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9:21 AM

to khalloran, Ryan, John, Enid, kdemaria, Gary

Hi Katie, Enid, John, Karen, Gary and Ryan -

I'm writing to you regarding The Lofts at Bahama Village, Item #2, at the September 22 DRC meeting. I reviewed the online package and have a few questions and comments.

Please know that I've tried to research this as best I can and have done a lot of my own data collecting which was incorporated into this story we did back in February:

<https://carfreecities.com/2022/02/04/streets-for-people-too-much-surface-parking-at-the-lofts-is-a-wasteful-use-of-valuable-downtown-land/>

I'd respectfully ask you to read the article as it contains my concerns about this project, so I won't repeat the details here in the email.

My questions about the DRC package specifically are:

1. Are the 7 handicapped parking spaces part of the 126 or in addition to 126?
2. Is there any scooter parking?
3. Is there really only parking for 20 bicycles? Presumably 10 inverted U racks? Shouldn't a downtown development have way more bicycle parking?
4. The initial release of the project said that Allen Avenue would be for scooter and bicycle parking only and that cars would be discouraged - this is on the A.H. Monroe website and draft plans. Now it seems Allen Avenue is to get angled car parking, and this is no longer a pedestrian oriented street. What happened?
5. The 48 parking spaces in the crescent were clearly part of the 3.2 parcel during the referendum. Initial drawings showed them as part of this project. Now they seem to be outside of the project boundary. Why can't these rarely used parking spaces be included as part of the required 126 car parking spaces so that more of the surface of the property can be used for landscaping and resident amenities.
6. Why are there no reductions in parking requirements to account for the project's access to the Duval Loop, and walkable/bikeable distance to everything downtown?
7. How can this development comply with a "human and pedestrian scale" with so much surface parking? How can the project be called "green" by A.H. Monroe when there is so much surface parking? There's virtually no ground that isn't building or asphalt for parking.

This project doesn't represent historic district downtown values and looks more like it belongs in car-dependent Boca Del Vista on the mainland.

Perhaps I don't understand DRC and all of this will be addressed in the Planning Commission and HARC. But once the project gets rolling things are hard to stop.

Thank you so much for your time and consideration.

Chris