

Minutes of the Regular Meeting of the City of Auburndale held May 3, 2021 at 7:00 p.m. in the Commission Room of City Hall, after having been properly advertised, with the following members present: Mayor Tim Pospichal, Commissioners: Dorothea Taylor Bogert, Keith Cowie, Richard Hamann, and Jack Myers. Also present were: City Manager Jeff Tillman, Finance Director/City Clerk Shirley Lowrance, City Attorney Fredrick J. Murphy Jr., and Police Chief Andy Ray.

Mayor Tim Pospichal declared a quorum present and the Meeting was opened with prayer by Pastor Ben Abbott of Multiply Church and a salute to the flag.

**Motion** by Commissioner Keith Cowie, seconded by Commissioner Dorothea Taylor Bogert, to approve the Minutes of the Regular Meeting of April 19, 2021. Upon vote, all ayes.

City Manager Tillman said the Public Hearing for the H Block commercial property has been postponed. Staff will properly advertise the Public Hearing should the item move forward. He said Touch a Truck was this weekend from 10 to 1 and the Ridge League of Cities meeting was next Thursday at 6:30 p.m.

Commissioner Richard Hamann said he was reflecting on the two positions we have replaced over the past year. He said this probably is the most seamless transition there ever was between our City Attorney and City Manager. He thanked them for the job they were doing in helping with the City and citizens of our community.

City Attorney Fredrick J. Murphy, Jr. said thank you for the comments.

City Manager Jeff Tillman said he appreciated the comments.

City Manager Jeff Tillman requested Agenda Item #10 Presentation of Emergency Utility Relocates be added to the Agenda.

**Motion** by Commissioner Jack Myers, seconded by Dorothea Taylor Bogert, to add Agenda Item #10 to the Agenda. Upon vote, all ayes.

Mayor Tim Pospichal asked for public comment. There was no public comment.

City Manager Jeff Tillman said we have a very special Proclamation for Municipal Clerk's Week. He said he would like to congratulate Shirley Lowrance. She started with the City in 1974 and has recently suggested her retirement date as July 30, 2021. As we do the Proclamation this evening, we want to congratulate Shirley on 46+ years to the City of Auburndale. He said it was an honor to work with her and we are just so appreciative of the Finance Department and the work in the Clerk's Office. He said she has been a tremendous asset to the City of Auburndale. As we celebrate Municipal Clerk's Week, we also want to celebrate your retirement. He presented her with a vase of beautiful flowers.

City Attorney Fredrick J. Murphy, Jr. read the Proclamation for Municipal Clerk's Week May 2 to 8, 2021. The Proclamation was presented to Finance Director/City Clerk Shirley Lowrance.

Finance Director/City Clerk Shirley Lowrance said thank you and what a great honor it has been to her to serve the City. She said she was hired the day she went for her interview and it has been great working for the City and citizens. She said it has been a great ride and she looks forward to the new journey. She said she was very happy and looks forward to the transition in her office, as lots of great things are happening there. The City will be left in great shape. She said she really cared a lot and will miss each and every one of you.

Assistant City Manager Amy Palmer introduced Tim Miller, the City's Building Official who was hired in January. He came to us from the City of Lakeland where he was a Plans Examiner doing commercial and

residential review. He received his Code Administrators License from the State in December. We are very pleased with the work Tim has been doing in Community Development. We are extremely busy, as you see where the new subdivisions are coming in. She said Tim has his hands full with his new license and two new Building Inspectors. We are undergoing our software transition. She said she was pleased with the work he is doing.

City Attorney Fredrick J. Murphy, Jr read the Proclamation for Building Safety Month – May 2021. The Proclamation was presented to Building Official Tim Miller.

## **1. ORDINANCE #1658 AMENDING OFFICIAL ZONING MAP – BELLA VIVA PROPERTY**

Assistant City Manager Amy Palmer said the City has received a zoning map amendment from Sara Case of Econ South on behalf of the property owner Gapway Groves Corp. The property is located on Cone Road and County Road 559. It is a vacant piece of property. The current City Future Land Use is Low Density Residential GS, which stands for Green Swamp and Conservation Wetlands Green Swamp. The current City Zoning Classification is Single Family Residential 1 and Open Use Agricultural. The request is to change the zoning to Planned Development Housing 1, on all 76 acres. In March 2020, the City annexed 76.28 acres located on Cone Road and CR-559 into the City Limits. In September 2020, the City Commission approved a Future Land Use of Low Density Residential-GS and Conservation/Wetlands-GS and a zoning classification of Single Family Residential-1 and Open Use Agricultural. Sara Case of Econ South, LLC on behalf of property owner Gapway Groves, Co. has requested a zoning classification change from Single Family Residential-1 and Open Use Agricultural to Planned Development-Housing 1. As required by the Land Development Regulations for Planned Developments, this request is accompanied by a binding site plan. The Planned Development proposes 176 single family residences on 72 acres with ingress and egress onto Cone Road. The remaining 4.25 acres will remain as conservation-wetlands. The Planned Development is located in the Green Swamp Area of State Concern and is capped at a density of 0-3 units per acre. The developer is proposing a density of 2.44 per acre with typical lot sizes averaging between 60' to 70' wide with a minimum lot area of 8,100 square feet. The setbacks are 25' in the front, 10' on the sides, and 10' in the rear. There are 11.43 acres set aside for recreation and open space and includes a walking trail for the development. Two boulevard entrances are provided for the project. The requested zoning district of Planned Development-Housing 1 is consistent with the existing underlying Future Land Use of Low Density Residential and Conservation/Wetland and the Land Development Regulations. The Planning Commission recommended approval of the proposed Zoning Map Amendment. They also recommended a 1,400 minimum square foot house size, sidewalk, wall, and landscape along Cone Road, which are all provided for in the binding site plan. Their vote was six to zero, at their meeting of March 2, 2021. Staff recommended approval of the proposed Zoning Map Amendment. On first reading, the City Commission also made a request to change from 7' side setbacks to 10' side setbacks and that has been accommodated on the binding site plan. She displayed the location of the property and went over the site plan.

Mayor Tim Pospichal asked for public comment. There was no other public comment.

City Manager Tillman said the proposed Ordinance was prepared by the Community Development Department and reviewed by the City Manager and City Attorney. The proposed ordinance was approved on first reading April 19, 2021 and is being presented for second and final reading. Staff recommended approval of the proposed Zoning Map Amendment.

City Attorney Frederick J. Murphy, Jr. read Ordinance No. 1658, which was presented and passed on first reading on April 19, 2021, by title only.

**Motion** by Commissioner Richard Hamann, seconded by Commissioner Jack Myers, to approve Ordinance No. 1658, as read on second and final reading by title only. Upon vote: four in favor of the motion and Commissioner Keith Cowie voted nay.

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**2. PUBLIC HEARING – OFFICIAL ZONING MAP AMENDMENT – AUBURN GROVE PROPERTY**

Mayor Tim Pospichal closed the Regular Commission Meeting and opened the Public Hearing.

City Manager Tillman said the purpose of the Public Hearing was to hear and consider two proposed Ordinances: one amending the City's Comprehensive Plan and Future Land Use Map and the other amending the Land Development Regulations and Official Zoning Map.

