

1 speaker wishes to be heard for the record but does not have any new information
2 regarding the item being considered, the speaker shall give his/her name and
3 address for the record and state that they agree with the presentation made by a
4 previous speaker, giving the specific name of the person. When the Chairman
5 believes that no additional information is forthcoming, the Chairman shall close
6 the public hearing portion of the meeting.

7
8 VIII. Old Business

9
10 There was no old business to discuss at this time.

11
12 IX. New Business

13
14 Chairman Hawkins said there are four items in New Business all related. Items A and B
15 will be considered together and Items C and D will be considered together but they will
16 have separate votes.

17
18 A. 2016-PSP-02: Recommendation to the Mayor and City Commission regarding
19 a Preliminary Subdivision Plan for the Griffin Farm Town Center located at
20 114 Longwood-Lake Mary Road. Applicant: Ms. Jennifer Stickler, P.E.,
21 Kimley Horn (Public Hearing)

22
23 Mr. Omana said all four items are quasi-judicial and there is a sign-in sheet in the back
24 of the room for anyone who wishes to sign in and be kept abreast of each of these
25 items.

26
27 Mr. Noto thanked the Board for being flexible with them on the scheduling.

28
29 Mr. Noto said Items A through D are interrelated. He showed the full subdivision plan
30 on the overhead. We came before the Board earlier this year and later in the year 2015
31 for comp plan amendments, rezoning of the subject property (+/-35 acres), going from
32 A-1 Agricultural to PUD for the Griffin Farm at Midtown PUD. We changed the comp
33 plan to a new designation of MUMT Mixed Use Midtown to allow for this type of project.
34 The City Commission approved all the entitlements related to this project on April 7th.
35 The full developer's agreement and the rezoning have been finalized.

36
37 Mr. Noto said have a mixture if items. We have the Preliminary Subdivision for the
38 Griffin Farm Town Center. He showed Sheet C-1A from the town center plan on the
39 overhead. The Griffin Farm Town Center plan encompasses the entire +/- 34.5 acres.
40 Six lots with the associated tracts subdivides the land from what it is now from four lots
41 to six lots. He pointed out an existing property line on the exhibit that is being shifted to
42 the north to allow for the new subdivision. That's the preliminary and final subdivision
43 plan for the Griffin Farm Town Center.

44
45 Mr. Noto said the third and fourth items are for the Griffin Farm David Weekley Homes
46 project which is on Lot 6. From a procedural standpoint, the Board is making a

1 recommendation to the Mayor and City Commission on the preliminary subdivision plan.
2 The final subdivision ends tonight; however, it is contingent upon the Commission's
3 action at their meeting next Thursday.

4
5 Mr. Noto said on April 7th the City Commission approved the final PUD developer's
6 agreement for the Griffin Farm at Midtown project. The items before the Board tonight
7 are the preliminary and final engineering. He said he would talk about the town center
8 side first which includes commercial and the apartment buildings. From a design
9 perspective, we haven't really seen any changes. It is the same number of buildings,
10 same number of parking spaces, the traffic impacts are the same, and they did not
11 increase density from the rezone that was approved in April.

12
13 Mr. Noto said he would take them from west to east as a reminder of what's going to
14 happen on the Boulevard. There is the entryway at the post office that is being
15 reconfigured. Right now it is full access through the median and is a mess out there
16 today. They are adding a raised separator so if you're going east and west on the
17 Boulevard, you can only make a left turn. If you want to leave the post office from their
18 easternmost access point and go westbound, you would have to turn right and go to the
19 new traffic signal located at the main entrance of the development and do a U-turn.
20 They are adding new turn lanes as a result of the new signal on both the east and
21 westbound approaches. Lake Mary Boulevard is a County roadway so all of this was
22 reviewed in concert with the Seminole County Engineering folks. That is a design that
23 has not changed since the Board saw the final PUD plans several months ago.

24
25 Mr. Noto said he would talk about the entry feature at the northeast corner of the plaza.
26 You don't see anything fancy on this plan and you did get the landscape plans in the
27 packets that showed a nice black and white version. Today we received a colored
28 rendering of the enhancement that is going to occur at the northeast corner. He
29 showed the rendering on the overhead. This will be an entry feature not only into
30 Midtown but also an entry feature into the City as you're driving north on Longwood-
31 Lake Mary Road. Surrounding the fountain feature are high end medjool palm trees
32 and other landscaping that is tied in with the buffer on the north side of the project.

33
34 Mr. Noto said Buildings A, B, D, E and F are retail in nature. Building D called for an
35 Earth Fare Grocer which an organic type grocery store that would be new to the Central
36 Florida area. Building C is currently slated as a 24-hour two-story fitness facility.
37 Behind that is the three-story parking garage. In front of that as part of Lot 3 is Building
38 K which is a retail out building. Those renderings of the parking garage will act as a
39 nice buffer to the eastern façade of the garage. There is also a number of retail out
40 buildings fronting Longwood-Lake Mary Road.

41
42 Chairman Hawkins asked if Building A was the only one with drive thru.

43
44 Mr. Noto said that was correct. In the developer's agreement that allows for retail uses
45 and they added a caveat for the drive thru that if was going to serve food, it essentially
46 had to be a drive thru deli. There are a number of uses that we restricted to avoid

1 certain types of uses being located there. It can be a bank or drive thru deli, donut type
2 of shop. That is the only drive thru in the entire development.

3
4 Mr. Noto said Lots 4 and 5 are the two five-story apartment buildings. There is a grand
5 total of 265 apartment units between the two of them. On one of the sheets is a call out
6 of some of the amenities that will be within the apartment buildings. In the middle of the
7 western apartment building will be a courtyard area, swimming pool, and outdoor grills.
8 At the eastern structure they have a bocce ball court, small amphitheater, grilling areas,
9 and some other outdoor features for the residents of the apartment complex.

10
11 Mr. Noto said over 1,000 parking spaces will be available throughout the Town Center
12 including on-street parking through the main boulevard from Lake Mary Boulevard. The
13 parking garage on its own has roughly 600 spaces throughout the three levels.

14
15 Mr. Noto said talking about the landscape feature, as part of the preliminary and final
16 engineering they did provide full landscape plans. He showed part of the landscape
17 plan including a tree survey on the overhead. There are a number of trees that have to
18 be removed including a number of historic trees. They are providing a 4:1 ratio of
19 replacement trees for the historic trees that have to be removed. They are replacing
20 those throughout the site. In addition they are providing the entry feature at the
21 northeast corner of the project.

