



LAKE MARY CITY COMMISSION

**Lake Mary City Hall
100 N. Country Club Road**

**Regular Meeting
AGENDA
THURSDAY, OCTOBER 01, 2015 7:00 PM**

- 1. Call to Order**
- 2. Moment of Silence**
- 3. Pledge of Allegiance**
- 4. Roll Call**
- 5. Approval of Minutes: September 17, 2015**
- 6. Special Presentations**
 - A. Lake Scary 5k for UCP - Lake Periman and Daniel Lopez**
- 7. Citizen Participation - This is an opportunity for anyone to come forward and address the Commission on any matter relating to the City or of concern to our citizens. This also includes: 1) any item discussed at a previous work session; 2) any item not specifically listed on a previous agenda but discussed at a previous Commission meeting or 3) any item on tonight's agenda not labeled as a public hearing. Items requiring a public hearing are generally so noted on the agenda and public input will be taken when the item is considered.**

8. Unfinished Business

9. New Business

- A. Request to begin concrete work before 7:00AM for Florida Hospital Emergency Department; Jim Pearce, Project Manager, Barton Malow Construction, applicant**

10. Other Items for Commission Action

11. City Manager's Report

A. Items for Approval

- a. Annual allocation of P.O.'s over \$35,000.00**
- b. Purchase of Fire Truck and Suplus Vehicle #337**

B. Items for Information

12. Mayor and Commissioners Report - (1)

13. City Attorney's Report

14. Adjournment

THE ORDER OF ITEMS ON THIS AGENDA IS SUBJECT TO CHANGE

Per the direction of the City Commission on December 7, 1989, this meeting will not extend beyond 11:00 P. M. unless there is unanimous consent of the Commission to extend the meeting.

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE CITY ADA COORDINATOR AT LEAST 48 HOURS IN ADVANCE OF THE MEETING AT (407) 585-1424.

If a person decides to appeal any decision made by this Commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Per State Statute 286.0105.

NOTE: If the Commission is holding a meeting/work session prior to the regular meeting, they will adjourn immediately following the meeting/work session to have dinner in the Conference Room. The regular meeting will begin at 7:00 P. M. or as soon thereafter as possible.

UPCOMING MEETINGS: October 15, 2015

1 MINUTES OF THE LAKE MARY CITY COMMISSION WORK SESSION held
2 September 17, 2015, 5:30 P.M., Lake Mary City Commission Chambers, 100 North
3 Country Club Road, Lake Mary, Florida.
4

5
6 The work session was called to order by Mayor David Mealor at 5:38 P.M.
7

8 Mayor David Mealor	Tom Tomerlin, Acting City Manager/ Economic Development Manager
9 Commissioner Gary Brender	Carol Foster, City Clerk
10 Deputy Mayor George Duryea	Dianne Holloway, Finance Director
11 Commissioner Sidney Miller	John Omana, Community Development Dir.
12 Commissioner Jo Ann Lucarelli	Steve Noto, Deputy City Planner
	Bryan Nipe, Parks & Recreation Director
	Bruce Paster, Public Works Director
	Wanda Broadway, Human Resources Mgr.
	Steve Bracknell, Police Chief
	Frank Cornier, Fire Chief
	Mary Campbell, Deputy City Clerk

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21 Item for Consideration

22
23 1. Downtown Traffic Study

24
25 Mr. Tomerlin said this is a workshop to work through some alternatives and think about
26 a few options for Downtown traffic. He turned the presentation over to John Omana to
27 introduce the consultant and the options.
28

29 Mr. Omana said in the audience is Ryan Cunningham, Professional Engineer with
30 Kittelson who with his staff prepared the traffic study. We also have Chad Smith, the
31 Assistant County Engineer, and Steve Noto our Deputy City Planner.
32

33 Mr. Omana said this is the Downtown Traffic Study that we have been waiting on for a
34 while. We know there are some challenges on our roadway system by what we see
35 and drive every morning and afternoon and midday and any other time. He said he was
36 a firm believer in a problem well defined is half solved. In this case based on this 349-
37 page document we have been able to quantify some of these issues. What we hope to
38 do this evening is present to you some options to consider on how to address some of
39 these challenges. He said he would have the document in his office if anyone wanted
40 to read through it.
41

42 Mr. Omana said we included in the packet the Executive Summary of the traffic study.
43 Towards the end of last year the Commission asked staff to look into this matter. We
44 contracted with Kittelson and they took the assignment and focused on traffic operations
45 and traffic circulation under existing conditions, a five-year timeframe, and a ten-year
46 timeframe. In addition, they were to look at geometric conditions, spot intersection

1 improvements, and potential traffic calming measures to try to address some of these
2 challenges that we are dealing with. Part of the analysis looked at the existing
3 conditions. Let's focus on issue No. 1.

4
5 Mr. Omana said when you go to Fourth Street and Lake Mary Boulevard and the school
6 is taking students in the morning or dismissal in the afternoon, we all know what goes
7 on there. It is a mess.

8
9 Mr. Omana said he would highlight the issues, we'll get into the recommendations and
10 then open it up to questions if that is the pleasure of the Board. There were no
11 objections.

12
13 Mr. Omana said the second issue is Lake Mary Boulevard and Country Club Road. At
14 this point it operates at Level of Service E during the AM Peak Hour and Level of
15 Service D during the PM Peak Hour. We know what happens with the stacking. You
16 have cars going down as far as the eye can see.

17
18 Commissioner Miller asked what Level of Service E, F and D means.

19
20 Mr. Omana said they basically outline the level of service for a specific roadway. Level
21 D may have a maximum of so many vehicles or trips per day. It is a measure of the
22 efficiency of that roadway. The lower you go in the spectrum the worse it is.

23
24 Commissioner Brender said a lot of the roads in the County are F which means they are
25 failing but aren't doing anything about it because they can't. There are a lot of roads
26 designated C, B, E or F but there's not much you can do about it.

27
28 Mr. Omana said we had definite challenges at this intersection.

29
30 Mr. Omana said the next area of concern is the intersection of Country Club Road and
31 Crystal Lake Avenue. He asked how many times you have attempted to go across at
32 that intersection, take a left, or do anything at that intersection. It's a challenge.

33
34 Mr. Omana said we also have the intersection of Country Club and Wilbur Avenue. He
35 said he would have Mr. Noto come up and show some of the quantifiable measures and
36 the amount of volume that comes across that intersection. We have some things we
37 believe will help address those issues.

38
39 Mr. Omana said one of the more interesting ones involved the cut-through traffic that we
40 have been dealing with. Through the analysis more than half of the neighborhood traffic
41 west of Downtown Lake Mary is estimated to be cut-through traffic.

42
43 Mr. Omana said with that summary of some of the challenges that we have, we had
44 Kittelson do five and ten-year projections. As part of the potential solution to address
45 these issues given the parameters that were plugged into the equation for that future
46 projection, it was found that the following scenarios could help mitigate. He said he

1 would cut to the chase with what he believes are items that could resolve these issues
2 and then Mr. Noto will show some of the quantifiable measures.

3
4 Mr. Omana said as to the issue of Lake Mary Boulevard and Fourth Street by the
5 school, we identified the challenge. What Kittelson and staff came back with was why
6 don't we take a look at the issue of adjusting the signal and the phasing of the signal
7 and doing some split phasing to make those movements more efficient at those
8 appropriate peak times. For us that makes sense and from a traffic engineering
9 standpoint it makes sense. That is something we would coordinate with Seminole
10 County and all the technical folks to see if that can work. We think that is a good idea.

11
12 Mr. Omana said what was talked about at Lake Mary Boulevard and Country Club Road
13 was to add an eastbound left turn lane, northbound left turn lane, southbound through
14 lane, and westbound right turn lane. We have an exhibit that Mr. Noto will show. These
15 are the spot intersection improvements that have always been referred to as part of the
16 County's proposed improvement to Lake Mary Boulevard and we can coordinate with
17 them on that issue. It was felt this was one possible solution to address the stacking
18 and the way the intersection operates right now.

19
20 Mr. Omana said the issue of Country Club Road and Crystal Lake Avenue, add a
21 westbound right turn lane. He said to picture yourself at 4:30 in the afternoon and you
22 had a friend at Station House and you are going to drive down westbound Crystal Lake
23 and you will be stacked like crazy. If you add a westbound right turn lane that will give
24 you an escape. You will have more opportunity to get through that intersection and
25 minimize stacking. We believe we have the ability to do that because those local
26 roadways are 78 feet wide and the geometry is there to make that happen. It seemed
27 simple but in reality you get out there and picture this it makes sense.

28
29 Mr. Omana said the next one is Country Club Road and Wilbur Avenue. The amount of
30 traffic that flows through there is remarkable. The proposal there is to install a traffic
31 signal. We had Kittelson do their modeling and warrant study and the warrants have
32 been met. We have in our capital budget the monies included to cover the cost of that
33 signal. We are ready to move forward with that one.

34
35 Commissioner Miller said we didn't mention budget for any of the others.

36
37 Mr. Omana said on Lake Mary Boulevard and Fourth Street for the signal phasing, if the
38 Commission desires give staff direction to get with our traffic folks, Public Works and the
39 County Engineer's Office to see what's involved in that. If it's a matter of flipping some
40 switches and making some adjustments to something that is already out there then that
41 wouldn't be a big monetary issue.

42
43 Mr. Omana said as to Lake Mary Boulevard and Country Club Road, that could be done
44 through the penny tax assignment that is on the books.

45
46 Commissioner Lucarelli asked if those were additional turn lanes.

1
2 Mr. Omana answered affirmatively. These would be additional.
3
4 Commissioner Lucarelli questioned if there was room for all of that.
5
6 Mr. Omana said it is the County's right -of-way and at this point it looks like it does exist
7 out there.
8
9 Mr. Omana said Country Club and Crystal Lake Avenue is our street so we have the
10 right-of-way. We would have to have that costed out and we get Public Works and our
11 traffic engineering folks to help us out with that. He said he didn't have a specific
12 amount at this point in time.
13
14 Mr. Omana said the signal is already in the budget under the Capital Budget sheet.
15
16 Mr. Omana said the last one is the residential cut-through. This is a radical approach
17 but we have a problem with cut-through traffic. He said in his experience he has found
18 that proposing a street closure is one possible solution. He asked Mr. Noto to come up
19 with the graphics to visually show what we are talking about as far as how we address
20 this cut-through issue. We will show you where we are proposing to provide street
21 closures to address the cut-through configuration.
22
23 Mr. Tomerlin asked Mr. Omana to identify the points of concern and where all the
24 suggested improvements are.
25
26 Mr. Noto showed an aerial of the area and Mr. Omana pointed out the areas of concern.
27
28 Mr. Omana said going back to the cut-through situation, the thought was to try on a
29 temporary basis--maybe a six-month period--a closure at East Lake Mary Avenue and
30 Fourth Street and the other at East Wilbur and Fifth Street. That would address the cut-
31 through in the morning and the cut-through in the evening. Originally our thought was to
32 make the northbound segments one way and the response to that was it may address
33 the AM peak cut-through but come 5:00 all the PM is going come up and cut through
34 anyway. The purpose would be to cut this snake's head off and put those placements
35 there for a period of six months, coordinate with fire and police, and also the traffic
36 engineering to have the proper temporary design and see if it works. If it doesn't work
37 then we don't do it.
38
39 Commissioner Brender said if you take away all that cut-through traffic all that traffic
40 ends up on Lake Mary Boulevard.
41
42 Mr. Omana answered affirmatively but what will also happen is the traffic will be pushed
43 down to Crystal and Lakeview.
44

1 Commissioner Brender said it gets it out of the neighborhood but it ends up on Lake
2 Mary Boulevard. He said he was looking at Lake Mary Boulevard right now and it is not
3 moving.

4
5 Mr. Omana said part of this solution is to take wayfinding signage and design to have all
6 that traffic go towards the east to utilize Palmetto because Palmetto was identified as
7 the bypass through prior Commission action. There is a signal there and when that
8 signal is up and functioning that should be where all that overflow traffic should go to.

9
10 Commissioner Miller said that would be overflow for eastbound to Lake Mary.

11
12 Mr. Omana said that would be overflow eastbound to Lake Mary if you had closures up.

13
14 Deputy Mayor Duryea said there was an inordinate amount of cars coming south on
15 Country Club Road. They are either coming from the subdivisions up in that area or
16 they are coming from where the Grace Methodist Church and the road that comes
17 through at the tennis courts. There is a lot of traffic coming in that direction. Palmetto
18 doesn't help that traffic.

19
20 Mr. Omana said part of the solution would be to educate those folks to go east. The
21 challenge would be how we get those people to go east and take advantage of that
22 signal because eventually they want to get on the Boulevard. If we can get them to go
23 east that would help minimize the amount of traffic that would be dependent on the Lake
24 Mary Boulevard/Country Club intersection.

25
26 Commissioner Brender asked doesn't most of those people want to go west to get the I -
27 4.

28
29 Mr. Omana said let's focus on the volumes that were identified for Country Club, the
30 cut-through and a couple of other exhibits.

31
32 Commissioner Miller asked to make a comment on Deputy Mayor Duryea's question
33 about that traffic. Tonight he was driving home this way. We came from 417 onto 46A
34 and would have turned by Mayfair and come the way by the intersection near the
35 church. He said he couldn't turn there because the left turn lane was full and blocking
36 the other lane from people turning left off of 46 and 417 cutting through Country Club.
37 That has become an avenue for people to get to Lake Mary Boulevard off 417 and off
38 46. 46A is really 46. If you're on 46 coming from I -95, it becomes 46A unless you turn.
39 His point is we are getting cut-through traffic at a greater level than just people coming
40 through our neighborhoods. They are coming off main thoroughfares coming into
41 Country Club Road and coming down.

