

CITY OF JACKSONVILLE
LAND DEVELOPMENT REGULATIONS ADVISORY COMMITTEE
MEETING

Proceedings held on Monday, March 4, 2024,
commencing at 9:02 a.m., at the Ed Ball Building,
Room 825, 214 North Hogan Street, Jacksonville, Florida,
before Diane M. Tropaia, FPR, a Notary Public in and for
the State of Florida at Large.

PRESENT:

- EMILY PIERCE, Chair.
- CHARLES GARRISON, Vice Chair.
- PAUL TUTWILER, Committee Member.
- SUSAN FRASER, Committee Member.
- GREG MATOVINA, Committee Member.
- SHANNON NAZWORTH, Committee Member.
- HUGH MATHEWS, Committee Member.
- TONY ROBBINS, Committee Member.
- LAURA GONZALES, Committee Member.
- BILLY ZEITS, Committee Member.
- NATE DAY, Committee Member.
- JOSE GONZALEZ, Committee Member.

ALSO PRESENT:

- R. BRETT JAMES, Director, Planning & Development.
- ERIN ABNEY, Chief, Current Planning Division.
- KRISTEN REED, Chief, Community Planning Division.
- CAROLINE FULTON, Planning and Development Dept.
- ANNE COGLIANESE, Chief Resiliency Officer.
- SEAN KELLY, Zoning Administrator.
- SUSAN GRANDIN, Office of General Counsel.
- MATTHEW MARTINEC, CSRS.
- PETER KING, CSRS subconsultant.

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1 Incorporated.

2 COMMITTEE MEMBER ROBBINS: Tony Robbins,

3 Prosser/PRIME.

4 COMMITTEE MEMBER ZEITS: Billy Zeits with

5 Corner Lot Development.

6 COMMITTEE MEMBER GONZALES: Laura Gonzales

7 with Ahead CRE.

8 MR. JAMES: Brett James, Planning and

9 Development Department.

10 Still fairly new, about a month on the

11 job. I've met most of you. There are a few

12 that -- I'd welcome an opportunity to meet you.

13 If anybody would like to sit down with me, I'd

14 welcome that too.

15 THE CHAIRWOMAN: Okay. Anne.

16 MS. COGLIANESE: Hi, everyone.

17 Anne Coglianesse, Chief Resilience Officer.

18 MS. REED: I'm Kristen Reed, Chief of

19 Community Planning, Long-Range Planning

20 Division.

21 MS. ABNEY: Erin Abney, Planning and

22 Development Department, Current Planning

23 Division.

24 THE CHAIRWOMAN: All right. Thank you,

25 everyone.

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1 PROCEEDINGS

2 March 4, 2024 9:02 a.m.

3 THE CHAIRWOMAN: Okay. We're going to go

4 ahead and get started because it's 9:02.

5 Welcome, everybody, to the Land

6 Development Regulations Advisory Committee.

7 We're going to go around the room and have

8 everybody introduce themselves because that's

9 what it says on my sheet.

10 And we'll start with our consultant,

11 Matthew.

12 MR. MARTINEC: Matthew Martinec with CSRS.

13 COMMITTEE MEMBER MATOVINA: Greg Matovina

14 with Matovina & Company.

15 COMMITTEE MEMBER FRASER: Susan Fraser,

16 SLF Consulting.

17 COMMITTEE MEMBER GONZALEZ: Jose Gonzalez,

18 CPAC.

19 COMMITTEE MEMBER MATHEWS: Hugh Mathews,

20 England-Thims & Miller.

21 THE CHAIRWOMAN: Emily Pierce with Rogers

22 Towers.

23 COMMITTEE MEMBER GARRISON: Charles

24 Garrison, WGI.

25 COMMITTEE MEMBER DAY: Nate Day, Smith,

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1 Just a reminder, everybody, if you have

2 not completed your ethics training, you have

3 to. So if you need information, the Planning

4 and Development Department can tell you about

5 it, but they do both a Zoom version and they do

6 a live version. So please do it if you haven't

7 done it because we're supposed to do it

8 within -- Susan?

9 MS. GRANDIN: Six months.

10 THE CHAIRWOMAN: Six months of getting on

11 the group -- on the committee.

12 And, last, we have a court reporter here,

13 as you can see. Raise your hand. As she's

14 trying to type.

15 Please go ahead and only speak one at a

16 time. If you can raise your hand when you need

17 to speak. If anybody around the perimeter of

18 the room wants to speak, we need you to please

19 stand up. And, again, we can only speak one at

20 a time. And you need to speak clearly and

21 please introduce yourself so that she can get

22 everything on the record. Otherwise, you're

23 going to be, as she told me, "audience member."

24 So we'd like to get your name.

25 All right. Oh, we need to approve the

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1 minutes from last time. Has everybody -- they
2 were emailed out to everybody. Has everybody
3 had a chance to look through them?
4 COMMITTEE MEMBER ROBBINS: Move approval
5 of the minutes.
6 THE CHAIRWOMAN: Do I have a second?
7 COMMITTEE MEMBER DAY: Second.
8 THE CHAIRWOMAN: All in favor?
9 COMMITTEE MEMBERS: Aye.
10 THE CHAIRWOMAN: Any opposed?
11 COMMITTEE MEMBERS: (No response.)
12 THE CHAIRWOMAN: All right. We have
13 approved the minutes.
14 Okay. We're going to jump right into the
15 subcommittee recaps. Oh, I think we're missing
16 somebody. We're going to skip Mr. Tutwiler
17 right now. Hopefully, he'll be here in just a
18 minute. We'll come back to him.
19 Nate, do you want to start with site
20 design standards?
21 COMMITTEE MEMBER DAY: Sure.
22 So we met -- let me look at my notes here.
23 There we go.
24 I think the main verdict was we needed a
25 lot more time to get through what we needed to,
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1 but it was a really good discussion.
2 The main thing I think we started with was
3 just some discussion on what makes a good
4 community and -- and discussing all those
5 aspects that we want to see.
6 The ultimate goal was to put together a
7 framework that would allow, by right, density
8 increases; if there was some guidelines on what
9 you needed to follow in order to receive those
10 density increases by right.
11 So at the end of the discussion, we had a
12 list of type of standards with some difference
13 between greenfield development and infill
14 development, you know, as far as setbacks,
15 parking, height, you know, road widths, lot
16 widths, you know, some outdoor sales, hours,
17 everything that kind of comes through the PUD
18 process, and then gave that back to staff and
19 the consultant to give us some framework for
20 that, so --
21 (Committee Members Tutwiler and Nazworth
22 enter the proceedings.)
23 COMMITTEE MEMBER DAY: We didn't want to
24 get into what we thought was appropriate for
25 all those, but, you know, looking at some other
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1 options out there to see, you know, what other
2 places have done, some mins and maxes in a way
3 to kind of come back and get a bit more
4 specific with what we wanted to see.
5 They emailed out a framework already, so
6 we have that. And I think, you know, as we --
7 I think the idea is we go to a few more of the
8 subcommittee meetings, but we'll be able to
9 take that framework that's been circulated and
10 get a bit more specific to -- to our city, and
11 as it relates to the other subcommittees with
12 location and some of the flood stuff.
13 So I thought it was very productive. I
14 think it really put a lot of stuff on the table
15 so we can start, you know, chewing on and
16 considering and putting some parameters around
17 it.
18 Did I miss anything?
19 THE CHAIRWOMAN: I don't think so. That
20 was great.
21 And thank you to our consultant for -- I'm
22 sure we were not the only committee. We said,
23 oh, and we want this, and we want you to do
24 that, and we want -- and he just said, okay,
25 okay.
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1 All right. Mr. Tutwiler.
2 COMMITTEE MEMBER TUTWILER: Sorry for
3 being late. I tried to sneak in quietly.
4 THE CHAIRWOMAN: Can I put you on the
5 spot? Can you give us a quick summary of what
6 your committee did for geography and
7 neighborhoods?
8 COMMITTEE MEMBER TUTWILER: Certainly.
9 And I'm going to depend heavily on our
10 team -- Shannon, thank you for coming in late
11 with me.
12 We had a chance to talk about a number of
13 things that we thought were -- I think we were
14 the first committee -- subcommittee to actually
15 meet?
16 THE CHAIRWOMAN: Yes.
17 COMMITTEE MEMBER TUTWILER: And so we were
18 trying to make decisions on how the residents
19 in the community could engage with the ideas of
20 business wanting to come in. We could not
21 fully do that without understanding how other
22 committees would -- would come from their
23 specific angles.
24 Shannon, help me --
25 COMMITTEE MEMBER NAZWORTH: Yeah. So, I
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1 mean, we really -- it was kind of a -- to a
 2 degree it was, let's figure out how best to do
 3 this session, because, really, what -- a lot of
 4 it was we wanted to be informed of the other
 5 committees so we could be informed
 6 appropriately.
 7 There was a lot of discussion about -- a
 8 lot of requests for information. You know, we
 9 asked for maps and all sorts of different
 10 things, so I -- you know, I think we -- as we
 11 were having the conversation, we really
 12 realized the list of things we needed to
 13 understand better, to better inform what the
 14 committee needed to do. So it was literally a
 15 first meeting.
 16 THE CHAIRWOMAN: Yeah.
 17 COMMITTEE MEMBER TUTWILER: Well -- and
 18 part of the challenge was, again, understanding
 19 the charge of the committee. We need to
 20 understand what it is we're being asked.
 21 Certainly from a neighborhoods perspective, we
 22 do understand that sometimes there's a soft
 23 tension between residents and businesses and
 24 how best they can work together in the interest
 25 of growing the committee healthy -- in a
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1 recommendation without understanding the
 2 implications of what it is we might be
 3 recommending.
 4 COMMITTEE MEMBER GONZALEZ: May I?
 5 THE CHAIRWOMAN: Yes.
 6 COMMITTEE MEMBER GONZALEZ: Yeah, I think
 7 also, we may have touched on, you know, the
 8 sensitivity to some neighborhoods, to this word
 9 "growth," right?
 10 I know that when I gave a summary of our
 11 meeting at the last CPAC, you know, one person,
 12 you know, had a question, slash, comment, you
 13 know, like, you know, how do we stop this
 14 growth? That was it, you know, in front of
 15 everyone. And there isn't enough room, was the
 16 comment. So I think we kind of touched on that
 17 a little bit.
 18 THE CHAIRWOMAN: So is the thought from
 19 your committee that we would basically kind of
 20 identify different geographic areas and
 21 neighborhoods, and then each of those would --
 22 we would take maybe this chart that we're
 23 looking at, but it would be applied differently
 24 to different areas?
 25 COMMITTEE MEMBER TUTWILER: Yes, ma'am.
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1 healthy way.
 2 So we were just trying to not come up with
 3 any kind of direction saying "this is what we
 4 recommend" without the context of hearing what
 5 other committees would come back to. And I
 6 think it was very useful, but we really could
 7 not come back with a firm recommendation of any
 8 type.
 9 And I think I concur with -- any further
 10 comments on that, Jose?
 11 COMMITTEE MEMBER GONZALEZ: No. I think
 12 you nailed it.
 13 COMMITTEE MEMBER TUTWILER: Yeah. We were
 14 just trying to make sure that there was a
 15 consensus of what needs to happen as it relates
 16 to the neighborhood's input on what should
 17 happen going forward, understanding there's --
 18 growth will occur, each neighborhood will have
 19 their own specific design idea.
 20 We did recognize the difference in many
 21 different communities throughout Jacksonville,
 22 and so there could not be a uniform standard
 23 for the entire city. So with respect to that,
 24 wanted to kind of make sure we were sensitive
 25 to coming in with any type of, quote,
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1 Madam Chair, I think that part of the
 2 consensus was that we needed to possibly come
 3 up with a pilot area that we would begin to
 4 recommend, that we start with, so that we could
 5 have a healthy example of what's going to
 6 happen.
 7 I think there are certainly property
 8 rights so that people who want to develop their
 9 property consistent with what the State lays
 10 out and the City of Jacksonville was --
 11 planned. We wanted to make sure that that
 12 healthy growth could be balanced with other
 13 concerns regarding -- I'll say the political
 14 nature, because people vote and sometimes
 15 politicians yield to those responses. We want
 16 to make sure that everybody can look at it in a
 17 healthy way.
 18 Growth will occur, whether the committees
 19 want it or not. But what is healthy for the
 20 community in a way that both -- balanced and
 21 respecting the integrity of how certain
 22 neighborhoods were set up.
 23 THE CHAIRWOMAN: Thank you.
 24 COMMITTEE MEMBER TUTWILER: You're
 25 welcome.
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1 THE CHAIRWOMAN: Flood risk, Hugh Mathews.
2 COMMITTEE MEMBER MATHEWS: Thank you.

