

**Planning Commission Meeting Minutes**  
**March 2, 2021**

Minutes for the Regular Meeting for the Planning Commission of the City of Auburndale, Florida held Tuesday, March 2, 2021, at 4:00 pm in the City Commission Room at City Hall, after having been properly advertised with the following members present: Chairman Perry Price, Commissioners, Mike Mahler, Danny Chandler, Matt Maloney, Jody Miller, Jere Stambaugh and Brian Toune. Also present was Community Development Director Amy Palmer, and Secretary Marsha Johnson. Chairman Perry Price declared a quorum and the Meeting was called to order and opened with the pledge to the American Flag.

**Motion** was made by Commissioner Brian Toune and seconded by Commissioner Jody Miller to approve the minutes as written from the January 5, 2021 meeting. Upon vote all ayes.

Community Development Director Amy Palmer stated we have a robust agenda this afternoon and we will be pretty active for the next couple of months as far as the agendas go. There is a lot in the pipeline that is coming our way as you can observe from just driving around town. Thank you for your time and for studying these issues, attending the public hearings and helping the City Commission make decisions. There are two announcements. First, Mike Mahler I want to thank you for your service on the Planning Commission. Mike is moving out of town and has submitted his resignation letter. He has served on the Planning Commission since 2003. Thank you for your longevity, you will be missed. The other announcement is we have received a Form 8B Voting Conflict of interest from Mr. Stambaugh. As required by State Statutes it does need to be read into the minutes as well as a copy be sent to the planning commissioners. You all received a copy of that with your agenda. This services as a reminder to everybody to be mindful of any conflicts of interest that you may have out there. This form applies to members of advisory bodies, our commission is advisory in nature. If presented with a voting conflict of interest under Section 112.3143 Florida Statutes, says that a person holding an elective or appointive office must abstain from voting on a measure which would inure to his or her special private gain or loss. For appointed officers although you must abstain from voting in situations as described you are not prohibited by Florida Statutes from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision. This form will be incorporated in the minutes. A copy of the form again was presented to the members of the planning commission and the form is being read publicly at the next meeting after the form is filed. It goes on to state that Jere Stambaugh discloses that on March 2<sup>nd</sup> a measure will come before the agency which will inure to my special private gain or loss. The reasons he lists is the registered agent for Sharrett Land LLC and he is representing Sharrett Land LLC as the licensed Real Estate Broker. So Jere will be abstaining from voting on the first item that comes before the Planning Commission. That concludes my announcements Mr. Chair and we can go ahead and move into Agenda Item 1 which is the Public Hearing.

Chairman Perry Price closed the Regular Meeting and opened the Public Hearing.

**AGENDA ITEM 1: PUBLIC HEARING – LARGE SCALE FUTURE LAND USE AND ZONING MAP AMENDMENTS – SHARRETT PROPERTY**

Community Development Department Director Amy Palmer stated the Planning Commission will consider and take public comment on Future Land Use and Zoning Map amendments before making a recommendation to the City Commission. Notice of Public Hearing was filed in the Ledger on February 20, 2021. The City has received a request for a Future Land Use Map Amendment and Zoning Map Amendment on property owned by Sharrett Land LLC. The petitioner for the property is JSK Consulting.

It is located north of Fred Jones Blvd on Logistics Blvd. The current Future Land Use is Business Park Center on about 48.97 acres and Conservation-Wetlands on about 3.42 acres. The proposed Future Land Use on this property will change the Business Park Center on the 48.97 acres to Tourism Commercial Center. The Conservation- Wetlands would remain as it is on the map. There is no Zoning District for this piece of property. They are proposing a Zoning of Planned Development-Commercial 1 or PD-C1 on the entire 52.39 acres. The current Use is vacant. JSK Consulting on behalf of property owner Sharrett Land, LLC has requested to amend the City of Auburndale's Future Land Use on 48.97 Acres from Business Park Center to Tourism Commercial Center. 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. As required by the Land Development Regulations for Planned Developments, this request is accompanied by a binding site plan. The request will allow the applicant to construct a private motor sport track, clubhouse and 75 garage condominiums. The 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 of Business Park Center and Conservation Wetlands. Zoning was not established on this 52 acres of the site at the owner's request. The Future Land Use Amendment and zoning request would accommodate a unique development of a private motor club with the aforementioned uses and amenities. The requested Future Land Use of Tourism Commercial Center is intended to provide for the tourist, recreational needs, and entertainment activities primarily for the short-term visitor to Auburndale and the residents of the City of Auburndale. This request for a private motor sport track facility is compatible with the intent of the TCC Future Land Use designation. All requirements of the LDR's are met, including a binding site plan. Included in the "Notes" section of the binding site plan is a statement that the proposed residential uses are accessory and incidental to the primary use of the project which is the motor sports club and the clubhouse. A development schedule is also noted in the "Notes" section stating that the Planned Development has a December 31, 2026 expiration date. As you may be aware Planned Developments have an expiration date of one year unless they are approved for a longer time frame during the process. The requested zoning district of Planned Development-Commercial 1 is compatible with the requested Future Land Use of Tourism Commercial Center and is consistent with all Land Development Regulations. Following public comment, the proposed amendments will be considered by the Planning Commission for a recommendation to the City Commission. Staff recommends approval of the proposed Future Land Use of Tourism Commercial Center and Zoning classification of Planned Development-Commercial 1. At this time the location of the property was shown on the screen. This is a Large Scale Future Land Use Map Amendment we are requesting to change the Future Land Use on a piece of property that is more than 10 acres. The stated does get involved with the Large Scale Future Land Use Map Amendments. At the next City Commission Meeting the Future Land Use will be the only thing heard on the agenda March 15<sup>th</sup>. That request Tourism Commercial Center will be sent to the state for their review. They have 30 days to review it and send it back to the City. At that time we will present to the City Commission the Future Land Use and the Zoning District that will be most likely in April or May time frame. At this time she showed the binding Site Plan on the screen. That completes my presentation on the request. I did receive one call right before the meeting from a Darlene Bruner. She had received a mailer and was unable to attend the meeting this afternoon due to COVID concerns. She did state she was not in favor of the project because of noise concerns.

Matthew Johnson of JSK Consulting. I am joined by the applicant and developer of the project Paul Scarpello. When a regular citizen hears track, they think of a lot of noise and all kinds of lights and activity. That is not at all what we are asking for this afternoon. He wanted to say fantastic job to Miss Palmer for going over a few things he was going to mention. To give the commission an idea of where we are at our project does access through the existing roadway that is by the Amazon building. We are

well off of C. Fred Jones Road. We have a lot of physical objects between us from our site and the roadway in front of us. A few of the project highlights are: This is going to be a private car track. It is not for racing. It is not for a NASCAR event. There is not going to be stadium seating. The track is mainly for individuals that have a fast car, that want a place to drive their car in a safe environment. No racing is going to happen here on our site. Our track does meander through the overhead power lines that are there now. The track is 1 3/4 mile long. We have a clubhouse that is 18,000 sq ft. Inside the clubhouse will be a few locker rooms maybe a restaurant, maybe a flex base for training. There is some covered parking with a few RV hook-ups. A building of 5,000 sq ft for auto servicing. In the back will be 2 story condos that people can purchase. It will have a garage on the bottom floor and a small apartment up top. If you want to go there for a few days or a long week-end and enjoy a time with your friends and drive your car and stay here for a short period of time in one of these condos. We want to emphasize there will be no lights on the track. It will not be open all night long, no lights. The hours of operation will only be during the daytime. It is basically a private track. Only open to members and organizations that have a scheduled time to do a training session or a marketing event. It is not open for a regular individual to drive up on a Saturday morning and drive their car. It is open to members and to organizations only. At full buildout we anticipate to have a total membership there of 350. He spoke about the noise level and contour lines shown on the screen. The developer will speak about the project. It is an exciting time for Auburndale. It is not a subdivision. It is not a warehouse. It is a cool event, a track. I can imagine driving down I-4 and seeing the activity going on out there. Spurring interest in Auburndale to attract people to come and visit here for the week-end if they want. I will stand for any questions. As a side note; Mike Mahler 2003 - I've had a few babies since then. You have been here quite a while and I do commend you very much and thank you very much.

