



LAKE MARY PLANNING AND ZONING BOARD

Lake Mary City Hall
100 N. Country Club Road

Regular Meeting
AGENDA

TUESDAY, MARCH 25, 2025 6:00 PM

1. Call to Order
2. Moment of Silence
3. Pledge of Allegiance
4. Roll Call - Determination of Quorum
5. Approval of Planning and Zoning Board Minutes
 - A. Draft Planning and Zoning Board Minutes - March 11, 2025
6. **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.
7. **P&Z Public Participation Process:** City staff and the applicant, or the agent for the applicant, will make their presentations first, followed by questions from the Planning and Zoning Board members. After the presentations from staff and the applicant, the Chairman will open the public hearing portion of the meeting to allow interested parties to speak for or against the item being considered. The public is instructed to keep their presentation factual, not be redundant, and to direct all comments to the Board, not to the applicant or to staff. From time to time, it may become necessary for the Chairman to limit the time that speakers may have. If a time limit is to be imposed, it will be announced at the time that the Public Hearing is opened. If a speaker wishes to be heard for the record but does not have any new information regarding the item being considered, the speaker shall give his/her name and address for the record and state

that they agree with the presentation made by a previous speaker, giving the specific name of the person. When the Chairman believes that no additional information is forthcoming, the Chairman shall close the public hearing portion of the meeting.

8. Old Business

A. 2023-RZ-07, A request to the Mayor and City Commission to consider the First Amendment to the Oaks of Lake Mary Planned Unit Development, to allow a 150 seat quick service restaurant with no drive-thru on the proposed "Combination Lot" located at the southeast corner of W. Lake Mary Blvd. and Longwood Lake Mary Rd. Applicant: Mr. Kyle Morel, Bohler Engineering, FL. LLC. (Quasi-Judicial – Public Hearing – Continued from November 12, 2024, January 14, 2025, and February 25, 2025) (Sabreena Colbert, Project Manager)

9. New Business

A. 2024-PSP-01 and 2024-FSP-01, A recommendation to the Mayor and City Commission regarding a request for a Preliminary Subdivision Plan and a request for Final Subdivision Plan approval for Fairmont, a proposed 4-lot single-family residential subdivision, located at 298 S. Country Club Rd. Applicant: Ms. Dorothy Harris, Dorothy Builds, LLC. (Quasi-Judicial – Public Hearing) (Sabreena Colbert, Project Manager)

10. Community Development Director's Report

11. Other Business

12. Reports of Other Members

13. Adjournment

THE ORDER OF ITEMS ON THIS AGENDA IS SUBJECT TO CHANGE

NOTE: If a person decides to appeal a decision made with respect to any matter considered at the above meeting or hearing, he or she may need a verbatim record of the proceedings including the testimony and evidence, which record is not provided by the City of Lake Mary.

PERSONS WITH DISABILITIES NEEDING ASSISTANCE IN ORDER 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.



LAKE MARY PLANNING AND ZONING BOARD

Lake Mary City Hall
100 N. Country Club Road

Regular Meeting
MINUTES

TUESDAY, MARCH 25, 2025, 6:00 PM

NO VIDEO RECORDING WAS MADE FOR THIS MEETING

1. Call to Order

The meeting was called to order by Chairman Hawkins at 6:00 PM.

2. Moment of Silence

3. Pledge of Allegiance

4. Roll Call – Determination of Quorum

Robert Hawkins, Chairman

Benjamin Vogt, Vice Chairman

Brittany Walker, Member

Thomas Peet, Member

Nick Carlin, Member

Sabreena Colbert, Community Development Director

Patrick Martin, Community Development Administrative Coordinator

Darren Elkind, City Attorney

5. Approval of Planning and Zoning Board Minutes

A. Draft Planning & Zoning Board Minutes

Vice Chairman Vogt made a motion to approve the Draft Planning and Zoning Board Meeting Minutes of March 11, 2025. Member Peet seconded the motion, and the motion carried unanimously, 5 to 0.

- 6. Citizen Participation: This is an opportunity for anyone to come forward and address the Board 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.**

No one came forward and the citizen participation section was closed.