City Attorney Frederick J. Murphy, Jr. said as we begin this Public Hearing, we thought it might be a good idea to give a few basic introductory remarks regarding the Public Hearing processes. We always want to hear from all the members of the public, but ask that you please turn off your cell phones. Staff will first present their Staff report and recommendation. The applicants will be given time to present their respective positions. Others in support or opposition will then be given an opportunity to speak, which will be limited to three minutes. If you are speaking, please adjust the microphone to your height and state your full name and address for the record. The Commission expects civility at all times, during all Public Hearings. Speaking out of turn, shouting out from the audience, and disrespectful sounds while another is speaking are unacceptable. After the Commission has heard from the members of the public, the Commission will close the Public Hearing and ask questions of staff and perhaps the applicant before voting on the merits of the matter.

Assistant City Manager Palmer said the City has received a request to amend the Future Land Use and a Planned Development zoning classification for property owned by H-Block, LLC. The petition came from JSK Consulting. The location is Adams Road and Hwy. 559. The current Future Land Use is Neighborhood Activity Center and the proposed Future Land Use is Low Density Residential on the 2.8 acres. The current City Zoning was Planned Development-Commercial 1 and the proposed Zoning Classification was Planned Development-Housing 1. The current use is vacant. In April 2019, the City approved a Planned Development-Housing 1 zoning classification, for a 227 single-family residential development, known as Auburn Grove, on 104 acres. JSK Consulting on behalf of property owner H-Block, LLC, is requesting to amend 2.8 acres of a 31.53-acre tract of land adjacent to Auburn Grove from a Future Land Use of Neighborhood Activity Center to a Future Land Use of Low Density Residential to allow for ten additional residential lots to the approved Auburn Grove subdivision. The request is compatible with adjacent Future Land Use classifications. The requested zoning amendment from Planned Development Commercial-1 to Planned Development-Housing 1 is consistent with the proposed Future Land Use of Low Density Residential. As required by the Land Development Regulations for Planned Developments, the request is accompanied by a binding site plan. The zoning request would accommodate the expansion of the Auburn Grove subdivision by 2.8 acres and 10 single-family residential lots. The previous standards approved for the subdivision by the City will apply, including the minimum lot size of 9,500 SF, the minimum lot width of 70-feet, and minimum setbacks of 25-foot in the front and 10-foot on the side and rear. The Planned Development will also require a 1,500 SF minimum house size, consistent with the previously approved PD-H1 zoning classification. The Future Land Use and Zoning Map request meet the requirements of the Comprehensive Plan and the amended binding site plan meets the Land Development Regulations. The Planning Commission recommended approval of the proposed Future Land Use and Zoning Map Amendments in a five to zero vote on April 6, 2021. Staff recommended approval of the proposed Ordinances amending the Future Land Use Map and the Zoning Map. She displayed the location of the property. She went over the development process for a subdivision from zoning to a building permit being issued. The request was accompanied by a binding site plan. She displayed the Future Land Use Map and Zoning Use Map for the subdivision. She said the second entrance to the subdivision will go through the proposed commercial property, when the commercial parcel was developed. Matthew Johnson, with JSK Consulting, had a presentation.

Matthew Johnson, JSK Consulting, said he was here on behalf of applicant and he appreciated everyone's time and opportunity to be here. He said Staff has done an excellent job on the explanation. He said he would go over some of the highlight. He displayed the currently approved plan, which shows the cul-de-

sac and access to 559, near Dickey Road. Per the condition of approval, the exact alignment will be determined at a future date. They have a Developer Agreement in place with the City and you have worked well with a few of the developers in the area to help address the infrastructure along Adams Road and 559. He said he knew that was a concern and they recognize that concern. We have taken an energetic advancement on addressing the traffic issues in this area by doing a Developer's Agreement to widen Adams Road and install a multi-use path along Adams Road. We are also currently working with the City and the County to enter into a second Agreement to construct turn lanes and lighted intersection at 559. He said this was in the works, as we speak now. We are addressing the traffic concerns. We are working hard with the City and the County. He said he understood the City concerns, so we are taking advanced opportunities to address those. We did receive a favorable motion from the Planning Commission on our proposed amendment. He displayed the area that is currently zoned for commercial uses. Essentially, we are doing a down zone by doing the additional ten lots here. They will basically go along the north side of the cul-de-sac road. We are doing a 10 lot add to our approval. He said in our opinion, this is a pretty small request to add the 10 lots. He said they have an open space requirement of 7,000 SF and we are actually over 11,000 SF now, by adding the nature walk. We already have an amenity center with a pool and a clubhouse, as part of our development, so that is already in place. He said he would stand for questions and appreciates everyone. He said they were excited about the project.

Mayor Tim Pospichal asked for public comment.

Ian Jackson, 903 Hillgrove Lane, said he lived immediately north of this area. He said he did not have any big complaint about what is going on there - other than the fact he was hoping the new road leading into 559 will have a widening so both north and south bound traffic will have an extra wide turn in and not slow this road any more than it has. Currently on the Adams Barn Road side, there is a right turn lane going into the subdivision, but no left turn lane. People living farther down 559 road are going to be stopped and backed up. He said he was hoping we could avoid this on 559, where the road turns to class D or F and we keep everything moving, as well as we can. He said this also brings up another point. He said he saw the pool mentioned for the subdivision. He said with a subdivision of that size, he was surprised that the pool area was dinky or minimal. He said that was his concern for the people coming into the area - were we treating the citizens and this property with the minimal amount of concern for everybody else. He said we are just doing this and adding that. The gentleman pointed out 12,000 SF addition of a trail. He said do you realize there are 34,000 SF to the acre. He is trading almost 3 acres of land, almost 100,000 SF for 12,000 SF minimum. He said that was why he appreciated the Commissioner's vote of no earlier today, on the Belle Viva subdivision.

Mayor Tim Pospichal asked for public comment. There were no other public comments.

Mayor Tim Pospichal closed the Public Hearing and reopened the Regular Commission Meeting

### **3. ORDINANCE #1659 AMENDING LAND USE MAP – AUBURN GROVE PROPERTY**

City Manager Tillman said the two proposed Ordinances were prepared by the Community Development Department and reviewed by the City Manager and City Attorney. If approved on first reading, the proposed Zoning Ordinances will be presented on second and final reading on May 17, 2021. Staff recommended approval of both Ordinances - Ordinance No. 1659 amending the Future Land Use of the property.

City Attorney Frederick J. Murphy Jr. read Ordinance No. 1659 entitled: **AN ORDINANCE OF THE CITY OF AUBURNDALE, FLORIDA, AMENDING ORDINANCE NO. 752, THE COMPREHENSIVE PLAN OF THE CITY OF AUBURNDALE, FLORIDA, BY AMENDING THE FUTURE LAND USE MAP RECLASSIFYING A PARCEL OF LAND TOTALING +/- 2.8 ACRES FROM CITY OF AUBURNDALE FUTURE LAND USE CLASSIFICATION NEIGHBORHOOD ACTIVITY CENTER TO CITY OF AUBURNDALE FUTURE LAND USE CLASSIFICATION LOW DENSITY RESIDENTIAL; AND PROVIDING AN EFFECTIVE DATE (General Location: Hwy. 559 and Adams Road),** by title only.

