



RENEW ARLINGTON CRA ADVISORY BOARD

Hybrid Virtual & In-Person Meeting
City Hall, 117 West Duval Street
3rd Floor, Conference Room 3C
Jacksonville, FL 32202
Wednesday, June 8, 2022 – 3:30 p.m.

MEETING MINUTES

RA/CRA Advisory Board Members Present: Advisory Board Chair Matt Tuohy; Advisory Board Vice Chair Stephen Matchett; Advisory Board Members Danyuell Newkirk, Monty Selim, Bandele Onasanya and Ramsey Salem

RA/CRA Advisory Board Members Not Present: Advisory Board Member Dedee Harper, Randy Goodwin, and Raj Adhikari

Staff Present: Kirk Wendland, OED Executive Director; Karen Nasrallah, Redevelopment Manager and Michelle Stephens, Recording Secretary

Representing the Office of General Counsel: Susan Grandin

Representing the Office of City Council: Chet Aikens, ECA for CW Joyce Morgan, District 1

Participating via Zoom: Brian Wheeler, OED staff; Lee Durban, COJ Traffic Studies Engineer, Chris LeDew, COJ Chief of Traffic Engineering and Alex Sifakis with JWB Real Estate Capital

I. CALL TO ORDER

Chair Tuohy called the meeting to order at approximately 3:30 p.m.

II. ACTION ITEMS

APPROVAL OF THE April 13, 2022 RENEW ARLINGTON COMMUNITY REDEVELOPMENT AREA (RA/CRA) ADVISORY BOARD MEETING MINUTES

A MOTION WAS MADE BY ADVISORY BOARD MEMBER S. MATCHETT AND SECONDED BY ADVISORY BOARD MEMBER RAMSEY SALEM APPROVING THE APRIL 13, 2022, RENEW ARLINGTON CRA ADVISORY BOARD MEETING MINUTES. THE MOTION PASSED UNANIMOUSLY 6-0-0.

RECOMMENDATIONS FOR REMAINING BALANCE IN UNALLOCATED PLAN AUTHORIZED EXPENDITURES

Mr. Wendland reviewed the Renew Arlington FY 2021/2022 Amended Budget noting that it includes all of the adjustments to date. He advised that the balance in Unallocated Plan Authorized

Expenditures is \$1,537,403 for the current fiscal year. He added that as of May 26, 2022, there was a balance of approximately \$871,711.57 in the Mandatory Compliance Grant Program.

Mr. Wendland advised that staff is recommending the to take the balance (\$1,537,403) in Unallocated Plan Authorized Expenditures and recommend to the Agency Board at their August meeting that the \$1,537,403 be allocated to the Mandatory Compliance Grant Program making the balance in the MCGP approximately \$2.4 million for the current fiscal year.

Vice Chair S. Matchett asked if there were any foreseen items or projects prior to October 1 that may need funding. Ms. Nasrallah replied not at this time adding that as much as we can put into the Mandatory Compliance Grant Program would be helpful. She noted that there are quite a few applications pending.

Chair Tuohy commented that there is only one meeting prior to the August 9, 2022, Agency Board Meeting and not enough time to do something that would require the Advisory Board to spend money before then.

A MOTION WAS MADE BY ADVISORY BOARD MEMBER B. ONASANYA AND SECONDED BY VICE CHAIR S. MATCHETT RECOMMENDING APPROVAL TO THE RENEW ARLINGTON CRA AGENCY BOARD THE ALLOCATION AND TRANSFER WITHIN THE RENEW ARLINGTON CRA FY 2021/2022 BUDGET OF \$1,537,403 FROM UNALLOCATED PLAN AUTHORIZED EXPENDITURES TO PLAN AUTHORIZED EXPENDITURES TO BE USED FOR THE RENEW ARLINGTON MANDATORY COMPLIANCE GRANT PROGRAM; ADOPTING A FY 2021/2022 AMENDED AND RESTATED BUDGET. THE MOTION PASSED UNANIMOUSLY 6-0-0.