3 So we met, and like everyone else, had
4 more questions than we had answers. And,
5 really, the -- the goal of the meeting was to
6 identify the areas that we were concerned about
7 and to -- and to pose some questions that
8 the -- ultimately, the City and City Council
9 will have to be responsible for answering.

10 One, flood risk and flood design of
11 projects is highly regulated today. The Land
12 Development Procedures Manual, the Zoning Code,
13 the subdivision regs, Florida Building Code,
14 they all regulate design as it relates to
15 flood.

16 What we discovered, and in the notes that
17 were emailed out, it's there, but it may not be
18 as prevalent or as dominant as it should be, is
19 that -- what we discovered is that the codes,
20 particularly the City codes, address our -- on
21 a large part, written to address new
22 development.

23 So new developments could be single-family
24 developments, townhomes, apartments,
25 commercial, churches, schools, anything that

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1 comes through a big development process, you
2 have engineering plans attached to it, then all
3 the codes apply. And the City does a pretty
4 good job -- the City does a great job of
5 regulating floodplain and -- not just
6 floodplain, but elevations and flood potential
7 for new developments.

8 Places where it is much weaker are on
9 infill lots. So if you've got a current -- if
10 you own a lot -- it could be Springfield, it
11 could be Mandarin, it could be anywhere in the
12 city -- that currently is a platted lot and
13 you're just applying for a single building
14 permit on that lot, then a lot of the regs
15 don't apply. Some still do, but a lot of them
16 don't.

17 So one of the questions was, should the
18 regs more holistically address even the infill?
19 You know, there's positives to that. There's
20 also negatives to that. And you start looking
21 at what goes on in various neighborhoods. So
22 that's a question that's going to have to get
23 answered, how does infill get addressed?

24 Really, the other question that has to get
25 answered is that -- all the regulations refer

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1 to base flood elevation, BFE. And we generally
2 use BFE of a, quote, 100-year storm. I think
3 it's important that we understand that -- we
4 were talking earlier. The storm this year
5 doesn't know what it did last year, and so you
6 could have multiple hundred-year storms in
7 successive years or you could have two in a
8 single year. So it's not -- it's really --

9 We need to get rid of the, is it a
10 100-year storm, a 25-year storm, a 50-year
11 storm. You get rid of that nomenclature and
12 pick up more percent chance, where a 100-year
13 storm has a 1 percent chance of occurring in
14 any given year, a 50-year storm has a 2 percent
15 chance. So when -- you think about percent
16 chance and statistics from that standpoint and
17 what percent chance do we want to regulate
18 against.

19 But most of the regs -- to my knowledge,
20 none of the regs address climate change and
21 anticipated elevations for the river, for the
22 tributaries, for year 2050, 2070, 2120. What
23 is the right year that we use as the -- kind of
24 the anticipated level? What are we designing
25 for?

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1 And that will evolve over time. So what
2 are we really designing for is a question that
3 came up that we don't have an answer for
4 that's -- involves a lot of things, but that we
5 need to continue to wrangle with.

6 So I think that was --

7 THE CHAIRWOMAN: Did your --

8 COMMITTEE MEMBER MATHEWS: -- the
9 summation of --

10 THE CHAIRWOMAN: Did your group look at
11 the new boundaries of AAA and consider that for
12 the percent or the -- what we're designing for,
13 or is that further down the line than what
14 you're looking at?

15 COMMITTEE MEMBER MATHEWS: That would be
16 further down the line. We really -- you know,
17 what is a reasonable -- it's easier to think of
18 hurricane -- what is -- what is a reasonable
19 hurricane that you would design for? Do you
20 design for Cat 3? Do you design for Cat 5? Do
21 you design for a Cat 5-plus?

22 I mean, we can build -- we can build to
23 withstand anything if we can afford it. And so
24 you can build an automobile that virtually is
25 injury-free. Can you afford it? Do you want

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1 to -- so you've got to -- you've got to strike
2 a balance, and that's something that's more of
3 a political question as to what is the
4 appropriate level.

5 THE CHAIRWOMAN: Okay.
6 All right. Thank you, everybody.
7 So I think we'll have our presentation
8 first, and then we're going to come back to the
9 question of -- I presume the subcommittees are
10 probably going to need to meet again since we
11 just started to dive in. But let's hear from
12 our consulting team first and then get back to
13 that question.

14 MR. MARTINEC: Thank you.
15 So as we go through this, the -- a lot of
16 the stuff that came out of your committee is
17 probably in the Land Development Procedures
18 Manual. Some of it will be in the Code, but I
19 think the operational sort of -- yeah,
20 operationalizing all of these subcommittees
21 into a sort of code structure, yours is
22 probably one that is the most neglected at the
23 moment. So I introduce this discussion
24 acknowledging that.
25 COMMITTEE MEMBER MATHEWS: Okay.
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1 MR. MARTINEC: But what we went ahead and
2 did was go ahead and establish really a draft
3 overlay framework so that we could actually
4 start to digest what all of this means.

5 I think the biggest sort of piece here on
6 geography and neighborhoods -- you know, there
7 was a lot of discussion about a pilot or
8 identifying a few sort of -- kind of key areas.
9 Well, as some of these other subcommittees were
10 meeting, you know, it -- it started -- maybe we
11 think about this with kind of the planning
12 investment that you're already doing and
13 piggybacking off of that; namely, that --
14 that's coming out of the Jacksonville
15 Transportation Authority because they're
16 putting capital projects in the ground that are
17 designed around mobility and to induce density
18 and all of these things, and why not just sort
19 of marry up with that and not have to sort of
20 pick and choose neighborhoods. And so I think
21 there's some value in that.

22 I'm very curious to hear y'all's thoughts
23 on that approach, but, really, what we've
24 done -- and, Caroline, if you can pull up that
25 map -- is establish, really, through your two
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1 larger, more significant commercial district
2 intensities, we could probably pick up some of
3 your office districts, but looked at the BRT
4 routes and just assigned this overlay in
5 relation to your existing BRT routes, but
6 excluding the risk areas, probably excluding
7 some of your other overlays that may have sort
8 of additional design requirements or those
9 types of things. There's some question as to
10 how those things could ultimately marry up.

11 But what we've done -- and you'll see in
12 the other table -- is really provide a full
13 range of uses that you would find in any
14 mixed-use development, so that's all
15 multifamily housing, all office, and most --
16 sort of medium-intensity commercial activities,
17 and providing under that overlay all of those
18 authorized uses, and then establishing kind of
19 some performance and design standards that
20 would be triggered with the adoption of those
21 uses.

22 And we can sort of get into the weeds of
23 how this might all play out, but really
24 thinking about it as a tool to induce sort of
25 transit-oriented development along your transit
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1 routes and outside of your risk areas. And
2 that's -- we can dive in as much as you want,
3 but that's the sort of 90-second version.

4 THE CHAIRWOMAN: Yeah, if you want to --
5 we've got a bit, if you want to give us a
6 little bit -- if you can go through what you
7 handed out to us --

8 MR. MARTINEC: Yeah.

9 THE CHAIRWOMAN: -- I'd appreciate it.

10 MR. MARTINEC: So if we start here on this
11 draft overlay structure document, if you look
12 at the definitions -- and there will be a lot
13 more that will be added to this list, but the
14 key sort of pieces here is, you have a living
15 map -- two living maps, really, right? One
16 that is identifying transit and mobility
17 assets, and whether that's the Emerald Trail or
18 your BRT networks, that map can be expanded
19 over time, and with it you have the impact of
20 the overlay increases as you identify those new
21 transit and mobility assets.

22 And then you also have the compound flood
23 model risk area, or whatever risk area you want
24 to define, but it's the -- the relationship
25 between those two that would ultimately define
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1 the applicable areas in this -- you know, that
2 would be impacted by the overlay.

3 Right now we're just talking about it in
4 terms of your two higher intensity commercial
5 districts. You could probably add a couple of
6 other districts that are prominent along these
7 BRT routes or along other transit/mobility sort
8 of areas.

9 But if you can -- if you can go back to
10 that map, Caroline.

11 If you zoom in on any one of -- the BRT,
12 you can see precisely how -- I think it's the
13 green line that goes south -- how many of these
14 would be impacted here. And so it really -- it
15 opens up a lot, just with those two higher
16 intensity commercial districts.

17 We've established a frontage requirement,
18 right? So that you would have to have at least
19 a simple 300 feet of frontage in order to sort
20 of effect these outcomes. That's really so you
21 don't get this kind of hodgepodge-type scenario
22 that might -- it's catered to taking either an
23 aggressive developer who's going to assemble a
24 number of parcels or you're sort of
25 long-in-the-tooth shopping centers, but that's

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1 really kind of what we're getting at here.

2 And then I'm going to go down here to --
3 so we kind of covered the areas and conditions
4 for the use of the overlay, so it's all your
5 higher intensity zoning districts immediately
6 adjacent to whatever transit assets you define,
7 and that can be an evolving target, outside of
8 your risk areas, and then having at least
9 300 feet of frontage.

10 And so with that, if you incorporate the
11 new uses that are authorized in that table,
12 then you would be subject to the performance
13 and design standards associated -- that are
14 detailed below. So we have really focused on
15 what -- how that will evolve around sort of
16 being more form-oriented, right?

17 So if you're going to, you know, take a
18 long-in-the-tooth shopping center, you really
19 need to take those sort of outer sections of it
20 or those sections that are most immediately
21 adjacent to the street and build out those
22 components first if you're going to incorporate
23 these new uses. And then focusing your, you
24 know, landscaping, planting, stormwater design,
25 in ways that really make sense, right?

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1 So being -- you know, having landscape
2 requirements that are specific to parking areas
3 and probably buffer areas, but not really
4 thinking too much more beyond that. Being
5 super sensitive to all of the sort of urban
6 design considerations that might come in here.
7 And having, you know, an ability to sort of
8 play with scale.

9 We kind of see the four-story sort of
10 version as probably most applicable, unless you
11 really have a large parcel where, you know, you
12 can have that escalated density if you've got,
13 you know, so much of a distance relationship
14 between a -- you know, your site and a
15 residential property or something to that
16 effect.

17 But the intent here is to really open the
18 spigot, so to speak, outside of your risk areas
19 and doing so in a way that is going to sort of
20 provide for the right design and form outcomes
21 along the way, but also some other performance
22 metrics related to things like stormwater
23 management, permeable surfaces, those types of
24 elements that we might consider.

25 You'll notice that there are a ton of

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1 questions imbedded in here that we're going to
2 have to work through at the subcommittee level,
3 I would imagine, but this is -- you know, based
4 on what we heard over the past sort of month
5 and a half, two months, this is it sort of
6 coming together.

7 You know, I think we -- if we're not too
8 presumptive, my sense is that this is where the
9 committees are headed, but certainly open and
10 eager to hear any feedback you might have
11 related to it. There's a whole bunch to chew
12 on here.

13 THE CHAIRWOMAN: Do you know how many
14 acres of CCG-1 and CCG-2 property we have in
15 the city?

16 MR. MARTINEC: I don't have that exact
17 measurement offhand. I could get it pretty
18 quickly, though.

19 THE CHAIRWOMAN: Okay. But it's outside
20 of the flood areas.

21 I guess what I'm looking at is -- at the
22 map -- it's hard to tell from looking at the
23 map, are we talking about a lot of property or
24 is it small amounts?