**Motion** by Commissioner Dorothea Taylor Bogert, seconded by Commissioner Richard Hamann, to approve Ordinance No. 1659, as read on first reading by title only.

Commissioner Keith Cowie asked if they would have to put up a concrete wall like that along 559.

Assistant City Manager Amy Palmer said yes, that would be a requirement of the subdivision.

Commissioner Keith Cowie said to clarify the road that was in the commercial portion, would it get solidified when that property comes back before the Commission.

Assistant City Manager Amy Palmer said correct.

Commissioner Keith Cowie asked if the recreation requirements were met.

Assistant City Manager Amy Palmer said yes, it was above the minimum.

Commissioner Dorothea Taylor Bogert asked if there was any buffer along the neighborhood activity center side of the property, if this becomes a PD-H1.

Assistant City Manager Amy Palmer said the ownness is on the commercial developer to provide the buffer between residential and commercial, as defined in our Code.

Commissioner Richard Hamann asked on position of the road coming out to 559, would that be aligned with Dickey Road.

Assistant City Manager Amy Palmer said that was part of the plans we have seen for the commercial site. It does line up with Dickey Road and that would all be pursuant with permitting through Polk County.

Commissioner Jack Myers said the acceleration and deceleration lanes would come through the County, as it is a County road.

Upon vote, all ayes.

#### **4. ORDINANCE # 1660 AMENDING OFFICIAL ZONING MAP – AUBURN GROVE PROPERTY**

City Manager Tillman said the proposed Zoning Map Amendment Ordinance were prepared by the Community Development Department and reviewed by the City Manager and City Attorney. If approved on first reading, the proposed Zoning Ordinances will be presented on second and final reading on May 17, 2021.

City Attorney Frederick J. Murphy Jr. read Ordinance No. 1660 entitled: **AN ORDINANCE OF THE CITY OF AUBURNDALE, FLORIDA, AMENDING ORDINANCE NO. 764, THE LAND DEVELOPMENT REGULATIONS OF THE CITY OF AUBURNDALE, FLORIDA, BY AN AMENDMENT TO THE OFFICIAL ZONING MAP BY AMENDING AN AUBURNDALE ZONING MAP CLASSIFICATION ON A PLANNED DEVELOPMENT – COMMERCIAL 1 (PD-C1) TO PLANNED DEVELOPMENT – HOUSING 1 (PD-H1) ON A PARCEL OF LAND TOTALING +/- 2.8 ACRES; AND PROVIDING AN EFFECTIVE DATE (General Location: Hwy 559 and Adams Road),** by title only.

**Motion** by Commissioner Keith Cowie, seconded by Commissioner Dorothea Taylor Bogert, to approve Ordinance No. 1660, as read on first reading by title only. Upon vote, all ayes.

#### **5. PUBLIC HEARING – LAND USE AND ZONING MAP AMENDMENT - SHARRETT PROPERTY**

Mayor Tim Pospichal closed the Regular Commission Meeting and opened the Public Hearing.

Assistant City Manager Palmer said the notice of Public Hearing was given on April 23, that the City Commission will take comment on a Future Land Use and Zoning Map Amendment. City has received a request for a Future Land Use Map Amendment and Zoning Map Amendment from JSK Consulting on behalf of property owner Sharrett Land, LLC. The location of the property is C. Fred Jones Blvd or County Road 559A on Logistics Blvd, also adjacent to I-4. The current Future Land Use is Business Park Center on 48.97 acres and Conservation-Wetlands on 3.42 acres and the proposed Future Land Use is Tourism Commercial Center on 48.97 acres. The Conservation Wetlands is proposed to stay the same. There is no current City zoning on this property and the proposed Zoning Classification is Planned Development-Commercial 1 or PD-C1 on the entire 52.39 acres. The current use is vacant. The Sharrett property was originally annexed into the City in March of 2009, as part of a larger annexation of 207 acres. In March of 2010, the City established a Future Land Use designation of Business Park Center and Conservation Wetlands. Zoning was not established on this 52 acres of the site, at the owner's request. JSK Consulting on behalf of property owner Sharrett Land, LLC is requesting to amend the Future Land Use on 48.97 acres from Business Park Center to Tourism Commercial Center. Approximately 3.42 acres are existing Conservation-Wetlands and are not included in the Future Land Use change request. The applicant is also requesting to establish a zoning district of Planned Development-Commercial 1 on 52.39 acres. The request will allow the applicant to construct a private motor sport track, clubhouse and 75 garage condominiums. As required by the Land Development Regulations for Planned Developments, this request is accompanied by a binding site plan. The binding site plan shows the layout of the motor sports track, clubhouse, condo garages, and parking areas. All requirements of the Land Development Regulations are met. Included in the "Notes" section of the binding site plan is a statement that proposed residential uses are accessory and incidental to the primary use of the project, as a motor sports track. The Planned Development is proposed to expire on December 31, 2026 unless sufficient application for construction plans have been submitted. Following the Public Hearing, at the March 2 Planning Commission meeting, the developer of the Motorsports Club has provided additional notes on the binding site plan to address operational and design features about the use of the track and private motorsports club. These notes and conditions will become part of the adopted binding site plan. The City Commission held a Transmittal Public Hearing on March 15, 2021 prior to sending the proposed Future Land Use Map amendments to the State for a compliance review. The State responded to the proposed amendment with no objections. The proposed Future Land Use Map amendments and Zoning Map amendments are consistent with the City of Auburndale's Comprehensive Plan and Land Development Regulations. The Planning Commission recommended approval of the Future Land Use and Zoning Map Amendments in a five to one vote on March 2, 2021. Staff recommended approval of the proposed Ordinances amending the Future Land Use and Zoning Map. She displayed the location of the property and stated it was just north of the Amazon Distribution Center and the access would be off Logistics Blvd. She went over the development road map for the property. She displayed the Future Land Use Map and Zoning Map and went over the zoning for adjacent property. They were able to use the Orlando Utility easement and the engineer will give details on their meeting. The site plan showed the proposed buildings, parking lot, and track wrapping around east and west through the property. As a result of March Planning Commission meeting, there were a lot of questions. The developer submitted additional notes to the binding site plan to address some of the questions, which she went over, highlights of the notes are below. She said the notes address who will be using the track and some of the noise concerns raised during the Public Hearing. The notes indicate it will be used for private club members only, vehicles will have mufflers, and there are no ticketed events. She said as is typical with other private motor sports clubs, safety rules and regulations will include the requirement of safety equipment, hans devices, and other safety rules and requirements. Final configuration of the asphalt track, internal road, and buildings as shown on the general site plan is permitted to be adjusted without a modification to the PUD approval. This note is provided, as they are thinking to hire a race track engineer to engineer the final layout of the track to include how steep the curves are and how sharp the curves are. The developer will be able to address this. The site development may occur in phases. Any phasing shall be shown, when submitting for any specific building permits. She read the note for the definition of a private motor sports club. The track is to be 1.5 miles to

1.8 miles paved roadway particularly designed and engineered to accommodate performance driving activities. The track will operate during daylight hours only and there will be no lights on the track. The notes covered the use of the track for members. The viewing area is on top of the parking paddock and there are no bleachers. There will be up to 75 fee-simple garage condominiums and town homes and up to 7,500 SF for an industrial use building. The majority of notes are new since the Planning Commission meeting and the notes are in response to comments made during the Public Hearing. She said she thought the developer did a good job of addressing all of the comments. She said Matthew Johnson had a presentation to make.