22
23 Chairman Hawkins said for all those buildings on the perimeter, he asked if they were
24 going to be dual entry facades.

25
26 Mr. Noto said it was his understanding the entryways will be off the internal inside of the
27 site. However, the facades of the buildings will be similar.

28
29 Chairman Hawkins said there is not going to be any back entry façade as if we are
30 driving through the back of a shopping center where there are trash cans and ugly
31 doors.

32
33 Mr. Noto said that was correct.

34
35 Mr. Noto said when we brought forth the final PUD, Lot 6 was just a blank shape. At
36 that time there was not a developer involved with Lot 6 so we showed it as a future
37 subdivision. However, the entitlements allowed for 150 townhomes and single family
38 units. At one point it was up to 200. What we have before the Board this evening is a
39 138 unit subdivision project that is being proposed by David Weekley Homes. We are
40 excited about this project because it is something unique to the City as it relates to
41 design. It is more than a townhome project and a detached single family home project.
42 The townhomes are located on the northern side of the project and along the eastern
43 boundary abutting Longwood-Lake Mary Road. There is a roundabout point as you
44 drive south along the main drag into the development. That roundabout will have a
45 gate. The second access point is further to the south off of Longwood-Lake Mary Road
46 which will also be gated. They are adding a left turn lane on Longwood-Lake Mary

1 Road. Longwood-Lake Mary Road is also a County road so this design was flushed out
2 with the County Engineering folks and they are still working on some tweaks to finalize
3 the length of that left turn lane. As it is proposed right now it does meet the County's
4 needs.

5
6 Mr. Noto showed some exhibits from the landscape plan on Sheet L-1. On the south
7 side of the screen is part of the entry road. You can see some on-street parking to the
8 bottom. The purpose of this slide is to show you one of the amenity areas that is
9 adjacent to the detached bungalow homes. Some of you have been to Baldwin Park,
10 Celebration, or Avalon Park and are familiar with a more urbanism style design of those
11 developments where you have a very small side yard, rear yard, and front yard
12 setbacks. To go along with that you have these open space areas that act as
13 meandering pathways and other things. This design is based off of a David Weekley
14 project in Celebration and showed some concepts of that development on the overhead.
15 This is more of the smart growth urbanism type of development. Things that were
16 popular 100+ years ago are coming back with force and you will see this type of
17 development design as part of the David Weekley project. He showed some elevations
18 on the overhead. He said not to say these are the elevations we are going to have but
19 are examples of something similar they have done in the area.

20
21 Chairman Hawkins asked if they would all have two-car garages.

22
23 Mr. Noto said they would all have two-car garages. There will be 68 on-street parking
24 spaces throughout and no parking in the alleyways. These will be rear load homes. As
25 you drive into the development from Longwood-Lake Mary Road and for example lived
26 in Lot 90, you can go straight ahead and up the alleyway and park in your two-car
27 garage or you could park in one of the on-street spaces. He pointed out the front of the
28 home. All fronts of the homes will be on the street creating that new urbanist style
29 where you have homes right up on the sidewalk and small front yards. He pointed out
30 some open space areas. Depending on what lot you purchase you will have different
31 types of amenities to look at. The open space areas will be amenitized with benches,
32 pergolas, and enhanced landscaping.

33
34 Mr. Noto said Tract B to the left of the screen is the detention pond for Lot 6 and Lots 4
35 and 5. That detention pond will have a fountain to add more flair. As provided in the
36 final PUD, Tract C is a conservation tract. As it relates to Soldiers Creek further to the
37 south, they had certain setbacks and buffers they were required to comply with as part
38 of the PUD. Tract C will be dedicated as a conservation easement when we get to the
39 platting stage of the project.

40
41 Member Aycoth said for the homes on Tract B with rear entry garages he didn't see a
42 street behind them.

43
44 Mr. Noto said he stands mistaken. Those homes are all front load. That will be the one
45 unique area of the development. Everything else will be rear load. Those lots will have
46 front load garages. He pointed out the location of the driveways and the garages will be

1 in the front. That will be like the standard single family home you would see elsewhere
2 in the City.

3
4 Mr. Noto showed the full landscape plan on the overhead. They have gone above and
5 beyond in their landscaping. All the lots have at least one to two trees on them. Some
6 historic trees do have to be removed. They almost doubled up on their mitigation. They
7 are required to have 36 replacement trees and they are providing 64 replacement trees
8 as a result of the historic trees that have to be removed. There is one historic tree we
9 had our eyes on along the townhome lots that we were asking them to look at to
10 potentially save. We are still working with them on that. There are some elevation
11 issues and just the size of the tree may impact more than one lot. It may or may not be
12 feasible but we are still having that discussion with them.

13
14 Chairman Hawkins asked where that tree was located.

15
16 Mr. Noto said at Lot 60. He pointed out the location on the overhead. It is a large
17 historic tree and said let's see what you can do to save it if possible. There are some
18 elevation challenges and it's such a large tree that its canopy may be too big. As a
19 result of the construction that has to happen it may not be worth saving because it may
20 just end up dying anyway. We will work with them on that as we move forward.

21
22 Mr. Noto said we have a number of conditions of approval for the David Weekley portion
23 of the project and wanted to clarify a couple based on discussions that occurred after
24 the packet went out. Conditions 1, 2, and 3 are unchanged. Condition 4 having to do
25 with the fence on top of the detention pond in Tract B says it shall be six foot tall. He
26 amended that to say four to six feet tall to be compliant with the PUD word for word. A
27 number of these remaining conditions 5 through 12 were the result of discussions with
28 Public Works. Further discussions based on how they are going to do meter readings
29 and such have nullified Conditions 7, 8, 9, 11 and 12. Based on your recommendation
30 those conditions can be removed.

31
32 Mr. Noto said the stormwater for Lot 6 will be handled by Tract B, the detention pond.
33 Further north we have underground storage of stormwater for Lots 1, 2 and 3. Lots 4
34 and 5 will also be draining to the stormwater pond at the southwest corner of the
35 project.

36
37 Mr. Noto said as it relates to Items A and B which are 2016-PSP-02 and 2016-FSP-03,
38 staff is recommending approval of both items. As a reminder you are making a
39 recommendation to the Mayor and City Commission for the preliminary subdivision.
40 The final subdivision item ends tonight but is contingent on the Commission's action on
41 the preliminary next Thursday (June 16th).

