

1 **MINUTES OF THE CITY OF LAKE MARY, FLORIDA, PLANNING AND ZONING**
2 **BOARD MEETING HELD JUNE 8, 2010, 6:00 P.M., CITY HALL, 100 N. COUNTRY**
3 **CLUB ROAD**

4
5 **TAPE 1, SIDE A**

6 I. Call to Order

7 The meeting was called to order at 6:00 p.m.

8 II. Moment of Silence

9 III. Pledge of Allegiance

10 IV. Roll Call - Determination of a Quorum

11 The following members were present:

12 Dr. Robert Hawkins, Chairman
13 Vice Chairman Colleen Taylor
14 Member Sidney Miller
15 Member J.B. Cartmill, II
16 Member Mike Napier
17 Alternate Joe Schofield

18
19 City staff present were Juan (John) A. Omana, Jr., Community Development
20 Director; Steve Noto, Planner; and Diana T. Adams, Administrative Secretary.

21
22 Also present who spoke were Irene Boyles, Charlie Holt and Rick Sparer.

23
24 V. Approval of Planning and Zoning Board Minutes - May 11, 2010

25
26 **MOTION:**

27
28 **Member Cartmill moved to approve the Minutes of the Planning and Zoning**
29 **Board meeting of May 11, 2010, as presented. Alternate Schofield (not a**
30 **voting alternate at this meeting) seconded the motion, which carried**
31 **unanimously 5-0.**

32
33 VI. Old Business

34
35 None

1 VII. New Business

2
3 A. 2010-RZ-04: Recommendation to the Mayor and City Commission for a
4 Preliminary PUD for St. Peter's Episcopal Church expansion, 700 Rinehart
5 Road, Lake Mary, Florida; Applicant: St. Peter's Episcopal Church/Charlie Holt

6
7 Steve Noto, Planner, presented Item A. and the related Staff Report. The
8 Location Map attached to the Staff Report was on the overhead projector. He
9 said that just to the south of the subject property is the Stirling Center, to the east
10 is the Legends Apartments, and to the north is the post office. He stated that the
11 subject property is currently zoned A-1 (Agricultural), and at the end of this PUD
12 process, at Final PUD, they will then be PUD.

13
14 Mr. Noto said, the subject site is currently 6.68 acres. It functions as the St.
15 Peters Episcopal Church. There are four buildings on the subject property. He
16 stated that they are requesting a full redevelopment plan as part of the PUD (puts
17 a colored 11" x 17" rendering entitled Phasing Site Plan that is attached to the
18 Staff Report on the overhead projector). He pointed out that this same rendering,
19 in larger form, is on the easel behind him. He also said that he would put up the
20 30 percent engineered drawings as he proceeds with his presentation.

21
22 Mr. Noto explained the Applicant's requested redevelopment indicated on the
23 colored rendering such as a new sanctuary, new two-story administration
24 building, new Family Life Center for adults and children, etc. He stated, the
25 Applicant will be providing 160 parking spaces with 6 handicapped spaces; 61
26 will be paved and 99 will be unpaved/pervious located at the rear of the property.

27
28 Mr. Noto put an 8" x 14" document on the overhead projector entitled Site
29 Dimension and Utility Plan. He said that the Applicant is proposing a turnaround
30 towards the back where all the pervious spaces will be located, and the folks that
31 come for service will be able to park there, and as they work their way towards
32 the main buildings, there will be overhead coverage and sidewalks for them to
33 utilize as they get closer to the sanctuary.

34
35 Mr. Noto stated, the new, main sanctuary, the phasing, will be based on
36 donations, and when built, will be 68 feet off the front property line (indicating to
37 overhead). The current building is almost 300 feet from the property line;
38 however, the setback requirement per code is only 25 feet. So, they are still
39 going to be exceeding the Code requirement by almost three times.

40
41 Mr. Noto said, they are proposing to provide a 16-foot landscape buffer along the
42 eastern property line and a 10-foot landscape buffer on the north and south
43 sides. There is a bit of a grade difference from the right of way up to the property

1 line by about five feet. So, while the main building may be closer, there is still
2 quite a bit of difference in grade there. So, it will be actually still relatively difficult
3 to see from the road. They will be saving a lot of the vegetation that is onsite.
4 There is one tree of significance that may have to be removed as a part of the
5 construction of the sanctuary, but since that is not anytime soon, staff will work
6 with the Applicant just to be sure on the health of the tree to see if it can be taken
7 out without any additional board hearings. The Applicant is also going to be
8 providing 46 percent open space onsite. A lot of that comes from the existing
9 area that extends from this general location (indicating to overhead) off the
10 screen as you move west of the property.