25 MR. MARTINEC: Zoom in, like, right here

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25

1 (indicating), Caroline.
2 MS. FULTON: (Complies.)
3 THE CHAIRWOMAN: There you go.
4 MR. MARTINEC: You can see them in
5 relation -- over here, this sort of shaded area
6 (indicating). But there's a lot of them that
7 you have that would intersect a risk area, but,
8 you know, the entirety of the parcel or sort of
9 district wouldn't necessarily be within it.
10 THE CHAIRWOMAN: So that -- we have talked
11 about doing kind of a pilot thing.
12 Now, this kind of takes it a little bit
13 away from specific neighborhoods, per se,
14 except CCG-1 and CCG-2, if you already have
15 that -- so everyone on the group, whether -- if
16 you're aware of this, you know, those are the
17 two most intense commercial zoning districts.
18 So those are already established. You
19 wouldn't have people saying, "Oh, you're
20 putting this next to me," because they're
21 already there. So that makes it a bit easier.
22 Yes, Paul.
23 COMMITTEE MEMBER TUTWILER: Madam Chair,
24 part of what we were suggesting -- thank you
25 for reminding me -- was that we use something
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1 like a TOD that's been planned by JTA as -- not
2 neighborhood as much as plans are already
3 existing as a demonstration project, if it was
4 in a neighborhood that's coincidental, but
5 sometimes it goes beyond that.
6 The Emerald Trail was another good example
7 that we also pointed out. If you're going to
8 do something and work in concert with these
9 already advanced plans that are already being
10 put out through the tremendous work done by
11 JTA, what are those plans and how can we
12 piggyback to come up with any recommendations?
13 So I changed what I said a little bit, but
14 it's simply about saying, let's come up with a
15 demonstration project as opposed to a specific
16 neighborhood.
17 THE CHAIRWOMAN: So that's the pilot
18 areas, basically.
19 Susan Fraser.
20 COMMITTEE MEMBER FRASER: It seems like
21 these are parcels that are immediately adjacent
22 to the BRT line, and so is there any concept
23 that it's too aggressive to put a walkshed in,
24 that opens it up to other parcels subject to
25 rezoning, subject to all those changes, but
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1 when we take the geometry of these parcels
2 and -- you know, they're old infrastructure,
3 changing the geometry might produce a really
4 good project, with -- sticking with an existing
5 parcel boundary and designation might create a
6 lot of limitations that are unintended.
7 So would it be -- you know, if you're
8 talking about additional density for
9 residential and you do a quarter-mile walkshed
10 and you do a thousand something to walk to a
11 bus stop, to walk to a BRT line, that might be
12 more than this very jagged edge that abuts
13 smaller parcels. And if somebody's going to
14 acquire those bigger parcels and buy those
15 people out and -- you create an opportunity for
16 a better -- a better overall design, and maybe
17 some mixed use that these parcels wouldn't
18 support.
19 MR. MARTINEC: Yeah, absolutely.
20 This is just a sort of first blush as to
21 what we see as potentially being on the table
22 here, but there are a whole number of ways in
23 which we could go in there and refine and, you
24 know, not even -- not having to make it
25 immediately adjacent to an existing BRT, or
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1 whatever you define as a mobility asset, but
2 finding other ways in which you sort of define
3 that relationship, for sure.
4 COMMITTEE MEMBER FRASER: Well, I think
5 especially if you're going to do a pilot, that
6 having a node and an intense investment in a
7 site plan that works -- because we have to have
8 a good example when we go out to the next
9 community and say, we want to do something like
10 that, and to have -- you know, more limits, I
11 think, make it more likely we won't have a
12 successful opportunity out of the gate.
13 THE CHAIRWOMAN: All right. So we're
14 already into this, but let's open this up for
15 discussion. Susan's point was great.
16 Anybody else have any comments on this
17 concept?
18 Yes.
19 COMMITTEE MEMBER NAZWORTH: Thank you.
20 Profusely read this over the weekend and
21 it started to kind of coalesce for me, really
22 what we're trying to work on. Thank you for
23 putting it together. I think we needed
24 something to start picking apart, so to speak.
25 One of the resiliency matters that we're
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1 supposed to be addressing is, where in all of
2 this stuff -- we talk about flood a lot, but
3 we're not -- we always seem to forget the whole
4 heat thing.

5 MR. MARTINEC: Yeah. Look, obviously, the
6 heat island is -- heat island impacts or, you
7 know, these types of other risks to be
8 mitigated that are associated with climate
9 change -- what we've got here is, marked out,
10 a fairly sort of robust standard of landscape
11 and doing it in those areas that are most
12 sensitive, especially those areas that tend to
13 be prone to sort of a lot of pavement, so to
14 speak. But that's probably about the only way
15 that we're currently accommodating it other
16 than in a -- that parallels incorporation of
17 green infrastructure and those types of
18 features.

19 I think for us, some of the tradeoff is --
20 you know, if we want to preserve so much of a
21 site for a forested area, that comes at the
22 expense of sort of density and focusing your
23 growth in sort of non-risk areas. And so --
24 totally open to whatever that -- identifying
25 what that tradeoff and exchange might be, but

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1 currently the only way we're really doing urban
2 heat island mitigation with respect to this
3 overlay structure is by focusing intensive
4 landscaping in areas that are sort of prone to
5 significant pavement conditions.

6 COMMITTEE MEMBER NAZWORTH: No, that's
7 fine.

8 I was just -- I wanted to make sure -- I
9 was reading the landscaping component, trying
10 to figure out how would it be sufficient to
11 address, I guess. I was just trying to do -- I
12 read it over the weekend. I'm not saying it's
13 not -- I'm not an expert on heat islands by any
14 stretch of the imagination. I just know I
15 don't want to see concrete everywhere.

16 COMMITTEE MEMBER ZEITS: Well, I think --
17 through the Chair, I think that's a really good
18 point because we talked about green
19 infrastructure, stormwater facilities also
20 could be an amenity for the community and not
21 something that's a fence or pond that you can't
22 use, but we're talking about corridors that,
23 one, aren't the most cost-effective corridors
24 to develop in, right?

25 Any high-intense zoning has a lot of uses,
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1 which makes it really expensive for the land
2 seller, and also not a lot of public
3 infrastructure in terms of parks and spaces.
4 So if you're talking about walking -- you're
5 talking about walking on the sidewalk on the
6 side of a busy road that's super expensive, so
7 how do we reconcile that and put in some sort
8 of infrastructure that's not the historical
9 fence, pond that isn't really treed, landscaped
10 and becomes a community enhancement I think
11 would be something else to consider.

12 And then if that can connect to the
13 adjacent neighborhoods -- people still don't
14 really want to ride buses in the state of
15 Florida. I had this conversation on the
16 elevator. That doesn't mean we can't encourage
17 them to do it. But if you're going to do that,
18 you're really talking about some level of
19 affordability in the housing component for
20 people who may otherwise be challenged with
21 transportation solutions. And then you've
22 still got to get to places that will fund your
23 development, and parking is generally a
24 constraint in those areas.

25 So I think, you know, involving the
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1 parking, figuring out public greenspace,
2 infrastructure, incorporating that into our
3 design standards at some level when there's a
4 benefit to developers who are putting this type
5 of facility in are things that we may want to
6 incorporate into it and go forward.

7 MR. MARTINEC: And to that point there,
8 not so much on the kind of parks and open
9 space, what we've also addressed here is
10 providing, you know -- like, let's say if
11 you're going to take advantage of these uses,
12 we really want you to take advantage of those
13 outer edges of a development site first to
14 establish that sort of street edge.

15 There's a question in here related to
16 right-of-way improvements that might be
17 triggered that could go back to both of these
18 questions here, but there's not, like, hard
19 sort of open space and preservation
20 requirements that are gestured here at this
21 particular juncture.

22 THE CHAIRWOMAN: Susan.
23 COMMITTEE MEMBER FRASER: So for
24 stormwater -- you said something that really
25 triggers a conversation. You know, regional
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1 stormwater, districtwide stormwater, so we
 2 create bigger ponds that have trails around
 3 them and -- and we focus on landscaping and
 4 make them into something that developers then
 5 can shift that infrastructure off their
 6 expensive site.
 7 Where I work in Clay, you're allowed to
 8 have nonresidential stormwater in residential
 9 districts by right as long as you provide a
 10 50-foot buffer to the residential. So you can
 11 buy that less expensive land, you can create a
 12 big park, you can do that and -- and shift that
 13 burden off at a higher value property. And so
 14 that might be something that we can contribute
 15 to a community when you're coming in and giving
 16 them a park, an asset, and then move some of
 17 that cost, you know, to create more open space,
 18 an incentive.
 19 You can buy a little more stormwater, you
 20 (inaudible) a higher, you know, storm event,
 21 and you can have it in a residential district.
 22 And if you add all these amenities, now it's
 23 a -- it's a win/win kind of for everybody.
 24 THE CHAIRWOMAN: I love the concept of
 25 finding a way to do kind of a pilot area

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1 first one off --
 2 THE CHAIRWOMAN: So we're going to get
 3 money from the City?
 4 COMMITTEE MEMBER FRASER: Well, I'm saying
 5 some way to get the engine started.
 6 THE CHAIRWOMAN: Greg.
 7 COMMITTEE MEMBER MATOVINA: Perhaps we
 8 just put the word out, and as projects come in,
 9 we ask the applicants if they want to be
 10 considered to be the pilot project, if we see
 11 ones that qualify.
 12 My general experience in, you know, saying
 13 I want to find 40 acres on the west side of
 14 Jacksonville today to develop into 160 lots is,
 15 you know, ten years from now maybe I'll find
 16 that, or it will find me is usually what
 17 happens.
 18 So trying to say that we're going to
 19 specifically go after this particular piece of
 20 property and all the incumbent challenges that
 21 might be associated with it, it might be better
 22 to let somebody bring a particular piece of
 23 property and then -- and then go from there.
 24 THE CHAIRWOMAN: Hugh.
 25 COMMITTEE MEMBER MATHEWS: I would agree

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1 because I think, otherwise, we're biting off
 2 more than we can chew if we're trying to just
 3 look at the entire city all at one time.
 4 I am concerned about what Billy said about
 5 the cost because CCG-1 and CCG-2 property is
 6 the highest value property in the city, but I
 7 don't know another way -- I don't know another
 8 way that we would find -- define a pilot area
 9 unless we literally took an area -- like, if we
 10 said, okay, the Urban Core is the area that
 11 we're going to focus on, I don't know another
 12 way to -- any other thoughts other than using
 13 something like CCG-1 and CCG-2?
 14 Susan.
 15 COMMITTEE MEMBER FRASER: The only other
 16 thing -- if it's -- if it's a goal of the City
 17 overall to create this pilot that then reflects
 18 well on the next one and we replicate -- is
 19 there a contribution of -- toward an
 20 acquisition of property, is there a partnership
 21 to bring that price down toward that pilot?
 22 And then when we show the value is there, the
 23 next guy says, "I'll pay the high price because
 24 I see the value on the back end when I
 25 develop." So is it, how do we just get the

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1 with what -- the decision, and what Greg said
 2 in that the community -- not assembling
 3 ownership, but assembling like-minded
 4 individuals who own parcels with the neighbors,
 5 successfully do that just a little bit with
 6 City Council. And so you wouldn't take in the,
 7 say, Urban Core generally. You could, but
 8 we've broken it down into, say, Brooklyn or New
 9 Town or those areas that have a mix of
 10 single-family, multi, CCG-1 land, and allow the
 11 community to do some things and then receive
 12 some benefit in doing it.
 13 I believe we've got to get away from a
 14 code that specifically looks at everyone's
 15 property line and you have to meet all
 16 regulations within your boundary, all
 17 impervious area considerations, everything
 18 within your boundary, and let's look at a more
 19 holistic regional approach to where we can
 20 address heat islands and other issues and
 21 satisfactorily address it -- correctly address
 22 it, but pay less attention to, is it on my own
 23 property as opposed to on my neighbor's
 24 property or the land behind it.
 25 Also, one last thing, is -- we talk about

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1 this being an incentive. What is the incentive
2 that someone receives? Maybe I missed that.
3 What is the incentive the applicant would
4 receive for complying with this?

5 MR. MARTINEC: Right now as it's
6 structured, the primary one is a whole range of
7 uses that are not currently defined as being
8 allowable within these districts.

9 COMMITTEE MEMBER GONZALES: And we also
10 discussed potentially additional density and
11 other factors on the incentive program.

12 MR. MARTINEC: Yeah, so we didn't -- and,
13 you know, right now, the -- the density side of
14 this is really related to the size of the
15 parcel. So, you know, you could -- while we
16 established sort of four is generally the max
17 under, you know, larger parcels, we could
18 structure incentives for higher development
19 outcomes in those scenarios, but we're not
20 establishing so many units per acre or anything
21 like that here, so I would -- in addition to
22 those uses, I would also suggest that you've
23 got a lot of density in play here as well.

24 THE CHAIRWOMAN: So as far as density
25 goes, the one thing I would want everybody to
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1 the most availability for some commercial
2 infill type of development.

3 And then maybe you can move some density
4 around within that region because even if we
5 get the maximum city density, you still can't
6 afford to build a ten-story building, and you
7 really can't get above three or four stories
8 and still have your parking, right?

9 So the regional stormwater, public park
10 facilities that become a destination for more
11 than those residents that -- and if you're
12 talking about a challenged commercial district
13 and you create a park-like environment that
14 takes your stormwater off site so I don't have
15 to keep it on my lot, maybe that's a path we
16 can go down. I think that southern region
17 might be the easiest path.