Matthew Johnson, JSK Consulting, said he was joined by developer Paul Scarpello and his brother Tom Scarpello. The site is very cool and a one of a kind. He said Ms. Palmer has basically stolen his thunder. He wanted to go over the points about the actual layout, as the engineer. For the actual day-to-day operations, we will let the developer speak. He went over the site: we have the buffering around us with the Amazon site in front with a big landscape berm, on the west side we have a natural wetland buffer, on east side there is an upcoming industrial warehouse, and on the northern side we have I-4. We feel like this is a perfect spot for this one-of-a-kind entity operation. Given the very long nature of the parcel, there was not a lot of other things he could think would actually work well here. He went over the highlights of the course. The developer team does have an engineer engaged, who designs these tracks for a living. The design team is going to make it a very safe track. The clubhouse mentioned by Ms. Palmer will consist of a restaurant, training room and north of that is a multi-use building. The condos will be fee simple condos, a two-story town home with a garage on the bottom. You can have your very nice exotic car in the garage and then your bachelor's pad on the second story. There are no lights for the track and hours of operation will be during day time. No open exhausts are allowed on the cars. There are natural sound barriers on the site. He said his first thought was this thing is going to be really, really loud, but it is not, which is great news. The semi-private club will consist of approximately 350 members at capacity. We will have a very detailed emergency response protocol plan, with a ton of safety regulations. As mentioned by Ms. Palmer, we coordinated with the Orlando Utility Commission to make modifications to plans based on their detail. One of the things we are working on is a safety by-pass at their request. He went over the natural sound barriers: Amazon warehouse with the nice berm in front, the site naturally falls toward I-4, the track will be downhill from any of the development on the south side, along the northern side we have I-4, the natural wetland buffer and the industrial warehousing planned. We think there is a lot of natural sound barriers and we have incorporated that into the civil site design to take advantage of the natural sound barriers.

Paul Scarpello, 1741 Palmer Ave, Winter Park, introduced his brother Tom Scarpello. He said he had some slides on the concept, as they do not have this around central Florida now. They have a similar club near Miami, which was built over the last couple of years in the Opa Locka airport, in Dade County. They have these types of clubs throughout the country over the last 15 years in Chicago; New York; Thermal Springs, California; Phoenix, Arizona. He displayed a slide of a typical motor sports track with curves and straight away. He displayed a slide of the Phoenix, Arizona, which is about a year old. The bottom floor is garages and the top floor is residential. We have not got to the point of design yet, but it will be something like this; a two story with modern type architecture and a country club atmosphere. We want it to be inviting. It is not just driving on the track; it is a social aspect for the members with a common hobby. He displayed the clubhouse from Phoenix and said he envisions it will be similar with a modern design. We are limited on space, as the parcel we are dealing with is smaller than typical. We will probably go vertical with the clubhouse for three floors with the country club feel. He displayed slides of the entertainment areas and restaurant area. He said Ms. Palmer did a great job and he would defer to answer questions.

Mayor Tim Pospichal asked for public comment.

Angela Page, 124 Sunrise Hill Lane, off old Berkley Road, said she did not know where our friends were. We were supposed to have a group here and she was not supposed to be speaking. She said she did not have anything technical to say like Ian (Jackson) brought up. She said make it sound as nice as you want it – it is a sugar-coated race track. She said we are sad to what is happening to north Auburndale. We understand

growth, but it is almost too much, too fast. She said she lives out there and loves the area, but there is just more and more concerns and things happening that is taking away from how the area use to feel. It is just too much, too fast. She said sugar coat it, show the pictures, and make it sound as nice as you want, but it is a race track.

Pam Hattaway, 903 Liberty Lane, said you fellows are not from around here obviously. She said it is very easy for people to come in from other areas, Winter Park, or whatever and say this is a great location. They are going to develop it, maybe they have fancy cars they want to drive around here. She asked are there places in Winter Park where you could develop this. She asked what type of cars would be driven here. She said she did not think high performance cars were quiet. She said she was not a gear head herself, but she lived with a couple of them and she had general knowledge of stuff. If we are talking of exotic cars, they are loud. She said sound travels and she did not care how much of a buffer you have around, you are going to hear it. She asked if this was going to be a weekend thing. We are all trying to enjoy our weekend and we are going to hear cars ripping and roaring all day Saturday and Sunday. She said she appreciated that it was only day light hours, but she did not live as far north, as these folks. She said she knew she would be able to hear it. As far as they are not going to do this and they are not going to do that, with all due respect the City seems to go ahead and give in every time the developer comes in and asks will you give us this or we want to reduce the lot sizes. She asked what was to stop them from down the road saying we have a race track here and we have people with exotic motorcycles and they want to race motorcycles on this race track and be part of the club. She asked what happens then, when they say can we make a change as this one is doing it over here and to be fair to everyone. We approved this one with 10' setbacks in the back and so now we have to approve another. She asked when are you guys going to up your bare minimum and raise the bar. She said it was time to raise the bar. Julianna Village around corner from the Cone Road development, at least they have room in their yards for swing sets, pools, and stuff. She said for this development, clearly you guys are not from Polk County. There are not a whole lot of exotic cars traveling along these roads. Most of the people here drive trucks and she had one. We haul rvs, we haul our boats, we fish, and we camp. There might be a few people around who have a collector mustang, more power to them. They said exotic cars are not built for quiet – you can hear them from miles away. She asked if they only have 75 condominiums, is it limited to 75 people and 75 cars.

Ian Jackson, 903 Hillgrove Lane, said he had no idea of this project. This is a pretty cool thing actually right there on I-4. He said he always thought the property would turn into another warehouse. He said we all live here in Auburndale and have you ever heard of the Speedway. He said it was nice they are only going to do it in the daytime. But, if you work at night, you are just out of luck trying to sleep up there. He said maybe we can suggest they only drive electric vehicles. He said he was sorry; he should not have used such sarcasm. The designers have pointed out the noise reduction ability of the warehouse, berm, the condos, and green space, which is supposed to be Green Swamp will now be hit by something called noise pollution. He said he did not hear anything about noise absorption like at the Florida State Fairgrounds and with music blasting across the highway. He said that is what is missing in this area. Noise does not just disappear. It will be bounced and spread by the wind and people will hear it. He said as the lady pointed out what happens over the weekend. He said it would be a nice place for a golf course. He said just to the east on I-4 there is already a nice noisy dirt track, near the rest area on the south side of the road. He said evidently it was ok to make noise on I-4, but it is going to carry.