11
12 Mr. Noto proceeded to clarify the building height of 84' listed in the Staff Report.
13 He stated, the building may only be between 30-40' tall, but the Applicant wants
14 to leave an area there for maybe a steeple or a large cross. So, it is actually that
15 ancillary structure that will be a part of the main building that may get to the 84-
16 foot height. As we get to final engineering, some of those more specific details
17 will be ironed out.

18
19 Mr. Noto concluded his presentation by saying that staff finds that the request
20 meets all applicable codes and does recommend approval of the proposed
21 Preliminary PUD.

22
23 Chairman Hawkins asked Mr. Noto if the blue line left of the retention pond is
24 wetlands.

25
26 Mr. Noto answered affirmatively.

27
28 Member Miller questioned who St. Peter's neighbors are.

29
30 Mr. Noto responded, it is postal service to the north, Stirling Center to the south.

31
32 Juan (John) A. Omana, Jr., Community Development Director, announced that
33 this item is Quasi-Judicial in nature; that a Quasi-Judicial Sign-In Sheet (see
34 attached) was at the back of the chambers for any interested party to sign in
35 order to be kept abreast of this matter.

36
37 Chairman Hawkins requested the Applicant to come forward and address the
38 Board.

39
40 Irene Boyles, Applicant Representative with CPH Engineers, Inc., 500 W. Fulton
41 Street, Sanford, Florida, came forward and addressed the Board in favor of the
42 proposed Preliminary PUD. Further answering Chairman Hawkins earlier
43 question, she said, the area to the west (indicating to overhead) is an existing

1 borrow pit. It has been there for many years, and there are wetlands just
2 adjacent to the pond. It is a very steep, sloped area so the wetlands don't
3 encroach very far up the slope, maybe a foot. And there are many trees to the
4 west side of that area that was borrowed out, and there is a meandering
5 wetlands line in that tree area, but the majority of the tree area is not wetlands.

6
7 Chairman Hawkins asked, but it is a man-made wetland?

8
9 Ms. Boyles answered affirmatively.

10
11 Chairman Hawkins questioned, does St. Johns treat those the same as.....

12
13 Mr. Omana replied, I would have to let St. Johns address that issue.

14
15 Ms. Boyles added, we will be required to submit to St. Johns, but we are not
16 impacting any of that area. So, we should be okay. We have had an
17 environmental assessment done for this site already.

18
19 Member Napier requested Ms. Boyles re-answer Chairman Hawkins previous
20 question indicating to the overhead projector. Mr. Noto put the aerial attached to
21 the Staff Report on the overhead projector so Ms. Boyles could re-explain.

22
23 Chairman Hawkins opened the hearing to public comment. Hearing none, he
24 closed that portion and entertained board discussion and/or a motion.

25
26 Chairman Hawkins asked if PUDs still have to have more than one use.

27
28 Mr. Omana answered, that was modified by the City Commission through a
29 Zoning Text Amendment (ZTA). It is now one use and five acres.

30
31 **MOTION:**

32
33 **Member Cartmill moved to recommend approval to the Mayor and City**
34 **Commission the request by St. Peter's Episcopal Church/Charlie Holt for a**
35 **Preliminary PUD for St. Peter's Episcopal Church expansion, 700 Rinehart**
36 **Road, Lake Mary, Florida, consistent with staff's Findings of Fact listed in the**
37 **Staff Report. Member Miller seconded the motion.**

38
39 Member Miller questioned, was there any agreement ever reached with either the
40 post office or with Stirling about shared parking?

41
42 Charlie Holt with St. Peters Episcopal Church, 700 Rinehart Road, Lake Mary,
43 Florida 32746, responded, we sort of currently have this unspoken agreement that

1 people do park where they park. We are sort of waiting until the development
2 matures so that we are dealing with the condo association directly rather than them
3 trying to sell those units. There are still a lot of pieces that need to be sold in there.
4

5 **The motion carried unanimously 5-0.**
6

7 Mr. Omana announced that this item will move forward to the July City Commission
8 cycle; that staff will notify the Applicant of the exact time and date.
9

10 B. 2010-CU-02: Recommendation to the Mayor and City Commission for a
11 conditional use to allow a commuter rail station within the R-1A Zoning District,
12 west of Palmetto Street, east of the CSX Railroad and north of Lake Mary
13 Boulevard, Lake Mary, Florida; Applicant: Florida Department of Transportation
14 (FDOT)
15