18 THE CHAIRWOMAN: Tony.

19 COMMITTEE MEMBER ROBBINS: Thank you.

20 Through the Chair, just -- I think it's a
21 commendable idea to focus on where mobility
22 (inaudible) is happening. I think it's a
23 little too narrow. I would encourage a -- at
24 least from our perspective -- from my
25 perspective individually on that committee

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1 keep in mind is, under Live Local now, on
2 commercial or industrial or mixed-use, you can
3 get the max density that's available in the
4 city. So I would think it would need to be
5 something --

6 I mean, that's -- of course, we're doing
7 40 percent affordability, but that's also one
8 of our goals here, so --

9 COMMITTEE MEMBER ZEITS: We may be able to
10 get all the density we want to, but that
11 doesn't mean we can build (inaudible), so --
12 and we talked about density -- the ability to
13 transfer density within districts. That's
14 awfully frightening because nobody wants to
15 live in a nice single-family home community and
16 then be able to have a lot of townhomes next to
17 them. That's even a scary thought for some
18 people.

19 But I think somewhere in there is the
20 ability -- with a region -- I really see, like,
21 four regions, kind of north, south, east and
22 west, or around those corridors, looking at the
23 main -- call it commuter areas, and I would
24 think the south stretch would be the first one
25 to potentially look at because it probably has

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1 about why our PV (phonetic) is so problematic
2 and how do we get to a good -- what's in a good
3 community can't be involved with just CCG-2 or
4 CCG-1. So it's -- we could at least -- I
5 thought at one point -- I have to go back and
6 look at my notes, but I thought we were going
7 to look at a few areas of town where there
8 could be a pilot -- or not a pilot, but a test
9 area, not citywide, that's too big of an
10 elephant to eat, but if we took a bite at a
11 time in a few areas, this being one of them, I
12 think that's commendable.

13 But, otherwise, I think our mandate -- we
14 come back to why we're here today -- is to make
15 the Land Development Code -- and identify how
16 we can make that apply with all the resiliency
17 efforts and around affordability, maybe -- I
18 just want to make sure. Maybe I misunderstood.
19 It's early and I didn't have my coffee. But we
20 were just strictly, maybe launching off on
21 this -- commercial corridors are a little more
22 concerned.

23 Thank you, Madam Chair.

24 THE CHAIRWOMAN: Mr. Tutwiler.

25 COMMITTEE MEMBER TUTWILER: Is this not

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1 what happened in Brooklyn? There was --
2 actually, somebody had a good idea. I was at
3 the original groundbreaking when he said, "One
4 day" -- "it took me ten years to get here
5 before it went 'boom.'" But the City invested
6 the infrastructure, and I'm told that it
7 essentially paid itself back in terms of the
8 City's investment many times over. And so if
9 the City has already done that by practice,
10 then that becomes what we know will work, then
11 it becomes, what is the next ideal? So you
12 have a regional retention, you have the
13 infrastructure in place that then allows major
14 players with the ability to come in and do
15 significant development, and you can decide
16 what you want their community contribution to
17 be. You want to have green, walkable --
18 whatever that is, that could be things that
19 they have to buy in in order to participate in
20 what you're suggesting -- or the pilot.

21 I'm only suggesting that -- I'm just
22 getting old, but I heard this tale before and
23 I've seen it come about. So what can we do in
24 order to both replicate what's already
25 occurred, but learn from those lessons as well?

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1 And then -- whether we're talking about the TOD
2 or, you know, some other criteria, what then
3 are we really suggesting?

4 Those are my comments.

5 THE CHAIRWOMAN: Hugh.

6 COMMITTEE MEMBER MATHEWS: Through the
7 Chair, yes, that is exactly what happened in
8 Brooklyn. And the difference is, in Brooklyn
9 we had DIA and DDRB -- primarily DIA, that we
10 could meet with -- and I was involved with
11 that -- we could meet with and draw natural
12 boundaries.

13 Take I-95, take McCoy's Creek, let's take
14 the river, take the railroad, let's take
15 something like that and draw an area around
16 this, and now let's start looking at it
17 areawide. That was specifically a request of
18 the City, but, there, we had a City agency that
19 was involved with that, so --

20 But it was a request that was really
21 bought by several landowners in that area. It
22 wasn't the City setting that aside. So to
23 Mr. Matovina's point, several landowners got
24 together and we met with the City and talked
25 about this concept. So if we had a Code

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1 provision that would allow an overlay like
2 this --

3 We're trying to do this other places, but
4 it's kind of like, how do you do it? You have
5 to get with the councilperson and you have
6 to -- it's a -- it's, how can I do it? So if
7 you allow the overlay that met certain criteria
8 and then landowners from that area could get
9 together with the councilperson in that
10 district, and through some sort of a process
11 get the over- -- get an area identified, I
12 believe we would see it, we would see good
13 things happening.

14 THE CHAIRWOMAN: Susan.

15 MS. GRANDIN: Susan Grandin, Office of
16 General Counsel.

17 So I think what you're describing
18 perfectly is the Community Redevelopment
19 Area -- Agency. So it's got a Tax Increment
20 Finance District.

21 Karen Nasrallah, I know, was also involved
22 in the whole Brooklyn thing. So there was an
23 area, there was somebody that you could talk to
24 about the area; that's why there's a regional
25 retention pond in Brooklyn. And, you know,

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1 there's incentives they give to do those
2 developments.

3 So Tax Increment Finance district -- I
4 don't know that you have to go all the way down
5 the CRA path, but at least a TIF would probably
6 help that pilot.

7 THE CHAIRWOMAN: So, I mean, the map is a
8 good start -- trying to summarize this a little
9 bit. The map is a good start because that
10 shows where JTA's transportation mobility areas
11 are focused. It also shows us some areas that
12 already have high potential for development
13 that maybe we want to pull off with CCG-1 and
14 CCG-2.

15 But I think what I hear you saying is we
16 take the concepts of an overlay and put them
17 together, but that overlay would then be
18 adopted in a specific area as that area comes
19 forward, right? It wouldn't be the -- the
20 overlay criteria we would recommend the City
21 Council adopt, but it wouldn't be to a specific
22 area. Maybe we would point out target areas or
23 pilot areas that we would like to see it go to,
24 but we wouldn't specify them; is that what I'm
25 hearing?

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1 COMMITTEE MEMBER MATHEWS: How are the
2 CRAs identified now? I'm not as familiar with
3 that.

4 MS. GRANDIN: They are -- Susan Grandin.

5 You have to find an area that's -- meets
6 the definition of blight or slum, slum or
7 blight, Chapter 163, Part III, Florida
8 Statutes.

9 So if you go the CRA route, it has to meet
10 those definitions. You have to have a finding
11 of necessity. Tony Robbins knows all about
12 this, too, because he's been part of the DIA
13 redoing of the finding of necessity.

14 So you do a finding of necessity; City
15 Council does that. Well, a consultant does it
16 and then the City Council adopts it because you
17 have to do lots of data and analysis to
18 determine what -- you know, if it meets the
19 criteria for slum and blight.

20 And then you establish an agency. So in
21 DIA's -- in their case, it's people that aren't
22 on the City Council. And the other two
23 remaining CRAs that we have, it's the City
24 Council members themselves that are the board.

25 And cities all over Florida do it. It's
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1 with City Council. City Council, just to be
2 quite honest, is not crazy about Community
3 Redevelopment Areas because the Tax Increment
4 Finance district, you know, has a baseline tax
5 year, and then anything -- any increase over
6 that baseline tax year is the increment. And
7 that increment goes into the CRA area, not into
8 the General Fund.

9 But it also helps that CRA area. I mean,
10 if you look at what's happening downtown, it's
11 gone gangbusters in the past few years. It
12 takes a long time to get that going. It's not
13 a quick fix, but it's -- if you have
14 patience -- and that's why they last 30 years
15 or so. Forty years, I think, is the max you
16 can do now, but --

17 So there's loans that you can -- you can
18 use Tax Increment Finance money to back loans.
19 The City of Jacksonville hasn't done that, but
20 other communities around Florida do it.

21 So it's a pretty good mechanism. And I
22 think the legislature -- even though they try
23 to get rid of it every year, it's actually a
24 pretty good incentive because people --
25 developers see that the City is interested in

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1 like 50/50 as to whether or not it's a group of
2 people who aren't elected officials or people
3 who are the elected officials.

4 So there's an agency, and then they --
5 because the geographic boundary has been
6 already determined by the data and analysis as
7 to what meets slum and blight and what has a
8 manageable, obvious kind of boundary like you
9 described.

10 And then they come with a redevelopment
11 plan. And the redevelopment plan can be pretty
12 general or it can be really specific in terms
13 of what happens on each parcel, you know, what
14 the criteria is. In the Arlington CRA that we
15 have, there's also a -- it's a mandatory --
16 some things you have to meet within five years,
17 which I think is up in one year; signage,
18 buffers, that kind of thing.

19 So there's also a zoning overlay to go
20 along with it. So there's a redevelopment
21 plan. And then in the case of the Arlington --
22 Renew Arlington, there's also a zoning overlay,
23 and there's also a grant program to help you
24 meet those mandatory requirements.

25 So it takes a process to go through that
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1 an area and willing to invest in it, then
2 they're like, "Well, you know, maybe it's
3 better."

4 It would be interesting to hear from the
5 development communities as to whether that
6 really is a help, if you see the City putting
7 in the infrastructure and, you know, applying
8 for grants to do things.

9 COMMITTEE MEMBER ZEITS: Could I ask one
10 more question?

11 THE CHAIRWOMAN: Sure.

12 COMMITTEE MEMBER ZEITS: Is there -- other
13 than blight, is there another mechanism, maybe
14 not from a state CRA level, but from a local
15 level? Like, floodplain -- like areas in a
16 floodplain or flood -- high flood risk area
17 that could be incorporated into a CRA, or does
18 it only relate to blight? Is there an
19 alternative path that would --

20 MS. GRANDIN: The definition of blight is
21 pretty broad.

22 COMMITTEE MEMBER ZEITS: Okay.

23 MS. GRANDIN: So, I mean, it takes into
24 consideration, you know, antiquated
25 subdivisions, which is the 25-foot lots with no

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1 roads to them, or a 30-foot right-of-way to all
2 those, or all kinds of things; you know, an
3 ineffective street pad is one them that causes
4 blight. So "slum" and "blight" is -- it's
5 pretty broad. I'll look it up for you on my
6 phone and read it out to you.

7 COMMITTEE MEMBER ZEITS: Okay. So there's
8 enough flexibility in that definition to
9 incorporate --

10 MS. GRANDIN: I think so.

11 Take a look -- like, if you looked at
12 Philips Highway before, that's -- I mean, I
13 drive down Philips Highway, and, to me, it
14 meets the definition of "blight." I mean,
15 those commercial corridors there.

16 And I was so surprised to see those
17 apartments going up in the north part of
18 Philips Highway. I was like, wow, this used to
19 be really bad and now it's got these nice
20 apartments. So, I mean, maybe if you kind of
21 take that and build on it, kind of like in
22 Brooklyn, it wouldn't be a bad idea to -- at
23 least you've got, you know, kind of a start,
24 so ...

25 THE CHAIRWOMAN: Charles.
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1 residential community in that area.
2 THE CHAIRWOMAN: Well, I don't know that
3 we would -- I mean, we could follow -- we could
4 use the CRA program that's there, but I don't
5 know that we necessarily have to -- our mission
6 is resilience, which includes heat and water
7 and affordable. So while we could -- we could
8 put ourselves into the CRA thing, I don't know
9 why we couldn't establish something similar on
10 a local level that would accomplish those
11 missions that would be the same sort of thing
12 because you can use Tax Increment Financing,
13 REV Grants, all of those things to give
14 incentives. You don't have to be a CRA to do
15 Tax Increment Financing. We've done it on
16 other projects. So I don't know that we would
17 be stuck with having to be a CRA.

18 Jose.

19 COMMITTEE MEMBER GONZALEZ: Yeah, I don't
20 know that we really talked about the need for
21 housing to be affordable, right?

22 And firmly -- yes, we want to address
23 affordability, but I think one of the comments
24 that I made last time is, you know, the more
25 supply there is the more affordability there

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1 COMMITTEE MEMBER GARRISON: This is just a
2 little bit of a selfish request, but could you
3 choose better colors than a red/green outline?
4 (Simultaneous speaking.)

5 MS. GRANDIN: I'll look up the definition
6 for you.

7 COMMITTEE MEMBER GONZALES: Do we know
8 what we want to be developed? We're talking
9 transit, but are we talking more like workforce
10 housing or affordable housing or some sort of
11 commercial use that would require employers to
12 get there?

13 Do we know what we're targeting? Because
14 I think that really needs to be thought through
15 before we figure out where to put it, because
16 if we're talking about market-rate
17 apartments -- for example, the main reason you
18 saw the Philips Highway ones get done is
19 because that was an opportunity to have the
20 chance.