42
43 Mr. Noto said as it relates to items 2016-PSP-05 and 2016-FSP-06, which is the David
44 Weekley portion, staff is recommending approval with the seven conditions. The
45 preliminary is a recommendation to the Mayor and City Commission and the final is

1 contingent upon the Commission approving it at their meeting next Thursday (June
2 16th).

3
4 Mr. Noto said he was available for questions and noted the applicant was present.

5
6 Mr. Omana asked Mr. Noto to elaborate on the David Weekley portion of the project as
7 far as square footages and if there are any price ranges made available to us.

8
9 Mr. Noto said price range for the townhomes is upper 300's and the bungalow homes
10 mid to upper 400's. The minimum square footage for the townhomes is 1,500 square
11 feet and minimum square footage of the bungalow homes is 1,800 square feet. Most of
12 these are two and three story units. You will not see a one story out there.

13
14 Member Aycoth asked if those would be starting prices or out the door prices.

15
16 Mr. Noto said it was his understanding those are starting prices conceptually.

17
18 Chairman Hawkins asked if they had traffic figures.

19
20 Mr. Noto said as part of the final PUD review, the applicant did a full traffic study. The
21 review that was done by the County they looked at this a couple of different ways. If we
22 went C-1 and C-2 General Commercial we could see several big box stores with some
23 commercial. Your standard development with no internal capture. They did a review of
24 that and came up with somewhere between 6,000 and 10,000 trips per day. In bringing
25 in a development like this where you have a mixture of uses, the ITE traffic manual
26 allows you to discount a certain percentage of trips for internal capture. It explains
27 itself. If someone lives in the multi-family building they could walk to the retail. If you
28 arrive there for one retail then you will stay in the development to go to the other retail.
29 That brought the count down to 6,000 trips per day which is less than the max of
30 10,000.

31
32 Mr. Noto said they took that information to Seminole County, presented what they
33 wanted to do which was adding the signal at the main entry point with the associated
34 turn lanes. He emphasized that the County separate from this is doing a study for the
35 one cent sales tax projects that will be done. One of those projects is a study and
36 improvements of the intersections along Lake Mary Boulevard. They are also looking at
37 the whole segment of Longwood-Lake Mary Road from Lake Mary Boulevard going
38 south. When they met with the County and got their preliminary approvals, they gave
39 the go ahead for the signal, the turn lanes, and adjusting the post office entrance. They
40 recently gave them the go ahead to add the left turn into the David Weekley portion of
41 the project. The County is going to continue studying the Boulevard and Longwood-
42 Lake Mary Road separate from this project as part of the one cent sales tax projects.
43 He asked Chairman Hawkins if that answered his question.

44
45 Chairman Hawkins said sort of. Six thousand is trips per day. He said he was more
46 interested in how many cars can stack up in the turning lanes and how many people are

1 going to be going in per signal. His concern about this project is he believed it is going
2 to choke Lake Mary Boulevard along here. He didn't see turning capacity for people
3 waiting to go eastbound at the light. There is not room for more than four or five cars.
4 It's the same going westbound at the light. He didn't understand why these turning
5 lanes aren't double wide or longer. He expressed a concern of the westbound turning
6 lane onto Longwood-Lake Mary Road which really isn't part of this project. He asked
7 the eastbound traffic count going into this site is at the signal per turn of the light. He
8 was saying it's more than four or five cars.

9
10 Mr. Noto said Mr. Morris coordinated closely with the County during review of the
11 project and would probably be best to provide input on that.

12
13 Randy Morris, 323 West Trotter Drive, Maitland, Florida, came forward representing the
14 applicant. Also with us tonight is Jennifer Stickler with Kimley Horn and Kevin Kramer
15 with David Weekley Homes who will be talking later to answer questions on that project.
16 He said he was answering questions on off-site improvements and everything but the
17 townhome portion.

18
19 Mr. Morris said the traffic study we did was by Turgut Dervish. The County then
20 reviewed our traffic study with their traffic engineer which is Kittleson and that is the
21 same one the City uses on parts of this project. It has been reviewed not just as a
22 suggestion by us but has been reviewed and a critical assessment by the County, not to
23 mention the County's Traffic Engineer. They assigned a direct internal traffic engineer
24 on this study.

25
26 Mr. Morris said to a layman certain things may not seem as though there is capacity. If
27 you take a look at the Lake Mary Centre and look at the stacking capacity pulling into
28 there westbound, that's a regional shopping center with 350,000 square feet of
29 commercial. You will not see anything significantly different on that than here. We also
30 have two entryways that directly face Lake Mary Boulevard but the one with the traffic
31 signal, which is timed directly with the Longwood-Lake Mary signal, left turn movements
32 in the westbound lanes Dr. Hawkins is referring to have two options to go there. They
33 have a dual left. We are improving Longwood-Lake Mary Road. Right now it is a
34 critical quick merge and it's a mess. That hurts our project. We cannot have our
35 retailers have problems with traffic getting in. It's not like we just dump the traffic on
36 Lake Mary and pray that somebody is going to want to come in. If there is a difficult
37 access problem, unless we have some enormously attractive retail, we are setting up a
38 dual way to get there. You have the option of making the dual left off of Lake Mary
39 Boulevard with now dual lanes to come down. Mr. Noto pointed out the Longwood-Lake
40 Mary entrance on the exhibit. Mr. Morris said we have a right turn in there and we also
41 have a dedicated left turn if you are going northbound and you have a blocking barrier
42 we are setting up there. You don't just have the main entrance. If you jump to Lake
43 Mary Boulevard you have the traffic signal there.

44
45 Mr. Morris said the proposal here believes the traffic will move at a better rate on the
46 east/west access on Lake Mary Boulevard because we are taking care of a major safety

1 hazard which is not part of our project. We suggested this and the County and the City
2 liked it which is the post office that is another critical concern. We are also blocking the
3 cut thru traffic that can occur on the north. We are putting a device in there that blocks
4 the cut thru and controls the turn movements. The stacking capacity is more than
5 adequate. Nowhere does level of service of the intersections fail by the dual studies
6 that have reviewed this. It is a net increase in improvement in the traffic system.
7

8 Mr. Morris said what Mr. Noto alluded to is the County is looking at something that is
9 interesting. Because of the excess revenues generated that weren't anticipated on the
10 Third Generation One Cent Sales Tax, because of this request that we made, they are
11 looking at Longwood-Lake Mary Road from Lake Mary Boulevard all the way to Ronald
12 Reagan Boulevard as being four laned or a three lane option which solves a lot of
13 problems at the The Crossings entrance, the high school entrance, and whatever that
14 turn is on Greenway that takes you to the library. That's all being looked at as a
15 Genesis of this project.
16