42
43 Mr. Noto said the graphic on the overhead was done by Ryan (Cunningham) and his
44 team and there are a lot of numbers. There is a lot of traffic cutting through on Country
45 Club and the intersection that made our eyebrows go up was Country Club and Wilbur.
46 There is a lot of traffic going through that intersection. We are basically looking at four

1 intersections: Crystal Lake Avenue, Wilbur, Lake Mary Avenue, and Wilbur and Old
2 Lake Mary Avenue. If you look at Country Club and Wilbur, the amount of cars going
3 west through that intersection is interesting. In the AM peak you have 65 trips turning
4 right, 135 coming from the east, not too many turning left for north but that's to be
5 expected. If you look at the PM peak it is pretty much the same number of trips coming
6 back through Wilbur to go north on Country Club and even go east on Wilbur. We did
7 an overall trip count of traffic going through that intersection going east/west and it was
8 almost the same number for the AM peak and the PM peak. Not only are they coming
9 from Country Club but from Old Lake Mary Avenue. At the AM peak 235 trips turning to
10 go westbound at Wilbur. What's really intriguing is that PM peak to go north on Old
11 Lake Mary Avenue but a still a good number of cars are using Wilbur to get through. If
12 you go back and compare Wilbur to Crystal Lake Avenue and Lake Mary Avenue, there
13 is no comparison. Wilbur Avenue is taking the load of all those trips going westbound
14 and some eastbound. Case in point, AM peak to go west from Country Club you are
15 only getting 11 trips turning at Lake Mary Avenue. Conversely you have 65 at Wilbur.
16

17 Mr. Noto said that builds up into the signal analysis that was done and our suggestions
18 about the road closures further to the west. As far as where people go if there is a
19 closure ahead of them, one of the thought processes we had was they could stay on the
20 Boulevard. Let's say you turned left at Fifth to go northbound and they realize it is
21 closed at Wilbur so they turn right on Lakeview to get to Country Club. We view that as
22 preferred because you are getting into the Downtown core and are providing pass by
23 traffic for the retail and restaurant users. The same can be said if people decide to turn
24 left at Fourth Street and realize there is a closure at Lake Mary Avenue they can turn on
25 Lakeview or Crystal to get to Country Club. There are some opportunities to bring that
26 traffic into the core in the event they decide to come off Lake Mary Boulevard.
27

28 Commissioner Brender said if somebody is going eastbound on Lake Mary Boulevard,
29 where are they trying to go if they are just going to end up on Lakeview and Country.
30 He asked if they were skipping the turn lane here.
31

32 Mr. Noto answered affirmatively. That is what we are seeing happen. They don't want
33 to go to this intersection and would prefer getting into the neighborhoods where there
34 are no signals and not a lot of stops to make, and they can get to Country Club faster
35 than going to the signal.
36

37 Commissioner Brender said the question is once they are on Country Club where are
38 they going.
39

40 Mr. Noto said north-- Sanford and other areas. The study didn't go too far. We know
41 they went north but didn't know exactly where north.
42

43 Mr. Tomerlin said in that movement the commissioner just mentioned eastbound on
44 Lake Mary Boulevard and left on Fifth Street, if there was that closure at the sharp
45 corner on Wilbur that is going to bring a lot of traffic on Lakeview and Crystal Lake;

1 however, the light is located at Wilbur. They will take a left on Country Club as they get
2 to the Wilbur intersection.
3
4 Mr. Noto said we are talking a redistribution of the trips in Downtown and how we want
5 to get to what may be a better distribution of traffic.
6
7 Mr. Omana said in his experience in working in other jurisdictions where we didn't have
8 traffic calming devices, signals, closures, roundabouts or what have you, the driver had
9 the mentality of that's a place where I can fly through there and get to my destination.
10 Whatever mechanisms we utilize here for the City, our philosophy was let's introduce it
11 up where the driver's mentality will be those Lake Mary people put in X, Y and Z and
12 now I can't cut through anymore and need somewhere else to drive through.
13
14 Mr. Noto said when the signal becomes activated at the intersection of Palmetto we are
15 hopeful that the folks coming from 46A they will go to Palmetto and use that signal
16 instead of turning westbound on Wilbur.
17
18 Mr. Noto showed the ten-year recommendation on the overhead. The recommendation
19 at Lake Mary Boulevard and Country Club was to add two left turn lanes to go
20 northbound on Country Club, a second southbound through lane, a second westbound
21 left from South Country, and a dedicated northbound turn lane from Lake Mary
22 Boulevard. We talked about the right-of-way on Lake Mary Boulevard. We would work
23 with the County on that. What might be tricky is the right-of-way on Country Club. It's
24 tight.
25
26 Commissioner Miller asked the cycle time of that signal now and what will it be when
27 you make these changes.
28
29 Ryan Cunningham came forward. He said it is 180 seconds which is three minutes. It
30 is expected to remain the same but would be more efficient.
31
32 Commissioner Miller said when you get to the traffic light the longest you are going to
33 wait is three minutes.
34
35 Mr. Cunningham said if you pull up right when it is turning red, you won't wait a full three
36 minutes because it will turn green as part of that cycle.
37
38 Commissioner Miller said now occasionally people have to wait two cycle times.
39
40 Mr. Cunningham said that was correct. The improvements would minimize the amount
41 of times people would have to wait through two cycles.
42
43 Commissioner Brender said if put in two eastbound to northbound turn lanes on Lake
44 Mary Boulevard, he asked if you could shorten the cycle for that light so you could
45 increase the flow on westbound Lake Mary Boulevard.
46

1 Mr. Cunningham said you would have opportunities to decrease the cycle length but on
2 Lake Mary Boulevard all the signals are coordinated so they have to operate on the
3 same cycle length. It would be up to the County if they were to shorten the cycle along
4 the whole corridor they could do that.

5
6 Commissioner Miller said you would also have to four lane Country Club Road.
7

8 Mr. Cunningham said you would have to introduce the receiving lane and they can
9 merge in or it can become a right turn lane.

10
11 Deputy Mayor Duryea said on Lake Mary Boulevard and Country Club Road you have
12 the overpass that is almost to the sidewalk. There is only a couple of feet on that side
13 and on the other side is a turn lane for the 7-11.
14

15 Commissioner Miller asked what Chief Bracknell thought about what we are doing with
16 those lanes at that intersection.
17

18 Chief Bracknell said right now you need to add that Lake Mary Boulevard is being
19 blocked by a train and a personal car lost. No injuries. When you make these
20 decisions there are consequences. He said he wasn't a traffic engineer but there is
21 going to be a slight interference with traffic on some of these decisions you make.
22 Several of us live it every day at peak times.
23

24 Mr. Tomerlin asked staff to point out the terms of the improvements at the intersections
25 and which are on a timescale and which are further out.
26

27 Mr. Noto said the shortest is the temporary closures. We could do that very quickly.
28 Since they are temporary it lends itself to doing it a little quicker. The graphic on the
29 overhead are the ten-year recommended improvements and that included the additional
30 turn lane on the Boulevard and the additional through lane on Country Club. That is
31 obviously much further out for more reasons than funding, such as right-of-way.
32

33 Mr. Noto said put up a five-year improvement graphic. On Crystal Lake Avenue we
34 have sufficient right-of-way to add that northbound turn lane. The temporary closures,
35 the turn lane, the signal at Wilbur is in the budget, and the improvements at Country
36 Club and Lake Mary Boulevard would likely be the final improvements.
37

38 Deputy Mayor Duryea asked if they had looked at the possibility of a light at Crystal. He
39 thought Wilbur has a better line of sight than Crystal Lake Avenue. If you are going
40 westbound on Crystal Lake Avenue and you get to Country Club Road you almost have
41 to get in the middle of the road to see.
42

43 Mr. Omana said we did look at the signal issue when we were dealing with the
44 roundabouts. In looking at signaling Crystal, that presented some problems because
45 of the Sjoblom building. That would have required some created alignment and
46 placement of a signal would have cost \$100,000 to put in a signal. The second reason

1 was its proximity to the signal at Lake Mary Boulevard and Country Club. Just the fact it
2 is further away from the intersection helped that scenario at Wilbur better and more
3 traffic.

4
5 Mr. Noto showed the binocular traffic on the overhead. You can see the higher number
6 of trips going east and west through Wilbur versus Crystal Lake as well as north/south
7 on Country Club at Wilbur and Crystal Lake as well. That was part of the thought
8 process for doing Wilbur instead.

9
10 Deputy Mayor Duryea said it is difficult to make these kinds of decisions. If we close
11 those two roads, all of that traffic is on Country Club and it's backed up to Wilbur and
12 beyond. Without the cut through we are adding those cars.

13
14 Mr. Noto said you're shifting where they go.

15
16 Mr. Tomerlin asked Mr. Noto to trace all the paths.

17
18 Mr. Noto said there would be multiple options. We'll start with Fifth Street. If you're
19 coming from the west to go north on Fifth, you would turn on Fifth and make your way to
20 Crystal then you would have two options—either continue straight or go north and to the
21 signal which likely would be the preferred way to go.

22
23 Mr. Noto said the same thing for Fourth. You would have three options: Lakeview,
24 Crystal, and then the light at Wilbur. Considering how traffic backs up in front of
25 Lakeview at Country Club, he imagined most folks would go to Crystal or more than
26 likely Wilbur. In the morning if you need to go westbound, your best bet would be to
27 turn at Wilbur but likely see folks going to Fifth.

28
29 Mr. Tomerlin said Wilbur closest to Country Club is going to get a lot of traffic.

30
31 Mr. Noto pointed out the blocks that would be saved. We have the community park
32 where kids are out playing and there are issues with car versus person in that area. We
33 received a lot of phone calls about the cut through at Lake Mary Avenue and Wilbur
34 Avenue.

35
36 Commissioner Brender asked about the people who live on Lake Mary Avenue and the
37 road is closed at the Wilbur turn. People on Wilbur going westbound come down to
38 Crystal Lake. He asked in what direction are we stopping.

39
40 Mr. Noto said we would have to look where to put the bollards or whatever it may be to
41 not interfere too much with the personal driveways of these folks that live out there.
42 That would be something we would have to look into based on the direction we receive.

43
44 Commissioner Brender said he realized there were 400 to 500 trips coming across
45 Wilbur but if we pour them onto another street aren't we creating the same problem.
46

1 Commissioner Lucarelli said they are getting closer to the commercial district rather
2 than the residential.

3
4 Deputy Mayor Duryea said that creates a problem with people parking and backing out.

5
6 Commissioner Miller said north of Fifth Street and Crystal Lake is not part of Downtown.

7
8 Commissioner Brender said that is correct. We had discussed years ago about the idea
9 of making Fifth Street the boundary. Originally it was going to be Fourth Street.

10
11 Mayor Mealor said right now the way it is with the parking lot it's Fifth Street. Tonight
12 we are going to have a request for the police to operate in a gated community on
13 Crystal Preserve. It is approximately 16 homes. One of the dilemmas he saw was the
14 Lake Mary City Commission in the mid to late '80's made a commitment to residents
15 north of Lake Mary Boulevard in the quadrant of Fifth up that if we do certain things on
16 the Boulevard that we will protect those residents. Hence, no development and no
17 access on Seminole and those kinds of policy decisions. He said he owned property on
18 Lakeview. We are going to create a Palm Springs Drive of Lake Mary, Florida on
19 Lakeview Avenue with this proposal if we are not careful. We want to channel it.
20 Seminole becomes more of a logical choice. It transitions into professional office,
21 particularly on the south side. We have to come to grips with something right now. The
22 Lake Mary we knew when we got elected to this Commission no longer exists. What we
23 created is a community that is very desirable. It is not unlike Edgewater Drive with the
24 adjacent communities where the Mayor of Orlando and others live. They are beautiful
25 communities but they made a concerted effort that that is going to be a heavy traffic
26 road. People accepted it. Winter Park is much the same way. There are certain things
27 we are going to have to adapt to. People will take the path of least resistance and that
28 is why the path of least resistance cannot provide a valve such as Lakeview. Already
29 the chief is getting complaints about cars coming through there at 7:30 in the morning at
30 40 to 45 MPH and ignoring the stop sign as they go on Washington. As we are having
31 this discussion, we have to do some different things. Simultaneously in those different
32 things, how can we address the two problem areas. One is Washington and the other
33 Lakeview.

34
35 Deputy Mayor Duryea said what causes the problem is the intersection of Lake Mary
36 Boulevard and Country Club Road. If we can make the stacking lanes for a right hand
37 turn going south longer then more cars will be able to make that turn and not stack so
38 much. That is the focus. We have to do something at that corner. He questioned why
39 turn into the neighborhood if you can go right down to Lake Mary Boulevard.

40
41 Mayor Mealor said he wished he had a crystal ball. At the time we were doing this
42 facility there was talk about an additional right turn lane and we had no flyover. He saw
43 those moms pushing strollers trying to get across Lake Mary Boulevard. Putting
44 another right turn lane in there was a concern for safety reasons. In retrospect it was
45 not the best long term decision. That is an area we need to address and was not sure
46 what the answer is.

1
2 Commissioner Lucarelli said they could do something with the turn lane but start trying
3 to redirect people with wayfinding like going over to Palmetto or other ways to get to the
4 Boulevard. She wondered how Oviedo did it at the intersection of Broadway and 419.

5
6 Mr. Omana said wayfinding is something Ryan put in the report.
7

8 Commissioner Miller said two right turn lanes on Country Club Road onto Lake Mary
9 Boulevard make perfect sense. You have two turn lanes going onto a four-lane
10 highway. Two left turn lanes going onto Lake Mary Boulevard make sense. Wherever
11 you're going onto Lake Mary Boulevard with dual lanes if fine, but when you make a left
12 hand turn coming onto Country Club Road is going to be a mess. That's part of the cut
13 through problem too and we think it's going to solve it but he thought that was a bad
14 solution to do two turn lanes into a single lane road.
15

16 Commissioner Lucarelli said we have all these driveways. It's not an easy solution.
17

18 Commissioner Miller said if you want to figure out how to make that a three lane road
19 going up to the ice cream store then he was okay with it. If you want to have it come
20 into that strip mall, which we want to see improved, and come into that 7-11 with all that
21 traffic and two lanes trying to merge.
22

23 Mayor Mealor said this might be the worst of all options. If the premise is to get them
24 north, the premise is to enhance commercial traffic, what would be the probability of
25 working with the County that we do the two left turn lanes at Fourth Street. Bring them
26 in on Fourth; they can come down Lakeview, Wilbur or East Lake Mary. Rather than
27 channel them where we have a constricted area at Country Club, do it as they did in
28 Georgia where you have to go through the town square but before you get to the town
29 square you have a safety valve. They bring you in from the interstate and there are two
30 wide right turn lanes that get you in and out of there in a heartbeat. Coming the other
31 way you have the left turn lane constant.
32

33 Commissioner Miller asked if they make Fourth Street one way when they do this. If
34 you don't do Fourth Street one way you have that same merge street.
35

36 Mayor Mealor said we have a beautification planned on that corner. He asked if there
37 was a way to bring it in, accomplish a traffic issue and a beautification project
38 simultaneously.
39

40 Commissioner Miller said he thought it was a good idea but thought it would require we
41 make Fourth Street one lane one way so you have two lanes to turn left on.
42

43 Deputy Mayor Duryea said when you have commercial entities in there it is angled
44 parking. You have people backing out and moving in and you've got two lanes of travel.
45 He thought that was going to be a problem.
46

1 Commissioner Brender said Palmetto is there. If this traffic is going north all the way to
2 46A, why don't we bring them out on Old Lake Mary Road and bring them to Sanford to
3 Airport.
4

5 Mr. Noto said the signal activation at Palmetto should help. It has been an unprotected
6 left for a while.
7

8 Deputy Mayor Duryea said if you are coming down Old Lake Mary Road and you want
9 to get to Lake Mary Boulevard, he was pretty sure those people are going to Lake Mary
10 Boulevard down Palmetto and make a right turn. He thought that was already
11 happening.
12

13 Mr. Noto said the flip side of that coin is while the light might be activated, there is still a
14 train track stop to go through.
15

16 Mr. Tomerlin said the Wilbur and Country Club light is programmed and is a done deal.
17 He asked the efficacy of coupling that with some wayfinding.
18

19 Mr. Omana said one of the recommendations Kittelson has put forth is just that, to
20 provide wayfinding, signage and other mechanisms where it encourages people to go to
21 the east. That is a possible route. Do the signal with adequate wayfinding and other
22 mechanisms. That is certainly an option.
23

24 Deputy Mayor Duryea asked what effect the improvements on the intersections on
25 Country Club Road will have on the discussion we are having. He asked if we were
26 going to do anything with that area.
27

28 Mr. Omana said there are some things in the budget to address hardscaping,
29 landscaping and things of that nature. Historically what we went into with was the
30 roundabouts. After extensive discussions on that it was determined not to do the
31 roundabouts and look into a warrant study for the signal, which the Commission
32 authorized Kittelson to do, and that came back positive. That is as far as we took the
33 improvements.
34

35 Mayor Meador said he wasn't familiar with the area between Colonial and Edgewater but
36 they closed off some of those streets. It is interesting that you adapt.
37

38 Deputy Mayor Duryea said he didn't think that solves the problem but just pushes it
39 away from that area.
40

41 Commissioner Lucarelli said she would be agreeable to try it and see what happens.
42

43 Deputy Mayor Duryea said we are going to make the stacking lanes for a right turn on
44 Lake Mary Boulevard either longer or two of them.
45

1 Commissioner Brender said if you make it too long without going to the two lanes then
2 you mess up light at Lake Mary Boulevard. If you have two left turn lanes and a 30-
3 second left turn light can't you bring it down to a 20 -second left turn light if there are two
4 lanes.