21 So I can look through different reasons
22 that that market-rate project got done. But if
23 you don't have those incentives and other
24 financing sources, that may not be the -- like,
25 I doubt you're going to build that high-end

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1 is, right? So -- because people just -- and
2 neighborhoods, they don't want to hear that
3 word. They don't want to hear the word.

4 You know, they're resistant in
5 Arlington -- Parental [sic] Road, I just saw on
6 the -- and the CPAC, you know, a development --
7 I think it was 40 units or whatever. And
8 housing is needed there, but the neighborhood
9 is up in arms because, oh, the color of the
10 structure doesn't fit with the -- you know --
11 so, yeah. Just, I guess --

12 THE CHAIRWOMAN: Clearly, we need the full
13 range of types of housing. That's one of the
14 things that the City has really been looking
15 at, is all -- there are so many different types
16 of housing that we don't even have here in
17 Jacksonville, and we need the full range.

18 But you're right, we do have to take into
19 account -- that's where we get back to Paul's
20 committee, and Shannon, of geography in areas
21 because there are areas of town that -- I mean,
22 if you just try and plop high density in the
23 middle of Mandarin, people are going to come
24 out with pitchforks.

25 So there has to be some way -- whether
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1 it's using CCG-1 or CCG-2, but there has to be
2 some way to figure out where these are going to
3 apply, or maybe to Hugh and Greg's suggestion,
4 we put these criteria in as some sort of
5 overlay that is then -- when somebody assembles
6 what they need to assemble, they can adopt that
7 overlay, and that becomes the criteria that
8 something is developed with.
9 Hugh.
10 COMMITTEE MEMBER MATHEWS: I would suggest
11 that we have it set up so it becomes more and
12 more automatically accessible as opposed to the
13 process that Ms. Grandin spoke of where you go
14 to Council multiple times. It's a lot of work
15 just to assemble the land and then to find out
16 that your application and the overlay may be
17 voted down, so it's -- you know, it's work --
18 maybe it's a year or more. And so if it was
19 something that automatically could occur with
20 certain criteria, then it would make sense to
21 me.
22 THE CHAIRWOMAN: So it would be our job to
23 recommend what those criteria are, though. We
24 would have to come up with -- in working with
25 our consultant, figuring out what's that
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1 overlay and then what are the criteria that we
2 would recommend to City Council, something
3 you'd need to meet in order to have it work
4 more automatically.
5 Paul.
6 COMMITTEE MEMBER TUTWILER: On behalf of
7 at least the committee I worked with, mixed
8 income would be good. So you're looking at not
9 having concentrated issues of low-income
10 residents, which implies a lot of social issues
11 that come along with that.
12 So we're not saying bring in high density,
13 we're not saying bring in low income, we're
14 saying a balanced approach so that you're --
15 you're not dealing with the other issues that
16 go along with it.
17 I think that some people are complaining
18 about affordable housing, low-income housing
19 simply because traditionally that invites
20 social issues to an otherwise stable community.
21 And so in all fairness to understanding it all,
22 it's about -- just saying it openly, it is
23 about trying to figure out -- let's figure out
24 how to make a great development that works for
25 everyone, and I think that's what I'd like to
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1 see.
2 If we could put some kind of incentives in
3 place, and I think some -- if we're talking
4 10 percent, 20 percent, some marginal number
5 that balances it out, but that you're not --
6 the end result is not creating a concentrated
7 issue for the greater community around the
8 development.
9 THE CHAIRWOMAN: So developers on this
10 group, one of the things that I -- that we have
11 run into on some projects are requirements that
12 say you have to have a -- to your point, a mix
13 of incomes, who have to have a certain amount
14 of low-income or workforce, but it has to be
15 spread throughout whatever -- throughout a
16 community or throughout an area.
17 One of the things that we've run up
18 against is it is financially almost impossible
19 to build workforce or low-income, a lot here, a
20 lot there, or mixed in --
21 (Simultaneous speaking.)
22 COMMITTEE MEMBER NAZWORTH: (Inaudible)
23 affordable housing developer in the room,
24 that's not how the financing works.
25 But I will counter Paul's comment. They
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1 don't bring certain issues. Some will if
2 they're poorly run. Others address issues and
3 decrease crime because property values --
4 because they're very good properties. Every
5 neighborhood we've worked in has asked us to
6 come back and do (inaudible).
7 I was at a thing last week where Lori
8 Boyer was talking about this issue in downtown,
9 you know, how do you have mixed-income. And
10 she realizes the financing requires -- but then
11 you look at it -- she looks at it -- at the
12 whole downtown, making sure there's a mix
13 across the geography as opposed to a mix within
14 a structure.
15 THE CHAIRWOMAN: Jose.
16 COMMITTEE MEMBER GONZALEZ: I think just
17 to support what Paul, I think, was referring
18 to -- correct me if I'm wrong -- when you have
19 a high degree of density, that is, in low
20 income, it doesn't matter who runs it, you're
21 going to have problems if it's a huge -- you
22 know, hugely dense situation.
23 You know, I saw this in New York City,
24 everywhere. It didn't matter who ran that. It
25 was, like, problematic. It's like, okay,
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1 that's a problem. Yeah, that's a problem.
2 COMMITTEE MEMBER NAZWORTH: Well, I will
3 also say, the financing for affordable housing,
4 you're not getting 1,000-unit properties.

5 They -- it's a small bucket you get. There's
6 only so many units you're going to be building.

7 THE CHAIRWOMAN: Nate.

8 COMMITTEE MEMBER DAY: So I heard this
9 said at the beginning, and I'm curious because
10 I -- I share some of Tony's concerns. I like
11 the idea of -- maybe going at this is too bold,
12 but perhaps if we have something in place that
13 can be, you know, on transit-oriented areas as
14 well as in target areas we put it in.

15 If we were to open up -- so in my mind, if
16 we have BRT lines, you know, opening up more
17 area around those lines and not just CCG-1 and
18 CCG-2, if -- if we just constrained it on BRT
19 and opened up a lot more existing zonings,
20 would that map, like, explode and get into
21 areas where it would be a problem with
22 (inaudible) or what would happen if we do that?

23 MR. MARTINEC: So you've got a couple of
24 things -- sort of layered things happening.

25 One, I think generally some of your office
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1 districts could support this type of framework.
2 You do have some, like, hyper-specialty
3 institutionalized uses, healthcare districts,
4 these kinds of things that may or may not be
5 relevant.

6 The biggest one, though, is PUDs. And the
7 reason we left PUDs out of it is because a lot
8 of your PUDs today are single-family
9 residential communities.

10 COMMITTEE MEMBER DAY: Right.

11 MR. MARTINEC: But, yes, we could look at
12 additional zoning districts to sort of include
13 here, and we could also look at target areas on
14 top, you know, of what's already here.

15 And, you know, just to remind everyone,
16 the way this is structured at the moment is,
17 it's got a background map, and whatever we
18 defined as the assets or sort of relational
19 piece of that map are the -- the overlay
20 structure can migrate over time.

21 As, you know, CRAs are established or as
22 new transportation investments come on line --
23 vested rights is whole other conversation
24 associated with that -- transportation
25 investments go away, but the point is, the map

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1 is ultimately what gets amended to effect the
2 desired outcome.

3 COMMITTEE MEMBER DAY: And I like the
4 dynamic nature of that. Like, I think our Code
5 needs to be more dynamic, where -- you know, as
6 we grow and as we add more, you know, arteries
7 and corridors, that -- you know, there's a
8 built-in, by-right ability that goes with it.

9 I do think -- I mean, just driving down
10 Philips, there's a lot more of that that I
11 think would be right for redevelopment. It
12 just isn't showing up because of what we're
13 picking.

14 And I know typically CCG-1 and CCG-2 are
15 based off road traffic and intersections. And
16 if we're chasing that, then it is going to be
17 expensive because we're fighting what's already
18 built for, you know, people in cars, which is
19 what we're almost trying to get away from.

20 So I would -- I would say to some degree
21 we want to fill in those gaps between that are
22 also still on those lines where new stations
23 can be added. I think the idea of a walkshed
24 is great.

25 I do think part of what we're doing and
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1 part of the reason we're making this a more
2 global change is, while we do want to protect
3 people's property rights, I know 99 percent of
4 the time, as reinvestment happens and as
5 density happens, you're going to improve the
6 value of existing property. The only thing
7 you're not going to do is make someone who
8 doesn't want anything to change about where
9 they are not to change. And I think as a city
10 and as -- as our responsibility and what we're
11 looking for as -- if we're taking care of
12 everybody, that, you know, we can't necessarily
13 protect against that, and so I --

14 I do think we want to be sensitive to it.
15 We want to make sure design criteria are good
16 so that it benefits everybody, but I do think
17 we should expand, you know, those -- the
18 colored area around the lines.

19 Similar to Charles, but for a different
20 reason, can we use green or some better color?
21 Because we see red and everyone just freaks
22 out.

23 (Simultaneous speaking.)

24 COMMITTEE MEMBER DAY: I would like a --
25 you know, a happier, calmer color if we're

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1 going to start coloring this map. But red just
2 seems (inaudible). I don't know. I react
3 poorly to red. Most people do, so --

4 And I do think getting -- we can get some
5 market-rate, mixed-use, mixed-income levels
6 just by, you know, requiring a mix of sizes. I
7 do think it's vastly important, you know,
8 for -- for the detriment it causes a
9 neighborhood to have, you know, small housing
10 pushed other places. That's almost worse for a
11 community than having it, you know, mixed in.

12 And so I think, you know, from a
13 development standpoint, you know, if you're
14 really getting -- you know, financing
15 low-income housing developments, they are
16 together, but I think there's a market level
17 of -- mix of product that can be done too, and
18 single-family and multifamily, and all of it,
19 so I think it's -- it's worth considering in
20 our standards.

21 THE CHAIRWOMAN: So real quick before we
22 jump here, Kristen and Erin, do you guys have
23 any thoughts on this and where we're going? I
24 just want to jump to staff real quick before we
25 continue.

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1 Kristen.

2 MS. REED: One of the things I was
3 thinking about --

4 THE CHAIRWOMAN: Stand up. Sorry.

5 MS. REED: One of the things I was
6 thinking about when you were talking about
7 CCG-1 and CCG-2 and expanding that, I don't
8 know how PUDs would fall in this because
9 sometimes they are heavily negotiated and
10 people would lose their minds if they just got,
11 by right, some other use put in there.

12 But you could look at the commercial land
13 use categories and the BP land use categories
14 when you're considering the areas instead of
15 just at the zoning to determine, you know, your
16 boundaries. And then there's increased
17 densities in some of the urban areas and the
18 Medium Density Residential that are not worked
19 into the Code.

20 So putting those already in there, you
21 don't have to go to Council and get the
22 entitlement; you've already got it, I think
23 would help a lot, and it would give that
24 transition from the commercial corridor.

25 If you go to Medium Density Residential

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1 land use or maybe a Residential-Professional-
2 Institutional, and there's CRO, something of
3 that nature, it would give you that transition
4 and then your design standards could touch on
5 that as well.

6 THE CHAIRWOMAN: So from a land use --
7 yeah, from a Comp Plan perspective as opposed
8 to from, really, a zoning perspective, that
9 would be what would be driving kind of our
10 areas.

11 MS. REED: Right. Consideration to the
12 PUDs. And then the TOD language we have right
13 now has, I think, a 15-minute ped shed, just
14 for some consistency and consideration.

15 THE CHAIRWOMAN: Okay.

16 Susan.

17 COMMITTEE MEMBER FRASER: And so a
18 question: Am I missing a piece of the puzzle?
19 Maybe JTA contributes in what they're doing
20 with TODs and their investments? And they must
21 have looked at all this and they make, you
22 know, hundreds of million-dollar investments in
23 these corridors, and they don't do it without
24 some thought and adjacent land use assumptions
25 and how that can intensify and create --

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1 So I hear Nate talking -- it's like we're
2 talking about finding a node where they have
3 decided there's investment opportunities and
4 then building on that node with the land use.
5 So do we need to hear more about what JTA
6 has done and maybe ask them to come and make a
7 presentation about what led them to some of
8 their investment decisions? Because they --
9 they put their money where their mouth is, and
10 that might help us with our --

11 (Simultaneous speaking.)

12 MS. GRANDIN: Emily --

13 THE CHAIRWOMAN: I think that would be
14 great.

15 MS. GRANDIN: There's JTA.

16 THE CHAIRWOMAN: Perhaps somebody -- would
17 you would mind going up by Diane? Because we
18 would like to hear from you.

19 MR. JOYCE: Bill Joyce, JTA.

20 Yes. And I can have that group come back
21 and talk to you all. That would probably be a
22 very good idea, related to -- TOD related to
23 the JTA. I focus on the engineering, but, yes,
24 I think I know -- good to see you, Paul.