Commissioner Mike Maher said thank you Matthew, we go way back to the County days.

Matthew Johnson stated yes sir.

Paul Scarpello the applicant and developer stated that when people think of racetrack they get all scared and think of visitors paying money to come and watch the race. That is not this. It is a private track, it is not going to be organized racing. This concept is something 20 years ago, Chicago, Las Vegas, it's a county club concept for motorsport enthusiasts. We all familiar with golf course county clubs. Think about it as the same thing but replace golf course with a race track. You want a safe environment, you want to take out our own car, if you want to track your car and test the limits. I have been thinking about this for about 15 years. I am a developer of commercial property and have thought between Orlando and Tampa if I could find the right property. There is the market here for this concept. Ideally it would be a larger property than this, because you could do more. You have to find a property that is located next to compatible uses. Being next to I-4, it is loud. Which is a perfect spot for us because we are going to create the same noise or less actually. We are on the low side as you go south it gets higher that will keep the noise away. For the noise that does go that way, you have that huge Amazon building that is going to bounce it right back. On the east side we put all the improvements there the clubhouse the garage condos to create an extra buffer. To the west we have a wetlands buffer and to the southwest is a wetlands buffer. In several years of looking for the right property in Central Florida, this is on the small side but from a zoning stand point this is the perfect site. This is a unique concept. Regarding the garage condos is on the first floor you will have your private garage. The way they have worked across the United States it is kind of like a man cave. People like to store their nice cars whether they take them out on the track or not they like to have a place where there is a nice garage. It will be an air conditioned garage with a couple cars. There will be small garages to accommodate two cars and there will be some that accommodate six to eight cars. You will have that variety depending on what the person wants. Upstairs is a studio apartment that is small. It is not

intended for a longtime visit. They come for the week-end, take their car out on Saturday, stick around, stay overnight, race Sunday and go back home. This concept is in Miami in Opa-locka, they opened last year in 2020. What I learned from them is, folks come in from the north especially during the winter a lot of people have second homes. Or, vacation spots where that is where they want to come. I do expect we will have snowbirds come and use the track and head back home. The clubhouse will be a place where members or invitees can have a nice lounge and big screen TV's and relax after being on the track. You are out on the track maybe twenty minutes at a time. Come in and rest and talk to everybody else. It is a comradery with the other fellow members and people on the track. That is what is so fun about it. It is a social event. I live in Winter Park, I am originally from Atlanta, went to the University of Georgia and moved south where it is warmer. I don't want to go back north. My hobby is motorsports. I have a certain car that is my track car. There are different car clubs that you can belong to get track time. Sebring, Daytona, there is a track in West Palm Beach where they are geared for racing and if you have a nice car you get a little nervous going out there. If you take a turn too fast and they have big concrete barriers, the last thing you want to do is hurt your car. Where we differ if you are a member you have access to a track that is safe. We are designing this thing where you have a lot of run off space. If you make a mistake you can go another 100-200 feet on these straight-a-ways and not hurt your car. You belong to one of these clubs, you get out there and there will be 50-60 people out there, they do not put 50-60 cars at one time. Generally it is one group goes out, another group goes out, and another group goes out. You are with all different types of people, some are respectful, and some are not. The thing about a member track you are going to be out there with folks..... it is just a different atmosphere. It provides a safe place for people to take their personal cars to enjoy them. Hopefully I described that where it makes sense. Any questions, I am here to answer them.

Chairman Perry Price asked if there was any public comment. There is not a time limit. I want to hear the citizens, I don't want to limit you but I don't want you to ramble.

Dennis Young, of 254 Lake Tennessee Drive, Auburndale stated I heard Paul talk about the use of the track. It is my understanding that it will be 1 car on the track at any one time. It won't be 2,3,4, cars going around and actually racing. I am assuming from what you were saying 1 car on the track maintains the safety of the track and the individual. If you could explain that to me. Since this is a binding site plan are there going to be any bleachers? I don't see anything noted as bleachers. How about emergency vehicles, is there any emergency vehicle parking? Is there any first-aid stations that are going to be listed there? Fencing, I don't see any fencing at all. If these cars are indeed going that fast, and again these people may be racecar enthusiasts, but they are not professional racers. Understand they are not professional racers. The potential of having a car, without proper fencing and or barriers could intrude into I-4, it could intrude into another area where serious accident and or potential dangers that are there. I do understand no lights on the track, I do appreciate that. It is open to members only and the other thing you are close to the utility corridor. I did not see any kind of protection I imagine with more design will be coming forward. Around all the major utility poles that are over there, so again if a driver loses control it can still travel and have the potential there to damage a utility corridor that would cause a major utility problem and outage. The other thing I would bring up. It seemed like these are on the road cars. Are these in deed on the road cars or are these cars that are racing here or doing time trials or whatever going to be trailered in? Are they going to have full exhaust manifolds coming off? Are they going to have mufflers? Obviously I'm on the south side of the warehouse and I don't have that much of a problem with the noise because with the warehouse as big as it is, it is going to reflect the noise. The people in Polk City are very very concerned about noise especially if there are no headers. Traffic on 559 or C. Fred Jones obviously is increasing greatly with the Amazon warehouse that is there a lot of trucks are coming in. Amazon did do the stoplight at the

Logistics intersection which is a major advantage. The Mancini property is going through some kind of review right now, so there are more vehicles going to be going on that road and a lot more truck traffic going Logistics way. I will stand for any questions.

Kathy Webb of 125 Melissa Trail, Auburndale stated the question she had was how many cars at once are allowed on the track? Who owns the track? What types of cars specifically are they racecars or are they fast mustangs, what kind of cars? What is the speed limit? Is there a speed limit on the race track? Emergency personnel? No more than 375 vehicles at once? When I heard the description of the condos he said the garages could have six cars there at one time that adds up to a lot more, not on all the garages but some. I'm wondering how many cars can be there at once? How many can race at once? The question for the Commission would be.....I know this is a new concept a new thing for the area. What is the citizenry, what is our guarantee that suppose this doesn't work out? It is a private club membership now. But, if something doesn't work out and now we already have this race track built what is to prevent someone from coming in or then even asking to expand it and put spectator stands in and expand it that way. So once it is binding is it bound just this way? Forgive me I don't know the whole process but if it is bound this way is that a mandate that it can never expand beyond that and become something bigger because I can hear Auburndale Speedway where I live and it is a long way from me and I can hear it. That would be my questions. Thank you.

Matthew Johnson stated wanted to make a special emphasis that we do not have any bleachers proposed at all. This is not going to be a NASCAR type racing event that there is going to be a lot of people at as far as spectators. We will obviously work with the emergency professionals to make sure we have adequate parking and access for a firetruck and ambulance to get onsite. As far as the use of actually adding on a bleacher of some kind in the future, if that would ever happen we would have to come back in a public hearing and modify our plan. I'll let Paul talk about the number of cars at one time and the types of cars on site. I just wanted to emphasize no bleachers we are just asking for site plan approval not asking for approval on the design of the track and the safety of the track. We already have had a few calls and some coordination with the Orlando Utility Commission. They have reviewed our plan and concept. We have gotten some feedback from them as far as separation from their facilities with our track and what not. We will definitely continue to work with them. We will have to get their approval before we final our plans. One more thing the noise factor, we are behind the Amazon Warehouse, behind their landscape buffer. We are much lower than the Amazon warehouse, so anybody on the south side of us again will be blocked by all those things. Anybody in Polk on the other side of I-4 is adjacent to I-4 already so they are already next to a major interstate. We are not going to be any louder than anything out there.