17 Mr. Morris said we are not doing a full presentation tonight because we have done that
18 full presentation before and we knew Mr. Noto would cover the highlights of the
19 changes since we last saw it. We have more parking and we have more vegetation and
20 trees going in than the code calls for. We have lowered the density of the townhomes
21 and the total count of the multi-family. All of those are changes since we last talked to
22 you. We believe this is an economically viable project. We think it is a model project for
23 the City. Unicorp is extremely excited about the commercial element because of the
24 need on this part of the City for this type of commercial which doesn't exist unless you
25 go to the far western portion and traverse what becomes a much heavier traveled Lake
26 Mary Boulevard than this section. A lot of your traffic before was running all the way to
27 Rinehart Road or to the Publix there. This shortens the number of trips that people
28 might make from a store/retail side and an entertainment side if we call exercise
29 entertainment. Some people call it pain but for other people it is an entertainment
30 option in terms of how they spend their leisure time.
31

32 Mr. Morris said the internal capture is critically important and was alluded to by Mr.
33 Noto. It is a 22% internal capture rate which is where you are really getting into a high
34 rate of walkability. While Lake Mary is known for its trails it is not a high walkability
35 rated city. The scales you can go on line and take a look at walkability and your city is
36 actually rated in certain sections of it. Most of the scores in this area run about 22% to
37 25% which means you are totally car dependent. This development is not car
38 dependent. The 22% internal capture is a different number that represents that.
39

40 Mr. Morris said at certain times it has been pleasurable and it ended up pleasurable but
41 we have had a very productive workout with your staff. We have been most impressed
42 with their concerns and their ideas that they brought to us to make this a better project,
43 not including the comments at this Board and the comments at the City Commission.
44

45 Mr. Morris said he has been involved in government for a long time on both sides of the
46 dais. The cooperation between the City and the County on the road review was

1 extraordinary and you don't normally see that. You normally see turf fights. Normally it
2 is not pleasant. Normally it is one party dictating to the other what they'll do. In this
3 case with two county roads and a city project, he thought the cooperation between them
4 and was pleasantly surprised at the workouts and the commonsense solutions that
5 came about from this. We owe a debt of gratitude. Speaking for Unicorp and speaking
6 for the owners of this project, we can't say enough about your staff. We can't say
7 enough about their cooperation with us and the County.

8
9 Member York asked if they would be able to discuss issues with parking. A concern we
10 had was to make sure it is continuously attractive to retailers was the parking around
11 the D to J area remain retail only and you wouldn't have residents parking there. He
12 asked Mr. Morris to address that issue.

13
14 Mr. Morris said we looked at that. We have an agreement for code enforcement. The
15 best thing we can do is sign it and we can try to notify people based on violations for our
16 retailers. Building J is the closest to the apartments and is the area Mr. York was
17 referring to because it's a very direct route versus going into the parking garage and
18 was a concern you had. There will be a retail association and an HOA association and
19 they can do the stickers and all of that. We have more parking than the code requires.
20 If any of you have been at the Colonial Town Center and seen the parking nightmare
21 that occurs on Thursday, Friday and Saturday nights, they are putting these gigantic
22 orange stickers when you park in the non-parking bays even though it is not marked. If
23 you park there this sticker is put on the driver's side and it says next time you will be
24 towed. It has a number you can call which is the property manager. He said he had one
25 of those put on and when you try to remove it, you can't get it off and you need a blade.
26 It is very effective. He was not saying that is the methodology we would use. We don't
27 know this is a problem until it is a problem but we will sign and try to control, plus it
28 affects and hurts our retailers.

29
30 Member York asked if any assessments had been done with the police department or
31 fire to see if any additional resources or personnel might be needed to accommodate an
32 influx of new residents because this is coming in conjunction with Washington Avenue.

33
34 Mr. Morris said through the DRC process all of your departments reviewed the needs
35 and necessities. He didn't know if it would be more appropriate for Mr. Noto or Mr.
36 Omana to answer that question. He said he could say it was all fine but they may say
37 something else. Washington Avenue is a small project compared to this.

38
39 Mr. Noto said as far as staffing and other equipment, it is something that is usually
40 handled by those two department heads and the City Manager. From an impact fee
41 perspective, we did a quick estimate on just the David Weekley portion for water/sewer
42 impact fees and we are looking at quite a large amount of money coming in. There will
43 be a lot of fire and police impact fees that will be paid as part of this project. What those
44 fees are used for he can't say but is something we can coordinate with the City
45 Manager.

1 Member York said it could be equipment update or personnel.

2

3 Mr. Noto said right.

4

5 Mr. Morris said this shows the final draft and doesn't show the existing condition. The
6 queue westbound and eastbound on those turn lanes at Longwood-Lake Mary Road are
7 both being expanded. They are both being lengthened. The queue is currently shorter.
8 This reflects a higher capacity for storage even though you are going to see a lot more
9 people make the U-turn at the new intersection and you can see the queue there. If you
10 take the amount of U-turns because there is not that many left turns in this area
11 particularly at Longwood-Lake Mary Road because there only that one office but you
12 now have two left turn movements depending on what you see in the queue.

13

14 Mr. Noto showed the existing length and the proposed length on the exhibit.

15

16 Chairman Hawkins asked the estimated increase in daily trips on Washington as a
17 result of this project.

18

19 Mr. Morris said he didn't have the traffic study but would get that information to him in
20 terms of what it is. It is what a traffic engineer would call diminimus which means a
21 minor amount and is generally less than a 10% increase. He said he didn't know the
22 true number. We did look at that. It's very hard to gauge. Most movements going up
23 Longwood-Lake Mary Road are trying to make a left turn and not a right turn. At peak
24 hour for the elementary school you see some changes there because a lot of the cut
25 thru is for the elementary school cutting over. They aren't going Lake Mary Boulevard
26 because they see a stack problem at the light and they want to go faster and they cut
27 over.

28

29 Chairman Hawkins said right now all the cut thru on the backroads of the City of Lake
30 Mary is because of the railroad tracks and SunRail. Speaking from personal experience
31 traffic backs up at this intersection most days almost back to Rinehart. When that
32 happens and people have traffic apps that show them it is backed up, before they even
33 get to Rinehart Road they go down Lake Emma or turn down Greenwood Lakes. They
34 go the back way through Greenwood Lakes and come out on Longwood-Lake Mary
35 Road and go down Washington. He hasn't seen an appreciable improvement from
36 what the County and SunRail have done to improve the traffic at rush hour between
37 4:00 and 6:00 in the evening. They haven't appreciably made any changes to correct
38 the traffic signal.