- 7. P&Z Public Participation Process: City staff and the applicant, or the agent for the applicant, will make their presentations first, followed by questions from the Planning and Zoning Board members. After the presentations from staff and the applicant, the Chairman will open the public hearing portion of the meeting to allow interested parties to speak for or against the item being considered. The public is instructed to keep their presentation factual, not be redundant, and to direct all comments to the Board, not to the applicant or to staff. From time to time, it may become necessary for the Chairman to limit the time that speakers may have. If a time limit is to be imposed, it will be announced at the time that the Public Hearing is opened. If a speaker wishes to be heard for the record but does not have any new information regarding the item being considered, the speaker shall give his/her name and address for the record and state that they agree with the presentation made by a previous speaker, giving the specific name of the person. When the Chairman believes that no additional information is forthcoming, the Chairman shall close the public hearing portion of the meeting.**

8. Old Business

- A. 2023-RZ-07, A request to the Mayor and City Commission to consider the First Amendment to the Oaks of Lake Mary Planned Unit Development, to allow a 150 seat quick service restaurant with no drive-thru on the proposed "Combination Lot" located at the southeast corner of W. Lake Mary Blvd. and Longwood Lake Mary Rd. Applicant: Mr. Kyle Morel, Bohler Engineering, FL. LLC. (Quasi-Judicial – Public Hearing – Continued from November 12, 2024, January 14, 2025, and February 25, 2025) (Sabreena Colbert, Project Manager)**

Sabreena Colbert, Project Manager, came forward to speak on this item.

The applicant is proposing to amend the Oaks of Lake Mary PUD Development Agreement and Final PUD Plan to modify the development standards and site layout of Lots 1 and 2 to allow for a 150 seat quick service restaurant with drive-up instead of drive-thru on a proposed "Combination Lot".

The applicant has worked with staff since the initial continuance in November; however, staff still feels there are some critical inconsistencies with the resubmittal.

Ms. Colbert continued starting with the first one regarding the Comprehensive Plan. The proposal does not align with the City's vision of this stretch of Lake Mary Blvd. and the character of existing developments including the approved PUD for The Oaks Plaza, which promotes mixed-use, walkability, and multimodal connectivity. The Applicant's response narrative noted that the amendment enhances connectivity by adding a hardscape plaza at the northwest corner and incorporating bicycle parking facilities. The amended agreement mentions a commitment to pedestrian connectivity via a new sidewalk along Longwood Lake Mary Road.

Comprehensive Plan Policy 1.2 mandates maintaining and enforcing regulations for traffic circulation, parking, and pedestrian access. The provided sidewalk connection is minimal and does not truly integrate the site with the existing plaza or the broader district. Staff find that this was partially addressed in the resubmittal. The pedestrian pathways and bicycle facilities do improve connectivity, but the development remains auto-dependent, contradicting the intent of the current PUD approval and multiple Comprehensive Plan policies.

There is also a failure to meet the PUD criteria. The site lacks integration with the current PUD, isolates the development, and replaces a potential multi-use development with surface parking. The applicant's narrative emphasizes that curbside pickup is not equivalent to a drive-thru and states that the parking layout aligns with the existing shopping center. Ms. Colbert noted the applicant did realign the site plan as discussed, so there is more cross-connecting opportunity with the existing layout. The narrative also notes the parking field is a cohesive extension and that the building orientation was adjusted to align with Lake Mary Blvd, which shifted it to the east on an axis to align and be parallel to the north frontage.

Land Development Code Section 154.61(C)(6) mandates that, "The following site development standards shall apply, unless specifically waved by finding of the Planning and Zoning Board and the City Commission that the unique characteristics of the development in question make unnecessary the application of one or more of these provisions in order to carry out the intent and purposes of the Planned Unit Development District. The proposed location and arrangement of the structure should not be detrimental to existing or prospective adjacent land uses, or to the existing or prospective development of the neighborhood."

Ms. Colbert continued stating this amendment is contrary to the mixed-use, walkable type of redevelopment that will be detrimental to the land use development pattern in the area that has already been partially developed to the immediate west in the Griffin Farms PUD.

Land Development Code Section 154.61(A)(7) explains that the purpose of PUD's for commercial centers are intended to provide the maximum opportunity for the application of innovative concepts of site planning in the creation of aesthetically pleasing living, shopping, and working environments on properties of adequate size, shape, and location.