III. GENERAL INFORMATION

UPDATE ARLINGTON ROAD STRIPING PROJECT

Mr. Chris LeDew, COJ Chief of Traffic Engineering, advised that they were asked to do a Road Diet Study on Arlington Road. Mr. LeDew introduced his assistant, Mr. Lee Durban, Traffic Studies Engineer, who provided a PowerPoint presentation of the Road Diet Study on Arlington Road from University to Cesery and Cesery to Rogero adding that they can take away lanes from both sections with minimal delays. He reviewed the following two sections:

University to Cesery

- Currently 4-lane undivided Road
- Convert to 2-lane with left-turn lanes
- Add on-street parking
- Add bike lanes
- Add striped median: At this point the median will be striped because they do not have money for concrete work, but in the future, needs to be a raised concrete median.
- Estimated cost \$38,000

Cesery to Rogero

- Currently 4-lane + raised medians
- Convert to 2-lane
- Add on-street parking
- Add bike lanes that would create a continuous bike network from University to the road at Rogero
- Estimated cost \$27,000

Mr. Lee Durban reviewed the following Site Plans:

- University to Glencoe
- Glencoe to Tutter
- Tutter to Cesery
- Cesery to Westdale
- Westdale to Underhill
- Underhill to Rogero

The following were comments and questions from Advisory Board Members:

Chair Tuohy commented that he recalls Wawa does not have any curb cuts on Arlington Rd. adding that there are curb cuts on University and Marchek Street.

Vice Chair S. Matchett commented that their ingress/egress is oriented to Marchek with a right turn only out to University Blvd. He asked what would happen at Marchek and Arlington to accommodate the extra traffic because that makes a lot of left turns into the Wawa. Advisory Board Member D. Newkirk concurred adding it would be for left and right turns.

Chair Tuohy commented that he did not think that was an issue with the striping.

Ms. Grandin asked for clarification if there needs to be a left turn lane coming east on Arlington Road. Vice Chair S. Matchett and Advisory Board Member D. Newkirk concurred.

Mr. LeDew commented that it depends on how busy the turn lanes are in the other direction. The left turn going westbound to go southbound going back towards the expressway, backs up routinely through Marchek. He would not want to see a left turn lane going in the opposite direction eastbound to northbound going into the Wawa because that causes a conflict and would create a situation where you can have "Good Samaritan" crashes when crossing over a couple of lanes of stopped vehicles. Mr. LeDew asked what phase the Wawa store was in?

Ms. Nasrallah responded that last she heard they should be under construction in 2023.

Mr. LeDew commented that he is wondering when they are going to come to him or if they already have, which is possible because sometimes they will present a plan to the traffic engineer and then

build five years later. He commented that he does not recall this one but stated that a Wawa on any signalized corner is a problem. They have something similar at Philips Highway and Bowden Road. He had them put up candle sticks, which prevented the "Good Samaritan" crash problem from happening. He added that people that want to make a left into the Wawa will not be able to do so and will have to figure out how they are going to get into the Wawa. He commented that he does not remember on Philips Highway if they had a direct right in and right out adding that it is a problem.

Ms. Nasrallah commented that it is the exact same set up as the Wawa on Philips Highway. She asked if drivers would go up a block and do a U-turn. Mr. LeDew replied that they would have to. He advised that if you are in a neighborhood that has a grid system, you depend on people finding another path to the store.

Vice Chair S. Matchett commented that they could use Commerce Street on the northside of the property.

Chair Tuohy commented that the Wawa project has already been approved and funded. He suggested that Mr. LeDew relook at the latest Wawa plans.

Advisory Board Member Ramsey Salem commented that you come to a red light where you do not have a designated right turning lane or both traffic going east and west adding that if you are going east, it would be nice if you had a right turning lane to be able to go south on Cesery and if you are going the other direction to go north on Cesery on the other side of Arlington Road. He asked if there was a way to widen the road to provide a turning lane.

Mr. LeDew replied that it was possible adding that the intent of this project as he understood it was to slow down traffic and make it more conducive to pedestrian activity, so pedestrians do not have as many lanes to follow. He advised that part of the study was an operational study, which measures the delay and the level of service of each turning movement at intersections. He agreed with what Advisory Board Member Ramsey Salem said. If you are behind one through vehicle and you are a right turner you are going to have to stop and wait through the entire signal light, which will slow down the right turner. He added that this project will have other types of benefits but not for that one turning lane.

