of you
 7 raised, including maybe there is too much
 8 parking on the street close to the street --
 9 But I think -- I just want to impress upon
 10 the applicant that I think that before they go
 11 too much further with architecture, I think
 12 that they really need to pay attention to the
 13 changes that are going to be necessary to get
 14 final.
 15 Thank you for that time.
 16 THE CHAIRMAN: Thank you.
 17 I'll close the discussion unless there's
 18 any other.
 19 BOARD MEMBERS: (No response.)
 20 THE CHAIRMAN: Okay. We'll move to vote.
 21 All those in favor of conceptual approval
 22 of DDRB 2021-014 with the recommendations
 23 stated by Mr. Brockelman, please say aye.
 24 BOARD MEMBER DURDEN: Aye.
 25 BOARD MEMBER BROCKELMAN: Aye.
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1 BOARD MEMBER LORETTA: Aye.
 2 BOARD MEMBER DAVISSON: Aye.
 3 BOARD MEMBER SCHILLING: Aye.
 4 BOARD MEMBER HARDEN: Aye.
 5 THE CHAIRMAN: Aye.
 6 Any opposed?
 7 BOARD MEMBER ALLEN: Nay.
 8 THE CHAIRMAN: Thank you. The ayes have
 9 it.
 10 It's 3:50 right now. We're going to take
 11 a ten-minute break and be back with the next
 12 item.
 13 Thank you.
 14 (Whereupon, a brief recess was taken.)
 15 (Board Member Loretta exits the
 16 proceedings.)
 17 THE CHAIRMAN: We'll resume the meeting.
 18 We're going to move back to Item C, DDRB
 19 2021-013, Shipyards mixed-use development
 20 conceptual approval.
 21 Ms. Radcliff-Meyers, could we have the
 22 staff report, please?
 23 MS. RADCLIFFE-MEYERS: Yes. Thank you,
 24 Chairman Lee.
 25 Again, my name is Lori Radcliffe-Meyers
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1 with the Downtown Investment Authority, and
 2 I'll be presenting the staff report for the
 3 Shipyards mixed-use development.
 4 So DDRB 2021-013 seeks conceptual approval
 5 for the construction of a mixed-use
 6 development, which includes a 174-room hotel
 7 with 25 Class A condominium units, an office
 8 tower, River Club, and a specialty restaurant.
 9 We're all familiar with the location,
 10 so just a little bit of background information
 11 again. On September 8, 2021, a single-purpose
 12 workshop was held for the Shipyards mixed-use
 13 development to present a deviation request to
 14 the Downtown Development Review Board regarding
 15 Section 656.361.6.2, private realm regulations,
 16 waterfront design, and river views, setbacks,
 17 height, and access corridors. The regulation
 18 requires projects to provide a view or access
 19 corridor at specified intervals.
 20 The deviation sought is to increase the
 21 maximum distance between a view and access
 22 corridor on the hotel parcel from the allowed
 23 250 to 384 feet.
 24 Again, per the code, ability to deviate
 25 from river view corridors is specifically
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1 vested in the City Council, but the request
2 must first be heard by the DDRB in a workshop
3 format. And then at the regularly scheduled
4 DDRB meeting held on September 16, 2021, the
5 DDRB made a recommendation to move forward the
6 request to City Council for approval of the
7 deviation as presented.

8 The view and access corridor that runs
9 between the hotel and office tower is 30 feet
10 wide and provides an 8-foot-wide pedestrian
11 path leading down to the Riverwalk and the
12 St. Johns River.

13 The hotel and office tower are
14 contemporary in design with curved lines, broad
15 roof overhangs, rounded forms, and large
16 expanses of glazing. The curved lines of the
17 office tower, along with the bold lines of the
18 hotel, create architectural interests but also
19 a perceptible unity.

20 The development is also proposing a
21 3,400-square-foot specialty restaurant along
22 the Riverwalk that mimics the sweeping lines of
23 the main buildings with large expanses of
24 glazing and precast concrete.

25 Based upon the foregoing, the DDRB staff
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1 recommends conceptual approval of DDRB
2 application 2021-013 with the following
3 recommendations: There are multiple plans
4 affecting the project's interaction with Gator
5 Bowl Boulevard, including the completion of the
6 ramp demolition and subsequent reconstruction
7 and realignment of Gator Bowl Boulevard and the
8 JTA autonomous vehicle lane configuration which
9 is currently under design. Consequently, the
10 development's northern boundary, including
11 ingress and egress from Gator Bowl Boulevard,
12 are not finalized.

13 Staff recommends that the developer
14 continue to coordinate their design with the
15 City traffic engineer, the DIA, and Public
16 Works.

17 And secondly, the view and access
18 corridors -- staff understands that due to
19 resiliency, there will be elevation changes in
20 the site. Staff recommends that the developer
21 continue to work with the DIA staff to ensure
22 that the public's view of the river provided by
23 these corridors is preserved to the greatest
24 extent as possible.

25 This concludes the staff report. Staff is
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1 available for questions.

2 Thank you.

3 THE CHAIRMAN: Thank you,
4 Ms. Radcliff-Meyers.

5 (Ms. Trimmer approaches the podium.)

6 THE CHAIRMAN: Ms. Trimmer, can we have an
7 applicant presentation, please.

8 MS. TRIMMER: Cyndy Trimmer, 1 Independent
9 Drive, Suite 1200, on behalf of the applicant.

10 I have Will Tutwiler from the Jags here
11 with me today, Hilari Jones from HKS, Karl
12 Soderholm with ETM handling the site
13 engineering, and Mike Kulik, EDSA, handling the
14 landscaping.

15 Trying to get to the site plan since we're
16 all familiar with the parcel.

17 So picking up where we left off with the
18 deviation, we've got three separate projects on
19 the site: the office parcel, hotel parcel, and
20 then the future marina parcel.

21 Focusing in on the site plan, with the
22 view and access corridors that have been
23 approved, we are now coming before you to talk
24 about the architecture of the office building,
25 the Four Seasons hotel, and how we've

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1 integrated the comments that we heard through
2 the initial presentations that we did with the
3 workshop and the first stage of approvals.

4 Things you might not pick up immediately
5 glancing at the site plan that we'll go into
6 additional detail in the sheets that follow --
7 Ms. Radcliffe-Meyers alluded to the fact there
8 are some challenges that we've had in terms of
9 topography with the resiliency requirements and
10 how we've tackled those challenges, where we
11 have to raise each of these projects up above
12 grade at the Gator Bowl frontage.

13 In addition, we learned while going
14 through the programming for this site that
15 there is a plan for the U²C, autonomous vehicle
16 path, to also run on the southern side of Gator
17 Bowl Boulevard where we have the multiuse path
18 planned.

19 So we have had extensive meetings with
20 JTA, City traffic engineering, everyone at DIA
21 and DDRB, and the entire design team. And
22 we're working through those issues, but we have
23 a plan here today that is conceptually approved
24 that will all go to FDOT and we'll work it
25 through with them.

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1 On the site you will see in the next two
2 slides the access points that we have
3 programmed in for the various parcels. The
4 office building is parked and the access is
5 from Gator Bowl. We have the entranceway on
6 plan west. And then for the Four Seasons, we
7 have two separate projects. As Ms. Radcliffe
8 noted, we have about 25 residential units that
9 will have their own entrance facility, which is
10 the pink. We have the grand entryway motor
11 court for hotel visitors.

12 And to remind everyone, in terms of
13 setbacks from the property line, these motor
14 courts are one of the exceptions for pulling a
15 property -- or a building back from the
16 build-to line.

17 And then when we came through for the
18 deviation on the view corridor, there was a lot
19 of commentary in terms of wanting to know what
20 that space was going to look like and make sure
21 that you could tell that it came the entire way
22 down to the river and that it was inviting. So
23 we hope with the plans that we have here today
24 you will be able to see how we have tackled
25 those challenges.

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1 So in terms of the frontage along Gator
2 Bowl, the U²C needed just under 12 feet, and
3 then we also have the need for kind of a more
4 robust pedestrian path because this is part of
5 the pedestrian connectivity to Daily's Place,
6 the stadium.