5
6 Mr. Cunningham answered affirmatively.
7

8 Commissioner Brender said that at least opens up Lake Mary Boulevard for ten more
9 seconds and that's 20 cars.
10

11 Commissioner Miller said he understood and agreed with three things. It appears the
12 westbound right turn lane on Crystal Lake Avenue makes a lot of sense. The signal at
13 Wilbur makes a lot of sense. Double right turn lanes and double left turn lanes onto a
14 four-lane highway makes sense. Other things he would admit to not understanding well
15 enough to know whether the matter or not. We were talking about we had made a
16 promise about Lakeview Avenue. He said he didn't understand how any of this affected
17 that.
18

19 Mayor Meador said it is multi-faceted. A former commission lived on Lakeview and there
20 were some people influenced sometimes by the sheer volume of their voices that drove
21 the commission to do certain things. Rather than come out and openly oppose what we
22 were trying to do on Lake Mary Boulevard we got some community buy in.
23

24 Commissioner Brender said we do want to increase the right turn lane capacity
25 southbound on Country Club Road. We want two right turn lanes. The problem with
26 the City is the driveway being there. He asked if they had thought about moving the
27 driveway into city hall and putting it off of Lakeview and closing the one on Country
28 Club.
29

30 Mr. Noto said beyond the driveway it's the ramp for the overpass as well as the huge
31 traffic signal box there. There is a little right-of-way in front of 7-11. It is extremely tight.
32 Adding lanage might not work because of the limitations of the right-of-way and the
33 development on the other side. We can look at it closer.
34

35 Chad Smith, Assistant County Engineer with Seminole County, came forward. Kittelson
36 is also doing a study for us from Rinehart to Country Club to look at the different options
37 to improve capacity and operations through the corridor. That will include a new build
38 option, a turn lane improvement option, and the six laning option. We will look at it and
39 see what we can get the best out of.
40

41 Commissioner Brender asked Mr. Smith if they could take that to Palmetto.
42

43 Mr. Smith said the study Metric Engineering did in 2008 or 2009 went to Palmetto so we
44 could tie into that signal. It wouldn't be much to add them to go to Palmetto.
45

1 Commissioner Brender said if we do six lanes there is no way we are going to bring six
2 lanes to four lanes at Country Club Road.

3
4 Mr. Smith said he thought they would push it past. When Metric did their study, they did
5 a draft plan and they did push it through and then we transitioned down past the railroad
6 tracks. He asked what was most important to the City and did they want the traffic to go
7 through Downtown or just want to get those people who want to get through through. If
8 you want them to get through and make the signal better, if you put more lanes on Lake
9 Mary Boulevard that means less time to get the through traffic through and more time
10 for the movements for the lefts and rights off of Country Club, north, and south. It is a
11 matter of a capacity ratio and where can you get the most bang for your buck and the
12 easiest. The one thing about Lake Mary Boulevard is we have the right-of-way and it
13 has been permitted drainage-wise to six lanes.

14
15 Commissioner Brender asked the timeframe on that.

16
17 Mr. Smith said four or five months. They will do a full analysis and the Griffin Farms.
18 They are looking at that for us and how that impacts the other signalization
19 improvements there. If we can get ten or 15 years out by doing a bunch of operational
20 improvements, we'll see. The biggest problem on the operational improvements is
21 Country Club. We don't have enough right-of-way to put those lanes in. You can make
22 that work and get your throughput but the problem is the bridge that ties in, there are
23 other issues and how do we get around that. At 7-11 is a great issue and you have
24 issues on the lake in front of the elementary school, let alone further down.

25
26 Mayor Mealar asked Mr. Omana what else he needed from the Commission this
27 evening.

28
29 Mr. Omana said he took notes and highlighted some issues on the recommendations
30 list. He asked to put that on the ELMO to make sure we understand the direction.

31
32 Mr. Omana said Lake Mary Boulevard and Fourth Street, consider the phasing and split
33 phasing of the signals. He said he believed they could move forward with that and just
34 coordinate with the County.

35
36 Mr. Omana said on Lake Mary Boulevard and Country Club Road, try to maximize with
37 double turn lanes and increase capacity from right turn lanes on Lake Mary Boulevard.
38 Coordinate with the County on these intersection improvements such as to maximize its
39 operational characteristics.

40
41 Mr. Omana said we are looking at the city hall ingress/egress at Country Club Road.

42
43 Mr. Omana said for Country Club Road and Crystal Lake Avenue, add the westbound
44 right turn lane.

45
46 Mr. Omana said for Country Club Road and Wilbur install traffic signals.

1
2 Mr. Omana asked the Commission's pleasure on the cut through/closure issue.

3
4 Commissioner Brender asked how they did that.

5
6 Chief Bracknell said they would bring a Jersey barrier and plop it in the middle of the
7 road and paint it yellow. We would most like put signs out advising citizens a road
8 closure is pending. We give it a week or so and Bruce (Paster) will work his magic and
9 get the barricades up.

10
11 Mayor Mealor asked to consider an option on Lakeview Avenue that there will be no
12 westbound traffic. The residents can come down if they are internal to the area, no
13 westbound traffic at Fifth Street, no southbound traffic at Wilson or Crystal. The internal
14 people can move, they can go to Seminole and they won't use Seminole as a cut
15 through, but the residents can use Seminole or they can use Gehr or something else.
16 We stop the cut through traffic in the morning, we stop the cut through traffic in the
17 afternoon.

18
19 Commissioner Miller said he didn't see how that does anything to change it other than
20 keeping cut through traffic from going through one street versus another. He said he
21 didn't get it. If we have children playing that we are worried about then maybe he
22 needed to know more but didn't see how that affects traffic. It just piles more traffic up
23 on another road and causes people to be backed up on a different road by closing
24 some.

25
26 Commissioner Brender said he didn't live on Lakeview but there has got to be a cut
27 through for somebody who does. What's going to stop traffic from going around the
28 barricade. We put up a sign that says local traffic only.

29
30 Chief Bracknell said there is an alley and some of the folks use that alley.

31
32 Commissioner Miller said before he closed a road he would like to know what the
33 people who live on that road think about that. He questioned if he would want the cut-
34 through traffic or the road closed.

35
36 Mayor Mealor thought it made better sense to close Lake Mary Avenue at Fourth
37 Street.

38
39 Commissioner Miller asked if they were closing down the entire intersection or just
40 blocking it one way.

41
42 Mr. Omana said it is two way.

43
44 Mayor Mealor asked to give thought to Washington, Lakeview and any other potential
45 fallout. Wayfinding to get to Palmetto would be helpful.

46

- 1 There being no further business, the work session adjourned at 6:50 P.M.
- 2

DRAFT

1 MINUTES OF THE LAKE MARY CITY COMMISSION MEETING held September 17,
2 2015, 7:00 P.M., Lake Mary City Commission Chambers, 100 North Country Club Road,
3 Lake Mary, Florida.

4
5 1. Call to Order
6

7 The meeting was called to order by Mayor David Mealor at 7:15 P.M.
8

9 2. Moment of Silence
10

11 3. Pledge of Allegiance
12

13 4. Roll Call
14

15 Mayor David Mealor
16 Commissioner Gary Brender
17 Deputy Mayor George Duryea
18 Commissioner Sidney Miller
19 Commissioner Jo Ann Lucarelli
20

Tom Tomerlin, Acting City Manager/
Economic Development Manager
Carol Foster, City Clerk
Dianne Holloway, Finance Director
John Omana, Community Development Dir.
Gary Schindler, City Planner
Steve Noto, Deputy City Planner
Bryan Nipe, Parks & Recreation Director
Bruce Paster, Public Works Director
Wanda Broadway, Human Resources Mgr.
Steve Bracknell, Police Chief
Frank Cornier, Fire Chief
Katie Reischmann, City Attorney
Mary Campbell, Deputy City Clerk
21
22
23
24
25
26
27
28
29

30 5. Approval of Minutes: September 3, 2015
31

32 **Motion was made by Commissioner Lucarelli to approve the minutes of the**
33 **September 3, 2015, meeting, seconded by Commissioner Brender and motion**
34 **carried unanimously.**
35

36 6. Special Presentations
37

38 There were no special presentations at this time.
39

40 7. Citizen Participation – This is an opportunity for anyone to come forward and
41 address the Commission on any matter relating to the City or of concern to our
42 citizens. This also includes: 1) any item discussed at a previous work session; 2)
43 any item not specifically listed on a previous agenda but discussed at a previous
44 Commissioner meeting; or 3) any item on tonight's agenda not labeled as a
45 public hearing. Items requiring a public hearing are generally so noted on the
46 agenda and public input will be taken when the item is considered.

1
2 No one came forward at this time and citizen participation was closed.

3
4 8. Unfinished Business

5
6 A. Ordinance No. 1528 – Amending Police Pension – Second Reading (Public
7 Hearing) (Dianne Holloway, Finance Director)

8
9 The City Attorney read Ordinance No. 1528 by title only on second reading.

10
11 Mr. Holloway stated staff had no further comments.

12
13 Mayor Meador asked if anyone wanted to speak in reference to Ordinance No. 1528. No
14 one came forward and the public hearing was closed.

15
16 **Motion was made by Commissioner Brender to approve Ordinance No. 1528 on**
17 **second reading, seconded by Commissioner Lucarelli and motion carried by roll-**
18 **call vote: Commissioner Brender, Yes; Deputy Mayor Duryea, Yes;**
19 **Commissioner Miller, Yes; Commissioner Lucarelli, Yes; Mayor Meador, Yes.**

20
21 B. Ordinance No. 1529 – Amending Fire Pension – Second Reading (Public
22 Hearing) (Dianne Holloway, Finance Director)

23
24 The City Attorney read Ordinance No. 1529 by title only on second reading.

25
26 Ms. Holloway stated staff had no further comments.

27
28 Mayor Meador asked if anyone wanted to speak in reference to Ordinance No. 1529. No
29 one came forward and the public hearing was closed.

30
31 **Motion was made by Commissioner Lucarelli to approve Ordinance No. 1529 on**
32 **second reading, seconded by Commissioner Brender and motion carried by roll-**
33 **call vote: Deputy Mayor Duryea, Yes; Commissioner Miller, Yes; Commissioner**
34 **Lucarelli, Yes; Commissioner Brender, Yes; Mayor Meador, Yes.**

35
36 C. Ordinance No. 1530 – Proposed FY 2015/2016 Millage Rate – Second
37 Reading (Public Hearing) (~~Jackie Seva, City Manager~~ Tom Tomerlin, Acting
38 City Manager/Economic Development Manager) and Ordinance No. 1531 –
39 Proposed FY 2015/2016 Budget – Second Reading (Public Hearing) (Jackie
40 Seva, ~~City Manager~~ Tom Tomerlin, Acting City Manager/Economic
41 Development Manager)

42
43 The City Attorney read Ordinance No. 1530 and Ordinance No. 1531 by title only on
44 second reading.

1 Mr. Tomerlin said tonight is the second and final public hearing for both the millage rate
2 and the budget adoption. This is a two-step process. First there will be adoption by
3 separate vote on the tentative millage rate which is Ordinance No. 1530. Second
4 adoption by separate vote for the Fiscal Year 2016 Budget which is Ordinance No.
5 1531.

6
7 Mr. Tomerlin said in regards to the millage rate, the City of Lake Mary's Fiscal Year
8 2015/2016 millage rate of 3.5895 mills is the same as the current year and technically a
9 tax increase of 3.07% from the rolled-back rate of 3.4826. He stated he had no further
10 comments with regard to the millage rate.

11
12 Mayor Mealor asked if anyone wanted to speak in reference to Ordinance No. 1530. No
13 one came forward and the public hearing was closed.

14
15 **Motion was made by Deputy Mayor Duryea to approve Ordinance No. 1530 on**
16 **second reading, seconded by Commissioner Brender and motion carried by roll-**
17 **call vote: Commissioner Miller, Yes; Commissioner Lucarelli, Yes; Commissioner**
18 **Brender, Yes; Deputy Mayor Duryea, Yes; Mayor Mealor, Yes.**

19
20 Mr. Tomerlin said next is the consideration of the Fiscal Year 2016 Budget which is
21 spelled out in Ordinance No. 1531. The budget we are adopting is balanced and in the
22 amount of \$33,983,586. This includes the General Fund budget of \$20,183,942 and the
23 Capital Outlay budget is \$5,818,313. He stated he had no further comments.

24
25 Mayor Mealor asked if anyone wanted to speak in reference to Ordinance No. 1531. No
26 one came forward and the public hearing was closed.

27
28 **Motion was made by Commissioner Lucarelli to approve Ordinance No. 1531 on**
29 **second reading, seconded by Commissioner Miller and motion carried by roll-call**
30 **vote: Commissioner Lucarelli, Yes; Commissioner Brender, Yes; Deputy Mayor**
31 **Duryea, Yes; Commissioner Miller, Yes; Mayor Mealor, Yes.**

32
33 Mayor Mealor thanked staff and the department heads for putting this budget together.
34 We are fortunate in this community and the leadership you provided is reflected in the
35 projects that will be forthcoming.

36
37 9. New Business

- 38
39 A. Ordinance No. 1532 – Expedited State Review Comprehensive Plan
40 Amendment (Text) to the City's Comprehensive Plan creating the MUMT
41 (Mixed Use Mid-Town) Future Land Use category; Griffin Interests, LC &
42 Piloian Property Holdings, LLC, applicants – First Reading (Public Hearing)
43 (Steve Noto, Deputy City Planner)

1 Mayor Meador said we will discuss Ordinance No. 1532 and Ordinance No. 1533
2 simultaneously, take public hearing on them simultaneously, but will vote on them
3 separately.