Angela Page, 124 Sunrise Hill Lane, said Mr. Jackson brought up a point she forgot to bring up. We actually do hear noise from the Auburndale Speedway. She said she did not see how this will be any different and her point was we live that far away and we still hear it.

Mitchell Griner, 1054 Lake Ariana Blvd., said he had a more general comment. Given the recent history of Auburndale land development and the direction it is going, he said he sees this as a pretty clear sign of harsh time given the Dollar General next to his house. Things are ramping up and he does not see very much abatement for people who have lived here. He said he has lived here his entire life and feels like he

is being run out of his home to an extent. He said he would like to see more rural areas and general City population focus incentives. In general, he would like to see less of this, as this seems to be very extreme.

Kathryn Webb, 125 Melissa Trail, said she had questions for the City and developer and it has to do with safety. She said she has spoken here before and was not against growth at all. They live not far from 559 and they do hear the Speedway. Her son works events as a Police Officer in Palm Beach County at the Speedway. She asked what type of events would be held and were there any limits on the number of people. She said when you get into safety, she had questions about what types of resources will be pulled from the City. If you have three fire trucks available in the City, where will we be if something happening there. She asked how we will be assured our resources will be available for citizens, if we need them. She asked if they would pull from our regular forces for Police services for events and how they would be paid, whether they would be off duty and paid privately. She asked if there was availability for a chopper to land anywhere around there and how they get them out of there, if there is an accident. She said she did not know how much the City was involved with on the safety. She said obviously you have a right to your City protection, but will they pull it from the regular City. The events are very important and how many people will there be and motorcycles are a big thing, as they are very, very loud.

Richard Stallard, 124 Cherokee Drive, said he was 75 years old. In the mid 60's, he used to race dirt tracks and there are a lot of safety concerns, when you are racing. If these are just ordinary vehicles that you people get out there and race, there will be some bad accidents. He asked who will be there to handle these people and take them to hospital and are we going to supply our EMS as standby for these accidents. He asked if this was a sanctioned type of race or just open for people to run around the track. He said there was a lot of safety concerns, when you race. You cannot take an ordinary car and get on a track and run it around because very soon you will have some accidents. He asked if everyone watched NASCAR as there is a lot of safety built into those cars. If these cars are running around with no roll cage or any kind of safety, with 25 or 30 cars running around, somebody is going to get hurt or somebody is going to get killed. He asked if we would send the Fire Emergency people out there to watch over them, when we need them here in Auburndale or wherever.

Teresa Morris, 200 Melissa Trail, said Mr. Johnson said in his presentation there is a detailed safety plan, but we did not hear any details and she would like to hear a little more about that. She said the owner, Paul Scarpello, mentioned the one in Opa Locka, Miami Dade County, and it is surround by nothing but warehouses. There are not any neighborhoods and it cost \$200 million. She said she realized there is a lot of money to be invested up here. It will create a lot of jobs and that counts for a lot, but it will be surrounded at least on the south by neighborhoods. The people across I-4 are going to hear it and the people at the Lynn RV Park are going to hear it. If the property is sold in the future, do the notes stay on the property. If there is a downturn and they do not have a lot of buyers for their condos, can they turn it into another Auburndale Speedway, where they have the school bus demolition derby that her grandson likes. She asked if they were going to allow motorcycles.

Tom Scarpello, 101 S. Eola Drive, Orlando, said he was first exposed to this concept in 1999. The first motor sports club was built in Fort Worth, Motor Sports Ranch. It was built by a gentleman that owned the local printing company. He owned cars and was frustrated he could not drive his fast car on public roads. He found a lot of the local community was interested in this concept. That started this trend of motor sports clubs and it sprung up around the country. Some of them are extremely high-end such as the Monticello Club in Upstate New York and Thermal Springs, California. It gives people a place to go that is safe and private. Importantly, it is where the industry is going. The people in Auburndale see where the industry is going because you guys have approved the autonomous driving facility. He said that is exactly where this industry is headed in 20 to 30 years, we will be riding around in automated cars. The people who love to drive cars, where will they be going -- to places like this. It will be like horses are today -- people do not ride horses for transportation, but they ride horses in venues that are designed for horses. He said when he first heard Paul was intending to build a facility in Auburndale, he thought wow that was perfect because here is a community that understands where the industry is headed and this fits perfect with that. The question

several members of the community raised questions related to noise and clearly that is the first concern anyone has when anything uses the word race, racing, or motor sports. We all have a vision of a dirt track, circle track or drag strip, which tend to be loud, operate with a lot of people, and operate at night and that is not necessarily the image a lot of people want for their local community. He said these tracks have gone in throughout the county and a lot of them early in the 2000's have had a lot of opposition because they were a new thing or concept.

Paul Scarpello said every time he goes to the site and he visits quite often now, he sees dozens of semi-trucks at Amazon. They operate their air brakes and you hear them. He said he did not know the background, as he is from Orlando, and was not around when all that was going through. They operate 24-7 and the way he looks at the noise is you get off at I-4 with six lanes of traffic with three going in different directions. The cars are going 80-90 miles per hour with semis. He said he hates to say this, but we compliment the noise that is already there. He said his background was development of commercial properties and he was a licensed General Contractor. He works throughout the State and is based in Orlando. Over the last 5-7 years, he has been looking for the right property and he came across this one. It is a little on the smaller side as far as acreage, but you can look at how it is rectangular in shape. You can design this type of track and he noticed the buffers. It just stuck out that this was a winner site. The questions came up about the Opa Locka site, which is surrounded by warehouses. They are the only one under construction or they may be opened. Recently in Hillsborough County, Tampa, there is another concept similar to this and they received zoning approval and they abut residential R-1. He said that was kind of surprising because it is literally right next to the track. They got zoning approval and it moves into what Tom said, it is a matter of educating everyone that this is not Auburndale Speedway. It is a very, very different concept. It is not the same timeframe and not the same level of noise. The type of cars will be people's personal cars, exotic cars, Corvettes, Camaros, Ferraris, Challengers, Chargers, and more. Members will bring their own cars out. Some will modify their cars, with roll cages and things like that, but a lot do not. For him to get track access to go have fun and do this kind of thing, he has to join a club and register for events. When they have them whether it is Sebring, Daytona, or Palm Beach and you go, you are with 40 other people you do not know and there are all different types of levels and they do not really regulate it well. You are on what we call professional tracks. The safety concerns are there, as you might go around a turn and there is a big concrete barrier there. Safety for the private track will be very important for membership. If it was not safe, people would not join. He said Matthew Johnson touched on the fact that there are specialists that design these tracks and they work with a local civil engineer. He said he has not yet hired a track designer, but has received three proposals from three track designers. The plan is that they work on engineer drawings with a civil engineer, for instance JSK. They will change the grading of the road, the safety barriers, and collaborate with JSK for design on the final plans. From a safety standpoint, the track will be built to safety standards that are consistent with other similar private clubs that have sprouted up throughout the country over the last 10-20 years. The question came up on whether we would have a helo pad. We always have to prepare for the kind of things that could happen. He said yes, we would have a spot for the helo pad. He knew Lakeland and Orlando had a trauma center and we would set up alignments with them in case of an emergency for protocols. As a business owner and when you run a club like this, he had to be protected with liability insurance and those insurance companies require all kinds of protocols for safety. If he did not follow the protocols, he would be liable or negligent. He said he will have to follow the protocols for safety. The hours of operation will be no engines before 8 a.m. or after sundown, which could vary based upon the time of the year.