7 We also had to take into consideration the
8 needs for shade and the needs to separate those
9 two spaces within the confines of the space
10 that was available. So we have worked and come
11 up with this plan which allows us to have a
12 significant enough space between the U²C path
13 and the multiuse path that we'll be able to
14 plant it with substantial trees that both will
15 help for safety, to keep people kind of in
16 their own lanes, and then provide the needed
17 shade coverage.

18 We were also able to configure the access
19 corridor so that the public access spaces are
20 within that parcel that the City is going to
21 retain ownership of, and can take feedback in
22 terms of additional programming you might want
23 to see in that space.

24 But again, the intent with this corridor
25 highlighted in green is that this is your view

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1 access, pedestrian connectivity to the river
2 between the structures, and will be landscaped,
3 paved, hardscaped in such a way that makes it
4 clear this is not just private space; this is
5 where you're supposed to come in. So we'll
6 anticipate the type of signage that you're
7 seeing around town coming up on Prudential that
8 directs you into this space. And it won't just
9 be something that you pass by and don't realize
10 is available.

11 We're exceeding the shade coverage
12 requirements with the landscaped area that we
13 have made available between the two use paths
14 and then available on site.

15 And so that I can catch a breath, Hilari
16 Jones is going to walk you around the buildings
17 and talk about the architecture and the vision
18 for the project.

19 MS. JONES: Hi, everyone. I'm Hilari
20 Jones, 2020 Salzedo Street, Coral Gables.

21 So the architecture of the building. What
22 we wanted to do was create an elegant form but
23 keep it modern. But also at the same time, we
24 want it to be timeless and iconic in a way that
25 is deserving of a project of this scale for the

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1 city of Jacksonville.

2 And the most important thing is what makes
3 this project unique is that the architecture
4 needs to speak to the water, because the
5 project being on the water is everything for
6 the property. And additionally, the form of
7 the building would also engage with the public
8 realm as well.

9 The design is essentially evocative of a
10 ship's bow. We have extended balconies that
11 increase the drama of the form and the
12 continuous balconies that are reverential to
13 the designs of -- the lines that you see on the
14 lateral forms of yachts -- of modern yachts
15 that you would see parked at the marina today.
16 What you're looking at right now is essentially
17 a view from the marina looking back at the
18 office building on your left and the
19 residential form of the tower on your right.

20 Next slide.

21 Looking at the building directly from the
22 water, the form is even more evident. What we
23 really wanted to do is to create a sense of
24 drama where you have the yacht or the boat kind
25 of pressing over the waves -- of the forms that

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1 make the River Club and also the ballroom which
2 you will see in the next views.

3 If you hold on this view for a minute,
4 what's really critical here is that we have
5 moved all of the public spaces in the building
6 towards the waterfront. So you have not only
7 the River Club, but you have, you know, the
8 restaurant, the lobby lounge. And all of that
9 will start to spill out towards the water,
10 really activating that space in kind of a
11 reciprocal relationship, because you have the
12 public realm where people are going to be
13 moving back and forth to the park, to adjacent
14 properties, but you want to be able to see
15 people and see activity there.

16 So it's really critical on how some of
17 these spaces are laid out within the building.
18 Additionally, the extended balconies really
19 pull people out of the building to further
20 engage with the water.

21 From this view you can see the two waves,
22 if you will, the River Club on the left and the
23 form of the ballroom on your right. In plan,
24 it's a little deceiving because you see the
25 ballroom as this kind of wedge shape, but in

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1 reality, what we want to do is create a nice
2 form that comes down that is really respectful
3 to the adjacent park.

4 You will see in the next view that we're
5 planning for a green roof on this to really
6 soften that edge and really represent some of
7 the values that we think are important in terms
8 of sustainability for the project as well.

9 You can go to the next.

10 On this view, you can see the ballroom as
11 it comes -- or the ballroom form that comes
12 down into that green roof. That really begins
13 to draw your eye up towards the hotel itself.

14 In this view, you can see some of the
15 detailing of the facade, the diagonal line
16 that's cut along as the balconies go from solid
17 to glass. That's, again, evocative of those
18 shipping/detailing elements.

19 Additionally, on this view we really
20 wanted to -- you see in this view the arrival
21 to the porte cochere that's elevated, but we
22 really want to look at that engagement along
23 that so that we're not creating a wall along
24 the face of the public realm along Gator Bowl
25 Boulevard there.

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1 So you can see some of the terracing
2 happening there, some of the water features
3 that might be added.

4 Go to the next one.

5 In this view, you can begin to see another
6 detail of the architecture that is, again,
7 really engaging with the water. And that is on
8 the hotel, we've actually angled the glazing to
9 face outward so that it, again, is --

10 everything is really focused on the view and on
11 the waterfront for each of the guest rooms.

12 You can see there as well. You can see on
13 the left the crested wave of the ballroom form
14 coming into the ship.

15 You can go to the next one.

16 Again, a slightly better view of the hotel
17 arrival. And this would be the residential
18 arrival. This view allows you to see some of
19 the detailing of where we're starting to go
20 with the facade architecture and some of those
21 dynamic curves that you see that are
22 transitioning actually between levels, between
23 hotel floors and residential floors. But this,
24 again, kind of brings up the perception of
25 those lines that you see in modern yachts

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1 today.

2 This is our -- what we call our tributary.
3 It's the tributary that leads to the
4 riverfront. And this is our public realm path,
5 essentially. And we see this as a grand space,
6 not just a linear, straight-shot path, but a
7 meandering path of discovery where you get a
8 glimpse at first and you're more engaged and
9 you want to go further and deeper into the
10 site.

11 So we see this ultimately being designed
12 with water features, native planting, and a
13 really wide space in this -- between the
14 buildings that will draw people in and to the
15 water, to the public.

16 This is our office building. We wanted to
17 create a similar architecture but not
18 completely mimicked by it. So it's another
19 interpretation of these wave forms on the
20 facade, glazing for this.

21 Our elevation is pretty straightforward.
22 This is looking at the residential side.
23 Simple palette, very clean. And we're really
24 letting the form speak for itself here.

25 Go to the next.

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1 In pure elevation, it's a little difficult
 2 to understand, but that's the ballroom that
 3 you're looking at in front of the hotel facade.
 4 And this is a pier elevation from the
 5 water, which, you know, we have to do it.
 6 Our office building facades, similar
 7 palette.
 8 And these are just our sections showing --
 9 this is the residential -- showing the
 10 stepping-down from the residences to the
 11 amenities and then to the poolscape spaces that
 12 get you closer to the elevation of the
 13 Riverwalk, but you're still elevated about
 14 3 feet for privacy from the pool decks and the
 15 river and the public realm.
 16 That's the hotel. Similar things.
 17 And these are our plans, just showing the
 18 parking below the -- as you move up, we have
 19 parking at the back of house at the initial
 20 level. And then, as I mentioned before -- if
 21 you go to the next slide -- you begin to see
 22 the arrival porte cocheres for the hotel, which
 23 is at Elevation 17, arrival into the hotel spa,
 24 ballroom, of course. And then, at an
 25 additional level, you'll see the arrival for

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1 I asked this question at the DIA meeting
 2 and I just would like to see -- it was hard to
 3 see in the different elevations -- if you were
 4 right within Metropolitan Park, kind of in --
 5 whatever -- in the middle or nearby, what is
 6 the view from the Metropolitan Park, from a
 7 pedestrian standpoint looking westward? And,
 8 you know, it was hard to see. It looked like
 9 there was -- anyway. So it was just hard to
 10 tell what that looks like.
 11 MS. JONES: That's the view of our
 12 pedestrian corridor.
 13 MS. POWELL: So if I'm in Metropolitan
 14 Park, how do I -- you know, because you talked
 15 a lot about how it interacts with the park.
 16 And I think that's really, really important.
 17 It's a public space.
 18 THE CHAIRMAN: I'll give you a chance to
 19 respond, but let's let her have her full three
 20 minutes.
 21 MS. POWELL: That's really my main
 22 question. And I do appreciate the conversation
 23 about the Bay Street interaction from a
 24 pedestrian standpoint.
 25 And then, I guess my final comment is the

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1 the residences.
 2 Go to the next slide.
 3 And then the lobby for the residences
 4 there.
 5 That's all I have. Any questions on the
 6 design or anything?
 7 THE CHAIRMAN: Not yet. Thank you.
 8 MS. TRIMMER: It kind of speaks for itself
 9 on this project, but for the sake of
 10 completeness, we have the volumetric analysis.
 11 We have pulled everything back from the water.
 12 We're nowhere near capacity.
 13 And that gets us to questions.
 14 Thank you so much.
 15 THE CHAIRMAN: Thank you.
 16 We'll take all the comments.
 17 Mr. Chisholm, do we have any public
 18 comments?
 19 MR. CHISHOLM: Yes, Mr. Chair. Ms. Nancy
 20 Powell has her hand raised on Zoom.
 21 MS. POWELL: Can you hear me?
 22 THE CHAIRMAN: Yes.
 23 MS. POWELL: Thank you very much.
 24 Appreciate the public spaces towards the
 25 marina. That looks really nice.