25 We have a group that particularly focuses

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1 on that.
2 THE CHAIRWOMAN: We would love to have
3 them here. And our next meeting is going to be
4 May 6th.

5 MR. JOYCE: Okay.

6 THE CHAIRWOMAN: We're not sure exactly
7 where it's going to be, but we're -- we're
8 working on that, but it would be great if JTA
9 could come to the May 6th -- unless -- staff,
10 do you have anything else prepared for us for
11 May 6th that we need to do or can we ask JTA to
12 come then?

13 MS. REED: (Inaudible.)

14 THE CHAIRWOMAN: Great.

15 Bill, thank you.

16 Jose.

17 COMMITTEE MEMBER GONZALEZ: Yeah. Bill --
18 just to touch on something that Billy mentioned
19 earlier about how -- you know, in the elevator
20 someone mentioned they don't want -- nobody
21 wants to do public transportation or ride
22 public transportation, so --

23 MR. JOYCE: I don't agree with that.

24 Start having a little more positive ...

25 THE CHAIRWOMAN: Go ahead, Jose.

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1 COMMITTEE MEMBER GONZALEZ: So I would
2 say -- I would modify that and say perhaps in
3 its current incarnation people don't want to,
4 right? But if you make it attractive and
5 appealing enough, then people will -- you know,
6 you can't have enough buses or trains or
7 whatever. So you just have to make it really,
8 really appealing. How? I don't know.

9 THE CHAIRWOMAN: We expect the answer from
10 Jose at the next meeting.

11 COMMITTEE MEMBER DAY: I mean, honestly, I
12 think that question falls on this committee
13 because I think what makes it appealing is a
14 mix of people living in dense areas all using
15 the same transportation. I mean, that -- I
16 think that is what is going to make it
17 attractive, if -- if they realize where I want
18 to live and where I work, you know, I'm going
19 to ride this. And you get a diverse group of
20 people on it, I think that's what's going to
21 happen. So I think it's on us a little bit.

22 THE CHAIRWOMAN: Looking at this map, on
23 Philips Highway -- I'm thinking of where JTA
24 has that big bus terminal at Philips Highway
25 and Butler, and it's developed there with a lot

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1 of commercial and a lot of restaurants and
2 things. It's not as much residential as I
3 would have thought would be there, so that
4 seems like -- and it falls nicely on this line
5 of an area that might be a focus area.

6 COMMITTEE MEMBER GONZALES: Well, I
7 think -- I, personally, have taken the bus and
8 done that for an exercise for Leadership
9 Jacksonville, and we were surprised at how nice
10 it was and that it was not a lot of what
11 people's assumptions are. I think a lot of
12 people that are negative against it had not
13 actually done it. I think the challenge is
14 just our city is so large and it's so spread
15 out that it's more challenging as far as
16 catching one and how long it takes you to get
17 there versus the quality of the people and the
18 experience on it.

19 And so I think that's something they're
20 struggling with because we're such a large
21 city.

22 MR. JOYCE: Eight hundred and 40 square
23 miles, there's no doubt. And we do focus on
24 bus cleanliness and things of the nature
25 because, you're right, it's --

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1 COMMITTEE MEMBER GONZALES: I mean, I was
2 a female on there, I felt very safe, it was not
3 a bad experience. It was air-conditioned, it
4 was comfortable, it was in the middle of the
5 summer. The bus stops could be better as far
6 as being covered and those types of things, but
7 the actual bus experience was much better than
8 I anticipated.

9 THE CHAIRWOMAN: Jose.

10 COMMITTEE MEMBER GONZALEZ: Yes. I have a
11 start of an answer, so we don't have to wait
12 until next time. Okay?

13 So appealing, right? You mentioned that,
14 you know, you felt safe, it was -- it was
15 clean, whatever. So maybe it was just that
16 route. And I'm not saying that other routes
17 are not. I have personally been in
18 Jacksonville four years. I have -- I've been
19 wanting to take the bus, I just haven't taken
20 the opportunity, but --

21 COMMITTEE MEMBER GONZALES: Try it.

22 COMMITTEE MEMBER GONZALEZ: -- appealing
23 would be, you know, clean, safe, on time, no
24 matter the neighborhood. That's -- those are
25 the start -- I think those are the foundations

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1 of appealing, and affordable. Yes, that's not
2 a dirty word when it comes to public
3 transportation, affordability, right?

4 THE CHAIRWOMAN: Susan.

5 COMMITTEE MEMBER FRASER: So I was the
6 public transportation consultant for DOT for a
7 number of years and did route planning and all
8 that stuff. So some of the -- the issues that
9 are very hard to address in Florida is the last
10 mile, you get off the bus and you've got to
11 have a way to walk where you want to go.

12 The other is free parking. We provide
13 excessive, excessive, excessive parking, and so
14 why wouldn't you take your car? And so when
15 you go to other places, there's restraints on
16 parking, it's not available, it's hard to park,
17 and you have to pay for parking, and that
18 creates at least an idea that you might take
19 transit. But we make driving really, really
20 convenient and we make walking really, really
21 hard. It's hot in the summer, it's raining
22 every other day.

23 So those are the kind of things that are
24 hard to -- the nut to crack is transit. And
25 transit in Florida follows, but we can always

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1 one piece.

2 And what I didn't hear and -- or I didn't
3 hear it as plainly as maybe I wanted to hear
4 it, is, from a developer perspective, like, is
5 this a tool you're going to use? And does it
6 give you the pathways to effect these projects?

7 And that's, I think, a critical piece of
8 this because if we -- I mean, if we design an
9 overlay that no one's using, we might as well
10 have not gone through this process.

11 THE CHAIRWOMAN: Greg.

12 COMMITTEE MEMBER MATOVINA: The best way
13 that I think I can answer that question is for
14 you to look at the William Burgess District in
15 Nassau County because what it did was it took a
16 bunch of property that had fairly low-density
17 zoning and introduced standards -- supposed to
18 be a form-based code; I don't think it really
19 is. But it introduced standards that allowed
20 you to go to much greater density with much
21 greater flexibility, but at the same time you
22 had to provide parks, build roads, and do
23 certain things.

24 And if you talk to the author -- or the --
25 maybe not the author, but the -- the idea guy

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1 make it better. So I think if we don't address
2 parking and the vast availability of parking --
3 the cars are (inaudible), convenient, cheap,
4 it's subsidized. We subsidize gas, we
5 subsidize roads, we subsidize everything, and
6 so we have to find a way to counter, you know,
7 the ease of which you would just pull up
8 somewhere and sit in your car.

9 THE CHAIRWOMAN: Tony.

10 COMMITTEE MEMBER ROBBINS: Through the
11 Chair to Matthew, you and your team are here
12 and we appreciate that. I want to make sure
13 you're walking away today with what you all
14 need. And I'm enjoying the conversation, but I
15 just want to make sure that we're making the
16 most of your time here. Are you hearing what
17 you're needing? Are --

18 MR. MARTINEC: That's very generous. I
19 think, generally, yes. I think a couple of
20 things that I'm struggling with is, do we -- do
21 we push out or do we pull in?

22 And not -- and we don't have to answer
23 that today because we can gesture out the rest
24 of this and how it ultimately is related to a
25 map. That can be a moving target. That's the

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1 behind that, his name is Taco Pope, he would
2 tell you, I get it; a developer has to be able
3 to make money. So he can't pay for roads and
4 he can't pay for recreation and he can't do all
5 these things unless we give him something in
6 return, maybe even something better.

7 And so that's the way this will work,
8 is -- you know, we're not going to get the City
9 to suddenly up and give a bunch of money
10 because we want to try this concept, but you
11 will get a developer who will try to put five
12 properties together and make it work if
13 suddenly he can get 30 units to the acre,
14 whereas before he was lucky if he could get 12,
15 if it's feasible to build.

16 THE CHAIRWOMAN: That's what I envisioned
17 with this concept here, is -- we can get you a
18 copy of the William Burgess Overlay and the
19 State Road 200 Overlay, both are in Nassau
20 County, where they're transects, they're at
21 nodes of roads with concentric circles that go
22 out. And depending on which transect you're
23 in -- I know you know what transects are -- you
24 get higher density and things. And, in return,
25 you have to offer things.

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1 Those two are along specific corridors.
 2 That's why I was thinking that we would pick
 3 kind of target areas. It would be nice to
 4 see -- I don't know how those things work
 5 together. I'm struggling, in my mind, with how
 6 we do that, but that was where I was headed.
 7 COMMITTEE MEMBER TUTWILER: I actually
 8 want to hear from you also with regard to --
 9 COMMITTEE MEMBER MATHEWS: I'll ask the
 10 question. Would taking an area and doing a --
 11 Greg just said -- form-based code overlay --
 12 and I'd look to the planners in the room who
 13 have a lot more knowledge about that -- doing
 14 some sort of form-based code, say, around
 15 what's on the map, the Philips corridor -- so
 16 take a zone, not just CCG land, and put in
 17 place a form-based code that will give us a
 18 clear (inaudible) of uses.
 19 THE CHAIRWOMAN: I would like to see it
 20 work better than William Burgess and 200R
 21 because that is having to go back to the County
 22 Commission on a regular basis for a variety of
 23 things.
 24 But, to me, that does seem like an area
 25 along Philips Highway -- and I keep going back
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1 to the Urban Core because that was the focus in
 2 Resilient Jacksonville, trying to push
 3 development there. Picking two areas or three
 4 that would be this -- this concept where you
 5 have, essentially, form-based zoning.
 6 You've got incentives, so if you do X, you
 7 get Y, and -- and, again, along transportation
 8 routes I think is key, or Emerald Trail, or
 9 both. Emerald Trail is, obviously, going to be
 10 up in the Urban Core. Philips Highway is going
 11 to be just transportation routes.
 12 COMMITTEE MEMBER MATHEWS: Would the
 13 appropriate -- several of us are using that
 14 word. Would it be appropriate for the --
 15 Mr. James or someone else from the City to
 16 describe what a form-based code is? Just kind
 17 of define what a form-based code is, so
 18 everyone in the room can (inaudible)?
 19 THE CHAIRWOMAN: Yes.
 20 MR. JAMES: I would be happy to explain
 21 that. So it gets into form, as indicated by
 22 the name, where those buildings are located on
 23 a parcel, where they are in relation to other
 24 aspects of that parcel, street, for example.
 25 It can get into even the number of stories,
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1 minimums, maximums, the densities, the types of
 2 uses, and what I like, a natural mix of uses.
 3 It can get into street trees, where the parking
 4 is located.
 5 So it's really getting very prescriptive
 6 or at least providing some direction to
 7 developers on what they can and can't do on the
 8 site. Similar to the PUD, but really goes
 9 further than a PUD.
 10 THE CHAIRWOMAN: Thank you.
 11 COMMITTEE MEMBER DAY: Yeah, and I
 12 think -- you mentioned it -- or Greg alluded to
 13 it. If you go form-based but still have all
 14 the use requirements behind it, all you've done
 15 is add to it.
 16 What typically makes it beneficial -- and
 17 I'll answer your question if -- if we know we
 18 can aggregate some land or buy a piece of land
 19 and we know we have by-right density and -- but
 20 we know we've got to -- you know, the tree
 21 planting requirements, we know -- we know all
 22 the other requirements because they're laid
 23 out, but we have the density and we have the
 24 ability to use either a whole bucket of uses or
 25 a mix of uses, shrinking that time down,
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1 shrinking the, you know, risk of am I going to
 2 do all this time, work and energy --
 3 I mean, we -- we've had a number of
 4 projects. We spent 60-, 70-, 100-, 200-
 5 \$300,000 in two years and you get a no vote,
 6 and -- I mean, so you stop trying to do things
 7 because of the risk associated with that.
 8 So, you know, that needs to be an area
 9 where you can find the land to do it, but I do
 10 think if -- if we can keep it form -- like how
 11 high, what it looks like, you know, relief
 12 and -- and, you know, some things that if --
 13 give people some comfort that it's going to
 14 look nice and kind of fit next to things and
 15 there's going to be trees and landscape, I
 16 think it goes a long way.
 17 The other key component is there has to be
 18 investment from the City, whether we do it
 19 through a TIF or whether it's just the City
 20 saying we're going to get paid back because
 21 it's -- what it's going to do to this area.
 22 I think there has to be investment, even
 23 if it's just public investment in parks and
 24 land and -- and making some of that beauty
 25 happen. It's -- it can't just be the private
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1 sector or the, you know, affordable housing
2 sector, you know, doing it on their own. So I
3 think that's pretty important from that aspect
4 too.