Tom Scarpello said one gentleman spoke of being a racer in the 1960's. Safety in racing has come an extremely long way since then. In the 1960's in formula one, in any given year one out of seven drivers would not to make it through the year. The advances have been tremendous. The safety regulations for street cars are well beyond the 1960's. Obviously, the people who are doing this are amateurs, they want to get back to work on Monday and back to their families. They are very interested in safety, as Paul mentioned. It is a mandatory item for a venue like this to be a safe venue. There was a concern on consumption of City public service and we would not be at the expense of taxpayer. There would not be police at the events as they are not public events. It is not a motor cycle track, but there is not anything

expressly prohibiting motorcycles. If an owner had cars and motorcycles, there is not anything to say you can drive your car on the track, but not the motorcycle. We think for someone who is purely a motorcycle enthusiast to become a member would be prohibitably expensive.

Paul Scarpello said we are not going to drive mix motorcycles and cars. On an occasion maybe twice a month, we might allow motorcycles for members. Members are going to have cars. He said it was like an ancillary thing we offer for people who also have motorcycles. As far as other events, we envision corporate events. Some of the other tracks would have car clubs, who might rent out the facility. They may park in the 70 parking spaces, use the clubhouse, use the social aspect of the lounge and restaurant, and their private garages. We have a 75 maximum for the condos and garages, but will have more member than that. It is an incentive for early members to have a garage. A question came up about the location of why here in Auburndale. There are a couple of things that are nice about Auburndale: you are nearly exactly between Tampa and Orlando, it is not a bad driving distance for folks in both markets, and 20 minutes from Disney. We think it is an ideal location for those reasons. At the end of day, these are exclusive clubs. If you just put one in a small town, you are not going to have enough member. This is why they started in big markets like Chicago and New York. It is an exclusive club for people that value this type of environment. We feel like this is the perfect location and we think growth here is heading in the right direction.

Tom Scarpello said the location mid-way between Orlando and Tampa puts this location in play for a lot of potential growth opportunities. It brings jobs to the community, adds to the tax base, and improves property values. He said his company builds new reproduction Mustangs from the 1960's. We are based in Orlando and his company name is Revology Cars. He said for him in the automotive business, a venue like this would be attractive. He said he would be interested in having permanent garage on the facility, where we would have some cars and do testing and have access. He said it was a corporate ownership and he felt a lot of other automotive related companies would see the benefit in having a local presence to be able to have quick and easy access to test facilities whenever they need it. He said this was another benefit.

Mayor Tim Pospichal closed the Public Hearing and took a break from 8:43 p.m.

Mayor Tim Pospichal reopened the Regular Commission Meeting at 8:49 p.m.

## **6. ORDINANCE # 1661 AMENDING LAND USE MAP – SHARRETT PROPERTY**

City Manager Tillman said the proposed Ordinances were prepared by the Community Development Department and reviewed by the City Manager and City Attorney. If approved on first reading, the proposed Ordinances will be presented for second and final reading on May 17, 2021. Ordinance No. 1661 amends the Future Land Use.

City Attorney Frederick J. Murphy Jr. read Ordinance No. 1661 entitled: **AN ORDINANCE OF THE CITY OF AUBURNDALE, FLORIDA, AMENDING ORDINANCE NO. 752, THE COMPREHENSIVE PLAN OF THE CITY OF AUBURNDALE, FLORIDA, BY AMENDMENT TO THE FUTURE LAND USE MAP RECLASSIFYING A PARCEL OF LAND TOTALING +/- 48.97 ACRES FROM CITY OF AUBURNDALE FUTURE LAND USE BUSINESS PARK CENTER TO CITY OF AUBURNDALE TOURISM COMMERCIAL CENTER (TCC); AND PROVIDING AN EFFECTIVE DATE (General Location: C. Fred Jones Blvd.),** by title only.

**Motion** by Commissioner Richard Hamann, seconded by Commissioner Jack Myers, to approve Ordinance No. 1661, as read on first reading by title only.

Commissioner Dorothea Taylor Bogert asked if the final configuration will it be similar to the display drawing.

Mathew Johnson said there may be minor changes, but no change to the access points. We might have to expand the pond out or adjust the radius of the track or something internally. He said there would not be

changes external with the access point or buildings or alignments or setbacks - only minor internal adjustments to the track or the stormwater pond.

Assistant City Manager Amy Palmer said if there were drastic changes, for instance they submitted this as an oval, we would have to take that back to the Commission. She said the general layout or concept is what is being presented and the actual engineering will take place, at a later date.

Paul Scarpello said the turns might be changed by the track designer.

Commissioner Dorothea Taylor Bogert asked about the hans device and whether it was a safety device. It was stated the hans device was used for neck support for the driver. She said from the notes, item F under specific use states, "practice sessions for professional race teams" and to her that implies if you a professional race team you will have professional race cars. She said she was understanding most of them would be street cars that may be adapted for speed. She asked what this meant.

Tom Scarpello said there might be a grand tour racing team with Aston Martin, Porsche, or something like that. They are modified cars for racing use, but in any event, they would be required to have a muffler. He said any muffler legal on the street, would be acceptable for the track.

Commissioner Dorothea Taylor Bogert said the Auburndale Speedway has been mentioned and she lived here and could hear it. She asked if there was a decibel control and how many would be on the racetrack at once.

Tom Scarpello said he did not know about the decibels, but the thunder of a dirt track or an asphalt circle track of open exhaust cars going around corners at the same time is massive compared to what you would get on this kind of track. He said it was not even in the same category.

Commissioner Jack Myers said the City's noise ordinance might provide for the decibel level for vehicles and music.

Police Chief Andy Ray said it was not in the noise ordinance.

Commissioner Dorothea Taylor Bogert said one of the main concerns was motorcycles and they are definitely allowed. We have them coming up and down Lake Ariana Blvd., where she lives. She asked if it was possible to put a stipulation to prevent those, as she thought they were a little harder to control than a regular street car.

Commissioner Keith Cowie said the safety plan was mentioned. He asked when they come back to us with the safety plan, the helicopter pad, and other things, do we have something to check that against to verify it. He said it probably was not something that was in our LDR's.

Assistant City Manager Amy Palmer said it would be addressed through the Fire Safety Code. She said Mr. Johnson, Mr. Scarpello and she sat down with Fire Marshall Finley. He had already reached out to the jurisdiction having control over the Opa Locka track. We talked a little about the required safety plan and mutual aid we have with the County, in the event there was an accident out there. We have had some preliminary conversations with our safety team, within the City. She said there was still a lot to be worked out and as they submit their civil plans for construction, the safety plan would be required by the City.

Commissioner Keith Cowie asked if this is built as designed or projected and then it does not stay in business and they have sold condos to people, what does it look like for the condos sold at a race track.