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1 8-foot pathway is -- if there's the 30-foot
 2 view corridor, is an 8-foot pathway enough? It
 3 doesn't seem like it's that wide.
 4 So thank you.
 5 THE CHAIRMAN: Thank you.
 6 Mr. Chisholm, any other public comments?
 7 MR. CHISHOLM: No, Mr. Chair.
 8 THE CHAIRMAN: Okay. We'll save that and
 9 you can respond to everything at one time.
 10 Thank you.
 11 We'll go to board comments, and we'll have
 12 Mr. Davison first.
 13 BOARD MEMBER DAVISSON: I have no
 14 comments. Nice project.
 15 THE CHAIRMAN: Thank you.
 16 Mr. Schilling.
 17 BOARD MEMBER SCHILLING: Thank you,
 18 Mr. Chairman.
 19 Just a couple of quick things. And one is
 20 just a question out of curiosity. I see on the
 21 parking for the hotel and residences that's
 22 under hotel and residence building. But how
 23 about the office park parcel? Is the intent
 24 for parking there to be parking under the
 25 office building as well -- or how is the

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1 parking for the office going to be handled?
 2 MS. TRIMMER: Mr. Chairman, on the slide
 3 that shows the service entrance, where we show
 4 the circulation for traffic and pedestrians,
 5 the dark blue that comes into the office
 6 building that is labeled "service" is also for
 7 parking for the offices. And then there's also
 8 parking within the stadium facilities, the
 9 surface lots.
 10 BOARD MEMBER SCHILLING: Got it. Great.
 11 Thank you.
 12 And then the only other -- so let me back
 13 up. I should have started big picture. One is
 14 by saying thank you because this looks
 15 terrific. I think, at least in my opinion,
 16 super exciting to see this. I know that this
 17 has been a long time coming. A lot of
 18 discussion about this, and very exciting to see
 19 this at this point, so thank you. I want to
 20 make sure that I say that.
 21 So the only other comment that I would
 22 have -- and actually, it reflects Ms. Powell's
 23 comment. It also struck me in the presentation
 24 that with that 30-foot view corridor, I felt
 25 like 8 feet was just not, in my opinion, wide

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1 enough. And I'd love to see at least 12 feet
 2 through there for that pathway because I think
 3 that's going to be well used, so I would love
 4 to see something wider there.
 5 And that's the only comment I had.
 6 Thank you, Mr. Chairman.
 7 THE CHAIRMAN: Thank you, Mr. Schilling.
 8 Mr. Harden.
 9 BOARD MEMBER HARDEN: I have no comment.
 10 THE CHAIRMAN: Thank you.
 11 Mr. Allen.
 12 BOARD MEMBER ALLEN: I think this is an
 13 absolutely stunning project. Thank you so much
 14 to the development team and the hard work that
 15 you all put into it.
 16 Thank you.
 17 THE CHAIRMAN: Thank you.
 18 Ms. Durden.
 19 BOARD MEMBER DURDEN: I have three
 20 comments.
 21 First, I just love the project. I love
 22 the protection of the waterfront. I love the
 23 architecture. It is just fabulous. And I
 24 would really like to see you work on some more
 25 projects to bring that architecture, more

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1 creative architecture to our city. It's just
 2 fabulous.
 3 You know, you'll hear my comment on
 4 another project, or you might not, but anyway,
 5 just love the architecture, love the protection
 6 of the waterfront. The open spaces there are
 7 fabulous.
 8 It's so funny that two people have already
 9 mentioned the 8 feet. I was going to say the
 10 same thing. I think 12 feet would be
 11 appropriate there.
 12 The only other comment -- the third
 13 comment I have is on the separation between the
 14 U²C and the pedestrian -- I see that you're
 15 going to have a 6-foot space there, that you're
 16 going to put in some trees. I think that -- I
 17 would like you to consider raising that, if you
 18 want to call it, median -- or landscape median.
 19 Something in addition to just planting trees
 20 because you -- or you could even have your one
 21 level, the -- higher than the other level as
 22 opposed -- I've seen that many times. I think
 23 that's a really great design to consider.
 24 I apologize. I have a Tic Tac in my
 25 mouth. I shouldn't have done that. I'm sorry.

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1 But I think -- I'd like you to pay
 2 attention to that separation and maybe make it
 3 more significant, whether it's an elevation
 4 change or -- where you've got the pedestrian
 5 walkway higher, or you do something with the
 6 median to make it more significant so that the
 7 pedestrian feels safe with the U²C flying by
 8 with no drivers.
 9 Thank you.
 10 THE CHAIRMAN: Thank you, Ms. Durden.
 11 Mr. Brockelman.
 12 BOARD MEMBER BROCKELMAN: Really
 13 fantastic.
 14 Thank you.
 15 THE CHAIRMAN: Thank you.
 16 I also think it's a wonderful project.
 17 Thank you for bringing it to us and for all the
 18 hard work in developing this project. I think
 19 I would probably concur on the 8 foot. I think
 20 it's going to get used a lot and it's going to
 21 be beautiful. So a little bit out there when
 22 it comes to final, and I think it's going to be
 23 fantastic.
 24 Other than that, I have no other comments.
 25 I think you mentioned, Ms. Trimmer, that