4
5 The City Attorney read Ordinance No. 1532 by title only on first reading.

6
7 The City Attorney read Ordinance No. 1533 by title only on first reading.

8
9 Mr. Omana said what is before the Commission are amendments to the Comprehensive
10 Plan. One is in the form of a text amendment and one is in the form of a map
11 amendment. It is important to note that tonight's item and discussion will be governed
12 by the legislative review process. It is not quasi-judicial.

13
14 Mr. Omana said secondly this is not a site plan, it is not a development plan or plat per
15 se. If the Commission elects to transmit on first reading to the Department of Economic
16 Opportunity, in no way will that vest the project for any entitlements. The applicant will
17 not walk out of here this evening with a development order in hand. There is no vesting
18 whatsoever this evening. What we have this evening is the first step in a number of
19 steps that will eventually lead to a development approval which will entitle them to build
20 XYZ development should the Commission approve such a petition. He asked the
21 Commission to think of this as the first step in setting a regulatory table for this specific
22 piece of property of 35+/- acres.

23
24 Mr. Omana said Dr. Tomerlin will elaborate on the economics of the MUMT designation
25 and the benefits of such a designation and then Mr. Noto will get into the specifics of
26 both petitions.

27
28 Mr. Tomerlin said he wanted to make some comments on how we got to a place that we
29 refer to as Mid-Town. Mr. Noto put up a diagram on the overhead. Mr. Tomerlin said
30 the Commission is familiar with it and is in the new Business Opportunities booklet. It
31 provides a perspective of how we began to refer to this neighborhood as the Mid-Town
32 area.

33
34 Mr. Tomerlin said the City of Lake Mary has two very distinctive areas that we have put
35 a lot of resources into. One is the Downtown. The Downtown is the place where our
36 SunRail is and is where we are located right now. It's where Central Park is. It is the
37 heartbeat of the City. Another important part of the City is the employment center
38 associated with International Parkway, Rinehart Road and Lake Emma Road. It's no
39 secret how we got to calling it Mid-Town. It is dab in the middle of these two important
40 centers. It's a place we believe where a connection can be made between our
41 Downtown and our employment centers.

42
43 Mr. Tomerlin said Mid-Town's location and available land resource that was located
44 there call for creating an identity for what we are referring to as Mid-Town. Differently
45 we would like to think of Mid-Town as making a place. We believe a mixed-use center
46 of character that bridges that gap between our two important areas of Downtown and

1 the employment centers is important. We believe it conserves surrounding
2 neighborhoods and residents. We also believe it conserves the workers in these
3 employment corridors as offering options and amenities for these employment corridors.
4 He said Mr. Noto would get into the details of the MUMT land use designation.

5
6 Mr. Noto said we have some complex planning items before the Commission this
7 evening and would try and speak in plain English about some of these things and make
8 it easy to understand.

9
10 Mr. Noto said he would try and answer three easy questions. What is the MUMT? Why
11 MUMT? Where is MUMT? There are two areas in the City where you can do mixed
12 development using one land use category: Downtown and HIP-TI west of I-4 (Colonial
13 Center and Heathrow). In both of those areas you have your denser residential
14 projects. In Downtown we allow up to 18 dwelling units per acre. With the TDR
15 program we have Station House come in between 60 and 70 DU's per acre. West of I -4
16 you can go up to 18 dwelling units per acre. We have seen the Colonial Apartments
17 come up. One interesting thing about the HIP-TI and Colonial is in the comp plan there
18 is a cap for the total number of residential units you can have throughout the City within
19 that HIP-TI land use at 472. That's unique from the Downtown; we don't have that cap
20 there. In those two areas of the City a lot of place making has been put into effect
21 there—walkability, the mixture of uses, the creation of these cities within a city and the
22 internal capture. In two areas of the City, all of those characteristics are in place. When
23 we identified this Mid-Town area, we knew something was going to pop up that those
24 characteristics would be taken and plugged into the Mid-Town and that's what this
25 Mixed Use Mid-Town land use is. It is an opportunity to plug in some of the
26 characteristics from the two more dense areas of the City into the Mid-Town.

27
28 Mr. Noto said we have two requests this evening. The first request is to create the
29 Mixed Use Mid-Town land use designation. It does not exist today. The applicant is
30 requesting to create it in order to make their development program work. What will the
31 Mixed Use Mid-Town designation accomplish and what are the performance standards.
32 This is a policy matter and is a land use category. We are not getting into the zoning
33 issues such as setbacks, landscape buffers, building heights and things of that nature.

34
35 Mr. Noto said the performance standards that are tied in with the MUMT land use
36 category, the first one is you have to have a minimum of 25 acres in size. We want this
37 to be a project that is large enough to be internal capture, to be a place that is made
38 where you can have the city within the city concept. It would have the 65%/35% open
39 space which is similar to HIP-TI and similar to all of our land use categories in the City
40 outside of the Downtown. You would have your locational criteria. It has to be in Mid-
41 Town. To provide a better explanation of where that is, he showed a map on the
42 overhead. Some of the land is outside the city limits and is the purpose of the dotted
43 line. The dotted line indicates the city limits. The red line generally is where Mid-Town
44 is. If you want to do a project with Mixed Use Mid-Town land use, you have to fall within
45 the dotted lines which is basically Longwood-Lake Mary Road to roughly the post office.
46 The way it is described in the comp plan language is east of Rinehart, west of

1 Longwood-Lake Mary Road, south of Lake Mary Boulevard. He said later he would get
2 into the existing future land use categories of the subject property.

3
4 Mr. Noto said the Mixed Use Mid-Town requires a mixture of uses. We have to see the
5 residential component, the commercial, retail, office and that type of mixture to make it
6 work. With a residential component, what is proposed is a max of up to 500 residential
7 units which is similar to the HIP-TI where we have that cap built into the comp plan
8 language, and up to 60 dwelling units per acre. There are going to be subdivisions
9 involved in the eventual projects and that means one pod had have up to 60 dwelling
10 units per acre. We are not reviewing site plans and things of that nature and anticipate
11 when the applicant comes up to speak you will probably see some graphics and get a
12 better understanding of what the dwelling unit per acre explanation means. You have
13 six top priorities of the Mixed Use Mid-Town. He pointed out there has to be access to
14 public transportation and Link 45 is on Lake Mary Boulevard.

15
16 Mr. Noto moved to the map amendment. On the overhead is the breakout of what is
17 being proposed. You have these different zones of development potential: retail zone,
18 parking, apartments, and townhomes. You can see the apartment zone what he meant
19 by the up to 60 units per acre. That area, if subdivided, has to stand on its own which
20 would allow for the 60 units per acre.

21
22 Mr. Noto said we see the proposed density but what can be done there now. He put up
23 an existing future land use map on the overhead. The subject property is outlined in the
24 black dotted line. The northern part of the property in the lighter red-pinkish is the
25 Restricted Commercial land use. The red in the back is Commercial. The land use
26 category is the top layer of the development cake. The land use does not get into the
27 bulk requirements of development. It just outlines some density, your open space,
28 general description of the district, and what zoning categories are allowable in that land
29 use. That front 600 linear feet of the property where it is Restricted Commercial you
30 can have zoning of A-1, PO, C-1, PUD and Government Use. On the right (of the
31 exhibit) you can see the specific uses you can have under those zoning categories.
32 The existing zoning is A-1 but if someone came in with a PUD they could potentially do
33 those uses: agricultural, professional office, banks, churches, movie theaters,
34 restaurants, childcare centers, etc. The back end of the property is Commercial allows
35 the same zoning categories plus C-2 which allows for more intense commercial uses
36 such as drive-through businesses, shopping centers, convenience stores, auto service
37 stations, hotels, and home improvement stores. Under the existing future land use
38 categories, you can do a number of commercial uses, no residential, and some
39 professional office.

40
41 Mr. Noto said the proposal is to modify the land use category of all of the holdings to
42 Mixed Use Mid-Town. He showed on the overhead what would happen to the land use
43 map. We would have a new color and the entire holdings would be under the Mixed
44 Use Mid-Town designation.

1 Mr. Noto said the applicant provided justification letters for both requests —the text and
2 map amendment. In the staff reports we have outlined all of the objectives and policies
3 that were called out in the justification letters as the request was being consistent with.
4 With comp plan amendments we look for consistency with the policies within the
5 Comprehensive Plan.
6

7 Mr. Noto said under the map amendment we started looking at the different facilities
8 and services that are involved with a development project. He pointed out three items
9 on Page 6 of the staff report: parks, roadways, and school concurrency. For the parks
10 system, the way the level of service is reviewed is based on population. Our population
11 has grown over the last few years and as we were reviewing the request and looking at
12 our level of service standards, we found for neighborhood parks we are deficient on the
13 amount of acreage we have for neighborhood parks. That is something we will be
14 working with the developer on how we can overcome that issue.
15

16 Mr. Noto said for roadways and traffic, when the submittal was supplied to the City
17 school was not in session. Once we started looking at potential traffic impacts, the
18 project is flanked by two County roads (Longwood-Lake Mary Road and Lake Mary
19 Boulevard). We are coordinating with Seminole County on having a full traffic report
20 reviewed. The County did not want a traffic report done when school was not in
21 session. What was provided was a general traffic overview of what was going to be
22 studied as part of the more engineered plans when they have a better handle on what
23 development will actually fit in there based on the engineering standards and things of
24 that nature. We know there will be impacts on the roadway system. One thing we can
25 rely on is existing pass by trips for the retail and internal capture. There is going to be a
26 number of residential trips but there is also going to be a large number of retail. The
27 potential design of this project is one that will promote walkability, and the internal
28 capture where the folks living there can get around within the development without
29 relying on their car. One of our top priorities was to avoid aligning access to the project
30 with Washington. We do not want to see that become a major intersection. The
31 applicant has heard us on that and are designing it appropriately to avoid that.
32

33 Mr. Noto said on school concurrency when we have applications come in we coordinate
34 with the school facilities planner and they do a preliminary review based upon the
35 maximum density that is proposed. There is sufficient capacity in the system based
36 upon the numbers they were given and based upon the numbers they have. We are
37 going to continue coordinating with their staff as we get closer to the actual
38 development potential of this project.
39

40 Mr. Noto said regarding Ordinance No. 1532, under Section 1 where it outlines the text
41 amendment, he asked to add at the end of that paragraph “as outlined in Exhibit A” to
42 provide some additional specificity.
43

44 Mr. Noto said the Planning & Zoning Board heard both items at their July 25, 2015,
45 meeting and unanimously recommended approval of the map amendment and text
46 amendment for transmittal to the Department of Economic Opportunity.

1
2 Mr. Noto said the term “expedited state review”, when the Department of Community
3 Affairs changed to the Department of Economic Opportunity, there was some language
4 changes on their processes. When DCA was around, these types of amendments
5 would have been known as large scale amendments. That language was shifted to
6 expedited state review. It doesn’t mean we are pushing this through faster. Their
7 review is quicker but that is language that has come from the state.

8
9 Mr. Noto said regarding 2011-LU-01, staff has reviewed the above referenced
10 application and recommends approval of the transmittal of the proposed amendments to
11 the future land use elements of the City’s Comprehensive Plan to the Department of
12 Economic Opportunity.

13
14 Mr. Noto said with regard to 2015-LU-02, staff has reviewed the above referenced
15 application and recommends approval of the transmittal of the proposed future land use
16 amendments to the City of Lake Mary Comprehensive Plan from COM (Commercial)
17 and RCOM (Restricted Commercial) to Mixed Use Mid-Town (MUMT).

18
19 Mr. Noto said if transmitted, it does not vest anything. Changes can be made even
20 when it comes back for adoption. If we make it back to the adoption hearing, changes
21 can still be made to the language. He stated the applicant was present.

22
23 Deputy Mayor Duryea asked where they came up with 60 dwelling units per acre or 500
24 tops.

25
26 Mr. Noto said the applicant has been working with us on their full development program.
27 We have an idea of what it is they are looking to do. Those numbers came from their
28 request. The 60 units per acre is based upon 300 apartment units being placed within
29 that acreage. We had to do the math to make the 60 units per acre come to be. Under
30 the townhome zone, they are requesting 200 townhome units. When we added the 200
31 and 300 is how we got the 500 cap. That’s why we added the “up to” language so there
32 is some flexibility that it doesn’t guarantee them 500 units and it doesn’t guarantee 60
33 units per acre. It guarantees up to it. Based on engineering that will be done, there is
34 some flexibility that it will come in lower.

35
36 Deputy Mayor Duryea said this is driven by the developer rather than something staff
37 came up with.

38
39 Mr. Noto answered affirmatively. This is their request and as the applicant they created
40 the language.

41
42 Deputy Mayor Duryea said he met with the developer. He said he was a stickler for
43 density. It seems like 60 dwelling units per acre is a lot.

44
45 Chuck Woodall of Unicorp National Development came forward. (A copy of the
46 PowerPoint presentation is attached). He said we have worked hard with staff and they

1 have done a great job. We met with the Commissioners individually. We tried to
2 address everybody's concern.

3
4 Mr. Woodall said he is a lifelong resident of Central Florida and it is important for them
5 to do great projects. We have a great reputation for doing great projects. We have
6 done Baldwin Park Town Center, Altamonte Town Center, Water Tower Place at
7 Celebration, Delaggio on Sand Lake Road, and just recently Trader Joe's on Sand Lake
8 and the Trader Joe's in Winter Park. We go well beyond the extra mile and we try to
9 make great projects. When we heard about this opportunity, we met with the family. It
10 seemed like it was a great opportunity to do something special. We didn't want to do
11 the same old same old retail. We have had a lot of luck in Central Florida and around
12 the nation doing these mixed use projects. We always try to put the best quality into our
13 projects, the best landscaping, make them very walkable, connected to the community
14 around, and a place where people will gather. As we met with the Commission and
15 staff, we think we have achieved that. The density that Steve talked about we are going
16 to show you how we get there.

17
18 Mr. Woodall said the project would be Griffin Farm at Mid-Town. We want to take a new
19 fresh architecture. We want to do something that was not the typical stucco buildings
20 with the tile roofs and the same old architecture. The property has been an open
21 property for a long time, used as a farm with cows and equipment on it, and the family
22 worked in the community to help level the roads. We wanted to pay homage to that by
23 creating something that had the look of a modern farm property. You will see metal
24 roofs, color, and bricks.

25
26 Mr. Woodall said the bottom of the property is surrounded by wetlands which makes a
27 great place to put residential. The middle of the property has office and commercial
28 which is why we chose the area to put the apartments so it would be non-offensive to
29 either side. The front of the property has the heavily traveled road which made sense to
30 put commercial there.

