

1. Multiple commissioners expressed acknowledgement that the floodplain is a constraint which impacts potential improvements.

The floodplain is certainly a constraint; however, it poses a larger problem today than it will with the proposed redevelopment for several reasons:

- All existing buildings that are to be renovated and all new buildings to be constructed that are within the floodplain will require protective flood barriers that will floodproof the buildings up to 2' above the base flood elevation.
- A flood study will be required for any improvements on the site showing no impact or "no-rise" to the floodplain elevation. If the flood study shows the proposed improvements result in any negative impact to the floodplain, permits will not be issued.
- The proposed redevelopment will result in a reduction in impervious surface at the property, which will allow better treatment of stormwater quantity and quality.

2. One commissioner suggested putting density on the back side of the property in Pods A, B and C shown on the concept plan to minimize development in the floodplain.

The proposed redevelopment concentrates the density in Pods A & C, in part to minimize the development in the most sensitive parts of the property (Pod D). Pod B is encumbered by multiple long-term leases with restrictions on both buildings and parking areas, which is why that Pod was delineated in the way it was. Given the environmental sensitivity in Pod D, development has been intentionally limited.

3. Multiple commissioners encouraged the applicant to investigate making the land which regularly floods between the existing mall building and Estes Drive an enhanced stormwater feature and community greenspace for the site. This area could be a stormwater rain garden (Pod E).

A large portion of the Estes facing parking lot is encumbered by lease restrictions which require we maintain a certain number of parking spaces, as does the special use permit. That aside, the elevation of the parking lot in relation to the flood elevation would minimize the impact and effectiveness of any stormwater feature there and it would still result in flooding during 50- or 100-year storm events. The flooding that occurs at University Place is more so the result of issues off site that can not be easily resolved. Steps are being taken to mitigate the issue including flood-proofing buildings within the floodplain, reducing the overall impervious area at the property and by adding specific landscaping that will help reduce runoff and improve water quality by absorbing and filtering rainwater.

4. Multiple commissioners expressed an interest in seeing permeable paving and an overall reduction in impervious footprint.

The proposed redevelopment would result in a reduction of impervious area by approximately 52,500 square feet or 1.2 acres from the current conditions based on the currently proposed redevelopment. There will be consideration for the use of permeable paving when possible; however, the high-volume nature of the property uses creates potential maintenance issues that impact overall sustainability, so the location of those pavers would likely be limited to areas typically seeing lower volume traffic/usage.

5. A commissioner suggested not interrupting the community open space w/ a roadway.

Several pedestrian friendly changes have been made to the plan and the "Main Street" area where the large green space is will have the flexibility to be closed to vehicles for larger events and even smaller recurring events like the farmers market if warranted.

6. One commissioner expressed interest in seeing a concept that removed the gas station from the floodplain over the long term.

While I don't disagree, this is out of our control as they have a lease with 15+ years remaining, so the development of that parcel would be a longer-term opportunity.

7. One commissioner wanted to see the central green space relate more to Fordham and Estes.

The revised site plan should address this comment with the primary green space being more centrally located between Estes and Fordham. There are also two secondary green spaces on each end – one near Silverspot and the other between the new commercial buildings adjacent to the Fordham Blvd entry.

8. One commissioner applauded the applicant's idea of connecting Booker Creek and Bolin Creek greenways, and suggested adding this and other pedestrian/bikeway connections to the concept plan.

Additional pedestrian/bicycle connectivity has been added to the proposed plan including a 12' multi-use path along the Fordham frontage in addition to the previously proposed 12' multi-use path along the Estes frontage. A bicycle lane along the Willow frontage has also been added to the proposed improvements and there will be significant connectivity improvements internally along with substantial increases to short/long term bicycle parking and facilities.

9. One commissioner suggested buffering the adjoining church property.

The proposed plans include a 10' landscaped buffer along the church property boundary.

10. Multiple commissioners felt that a more intense/bold approach could work in this location. Further increasing density and verticality could work well for this parcel, although acknowledging there is a major flooding issue to be addressed.

We believe we have addressed this in a thoughtful way with our current plan.

- The Pod A design is such that it adds density, but the building will be elevated with parking below to minimize the flood impacts and hide the parking since there is a grade difference as you head NE on Willow Dr. The north half of the multifamily above the parking will be at the street level on Willow Dr. with the parking sub-grade and not visible.
- Within Pod C, we have designed the internal road connectivity and buildings in Phase 1 to retain a large enough pad for future phase of development for when office and hotel demand returns.

11. One commissioner made specific note of their support of permeating the existing building and expressed a desire for increasing that practice.

The proposed plan involves converting a significant portion of the current interior mall into new exterior facing storefronts with the ultimate plan to no longer have any interior mall space. All the original mall service courts will be removed, minimizing dead space and blank walls. Remaining blank wall areas will be utilized for public art.

12. Multiple commissioners would like to see additional residential space. There is an opportunity for townhomes and affordable housing.

The current proposed plan would include up to 300 residential units and 15% of all units will be designated as affordable for a minimum of 30 years. The proposed plan includes conversion rights that would allow unused commercial square footage to be converted to multifamily at a rate of 1 additional multifamily unit for every 1,000 square feet of commercial space. In no event would more than 500 multifamily units be allowed in total and no more than 300 multifamily units would be allowed on any one pod. Currently, only one phase of multifamily is proposed – with approximately 250 units on Pod A; however, if office and/or hotel demand do not return over the next few years, a second phase of multifamily (containing ground floor retail) would be considered on Pod C, which would be limited to ~250 units since the total limit proposed is 500 units. In that scenario, that would result in 75 affordable units being added at the project.

13. One commissioner mentioned enhancing the streetscape along Willow Drive.

There will be significant improvements to the Willow Dr streetscape. In addition to adding a bike lane along Willow Dr., the proposed building footprint has been intentionally setback from the existing mature trees to be able to retain them. New trees will be planted in areas between existing trees at a rate of 1 tree every 40' of frontage. The proposed multifamily building will be elevated with parking below that will put the north half of the building at the street level to where the parking is not visible.

14. One commissioner noted creating design guidelines by pod area could be a useful tool for this site like those done for Carraway Village.

We have taken this advice and created a design standards document as part of our SUP, similar to what was done for Carraway Village.

15. A citizen asked that the project not add to Camelot Village's flooding problems and suggested a flood study be done. A citizen living in Willow Terrace asked that the developer preserve the businesses across the street from them.

A flood study will be required and completed for any improvements on the site showing no impact or "no-rise" on the floodplain elevation. [General Note: the 100-year flood is approximately 262'. The mall property is generally at elevation 260'. Camelot Village is around 254', thus Camelot Village experiences flooding more frequently than University Place.]