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1 the right-of-way work is still an ongoing
 2 negotiation with JTA, and that design is still
 3 being negotiated, and so yet to be determined
 4 how that really pans out?
 5 MS. TRIMMER: Yes.
 6 THE CHAIRMAN: Okay. Thank you.
 7 Okay. No other comments. We'll add a
 8 recommendation to increase the width of the
 9 sidewalk to any motion that any board member
 10 would like to make.
 11 BOARD MEMBER ALLEN: So moved.
 12 BOARD MEMBER BROCKELMAN: Second.
 13 THE CHAIRMAN: Motion from Mr. Allen and a
 14 second from Mr. Brockelman.
 15 The discussion is the recommendation from
 16 the staff, in addition to the recommendation to
 17 widen the sidewalk in the central view
 18 corridor.
 19 All those in favor, please say aye.
 20 BOARD MEMBERS: Aye.
 21 THE CHAIRMAN: Any opposed?
 22 BOARD MEMBERS: (No response.)
 23 THE CHAIRMAN: Thank you. Wonderful.
 24 We'll move on to Item F, DDRB 2021-015,
 25 Artea multifamily development conceptual
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1 a visually dynamic building.
 2 On the north side of the building, an area
 3 has been carved out from the fourth floor to
 4 create a rooftop-like amenity space for the
 5 residents. This also enhances the architecture
 6 of the building and activates the fifth
 7 elevation.
 8 Based on the foregoing, the DDRB staff
 9 recommends conceptual approval of DDRB
 10 application 2021-015 with the following
 11 recommendations: To add additional screening
 12 to the garage frontage facing Broadcast Place,
 13 and that the applicant will work with staff on
 14 the selection of the streetlights and street
 15 furnishings to ensure conformance with the
 16 updated design guidelines.
 17 This concludes the staff report, and staff
 18 is available for questions.
 19 Thank you.
 20 THE CHAIRMAN: Thank you,
 21 Ms. Radcliff-Meyers.
 22 Ms. Trimmer, if you have an applicant
 23 presentation, please.
 24 MS. TRIMMER: Cyndy Trimmer, 1 Independent
 25 Drive, Suite 1200, on behalf of the applicant.
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1 approval.
 2 Ms. Radcliff-Meyers, could we have a staff
 3 report, please.
 4 MS. RADCLIFFE-MEYERS: Thank you, Chairman
 5 Lee.
 6 So I'll be providing the staff report for
 7 the multifamily development. So DDRB
 8 application 2021-015 is seeking conceptual
 9 approval for the construction of a 4-story,
 10 340-unit multifamily development with an
 11 attached 4-level, 425-space parking garage.
 12 So this site is bounded to the north by
 13 the Prudential Drive surface parking lot, to
 14 the east by Broadcast Place, to the south by
 15 the Fuller Warren Bridge or I-95, and to the
 16 west by Montana Street.
 17 The residential complex has been pulled
 18 off the build-to line to ensure resident
 19 privacy. However, many of the lower units have
 20 recessed balconies that help to improve the
 21 aesthetic appearance from the pedestrian zone
 22 and provide pedestrian engagement.
 23 The facades provide articulation in the
 24 form of balconies, alcoves, overhangs,
 25 bump-outs, material and color changes, creating
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1 I have Billy Zeits from Corner Lot with me
 2 today, as well as Doug Skiles remotely, who is
 3 handling the engineering, and Fremont Latimer
 4 from Marquis Latimer who is handling the
 5 landscape and streetscape, and Russell Sigman
 6 is remote from Dynamik, who is handling the
 7 architecture.
 8 So starting on Page 8 of the package, so
 9 the site connectivity. This highlights one of
 10 the coolest parts of this project that I think
 11 did not get properly conveyed, so I want to set
 12 the stage. This is a partnership with JTA.
 13 This is JTA land that they own, and it is under
 14 ground lease to the developer. And the
 15 entirety of this project was done to create a
 16 transit-oriented development in partnership
 17 with the Skyway.
 18 And before anybody asks, yes, we asked if
 19 we could connect in front of the office
 20 buildings on that lovely sidewalk to the gate
 21 that's on the back, and the answer was no.
 22 On the black and white site plan, you can
 23 see the setbacks that Ms. Radcliff-Meyers
 24 referenced in terms of complying with the
 25 requirement for residential structures to
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1 either be elevated or pulled back from the
 2 build-to line.
 3 You can also see on this one -- it might
 4 be one of the better illustrations. And
 5 Mr. Schilling could probably speak to it better
 6 than I can in terms of the realignment of
 7 Broadcast Place that is happening in
 8 conjunction with the Rivers Edge development
 9 next door.

10 Moving on to the programming, we have
 11 worked hard on this one to wrap as much of the
 12 parking structure as we're able to. And you'll
 13 see in the elevations that we've worked to
 14 screen the additional ones that were visible in
 15 any meaningful way. We do have the entryway
 16 and interior courtyards available as amenities
 17 to the residents, but then we have a new space
 18 on the exterior on plan east that is listed as
 19 "easement."

20 There's a lot of utility conflicts and
 21 issues, as you might imagine, dealing in this
 22 area. We're working to relocate everything to
 23 this corner of the -- or this, we're going to
 24 call it, eastern side of the parcel so that
 25 everything will be through that swath. And

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1 what it gives us the opportunity to do is
 2 create this large plaza.
 3 And we're working with whoever is going to
 4 be the operator of it so that this can truly be
 5 an activated public space and have
 6 opportunities -- it's large enough to host food
 7 truck food courts, farmers markets, things
 8 along those lines. So it's something to be
 9 planned in the future, but it is meant to be an
 10 outdoor activated space.

11 One of the challenges we have with this
 12 site is the fact that it's kind of in between
 13 all of these things that are coming online and
 14 changes we all know are happening and we're
 15 kind of taking on faith it will be available in
 16 the future.

17 But what you can see on the very -- plan
 18 eastern side of the site is the very back side
 19 of the school board surface parking lot, which
 20 we're hopeful is going to be something that is
 21 redeveloped, in addition to some of these areas
 22 around here that will provide additional
 23 opportunity for activation.

24 Moving through the floor plans, very
 25 typical. When we get to the roofline, the top

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1 floor, you can see the outdoor amenity space
 2 that you saw. We looked at different options
 3 in terms of putting this at the actual roof and
 4 realized, with the stairway and elevator access
 5 that would be required with that, it was
 6 prohibitive.

7 So we still wanted to have that open-air
 8 amenity space integrated with the project, so
 9 we pulled it down into that top floor and found
 10 ways to still make that work and still be
 11 available to further activate the roofline and
 12 provide that additional engagement towards the
 13 river-edge development.

14 Moving on to the elevations, I don't think
 15 it is really captured well in the 2D, but we
 16 have something here that really is an urban
 17 design project that hits a lot of the high
 18 points that we want to see in terms of trying
 19 to break up what is a long structure with
 20 differentiated roof lines, different materials.

21 They are investing in the materials on
 22 this project and providing that variety,
 23 providing brick that is at the lower level.
 24 And then with the various types of cement --
 25 cementitious surface, varying the scoring of

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1 those and then the color.
 2 Really working on differentiated window
 3 openings and styles of those windows so you get
 4 a lot of movement with the articulation of the
 5 building and the use of these different
 6 materials so it kind of breaks that up and
 7 doesn't feel as imposing as it otherwise could.

8 Looking in on the detail, you can see the
 9 screening of the garage with kind of the logo,
 10 and at the ground level, the activated frontage
 11 of the lobby space.

12 And then, again, on the bottom corner, the
 13 open-air, activated rooftop space.

14 The back side of Montana doesn't have the
 15 grand entrance. Montana dead-ends into the
 16 Prudential Baptist building's parking lot. But
 17 still maintaining that type of differentiated
 18 roofline, different materials, variation in our
 19 window openings, and the articulation of the
 20 building, we didn't just forget that side.

21 On the top and bottom sections, we'll show
 22 you in a different slide the elevation that
 23 faces the overpass, but this building on the
 24 true south portion is up against an easement
 25 for a tower and it is very heavily landscaped.

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1 And the elevation of the bridge is really going
2 to obscure the vast majority of that parking
3 garage that is on the southern side of the
4 property.

5 And the northern side of the property
6 that, again, faces the rear of the school board
7 parking facility will have that outdoor amenity
8 space and the activation of the roofline.

9 You can get a better feel for the elements
10 that I was referring to looking at the
11 renderings, kind of looking from Rivers Edge
12 down to the project. And this Broad Street
13 corridor is going to be the main corridor for
14 the project.

15 The next two slides kind of show the
16 situation I was describing on the southern
17 side. If you're coming up from the overpass,
18 you can really see how that area that has the
19 tower and the access to it has a small drive
20 path, that it really is a heavily landscaped
21 area. So we have brought that screening down
22 to the portions that are visible, but have left
23 the remainder of that southern portion open for
24 circulation. And a different elevation where
25 you can see that.

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1 We've also provided a handful of different
2 scaled drawings so that you can see the
3 movement of the building in those articulation
4 areas that we were referring to.

5 Landscapewise, we do have Fremont here to
6 answer the detail of the questions, if you have
7 them, but we focused on that Broad Street
8 frontage recognizing that is the main corridor
9 for Rivers Edge, meaning larger-than-average or
10 larger-than-required streetscape to the extent
11 possible. Added some of that on-street parking
12 while still maintaining all of the realms and
13 exceeding the shade coverage requirements. And
14 we've managed to do that around the entirety of
15 the project where we do have the frontage.

16 Fremont has outlined for everybody how we
17 comply with each of them. I know that you all
18 have had a chance to look at that before we
19 came, but we're not seeking any deviations with
20 that. And then, not required yet but trying to
21 get ahead of ourselves, hardscape, landscape,
22 streetscape, all code compliant. And we will
23 work with staff in terms of what the actual
24 things look like, but putting them all in the
25 appropriate places.

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1 So I do have the entire development team.
2 We look forward to answering questions, and
3 we're, again, really excited for this
4 partnership with JTA. The lease was just
5 signed, so that part was done, and we're now
6 off to the races.