39

40 Mr. Morris asked Chairman Hawkins if he was talking about Country Club.

41

42 Chairman Hawkins answered affirmatively. The arms and the light still go down when
43 the train approaches the southbound station even though there is no train that goes
44 through. It recycles all the lights. Thirty seconds after it comes out of the station the
45 arms go down and still the same thing happens. That has created a negative impact for
46 the City of Lake Mary. It has created an overall positive impact for people who use

1 SunRail. He said he was seriously asking what is going to be the increase in trips down
2 Washington as opposed to what it currently is. Washington is a two-lane lane. It is not
3 even a street. It has sidewalks part way down, it has no retention, it has nowhere for
4 anybody to pass. For the people who live along Washington, it's going to be a serious
5 concern if your project increases cut thru traffic to avoid Lake Mary Boulevard because
6 it is backed up at both of your traffic signals. He said that was his only serious concern
7 with this project.

8
9 Mr. Morris said he understood the concern. The SunRail was not an issue he could
10 control.

11
12 Chairman Hawkins said it is already a bad issue. He said he was promising it is going
13 to get worse. If Mr. Morris lived where he used to live off of Clermont he would
14 understand what he was saying about that. If you traveled this road every day you
15 would understand.

16
17 Mr. Morris said he used to travel this road every day and if you asked the question that
18 in 20 years is the situation going to improve he would say it is not. The question is in
19 terms of level of service.

20
21 Chairman Hawkins asked the level of service for Lake Mary Boulevard now.

22
23 Mr. Morris said it depends on where you are. Certain sections are C, certain sections
24 are D. We are not having an appreciable impact moving any level of service. He said
25 to remember we are getting the drive by capture that people would go further to the
26 west. What you are appreciably looking at is some of the homes and apartments being
27 built. We can't solve the problems for SunRail.

28
29 Chairman Hawkins said he wasn't saying you can nor are you supposed to. He was
30 saying there is an existing problem and didn't believe this development was going to
31 make it better.

32
33 Mr. Morris said he didn't think it makes it better.

34
35 Chairman Hawkins said that is why he is asking for the people of Washington how many
36 more trips a day cut thru traffic is there going to be.

37
38 Mr. Morris said as he answered the question earlier he didn't have the traffic study in
39 front of him.

40
41 Chairman Hawkins said he thought part of a final subdivision review should be traffic
42 and there should be traffic numbers included for such a big project.

43
44 Mr. Morris said we have submitted those. They are here but don't have them handy.
45 We don't have our traffic engineer here.

46

1 Chairman Hawkins said they can't be here and you not have them handy. He said he
2 was really serious.

3
4 Mr. Morris said he was serious too.

5
6 Chairman Hawkins said this was a concern of his. He said he wasn't trying to be
7 argumentative because he really liked this project but was concerned for the people of
8 Lake Mary and the people of Washington who will have to put up with additional traffic.

9
10 Mr. Morris said he understood.

11
12 Mr. Omana asked to address that issue. When the project first came in his beef was
13 Washington. He said his first comment was there is no way this project is going to line
14 up with Washington. They modified their plan accordingly. Procedurally this project
15 had its traffic analysis and review done as part of the final PUD for purposes of vesting.
16 We were an absolute pain in the neck with the County, with their traffic engineers, with
17 Randy's consultant to address the level of service issues, the intersection improvement
18 issues, and the Washington Avenue issues because we had the same concern. Human
19 nature being what it is, you can engineer this thing until you are blue in the face. People
20 are going to cut through and how do we address that issue. If this project had not
21 complied with the traffic analysis and methodologies agreed to by all the engineers,
22 including the City's engineers, this project would not have gone forward at final PUD.
23 He would have stopped the project at final PUD. You would not have seen it and the
24 City Commission would not have seen it. We wouldn't be sitting here this evening if the
25 traffic issues had not been addressed to the satisfaction of the City.

26
27 Mr. Omana focused on the issue of Washington. We have a potential opportunity with
28 what Mr. Noto highlighted in his presentation in that Seminole County is going to be
29 looking very closely at this Longwood-Lake Mary Road section from Lake Mary
30 Boulevard to 427 under the One Cent Sales Tax. We have put the County on notice
31 that when they review that we want to very closely look at how that widening or
32 improvement will affect Washington and if there will be an opportunity to somehow
33 geometrically chicane or otherwise—chicane is a type of roadway design—to introduce
34 some type of roadway design in the Washington intersection that could possibly mitigate
35 or reduce the amount of cut thru. That is on the County's radar screen. It is on our
36 radar screen and also on our engineer's radar screen. As we speak the Washington
37 issue is an ongoing issue. At the end of the day this project meets traffic. Just because
38 they meet traffic we have taken that extra step to make sure the Washington issue is
39 not ignored. If there is an opportunity—and he thought there was—with the subsequent
40 design of that segment, we would like to give it a shot to see if that issue can be
41 mitigated. He thought there was an opportunity here.

42
43 Mr. Morris said going back to the commercial intersection, you cannot pull out and make
44 a left turn. We blocked that so you would not have a backup issue. You're not going to
45 have traffic coming at you when you're coming out and block the lanes and the
46 movements from the south on Longwood-Lake Mary Road. The County originally

1 wanted the Washington entrance to line up. The City said no, we said no, we pushed
2 back and did not do that.

3
4 Mr. Morris said another factor in terms of the full discussion here, the future land use
5 before this application was made was about 9,000 trips. We are generating about 6,000
6 trips. That's about a 50% reduction from what was entitled to this property and future
7 land use. We also noticed the movements through the whole project. The most direct
8 route to get to Lake Mary Boulevard is not to go over Longwood-Lake Mary Road from
9 David Weekley and our commercial. You have a series of things trying to protect this
10 property from going to Washington. It was well argued by the staff. The details of the
11 exact trip count increase on Washington he couldn't tell you.

12
13 Chairman Hawkins said he knew human nature and human nature tells him that people
14 are going to go southbound and cut over onto Washington because they can't go
15 northbound.

16
17 Mr. Morris questioned why they wouldn't go to the light. The traffic studies say what
18 they say.

19
20 Chairman Hawkins said he would have preferred to see the traffic study but that is
21 hindsight. He thought the traffic study would have been ideal at this meeting.