Assistant City Manager Amy Palmer said the condos would still be out there, but as a business she did not know how that would look. For any change in ownership, the use would still remain, on the property as it is approved. If anything were to change out there, it would have to come back before the Commission.

Commissioner Keith Cowie said that addressed some of the questions he had about if something were to happen and that someone would have all these restrictions in place.

Assistant City Manager Amy Palmer said part of design is the feature of the operation of the track. She said the conditions like no grand stands and no lighting are all conditions that would have to remain in place. She said this is zoning approval on the binding site plan, with the zoning and this gives them the green light to go get permits for construction.

Commissioner Jack Myers said any major modification to this site plan has to come back to the Commission.

Assistant City Manager Amy Palmer said yes.

Commissioner Richard Hamann said he was sure the insurance company will dictate the safety concerns.

Tom Scarpello said once the track is built, the relative cost of keeping the track operational is very small. It does not require much maintenance. When you contrast a residential development built around a golf course, typically the golf course is not a profit center; it is just built to make the residential center attractive. He said the business is really in the condos and the track makes the condos valuable. If something were to happen, the property owner's association would do something to keep the track open.

Commissioner Dorothea Taylor Bogert said Mr. Jackson brought up a point that some of these places and developments put in noise absorption. She said she knew we have the Amazon barrier, I-4, and wetlands. She asked if the engineer has looked at anything that could potentially be put into place to help with noise absorption versus just the natural barriers that are there now.

Matthew Johnson said he did not know if he was the expert on that. The site itself inherently has a lot of natural sound barriers. He described the site being 18 feet lower than the warehouse in front of them and the residential use that are on the south side. We also have a natural wetland to absorb sound and are adjacent to I-4. He said I-4 itself is a huge noise generator. We believe the site is really ideal for this use because of the natural barriers mentioned. He said the noise is not going to go south, as it will go along I-4 and down the hill.

Commissioner Keith Cowie asked if we get a noise complaint, such as not the proper muffler, does this fall to our Police Department to investigate.

Assistant City Manager Amy Palmer said yes.

Commissioner Dorothea Taylor Bogert asked if they would require police service or even private police, and who would they pay for that.

Assistant City Manager Amy Palmer said that is a cost absorbed by the business.

Commissioner Jack Myers said he would hope where people are paying over \$100,000 upfront before they start their monthly dues, they would probably not need to be policed, when you have that kind of country club environment. He said he has been to a lot of golf course before and never seen police at any of those events.

Commissioner Dorothea Taylor Bogert asked City Attorney Murphy based upon the legal requirements is there anything that would prevent a legal use of this or anything that would stop them from providing this.

City Attorney Frederick J. Murphy, Jr. said no, the Commission is acting in its quasi-legislative capacity on the land use and in a quasi-judicial capacity, as to the zoning action. You have had competent, substantial evidence from engineers, your professional planning staff, the Planning Commission, and others who have testified and provided you information, as to the consistency of the use with the City's Comprehensive Plan and the compatible of the PD-C1 Zoning District with the City's Land Development Regulations and adjoining properties. He said you have had that information, you are the judges, and you have to decide and exercise your discretion now and you have the competent, substantial evidence before you to do that.

Upon vote, all ayes.

**7. ORDINANCE #1662 AMENDING OFFICIAL ZONING MAP – SHARRETT PROPERTY**

City Manager Tillman said now that the Commission approved the Future Land Use on the property, Ordinance No. 1662 amends the zoning.

City Attorney Frederick J. Murphy Jr. read Ordinance No. 1662 entitled: **AN ORDINANCE OF THE CITY OF AUBURNDALE, FLORIDA, and AMENDING ORDINANCE NO. 764, THE LAND DEVELOPMENT REGULATIONS OF THE CITY OF AUBURNDALE, FLORIDA, BY AN AMENDMENT TO THE ZONING MAP ESTABLISHING A CITY OF AUBURNDALE ZONING MAP CLASSIFICATION OF PLANNED DEVELOPMENT-COMMERCIAL 1 (PD-C1) ON A PARCEL OF LAND TOTALING +/- 52.39 ACRES; AND PROVIDING AN EFFECTIVE DATE (General Location: Cone Rd. and CR 559),** by title only.

**Motion** by Commissioner Keith Cowie, seconded by Commissioner Richard Hamann, to approve Ordinance No. 1662, as read on first reading by title only. Upon vote, all ayes.

**8. PRESENTATION OF ADDITIONAL STREET RESURFACING – VARIOUS STREETS**

City Manager Tillman said on April 19, 2021, the City Commission approved Hubbard Construction of Lakeland to complete the street resurfacing of Lake Ariana Boulevard, south of the intersection at Polk City Road through the downtown area to Derby Avenue. The portion of roadway not in the Community Redevelopment Agency or CRA was funded in the Public Works Department budget in the amount of \$500,000 FY 2021 Budget. Due to the competitive pricing received from Hubbard Construction, additional funding was available to complete the Ariana Estates and Century Boulevard, as well as needed sewer line, storm inlet, and curbing repairs in the amount of approximately \$538,317.68. Resurfacing of those roadways and necessary repairs is currently underway. City staff is proposing advancing an additional \$500,000 to complete the Kinstle neighborhood, Prado Street, and Somerset neighborhood. Funds planned for street resurfacing in the amount of \$500,000 in FY 2021-2022 budget will offset the advancement. Costs for the additional milling and resurfacing of the various roadways are as follows:

Kinstle Neighborhood	\$156,677.60
Prado Street	\$ 26,458.00
Somerset Neighborhood	<u>\$196,407.50</u>
	\$379,543.10

The additional funding will allow for all of the side streets and neighborhoods adjacent to Lake Ariana Boulevard and 559 to be resurfaced, as well as the Somerset neighborhood. Any additional funding available will be used to make any needed sidewalk or utility repairs, in the various areas. Staff recommended approval to advance \$500,000 to complete the street resurfacing of the Kinstle neighborhood, Prado Street, and Somerset neighborhood.

Mayor Tim Pospichal asked for public comment. There was no other public comment.

**Motion** by Commissioner Jack Myers, seconded by Commissioner Richard Hamann, to approve the request to advance \$500,000 to complete the street resurfacing of the Kinstle neighborhood, Prado Street, and Somerset neighborhood at the prices quoted. Upon vote, all ayes.