Mr. LeDew commented that the length of the bike lane is 7 feet, 8 feet with the gutter and a travel lane is typically 12 feet, but we can get 10 feet. Basically, it would be eliminating the bike lane for this short little area when the capacity analysis shows us that we really do not need the right turn lane. When you do a road diet it slows things down a bit, and it takes longer to navigate through the corridor. The reason we did the study was to make sure we do not cause any secondary problems.

Mr. LeDew agreed that if you have more turn lanes you can get to where you are going more freely and quickly; however, the pedestrians have a further distance to cross, and you do not have facilities

for cyclist to stay away from cars. He added that Jacksonville is the number one city in the United States for pedestrian fatalities per capita and number one or number two for bicycle fatalities. Mr. LeDew added that the other benefit of a road diet is a 33% crash reduction factor. You reduce 33% of all types of crashes when we do this type of improvement on a road. We have tried to put in some road diets based on crash rates for different parts of town. This is a perfect fit for the repurposing of lanes.

Advisory Board Member D. Newkirk commented that she lives near a Wawa adding that there was not a lot of traffic in the area until the Wawa opened and the traffic increased tremendously. Therefore, she is concerned what impact the new Wawa will have in the area when it opens. She asked if there were any studies that show the traffic impact certain types of establishments may bring to an area.

Mr. LeDew commented that Advisory Board Member D. Newkirk made a good point adding that they do have a way of estimating the impact of traffic when a new establishment is brought into an area. He added that he is glad that the Advisory Board is making him aware of their concerns because their concerns were not considered in the study. He offered to look at the new Wawa site and any potential changes to the traffic that may come with it, trip generations, etc.

Advisory Board Member D. Newkirk commented that her office is off Cesery closer to the expressway noting that there are quite a bit of improvements happening at the Town and Country Plaza. She commented that there is a back way to Town and Country that a lot of people use cutting through Tutter to a side street instead of going all the way up to University and then turning left and then turning left into Town and Country. She recommended Mr. LeDew and his team look into that as well because most likely traffic is going to increase in that vicinity as well.

Ms. Nasrallah asked Mr. Wheeler if he had anything to add. Mr. Wheeler replied that in terms of the Wawa he has not looked at anything adding that usually front and center is Wawa proposing a mitigation plan associated with their facilities. He commented that if there are off-site improvements that need to be made that we can identify we would push that on the Wawa to make rather than the city or the CRA have to pay out of pocket to accommodate them.

Vice Chair S. Matchett referring to the Underhill to Rogero slide (last slide in the presentation), asked if you are coming out of the roundabout and are headed west on Arlington Road there is a single lane and striped medians adding that there are businesses immediately on the left and asked how motorist are supposed to turn left into the business. He asked if they are supposed to cross the painted median that is supposed to be concrete. He asked referring to going west on Arlington Road if the motorist supposed to ignore the median when they need to make a left turn and if that applies to other places along the road as well. He added that there are other areas in Arlington where he finds himself pulling into something like this to make a left turn adding that it is not uncommon.

Mr. LeDew commented that there are a couple of things they can do. They could make some changes to direct the driver differently.

Vice Chair S. Matchett asked Mr. LeDew if you can make a left turn across a double yellow line. Mr. LeDew responded that he thinks that you can make a left turn across a double yellow although it is not encouraged and asked Vice Chair S. Matchett if the preference would be to allow that and open it up.

Vice Chair S. Matchett replied that then then you are forcing them to go up and U-turn back into that. He is not sure if it would be safer.

Mr. LeDew commented that one thing he does not like about the old driveways is that they are super wide, opened up completely and centralized to one location. Mr. LeDew commented that he would prefer to reach out to the property owner and show them the plans. They need to choose one driveway.

Ms. Nasrallah advised that they are reducing driveways within the boundary as part of landscape/landscape buffer adding that the subject driveway is not currently in compliance.

UPDATE ON MANDATORY COMPLIANCE GRANT PROGRAM

Ms. Nasrallah introduced Alex Sifakis who was participating by Zoom to provide an update on the College Park project.