31
32 Mr. Woodall said to answer the question on density, in order for us to put the quality in a
33 project—the high end parks, high end landscaping, high end street lights, the brick
34 roads—we have to get enough density where we can pay for it. We gave up in another
35 area. We can't really fit 200 townhomes and think we will get between 160 and 180. We
36 will not be able to max out that density. The place that creates traffic is the commercial.
37 The commercial will pick up passer byers. If you build big boxes more people will come
38 to it. The apartments are on site. People will be able to live there and enjoy the
39 amenities of the site. If you had to pick where the density would, where would it be? It
40 would be the dwelling units and not the commercial. As you look at the commercial, we
41 only have about 140,000 square feet. On the density that is there today, the project will
42 allow us to have over half a million square feet so we are slightly over a quarter of that
43 density. The density we did, the townhomes are in the back and the wetlands extends
44 to the green area (depicted on the site plan). There is a 100-foot setback and we
45 respected that with this plan.

46

1 Mr. Woodall said the transition as you come off Lake Mary Boulevard, we have a
2 directional left in, and there will be a brick road that travels back to the residential
3 portion. It transitions from commercial to the apartments to the single-family
4 townhouses. For the apartments we tried to keep the sides open. We are going to put
5 a pool on each side. You see very little of the apartments as you come down and it is
6 very internalized. It is going to be an upscale project that will cater to executives. We
7 build high end stuff. The rents anticipated are \$1,200 to \$2,400 a month. They are nice
8 apartments with granite countertops, stainless steel appliances, wood floors, high
9 ceilings and all the things you expect to find in a \$300,000 to \$400,000 luxury home.

10
11 Mr. Woodall said coming across Lake Mary Boulevard, it is all tree lined. We will try to
12 create a great streetscape with nice tree lined street and wide generous sidewalks. We
13 have these pocket parks we are creating all over the project. We hired a fantastic
14 architect to zero in on the hardscape. He pointed out the location of the fitness club,
15 grocery store, retail shops, and restaurants with outdoor dining along the road. Picture
16 you come home from work and you live in an apartment or townhouse, once you park
17 you can go to the grocery store, work out, get you hair and nails done, go to a
18 restaurant without leaving the property. It has really good internal capture. We actually
19 reduce the traffic by 35% of what the property is currently zoned for. This project is
20 one-third better than if we built it all out as commercial.

21
22 Mr. Woodall said understanding about Washington Avenue, you want to discourage
23 through traffic. We designed our plan to do that. You don't see any exits or entrances
24 coming anywhere near this.

25
26 Mr. Woodall said there is a beautiful oak tree and we are going to create an island like
27 they did at the AAA building. As you come down the street you are looking at a nice
28 water feature and you see that oak tree. We are going to save a lot of oak trees on the
29 property. We are creating water features. If you look at the residences, they look to the
30 greenbelt area. You have these nice lawn areas in the front and nice water areas in the
31 back. We have taken a lot of time to make sure the views are good. With the
32 apartments, we wanted to make an area if you wanted morning sun you could be on
33 one side or if you wanted afternoon sun you could be on the other side. For people who
34 work either day or night we are providing for both. There is a garage that will allow
35 people to park under cover. There are bridges that connect all the buildings without
36 having to get out in the elements if it's raining.

37
38 Mr. Woodall said we tried to pay attention to the design elements. We have had several
39 meetings with the Commission and staff and we've got a plan that we are going to be
40 very proud of and you will be excited to have in the community.

41
42 Mr. Woodall said the plan we have is 100% complimentary to your Downtown. We are
43 not taking the type of businesses that are Downtown. We think it is complimentary
44 because your Downtown doesn't make sense to have a fitness club, grocery, or 7,000
45 square foot restaurant. That's what we are going to do and thought it will compliment

1 each other. Griffin Farm at Mid-Town will be a great gap in the community that we will
2 fill. It is a great project and we're very excited.

3
4 Joe Antunovich of Antunovich & Associates came forward. He stated he lived at 224
5 West Heron Street, Chicago, Illinois. He said he had architectural offices in the City of
6 Chicago and Washington, D.C. and spent most of his time in Orlando with Charles
7 (Woodall). He said they have worked together for almost 20 years. Some of the
8 images are the results of their work and some are images we hope to emulate on this
9 project. We didn't want you to be approving some planning documents without seeing a
10 vision of what we have for this site.

11
12 Mr. Antunovich said it is beautiful 35 acres, we've walked the property amongst the
13 cows. As well as bringing new landscaping, paving and architecture to this site, we are
14 going to try to keep as many trees as we can because they are awesome beauties.
15 This gives you the idea of the indoor/outdoor feeling of the center that we hope to bring
16 to Mid-Town. The pedestrian nature of it is very important. Living above the stores is
17 very important so we have a difference in scale. The retail will be one and two story
18 and the apartments will be four and five levels so you have this difference in scale.
19 Even the parking garage will be camouflaged by these buildings.

20
21 Mr. Antunovich said to come up with architecture that echoes the history of the site, we
22 have old photographs of the community and of the farm that we would like to emulate
23 and bring back in some special way. The architecture grows out of that farm
24 environment. He grew up on a farm in New Zealand and had a lot of respect for what a
25 farm means. We tried to develop with these long sloping roofs. Chuck spends a lot of
26 money on landscaping on his projects and there is more brick paving. With the
27 landscaping and on the corner the statue and trying to keep one of the old trees at the
28 corner we can come up with an element with a fountain and make a landmark statement
29 on the corner of our property.

30
31 Mr. Antunovich said we are very interested in the connectivity of our site and Downtown.
32 Even though we call ourselves Mid-Town, we are only a few blocks from Downtown.
33 The idea of connectivity, pedestrian natured development, a green development, a
34 heavily landscaped development is what we are endeavoring to do here. With these
35 long sloped buildings we will have indoor/outdoor activities. You can see a collection of
36 restaurants along the streets with outdoor plazas, areas where children can play,
37 fountains that rise up, that contrast with those marvelous live oaks trees, and the
38 architecture that is symbolic of an old barn occasionally, or the brick paving will add
39 something terrific to the community. We are thrilled to be here and be part of your
40 community.

41
42 Mr. Woodall said we are encouraging outdoor areas. We generally don't use concrete
43 for those and use bricks. It's calming, comfortable, and makes for a nice area.

44
45 Mr. Woodall said in every public hearing we go to traffic is the biggest thing. The
46 existing future land use plan, if you build what is allowed there today, 9,550 trips is what

1 would be allowed. What we have is 6,363. What it doesn't take into account is we are
2 going to have a lot more internal capture than you would expect. It's a 35% reduction in
3 traffic if it was all built out as commercial. In meeting with the City and staff and our
4 collective experience, we think this is the highest, best, and smartest use for the
5 property that will be an asset to the community and improve the home value around it.
6 It is something the community can be proud of. We hope the Commission allows them
7 to transmit. It doesn't give them any entitlements but gives the pathway to entitlements.
8 We make sure the pretty pictures we show is what we build and it is usually better what
9 we build.

10
11 Commissioner Miller asked where they see demand for this and what kind of phase
12 operation they might do in construction.

13
14 Mr. Woodall said as we started to market the project to prospective tenants because we
15 have to be prepared to close and pay our seller, we are getting great demand. We have
16 two grocery stores that want to be here. The CEO of a major chain was here today and
17 liked the property. They looked at nine sites in Central Florida and this was their No. 1
18 pick. The fitness club asked him to commit he wouldn't give it to anyone else. We have
19 more restaurant offers than we have space. We think the demand is good. We build
20 our own apartments. On the residential we have had seven homebuilders approach us.
21 This will not be built in phases but built all as one.

22
23 Commissioner Miller said it was mentioned where you are with the townhomes that with
24 the restrictions you could only build 160 to 180.

25
26 Mr. Woodall said the plan was drawn for 200. The City has a generous open space
27 requirement of 35% which restricts us. We have the wetlands and the buffer from the
28 wetlands so it starts to draw things in. Ideally we would love to have gotten 200 units.
29 We met with a builder that showed us a product that was a bigger product and he
30 thought he would be around 140 or 150. The current plan as we look at it today shows
31 181 units. He thought they would top off at 190. We may be as low as 150 but that has
32 to be refined but we will not approach 200.

33
34 Commissioner Miller asked Mr. Woodall if it would trouble him if their concerns over
35 density and we changed your units per acre from 14 to 11 or 12.

36
37 Mr. Woodall said it does.

38
39 Mr. Noto said the townhome area that had the different DU per acre, you don't have to
40 worry about that number. If you were going to adjust a density number, it would be that
41 500.

42
43 Commissioner Miller said he was thinking to change that number from 500 to 475. The
44 only bad thing he had heard was concerns about density.

45

1 Mr. Woodall said if you changed it to 481 we would okay to do that. Where we really
2 decreased the density is if I showed 400,000 square feet of commercial and you said to
3 bring it down to 200,000 and we have already brought it down to 140,000. People get
4 confused and think the culprits of traffic are the people who live there. When you take a
5 large community like Heathrow, it doesn't create a lot of traffic. The traffic is created by
6 an over surgeons of commercial density. We brought the commercial back to not allow
7 a crazy intersection. The people living there are going to use the site. He thought it
8 lays out good and was okay to bring the 500 down to 481 because he didn't think they
9 would exceed that.

10
11 Mayor Meador said that is for a later time. The issue is are we willing to transmit a land
12 use change to MUMT.

13
14 Mr. Noto said when we get to the adoption, the Commission can make that final
15 recommendation at that time. There is no harm in sending it with the 500. With the
16 comments made that will give staff direction to work with the developer and refine the
17 language.

18
19 Deputy Mayor Duryea asked how this development fits in with our other restrictions on
20 building as far as height and that kind of thing.

21
22 Mr. Noto said we have a general idea of height based on the concept plan. The
23 apartments and parking garage we are looking at five stories. Station House is four. It
24 will have to be a PUD and in that PUD will be those specific bulk standards restricting
25 the height. The code allowance right now is 35 feet outside of areas like North Point,
26 Primera and such. It will be higher based on the current proposal.

27
28 Deputy Mayor Duryea said that is something still negotiable.

29
30 Mr. Noto said that is correct. There is a relationship between the density and building
31 heights based upon all the other bulk requirements.

32
33 Mayor Meador said what gives him comfort is we will have a voice as we go through this
34 process. The issue now is if this is something we have an appetite for.

35
36 Commissioner Brender said he agreed with the concept of setting up a Mid-Town
37 designation. He thought where it is and what you are intending to do makes sense. He
38 was somewhat concerned about the density. He was most concerned with access and
39 traffic. How those are going to be addressed will be later. Some of that falls back to the
40 density part of this.

41
42 Mr. Woodall said we are planning for 35% less than what the property could have if we
43 just came in and said let's build it according to that. We're addressing that out of the
44 gate. On top of that we are mitigating. We met with Seminole County. Ideally we
45 would love to have a traffic light but were told all the reasons it didn't make sense. We
46 hired a traffic engineer and through meetings with Seminole County the want us to do

1 some right turn lanes into the property on Longwood-Lake Mary and they want us to do
2 a directional left going into the property for westbound traffic on Lake Mary Boulevard.
3 They believe that will help out the issues that are there anyhow. Our plan is designed
4 based on recommendations we are getting off the cuff from Seminole County. Those
5 traffic studies are going more in depth now that school is in play. We want people to get
6 in and out comfortably but we also understand the concerns of the community.

7
8 Commissioner Brender said there is no plan where you would be flipping townhomes for
9 apartments or something like that.

10
11 Mr. Woodall said it was well thought out and apartments are what help us pay for it and
12 we make more money off apartments. We would love to have more apartments. We try
13 to put homes against homes. Townhomes are a more dense product than a single
14 family on a quarter acre and is why we nestled the apartments abutting retail, office and
15 commercial. We tried to think out a nice transition and we didn't do it in a greedy
16 fashion. We tried to have a nice transition as you come down Longwood-Lake Mary
17 Road and goes into residential. That's why we laid it out the way we did. The five
18 stories does not border the roads. It borders the industrial section and the density is
19 hard to see until you get inside the project. We want to conform to the community and
20 want the community to support us and be happy with it. We have spent a lot of time to
21 think about the neighbors and the community and the flow of the project and the finance
22 ability of the project.

23
24 Commissioner Lucarelli said as far as it relates to the ordinance before us and the land
25 use plan, she was in favor of the concept and layout. It is a great addition to the
26 community. She had traffic and density concerns but as we move along that will get
27 worked out. She trusted staff and the applicant have done excellent communities and
28 did a good product. She wanted to reassure the residents that we are here to represent
29 their interests as well. She liked how they internalized the apartments. She looked
30 forward to staff working with them to make it a good positive project that will benefit our
31 community and protect our residents.

32
33 Commissioner Miller asked the zoning of the lot where Washington intersects
34 Longwood-Lake Mary.

35
36 Mr. Noto said it was all A-1 Agricultural. It's a church property.

37
38 Mr. Omana said to address the issue of density and what the project is going to look
39 like, you will recall he mentioned the regulatory table and how this will lead to an
40 entitlement at the end of the process. The developer has elected to combine the
41 preliminary PUD with the final PUD. That will vest the project for whatever entitlements
42 end up being laid out. By combining that PUD, when the comp plan amendment comes
43 back from the state, the plan is to have that PUD go concurrent with the comp plan
44 amendment. When it comes before you for the adoption hearing, you will be seeing the
45 entire package in terms of the parameters of the comp plan amendment and the entire

1 package with respect to how this is going to be laid out, unit count, etc. At that adoption
2 hearing you will have the benefit of seeing a more completed type of product.

3
4 Deputy Mayor Duryea said the developer is not limited to what he presented so it could
5 be totally different when it comes back to us.

6
7 Mr. Omana said that was correct.

8
9 Ms. Reischmann said Mr. Noto alluded to the fact that this language could be tweaked.
10 The beauty of it all coming at once is that you can make a change at second reading
11 and if you wanted to decrease one of the numbers to match the plan that would be a
12 helpful thing to do to allow you to have the most power over the project. What's in the
13 comp plan is what the landowner is stuck with as opposed to negotiating with a PUD.
14 That gives you flexibility since you'll know what their plan is at second reading.

15
16 Mayor Mealor asked if anyone wanted to speak in reference to Ordinance No. 1532
17 and/or Ordinance No. 1533. No one came forward and the public hearing was closed.

18
19 **Motion was made by Commissioner Lucarelli to approve Ordinance No. 1532 on**
20 **first reading with the additional language to Section 1 and authorize staff to**
21 **transmit to the Department of Economic Opportunity, seconded by Commissioner**
22 **Brender and motion carried by roll-call vote: Commissioner Brender, Yes;**
23 **Deputy Mayor Duryea, Yes; Commissioner Miller, Yes; Commissioner Lucarelli,**
24 **Yes; Mayor Mealor, Yes.**

25
26 B. Ordinance No. 1533 – Expedited State Review Comprehensive Plan
27 Amendment (Map) to the City's Comprehensive Plan revising the Future Land
28 Use Designation from COM (Commercial) and RCOM (Restricted
29 Commercial) to MUMT (Mixed Use Mid-Town) for Griffin Farms Town Center,
30 +/- 34.52 acres of property located at the southwest corner of West Lake
31 Mary Boulevard and Longwood-Lake Mary Road, 114 Longwood-Lake Mary
32 Road; Griffin Interests, LLC & Piloian Property Holdings, LLC, applicants-
33 First Reading (Public Hearing) (Steve Noto, Deputy City Planner)

34
35 Ordinance No. 1533 was presented and a public hearing held under Item A.