Paul Scarpello stated the club is not going to be successful if it is not safe. We are designing it so that on any of the longer straightaways if you lost it you are just going to drive on the grass, you will be fine. There currently is fences on the property lines which would stay. As Matthew pointed out we have had a meeting with the OUC and have made some revisions based on some comments they had naturally they are concerned about their structures. If you look at the straightaway that is closest to the Amazon, the middle of the track and are headed northwest then it turns to the west that was one of our adjustments. We made sure to go a little bit further before you made that turn to the west so that if you lost it right there you have hundreds of feet in front of you. The same thing when you continue west before making that other turn. Safety is very very important it has to be. It would be a big mistake on our part if it wasn't. As far as other barriers yes at the property lines in some cases definitely as a last resort we will put tires or some other barrier. If you look closer to where the condos are you have a long straightaway along I-4. If you go to where the condos are in front of those condos you got some separation based on flat surface asphalt and grass. You also have stormwater retention

which is a dry stormwater retention it will be gradual. From a safety standpoint as far as emergency vehicles – some tracks have actual ambulances stocked ready to go on site. Every track is a little different. All have a certain plan of action if somebody gets hurt and they have a plan ready to go. We have not thought through that plan but again it gets back to the safety aspect. We are going to have that plan. It is in my best interest of being the developer the owner to make sure that it is attacked. These are great points and we will definitely have those addressed. The question came up, who is the owner and that is me as the developer and the owner of the facility of the property. I am under contract now on the property. Once we go through this process we can close and start to develop it and start taking members. There was a question of the number of members. That 350 number is at full maturity. It could take five to ten years to get to that number. As far as how many cars are on the track at one time. It gets back to safety. Not one car, you will have more than one car but the track is 1.75 miles long so you can have cars though out the track. Generally speaking probably between 10 and 15 is probably a normal expectation to have on there. You don't want too many it is too crowded and people can't enjoy it. Plenty of times there is going to be 1 or 2 cars out there. A lot of tracks today that is what they have. It depends on the time of the day. If it is 95 degrees in August and it is 3:00 in the afternoon maybe one or two guys out there because it is too hot. Hopefully that answers those questions.

Dennis Young from the back of the room stated you didn't answer the type of vehicles are they going to be road ready or are they going to be trailered in? Headers open and everything else? It is critical in regard to the noise, speed and efficiency of the track.

Paul Scarpello stated it will be a combination. When I go out there I bring my car it is a street car. Plenty of guys will do that. Some people do have a special car that thy use for the track. Not that they are increasing or adding noise they will put a roll cage and take the seat out and put a 5 point harness in and do this safety things to the car. So it is not a street legal car because they did a lot of safety upgrades for the track. So it is going to be a combination of both.

Dennis Young from back of room said so it is a racecar. Say what it is.

Paul Scarpello you could say mine is a racecar I have a Camaro Z-28. Is that a racecar?

Dennis Young said no what you are talking about is a racecar with a harness and a roll cage and a.....

Chairman Perry Price said that is enough right there if you don't mind that is it. Does anyone else wish to speak?

Kathy Webb from the back of the room said she had one more question that was not answered and that was, you said how many at once but the capacity of the condos was the other question, you said some were six, some were 8. How many cars can actually be there at one time?

Chairman Perry Price said we will answer that next.

Chairman Perry Price closed the Public Hearing and reopened the Regular Meeting for our discussion.

## **AGENDA ITEM 2: RECOMMENDATION AMENDING THE FUTURE LAND USE**

Chairman Perry Price said he would start. Have you got open manifolds? Please answer from up there we are recording this.

Paul Scarpello stated honestly I have not thought that through.

Chairman Perry Price said the possibility is there you will have open manifolds.

Paul Scarpello said I haven't thought about it.

Chairman Perry Price said okay what about the exhaust systems.

Paul Scarpello said he had not thought about a restriction.

Chairman Perry Price said a catalytic converter and a DOT required system or something like that, is that a requirement or a want?

Paul Scarpello said I guess I am a little confused on your questions respectfully I just don't .....

Chairman Perry Price said factory is it modified?

Paul Scarpello said it could be. I guess if I need to come and establish certain requirements or certain rules I can do that. I haven't been prepared.

Chairman Perry Price said I understand that your site will require that or your operation. Any banked turns?

Paul Scarpello said most likely we will have a little bit of a grade.

Chairman Perry Price asked what is the degree 13, 15, 35.

Paul Scarpello said where we are at right now is we have a design engineer that has given us preliminary feedback on the course but he has not designed the turns.

Chairman Perry Price said okay, that is in progress. What is meant by track time? When you said you had to come and make track time. In this world of these people that come here are they required to track their time? Or do their time or they get special notoriety for so much track time?

Paul Scarpello said that is a question that came up from the general public. I haven't even thought about that to be honest. If someone wants to go around the track and say jeez I want to see how fast I can do it. That is understandable.

Chairman Perry Price said you don't have a recording agency somewhere.

Paul Scarpello said no sir.

Chairman Perry Price said in the topography you mentioned the land was low, you said it is somewhat low, how many feet is it lower? I can't read the topography marks.

Matthew Johnson said 30-40 feet of fall from our southern property boundary down to the north property boundary and I-4. We will have to work with that grade change.

Chairman Perry Price asked if the track was level all the way through this piece of property. Is it sloped or is it in tiers.

Matthew Johnson stated it was in tiers the track itself.

Paul Scarpello said that is actually a good thing.

Chairman Perry Price asked how wide the track is.

Paul Scarpello said thirty-five feet, except for the OUC based on some of their comments we are narrowing it to thirty on that last run that is on the OUC.

Chairman Perry Price stated we have heard the word racing, are you racing the clock or are you racing each other?

Paul Scarpello said if you are racing the clock, yes. I can understand racing the clock. We are not having any formal racing. No bleachers, no ticket sales. If there are two guys on the course and let's say they are friends, they have a friendly little race. Yes.

Chairman Perry Price said you said the word race.

Paul Scarpello said they have this concept that just got approved in Tampa, similar concept to this in Hillsborough County. I read the meeting notes from their public hearings and their engineer came up and said we are not a race track we are a performance circuit. At the end of the day you are saying the same thing. The intent here and what he was trying to say is and my point is, you are racing your car even if you are racing against yourself against the track. But, there is no formal racing, there are no ticket sales. We are not going to say, race event at 2:00, there will be eight people there. That is not going to happen. This is a private club where there are group events or training events, but it is a motorsports track. You are going to take your car, you are going to exercise as fast as you feel you are comfortable going through the thing. So in essence that is the definition I suppose of racing but it is different.

Chairman Perry Price said and the modifications you made remarks to about changing the seat and doing the 5 point seat belt, you are doing that for safety reasons?

Paul Scarpello said personally yes. They will be a lot of folks that do that sort of thing.

Chairman Perry Price said as a side comment in the late 80's early 90's I was working on the ambulance and I had to go through they called it defensive training. It was how to handle and automobile or a truck primarily the ambulance and it was put on by the police department and we had a similar track to this. We had to do so many situations. I was familiar with a little bit of that and what we had to do on that to do that. I don't know if you will offer this to police or whatever but it is a great training place if they wanted to do that.

Paul Scarpello said we hope to do that, other tracks do that across the country.