Mr. Sifakis advised that the College Park project is moving along. He commented that their original projection was to have the first phase of the façade, parking lot, landscaping and signage completed by September, but is pushed back to December. He noted that they have most of the new curb in, completed the underground retention and did most of the demo on the façade. They are currently working on putting the façade back together and finishing the parking lot. He advised that by December everything should be finished except for the Winn Dixie façade adding that they are still working through some things with them. He commented that he thinks the current plan is to have the Winn Dixie open by the middle to end of next year depending on how things go with our coordination and their architectural people.

Advisory Board Member Ramsey Salem asked Mr. Sifakis if the Advance Auto Parts sign that also has “for lease” on it is going to remain until they have completed the entire College Park area.

Mr. Sifakis replied that the Advance Auto Parts sign in addition to the majority of the signage on the site is coming down and will be replaced with new signage in the near future. He noted that the “For Lease” on the sign refers to the shopping center in general. He commented that since they announced Winn Dixie, there has been a lot of interest.

Vice Chair S. Matchett asked Mr. Sifakis when the multi family was coming online. Mr. Sifakis replied when they finish the first phase in December, they will have the pads done for the multi-family and for the outdoor shipping container food court. He added that they still have not finished design on

them adding that construction should start on those the middle to end of next year adding that they want to do them simultaneously.

Mr. Wheeler advised that they have 15 Holland Property applications that they are working through adding that five of the 15 received conceptual plan review with the RADAR Committee today, as well as the property at the corner of University and Arlington. He added that they are bringing in new surveys for an additional 15 properties and are working on those as they come in. He advised that they received a new application and survey documents from Lupita's Mexican Food on University across from College Park.

Chair Tuohy asked if most of the projects that Mr. Wheeler discussed would come in under the \$150,000 benchmark. Mr. Wheeler responded that they should. He added that some of the Holland Properties are adjacent to each other and for expediency will be reviewed as one property. He added that some of the Holland Properties could exceed \$250,000 just because they are combined.

IV. NEW BUSINESS

Vice Chair S. Matchett referring to the bottom left of the University to Glencoe slide (first slide in the presentation) to the shadow of an old Krystal's sign and other skeletal poles in the area. He asked why the Advisory Board has to wait for the property owner to initiate anything suggesting that the Advisory Board could take the initiative to remove the blight from the area at no cost to the property owner.

Chair Tuohy replied that part of the answer is because the property owners have five years to come into compliance.

Ms. Grandin commented that apparently the property owner has to be the one to make the application. For clarification she asked if he was suggesting that the City would be the applicant with permission from the property owner. Vice Chair S. Matchett agreed.

Mr. Wendland suggested that he could identified the properties out of compliance and we could send a form letter to the property owners with an application encouraging them to take advantage of the program.

Vice Chair S. Matchett offered to drive around the area and bring a list of out of compliance properties to the next meeting.

Advisory Board Member Ramsey Salem commented referring to the new Idea Charter School that is under construction is too close to the street and aesthetically does not look good in his opinion when the goal is to enhance and make Arlington more attractive and Ms. Nasrallah commented that the project is compliant with the Comp Plan adding that the Plan speaks to the Urban Priority Area on University Blvd., which means they have to come up to the curb and they have to have a certain

setback. She added that all new construction projects will be up to the curb in compliance with the Urban Priority Area designation.

Mr. Wheeler commented that one of the challenges they had with Idea Academy is that they are covered by state school design standards and therefore do not have to come under the cities architectural standards or the CRA standards that might have addressed the condition, quality, etc. of the project adding that they were very limited in their ability to review the project just based on an interlocal agreement between the school board and the 9J-5 regulations that they use for schools.

Ms. Grandin commented that she thought charter schools even though they are public schools had to abide by the Zoning Code and offered to verify this information.

V. OLD BUSINESS

No old business was discussed.

VI. PUBLIC COMMENTS

There were no comments from the public.

VII. ADJOURNMENT

There being no further business, Chair Tuohy adjourned the RA/CRA Advisory Board Meeting at approximately 4:34 p.m.

The written minutes for this meeting are only an overview of what was discussed. For verbatim comments of this meeting, an audio file of the meeting is available in its entirety and is available upon request. Please contact Karen Nasrallah at (904) 255-5449, or by email at karenn@coj.net.