22
23 Mr. Morris said he understood.

24
25 Chairman Hawkins said he understood all you experts got your heads together and you
26 all agreed and you all liked what you had but that doesn't mean that Bob Hawkins on
27 the Planning & Zoning Board has to like it. You have not convinced me otherwise
28 because he travels all of these roads every day that impact. He cuts through and goes
29 the back way and does whatever he can.

30
31 Mr. Morris said he would make a point at the Commission meeting that we will go into
32 detail on the traffic. This isn't just our experts. This was also the County experts which
33 are also your experts who have reviewed what he is representing. One thing about
34 drivers. The one thing that is consistent with everyone in this room or anyone you talk
35 to is they are an expert, they are a driver, they know because they drive all the time
36 what happens. We all know how stupid the other driver is next to us, we know how
37 wrong the speed limits are, we wish there weren't as many traffic lights. All of that is
38 true. However, there are literally 70 years of engineering studies that back up what a
39 development does, what an impact has, how long the lead counts need to be in terms of
40 the trip timing of the light, how many trips you need in a stacking capacity. Those are all
41 the considerations. We will deal with Washington and would make sure those counts
42 are known and what we believe those are on diversionary movements to the extent we
43 mildly affect them. Those trips are happening anyway—people going up Longwood-
44 Lake Mary Road. We have shown you how our project doesn't affect them. Whatever
45 impact we have, we think there is a diversionary. We will try to get the best number we
46 can for you.

1
2 Chairman Hawkins said he was going to say one more thing based on what you just
3 said. If everybody who is a traffic engineer was so smart then why when SunRail went
4 through and people designed the gates for SunRail, why is the traffic backed up from
5 Country Club all the way to Rinehart every day if everybody is so smart that they know
6 what's best and they are an expert.

7
8 Mr. Morris said he thought Chairman Hawkins had conflicting issues with SunRail. As a
9 person who worked on the light rail and later the commuter rail, he thought there were
10 different issues between DOT, federal government, and what local authorities would
11 have liked to have seen in terms of those gates being down. He agreed with Chairman
12 Hawkins completely. He didn't know why they had to stay down when the train is sitting
13 in the station.

14
15 Chairman Hawkins said it's because experts said this is going to work and was all going
16 to be fine.

17
18 Mr. Morris said one is a safety factor and one is a transportation factor. They are two
19 different things. They are dealing with two types of agencies. You are dealing with the
20 federal government.

21
22 Chairman Hawkins said he was trying to have a good debate with Mr. Morris and said
23 he was sorry.

24
25 Mr. Morris said he respected Chairman Hawkins very much.

26
27 Member Aycoth said he agreed. He traveled that road and it is going to be a nightmare.

28
29 Member Aycoth said when you originally showed the water feature on the northeast
30 corner, he didn't see walking paths around the feature.

31
32 Mr. Morris said there were pavers.

33
34 Member Aycoth asked if there were pavers completely around the feature.

35
36 Mr. Kevin Kramer of Weekley Homes answered affirmatively from the audience.

37
38 Member Aycoth said he didn't see where the trash cans are going to be in the
39 commercial area.

40
41 Mr. Noto said the trash enclosures are scattered throughout. He pointed them out on
42 the exhibit. There is a loading zone for the Earth Fare.

43
44 Member Aycoth said when you were talking about the parking near Building J, you were
45 talking about using signage and potentially the posting of the orange stickers. He asked
46 who would enforce that.

1
2 Mr. Morris said you have a separate association similar to an HOA. The retailers have
3 an association. It is in the best interest of the retailers in Building J to keep parking
4 available for themselves.

5
6 Member Aycoth said he agreed but the retailer in Building J doesn't have the authority
7 to block that parking.

8
9 Mr. Morris said you can't block the parking. You have to notify the violators when they
10 are consistent. If someone parked not even in a bay it is even more of a problem. We
11 don't anticipate the problem. If the problem begins to occur you have to ratchet up your
12 enforcement but initially it will be signs.

13
14 Kevin Kramer of David Weekley Homes came forward. He said he would give some
15 ideas of the residential portion and what we were thinking. It is about a third townhomes
16 and two-thirds are detached. It is a bungalow style. They are smaller square footage
17 but they have a higher level of finish than your typical home. We would target empty
18 nesters and some millennials although they are going to be higher price points. The
19 style of the homes with the alleys and the garage off the alleys, two-car garage, but no
20 backyard to live in so you live out of the front of the home. We call it a courtyard style
21 home. There is an outdoor living area to the front that then fronts on the mews or the
22 park spaces. We enclose that with low fence, hedge, or some hard low walls maybe
23 two feet high. In that front area you have your living room and kitchen. You have more
24 outdoor space and there can be outdoor kitchens. It's more of a sitting area and not a
25 grassed play area for children. This style is similar to Spring Lake in Celebration. We
26 developed the land about two and a half years ago. It is 260 lots. About 200 lots have
27 been built on. It is a very similar style. When we approached Steve (Noto) and the City
28 about doing this style of development, we showed him this concept and how it is
29 working so well. It is very similar--mews, small yards, living under the rec area, and very
30 similar level of finishes. We continue to work on the architecture. It's still going to be a
31 few months until we have it finished.

32
33 Mr. Kramer said they had asked if the price points were base or at the end. Base
34 pricing for the townhomes will be about \$350,000 and probably \$400,000-ish starting for
35 the detached. There are the options, the upgrades and all of that gets tacked on.
36 That's our projection with the current market. Subject to what the housing market is
37 doing that day we always try to sell for more if possible. That is generally where we see
38 this going. The style is lower square footage and higher level of finishes on the interior
39 and exterior.

40
41 Chairman Hawkins said the townhomes are going to have entrances on those alleys.
42 He assumed those would be two or three story but on the bottom floor you are going to
43 have a two-car garage.

44
45 Mr. Kramer said that was correct. Every home, townhomes included, has a two-car
46 garage. The townhomes will be two and three story.

1
2 Alternate Member Threlkeld asked why they came up with the design where the top of
3 the townhomes are facing north/south. Instead of facing the street they are on the side
4 and then they face inward.