Commissioner Matt Maloney asked if this build out governed by any safety regulatory agency that might know a little bit more about safety in this industry than this particular planning commission.

Paul Scarpello said that is a good question. It is not formalized racing it is not an organized group. It is members that come out and track their car. Think about it they are not going to become members if

they don't think it is safe. I got to show them it is safe and we have protocols in place if something happens.

Commissioner Danny Chandler asked about the barriers in the corners, what are they made of.

Paul Scarpello said that represents asphalt and a wider turn there, a little run off space.

Commissioner Danny Chandler asked if it was a tire barrier.

Paul Scarpello said it is not. We put tire barriers further out.

Commissioner Danny Chandler asked if the condominiums were going to be individually owned or do they need to have a membership.

Paul Scarpello said that is the intent.

Commissioner Danny Chandler asked if the membership was reneged or someone bought out they would then take ownership of that.

Paul Scarpello said that is correct.

Commissioner Danny Chandler asked about the proposed lease building.

Paul Scarpello said the lease building at other facilities they have certain automobile, automotive companies that can benefit by testing things on the track. If we had more acreage we would devote a lot of space for that. It is very convenient for them. We don't have a lot of space. I like this property moving forward with this because I think the location is ideal for all those reasons we have talked about. This was one area that I wish was bigger. That 5,000 feet is really for some type of automotive use probably leased it could be sold, it could be a company that comes in and says hey, we want to do some things and we would work them on that. That is pretty much all we can fit on that property. The condos are the first priority because you are developing a club so you have to have all the facilities, you have to have all the amenities that kind of thing. That is secondary.

Commissioner Danny Chandler said you have had conversations with the OUC about their lines and posts. What about Amazon have you had any discussion with them.

Paul Scarpello said I have not had any discussion with them.

Commissioner Brian Toune asked about operating hours.

Paul Scarpello said daylight, we don't have lights on there so once it gets dark or morning til night. The clubhouse would maybe only stay open until 9:00 a couple hours after dark. Folks drive their car, come in take a shower, maybe want to lounge and have some food.

Commissioner Brian Toune asked about Sunday mornings, Sunday evenings.

Paul Scarpello said some folks coming in from out of town might want to come spend the day there.

Commissioner Brian Toune asked about the west end opening. Plans for that? Are you going to maintain that? Is that going to become a jungle?

Paul Scarpello said the latter part is a good question, I didn't think about that. The first part is I wish we could use it because it is land. Our initial thought was we could run the track straight through the wetlands but realized that is just not cost effective and at the end of the day by leaving that the way it is will cause an extra buffer.

Chairman Perry Price said if no more questions I will entertain a motion.

Community Development Director Amy Palmer stated Agenda Item 2 was on the Future Land Use Amendment from Business Park Center to Tourism Commercial Center.

Chairman Perry Price asked if there was a recommendation.

**Motion** was made by Commissioner Matt Maloney and seconded by Commissioner Brian Toune to recommend to the City Commission approval of the proposed Future Land Use Tourism Commercial Center. Roll call Vote – Commissioner Mahler – yes, Commissioner Chandler- no, Commissioner Maloney – yes, Commissioner Miller – yes, Commissioner Stambaugh – abstained, Commissioner Toune- yes, Chairman Price – yes. 5 yes – 1 no – 1 abstain

**AGENDA ITEM 3: RECOMMENDATION AMENDING THE ZONING MAP**

Community Development Director Amy Palmer stated staff recommends approval amending the Zoning Map to Planned Development Commercial 1.

**Motion** was made by Commissioner Matt Maloney and seconded by Commissioner Mike Mahler to recommend to the City Commission approval of the Zoning classification of Planned Development-Commercial 1.

Community Development Director Amy Palmer asked Mr. Chair if there was any discussion.

Chairman Perry Price asked for discussion.

Commissioner Danny Chandler stated if we approve the Zoning Map Amendment what that would do as far as this binding site plan. Is that the only Use that can be used there?

Community Development Director Amy Palmer stated correct. I believe that question was raised earlier this binding site plan approves the Use. If anything different were to occur on that property it would have to come back for a rezoning.

Commissioner Danny Chandler said you just wouldn't universally get the Commercial 1 Zoning.

Community Development Director Amy Palmer stated no it is specific for this site.

Commissioner Perry Price asked for a roll-call vote. Commissioner Mahler – yes, Commissioner Chandler- no, Commissioner Maloney – yes, Commissioner Miller – yes, Commissioner Stambaugh – abstained, Commissioner Toune- yes, Chairman Price – yes. 5 yes – 1 no – 1 abstain

Chairman Perry Price closed the Regular Meeting and re-opened the Public Hearing.

**AGENDA ITEM 4: PUBLIC HEARING – ZONING MAP AMENDMENT – KEYSTONE PROPERTY**

Community Development Director Amy Palmer stated the City has received a request for a Zoning Map amendment for the following property owned by Keystone Developers the petitioner is Sarah Case. The location of the property is on Keystone Road and Old Lake Alfred Road. It is currently a vacant piece of property about 65.38 acres. The current City future Land Use is Low Density Residential and the current City Zoning is Planned Development-Housing 1. This is an expired Planned Development. The proposed Zoning classification is to amend that Planned Development Housing 1 Zoning District. In July 2019 the City approved a Planned Development-Housing 1 zoning classification, which included a binding site plan, for a 203 single family residential development on 65.38 acres with ingress and egress on Keystone Road and Lake Alfred Road. The City's Land Development Regulations state that PD approval is valid for a period of 12 months and if no development occurs within that time limit the PD is considered expired. In 2020 the Keystone Planned Development expired. On January 5, 2021 a request was brought to the Planning Commission for a zone change from PD-H1 to zoning district RS-3 with a cluster design. The Planning Commission gave a recommendation of approval for RS-2 zoning district and a recommendation of denial to the cluster design. The applicant subsequently requested to withdraw the zone change request from the following City Commission agenda in order to request a different zoning classification at a later date. The request before the commission today is a slight modification to the previously approved but expired Planned Development. As required by the Land Development Regulations for Planned Developments, this request is accompanied by a binding site plan. The current request to amend the expired Planned Development would allow for a 199 unit residential subdivision with lots 60'-70' wide, a minimum lot size of 8,400 SF, and setbacks of 25' front, 10' side, and 15' rear. Sidewalks will be required on both sides of the internal roadway network and there will be two entrances that will access Keystone Road. The developer is proposing a trail along Old Lake Alfred Road which would complete a portion of the Old Dixie Trail connecting the TECO-Auburndale Trail to Lake Alfred's and Haines City's trails. The developer is also proposing 3 acres of active recreation for the subdivision. Which would be a requirement of the LDR's. Miami curbing will be incorporated into the design of the project. Following public comment, the proposed amendment will be considered by the Planning Commission for a recommendation to the City Commission. Staff recommends the approval of the proposed Zoning Map Amendment. At this time the location of the property was shown on the screen and a picture of the binding site plan. There is the required recreation that is required by our Land Development Regulations. That completes my presentation. She introduced Sarah Case.