16 C. 2010-SP-03: Recommendation to the Mayor and City Commission for site plan
17 approval for the SunRail Commuter Rail Station, west of Palmetto Street, east
18 of the CSX Railroad and north of Lake Mary Boulevard, Lake Mary, Florida;
19 Applicant: Florida Department of Transportation (FDOT)
20

21 Steve Noto, Planner, presented Items B. and C. simultaneously and their
22 respective Staff Reports. A colored aerial was on the overhead projector. He
23 stated, the reason for the conditional use is that all of the properties
24 encompassed by the transit project are zoned R-1A (Single-Family Dwelling),
25 and within the R-1A district, a community service and facility is considered a
26 conditional use. Even if the properties were DC (Downtown Centre), they would
27 still require a conditional use, as was the case with Mr. Chris Mahnken just to the
28 north across from the railroad tracks.
29

30 Mr. Noto apologized to the Board for the small size of the plan entitled Lake Mary
31 Station 100% Design Plans the Board received attached to their conditional use
32 Staff Report. He put larger copies on the easel and on the overhead projector so
33 the Board could see the proposed plan more clearly.
34

35 Juan (John) A. Omana, Jr., Community Development Director, added that this is
36 what staff had received from FDOT.
37

38 Mr. Noto said, the project will consist of many different facets; the main, of
39 course, being the train stop itself. There will be approximately 300 parking
40 spaces, a bus drop-off zone to the north, and a kiss-and-ride section where
41 basically your husband or wife can drop you off and you can get on the train.
42 There will also be bicycle racks for those who would like to ride their bicycle to
43 the train.

1 Mr. Noto stated, they will be utilizing a dry retention area and a pond to the south.
2 And besides this overall project itself, one of the offsite improvements that will be
3 occurring will be on Lake Mary Boulevard (puts set of detailed plans on the
4 overhead projector). The western entrance here (indicating to overhead) is a
5 new road. So, in order to improve access onto that road, they will be closing the
6 median here (indicating to overhead) and then making a new left turn lane so
7 folks can not only turn in this entrance, but they can also use the existing left turn
8 lane to get onto Palmetto. That is pretty much the one change that will be
9 occurring offsite to assist in the usage of the transit station.

10
11 Mr. Noto said, as far as looks are concerned, they will be providing a vinyl-coated
12 chain-link fence running parallel to the tracks themselves, and they will be
13 providing a decorative fence along Palmetto (shows printout of what that looks
14 like to the Board).

15
16 Member Napier interjected asking Mr. Noto what kind of traffic control there was
17 going to be in the area.

18
19 Mr. Noto replied, at this point, it is my understanding that there will not be traffic
20 signals. There will be just the general stop signs here (indicating to overhead)
21 and then here (indicating to overhead) for folks going to turn right. But it will be a
22 free-flow left turn onto Palmetto and then the other access road.

23
24 Mr. Noto stated, as far as the conditional use, one of the requirements, which is
25 number 3, has to do with noise and glare, and things of that nature. What they
26 will be doing to assist in the train-horn factor is actually move it three feet up from
27 grade. What that will do is have a different dispersal effect from when the horn is
28 actually sounded. Better than having it on the top of the train. So, they will be
29 utilizing that, and there are some ongoing work being done as to other ways to
30 address potential noise that will occur as the trains are going through.

31
32 Mr. Noto said that all six of the conditional use criteria were met, as indicated in
33 the conditional use Staff Report.

34
35 Mr. Noto switched gears to discussing the site plan. He stated, staff reviewed
36 on-site lighting. We did find one light post right in this general area (indicating to
37 overhead) that was a bit too close to the property line, so a condition was added
38 that they move it back from the property line. And then one other item that came
39 up during site plan was irrigation. If there is reuse in the area, the City requires a
40 connection to reuse. There is a line in the median of Lake Mary Boulevard, and
41 as one of the conditions, staff is asking that they connect to that reuse line for
42 irrigation purposes. All of the other landscaping requirements have been met.
43 They are saving as much existing vegetation as possible. They will also be

1 providing sufficient landscaping within the parking area. So, staff does
2 recommend approval of this item to the City Commission.

3
4 Chairman Hawkins questioned, so, they are going to change the tracks from
5 Amtrak and freight to Amtrak and SunRail?

6
7 Mr. Omana answered, we have a representative here this evening from the
8 SunRail folks. They can elaborate on that.