5 THE CHAIRWOMAN: And another thing to look
6 at for formed-based is DIA. DIA is a -- it's
7 kind of hybrid, but if you look at the Downtown
8 Overlay, it's got mass, scale, and setbacks.
9 It's got height/setbacks on things and view
10 corridors and all that kind of stuff, so that's
11 another similar form-based --

12 Paul.

13 COMMITTEE MEMBER TUTWILER: In listening
14 to the developers, I was actually trying to
15 determine if I heard the answer to the
16 question, what would it take you to decide to
17 invest in those areas, and I think there was a
18 general question of, well, with the right
19 incentives maybe, including some investment
20 strategy. The City suddenly wants to improve
21 certain areas that -- and develop -- everybody
22 wants to make money, but I think that I was
23 just trying to figure out, would you come?
24 What is it going to take you to decide that
25 this project is right for you? What is that

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1 criteria? Is it the TIFs? Is it the roads?
2 Is it some way -- some formula?

3 I just want to know the answer to the
4 question that was posed, and I was trying to
5 determine, through your answer -- could you
6 answer that question?

7 THE CHAIRWOMAN: So Billy, Nate, and Greg,
8 as our developers --

9 COMMITTEE MEMBER ZEITS: Yeah, I think
10 it's -- you know, if we're designing particular
11 infrastructure to alleviate flood concerns or
12 heat concerns or meet City standards based off
13 what the Code is, there should be some
14 partnership in that, whether that's a TIF,
15 whether that's creating projects that would be
16 eligible for resiliency funds from the federal
17 government, but that -- that's got to be a
18 reality, right? Because --

19 Tony made a good point earlier -- we sort
20 of left it alone, but what is appropriate
21 within CCG-1 or -2 or within a 15-minute walk
22 of a transit develop- -- a rapid transit system
23 is not appropriate in suburbia, right? And
24 vice versa. Nobody's going to do anything in
25 CCG-1 that they can do out in suburbia, right?

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1 So we almost need two. We almost need, like,
2 one specific within a 15-minute walk of a rapid
3 transit system, and then another that would
4 encourage some residential -- we'll call it
5 softer infill, where you're building a really
6 cool green infrastructure system that other
7 people would go and enjoy, and some park, and
8 then the City needs to be a partner somehow in
9 that, or, again, federal money --

10 I think there's other tools; TIFs, CRAs,
11 but -- those are the tools we want, but I
12 really think we distilled it down to two sort
13 of zoning codes, one for high-intensity,
14 mixed-use, and another one for lower-intensity,
15 more residential where you still have those
16 stakeholders, but I think that's -- first-time
17 home buyers are still important, we still need
18 them.

19 Did that answer your question?

20 COMMITTEE MEMBER TUTWILER: It did.

21 THE CHAIRWOMAN: Greg.

22 COMMITTEE MEMBER MATOVINA: My answer
23 would be this: I once went into a meeting -- a
24 preliminary meeting, about 200 acres I was
25 buying, and it was full of people. I thought I

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1 was meeting with two people and it was, like,
2 the county manager and the LMB person, it was
3 full of people from the County that looked at
4 this parcel, and they had very specific plans.
5 And the first question that was asked of me
6 was, "How many units do you want to build?"
7 And, boy, that caught me off guard because do
8 you go high or do you go low? You know, where
9 do you go with that? And so I said, "350."
10 And the head of Planning took a pencil, drew a
11 line on the map and said, "Okay, you can have
12 your 350 homes north of this line. I don't
13 care whether you do townhomes or apartments.
14 You know, we're going to want some control over
15 some of that. But whatever you want, you could
16 have. You can do these 350 homes in that area
17 right there. This area right here needs to be
18 a park. And this street right here, we want
19 very high-density multifamily and commercial
20 along this corridor. We don't want you putting
21 residential up here on this corridor."

22 In my opinion, the answer is density.

23 I drove away saying, I don't do
24 high-density commercial and residential. And
25 then slept on it overnight, and then through

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1 divine revelation said, what do I care?
 2 (Simultaneous speaking.)
 3 COMMITTEE MEMBER MATOVINA: (Inaudible) by
 4 350, it's \$7,500 a lot. And I have less
 5 infrastructure costs because I'm packing
 6 that in that 350 lots. That is a true story.
 7 COMMITTEE MEMBER TUTWILER: Yeah.
 8 THE CHAIRWOMAN: And that area north of
 9 us, they just kind of sit down with you and
 10 say, here's what we want. We have to find a
 11 way to codify that. We have to find a way to
 12 make it not just at somebody's whim who draws
 13 the line and says --
 14 I mean, it works sometimes and it doesn't
 15 in others there, but that's what I think our
 16 goal is, is to work with our consultant and
 17 figure out a way, because that is -- that is
 18 how these developments end up happening in
 19 these places, where you get a nice mix of uses
 20 and you get the parks and you get the -- we
 21 have to find a way to focus on some areas and
 22 then take the criteria that would make it
 23 attractive to somebody to do that, to address
 24 resilience, both water and heat and
 25 affordability.

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1 COMMITTEE MEMBER GONZALES: It comes down
 2 to incentives. We all know right now it's hard
 3 to get a project off the ground. Incentives
 4 are going to be what's going to push it over
 5 the edge.
 6 I was just curious, from a (inaudible)
 7 standpoint, how long does it take to create a
 8 CRA district and how long does it take for a
 9 TIF?
 10 MS. NASRALLAH: That's a great question,
 11 and I was going to interject.
 12 THE CHAIRWOMAN: Good timing.
 13 MS. NASRALLAH: Karen Nasrallah, OED
 14 staff.
 15 THE CHAIRWOMAN: Thank you.
 16 MS. NASRALLAH: So to create a CRA, it
 17 takes about two years because they've got to go
 18 out, as Susan stated, and study the area and to
 19 put together a lot of government statistics
 20 that answer the question or definition of
 21 "blight." So that's a process.
 22 Defining a necessity goes through City
 23 Council. They confirm that it meets the
 24 definition of "blight." And then you go to
 25 stage two, and that is the Community

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1 Redevelopment Plan, and that takes about
 2 another year. You've got public hearings that
 3 are required, following state statute.
 4 So it's a process. A couple of years is
 5 generous, but maybe three years is more
 6 realistic. And then to grow a TIF, it takes
 7 even longer.
 8 CRAs work beautifully, especially if you
 9 follow your plan to the letter and you are
 10 constantly looking at innovative ways to do
 11 projects. However, it's a long-term plan,
 12 which is -- as Susan said, they're 30 years.
 13 And that's a reason, because it's a method and
 14 it takes time to grow a TIF.
 15 Arlington has been somewhat of an anomaly,
 16 and that is because of JU. They're an economic
 17 engine in that area. And present costs -- JU
 18 is carved out of our CRA. The campus itself is
 19 carved out of the CRA boundary, but JU is a
 20 large property owner out there and they're
 21 developing their land, and so it's growing our
 22 TIF. Next year will mark ten years and we're
 23 just at \$3 million in our TIF.

24 So to put it in perspective, KingSoutel,
 25 2008 -- it was developed in 2008. They are
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1 just now at \$3 million. So, realistically --
 2 JIA CRA, developed in 1993, got up to 18
 3 million. It just sunsetted this year, this
 4 past fiscal year. It was at 18 million, but it
 5 was 30 years before it got to that point.
 6 So, realistically, they -- your first
 7 couple of years, once they get established,
 8 you're looking at -- our first year in
 9 Arlington was \$243,000, second year 600,000. I
 10 mean, it grew because we had an economic engine
 11 out there. That's -- you've got to go the long
 12 haul with a CRA. They work beautifully, but
 13 it's longer term, realistically.
 14 THE CHAIRWOMAN: It's very sad.
 15 COMMITTEE MEMBER ZEITS: That's not going
 16 to work.
 17 THE CHAIRWOMAN: Well, we have a TIF REV
 18 Grant parcel that's up in the Max Leggett area.
 19 It had a 10-year TIF REV Grant. They are
 20 getting ready to finish out the VA hospital and
 21 a bunch of other things out there, and it's all
 22 immediately coming. And it's been roughly
 23 about 10 years since we put it in. And that is
 24 a developer that was willing to take a very
 25 large piece of property -- a bunch of it is set

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1 aside for conservation -- and go through the
2 TIF REV Grant process of -- without -- it's not
3 part of a CRA, so it --

4 There are financing avenues there, and it
5 requires -- probably what we want is a
6 developer to make a long-term commitment to a
7 project in order to make their money back. I
8 mean, I don't know that we want to -- these are
9 projects where we want somebody to put in the
10 parks and the resilience and we want to make
11 sure that it works, so it's going to be some
12 period of time. It's not going to be a
13 two-year turnaround.

14 COMMITTEE MEMBER DAY: No, and I -- I will
15 say, too, I mean, I was -- but when you have
16 a -- if an investor comes in or a developer
17 comes in and they know they're going to build
18 something that's going to generate tax base
19 right away, and they say, look, you know, part
20 of the way I'm going to finance this is by
21 giving first rights to all of that -- increase
22 in taxes because we're going to do this, it is
23 a much -- it can be a shorter time period for a
24 very focused piece of property. And it doesn't
25 have to be a massive project; it can be a

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1 smaller project.

2 So I do think that -- to answer the
3 question of, you know, would we do this, I
4 think part of it is -- you know, some of the
5 local developers here that would do smaller
6 projects -- part of it is doing something
7 that's known, so outside investors, when they
8 see it and they see the plan, they know exactly
9 what that is, they know what they're getting
10 into, and they have no problem bringing that
11 outside investment because it -- it's
12 understandable.

13 So I think, yes, this would drive
14 development if there was very clear -- you
15 know, you don't have to ask for any of the
16 permission, you just do this and here's what
17 you can build. And I do think we can build in
18 some TIF/REV Grant-type stuff that is project
19 by project that wouldn't take 30 years because
20 you know that you're increasing that tax base,
21 you know, day one or whatever it is.

22 THE CHAIRWOMAN: Okay. Matthew, and then
23 I've got to go to public comment.

24 MR. MARTINEC: So just -- what we tried to
25 do here is piggyback off what we see as outside

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1 observers, and it's the entity doing the most
2 sort of physical capital planning in your city,
3 and leveraging that.

4 There are a lot of instances where the
5 private developer -- private development is
6 going to be in the lead and the public entities
7 are going to follow with the right sidewalks
8 and everything like that. But there are also
9 instances probably along these corridors where
10 you're going to need that CRA, you're going to
11 need that coordinated neighborhood capital
12 planning process to effect the development
13 outcomes that are entitled through this sort of
14 framework.

15 THE CHAIRWOMAN: Right.

16 MR. MARTINEC: And so I think it's going
17 to be both, but I don't know that -- from our
18 perspective, it's going to be hard to wed the
19 one or the other.

20 THE CHAIRWOMAN: That makes sense.
21 Hugh.

22 COMMITTEE MEMBER MATHEWS: In here you
23 talk about eliminating areas that are in risk
24 areas. I would suggest that that be changed to
25 the design accommodates the risk because flood

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1 models change over time, things change over
2 time. We need to design to accommodate the
3 risk.

4 COMMITTEE MEMBER GONZALES: It's also
5 going to be helpful who the landowners are in
6 an area that we've identified as the particular
7 target. I'd be curious just to see if there
8 may be land that we could even target as that
9 case study depending on who owns it. There may
10 be a developer that has -- they have additional
11 density rights or different things that would
12 be willing to move forward on something. We
13 should at least understand who they are.

14 COMMITTEE MEMBER ZEITS: Well --

15 THE CHAIRWOMAN: Okay. Hold on for just a
16 second. We need to open this up real quick and
17 then we'll come back -- Billy, hold that.

18 We need to open up to public comment. Is
19 there anybody here that wanted to get up and
20 speak?

21 AUDIENCE MEMBERS: (No response.)

22 THE CHAIRWOMAN: Okay. Billy.

23 COMMITTEE MEMBER ZEITS: I think, to
24 Hugh's point, we're all running away from
25 someplace, right? You don't want to develop in

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1 a (inaudible) that's scary, compensatory
2 storage, it's expensive, it's high risk, right?
3 But if we can develop in them and you're
4 incentivized to develop in them and you can
5 improve the flooding situation not only for
6 your property but the surrounding properties, I
7 think that's really what the -- part of this
8 intention. So how we -- maybe it's a third
9 thing, right? It's within walking distance of
10 transit, it's standard residential, and it's
11 within a floodplain, so then you guys can
12 design stuff that we can build that improves
13 the overall watershed (inaudible).