7 Thank you.

8 THE CHAIRMAN: Thank you, Ms. Trimmer.
9 We'll take public comments.

10 Mr. Chisholm, do we have any public
11 comments?

12 MR. CHISHOLM: No, Mr. Chairman, we do
13 not.

14 THE CHAIRMAN: Thank you.

15 Then we'll move on to board comments.

16 Mr. Brockelman.

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

19 I think you all did a commendable job.
20 It's a tough parcel given the length and the
21 narrow nature to make anything of visual
22 interest, but I think you have done a good job
23 with the articulation and various materials.

24 I would have liked to see probably a
25 little bit more glass on the south side where

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1 the leasing office is just to make it kind of a
2 focal point, but I realize that's probably also
3 probably difficult since there are units above
4 the leasing office, so -- it's not a multifloor
5 kind of common area or leasing space there.

6 The one thing I might ask you to clarify,
7 Ms. Trimmer, is -- as I was looking at the view
8 from I-95, initially I thought that perhaps
9 vehicles that were driving by might be able to
10 see the rooftop of the building if the building
11 wasn't sufficiently high enough. And if that
12 were the case, that over time that could become
13 just an expanse of dirty rooftop, but now I'm
14 thinking that probably it's high enough to --
15 where, if you're driving by 95, you're actually
16 looking at the top floor of the development
17 versus the roof. So if that's the case, I
18 wouldn't have any concern there.

19 MS. TRIMMER: (Displays slide on the
20 screen.)

21 BOARD MEMBER BROCKELMAN: Thank you,
22 Ms. Trimmer.

23 THE CHAIRMAN: Thank you, Mr. Brockelman.
24 Ms. Durden.

25 BOARD MEMBER DURDEN: Thank you,

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1 Mr. Chairman.
 2 I would agree with Mr. Brockelman, it is a
 3 difficult, skinny, long site. I'm going to
 4 say -- I'm going to add a -- just a comment
 5 that, you know, it is less than thrilling and
 6 inspiring, if I may, particularly after just
 7 seeing the Shipyards.
 8 You know, I want to say thank you to Lori
 9 and -- spending time with me on this project, I
 10 learned about, you know, Montana. I had
 11 questions about, you know, the entrance. Is it
 12 appropriate to have the entrance to the garage
 13 on the front side of it when you've got the
 14 Montana side that is just all parking lot to
 15 the -- to the west? You know, but I understand
 16 that -- that Montana doesn't even extend down
 17 there. The very strange triangle that is south
 18 of the -- if you look at the site plan,
 19 there's --
 20 It's okay. You don't have to keep jumping
 21 up. Thank you.
 22 That site plan is -- that triangle is
 23 going to be parking in the future. I, at
 24 first, am very challenged to accept the idea of
 25 a building that is this long. The mass and the
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1 they don't feel overwhelming. And I figured
 2 out that the reason is because they have a
 3 design, a footprint that gives and takes.
 4 There's a lot of relief in it.
 5 For instance, the very old building -- the
 6 Prudential does that. It's a huge building,
 7 but you don't have that sense of where it's
 8 just like a wall. Of course, you saw on the
 9 Shipyards plan, that is one of the main things
 10 that I love about that, is the give and take of
 11 the footprint building.
 12 So, you know, I think if this building was
 13 anyplace else, I would probably vote no, but
 14 given the location, I will support it.
 15 Thank you.
 16 THE CHAIRMAN: Thank you, Ms. Durden.
 17 Mr. Allen.
 18 BOARD MEMBER ALLEN: Thank you,
 19 Mr. Chairman.
 20 I agree with Ms. Durden that I think it's
 21 a unique piece of dirt that this is going on.
 22 I wish we could have broken the structure of
 23 the building up and maybe gained a little bit
 24 of height and made it into two buildings, but I
 25 certainly understand the structure that it's
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1 bulk is immense to me. And as I told
 2 Ms. Trimmer when I talked to her about this
 3 project, you know, I continue to have concerns
 4 about another project that we approved that is
 5 even taller and longer on the riverfront where
 6 the River City Brewery used to be.
 7 And I don't -- I don't know that there is
 8 a better way to necessarily design a
 9 residential structure on this. So even though
 10 those are my comments, I'm going to support the
 11 project. I think that there is a benefit to
 12 the public to having residential so close to
 13 the JTA Station and will, you know, encourage
 14 the use of that station. I think people
 15 definitely, as Ms. Trimmer said, are going to
 16 just march across the duPont Center parking lot
 17 to get to that. It makes sense. I would if I
 18 was living there.
 19 So, you know, while I'm not thrilled about
 20 the project, I'm going to support it. And
 21 there is some undulation, you know.
 22 I'm going to say one more thing, and that
 23 is that, you know, it's the straight lines. If
 24 you -- I have spent a lot of time looking at
 25 buildings that are very, very large, and yet
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1 on.
 2 I -- and this isn't directed to y'all, but
 3 more for projects coming forward -- I think we
 4 are flirting with putting too many
 5 cookie-cutter apartment complexes in our
 6 downtown area. And going forward -- I'm going
 7 to be looking, obviously, at each one
 8 individually, but I think us, as a board, we
 9 have a responsibility to do, and that's not
 10 pack downtown in the immediate areas of
 11 downtown with cookie-cutter apartment
 12 complexes.
 13 With all due respect, that's exactly what
 14 this is. We've passed a couple very recently
 15 as well, and I think we're flirting with danger
 16 on that.
 17 Thank you.
 18 THE CHAIRMAN: Thank you, Mr. Allen.
 19 Mr. Harden.
 20 BOARD MEMBER HARDEN: So I think, looking
 21 at the site in context, you know, the school
 22 board property, there's a real chance that
 23 could be developed into something different at
 24 some point. And so I think that given that,
 25 this product is probably appropriate in this
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1 location. And also, the ingress and egress in
 2 that area is not terrific. So I've looked at
 3 that area, and that seems to make sense.
 4 I think that the parking garage would be
 5 nice if maybe we got a step above the mesh. I
 6 mean, the mesh, I don't know if it's such a
 7 huge upgrade. It's kind of hard to see if
 8 maybe that specific product around the garage
 9 on another -- like, an actual photo of another
 10 instance where it's used would be helpful, but
 11 I feel like there could be a step-up because
 12 that little area, I think that would be the
 13 first building of mass that one would see when
 14 you're coming from 95 into downtown. And so it
 15 would be nice if that had some sense of place.
 16 I don't think that solution is a mural. You
 17 know, I think it's something unique, hopefully,
 18 they can come up with. So I would be
 19 interested to see what the applicant could
 20 provide.