## **9. PRESENTATION OF PROPOSED PAYROLL FOR FY 2021-2022 AND FY 2022-2023**

City Manager Tillman said City Staff has started the process of preparing the Fiscal Year 2022 and Fiscal Year 2023 Biennial Budgets. Each month leading up to and in advance of this year's Proposed Budget Presentation on August 2, 2021, the Commission and Staff will publicly address various sections of the Budget. Tonight, we start with the Payroll Section of the budget. September 2020, the Commission approved the current year's budget and approved the proposed fiscal year budget for FY 2021-2022, which we consider our second-year budget. We move the second-year budget forward and we will present a new second year budget for FY 2022-2023. Every year as a part of our budget process we do a Salary Survey and have traditionally used Creative Insights, Dr. Dailey from USF. He does a great job with our salary survey and compares us to cities of like size, who have a similar population to ours at 17,120. The salary comparison looks at populations that are 10% above and 10% below our population. He displayed a listing of the cities in the state wide market. We also compare ourselves to the local labor competitors and include the following cities: Bartow, Haines City, Lake Wales, and Winter Haven. We do compete with them in the local labor market. Lakes Wales was the only City that fell on both the State and local labor market. After Mr. Dailey's findings this year, we have been very competitive overall with what we have done for the employees in the past salary, the step plan, and longevity. He read "overall the findings reflect favorably on Auburndale's pay structure and its approach for offering market competitive pay to City employees. Its continued use of an incremental pay strategy to sustain Auburndale's increasingly competitive stance in its State and local market is working well. And its application should be continued to sustain Auburndale's market stance and position. Creative Insights encourages the City of Auburndale to continue in this vein as the City strategy appears to be affective." He went over the proposed FY 2021-2022 changes to payroll: 1) due to the restructure of the Parks and Recreation Department, we added a Superintendent when we separated the Parks Division from the Cemetery Division; 2) due to growth and all the new homes a part-time permit technician is requested in the Community Development Department; 3) a grade change for the Accreditation Manager; and 4) moving the part-time Secretary position to full-time in the Police Department. He went over the proposed FY 2022-2023 changes to Payroll: 1) addition of one Police Officer position dedicated to traffic enforcement; 2) adding a part-time position in Code Compliance; 3) addition of one Firefighter position and seek grant funding through the Safer Grant for additional employees on each shift; 4) one part-time Utility Billing Clerk in Public Utilities due to growth. He displayed a chart of the total employees from 2007 to present. The proposed number of employees for 2021-2022 was 186. The Commission was copied on all the proposed changes. This will be the 6<sup>th</sup> year of proposing a 3% cost of living adjustment and we always look to do this. The Salary Survey suggested to continually try to address this to stay competitive in both the State and local labor markets. At this time, we do not propose a cost-of-living adjustment in the second-year budget. Last year, the Commission approved moving a number of base employees 6% and with the additional 3% proposed, for FY 2021-2022, the salary moves to \$31,251 annually or an hourly rate of \$15.03. This is very competitive. If others around us are getting to the \$15 wage and we do not want to go back to the bottom, we will have to be continually aggressive in cost-of-living adjustments and other compensations to employees. He said we compensate our employees through Longevity Pay after five years of service. In FY 2021-2022, 102 (56%) employees will receive longevity and in FY 2022-2023, 122 (65%) employees will receive longevity. The longevity rate is \$10 a month times 12 or \$120 monthly for each year of service and it caps at 20 years. Also, our employees receive a 2% automatic adjustment for probation, four years of service, six years of service, and eight years of service. The step pays helps compensate our four-year, six-year, and eight-year employees for their institutional knowledge and training. He went over the budget schedule for presentations: Payroll – May 3, 2021; Capital Outlay – May 17, 2021; Expenditures – June 21, 2021; and Revenue – July 19, 2021. Staff recommended approval of the tentative Payroll section of the Budget, as presented by City Staff. Formal adoption of the FY 2022 Budget and conceptual approval of the FY 2023 Budget will come after the scheduled Public Hearings in September.

Mayor Tim Pospichal asked for public comment. There was no public comment.

Richard Stallard, 124 Cherokee Drive, said he gives Auburndale a star of 10. He said he has been here 53 years. He said he has seen Auburndale grow and all the Police Department, Fire Department, and City Commission have always done a great job. He said the new City Manager had some big shoes to fill. He said you do a wonderful, great job and Auburndale is a good example for the rest of the country.

**Motion** by Commissioner Dorothea Taylor Bogert, seconded by Commissioner Keith Cowie, to tentatively approve the proposed Payroll, as presented by Staff.

Commissioner Jack Myers said you mentioned longevity has gone up for the five year and above employees. He asked if we have lost any of the ones below that, as far as turnover. He said he would like to see the turnover rate year after year. He said it was expensive to train and are we losing employees, in the first years.

City Manager Tillman said we can try to provide this information. When you see the longevity, you are seeing more employees staying longer than 5 years. He said we hear of losing employees to other local municipalities and that is why we have to compete with them.

Commissioner Richard Hamann said he knew of employees who have left the City and want to get their job back. They did not know at the other City they had to pay for insurance and their money was less due to benefits. He told them they need to go see City Manager Tillman.

Commissioner Keith Cowie said during orientation, the benefit information is shared and hopefully they are paying attention to the presentation.

Commissioner Richard Hamann asked how Mr. Tillman was going to corral all that knowledge of our City Clerk for 46 years, who was retiring.

City Manager Tillman said Deputy Finance Director Chris Reeder is transitioning very quickly.

Upon vote, all ayes.

## **10. PRESENTATION OF EMERGENCY UTILITY RELOCATES – BRADDOCK ROAD**

City Manager Jeff Tillman said for several years, the City has anticipated the construction of an interchange at Braddock Road and the Polk Parkway, including the widening of Braddock Road. The Florida Department of Transportation roadway contractor, Ranger Construction Industries, Inc., had previously agreed in principle to perform the required utility relocations during roadway construction. Ranger notified the City on April 19, 2021 that it would not be able to perform the utility relocation. Ranger has since mobilized to the site and begun construction. Killebrew, Inc. of Lakeland was determined to be the lowest responsible and responsive bidder at \$1,039,824.89. Funding for the project is available, in the current year budget. Based on the expedited timeline, the City's consultant engineer, Chastain-Skillman, Inc., has recommended that the City proceed with the award, as a piggy-back to a Polk County Utilities contract. Public Works Director John Dickson was present for any questions. Staff recommended approval of the piggy-back bid in the amount of \$1,039,824.89 to Killebrew Inc. of Lakeland. A portion of the \$1 million is reimbursable by the Department of Transportation at a minimum of \$300,000. We do need to get this project moving to get our utilities relocated before they get into the construction of that area.

Commissioner Jack Myers asked when they would be in the construction area.

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Public Works Director John Dickson said they advanced their schedule and are on site now. He said we have to get this going.

City Attorney Frederick J. Murphy, Jr. said that is why this is an emergency item this evening.

Mayor Tim Pospichal asked for public comment. There was no other public comment.

**Motion** by Commissioner, seconded by Commissioner Keith Cowie, to piggy-back the bid in the amount of \$1,039,824.89 to Killebrew, Inc. of Lakeland for emergency utility relocates on Braddock Road.

Commissioner Dorothea Taylor Bogert asked if this changes what it was costing us before. She asked if we had an agreement from Ranger.

Public Works Director John Dickson said we never got a price from Ranger, as we were waiting on their pricing. The engineering estimate was done a couple of years ago and some of the plans and material has changed. Their estimate was a little less than the proposed quote.

Upon vote, all ayes.

The meeting was adjourned at 9:30 p.m.

I HEREBY CERTIFY that the foregoing Minutes are true and correct.

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Shirley A. Lowrance, Finance Director/City Clerk

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Upon vote, all ayes.

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