36
37 **Motion was made by Commissioner Brender to approve Ordinance No. 1533 on**
38 **first reading and authorize staff to transmit to the Department of Economic**
39 **Opportunity, seconded by Commissioner Lucarelli and motion carried by roll-call**
40 **vote: Deputy Mayor Duryea, Yes; Commissioner Miller, Yes; Commissioner**
41 **Lucarelli, Yes; Commissioner Brender, Yes; Mayor Mealor, Yes.**

42
43 Mayor Mealor thanked Mr. Griffin. Many people in this community don't realize that we
44 enjoy what we do today because of many of the things that your family did behind the
45 scenes. After we were incorporated with a very limited budget, your family took it upon

1 themselves to grade our roads and help provide some of the amenities we enjoy. It has
2 always been appreciated.

3
4 C. Agreement for Traffic Law Enforcement on Private Roads –Crystal Reserve
5 (Gary Schindler, City Planner)
6

7 Mr. Schindler distributed copies of a revised agreement that has been tweaked per the
8 comments of the City Attorney. We have done this a number of time before because for
9 roads that are private, unless we have an agreement the police department does not
10 have the ability to enforce traffic regulations. This will allow them to do that. Any fines
11 we collect the City will be able to keep.
12

13 **Motion was made by Commissioner Lucarelli to authorize the Mayor to execute**
14 **the Agreement for Traffic Law Enforcement on Private Roads for Crystal Reserve,**
15 **seconded by Commissioner Miller and motion carried by roll-call vote:**
16 **Commissioner Miller, Yes; Commissioner Lucarelli, Yes; Commissioner Brender,**
17 **Yes; Deputy Mayor Duryea, Yes; Mayor Mealor, Yes.**
18

19 Mayor Mealor said this is Mr. Schindler's last meeting and his retirement date is
20 September 30th. He said Mr. Schindler has been involved in one of the most dramatic
21 moments in the City's history. Every time that we needed a piece of information it was
22 dealt in the professional and tactful manner. Job well done.
23

24 Mr. Schindler said of all the governments he had worked for, there has been none better
25 than the City of Lake Mary.
26

27 D. Release of Performance Bond for Pine Tree Terrace Subdivision (Steve Noto,
28 Deputy City Planner)
29

30 Mr. Noto said in February 2014 the Planning & Zoning Board approved the final
31 subdivision for Pine Tree Terrace. That project is all wrapped up and one of the last
32 things that has to occur is the release of the performance bond in the amount of
33 \$123,796.45. We have accepted all their infrastructure and they are in good shape.
34 Staff recommends approval.
35

36 **Motion was made by Deputy Mayor Duryea to release the Performance Bond for**
37 **Pine Tree Terrace in the amount of \$123,796.45, seconded by Commissioner**
38 **Lucarelli and motion carried unanimously.**
39

40 10. Other Items for Commission Action
41

42 There were no items to discuss at this time.
43

44 11. City Manager's Report
45

46 A. Items for Approval

1 a. Surplus Item –Air Compressor

2
3 Mr. Tomerlin said the only item for approval is to surplus a tank mounted air
4 compressor, 200 psi, Serial No. 118878, purchased in 1998. It has concluded its useful
5 life.

6
7 **Motion was made by Commissioner Miller to declare a tank mounted air**
8 **compressor, Serial No. 118878, surplus and authorize the City Manager to**
9 **dispose of, seconded by Commissioner Brender and motion carried**
10 **unanimously.**

11
12 Mr. Tomerlin said National Night Out is scheduled for Tuesday, October 6th from 5:30
13 P.M. to 6:30 P.M. at Central Park. There will be K-9 and Taser deployment
14 demonstrations, DUI simulations, games and activities for kids and food trucks.

15
16 Mr. Tomerlin said there will be a vintage Halloween costume exhibit at the Lake Mary
17 Historical Museum starting September 26th. The museum is open Tuesdays and
18 Saturdays from 10:00 A.M. to 3:00 P.M. and Wednesdays and Thursdays from noon
19 until 8:00 P.M.

20
21 Mr. Tomerlin said we are losing a reservoir of wisdom with Gary's departure.

22
23 12. Mayor and Commissioners' Reports – 4

24
25 Commissioner Lucarelli said she attended the retirement party for Larry Dale.

26
27 Commissioner Brender said CANO will be hosted by the County on October 7th.

28
29 Deputy Mayor Duryea congratulated Gary Schindler. He has done a great job and it is
30 appreciated.

31
32 Deputy Mayor congratulated our Parks & Recreation Director for his successful summer
33 camp. Hopefully we will be looking forward to a grand holiday season.

34
35 Commissioner Miller said Seminole County Public Schools implemented a natural gas
36 solution for their school buses. He will be talking about if in the future we decide to do
37 anything like that can we piggyback on their stations.

38
39 13. City Attorney's Report

40
41 Ms. Reischmann had no report at this time.

42
43 14. Adjournment

44
45 There being no further business, the meeting adjourned at 8:40 P.M.

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13

David J. Meador, Mayor

Mary Campbell, Deputy City Clerk

ATTEST:

Carol A. Foster, City Clerk

DRAFT



MEMORANDUM

DATE: October 1, 2015

TO: Mayor and City Commission

FROM: Stephen J. Noto, AICP
City Planner

THRU: John Omana, Community Development Director

VIA: Jackie Sova, City Manager

SUBJECT: Request to begin concrete work before 7:00AM for Florida Hospital
Emergency Department; Jim Pearce, Project Manager, Barton Malow
Construction, applicant

BACKGROUND: On Wednesday, September 2, 2015, a pre-construction meeting was held for the Florida Hospital Emergency Department project (to be located at 950 Rinehart Road). At that meeting, the applicant requested the ability to do concrete work before 7:00am. The applicant was informed that per Section 91.16, that type of work could not occur before 7:00am unless approved by the City Commission. Staff then notified the applicant to provide a formal request outlining the need for the work to occur before 7:00am.

Staff received the aforementioned request on September 8, 2015 via e-mail, which is attached to this memo. The applicant has provided the following five points as support for their request:

Product Quality: Concrete slab placement is a time and temperature sensitive activity. To have the best product possible, it is best to start as early in the morning as possible.

Public Safety: Major concrete truck traffic will take place prior to the beginning of local community morning traffic. This includes pedestrian and vehicle.

Timely Concrete Deliveries: Traffic delays are avoided that could cause a batch of concrete to go bad prior to its placement sacrificing quality and schedule.

Worker Safety: The morning hours are a safer environment for workers particularly in Florida's climate.

Weather Conditions: Working the early morning hours also allows the majority of work to complete prior to Florida's afternoon thunderstorms.

DISCUSSION: Per Section 91.17 (3) and (4):

"In determining whether to grant or deny the application, the City Commission shall balance the desires of the applicant, the community, and other persons of not granting the special event exemption against the adverse impact on the health, safety, and welfare of the persons affected, the adverse impact on property affected, and any other adverse impacts of granting the special event exemption. Applicants for special event exemptions and persons contesting special event exemptions may be required to submit any information the City Commission may reasonably require. Upon submission of all required information, the City Commission shall grant or deny the application within 30 days."

"Special event exemptions shall be granted by notice to the applicant containing all necessary conditions, including a time limit on the permitted activity, and a limit on the noise level. The special event exemption shall not become effective until all conditions are agreed to by the applicant. Noncompliance with any condition of the special event exemption shall terminate it and subject the person holding it to those provisions of this section regulating the source of sound or activity for which the special event exemption was granted."

The applicant would not start working prior to 5:00am, and has proposed this work to occur between the dates of October 12, 2015 and November 6, 2015. If approved, a more specific schedule will be provided to the City.

DISPOSITION: Staff recommends approval of the exemption to the work hours to allow no work prior to 5:00am between the dates of October 12, 2015 and November 6, 2015.

ATTACHMENTS:

Barton Malow Request

Barton Malow
5337 Millenia Lakes Blvd.
Suite 235
Orlando, Florida 32839



September 8, 2015

John Omana
Community Development Director
City of Lake Mary
911 Wallace Court
Lake Mary, Florida 32746

Reference: **Florida Hospital Lake Mary Emergency Department**

Subject: **Concrete Work Before 7:00am**

Dear John:

Thank you for meeting with us on September 2nd for the Preconstruction Conference of the above referenced project. At this meeting we were made aware of City Code 91.16(B)(5) which prohibits construction noise from 10:00 pm to 7:00 am. We respectfully ask for a variance to this Code for only the work of placing concrete slabs. The work of concrete slab placement is a time and temperature sensitive activity. In order to achieve the best possible product it is often necessary to begin placing concrete in the early morning hours before the sun and heat of the day start to impact the concrete curing process. In addition to that, this also allows the workers the necessary amount of time to properly finish the concrete. There are several additional factors that also benefit any early start to concrete placement. They are:

Public Safety. Major concrete truck traffic will take place prior to the beginning of local community morning traffic. This includes pedestrian and vehicle.

Timely concrete deliveries. Traffic delays are avoided that could cause a batch of concrete to go bad prior to its placement sacrificing quality and schedule.

Worker safety. The morning hours are a safer environment for workers particularly in Florida's climate.

Weather Conditions. Working the early morning hours also allows the majority of work to complete prior to Florida's afternoon thundershowers.

Because of all these factors we would like to begin concrete placement work no earlier than 5:00 am. This would be the ideal time to achieve our goals of a safe, successful and quality product. The approximate date range for this work is October 12, 2015 to November 6, 2015. As that time approaches we can be more specific with the date range.

We appreciate you reviewing our request for early morning work. Please let us know if there is any additional information we can provide.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Pearce', with a large, stylized flourish extending to the left.

Jim Pearce
Project Manager
407.352.8880



CITY MANAGER'S REPORT

DATE: October 1, 2015
TO: Mayor and City Commission
FROM: Jackie Sova, City Manager
SUBJECT: City Manager's Report

ITEMS FOR COMMISSION ACTION:

1. Annual allocation of P.O.'s over \$35,000.00.
2. Purchase of fire truck and surplus vehicle #337



CITY MANAGER'S REPORT

DATE: October 1, 2015

TO: Mayor and City Commission

FROM: Jackie Sova, City Manager

SUBJECT: Annual allocation of P.O.'s over \$35,000.00

In accordance with the City's Purchasing Policy, any purchase orders in excess of \$35,000.00 require City Commission approval. Below is a list of P.O.'s for FY 2015-2016 that meet this criteria.

VENDOR	DESCRIPTION	AMOUNT
ADPI/Intermedix	Medical transport billing services	\$46,000.00
Care Here, LLC	Health Clinic administrative fees	\$48,300.00
Care Here, LLC	Clinic operation	\$200,000.00
Castille Company	Removal and replacement of damaged sidewalks and curb	\$50,000.00
Envirowaste Service Group, Inc.	Inspection, cleaning and sealing of underground stormwater pipes	\$50,000.00
Ferguson Enterprises	Restocking of tools and material for water and sewer utility	\$40,000.00
GCC Commercial Cleaning	Janitorial services	\$57,985.31
Luke Brothers Landscape Services	Landscaping throughout the City	\$134,536.71
Seminole County BOCC	Traffic signal maintenance	\$36,000.00
Sensus USA, Inc.	Water meters and housing	\$50,000.00

RECOMMENDATION:

Request Commission approve the above listed purchase orders for FY 2015-2016 and authorize City Manager to execute same.



MEMORANDUM

DATE: October 1, 2015

TO: Mayor and City Commission

FROM: Frank Cornier, Fire Chief

VIA: Jackie Sova, City Manager

SUBJECT: Purchase of Fire Truck and Surplus of Vehicle #337

Background

The FY2016 adopted budget provides for the replacement of a Fire Pumper in the amount of \$550,000. It takes approximately 7 to 9 months to build and deliver a fire pumper as they are customized from the ground up. Utilizing the State of Florida Sheriff's Bid #15-11-0116, we request to purchase a Sutphen Monarch chassis at a cost of \$437,596.55. Additional apparatus such as the light tower, intercom system, cabinetry and shelving, a foam supply system and more will add another \$60,912.45 to the cost totaling \$498,509.

Once the unit is delivered and accepted, it will need to be outfitted with equipment for functional use such as hoses and extrication equipment. This equipment will be purchased and installed from a variety of vendors meeting required specifications. This equipment is estimated to cost an additional \$50,000. We will be making these purchases independently within the guidelines of the City's purchasing policy.

The new fire pumper will replace the 2005 Pierce pumper which will then become our reserve vehicle to be utilized when a primary engine is out of service. The current reserve engine, a 1994 E One pumper, will need to be surplused. Incorporated in the specification package was a request for an estimate of the trade-in value of the 1994 E One pumper. That estimate came back at \$5,000. The vendor believes the open market value of this vehicle would be somewhere in the \$15,000 to \$20,000 range. We concur and plan to dispose of this vehicle in the manner which is in the best interest of

the City. During the budget workshop, we discussed the possibility of prepayment discount. It has been determined that the amount of discount offered did not come close to offsetting the potential risk.

The proposal is attached for your information and review.

Requested Action

Request Commission approve the purchase of a Sutphen Monarch Fire Pumper in the amount of \$498,509 and to surplus the 1994 E One Fire Pumper, vehicle number #337.

Attachments

Proposal from Sutphen Corporation including the trade-in estimate of the 1994 E One pumper and the prepayment discount documentation.

SUTPHEN CORPORATION

*6450 Eiterman Road
Dublin, OH 43016*

PROPOSAL

September 23, 2015

Lake Mary Fire Department
Chief Frank Cornier
911 Wallace Court
Lake Mary, FL 32746

FOR YOUR REVIEW:

We hereby propose and agree to furnish the following fire fighting apparatus upon your acceptance of this proposal:

One (1) Sutphen Custom Pumper

Florida Sheriff's Contract Price.....	\$ 437,596.55
Options +/- and equipment.....	\$ 60,912.45
Total Price	\$ 498,509.00

Apparatus will be manufactured completely in accordance to the following proposal and delivered approximately **7-9 months** after approval of contract, subject to delays from all causes beyond our control. Unless accepted within **90 days** from this date, the right is reserved to withdraw this proposal.

Respectfully submitted by:

L. Guy Lombardo
Sales Representative

LAKE MARY FIRE DEPARTMENT

EXCEPTIONS AND CLARIFICATIONS TO SPECS

Page 19- CLARIFICATION- Cab Handrails- hand rails are all upgraded one piece stainless steel- no additional cost

Page 43- CLARIFICATION- Extinguisher rack in right side pump panel trough will have dividers provided but because all extinguishers are different, we cannot guarantee customer's will all fit.

Page 58- EXCEPTION-Hannay Reels- Only one will fit in the dunnage area so only one is box quoted

Page 59- EXCEPTION- Four Way Receptacle Box- with only one cord reel, only one 4-way box needed

Page 65-CLARIFICATION- Humat hydrant valve, a mount and install of mount are provided in quote.