Sarah Case from ECON South stated we were here before you in January we were proposing a Cluster Subdivision we ultimately as Amy mentioned in her staff report withdrew that Zoning request. It was a little bit different for Auburndale, we tried our best to convince you guys but here we are again and we are actually asking for Planned Development. We are asking for Planned Development which actually was approved in July of 2019 by the City Commission. But, it was only good for a year. So, basically here we are to request Planned Development again but we have modified the site a little bit. One of the questions and I listened to you all in January what is the difference in what was approved before with the Planned Development in 2019 and what we are proposing now. What we were proposing in January we went back to the drawing board and we are here with a PD. What was approved previously on this exact same site, exact same acreage were 203 lots the density the going unit per acre is 3.26. They did show the active recreation open space, they were proposing 1.24 acres. The setbacks that were approved by the City Commission 20' front, 10 ½' side and 15' rear. What we are proposing before you today is 199 lots. We actually have 3.04 dwelling units per acre. We have more than doubled 3.2 acres of active recreation open space. Hopefully you can see more detail on the print out before you. Setbacks are similar to what was previously approved in 2019. However, we are requesting a 25' front, originally approved was 20'. 10' side what was originally approved was 10 ½'. And the same 15' rear setback. She explained the colors on the map and lot sizes. Overall the minimum lot size is 8,400 sq ft. I will stand for any questions that you may have.

Chairman Perry Price asked for public comment.

John McVay CEO of ECON South LLC in Lakeland. Sarah gave you an overview of what we are looking for. A couple things that I wanted to explain and go over with the site plan based upon interconnectivity based upon talking to the County. Lake Alfred Road and Keystone Road are both County roads. There is also a trail that is proposed to go from Auburndale to Lake Alfred along the west side of Old Lake Alfred Road. Talking with the County engineer it was a consensus that we take the main entrance off of Old Lake Alfred Road and put both entrances on Keystone. The reason for that is twofold, one is there is already an intersection at Keystone. They didn't want to have another intersection between Keystone and 5 Points. Also, they wanted to limit the number of driveways or roads crossing the potential trail that is going to be put in. That is one of the reasons we moved it around to the Keystone area and take it off of Lake Alfred so that it would be a safer intersection. The County was looking at the possibility later on of potentially putting a signal at Keystone depending on the traffic needs. We will have to do a traffic analysis with the County prior to development to determine what improvements if any need to be done on that intersection. We met with Amy and staff and tried to limit the number of homes that back up to Old Lake Alfred Road because of the noise from the highway. We are proposing a concrete wall buffer landscaping along those lots along Old Lake Alfred Road. The retention areas we are looking at doing some sort of mounding with soft scape maybe decorative fencing to make a little less barracks looking, try to soften that area up so they have some visibility into that. We are doing 4 less lots. The only change in the setback was from 10 ½' side down to 10' side. I will stand for any questions.

Donald Robbins of 1207 Kimberle Court which backs up to the west side at about lot number 104. My concern is lot size and the size of the houses on those lots. I do not see anything on this plan showing what size houses will be built. I am also concerned whether there is going to be garages provided on these houses. Or whether they are going to be carports. I'm concerned also of 199 houses. DOT probably has an estimate of how many cars will come out of a development with 199 lots in it. I would like to know what kind of traffic flow we are talking about on Keystone. I understand the concerns for the trail and all of that, but I was disappointed to see that entrance was taken off of Lake Alfred Road. As a point of interest, how many times has this changed and how much has the lot sizes decreased from the original plan? I realize this is going to go through but I don't like it the way it is. That is all I have to say, thank you for your time.

Chairman Perry Price said thank you, Sarah or one of you, can you answer his questions.

John McVay stated when we did the site plan there was a lot of effort made. If you notice on the screen all the blue lots that are light blue are the same size that was approved in the original PD. Because of being able to be adjacent to the adjacent neighbors we took the effort to make sure that our lot sizes and our setbacks remained on all the lots on the exterior boundary of the subdivision. We decreased the number of lots by 4. The City has codes on the minimum square footage of houses. I would imagine these are going to be anywhere from 1400-2400 sq ft. depending on what model. We don't have a builder yet. The adjacent property on the west side is an established subdivision. They are homes built in the 90's. They are fairly new homes in that area. We are looking to do something very similar to that in size and in setbacks. All the homes will have 2 car garages not carports. I will put that on record. The traffic analysis that is done prior to final permitting is done through the Polk County Land Development Code. They have manuals that we have to do it by. I think single family is about 9 vehicle trips per day. You are talking 1800 trips per day. One and a half to two cars per minute will be added to the amount of traffic on the road. It may sound like a lot but it is really not when you add the big numbers in to what all is going on.

Sarah Case said she wanted to make a quick correction ITE the newest rate has been published and it is 7.81 Average Annual Daily Trips which is AADT person per family home per day. So we would be more in the ball park of 1500 averaged daily trips. We have been doing this a long time and collectively a really really long time. Some were here when it came before you for annexation in 2005. This has been before you several times. What is now before you to recommend to the City Commission is actually a subdivision it is only 4 but it is less lots. The dwelling units per acre and the amount of recreation and open space and retention that we have, we have combined well over 9 acres of recreation open space and retention areas. We really feel this is a good design, we feel and improvement on the last approved plan. We do request your recommendation to City Commission for approval. Thank you.

Chairman Perry Price closed the Public Hearing and re-opened the Regular Meeting.

**AGENDA ITEM 5: RECOMMENDATION AMENDING THE ZONING MAP – KEYSTONE PROPERTY**

Commissioner Matt Maloney asked Amy if she could speak to the gentleman's concern about a City regulation on how big these houses could be.

Community Development Director Amy Palmer stated we do not have a regulation for a Planned Development so that is something that could be placed on the binding site plan if so desired.

Chairman Perry Price asked if they could be two story.

Commissioner Danny Chandler stated there is nothing on here that says they can't.

Community Development Director Amy Palmer stated the minimum house size would be 1400 sq ft that would be our RS-1 standard 1400 sq ft. That would be the largest house that zoning addresses.

Chairman Perry Price asked for any more questions.

Commissioner Matt Maloney said I don't like it, I wish they were orange groves still. But, I think that ship has sailed. Commissioner Garcia a few years back for another thing that she didn't like said, our job as the Planning Commission is not to like or dislike anything, it is to determine if it fits the City Plan. I trust Amy, I trust Jesse. If they recommend approval then I guess that is going to sway me, their recommendation. I would much prefer these be 5 acre lots or better yet an orange grove. But, I just don't think it is going to happen anymore. While I think it does adhere to the plan at present. Given to all of the developments that have come across our desk in the last three years, maybe it is time to reevaluate the plan itself. That is my take.

Chairman Perry Price asked for a motion.

Commissioner Danny Chandler asked what the deal was with the little circle drive thru was there a purpose why that was installed up by the pond.

Chairman Perry Price wanted to say that last month when we had the other property that came up and the narrowness of the lands as they come into an arc. They have corrected that here more so than any plan that I have ever seen come through.

Commissioner Danny Chandler stated he had seen three plans for this come through and this is the best. I would recommend that the square footage of the homes be put into the site plan. I would hate to approve it with nothing to regulate that and all a sudden we get an 1100 foot or 1200 foot two story bedroom house shoved on these lots. That is my personal opinion, other than that it is the best one that has come through yet. The last one I didn't care for at all.

**Motion** was made by Commissioner Danny Chandler and seconded by Commissioner Brian Toune to recommend to the City Commission approval of the proposed Zoning Map amendment – Keystone Property and to modify the square footage of the minimum home to be built -1400 sq ft minimum. Upon vote all eyes. (7)

Commissioner Jere Stambaugh excused himself from meeting.

Chairman Perry Price closed the Regular Meeting and re-opened the Public Hearing.