9
10 Mr. Omana announced that this item is quasi-judicial in nature; that a Quasi-
11 Judicial Sign-In Sheet (see attached) was located at the back of the chambers for
12 any interested party to sign in order to be kept abreast of this matter.

13
14 Chairman Hawkins requested the Applicant to come forward and address the
15 Board.

16
17 Rick Sparer, Applicant Representative with AECOM (gave no address), FDOT's
18 design consultant, came forward and addressed the Board in favor of the
19 proposed conditional use and site plan. He said, the current plan is that CSX will
20 have certain operating windows for their freight traffic. The priority will be given
21 to the SunRail and Amtrak trains. So, primarily in the peak hours, in the
22 mornings, and the off-peak, which is basically from roughly 8:30 until 3:30 in the
23 afternoon when there is very limited freight at that time, it is, again, primarily
24 Amtrak during those hours. And in the evening peak hour, again, it is SunRail
25 and Amtrak that will have the priority. And then after 8:30, 9 o'clock at night,
26 then, again, we can schedule the freight traffic at that time. FDOT will have the
27 dispatch authority for the 61 miles that they are purchasing. So, they will be able
28 to control the timing of the trains through this area.

29
30 Chairman Hawkins asked, how many trains per day are planned for SunRail?

31
32 Mr. Sparer responded, in the peak hour, we have every 30 minutes. And then in
33 the off-peak, we have, I think it's every two hours. And then, again, in the
34 evening peak, we have every 30 minutes. That is the initial plan.

35
36 Vice Chairman Taylor questioned, of the freight service that is currently during
37 the hours that are going to be dominated by SunRail and Amtrak, what is the net
38 result that will be shifted to the after 8:30 p.m. timeslot? Tell me how many trains
39 do you think will be shifted.

40
41 Mr. Sparer replied, we don't know that exactly right now because CSX ultimately
42 controls the freight traffic and how the other trains – where they service out of –
43 places along the line. What they have said is that they are going to move

1 approximately eight trains from the A line, which is what this is, over to the S line,
2 and the majority of those are the long, inter-modal trains that are 200, 300-car-
3 long trains. So, that will make a significant difference on the track within this
4 area, but exactly what the timing of their trains are, we don't know right now.
5 When the design-build contractor gets on board and eventually the operator for
6 SunRail comes on board, that is when they will work out the exact details with
7 CSX.

8
9 Vice Chairman Taylor asked, but do you expect a large shifting to freight service
10 after that 8:30 timeslot? And I am just thinking about noise for our residential
11 areas.

12
13 Mr. Sparer answered, our indication is is that there won't be a significant
14 difference from what it is right now. Again, a lot of the traffic that is out there is
15 from these inter-modal trains when they go down to the Kaley yard and they split
16 them up and then start moving them around to actually deliver the goods to the
17 specific providers.

18
19 Member Miller questioned, the S line is the one that terminates in Polk County;
20 right?

21
22 Mr. Sparer responded, that is correct. It goes on down. CSX has always had
23 what they call their inter-modal logistics center down there. They have planned
24 that for years. It is under construction now. When and how the number of trains
25 shift, that, again, is up to them because of certain improvements that need to be
26 done over there.

27
28 Member Cartmill asked, will the trains be running for the SunRail 24 hours a day,
29 or is there a stopping point or a beginning point?

30
31 Mr. Sparer replied, right now, on the initial operating segment, the funding is set
32 up for, again, every 30 minutes in the peak hours from roughly 6:30 in the
33 morning till 8:30 in the morning, and then every two hours in the off-peak, and
34 then, again, in the evening peak, from 3:30 to 6:30, it will be every 30 minutes. It
35 really depends on the funding that commuter rail has. It is easy enough to
36 increase the frequency of the trains if the funding is there.

37
38 Member Cartmill questioned, and do you know if there is going to be security
39 provided for this area?

40
41 Mr. Sparer answered, my understanding is that the local communities will be
42 responsible for working out the details as far as security at the stations.
43

1 Member Napier asked if the bus and kiss-and-ride sections are pretty standard
2 for a train station or are they unique.

3
4 Mr. Sparer responded, all of the stations that have kiss-and-ride or park-and-ride
5 lots have a kiss-and-ride drop off and a bus drop off. The Sand Lake station has
6 seven bus drop-off slots and this one has four drop-off areas. It really just varies
7 by station to station, and that relates to the feeder routes that Lynx will be
8 providing to the station.