5
6 Mr. Kramer said talking about the alignment coming down Longwood-Lake Mary Road
7 that is the exact design we used in Celebration along Celebration Boulevard which is a
8 four lane road with a median. It really came out well. We are duplicating it all over the
9 country. It creates a nice streetscape from Longwood-Lake Mary because you are not
10 looking at the backs of homes. You have the mews end at the roadway so we would
11 have landscaping and hardscape. You have these open shots that you look down
12 between the homes. From Longwood-Lake Mary it looks a lot better than just the backs
13 of a bunch of townhomes. Also as you drive down the internal street, it opens up very
14 well to the parking and is the sides of homes and not front. It makes for a nice
15 streetscape versus turning down a road and looking down 50 townhome units all lined
16 up on a street. It is broken up. You have a townhome building then you have a mew
17 and then another townhome. It breaks up versus a row house look.

18
19 Alternate Member Threlkeld said the density seems to tight, especially in corner unit 83.
20 If you look at the entrance at the bottom there, it's like right on the edge.

21
22 Mr. Kramer said it is. There is ten feet between the front of the home and then that
23 back of sidewalk as you come in at the entrance. You would drive in past the gate,
24 make the right, and the driveway is down off the alley behind it. We would run a new
25 wall with a fence across the front to separate that public space of the sidewalk from the
26 private of their front door. It is a dense development. It is high density. It is less dense
27 than an all townhome development which would have been about 200 units. He had
28 some convincing to do with the seller as well. Even though we are dropping in units this
29 alternative is worth it because you get a higher sales price on the detached, you get the
30 courtyard concept. It is dense. That is the new urbanism concept.

31
32 Member Aycoth said he lived in a townhome community in Lake Mary. Parking is going
33 to be a nightmare in here. The neighborhood he lives in was designed as a downsizer,
34 dual income, no kids. It has changed and we have kids all over the place. Even the
35 prices have risen. You have 68 street parking spaces for 138 homes. You are talking
36 about downsizers moving in here and they will have their garages full for a year. You
37 are going to have some severe parking issues for the residents inside the gates. There
38 is no way to avoid it. He said he lives in it.

39
40 Mr. Kramer said one way is deed restrictions of no overnight parking. It really is for
41 guests.

42
43 Member Aycoth questioned that they were going to deed restrict no overnight parking
44 on the streets.

45

1 Mr. Kramer said it could be no overnight or you can do a 36 hour so it is a guest visiting.
2 It's not meant to be a personal parking space.

3
4 Member Aycoth said he understood but he lives in one of these and has seen the
5 results. If people have more than two cars they are going to have to park somewhere.
6 You'll end up with extended families living in here. He was assuming most of these
7 would be three to four bedroom units. You will have extended families living in it.

8
9 Mr. Kramer said he would say two car garages in every home and 68 spaces for 138.
10 That is a lot of parking spaces.

11
12 Member Aycoth said he lives in a community with two car garages in every home.
13 There are 500 homes and just shy of 200 parking spaces and we have had fistfights.
14 He knew there was nothing Planning & Zoning could do because it meets code. He was
15 just pointing that out. It's going to be a problem.

16
17 Member Aycoth asked them to make their gates quiet for people who live near the
18 entrance gates. They all have loud beeping noises and the people who buy those
19 homes are continuously disturbed when the gates open and shut all night long. He said
20 that was a suggestion.

21
22 Chairman Hawkins said on the north side of the townhomes you have 25 townhomes
23 and no on-street parking, maybe four spots. The majority of your 68 on-street parking is
24 at the south end of this project where it's really not needed. If you have one person
25 come visit anybody in those places up there they are going to have to walk three or four
26 blocks. He did think that was very well thought out.

27
28 Mr. Kramer said he appreciated that.

29
30 Chairman Hawkins said we have four items on the agenda all related. Two of them
31 require a recommendation to the Mayor and City Commission. He said he would open
32 up the public hearing for A and B and that is regarding the north commercial part of this
33 project. He reminded anyone who would like to speak if they could limit their comments
34 to where they are not duplicating each other. He said he would not impose a time limit.

35
36 Chairman Hawkins asked if anyone wanted to speak in reference to Items A and/or B.
37 No one came forward and the public hearing was closed.

38
39 Member York said he thought this was a great project. He knew the Economic
40 Development Department in the City was working very hard on this. He said he was
41 happy to approve this.

42
43 Chairman Hawkins agreed. He was in favor of this project. He has made his comments
44 about traffic. He didn't think the traffic would stay the same and thought it was going to
45 get worse. He hoped at the City Commission meeting that the City Commissioners quiz
46 the applicant on the increases in traffic along Washington and what to do about it. He

1 thought it was a high end project and very well thought out. He has looked closely at
2 the plans and all of the items and except for the traffic he was in favor of it.

3
4 Member Aycoth said he liked the project.

5
6 Chairman Hawkins said there was one finding of fact and that is the final subdivision
7 plan shall not become effective until the Mayor and City Commission approves the
8 preliminary subdivision.

9
10 **Justin York moved to approve 2016-PSP-02, Recommendation to the Mayor and**
11 **City Commission for a Preliminary Subdivision Plan for the Griffin Farm Town**
12 **Center located at 114 Longwood-Lake Mary Road with the one Finding of Fact**
13 **from staff, seconded by Sam Aycoth and motion carried unanimously 5 – 0.**

14
15 B. 2016-FSP-03: Request for Final Subdivision Plan approval for the Griffin
16 Farm Town Center located at 114 Longwood-Lake Mary Road. Applicant:
17 Ms. Jennifer Stickler, P.E., Kimley Horn (Public Hearing)

18
19 This item was presented and public hearing held under Item A.

20
21 **Justin York moved to approve 2016-FSP-03, Request for Final Subdivision Plan**
22 **approval for the Griffin Farm Town Center located at 114 Longwood-Lake Mary**
23 **Road with the one Finding of Fact from staff, seconded by Sam Aycoth and**
24 **motion carried unanimously 5 – 0.**

25
26 C. 2016-PSP-05: Recommendation to the Mayor and City Commission
27 regarding a Preliminary Subdivision Plan for the Griffin Farm David Weekley
28 Homes located at 114 Longwood-Lake Mary Road. Applicant: Ms. Jennifer
29 Stickler, P.E., Kimley Horn (Public Hearing)

30
31 Chairman Hawkins asked if anyone wanted to speak in reference to Items C and/or D.
32 No one came forward and the public hearing was closed.

33
34 Member Aycoth said he had great concerns over the number of parking spaces and the
35 location of the parking spaces. At the northern townhomes there is nothing there. They
36 are going to be walking from the commercial lots or the parking garage which will
37 require overnight parking which will exacerbate the enforcement and the parking for the
38 retail sections. He understood the need to get as many revenue producing units on it as
39 possible. From personal experience he had grave concerns about the street level
40 parking.