**AGENDA ITEM 6: PUBLIC HEARING – ZONING MAP AMENDMENT – BELLA VIVA PROPERTY**

Community Development Director Amy Palmer stated the Planning Commission will take public comment and consider a proposed Zoning Map amendment before making a recommendation to the City Commission. Notice of Public Hearing was given on February 19, 2021 in the Ledger and mailers were sent to residents within a 300 ft radius of this piece of property. The City has received a request for a Zoning Map amendment for property owned by Gapway Groves Corporation and the petitioner is Sarah Case on behalf of Econ South. The property is located on Cone Road and CR559 it is a vacant piece of property about 76.28 acres. The current City Future Land Use is Low Density Residential -GS and Conservation-Wetlands-Green Swamp. The current City Zoning Classification is Single Family Residential-1 (RS-1) and Open Use Agricultural (OUA). The proposed City Zoning Classification is Planned Development-Housing 1(PD-H1). Sara Case of Econ South, LLC on behalf of property owner Gapway Groves, Co. has requested a zone change from an Auburndale zoning map classification of Single Family Residential-1 (RS-1) and Open Use Agricultural (OUA) to Planned Development-Housing 1 (PD-H1) on a parcel of land totaling 76.28 acres located on Cone Road and CR559. This property was annexed into the City Limits in March 2020. In September 2020, the Future Land Use of Low Density Residential-GS and Conservation/Wetlands-GS and a Zoning District of Single Family Residential-1 (RS-1) and Open Use Agricultural (OUA) was adopted by the City Commission. As required by the Land Development Regulations (LDR's) for Planned Developments, the rezoning request is accompanied by a binding site plan. The Planned Development proposes 176 single family residences on 72.03 acres with ingress and egress onto Cone Road. The remaining 4.25 acres will remain as conservation-wetlands. Because the request is located in the Green Swamp Area of Critical State Concern single family residential development is capped at a density of 3 units per acre. The developer is proposing a density of 2.44 units per acre. The typical lot sizes average between 60' X 135' to 70'X135' with a minimum lot area of 8,100 sq.ft. The setbacks proposed are 25' front, 7' side, and 10' rear. About 11.43 acres have been set aside for recreation and open space and includes a walking trail for the development. Two boulevard entrances are provided for the project. All other requirements of the Land Development Regulations are met including 5' sidewalks on both sides of the internal streets as well as on along the frontage of Cone Road. Miami curbing will be incorporated into the design of the project. The requested zoning district of Planned Development-Housing 1 (PD-H1) is consistent with the underlying Future Land Use of Low Density Residential-GS and Conservation/Wetlands-GS and is also consistent with the Land Development Regulations. Following public comment, the proposed amendments will be considered by the Planning Commission for a recommendation to the City Commission. Staff would recommend approval of the proposed Zoning Map Amendment to Planned Development Housing 1. At this time the location of the project was shown on the screen. She introduced Sarah to make her presentation.

Sarah Case with ECON South stated also with her was John McVay also of ECON the CEO. She presented 2 slides on the screen with maps of the property. She mentioned recreation and open space and also show the walking trail, a fishing pier and some additional active recreation space. The City adopted an ordinance that states all new single family lots subdivisions created in the City Limits are required to set aside 700 sq ft per single family lot in active recreation space. We cannot count retention, we cannot count other open space it has to be active recreation. Our requirement for 176 lots is 123,000 sq ft we have 11.3 acres of open space. Total dwelling units are 2.44 units per acre our setbacks are 25' front, 7' side and 10' rear. The minimum lot area is 8100 sq ft that would be the smallest lot within this proposed subdivision. We would appreciate consideration of recommending approval to the City Commission.

Chairman Perry Price asked if there was any public comment.

John McVay stated Cone Road is a County Road. 559 is a County maintained road. We will have to do an access permit driveway permits on Cone Road and also the intersection at Cone Road and 559. Both will have to be up graded to a collector road status so we will be widening the road, additional right-of-way for that. It is basically a dead end road that goes back to a mobile home area on the lake. This lake is very very wild, there are very few residents that live on the lake. We are purposing the area to the north of our lake side cal de sac, we are about 2-300 feet of the natural vegetation of trees there for a natural buffer with some walking trails through there. Looking at the southern or the bottom cal de sac we have done the same thing there that we talked about before we elongated and widened that cal de sac with an island so we could create the road frontage needed for the lots so we don't have a narrow lot on that area. The City of Auburndale has gone to the expense with some other developers of running, water, sewer utilities in those areas. This will be permitted through SWFWMD, DEP maybe, Core of Engineers, Polk County Natural Wetlands Inventory, we will have to do an endangered species survey, we will have to do a major traffic study just because of the size and the location and it being in the Green Swamp and being next to the lake. We probably will have to do an archeological survey to make sure there is no archeological finds that has been reported on the site. All those things because of the Green Swamp this gets a lot of extra time during the development stage. I can answer any questions.

Karen Driggers of 558 Cone Road. We own the mobile home park that he referenced earlier, we live in a house there on the water and we own the bait shop and a vacation rental. There are several businesses that are affected by this. I have several questions with regard to that. Will you be walling off the subdivision on Cone Road because the new subdivision that has already been completed there is a wall. We walk and we have elderly walk that are living in the park and also walk, there are no sidewalks. If you are to wall your subdivision off there won't be any access for our community. Are you considering allowing access to your trails for our community or are you considering putting a sidewalk in front of your wall if you are going to wall off your community to help the safety of our residents and the grandchildren? The traffic, oh my gosh the traffic, you cannot get out on 559 now. There are no lights. You are proposing 167 homes. I want it understood we are not against your development we would just like to have consideration. For it to be a considerate and a responsible development and this is a concern for us. Boating are you going to be putting in a boat ramp. Are you expecting to have an excessive amount of boating traffic on the water which also affects nature of the pristine like you had discussed. The house size, I would like to know what the house size is going to be. If you could like you did earlier be placed on the plan? Thank you.

Freddie Driggers of 558 Cone Road stated one of the biggest concerns he has is on all of these retention areas just like the one we built on the other side of the road, with all of the wet weather we have been having in the past, we have been fighting with the County and State for five years. Our properties flooded, our roads have deteriorated to nothing. Right now on the corner there are asphalt millings that the County put down there because emergency vehicles and public services would not come down there. With the County only being responsible for the road, what is going to happen to the road if the City gets all the revenue off these houses is the City going to propose the County fix the road? I know you said you are going to do traffic studies, and change retention areas up front and widen the road. It is a dangerous intersection now the way that it was done and the curve. I'm curious to see what is going to happen there. The other problem is these retention areas when they pop off they are going to pop off into Lake Mattie. Just last year we found out there were issues across 557A. The County Commission denied paying the guy \$50,000 to go on his property to fix these issues. Is the City going to propose having this fixed? I'm sure he is going to build his property up which is going to give us more water issues because there is no absorption in the ground. There are no more groves no one is

pumping nothing here no more. This area is critical to the Green Swamp area, just like the green space they got there, there are active eagle nest there now. Construction could not start no time soon. I'm really curious of this water issue is the City going to propose trying to get with the County? If you come down there now the road, the water is like 6" and if they remove the asphalt millings our road is under water our properties that are out there now we have hauled in dirt, we have done everything we can do I don't see this making the issue better. The homes, I was a fan of what John was going to originally going to do estate homes one house per 5, 10 acres that was awesome. But, I guess you can't make money off that. So, you got to build a bunch of these that is what you are seeing all over town. It is no good. Ten years from now you (inaudible). That is all I have.