9
10 Member Napier questioned, and as far as the other side of the platform – I know
11 we have looked at some before us, some restaurants and some shopping -- is
12 there any – this is the predominant area where there is going to be parking and
13 commuting back and forth -- is there anything from FDOT that is looking at the
14 other side of the tracks?

15
16 Mr. Sparer replied, we are strictly looking at the area that is within the right of
17 way that we are purchasing, and on the west side of the track, it was the existing
18 CSX right of way line at that point. So, the platform was designed to stay within
19 that right of way. Certainly we have had discussions with your planning staff and
20 the developer on how to be able to make connections from that development
21 onto the platform, and there are provisions where there are openings between
22 some of the columns on the platform that you could create an access way over to
23 the development. So, at this point, we have had some preliminary discussions,
24 and certainly as that development moves forward, we can look at how that
25 possibly...

26
27 Member Napier interjected asking, so, there would be plans to be able to go from
28 across the platform into the parking and vice-versa?

29
30 Mr. Sparer questioned, on the west side?

31
32 Member Napier answered, yeah, yeah. If I'm parking over here in the parking lot
33 and I want to go over -- because the train is not coming for two hours and I need
34 to hang out until that time, are there going to be ways to get across those tracks?
35 I know there was discussion about how that would be played out.

36
37 Mr. Sparer responded, where it shows the bus drop-off area, that is an at-grade
38 pedestrian crossing that would get you to the west platform that then could be
39 tied to whatever development is over there.

40
41 Member Miller asked Mr. Sparer, in relation to train traffic, if when he says every
42 half hour, does he mean every half hour a train is coming and going.

43

1 Mr. Sparer answered affirmatively, but he pointed out that the exact schedule
2 hasn't been worked out yet.

3
4 Member Miller questioned, surely you should be able to go both ways though?

5
6 Mr. Sparer replied, oh, absolutely.

7
8 Chairman Hawkins asked how many sets of tracks there will be.

9
10 Mr. Omana answered, double track.

11
12 Mr. Sparer added, most of the 61-mile area is double track. There is a small
13 area around Maitland where the right of way is so narrow you couldn't double
14 track it. Downtown Maitland and the bridge across 17-92, that is basically the
15 area that will be remaining single track as it is right now.

16
17 Chairman Hawkins questioned, which part of these platforms are going to be
18 covered?

19
20 Mr. Sparer responded that most of the platforms are covered with canopies. He
21 said that Lake Mary chose this design, kind of a cantilevered canopy with a
22 smaller canopy on top, to allow for additional air flow between, basically, the two
23 canopies. He stated that there will also be benches, ticket vending machines on
24 the platforms, along with a passenger assist phone and an emergency phone,
25 two drinking fountains per platform, trash receptacles and lighting underneath the
26 canopy itself. He said that there will be additional lighting in the areas of the
27 ticket vending machines. He stated that the goal is to provide enough lighting so
28 that you feel secure without the lighting spilling over into the surrounding areas.
29 He said that there are also CCTV cameras on each platform, and, again, working
30 with the local communities to where the local police department could have feeds
31 off of that CCTV information.

32
33 Chairman Hawkins requested Mr. Noto put up the bigger site plan on the
34 overhead projector.

35
36 Mr. Noto complied.

37
38 Chairman Hawkins pointed to an area on the site plan and asked Mr. Sparer
39 what that was.

40
41 Mr. Sparer replied, I believe that is the utility yard. It looks like we have some
42 screening around it. That is where we would have the transformer for the
43 lighting. We also have a case for the DVR for the CCTV cameras, and if there is

1 any power requirements for, say, the irrigation system, that all would be out of
2 the utility yard.

3
4 Member Napier questioned if there was going to be some type of a message
5 board letting the public know when the trains were going to arrive/depart. He
6 also commented on having some place other than just a covered canopy would
7 be helpful for our rider ship being that Florida is so hot.

8
9 Mr. Sparer answered, each platform has a variable message sign that will show
10 when the next train is arriving and if there are any other messages that they need
11 to put up there. For instance, if there is a delay or even if there are other trains
12 like an Amtrak train coming through or a freight train. That message will be on
13 the board, and also there would be an announcement saying the northbound
14 train arriving in five minutes or something like that, or if there is another thru train
15 going though, then it could announce that the Amtrak train is passing through the
16 station. Please step back. Something like that.

17
18 Member Napier asked if that will be real-time data and not be what the expected
19 time will be?

20
21 Mr. Sparer responded, absolutely. Yes. Real-time.