14 THE CHAIRWOMAN: Okay. Any other comments
15 before we ...

16 COMMITTEE MEMBERS: (No response.)

17 THE CHAIRWOMAN: So, Matthew, have we
18 given you what you need?

19 MR. MARTINEC: Generally speaking, yes.

20 I think there's still some question as
21 to -- I don't believe any of our subcommittees
22 scheduled follow-ups. You know, we've got this
23 large data call that's out there. Some of that
24 is coming in, but we're sort of, on the one
25 hand, working at the speed that we're getting

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1 the right information.

2 I do think a JTA presentation would be
3 very, very helpful, but I think the question on
4 my end is really what the progression of your
5 subcommittees look like.

6 THE CHAIRWOMAN: So that was my question
7 to the group next, thank you, is whether we
8 want to have -- try and schedule another round
9 of subcommittees this next time around. It's
10 partly governed by, will you have time to get
11 the information that you need to get together
12 to make those subcommittees meaningful, and
13 also do we want to wait until after we've heard
14 from JTA or do we want to meet beforehand and
15 have some questions prepared for JTA? So I'll
16 put it to the committee.

17 Jose.

18 COMMITTEE MEMBER GONZALEZ: I don't know
19 if it would be worthwhile -- you know, JTA's
20 presentation is small enough to just have them
21 attend the subcommittees rather than waiting
22 two months for our next meeting.

23 COMMITTEE MEMBER ZEITS: That's a good
24 idea.

25 THE CHAIRWOMAN: We could do that. The

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1 only thing I'm concerned about is having them
2 give different information to three different
3 subcommittees.

4 COMMITTEE MEMBER GONZALEZ: Well, we
5 should --

6 COMMITTEE MEMBER FRASER: Or have a
7 special meeting of this committee.

8 THE CHAIRWOMAN: Or we could just -- I was
9 going to say, we could do a meeting of the
10 whole in a month.

11 COMMITTEE MEMBER FRASER: Well, JTA
12 probably has a package deal. I hate to say it,
13 they may (inaudible). Our schedules

14 can (inaudible) --

15 (Reporter clarification.)

16 COMMITTEE MEMBER FRASER: So is it
17 reasonable to ask JTA to come to this committee
18 quite quickly, have a package ready to go, and
19 then we can have subcommittees in a month and
20 then the regular meeting in the second month?

21 THE CHAIRWOMAN: Paul.

22 COMMITTEE MEMBER TUTWILER: I can't speak
23 for JTA, but I've attended some of their TOD
24 meetings and it's a lot of information. It is
25 amazing. I think that we should give them the

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1 benefit of the full presentation, that we all
2 hear the same thing.

3 I'm very impressed, very encouraged --
4 they're very forward thinking in terms of our
5 community. And while I don't know the date
6 certain that they plan forward as it relates to
7 TODs, it -- so it would be worth hearing the
8 information before we come back with any
9 recommendation.

10 THE CHAIRWOMAN: So our next meeting is
11 set for May 6th. If we could meet in April as
12 a whole, and if we could see if JTA could talk
13 to us then, I think that would be very helpful.
14 That would keep us moving forward instead of
15 waiting two months.

16 Kristen and Erin, can you guys send out --
17 we can either, amongst ourselves, try and
18 figure out when that is, or can you guys
19 coordinate sending out a SurveyMonkey or
20 whatever you -- and coordinate with JTA, and
21 see if we can get the largest group of us
22 together to meet?

23 We have, obviously, got to notice the
24 meeting, and we have to have JTA there, so I
25 don't know that that's something we can try and

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1 coordinate at this meeting, but you guys can do
2 that?

3 MS. REED: (Nods head.)

4 THE CHAIRWOMAN: Yes. All right. They're
5 saying yes, so that will be good.

6 COMMITTEE MEMBER NAZWORTH: And if the
7 agenda for the meeting is solely the JTA
8 presentation, if we're out of town, is there a
9 way to attend virtually?

10 THE CHAIRWOMAN: So we can attend
11 virtually -- and, Susan, correct me if I'm
12 wrong. You can't -- we can't take a vote, but
13 we won't be voting at that meeting anyway,
14 so --

15 MS. GRANDIN: We could set up a hybrid.
16 That would be great.

17 THE CHAIRWOMAN: We should be able to set
18 it up separate.

19 MS. COGLIANESE: Especially if this is
20 just -- by and large, it's JTA getting
21 information out to this group, so --

22 THE CHAIRWOMAN: It's just, essentially, a
23 JTA meeting.

24 MS. COGLIANESE: We can make that work.

25 THE CHAIRWOMAN: Tony.

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1 COMMITTEE MEMBER ROBBINS: At the risk of
2 getting the ire of the Chair of the
3 subcommittee, we've got a lot of -- we're on
4 the task force because of our expertise and our
5 background. We know the issues, we know the
6 troubles, we know the headaches. I don't know
7 if we necessarily need to have the
8 sub-consultant there, but I would really
9 appreciate an opportunity for the sub- -- our
10 subcommittee to get together and lay it all out
11 there, the things we know need to be fixed,
12 that are universal to the city, but I just
13 wanted confirm that it's okay with the contract
14 that we have with them, that -- again, they
15 don't necessarily need to be there for that
16 meeting because it's -- it's really us talking
17 with what we know. We'll share it with the
18 committee of the whole, but walking away from
19 the last one and hearing what we've heard
20 today, it would be very good if we could meet
21 at least once, if not more than once, but -- I
22 know that it was a hindrance -- I don't want to
23 put more work on the consultant.

24 THE CHAIRWOMAN: So yeah, we can also do
25 subcommittee meetings in April, absolutely.

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1 And I think the Chairs of the different
2 subcommittees, you guys can decide whether you
3 want to have a meeting and, again, coordinate
4 through the Planning Department. It definitely
5 sounds like our group, which is the site design
6 standards, sounds like they would like to meet.

7 COMMITTEE MEMBER GONZALES: Do we have a
8 sample of the incentives that you've seen from
9 other areas that you want us to look at before
10 the next meeting?

11 MR. MARTINEC: We can -- I mean, every
12 entity in the country approaches this
13 differently, but I think the -- the incentive
14 side of this is a whole new range of allowable
15 uses and densities governed in ways that they
16 aren't currently governed, really being sort of
17 form-based density allowances.

18 I don't know if that's what you're asking
19 for or if it's the -- more like the site
20 performance and design standards type of thing.

21 COMMITTEE MEMBER GONZALES: I mean, I
22 think it's both. I think, similar to what you
23 provided today, where it's something tangible
24 to look at and mark up is a lot easier than
25 starting from scratch.

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1 MR. MARTINEC: Right.

2 COMMITTEE MEMBER GONZALES: So if we saw
3 maybe two different approaches of what
4 different cities have done that went over
5 positively, but -- that may be a good place to
6 start.

7 What are your thoughts, Chair?

8 THE CHAIRWOMAN: We can give you the
9 William Burgess Overlay to give to the
10 committee and then, actually, I'm sure you've
11 got others that are --

12 MR. MARTINEC: There are plenty of TODs
13 around the country that have worked and that
14 haven't, and --

15 THE CHAIRWOMAN: Yeah, we'd like the ones
16 that work.

17 COMMITTEE MEMBER GONZALES: Nate, I mean,
18 you're in charge of this, so --

19 COMMITTEE MEMBER DAY: No, I --

20 COMMITTEE MEMBER GONZALES: I'm just
21 trying to think of some place to start
22 versus --

23 COMMITTEE MEMBER DAY: I think the
24 incentives are pretty simple. I think it is
25 more the list of form-based items and ranges,

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1 and then we can really kind of see -- and some
 2 of it's going to be what the land use
 3 underneath allows, so -- because I do think
 4 that's a good way to go, is something that will
 5 just default back to land use from standards.
 6 But I think it would more just be a menu
 7 of all of the different form-based options and
 8 sort of ranges that, you know, would be
 9 considerable or, you know, potentials, and then
 10 we can start to pick through that.
 11 I think the land use is going to determine
 12 the incentives. It's going to be -- do what
 13 the land use allows you to do, so --
 14 MR. MARTINEC: Municode is going to love
 15 y'all.
 16 THE CHAIRWOMAN: Oh, yeah. Absolutely.
 17 We're trying not to create the Miami 1 code,
 18 so -- which is their resiliency code.
 19 (Simultaneous speaking.)
 20 THE CHAIRWOMAN: So to schedule a
 21 subcommittee meeting, if you would get with,
 22 actually, Caroline, but you can go through
 23 Erin -- where is Caroline? There she is. She
 24 can help with scheduling because she's got to
 25 coordinate with Susan Grandin for noticing the
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1 COMMITTEE MEMBER TUTWILER: First or
 2 second.
 3 COMMITTEE MEMBER NAZWORTH: Either looks
 4 decent. After that, I'm out of town a lot.
 5 (Simultaneous speaking.)
 6 THE CHAIRWOMAN: So we're all looking at
 7 basically -- probably the second week.
 8 So maybe we could look at JTA in the third
 9 week because we could do it virtually if you
 10 wanted to.
 11 COMMITTEE MEMBER MATHEWS: If they're
 12 going to be after all the subcommittee
 13 meetings, does it make sense just to push it to
 14 maybe after the JTA --
 15 (Simultaneous speaking.)
 16 COMMITTEE MEMBER GONZALEZ: Yeah, I think
 17 the thought was that we wanted that information
 18 so that when we go to the subcommittee meetings
 19 we can have some substance. So the JTA should
 20 be prior to the subcommittee meetings, if
 21 possible.
 22 COMMITTEE MEMBER GONZALES: Could JTA do
 23 the first week of April?
 24 (Simultaneous speaking.)
 25 THE CHAIRWOMAN: Since we're talking about
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1 advertisements. And Caroline can send out,
 2 again, a SurveyMonkey to your group to figure
 3 out, okay, when is a day that everybody can
 4 meet. Once they pick the meeting date, you
 5 guys have to figure out a place to meet, which
 6 she can help with, and Susan can help with the
 7 noticing of the meeting and get (inaudible).
 8 COMMITTEE MEMBER MATHEWS: Would you poll
 9 the week of April 8th?
 10 MS. FULTON: The week of April 8th for
 11 flood risk?
 12 COMMITTEE MEMBER MATHEWS: Yes.
 13 THE CHAIRWOMAN: That's flood risk.
 14 Nate, do you have a week that you would
 15 like her to look at?
 16 COMMITTEE MEMBER DAY: I was looking real
 17 quickly. That first week in April is wide
 18 open. I'm flexible, but if --
 19 (Simultaneous speaking.)
 20 COMMITTEE MEMBER ROBBINS: The second is
 21 better.
 22 COMMITTEE MEMBER GONZALES: The second
 23 week is better for me too.
 24 COMMITTEE MEMBER DAY: (Inaudible.)
 25 COMMITTEE MEMBER GONZALEZ: The second --
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1 the subcommittees being the second week, then,
 2 yeah, we could see if JTA could do the first
 3 week.
 4 COMMITTEE MEMBER NAZWORTH: Or even the
 5 last week in March.
 6 THE CHAIRWOMAN: That last week in March.
 7 COMMITTEE MEMBER MATOVINA: The last week
 8 in March is easier because a lot of people
 9 probably have spring break.
 10 THE CHAIRWOMAN: Probably.
 11 COMMITTEE MEMBER ROBBINS: There's a total
 12 eclipse on April 8th.
 13 (Simultaneous speaking.)
 14 COMMITTEE MEMBER ROBBINS: All the hotels
 15 are booked. There's always something.
 16 (Simultaneous speaking.)
 17 THE CHAIRWOMAN: That's too funny.
 18 All right. So we're setting -- hopefully,
 19 setting JTA and setting subcommittees. Like I
 20 said, our next meeting is May 6th, and the
 21 location we will send out. I don't know if
 22 it's going to be able to be here or not, but we
 23 will let you know in plenty of time.
 24 Are there any other comments or questions
 25 from anyone on the committee?
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1 COMMITTEE MEMBERS: (No response.)
2 THE CHAIRWOMAN: Anything else from staff
3 we need to know before we head out?
4 STAFF MEMBERS: (No response.)
5 THE CHAIRWOMAN: No? All right. Do I
6 have a motion to close?
7 COMMITTEE MEMBER ZEITS: Motion to close.
8 COMMITTEE MEMBER NAZWORTH: Second.
9 (The foregoing proceedings were adjourned
10 at 10:48 a.m.)

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1 CERTIFICATE OF REPORTER
2
3 STATE OF FLORIDA)
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5 COUNTY OF DUVAL)
6
7 I, Diane M. Tropa, 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 18th day of March 2024.
16

17 _____
18 Diane M. Tropa
19 Florida Professional Reporter
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