John McVay stated he would try to answer some of the questions, the ones I can't I'll let Ms Case answer. Traffic, traffic in that area was a lot worse years ago, when they took the ninety degree curves out. They redid Cone Road intersection. Cone Road is a County road but it is not a paved County Road. It has been done with asphalt millings which doesn't classify as a paved road. It is just there to protect the base on it. We are going to have to widen Cone Road from the intersection at 559 all the way probably to the north edge of our retention pond which is probably 300 ft. from the curve. He showed this on the map on the screen. We will probably widen that to 20 or 24' it is probably 16' right now. We have to make it safe for emergency vehicles. He showed the hundred year flood area. When it rains it gets wet that is why it is called hundred year. Our site is up on a knoll it is an old citrus grove. One of the things SWFWMD and Green Swamp require us to do in this development is we can only release the amount of water that is in historic condition. Anything we add to that property impervious, houses, grass, that is why there are so many retention ponds, we have to store that on site in order to prohibit. You can't affect the hundred year flood and that lake not even 100<sup>th</sup> of a foot. We have to calculate that and show that on our computer models that the lake the elevation is 130.27 it has to be 130.27 after the subdivision is built. All those things go into it. I don't know of an eagle nest there, that will show up in the environmental, it doesn't show up on anything we have. We don't have any problem putting the minimum home size because no one builds a home less than 1400 sq ft. There will be a wall that is required by the City along Cone Road for their buffering and landscape requirements. There will be a 5' sidewalk along Cone Road, from 559 all the way to the end of our property. I understand people live in an area for a long time and it has always been there. It infringes on their mental peacefulness because they have seen this stuff 30-50 years in those areas. Citrus groves are pretty much gone in this area because of greening. The City has run the utilities out there, they have taken over, they have widened the road some, there is some additional widening going on at I-4 and 559. Publix going in up on the corner of Van Fleet. The City anticipated this to be a growth area when they did all that stuff going in along 559, 655 Berkley. Those are the two corridors for Auburndale to grow north on. We think it is a good plan, it's done to try and protect the lake. We have got retention areas between the lots and the lake to hold whatever runoff that comes off of lots before it gets to the lake. Fertilizer and all is required by DEP and SWFWMD. All will go through a very rigorous review process not only through the City but also through governmental agencies. I tried to answer all the questions.

Sarah Case said she wanted to thank the Driggers for their concerns and consideration. I do want to address a couple of things that John didn't get to. In the staff report that Amy read into record we will have 5' sidewalk along Cone Road. We show that on the site plan. There will be some pedestrian connectivity towards 559. John touched on it, SWFWMD will not allow us to adversely impact our adjacent properties. Whatever is being built out here will be an improvement to the existing conditions now. With the condition of Cone Road now they are going to have a new up to code standard road to access their existing development. We want to be good neighbors. One of the concerns was, will there be connectivity from their existing development into ours? We are not sure about that right now. I cannot honestly answer that. We do not mind bringing that to the current owners Gapway Groves.

This will all be under a homeowners association regulations and we need to protect them. With that same note this will not be a public boating ramp dock. We have labeled it as a private fishing dock and it would be limited to people in this development HOA. I will voice your concerns. I do appreciate and will take it into consideration. I just cannot commit to that tonight. We are willing as in the previous case to put a note on the plans as construction moves forward minimum home size of 1400 sq ft that is the largest minimum in the City straight zoning right now anyway. That doesn't mean we can't go bigger so we are willing to commit to that, people are not going to buy a brand new lot and build a 1000 sq ft home.

Karen Driggers said there was a correction I would like to make and I would like to bring to your attention in regard to our part. The water is the highest now since it has ever been recorded and that was 1961. We are not a swamp area we are now because of the water. We haven't recovered since Irma and we have been fighting for five years to try to help with the drainage of Lake Mattie. It is not draining. I appreciate your attention to detail for the retention ponds but as many of us have experienced, (I'm from Jacksonville originally, just so you know), as many of us have experienced just because SWFWMD tells you that you have to build all this, have to does not always mean that it plays out in really time. You can imagine our concerns with the water. Because there has always been a dismissive attitude in a lot of the County people. We have never even been approached. You can tell we are not this massive community. Maybe you could have come down and introduced yourself maybe we could have talked through some of this, just saying. This is our concern with the water. I have a saying, you don't steal from your grandmother to buy your teenage son a car. We have been paying taxes, that park has been there since 1961. All the taxes that have been paid, we don't cost them anything. Now for 5 years we have been asking this water situation be addressed. They have to SWFWMD credit brought in information that shows where these avenues have been blocked. The last drought these drainage areas were blocked by vegetation. It was not cared for by the County. It was allowed to grow up. When Irma came through we were devastated, devastated. Nobody came down in there to help us or try to offer any kind of help as far as getting this water off of us. But when the water continues to rise and we proactively went for this help. Oh yeah that's a problem, nobody has fixed it. This is where our concerns are coming from because we are existing. It is not about old memories and living in the past this is going into the future and our investments. These are our financial investments. I am a widow at 38 with two young sons. I took my monies and invested for my future and my family's future and have grown this. We are not some park reminiscing in the 50's. This is about my children's future and our future. My husband built a business that he has down there for the bait shop for our park and has continued to work. Five back surgeries to try to maintain that with no help. Now because we don't have the voice and nobody comes down to even introduce themselves. This is all we are asking. Like I said I have no problem with development. I grew up in development. I grew up in Jacksonville. I am a member of a huge family and that is what we do, that is where I come from. I am very familiar with all this. I'm just asking for the respect to help us through this so we all can benefit starting with this water and this road. Stopping at the end of your road that is where the water is are you going to put a pipe underneath of it so it can balance out so it can relieve us or are you going to keep it like it is and drown us on out and destroy my investment. I get that you want to invest in this. I get that the owner wants to make money. I'm an owner, I'm an investor, right? Don't kill me to build you. I'm sorry, Thank you.

Chairman Perry Price stated that was almost rambling, but that is okay.

John McVay said I agree with the lady's concerns, I agree with her 100%. I wasn't saying your mobile home area was a swamp. All around that area there is a swamp around that Lake Mattie and hundred year flood. I know there is drainage problems and I will say this, with this being in the City, the City will give it a lot more attention than the County would because the City is here, the County is spread out and you are not big enough for the situation. I am being honest. Whatever we have to do, we will be good neighbors. We are going to improve our site. We are hoping that is going to relieve some of hers. If there is a way to relieve the water from her site or from the other side of the road when we deal with the County it is so noted. We will talk on that. There is only certain things we can do unless the County wants. The County may not want anything done but we will try our best to resolve and improve the conditions in that area from the flooding, the water and we don't want to contribute any of that bad condition.

Chairman Perry Price closed the Public Hearing and reopened the Regular Meeting.

**AGENDA ITEM 7: RECOMMENDATION AMENDING THE ZONING MAP**

Chairman Perry Price asked does the Green Swamp drain south.

John McVay stated the Green Swamp drains in five different direction. It feeds five rivers. It drains mostly to the west and southwest.

Chairman Perry Price asked where it drains for Lake Mattie. Lake Mattie is it a collector for anything in the swamp north of that?

John McVay said he was not a drainage engineer or expert, all I know is it holds water. But, we will have to have that answer when we go to SWFWMD and to permit.

Chairman Perry Price stated I think that was one of our concerns.

John McVay said it was a closed basin. If it is closed basin we have to do total hundred year storage. We can't release anything.

Chairman Perry Price asked Amy if they were in the City or are they in the County.

Community Development Director Amy Palmer stated County.

Commissioner Brian Toune asked to clear up, there is no ramp on this property so you will not have additional boats.

Chairman Perry Price stated they have addressed that.

Commissioner Danny Chandler stated he did not see any of the walling or landscaping that would require Land Regulations.

Community Development Director Amy Palmer stated it is required in the LDR's you could put it in the Planned Development as well as a note. I don't see it on this plan specifically called out. It would be

required in our LDR's but that could be an extra note that you would require on Planned Development. For a wall and sidewalk along Cone Road.

Commissioner Danny Chandler asked was all the retention a requirement by SWFWMD to have all that retention on there.

John McVay said yes.

Commissioner Danny Chandler said that is a pretty high, I would imagine dry area it runs back to the south a little bit too.