22
23 Mr. Noto stated, Mr. Mahnken has expressed interest in tying that system into his
24 building. So, if you are sitting inside drinking your coffee, you would have the
25 ability to look at that while you are inside.

26
27 Member Miller questioned, if I catch the 6:30 train downtown, what time will I get
28 there?

29
30 Mr. Sparer replied, to be honest with you, I do not have that information in front of
31 me. I would say, again, just off the top of my head, it is probably about 30
32 minutes.

33
34 Vice Chairman Taylor asked if there were going to be CCTV cameras throughout
35 the parking lot also or just on the platforms.

36
37 Mr. Sparer answered, right now we do not have them in the parking lot. It is just
38 on the platforms.

39
40 Vice Chairman Taylor questioned Mr. Omana if the City has given any thought to
41 add additional cameras in the parking lot at City expense for safety purposes
42 since the parking lot is going to be the most dangerous place and not the
43 platforms.

1 Mr. Omana responded, we are in conversations with Mr. Jerry McCollum and
2 FDOT folks on the entire security issue. I have also been in contact with our
3 police department regarding the CCTV cameras, and given that the police station
4 is right next door, that certainly helps the security issue. As far as the funding
5 mechanism for the cameras, through Congressman Mica's office and their
6 efforts, the City was able to get, I believe it was \$450,000 in additional funding of
7 which we have to post a certain amount matching requirement. But that will
8 enable us to put together a wish list of improvements above and beyond what
9 you see here this evening. One of those issues we'll be exploring will be the
10 security camera issue and how it is to be laid out. So, we will be coordinating
11 close with the police department to see what is the most optimum approach on
12 laying these things out.

13
14 Vice Chairman Taylor suggested a panic button area in the parking lot and a taxi
15 or a for-hire car stand for people coming into the area who are going to need to
16 get somewhere fast. She asked if there was any thought as to where this could
17 be located because she said it is an inevitable follow onto public transportation.
18 She stated that she has never been to a train station that doesn't have a taxi
19 stand flow area.

20
21 Mr. Sparer replied, we have not identified any specific spots for that. It is entirely
22 possible that some of the spots in the kiss-and-ride area could be assigned for
23 taxi pick up and drop off since it is pretty much a – they are not going to sit there
24 all day basically, which is what a parking lot is going to do. You should time it
25 right so that you are arriving at about the train comes.

26
27 Vice Chairman Taylor questioned, do any of the other developments have areas
28 for for-hire cars or taxis?

29
30 Mr. Sparer answered, no, we have not included that in any of them. Quite
31 frankly, this is the first time it has really come up that someone is requesting that.

32
33 Vice Chairman Taylor said, well, not requesting, but I just have been to hundreds
34 of train stations and I have never seen one that didn't have a taxi area.

35
36 Mr. Sparer stated that the existing Amtrak station, the small parking area that
37 they have there, does have spots identified for taxis.

38
39 Chairman Hawkins asked, are people, when they get dropped off at the kiss-and-
40 ride, are they going to be able to just walk straight through where the buses are,
41 or are they going to have to go to these crossovers?

42

1 Mr. Sparer responded, there is a fence along there in order to channel people to
2 where the pedestrian crossings are. Again, we want to channel folks away from
3 crossing where the buses are stopping.

4
5 Chairman Hawkins questioned, so, somewhere in here there's a fence?

6
7 Mr. Sparer replied, that's correct.

8
9 Mr. Omana asked, is that that angled fence?

10
11 Mr. Sparer answered, I'm going to say it probably is. I think Steve showed this
12 before. I think that's this fence that we have along there. I'd have to go back and
13 look at the detail for that plan to let you know for sure. That one shows gaps
14 where trees are, and the one that we have between the kiss-and-ride and the bus
15 drop-off area, there aren't any gaps.

16
17 Chairman Hawkins said, that one shows it as being gaps in the fence. There are
18 gaps between the tree and the fence right there (indicating to overhead).

19
20 Mr. Sparer stated, again, I would have to look at the detail because the intent is
21 that it channels people.

22
23 Chairman Hawkins commented, well, it would be nice if you would give us detail
24 rather than this (indicating to Lake Mary Station 100% Design Plans attached to
25 the CU Staff Report.) That's not detail.

26
27 Mr. Sparer said, well, again, we have to do like – we have the full plans set and
28 staff has had that, so I don't know what to provide you. I'm sorry.

29
30 Chairman Hawkins stated, I'd like to see that because what you are saying isn't
31 what's depicted on that before us.