21 But that's my only other comment.
 22 THE CHAIRMAN: Thank you, Mr. Harden.
 23 Mr. Schilling.
 24 BOARD MEMBER SCHILLING: Thank you,
 25 Mr. Chairman.
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1 pedestrian, then 8 is probably okay.
 2 Yeah, so it's the top left, which I know
 3 it's a little tricky to see, but that public
 4 access pathway across the north side of the
 5 property there.
 6 So that would be my only comment of
 7 something to take a look at and certainly
 8 recognize the other board member comments that
 9 have been made as well.
 10 Thank you, Mr. Chairman.
 11 THE CHAIRMAN: Thank you, Mr. Schilling.
 12 Mr. Davisson.
 13 BOARD MEMBER DAVISSON: I concur with some
 14 of the comments. I think that the architecture
 15 is -- it's not signature anymore in
 16 Jacksonville. I can't quite -- in some ways,
 17 it's overwhelming; in some ways, it's
 18 underwhelming. It's just a redundancy.
 19 I see there's always this attempt to
 20 change materials and to go in and out, and
 21 this -- it does all that, but it's done at a
 22 microscale. And then there's no, like, major
 23 movement I see in this building as one, but it
 24 is what it is.
 25 I guess the one comment I'll make -- and
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1 And thank you to the applicant. A couple
 2 of thoughts. And one is, I want to commend
 3 y'all because -- and knowing that I've been
 4 working with Rivers Edge folks, a lot of energy
 5 and time has gone into working with staff on
 6 what those streetscapes are looking like in
 7 Rivers Edge, and I want to commend you all for
 8 continuing that down Broadcast. I think that's
 9 going to look really nice and be cohesive.
 10 It's going to look consistent through there,
 11 which is excellent.
 12 The only constructive comment that I have
 13 right now that jumps out on me is, on the north
 14 side where the plan is showing the pedestrian
 15 connection to get over to JEA -- or to JTA --
 16 I'm sorry -- to the Skyway station is being
 17 shown right now as -- if I'm looking at it
 18 right -- which, I think, is on Slide 26 --
 19 is -- it's shown only as a 6-foot-wide
 20 public-access sidewalk, and that strikes me as
 21 not being wide enough. And especially if
 22 there's a thought that -- the graphic shows a
 23 bicyclist on it, so if there is an intent also
 24 to have bicycles on it, then it probably ought
 25 to be at least 12 feet. If it's just
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1 this is not just your project -- is we're
 2 starting to see a lot of garages that back up
 3 to 95 now. And it's -- you know, it's --
 4 coming through Jacksonville has now become, you
 5 know, that look. And I understand, you've
 6 tried to address it. You've attempted to
 7 address it, but I'm not buying what it is right
 8 now.
 9 If we could deal with that and the public
 10 perception -- I know there's trees there, but
 11 I'm not just quite sure what this screen is
 12 doing. Maybe when you take it to the next
 13 level, you will have a better idea of what it
 14 is.
 15 That's all for now.
 16 THE CHAIRMAN: Thank you, Mr. Davisson.
 17 I appreciate those board comments. And
 18 I'll add on to that. I think that the view
 19 from 95 in some ways is going to be the view
 20 that more people see than any other view of
 21 this project as they move through Jacksonville.
 22 And I think it's a real opportunity to make
 23 that something a little bit more special so
 24 that your project, your brand are seen as
 25 something different than just the back side of
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1 a garage because he's absolutely correct; we're
 2 getting a lot of that right now.
 3 Other than that, it's a relatively
 4 standard apartment project, and it's sort of
 5 okay. So that's the only comments I have.
 6 Other than that, I'll take a motion.
 7 BOARD MEMBER DAVISSON: Motion to approve.
 8 THE CHAIRMAN: We have a motion to approve
 9 from Mr. Davisson with the recommendations of
 10 staff included.
 11 BOARD MEMBER HARDEN: Second.
 12 THE CHAIRMAN: Second from Mr. Harden.
 13 Discussion?
 14 BOARD MEMBER DURDEN: Thank you,
 15 Mr. Chairman.
 16 I think that Mr. Schilling made a good
 17 point about the 6 feet. I'd like to have that
 18 considered as being part of the recommendation.
 19 That was on the north side. I can't tell
 20 quite -- I can't tell what it is on the
 21 other -- necessarily on the other areas
 22 where -- there was the one chart, the one
 23 drawing that had the pedestrian connectivity.
 24 But I think that that 6 feet is pretty
 25 narrow, and I think that perhaps it can --
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1 MS. GRANDIN: Right.
 2 THE CHAIRMAN: So we'll vote to approve
 3 the amendment to the motion.
 4 All those in favor, please say aye.
 5 BOARD MEMBERS: Aye.
 6 THE CHAIRMAN: Any opposed to the
 7 amendment?
 8 BOARD MEMBERS: (No response.)
 9 THE CHAIRMAN: Okay. Then we'll vote on
 10 the motion to approve with the recommendation
 11 and -- as amended.
 12 All those in favor, please say aye.
 13 BOARD MEMBERS: Aye.
 14 THE CHAIRMAN: Any opposed?
 15 BOARD MEMBERS: (No response.)
 16 BOARD MEMBER SCHILLING: Mr. Chair, may I
 17 be excused? We will have a quorum.
 18 THE CHAIRMAN: Sure.
 19 BOARD MEMBER SCHILLING: Thank you,
 20 Mr. Chairman.
 21 (Board Member Schilling exits the
 22 proceedings.)
 23 THE CHAIRMAN: We'll move on to our final
 24 agenda item, DDRB 2021-012, Jacksonville
 25 Jaguars practice facility final approval.
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1 recommend -- I don't know whether there was --
 2 that was just a mistake in being included or
 3 was it on purpose?
 4 THE CHAIRMAN: A recommendation to expand
 5 public access sidewalk along the north side?
 6 BOARD MEMBER DURDEN: Right. I'm not sure
 7 it was supposed to be.
 8 THE CHAIRMAN: Thank you.
 9 If we could have another motion that would
 10 add that recommendation to the approval, I
 11 think it would probably be a positive.
 12 MS. GRANDIN: Or amend your motion.
 13 THE CHAIRMAN: Excuse me. Thank you.
 14 Amend the motion.
 15 MS. GRANDIN: So Brenna Durden, I think,
 16 is now making a motion to amend the
 17 recommendation.
 18 THE CHAIRMAN: Okay.
 19 MS. GRANDIN: So she's made a motion. And
 20 since she's --
 21 BOARD MEMBER SCHILLING: I'll second the
 22 amendment.
 23 THE CHAIRMAN: So we're going to approve
 24 the amendment and then we'll approve the
 25 motion?
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1 Ms. Radcliff-Meyers, do we have a staff
 2 report?
 3 MS. RADCLIFFE-MEYERS: Yes. Thank you,
 4 Chairman Lee.
 5 So again, I'll give you the final staff
 6 approval for the Jaguars' performance facility.
 7 So again, we're all aware of the location.
 8 Again, just as a background, the proposal
 9 includes an approximately 127,087-square-foot
 10 facility consisting of executive offices,
 11 coaches' offices, football support offices,
 12 scouts' offices, equipment rooms, meeting
 13 rooms, weight training and medical facilities,
 14 an indoor practice field and two outdoor
 15 natural grass fields, with approximately
 16 2,300-seat bleachers, a team store, concession
 17 facilities, and other ancillary improvements.
 18 So again, the facilities are modern in
 19 design, utilizing steel precast concrete and
 20 large expanses of glazing, creating clean
 21 lines.
 22 So the development team was working on the
 23 indoor practice field, and they're working --
 24 they're in the process of issuing a call to
 25 artist which will include language to procure
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1 an innovative, public art solution around the
2 natural light to filter into the interior space
3 of the indoor practice field. This art piece
4 can be made of a variety of 3D and 2D art
5 media, providing a translucent aesthetic. This
6 will add to the urban character of the area and
7 help to engage the pedestrian.

8 A large courtyard serves as the main
9 pedestrian interest and includes a sculpture
10 garden, seating, and landscape. Additional
11 features include a team store, a cafe, and
12 additional concessions.

13 Based on the foregoing, the Downtown
14 Development Review Board staff recommends final
15 approval of DDRB application 2021-012. This
16 concludes the staff report, and staff is
17 available for questions.

18 Thank you.

19 THE CHAIRMAN: Thank you,
20 Ms. Radcliff-Meyers.

21 Ms. Trimmer, could we have the applicant
22 presentation.

23 MS. TRIMMER: Almost there.

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

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1 engagement. They're very heavily landscaped,
2 as you'll see when we get through the other
3 images.

4 And it's been programmed in such a way
5 that the two bottom corners on either side of
6 the amenity space are large enough to hold
7 events and actually have kind of those large
8 tented spaces and truly activate those areas.

9 You will also see as we walk through the
10 plans, there was a lot discussion regarding
11 Franklin Street. That is going to be addressed
12 as part of a larger master plan for that area,
13 but we have addressed the area that's
14 immediately interacting with Duval, which
15 is still a pedestrian zone and something that's
16 traversed. So we've activated that space and
17 provided more landscaping so that we have
18 shaded that to the extent possible.

19 The facility is moving around in terms
20 of the player entrance and parking areas as
21 seen in conceptual. Same thing with the
22 northern parking facility and the indoor
23 facility, and as well as the outdoor fields.

24 The main changes truly are to this public
25 amenity space on the southern portion.

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1 I have Will Tutwiler from the Jags;
2 Christine Pitcole from Rossetti, the
3 architects; Karl Soderholm from ETM, the
4 landscape and civil engineers. And I also have
5 with me today Cultural Council representatives,
6 Diana Johnson [sic], the executive director,
7 and Jen Jones Murray, the public art director.