41
42 Chairman Hawkins said he agreed with everything Member Aycoth said. It's their
43 project and they are the ones who are going to have to police it.

44
45 Member Aycoth said he disagreed. When they leave it falls to the residents—the
46 homeowners' association. He said he lives in one of those units, he was on the

1 homeowners' association board, and was moving as soon as he could because he had
2 been threatened, have had people stop him trying to get out of his garage, and one
3 gentleman threatened to pull a gun on him all over parking. It does fall to the residents
4 and the problems will fall to the City when David Weekley leaves. He didn't think he
5 could support it.

6
7 Alternate Member Threlkeld said he thought it was wrong. It is way too dense. We
8 don't have nearly enough access for cars. It's going to be like a ghetto. He said he
9 didn't like it. David Weekley Homes is an excellent builder and had no problem with
10 that. This design he didn't think was going to function well.

11
12 **Steven Gillis moved to approve 2016-PSP-05, Recommendation to the Mayor and**
13 **City Commission regarding a Preliminary Subdivision Plan for the Griffin Farm**
14 **David Weekley Homes located at 114 Longwood-Lake Mary Road with the seven**
15 **Findings of Fact, seconded by Justin York.**

16
17 Chairman Hawkins said he didn't intend on voting for this item. He didn't think he could
18 recommend this to the Mayor and City Commission because of the lack of on-street
19 parking for this project. That is his sole reason.

20
21 **Vote on Motion:**

22		
23	Scott Threlkeld	Voted No
24	Justin York	Voted Yes
25	Robert Hawkins	Voted No
26	Steven Gillis	Voted Yes
27	Sam Aycoth	Voted No

28
29 **Motion fails 2 – 3.**

30
31 Mr. Omana said as a matter of protocol, since the approval motion did not pass he
32 asked the Board to make a subsequent motion to reflect that the approval did not pass.
33 Since this is a quasi-judicial matter, they need to indicate the reasons why.

34
35 **Sam Aycoth moved to recommend to the Mayor and City Commission that 2016-**
36 **PSP-05, Request for Preliminary Subdivision Plan for the Griffin Farm David**
37 **Weekley Homes be declined, seconded by Steven Gillis.**

38
39 Alternate Member Threlkeld stated his reason was for lack of parking.

40
41 Member Aycoth stated his reason was lack of parking.

42
43 Chairman Hawkins stated his reason was lack of on-street parking.

44
45 **Vote on Motion:**

46

1 **Justin York** **Voted No**
2 **Robert Hawkins** **Voted Yes**
3 **Steven Gillis** **Voted No**
4 **Sam Aycoth** **Voted Yes**
5 **Scott Threlkeld** **Voted Yes**

6
7 **Motion approved 3 – 2.**

8
9 D. 2016-FSP-06: Request for Final Subdivision Plan approval for the Griffin
10 Farm David Weekley Homes located at 114 Longwood-Lake Mary Road.
11 Applicant: Ms. Jennifer Stickler, P.E., Kimley Horn (Public Hearing)

12
13 This item was presented and public hearing held under Item C.

14
15 Chairman Hawkins said he had the same concerns of not enough on-street parking and
16 is why he will vote against this.

17
18 Alternate Threlkeld stated lack of parking.

19
20 Member Aycoth stated lack of adequate on-street parking.

21
22 **Justin York moved to approve 2016-FSP-06, Request for Final Subdivision Plan**
23 **approval for the Griffin Farm David Weekley Homes located at 114 Longwood-**
24 **Lake Mary Road, seconded by Steven Gillis.**

25
26 **Vote on Motion:**

27
28 **Steven Gillis** **Voted Yes**
29 **Sam Aycoth** **Voted No**
30 **Scott Threlkeld** **Voted No**
31 **Justin York** **Voted Yes**
32 **Robert Hawkins** **Voted No**

33
34 **Motion fails 2 – 3.**

35
36 Mr. Omana said consistent with what we did for Item C, he asked for the alternative
37 motion.

38
39 Chairman Hawkins said we passed a motion not to approve the final subdivision.

40
41 Mr. Omana said that was a motion based for approval.

42
43 Chairman Hawkins said we didn't approve it and didn't see the need to vote a second
44 time to not approve.

45

1 Mr. Omana said the first motion didn't pass so the question he is going to be asked is
2 what did they do.

3
4 Chairman Hawkins said because we didn't recommend the preliminary subdivision and
5 that failed. We are considering a final subdivision based on not approving a preliminary
6 subdivision. That's why he asked you if you wanted us to vote on that and we did and
7 we turned that down.

8
9 Mr. Omana said yes, but it is still before you. You still have to take action on it. Even
10 though you didn't approve the other one it is technically still before you and you have to
11 act on it.

12
13 Chairman Hawkins said we will do it your way.

14
15 **Sam Aycoth moved to deny 2016-FSP-06, Request for Final Subdivision Plan for**
16 **the Griffin Farm David Weekley Homes located at 114 Longwood-Lake Mary Road,**
17 **seconded by Scott Threlkeld.**

18
19 Chairman Hawkins asked the Board to state their reasons for voting yea or nay.

20
21 Member Aycoth stated for lack of adequate on-street parking.

22
23 Alternate Member Threlkeld stated for lack of parking.

24
25 Chairman Hawkins stated for lack of on-street parking.

26
27 **Vote on Motion:**

28		
29	Sam Aycoth	Voted Yes
30	Scott Threlkeld	Voted Yes
31	Justin York	Voted No
32	Steven Gillis	Vote No
33	Robert Hawkins	Voted Yes

34
35 **Motion carried 3 – 2.**

36
37 X. Community Development Director's Report

38
39 Mr. Omana had no report at this time.

40
41 Chairman Hawkins asked if there were any updates on the two signs they talked about.

42
43 Mr. Omana said the Florida Hospital folks sent an e-mail last week. They have finalized
44 their design and it is coming in.

45
46 Chairman Hawkins asked about the other people.

1
2 Mr. Omana said the same.
3
4 Chairman Hawkins thanked Mr. Omana for following up.
5
6 XIII. Adjournment
7
8 **Justin York moved to adjourn, seconded by Steven Gillis and motion carried**
9 **unanimously.**

10
11 There being no further business, the meeting adjourned at 7:35 P.M.
12

13
14
15
16 _____
Dr. Robert Hawkins, Chairman

Mary Campbell, Deputy City Clerk