Page 65- CLARIFICATION- An Akron 3443 Single Inlet Monitor, a mount and install of mount are provided in quote. A 500 GPM fog nozzle and a Triple stack tip nozzle are also included.

LAKE MARY FIRE DEPARTMENT

Options list	20% discount	Cost
Lettering, decals and flag overlay		\$ 4,411.00
6" stripping		\$ 200.00
Compartment matting		\$ 1,823.00
Vista Brake lock system		\$ 1,895.00
Rear vision camera system		\$ 2,092.00
David Clark Wireless intercom		\$ 7,923.00
4" Storz adapters (3)		\$ 1,085.00
Command Light light tower		\$ 18,350.00
Light tower deflector		\$ 559.00
EMS cabinet		\$ 2,675.00
(2) Flip down seats		\$ 737.00
Trips for prebuild and final (4)		\$ 4,000.00
Hannay Cord reel		\$ 2,750.00
(2) Electrical outlets on body		\$ 500.00
Opticom in Lightbar		\$ 2,325.00
4 additional Whelen 600 lights		\$ 1,050.00
4 Whelen 500 lights- door interior		\$ 675.00
3 additional Hose bed dividers		\$ 1,578.00
Painted Roll up doors		\$ 2,979.00
PS Tank level indicators on cab		\$ 1,145.00
Elkhart Foam supply system w/ eductor		\$ 2,700.00
30 Gallon Foam tank		\$ 769.00
Extend a Gun for monitor		\$ 1,520.00
Akron Monitor 3423		\$ 3,115.00
Shelving, trays and dividers		\$ 7,830.00
Humat valve and mount		\$ 2,681.00
Akron 3443 ground monitor		\$ 1,850.00
Stack tips for Akron 3443		\$ 298.00
Total options		\$ 79,515.00
Credit for ISX to ISL motor		\$ (18,602.55)
Total price change		\$ 60,912.45

	Sutphen	Customer Info	
	Component Report	Work Phone Number: 407-585-1479 Home Phone Number: Fax Number: Chief	Order#: SQB002660_1 Customer#: CTB000842

Bill To
Customer: Lake Mary Fire Department Address: 911 Wallace Court Lake Mary, FL 32746

Ship To
Customer: Lake Mary Fire Department Address: 911 Wallace Court Lake Mary FL 32746

Component list for Quote

Line	Item #	Qty	Item Description/Comments
1		1	Wheelbase = 185
2	USA	1	USA
3	10000113	1	FUTURE PURCHASES / TAG-ON (PROPOSALS)
4	10000210	1	APPROVAL DRAWINGS
5	10000215	1	STD WIRING SCHEMATIC
6	10000300	2	~PRECONSTRUCTION CONFERENCE
7	10000310	2	~FINAL INSPECTION TRIP
8	10010001	1	CHASSIS, CUSTOM
9	25010100	1	FRAME, 10" DOUBLE RAILS, SINGLE AXLE (50K PSI)
10	45010001	1	FRONT TOW EYES, BELOW BUMPER
11	45010015	1	FRONT TOW EYES, PAINTED
12	46010000	1	REAR TOW EYES
13	40010250	1	STEERING - ROSS TAS-85
14	22010000	1	DRIVE LINE, SPICER, 1710 SERIES

Line	Item #	Qty	Item Description/Comments
15	23013340	1	CUMMINS ISL 9 450HP DOC-DPF-DEF-SCR OBD
16	23030006	1	AIR INTAKE/EMBER SEPARATOR
17	47012430	1	TRANSMISSION, ALLISON GEN 5, EVS3000
18	23110003	1	JACOBS ENGINE BRAKE FOR CUMMINS ISL ENGINES
19	47024050	1	TRANSMISSION COOLER
20	47025000	1	TRANSMISSION FLUID, CASTROL TRANSYND
21	47030000	1	ALLISON TOUCH PAD SHIFTER
22	21021200	1	COOLING SYSTEM
23	21030000	1	FAN CLUTCH
24	21030200	1	RADIATOR COOLANT RECOVERY, PRESSURIZED SYST
25	26010000	1	FUEL TANK, STEEL, 65 GALLON
26	26030000	1	FUEL FILL
27	26030100	1	FUEL COOLER
28	24040000	1	DIESEL EXHAUST FLUID TANK
29	13010205	1	ALTERNATOR, LEECE NEVILLE 320 AMP 4962PA
30	15010500	1	BATTERIES, INTERSTATE TYPE 31 MHD (4)
31	15031700	1	BATTERY JUMPER TERMINALS
32	15031455	1	KUSSMAUL 1200 W/MANUAL SHORE LINE & 120V PUMP PLUS (FOR 20 AMP A/E)
33	15030550	1	KUSSMAUL 091-55-20-120 (VOLT) 20 AMP SUPER AUTO EJECT W/ WP COVER
34	14010505	1	FRONT AXLE, MERITOR MFS-18-133A 18,000 LB.
35	41010015	1	SUSPENSION FRONT 18,000# 54" LEAF
36	41030100	1	SUSPENSION, ENHANCED SYSTEM
37	43010300	1	FRONT TIRES GOODYEAR 315/80R22.5 LRL G291 HWY 22.5 X 9 WHEELS
38	14510520	1	REAR AXLE, MERITOR RS-24-160 24,000 LB.

Line	Item #	Qty	Item Description/Comments
39	14530100	1	TOP SPEED, 68 MPH
40	42010000	1	SUSPENSION REAR REYCO 24,000# LEAF
41	44010305	1	TIRES, REAR, GOODYEAR 12R22.5 X 8.25 LRH G661 HIGHWAY 24,000 - 27,000 GVWR
42	42910200	1	TIRE PRESSURE MONITOR, REAL WHEELS, LED
43	44210100	1	WHEELS, ALUM, ACCURIDE (max 27K rear)
44	44270100	1	HUB COVERS, FRONT & REAR, POLISHED STS (Single Axle)
45	44270300	1	CHROME LUG NUT CAPS, FRONT & REAR (Single Axle)
46	44271100	1	MUD FLAPS, FRONT (PAIR)
47	44271200	1	MUD FLAPS, REAR (PAIR)
48	16010250	1	BRAKES MERITOR DISC PLUS EX225 ALL SNGL AXLE
49	18010041	1	AIR BRAKE SYST 4 TANKS WABCO 1200 DRYER
50	18030110	1	AIR OUTLET CONNECTION
51	18220500	1	NO ELEC STABILITY CONTROL SYS
52	18110000	1	WABCO 4 CHANNEL ANTI-LOCK BRAKES
53	54010000	1	MISCELLANEOUS ITEMS ON CHASSIS
54		1	SPECIAL ITEM, 2nd air outlet on officer side pump panel
55	11023292	1	CAB TSAL4K 62" 10" RR 1/2
56	11030025	1	CAB CERTIFICATION - STRUCTURAL INTEGRITY
57	11031025	1	CAB TILT SYSTEM W/AIR TURN VALVE
58	11031100	1	MANUAL BACK-UP TILT SYSTEM
59	11031350	1	CAB DOORS, FULL LENGTH
60	11031419	1	CAB DOOR WINDOWS, MANUAL
61	11031401	1	CAB SIDE WINDOWS, FIXED
62	11031460	1	NO WINDOWS, BACK WALL OF CAB

Line	Item #	Qty	Item Description/Comments
63	11031465	1	WINDOW TINTING (LIMO TINT 8%)
64	52010010	1	SYNCHRONIZED ELECTRIC INTERMITTENT WIPERS
65	27022000	1	HANDRAILS, CAB, KNURLED STAINLESS STEEL
66	27030600	1	COAT HOOKS FOR GRAB HANDRAILS (4)
67	27030007	1	HANDRAILS, REAR CAB INTERIOR DOOR WINDOW KNURLED STS
68	38010015	1	MIRRORS LANG MEKRA 300 SERIES REMOTE
69	11024400	1	RAISED GRILLE, LEVEL STYLE FACADE (ISL)
70		1	Whelen 500 red LED warning lights mounted inside each cab door
71	20010085	1	BUMPER, 24" EXTENSION
72	20040215	1	STORAGE WELL, DEEP CENTER, FULL WIDTH (24" BUMPER)
73	20030100	1	TREADPLATE COVER FOR BUMPER TROUGH
74	20088888	1	4" Storage Well cover
75		1	FRONT GRAB RAILS
76	12010500	1	AIR HORNS, DUAL, GROVER #2040 RECTANGULAR
77	12030205	1	AIR HORNS WIRED TO STEERING WHEEL BUTTON
78	12040010	1	MOMENTARY SWITCH ON DASH, OFFICER'S SIDE
79	12030350	1	LANYARD CONTROL FOR AIR HORNS
80	12510110	1	SIREN, WHELEN 295HFS2, REMOTE FLUSH MOUNT
81	12530350	1	MOMENTARY SWITCH ON DASH, OFFICER'S SIDE, FOR ELEC SIREN
82	12610110	1	SIREN SPEAKER, CAST PROD SA4201-6B-A (1) IN GRILLE
83	12710100	1	SIREN, FEDERAL Q2B, FLUSH GRILLE MOUNT
84	12730305	1	FOOT SWITCH, DRIVER'S SIDE, FOR MECH SIREN
85	12730310	1	FOOT SWITCH, OFFICER'S SIDE, FOR MECH SIREN
86	32520510	1	HEADLIGHTS, LED, DUAL STS HOUSINGS

Line	Item #	Qty	Item Description/Comments
87	48010300	1	WHELEN 400 SERIES LED FRONT TURN SIGNALS (4)
88	32530500	1	ALTERNATING FLASHER FOR HEADLIGHT
89	32530700	1	DAYTIME RUNNING LIGHTS
90	11035440	1	DIAMONDPLATE CAB ROOF, FULL WIDTH
91	31010287	1	INTERIOR, MULTISPEC GRAY SPECKLE PAINT W/GRAY-BLACK DURAWEAR
92	11032929	1	DOOR PANEL, FULL STS
93	11032955	1	REFLECTIVE MATL, INTERIOR CAB DOORS, SCOTCHLITE CHEVRONS
94	31010290	1	CAB INTERIOR FLOOR COVERING, GRAY RUBBERIZED
95	22510110	1	ENGINE ENCLOSURE, SMALL PROFILE
96	22510530	1	ENGINE ENCLOSURE COVERING, SCORPION BLACK URETHANE BLEND
97	11031680	1	CENTER CONSOLE W/MAP BOOK STORAGE, TOP OF ENGINE ENCLOSURE
98	22610050	1	ENGINE HOOD LIGHT, LED (1)
99	11031515	1	COMPUTER TRAY W/STATIONARY STORAGE
100	30010120	1	INSTRUMENTATION, BEEDE GAUGES W/ CENTER & OVERHEAD CONTROL CONSOLES
101	30010700	1	CAB PUMP SHIFT
102	29910000	1	LOAD MANAGER, CLASS-1
103	30031100	1	HIGH IDLE SWITCH
104	30031775	1	12V POWER POINTS, (2)
105	11040000	1	CAB ACCESSORY FUSE PANEL
106	30110000	1	VEHICLE DATA RECORDER, AKRON/WELDON
107	33510030	1	INTERIOR CAB LIGHTS, RED/CLEAR LED (2)
108	34010030	1	INTERIOR CREW LIGHTS, RED/CLEAR LED (2)
109	33010000	1	SPOTLIGHTS, HAND HELD, OPTRONICS KB-4003, MTD ON BREAKER COVER
110	28010750	1	DEFROSTER, HEATER & A/C-SEVERE CLIM (COMPACT)

Line	Item #	Qty	Item Description/Comments
111	28030500	1	DEFROSTER DUCTWORK, ENTIRE WINDSHIELD
112	11031687	1	TOOL MOUNTING PLATE, 25" x 19.5", TOP OF HEAT/AC UNIT
113	38510105	1	DRIVER'S SEAT, BOSTROM SIERRA HIGH BACK AIR RIDE (DURAWEAR)
114	38320000	1	HELMET STORED IN COMPARTMENT
115	39090000	1	OFFICER'S SEAT, BOSTROM TANKER 350 ABTS SCBA (DURAWEAR)
116	39030010	1	OFFICER'S SEAT COMPT, OPEN FRONT
117	38320000	1	HELMET STORED IN COMPARTMENT
118	39521105	1	CREW SEAT1, BOSTROM TANKER 350 ABTS SCBA (DURAWEAR)
119	38320000	1	HELMET STORED IN COMPARTMENT
120	39521106	1	CREW SEAT2, BOSTROM TANKER 350 ABTS SCBA (DURAWEAR)
121	38320000	1	HELMET STORED IN COMPARTMENT
122	11031828	1	EMS CABINET, FORWARD FACING, DOUBLE ON CREW SEAT RISER (RAISED ROOF)
123	39530400	1	CREW SEAT 5, FLIP UP JUMP SEAT (DURAWEAR)
124	38320000	1	HELMET STORED IN COMPARTMENT
125	39530401	1	CREW SEAT 6, FLIP UP JUMP SEAT (DURAWEAR)
126	38320000	1	HELMET STORED IN COMPARTMENT
127		1	**CLAR NOTES, EMS cabinet will be open front and sides with nylon webbing
128	39550100	1	SEAT COLOR, GRAY
129	39610000	3	SCBA BRACKETS, BOSTROM, SECURE ALL(3)
130	38410000	1	SEAT BELT WARNING SYSTEM, AKRON / WELDON
131	39710000	1	CREW SEAT COMPT, SIDE DOORS
132	60090000	1	PUMP, HALE QMAX-2000 GPM SINGLE STAGE
133	60025000	1	GEARBOX, HALE, G-SERIES, REAR MOUNTED
134	60026000	1	PUMP PACKING, HALE

Line	Item #	Qty	Item Description/Comments
135	60031005	1	ALLOY ANODES, HALE
136	60035121	1	PUMP TEST, MISTRAS GROUP, INC
137	61510000	1	AUXILIARY COOLER (HEAT EXCHANGER)
138	62010002	1	STAINLESS STEEL PIPING
139			
140	66090010	1	3" TANK-TO-PUMP W/CHECK VALVE
141	61729120	1	VALVE, AKRON, HEAVY DUTY
142	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
143	73090001	1	TANK FILL 2"
144	61729120	1	VALVE, AKRON, HEAVY DUTY
145	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
146	61090003	1	ENGINE PRESSURE GOVERNOR, CLASS1 TPGJ1939
147	61290010	1	INTAKE PRESSURE CONTROL, HALE, STS
148	63021500	1	6" MAIN SUCTION, LEFT SIDE
149	63090001	1	HALE MASTER INTAKE VALVE, ELEC (SIDE SUCTION)
150	65090000	1	2.5" LEFT SIDE INLET
151	61729120	1	VALVE, AKRON, HEAVY DUTY
152	61770905	1	ACTUATOR, VALVE, SWING CONTROL
153	60036010	1	THREADS, NST
154	63025500	1	6" MAIN SUCTION, RIGHT SIDE
155	63090001	1	HALE MASTER INTAKE VALVE, ELEC (SIDE SUCTION)
156	None	1	2.5" RIGHT SIDE INLET
157	61729120	1	VALVE, AKRON, HEAVY DUTY
158	61770905	1	ACTUATOR, VALVE, SWING CONTROL