8 We have had a long day, and we've looked
9 at this site a lot, so I'm just going to focus
10 on the highlights of what is different since we
11 were here last.

12 Focusing on the southern portion of the
13 facility, when we came in originally, you will
14 notice that the public amenity space was a
15 little bit wider and kind of took up that
16 space. Going back, as we've engineered
17 further, we've found out there's utility
18 conflicts, a lot of topographic issues right at
19 this southern section, so we've reprogrammed
20 that space.

21 We still have the amenity store
22 activation, the public restroom facilities, the
23 concession stands, but we have created these
24 terraced plazas that will help address those
25 issues while still providing that pedestrian

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1 A cross-section to show you what we have
2 done to improve the section of Franklin Street
3 where we do have the room. You'll recall when
4 we were here before, we've got that underground
5 utility pump that prevents us from putting in
6 the full landscaping. And we're going to look
7 going forward -- committed to seeing if there's
8 opportunities to realign Franklin or shrink it
9 and come up with further activation along
10 there. But we have activated the area that we
11 can, again, with the retention wall going up to
12 the practice facility immediately to the east.

13 Something to just kind of give you the
14 context and show the topographic changes, and
15 then working through how we have programmed
16 them. And you really can see it when we get to
17 the renderings and elevations.

18 But we have created this terraced facility
19 that has wide-open expanses in terms of being
20 the main thoroughfare and where we really want
21 to draw people on game day and at other times,
22 and providing these public respite
23 opportunities.

24 Hardscape landscapes, and since this is
25 final, is all compliant and obviously open to

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1 any suggestions in terms of what we want to see
2 in the Stadium District going forward. Karl is
3 here, and he can explain in more detail if
4 anybody has questions about the landscaping.

5 We did review it extensively with
6 Mr. Loretta, understanding that he was probably
7 going to have to leave and not be available for
8 comment today.

9 The interior programming is largely
10 consistent with what you saw when we came
11 through on conceptual. Again, the only changes
12 are to the public amenity space where we have
13 anchors; the concession, the retail store, and
14 the restroom facilities, in addition to the
15 back of house for that space.

16 So this really highlights what we have
17 done with the corner, which is kind of the
18 grand entrance and what you're going to see
19 when you're coming in to the stadium. And you
20 can see outdoor activated courtyard space that
21 is now available. We're pulling in the public
22 amenity vertical construction.

23 You can also start to see on this the
24 indoor practice facility and the activation
25 around the edges of that. We'll go into

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1 greater detail when we get into the art
2 packages.

3 Working through the public amenity space,
4 the eastern side of the public amenity space
5 that interacts between that and the players'
6 facility is intended to be an art sculpture
7 garden. We have provided trees that have
8 additional clearance here so that we have got
9 those opportunities for more pedestrian-scale
10 art engagement while still getting some
11 greenery in there, having the trees still
12 available.

13 The players' entrance is consistent with
14 what we saw in conceptual, interior of the
15 field as well.

16 The materials, the largest change from
17 what you saw when we came in is the use of the
18 polycarbonate on the practice facility.
19 Christine prepared what is probably the
20 best-constructed material board I've had the
21 privilege of handing out.

22 (Materials distributed to the board.)

23 MS. TRIMMER: But what became clear in
24 working through the programming of that indoor
25 space is that having that transparency and the

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1 ability to have natural light in such a way
2 that you would still be able to use that
3 practice facility without having too much color
4 coming in through or anything along those lines
5 has been one of the challenges we've been
6 working through on that programming and how to
7 activate that space.

8 You can also see on the material board the
9 materials for the roofing of that -- all of the
10 solar panels. Really committed to the green
11 project here.

12 Elevations are largely consistent with
13 what we saw in terms of highlighting the spaces
14 that are going to have the activation on this
15 building. And we're going to get to those more
16 in the art package, so I don't want to belabor
17 them too much on these slides.

18 And that's starting to look really small
19 from down there.

20 And this is a little misleading when we're
21 looking at just the interior without the
22 activation, so I'm not going to spend too much
23 time on those to suggest that we utterly
24 ignored the comments and didn't do anything
25 anywhere.

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1 But I do want to show on the rear
2 elevation here -- this is where we have now
3 converted on the polycarbonate to let the
4 natural light through. You can start to see
5 kind of some of the activation on the field
6 house. We've got additional slides to show
7 that.

8 Art activation. So we gave this narrative
9 to everybody so that you can kind of digest it
10 ahead of time and understand what was coming.
11 But this is going to be coordinated with the
12 Cultural Council as a public call. And the
13 form that it's going to take will be worked out
14 through that process, whether there's murals,
15 light, all those type of things. It's
16 something that will be vetted through that
17 process. But we've highlighted on the slides
18 the areas where we are anticipating focusing on
19 with that call.

20 So in the public amenity spaces we have
21 the pedestrian corridors, and those will be
22 activated. Additionally, I've mentioned the
23 outdoor sculpture garden corridor between the
24 two facilities.

25 The field house, the back side of it with

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1 that polycarbonate space, we do have a lot of
2 opportunity. We, like I mentioned, kind of had
3 concerns that if we did a mural or some kind of
4 light exhibit, that it would cause weird
5 shadows and colors on the field. We've
6 confirmed that we will be able to activate the
7 entirety of those spaces and that that will not
8 be an issue for the players.

9 So the call for the rear of that building
10 will be the entirety of the elevated space you
11 can see and then the space below the roof.

12 On the interior side, kind of what we'll
13 appreciate as pedestrians coming in to the
14 stadium for the games, we have gone with the
15 Jags logo that I think looks really amazing
16 when backlit at night. Trying to, again, keep
17 it subtle, not anything too outrageous there,
18 but really pay homage to the site.

19 You can also see, then, on the upper
20 elevation, the solar panel roof of the indoor
21 practice facility. That is an opportunity for
22 us, as well, to have activation. So that will
23 be part of the public call.

24 Signage, we gave you a lot of information
25 for the sake of completeness because we

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1 something that is a little more modern and
2 appropriate for a stadium district. And we'll
3 work with staff and the Planning Department as
4 those are coming in for ten-set, but we were
5 really, really complete in our lighting
6 package.

7 But I think that gets us to the end. And
8 I've got the design team here available for
9 questions. We really appreciate everyone
10 working with us through that process. And the
11 Cultural Council can explain any questions
12 there are about how they handle that call to
13 art and how selections are made through the
14 process.

15 THE CHAIRMAN: Thank you, Ms. Trimmer.
16 Appreciate that.

17 We'll move on to public comments.

18 Mr. Chisholm, do we have any public
19 comments?

20 MR. CHISHOLM: No, Mr. Chairman, we do
21 not.

22 THE CHAIRMAN: Thank you.

23 We'll move on to board comments.

24 Mr. Brockelman.

25 BOARD MEMBER BROCKELMAN: Thank you,

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1 understand, final approval, you do get the
2 opportunity to see everything.

3 But this site is unique in that it is one
4 of the remaining PUDs that, even with the new
5 Downtown Overlay, still kind of has those
6 grandfathered provisions. So the signage that
7 we have will comply with all of the measurement
8 requirements that are reflected within the PUD.

9 Likewise, the lighting. But we did provide all
10 that information so that you have the
11 opportunity to see that and know what's coming.

12 And the signage in terms of -- there's --
13 and also sponsor signage, which is ever so
14 important for a stadium like this, is a large
15 component of the activation on some of these
16 frontages.

17 So we've highlighted -- these are areas
18 for possible signage, not anything locked in
19 yet. So if there's something you particularly
20 love or hate, we can take that in while we're
21 doing that programming.

22 And in terms of the lighting, everything
23 is appropriate for the Stadium District and
24 compliant with the PUD. We have the fixtures
25 in here. We have tried on site to create

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1 Mr. Chairman.

2 Appreciate the applicant taking into
3 consideration the comments that we made when we
4 considered this for conceptual. I think it
5 looks great now. I'm excited to see the
6 project come on line. And between this and the
7 Shipyards, you know, we're moving in the right
8 direction. I think we're only a few wins and
9 one pesky parking lot away from having a really
10 vibrant Sports & Entertainment District.