32
33 While Mr. Sparer was looking for the full plans set, Member Miller commented
34 that Vice Chairman Taylor's idea of a for-hire stand is a very valid one for
35 ridership when this gets up and going because that is clearly going to be a need
36 since so many people work here.

37
38 Mr. Sparer stated, we'd have to work with your staff on identifying those areas
39 and how many slots you think you might need and where we could include those.

40
41 Chairman Hawkins questioned, this is all just pavers and trees in here (indicating
42 to plans)?

43

1 Mr. Sparer responded, that's correct.
2

3 Chairman Hawkins asked, it's not that there couldn't be several spaces carved
4 out of here (indicating to plans) for taxi spots, if need be?
5

6 Mr. Sparer replied, we can certainly look at that. That's correct. Sure.
7

8 Chairman Hawkins questioned, are the trees in the parking lot under-story trees
9 or canopy trees?
10

11 Mr. Sparer answered, I'm not the landscape architect, so I don't know all the
12 details of those trees. Again, it's in the detail plans and I'd be happy to pull those
13 out and identify those for you. We did try to save as many of the larger trees that
14 we can. As part of this plan, we do have a tree-stake plan in the details and a
15 mixture of canopy trees, again, following Lake Mary's direction in meeting with
16 the staff.
17

18 Mr. Omana added, Mr. Chairman, it was a combination of under-story and
19 canopies, and in addition we had them upgrade the perimeter landscaping on the
20 Lake Mary side to comply with Chapter 158, Overlay Standards, along the
21 southern part of the property.
22

23 Chairman Hawkins commented, I guess it is safe to assume that the bigger ones
24 are canopy trees. If you are going to have a lot of canopy trees in a parking lot,
25 then it makes no sense at all to put TV cameras because you won't be able to
26 cover the whole parking lot. So, it is not like a mall parking lot or the Albertson's
27 parking lot to where you can put an eye in the sky and be able to see in lots of
28 directions. If you are going to have all those canopy trees in the parking lot, I
29 wouldn't apply for TV cameras in the parking lot then.
30

31 Mr. Omana said, that's a point well taken. We are going to seek some guidance
32 from the police department on that, to what extent do we extend that out, but I
33 would agree with you. If you are going to have a bunch of canopies, it doesn't
34 make sense to expend that money.
35

36 Chairman Hawkins further commented, you're better off, like she said, having like
37 they do on college campuses. Just have emergency -- blue light poles and.....
38

39 Vice Chairman Taylor stated, I just have to say that parking lots are some of the
40 most dangerous places in any city, and I would hate to see -- as much as I love
41 canopy trees, the true danger is when it is 9 o'clock at night, it's dark, and you've
42 got people walking out to their cars. It's more of an expense for liability for the

1 City/FDOT, and just working in the criminal justice field, parking lots are some of
2 the most dangerous places.

3
4 Member Napier expressed his concern of the kiss-and-ride people walking
5 through where the buses are even if they are going to be putting up fencing
6 there. He suggested it be designed to where part of it the buses pull up and the
7 other half the kiss-and-ride section and you walk up to the station, not routing
8 people through where the buses are.

9
10 Chairman Hawkins commented, I just think the fence needs to prohibit people
11 from walking through, especially children.

12
13 Mr. Omana said, in looking at two sheets of the detailed plans, they show gaps.
14 He suggested that prior to City Commission review, since staff has frequent
15 meetings with FDOT, let staff bring that issue up. And if the Board wishes to
16 make it a condition in its motion that there be no gaps within that so as to direct
17 people to the ends. That way you are not crisscrossing through buses and other
18 vehicles that may be traversing.

19
20 It is noted that the set of detailed plans that were submitted by FDOT represent
21 approximately 708 pages, of which approximately 152 pages are for the Lake
22 Mary Station itself.

23
24 Chairman Hawkins commented, this detail here (indicating to plans) doesn't
25 show any trees. So, it looks like – well, I'm assuming that this is colored concrete
26 or pavers, and this is probably some kind of a rail (indicating to plans). But it
27 looks like there is a gap. People are just going to trample the plants walking
28 around the tree.

29
30 Chairman Hawkins opened the hearings to public comment, both the conditional
31 use and the site plan. Hearing none, he closed that portion and entertained
32 board discussion and/or motions.

33
34 Member Napier suggested the City of Lake Mary Police Department take a trip
35 through the parking lot when they know the trains are coming in and do that on a
36 regular basis since the police station is right next door; that this could be an
37 alternative to the cameras.