Commissioner Brian Toune said across the road from lot 30-31 there is a notch in your drawing. Is that access to that retention pond?

Chairman Perry Price stated it looked like a void in the shoreline.

Commissioner Brian Toune stated he was trying to figure out if it was a natural land contour. Are you going to repair that?

John McVay said that is where the contour comes in, that follows a hundred year contour, and it's got a little notch.

Commissioner Brian Toune said your retention pond won't impact the strength of that?

John McVay said no. And to answer one comment that Mr. Chandler had is that we anticipated four hundred year retention. That is why we have so much on there.

Chairman Perry Price asked for a motion.

**Motion** was made by Commissioner Brian Toune and seconded by Commissioner Mike Mahler to recommend to the City Commission approval of the proposed Zoning Map amendment – Bella Viva Property with 1400 sq ft minimum house size, sidewalk and wall along Cone Road and landscape. Upon vote all ayes. (6)

Chairman Perry Price said before we adjourn he wanted to speak to the commission. Can we change lot sizes in the LDR?

Community Development Director Amy Palmer stated you can make recommendation to the City Commission.

Chairman Perry Price said I'm making recommendation.

Community Development Director Amy Palmer stated we did that recently for the RS-3 standard. If you remember we increased that from a 50' lot to and a 65' lot minimum and increase the square footage from 6,000 to 8,400 square feet.

Chairman Perry Price said he was thinking to alleviate some of this road stuff, the developers won't like it, but if we went to a 90' lot by 140' lot. That is the way we were back in the 70's. To help alleviate some of the traffic situations. That seems like it would really cut down on it a lot. We are talking about

taking away money. The engineers would not like it either. I'm not being selfish but my lot is 94 x 144 and just about everybody in my subdivision is all that. We had those restrictions back in the 70's and we have gradually decreased. With that decrease we have increased the traffic. Four cars for every family if you have 2.5 kids that would be one way to ease off the traffic. I like Auburndale I like it to grow and we need the tax base too.

Commissioner Matt Maloney said that was what I was referring to when I said earlier about reevaluating the Plan. Right now the two subdivisions that we just approved are good subdivisions and I think the lots per acre are technically 2.44 and just over 3, if you look at the lot size it is actually over 5. You take into consideration the retention the open space, the roads, with a 8100 sq ft lot you can fit 5 of those maybe 5 ¼ in an acre. What you have just said would be 4 and that would be a wonderful change. I would certainly vote for it.

Chairman Perry Price said the dollar stores come with all this.

Commissioner Matt Maloney, said we have plenty of those.

Chairman Perry Price said he was trying to alleviate the traffic situation in Auburndale.

Commissioner Brian Toune said the County is never going to address the County roads.

Commissioner Danny Chandler said these PD's that just came in, they fall under the new update to the LDR.

Community Development Director Amy Palmer said correct. They meet the minimum lot size or else they would not have been brought to you all. She said to address the issue of traffic I think you really need to evaluate, do we have a traffic issue? What roads are you talking about? What is our current traffic count? What are our traffic projections?

Chairman Perry Price said I realize that.

Community Development Director Amy Palmer said density does have an effect on your traffic. Matt, I think you were talking about net density vs the gross density of the entire sixty acre site if you take out retention then you are left with 4 units per acre but if you look at the entire property you do have 2 units per acre. There are several factors at play here. It might be beneficial to take some steps toward that review. Maybe take a look at our roads and see where traffic counts are right now. What is our level of service that goes back to our comprehensive plan, we have a level of service for every road, it is just like a letter grade in school. You start getting toward a D or an F then you better start addressing what are we going to do with that road? I think there is some analysis to do before we get into lot sizes we can certainly take a look at even other jurisdictions surrounding us. That may not address the traffic question.

Chairman Perry Price said let's take this subdivision Bella Viva these people are going to come out here to 559 and there are 176 cars with no one else by one person driving along that road. They could care less if it is A,B,C,D,E or F road. Headed towards Auburndale we have two more that have voiced the same opinions. The same one at Keystone coming out there, I'm just trying to grab at something to help out the traffic situation.

Commissioner Jody Miller said I don't know what the answer is either, we have sunshine and after this winter I think the flood gates have opened and we are not going to be able to stop it no matter what size lots we put in our communities.

Chairman Perry Price said he was thinking it was a step.

Commissioner Danny Chandler said it's not you have to take the approach to quit building for dollars and cramming as much homes as you can get on a piece of property. You got to build it so at least it will look nice.

Chairman Perry Price stated we can say that but that is the way the developers and the people do they are looking for that.

Commissioner Danny Chandler said if you let it get away, you are going to be Davenport, and I would hate to see this place turn to Davenport where it is just a sea of homes. I do drone photography and you can put it up in Davenport and it is just homes everywhere.

Commissioner Matt Maloney said you can't tell a property owner what he can and can't do with his property but maybe the City can have regulations in place that say he are only build this type of residence in our City limits. I don't know if that is a thing.

Community Development Director Amy Palmer said it is with minimum house sizes and minimum lot sizes.

Commissioner Danny Chandler said you can technically because a lot of the zoning that these properties have are already are RS-1 or more something like two per acre. They come in for these changes so that is when you can say no you can't do that.

Community Development Director Amy Palmer said to the traffic point too, I think John you could echo this comment but I think most volunteers that sit on boards in every jurisdiction hears traffic, traffic, traffic. You have to be sympathetic to that because of course we experience the traffic too but there is also an objectivity that have to look at and that is what is our level of service that the City has adopted. What do the numbers say about that road? How much capacity from an engineering standpoint can that road accommodate? You don't want to be spending dollars on a road that somebody says has a high traffic count but has a level of service B. If you follow that thought pattern down you have to think about the impacts that will have when you start talking about it. You have to be objective when you are talking about traffic because it can be so subjective when you are sitting in your car alone at a stop sign. It seems like it is 10 minutes to pull out.

Chairman Perry Price said then it is personal.

Commissioner Brian Toune said if I have 5000 sq ft lot and I sell it for \$5000. If I have a 10,000 sq ft I will get more than \$10,000 for that 10,000 sq ft lot. I will have less service problems, I'll have less infrastructure to build. Small lots make more money is false it really is. You and I both know if I can buy a bigger lot I'll buy it. I'll pay a little more because it is worth more. We have gotten to the point where these RS-3 and RS-2 are coming in and they are killing us.

Chairman Perry Price stated he was getting more and more disillusioned at the 7' setbacks. That is not enough to put a gate in and allow a vehicle to get back if they want to build a pool. And then if you put air conditioning on each side.

Commissioner Brian Toune said it would need to be 10.

Chairman Perry Price said it needs to be 12 or 15 so you can get a vehicle back there. A vehicle is entering into the equation every time. If we could recommend or what. It may be a growing scale where we might recommend every year. I don't know.

Chairman Perry Price stated the meeting was adjourned at 6:14 PM.

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

A handwritten signature in cursive script that reads "Marsha Johnson".

Marsha Johnson, Secretary



**APPOINTED OFFICERS (continued)**

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

**DISCLOSURE OF LOCAL OFFICER'S INTEREST**

I, Jere I Stambaugh III, hereby disclose that on March 2, 20 21 :

(a) A measure came or will come before my agency which (check one or more)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate, \_\_\_\_\_ ;
- inured to the special gain or loss of my relative, \_\_\_\_\_ ;
- inured to the special gain or loss of \_\_\_\_\_, by whom I am retained; or
- inured to the special gain or loss of \_\_\_\_\_, which is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

I am the Regersted Agent for Sharrett Land LLC.

I am representing Sharrett Land LLC as the Licensed Real Estate Broker.

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

FEB 23, 2021  
Date Filed

Jere Stambaugh  
Signature

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.