11 With that, I'll yield the rest of my time.

12 THE CHAIRMAN: Thank you.

13 Ms. Durden.

14 BOARD MEMBER DURDEN: Thank you.

15 I think -- I love the public activation
16 there in that area. I think the art will be
17 great. It's exciting to see, and it gives me
18 some comfort that -- I think that maybe the
19 Jaguars will stay in town.

20 Thanks.

21 THE CHAIRMAN: Mr. Allen.

22 BOARD MEMBER ALLEN: Thank you,
23 Mr. Chairman.

24 A very thorough presentation. Thank you
25 for the sample board. That was very nicely put

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1 together as well. I'd also like to thank you
 2 all for taking a lot of the comments that we
 3 made last time and really focusing on those.
 4 I can't think of a single comment that
 5 y'all didn't address. I really, really
 6 appreciate it. And it's great to see a project
 7 of this magnitude come forward and come to
 8 fruition.
 9 Thank you.
 10 THE CHAIRMAN: Mr. Schilling.
 11 BOARD MEMBER SCHILLING: Thank you,
 12 Mr. Chairman.
 13 And I'll echo all the same comments. This
 14 looks great. Thank you for taking the feedback
 15 from the conceptual and building it in. I know
 16 we've been here a little while, but I have to
 17 say that I love to hear that the description is
 18 subtle. But a 30-foot Jaguar head painted --
 19 or on the side is the signage, because it could
 20 have been 60 feet, but we're subtle at 30 feet.
 21 But for the record, I have no objection to
 22 that. I think it looks great.
 23 So thank you for the presentation. And
 24 thank you, Mr. Chair.
 25 THE CHAIRMAN: Thank you.
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1 motion.
 2 BOARD MEMBER BROCKELMAN: I move approval.
 3 THE CHAIRMAN: I have a motion from
 4 Mr. Brockelman for approval.
 5 BOARD MEMBER DURDEN: Second.
 6 THE CHAIRMAN: We have a second from
 7 Ms. Durden for DDRB 2021-012.
 8 All those in favor, please say aye.
 9 BOARD MEMBERS: Aye.
 10 THE CHAIRMAN: Any opposed?
 11 BOARD MEMBERS: (No response.)
 12 THE CHAIRMAN: Wonderful. Thank you.
 13 We'll move on to old business. Is there
 14 any old business from the board or staff?
 15 (No response.)
 16 THE CHAIRMAN: Hearing none, we'll go on
 17 to new business. We have one item on our
 18 agenda, ethics training in November.
 19 Ms. Radcliffe-Meyers.
 20 MS. RADCLIFFE-MEYERS: Yes. Thank you,
 21 Chairman Lee.
 22 I believe all of you received an email
 23 from Mr. John Crescimbeni at the beginning of
 24 the year talking about -- that everybody needed
 25 to go through ethics training. So again,
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1 Mr. Davisson.
 2 BOARD MEMBER DAVISSON: I think my only
 3 comments last time were it's the north side of
 4 the building, which you have addressed. And
 5 with all the artwork -- and I'm looking forward
 6 to seeing that.
 7 Is that going to be another presentation
 8 some day on what the art work is?
 9 MS. TRIMMER: Through the Chair, I don't
 10 want to step out of line and misspeak, but
 11 Mr. Parola and I often joke that their job is
 12 not to be art critics, so we have been leaving
 13 that to the folks that are better trained.
 14 BOARD MEMBER DAVISSON: Okay.
 15 MR. PAROLA: Of course, it's another
 16 branding opportunity.
 17 BOARD MEMBER DAVISSON: That's all.
 18 Thank you.
 19 THE CHAIRMAN: Thank you, Mr. Davisson.
 20 My only comment, I think that it's
 21 beautiful. It's very well done. Thank you for
 22 incorporating our comments. Excited to see you
 23 guys break ground as soon as possible.
 24 Thank you.
 25 If there's nothing else, I'll take a
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1 ethics training for all members of City boards
 2 and commissions is mandatory. To satisfy the
 3 requirement, the Ethics Office offers
 4 bi-monthly training for all boards and
 5 commission members.
 6 So he just wanted me to remind everybody
 7 there is one last session coming up, which is
 8 Thursday, November 18th, from 12:00 to 1:00, so
 9 that is the last time you'll be able to make
 10 your ethics training, which is required.
 11 THE CHAIRMAN: Thank you,
 12 Ms. Radcliff-Meyers.
 13 Is there any other new business by staff
 14 or the board today?
 15 BOARD MEMBER ALLEN: I've got one thing
 16 that I'd like to put on.
 17 THE CHAIRMAN: Yes, Mr. Allen.
 18 BOARD MEMBER ALLEN: About my comments
 19 with future apartment projects coming in front
 20 of us, I think this is a good time for us to
 21 push pause and look at a lot of these, what I
 22 will call -- and I think they are --
 23 cookie-cutter apartment complexes that are
 24 coming in the downtown area.
 25 I know personally I'm going to be looking
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1 at each one and really with a lens that -- I
 2 think we need to expect, as a board, a little
 3 bit more.
 4 I wrote down a bunch of, with this last
 5 apartment complex, comments of "sort of okay,"
 6 "it is what it is." We can't put up with that
 7 anymore. I mean, that's not what we are to do
 8 as a board. We can't put up with, "It's okay.
 9 Let's just let this one go by and one day we'll
 10 focus on it" because one day we will wake up
 11 and our downtown will be packed with
 12 cookie-cutter apartment complexes if we're not
 13 careful.
 14 So I would hope that the staff echos that
 15 to future applicants, that, you know, some
 16 board members may be tired of the cookie-cutter
 17 approach.
 18 THE CHAIRMAN: Mr. Parola.
 19 MR. PAROLA: Thank you.
 20 Through the Chair, and actually to the
 21 entire board, I think that comment's very
 22 appropriate right now. It's actually very
 23 timely.
 24 I believe Xzavier in our office reached
 25 out -- or has set up a meeting where our
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1 the design guideline updates. So staff both
 2 appreciates it and we also appreciate that it's
 3 pretty timely right now.
 4 So thank you for that.
 5 BOARD MEMBER ALLEN: Thank you.
 6 THE CHAIRMAN: I appreciate those
 7 comments. It's a very challenging thing to
 8 elevate design in the guidelines. So we have
 9 work ahead of us.
 10 Any other new business?
 11 (No response.)
 12 THE CHAIRMAN: Great. Hearing none,
 13 Mr. Chisholm, do we have any public comments?
 14 MR. CHISHOLM: No, Mr. Chairman.
 15 THE CHAIRMAN: Adjourned.
 16 (The foregoing proceedings were adjourned
 17 at 5:13 p.m.)
 18 - - -
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1 downtown design guideline update consultant is
 2 going to do a joint workshop with DIA and DDRB.
 3 We did DIA and DDRB not only because it sort of
 4 makes everyone at a level playing field, if you
 5 will, because your decisions can be appealed to
 6 them, but also so it can be communicated the
 7 same way.
 8 I think if I could give homework to the
 9 board, those kind of questions and writing
 10 those kind of observations down when listening
 11 to the presentation and during the workshop --
 12 if we accumulated all those comments and handed
 13 them to the consultant team, I think that would
 14 be great because --
 15 You know, one of your board members and I
 16 were speaking a moment ago outside, and he --
 17 not to put words in his mouth, but he was
 18 trying to say, you know, I wonder how we say
 19 this. And it came down to, well, it's a
 20 historic block pattern, now isn't it? Every
 21 300 feet, we, as human beings walking in the
 22 city, expect a separation, expect to be able to
 23 do so.
 24 So I think it's those kind of comments
 25 that are really going to help us think through
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1 CERTIFICATE OF REPORTER
 2
 3 STATE OF FLORIDA)
 4)
 5 COUNTY OF DUVAL)
 6
 7 I, Diane M. Tropia, Florida Professional
 8 Reporter, certify that I was authorized to and did
 9 stenographically report the foregoing proceedings and
 10 that the transcript is a true and complete record of my
 11 stenographic notes.
 12
 13
 14
 15 DATED this 28th day of October 2021.
 16
 17
 18 _____
 19 Diane M. Tropia
 20 Florida Professional Reporter
 21
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 23
 24
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