38
39 Vice Chairman Taylor pointed out that the problem with patrols is that it depends
40 on manning and other responses would take priority over a routine patrol.

41
42 Member Cartmill expressed his concern of theft in the parking lot when the trains
43 aren't coming through.

1 Alternate Schofield then expressed his concern regarding stacking of cars near
2 the front entrance of the kiss-and-ride section.

3
4 Mr. Omana suggested bringing up with FDOT an interior sign that could be
5 strategically located that says pull forward.

6
7 Chairman Hawkins suggested landscaping to prevent people from doing that.

8
9 Member Miller questioned, will there be a pedestrian crossing marked from the
10 parking lot to the platform? Because the law says that if there is a pedestrian
11 crossing and a pedestrian is in that, the vehicles must stop to allow them to
12 cross.

13
14 Mr. Sparer responded, the areas that we show the crossings right now, those are
15 stamped, colored asphalt or concrete and so that will clearly identify those areas
16 that are pedestrian crossings.

17
18 Member Miller asked, the whole road won't be marked as a pedestrian crossing?
19 There will be two specific places for pedestrians to cross to go to the platforms?

20
21 Mr. Sparer replied, right. The ones that are shown there, and then in the parking
22 lot, they have their own markings. It's either colored concrete or colored asphalt
23 with a brick paver stamp on it.

24
25 Member Napier suggested moving the buses down further out of the way in order
26 to have plenty of pedestrian crossing and not cover up the train station.

27
28 Mr. Omana explained that since this project's inception, he has been
29 commissioned to make this more than just a glorified bus stop. He stated, to that
30 end, staff has been able to get Mr. Mahnken to pursue his development to the
31 north, but this is what it is where it is going to have buses, taxicabs and a parking
32 lot; that FDOT is more in control here. He said, there is only so much lipstick you
33 can put on a pig to make it look good.

34
35 Alternate Schofield expressed his concern regarding the flow of pedestrian traffic
36 inconveniently having to go to the outer edges to get to the train. He suggested
37 between the first and second bus that there be a pedestrian crosswalk since he
38 didn't really think this would inhibit the buses and their ability to operate and
39 function appropriately.

40
41 Mr. Omana explained that this project isn't just reviewed by the City but by the
42 Federal Government as well, and he was concerned that if the City starts
43 modifying at this stage, then that is going to trigger further federal review.

1 Vice Chairman Taylor commented that she wasn't as concerned about Alternate
2 Schofield's point as he was because it would only affect those in the kiss-and-
3 ride area. She stated that the parking lot naturally kind of funnels the people to
4 the side who are parking their cars. She said that she didn't think the people
5 parking their cars are going to be as inconvenienced since they already have to
6 walk around the entire retention pond in the kiss-and-ride area.
7

8 Mr. Omana echoed what Mr. Noto brought up earlier. He stated that when the
9 Mahnken station goes in on the top that is going to have the cafés, restaurants
10 and the City kiosk where you can drop off your utility bill, there is going to be
11 parking up there. He said that the City also owns properties north of there, and if
12 those are utilized for a parking area, you may have a larger propensity of people
13 parking on the north side, then accessing Mr. Mahnken's building, then
14 eventually going out into the platform.
15

16 Vice Chairman Taylor commented that she would rather have someone drop me
17 off at Mr. Mahnken's place and then access the platform that way because then
18 she could get her cup of coffee, drop off her dry cleaning, anything she would
19 need to do on the way.
20

21 Mr. Sparer stated, over the years, this has evolved to this plan and this is where
22 we are today. It is our understanding we have approval by the County and City
23 staff of this design. The Board has brought up some good points, and with some
24 minor changes, we can improve this.
25

26 **MOTION:**
27

28 **Vice Chairman Taylor moved to recommend approval to the Mayor and City**
29 **Commission the request by Florida Department of Transportation (FDOT) for**
30 **a site plan for the SunRail Commuter Rail Station, west of Palmetto Street,**
31 **east of the CSX Railroad and north of Lake Mary Boulevard, Lake Mary,**
32 **Florida, consistent with staff's Finding of Fact listed in the Staff Report and**
33 **subject to the following six conditions. Member Miller seconded the motion,**
34 **which carried unanimously 5-0.**
35

36 **CONDITIONS:**
37

- 38 1. **The irrigation lines shall connect to the reuse water line that is available in**
39 **the Lake Mary Boulevard median.**
- 40 2. **The Applicant modifies the location of the lamppost at the southernmost**
41 **entrance on the west side of Palmetto Street, to meet City Code.**