Line	Item #	Qty	Item Description/Comments
159	60036010	1	THREADS, NST
160	70525900	1	2.5" DISCHARGE, LEFT - Position 1
161	61729120	1	VALVE, AKRON, HEAVY DUTY
162	61770905	1	ACTUATOR, VALVE, SWING CONTROL
163	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
164	60036010	1	THREADS, NST
165	70525900	1	2.5" DISCHARGE, LEFT - Position 2
166	61729120	1	VALVE, AKRON, HEAVY DUTY
167	61770905	1	ACTUATOR, VALVE, SWING CONTROL
168	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
169	60036010	1	THREADS, NST
170	71025905	1	3" DISCHARGE, RIGHT - Position 3
171	61729160	1	VALVE, AKRON, SLOW CLOSE
172	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
173	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
174	60036010	1	THREADS, NST
175	71025900	1	2.5" DISCHARGE, RIGHT - Position 4
176	61729120	1	VALVE, AKRON, HEAVY DUTY
177	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
178	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
179	60036010	1	THREADS, NST
180	71590000	1	DISCHARGE, 2.5" LEFT REAR
181	61729120	1	VALVE, AKRON, HEAVY DUTY
182	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1

Line	Item #	Qty	Item Description/Comments
183	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
184	60036010	1	THREADS, NST
185	71890000	1	DISCHARGE 2.5" RIGHT REAR
186	61729120	1	VALVE, AKRON, HEAVY DUTY
187	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
188	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
189	60036010	1	THREADS, NST
190	72290000	1	1.5" FRONT BUMPER DISCHARGE, 2" PLUMBING
191	61729120	1	VALVE, AKRON, HEAVY DUTY
192	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
193	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
194	60036010	1	THREADS, NST
195	72590002	1	DECK GUN DISCHARGE 3"
196	61729160	1	VALVE, AKRON, SLOW CLOSE
197	61770900	1	ACTUATOR, VALVE, PUSH/PULL, CLASS 1
198	77090000	1	GAUGE, DISCH, CLASS 1 2.5"
199	72570100	1	DECK GUN TERMINATION, THREADED
200	72555810	1	TASK FORCE TIPS EXTEND-A-GUN
201	72890000	1	CROSSLAYS, TWO 2" W/1.5" SWIVEL
202	61729120	2	VALVE, AKRON, HEAVY DUTY (2)
203	61770900	2	ACTUATOR, VALVE, PUSH/PULL, CLASS 1 (2)
204	77090000	2	GAUGE, DISCH, CLASS 1 2.5" (2)
205	60036010	2	THREADS, NST (2)
206	72910505	1	COVER, ALUM W/VINYL SIDES FOR CROSSLAYS

Line	Item #	Qty	Item Description/Comments
207	61742000	1	MASTER PUMP DRAIN, MULTIPOINT
208	61790510	12	DRAIN VALVES, HALE, LIFT-UP(12)
209	73590000	1	ELKHART FOAM SUPPLY SYSTEM W/FLUSH (FOR EXTERNAL EDUCTOR)
210	73540020	1	AKRON 125 GPM EXTERNAL EDUCTOR
211	73531425	1	FOAM TANK 30 GALLON BUILT INTO BOOSTER TANK
212	74929110	1	HALE PUMP MODULE CONFIGURATION, SIDE MOUNT
213	74914110	1	PRG SM1 - 44" W SIDE MOUNT PUMP PANEL (CROSSLAYS)
214	74930710	1	PANEL FINISH, BRUSHED STS
215	74931055	1	COLOR CODING
216	75040200	1	TROUGH IN RUNNING BOARD, LEFT SIDE
217	75040210	1	TROUGH IN RUNNING BOARD, RIGHT SIDE
218		1	SPECIAL ITEM, Dividers for Extinguishers in Right trough
219		1	**CLAR NOTES, Dividers provided to hold extinguishers.
220	75590010	1	PUMP PANEL LIGHTS, LED
221	76090002	1	PUMP PANEL GAUGES & CONTROLS
222	60090030	1	PUMP PRIMER, TRIDENT, AIR
223	60028310	1	(1) PRIMER BUTTON - MAIN SUCTION
224	76030900	1	HALE TRV120 THERMAL RELIEF VALVE WITH LIGHT
225	76031900	1	AIR HORN PUSH BUTTON SWITCH ON PUMP PANEL
226	76590000	1	GAUGES, MASTER, CLASS1 4.5"
227	77590000	1	GAUGE, WATER LEVEL, CLASS 1 INTELLI-TANK
228	77532102	1	GAUGE, WATER LEVEL, WHELEN PSTANK LED (2)
229	77590040	1	GAUGE, FOAM LEVEL, CLASS1, INTELLI-TANK
230	83525100	1	WATER TANK BRAND, PRO-POLY

Line	Item #	Qty	Item Description/Comments
231	83590004	1	WATER TANK, 750 GAL, POLY
232	80190220	1	BODY S3 - ALUM 43/53 HYD LAD RACK
233	80089999	1	BODY SUBFRAME, ALUM PUMPERS
234	81130200	2	ADJUSTABLE SHELF [L1] (2)
235	81150300	1	600# SLIDE-MASTER TRAY [L1] (1)
236	81130200	1	ADJUSTABLE SHELF [L2] (1)
237	81130200	2	ADJUSTABLE SHELF [L3] (2)
238	81140100	1	FIXED VERTICAL DIVIDER [L3] (1)
239	81150000	1	250# ADJUSTABLE VERTICAL SLIDE-OUT PANEL [L3] (1)
240	81150300	1	600# SLIDE-MASTER TRAY [L3] (1)
241	81130200	4	ADJUSTABLE SHELF [R1] (4)
242	81140100	1	FIXED VERTICAL DIVIDER [R1] (1)
243	81150300	1	600# SLIDE-MASTER TRAY [R1] (1)
244	81130200	2	ADJUSTABLE SHELF [R2] (2)
245	81130200	3	ADJUSTABLE SHELF [R3] (3)
246	81140100	1	FIXED VERTICAL DIVIDER [R3] (1)
247	81150000	1	250# ADJUSTABLE VERTICAL SLIDE-OUT PANEL [R3] (1)
248	81130200	1	ADJUSTABLE SHELF [A1] (1)
249	81165705	1	UNISTRUT TRACK IN COMPTS
250	80290012	1	DOORS, ROM ROLL-UP, PAINTED
251	84530910	1	COMPT LIGHTING, LED LIGHT STRIPS, 2 PER COMPT
252	81390000	1	HOSEBED, REMOVABLE ALUM FLOORING
253	81410000	1	COVER, VINYL, MAIN HOSE BED
254	81330304	1	HOSE BED DIVIDERS, ADJ (4)

Line	Item #	Qty	Item Description/Comments
255	81910100	1	HANDRAILS, KNURLED STS
256	82290001	1	STEPS, FRONT BODY
257	82390000	1	STEPS, REAR BODY (8x8)
258	82510000	1	RUB RAILS, ANODIZED ALUM
259	83089500	1	ALUMINUM TREADPLATE
260	80290013	1	4 SCBA CYLINDER COMPTS (2 RIGHT, 2 LEFT)
261			
262			
263			
264	89988888	1	DOT red and white marking tape in Rub rails
265	89011500	1	ALCO-LITE PEL-24 24'2 SEC & PRL-14 14' ROOF & 10' FOLDING
266	89510300	1	ZIAMATIC HYDRAULIC LADDER RACK
267	84550110	1	LICENSE PLATE BRACKET W/ LIGHT, LED
268	84510100	1	ELECTRICAL DESCRIPTION
269	84520000	1	BACK UP ALARM, ECCO SA917
270	85090002	1	WHELEN LED QUAD CLUSTER TAIL LIGHTS W/HALOGEN BACKUP
271	85110100	1	ICC LIGHTS, LED
272	85510100	1	STEP LIGHTS, LED, WHELEN 2G AT PUMP PANEL, LED STRIP FRONT & REAR BODY
273	85710010	1	UNDERCARRIAGE GROUND LIGHTS, LED
274	86510000	1	WORK LIGHTS, UNITY AG LED SPOT
275			
276	87090004	1	WHELEN FREEDOM 12 LED LIGHTBAR L31HRFN BEACON
277	87590003	1	WHELEN LED LOWER WARNING PACKAGE
278	87066000	1	OPTICOM MOUNTED IN LIGHT BAR

Line	Item #	Qty	Item Description/Comments
279	87537731	2	WARNING LIGHTS, WHELEN 600, SUPER LED (PAIR) (2)
280	87040000	1	TRAFFIC ADVISOR, WHELEN LED TAL65 36"
281	88391050	1	LIGHT, WHELEN PFP2, BROW 12 V LED (1)
282	86537816	1	SCENE LIGHTS, WHELEN M9 LED, SURFACE MOUNT (PAIR) (1)
283	88230610	1	GENERATOR, HARRISON, 8KW HYD
284	88250400	1	CIRCUIT BREAKER PANEL WITH 8 SPACES FOR GFI BREAKERS
285	88251100	1	BREAKER PANEL, STD LOCATION (L1)
286	88250100	2	120 VOLT OUTLET W/WEATHERPROOF COVER - EACH (2)
287	88490000	1	HANNAY ECR-1614-17-18 REEL WITH 150' 12/3 (1)
288	88432000	1	AKRON FOUR-WAY RECEPTACLE BOX, WIRED TO REEL CABLE (1)
289	88328888	1	Light Tower Command Light SL442A-W2
290	88388888	1	Treadplate Light Tower Protector
291	88390242	2	LIGHT, QTZ, FR FOCUS TRIPOD 750W 120V W/SW (2)
292	89910000	1	CORROSION REDUCTION PROGRAM (SPECS)
293	90010020	1	PAINT SCHEME
294	90030005	1	ONE COLOR CAB
295	90030154	1	PAINT FRAME RAILS & BODY SUBFRAME -BLACK
296	90030015	1	A/C CONDENSER PAINTED ROOF COLOR
297	90510000	1	3" LETTERING, 22K (UP TO 40)
298	90530005	20	ADDITIONAL 3" 22KT LETTERS (EACH) (20)
299	90530010	18	ADDITIONAL 4" 22KT LETTERS (EACH) (18)
300	90530040	12	ADDITIONAL 10" 22KT LETTERS (EACH) (12)
301	90530325	1	AMERICAN FLAG, VINYL OVERLAY, FRONT GRILLE
302		1	SPECIAL ITEM, Two Department logos

Line	Item #	Qty	Item Description/Comments
303	90610200	1	6" SCOTCHLITE STRIPE AROUND TRUCK
304	90630500	1	ONE PIECE "Z" STRIPE (UNDER 11-3/4")
305	90630100	2	1" SCOTCHLITE STRIPE ABOVE OR BELOW - EACH (2)
306	90680120	1	CHEVRON STRIPING, REAR BODY OUTBOARD, DIAMOND GRADE
307	91010000	1	MISC EQUIP - (1) PINT TOUCH-UP PAINT, STAINLESS STEEL NUTS & BOLTS
308	91030700	1	ZIAMATIC SAC-44 FOLDING WHEEL CHOCKS MTD W/ SQCH-44H HOLDERS (PAIR)
309	89050700	1	BACKBOARD STORAGE COMPARTMENT for 2 BOARDS, HOSE BED
310			
311	99010000	1	MANUALS (1-PRINTED & 1-CD) WITH DVD
312	99031195	1	DEALER DELIVERY
313	99510000	1	ONE YEAR WARRANTY
314	99999100	1	NOTATIONS
315			
316			
317			
318			
319	PDB000121	1	DEALER SUPPLIED - Compartment Matting- Standard
320			
321			
322	PDB000327	1	DEALER SUPPLIED - Vista Brake Kit installed
323	PDB000107	1	DEALER SUPPLIED - Rear Vision Camera
324	PDB000465	1	DEALER SUPPLIED - David Clark 4 Pos Wireless
325	PDB000185	1	DEALER SUPPLIED - HUMAT VALVE
326	PDB000454	1	DEALER SUPPLIED - 6" NST(F) X 4" STORZ W CAP



SUTPHEN

FAMILY OWNED
SINCE 1890

**DOWN PAYMENT DISCOUNTS
FOR
LAKE MARY FIRE DEPARTMENT**

Current Bid Price **\$498,509.00**

- Option 1 For a down payment in the amount of \$124,627.25 the discount would be \$1,713.62 for a total selling price of . . . \$496,795.38
- Option 2 For a down payment in the amount of \$249,254.50 the discount would be \$3,427.25 for a total selling price of . . . \$495,081.75
- Option 3 For a down payment in the amount of \$373,881.75 the discount would be \$5,140.87 for a total selling price of . . . \$493,368.13
- Option 4 For a full prepayment, we offer a discount of \$6,854.50 for a final selling price of \$491,654.50

NOTE: For any option above, the down payment would be due within 30 days of contract signing in order to receive the discounts listed. Any remaining balance would be due at the time of delivery.

Sutphen Corporation
PO Box 158 • Amlin, OH 43002-0158
6450 Eiterman Road • Dublin, OH 43016-8711
Tel 614 889-1005 • Toll Free 800 848-5860 • Fax 614 889-0874

Line	Item #	Qty	Item Description/Comments
327	PDB000454	1	DEALER SUPPLIED - 6" NST(F) X 4" STORZ W CAP
328	PDB000466	1	DEALER SUPPLIED - 3" NST to 4" Storz Adapter w Cap
329	PDB000271	1	DEALER SUPPLIED - Akron 3423 Deck Gun Monitor
330	PDB000490	1	DEALER SUPPLIED - Akron 3443 Single inlet monitor
331	PDB000491	1	DEALER SUPPLIED - Akron 2420 Triple stack tips
332	PDB000492	1	DEALER SUPPLIED - Little Giant Model 17
333			
334	10000410	1	PERFORMANCE BOND
			Total
			\$498,509.00

LAKE MARY FIRE DEPARTMENT
APPENDIX B INFORMATION

Concerning the trade in value of your 1994 E One pumper, South Florida Emergency Vehicles uses Brindlee Mountain Fire Apparatus to accommodate our customer's requests for trade ins. They have set a price they would buy the specified engine at \$5000.00.

However, their recommendation would be to list it for you on their website and try to find an export buyer that would could possibly \$15,000 to \$20,000. They would act as a broker for the city in looking for such a buyer. The trade in value may still be available if the engine is not sold at the time of delivery of your new pumper and a contract for sale could be drawn up at that time.

Here is Mr Wessel's contact information if you have further questions.

James F. Wessel
Brindlee Mountain Fire Apparatus
15410 Highway 231
Union Grove, AL 35175
(P) 866-285-9305
(C) 256-651-7388