This amendment is simply a cookie cutter development which is not particularly laid out on the site and actually serves to inhibit the use of much of the property for any compatible use. Staff find this has not been addressed as the site still lacks functional mixed-use integration.

Ms. Colbert continued stating, architectural and urban design incompatibility: The building's orientation and design do not align with the character of adjacent development patterns. The applicant's response argues that the building façade was adjusted to align with Lake Mary Blvd. and the adjacent Griffin Farms development. A decorative screening wall and enhanced landscaping were added to mask an apparent rear façade and external back of house operations along Longwood Lake Mary Road. The building materials were revised to include brick veneer and gray cement board, which is a deviation from the prototypical Chick Fil A and similar to the adjacent Griffin Farms at Midtown development. Ms. Colbert, referencing the presentation screen, stated that the images show that there were changes made from what was initially put forward. She also showed images of the two Chick Fil A locations that the applicant provided in their narrative for parking one the Druid Hills Rd. location in Georgia and the other the Biscayne Blvd. location in Miami Shores, FL. Ms. Colbert also presented images of the existing Oaks Plaza stating it incorporates some architectural enhancements such as changes in rooflines, materials, additional decorative features, as well as decorative lighting. Additionally, looking at the Griffin Farms development there is a clear vast difference in the enhancements that were incorporated to coincide with the intent of that corridor within the midtown of Lake Mary.

Ms. Colbert stated the architectural adjustments were minimal in the overall scope. The color of brick and change from brick to cement board on portions of facades, but the fundamental design remains true to the prototypical form as a suburban and standalone structure, which does not relate to the existing plaza's architecture or the adjacent Griffin Farms Development. Comprehensive Plan Policy 1.1 mandates that land use regulations be equally enforced. The City has required other developments within the city's midtown, and other areas, to prioritize pedestrian-friendly, street-facing architecture, and this project does not fully meet that standard.

Staff find that the following has not been addressed. The design improvements, screen wall, and landscaping help improve the view of a rear building façade fronting the right of way, but the building orientation and internal operations put the rear of the building fronting Longwood Lake Mary Rd. Also, the building form still functions as an auto-centric model rather than a walkable, mixed-use development. The applicant was advised at the initial first step meeting held on January 5, 2023 and throughout the process that the facades fronting both Longwood Lake Mary Rd. and Lake Mary Blvd. must be treated as primary facades with equally appointed architectural elements and design.

The applicant is requesting to amend an already approved PUD which requires the full scope of the amendments proposed to meet the applicable standards pursuant to Section 154.61(A) which lays out the purpose of the PUD zoning district.

Staff finds the proposed amendment does not meet the purpose and intent of the PUD zoning as described in further detail in the staff report but noting the following. 154.61(A)(2): to allow diversification of uses, structures, and open spaces in a manner compatible with existing and permitted land uses on abutting properties. The proposal does not diversify land uses or integrate them functionally within the PUD, isolating the development from the broader shopping center.

154.61(A)(7): to provide the maximum opportunity for the application of innovative concepts of site planning in the creation of aesthetically pleasing living, shopping, and working environments on properties of adequate size, shape, and location. The proposed amendment lacks innovative site planning and instead increases vehicular conflicts and diminishes walkability.

Per Section 154.61(C)(6), site development standards may only be waived if the Planning and Zoning Board and City Commission determine that unique characteristics of the development justify such deviations. Staff has reviewed the proposed amendment and found no unique characteristics that necessitate waiving any PUD requirements. The request to amend these requirements lacks sufficient justification and does not align with the intent or purpose of the PUD zoning district.

Ms. Colbert continued, all development approvals must align with the adopted Comprehensive Plan. The proposed amendment fails to meet key policies, including Future Land Use Policies 1.1, 1.2, and 1.4.

Based on the analysis in the staff report, as presented today, the proposed amendment to the Oaks of Lake Mary PUD Development Agreement and Final PUD Plan does not align with the goals, objectives, and policies of the City's Comprehensive Plan and Land Development Code. Therefore, staff recommends denial of the modified development standards and site layout for the proposed Combination Lot-Amended PUD Plan and Agreement. These PUD amendments must be reviewed based on comprehensive plan policies and land development code standards. Several have been noted throughout the presentation.

The Mayor and City Commission will hear this item on April 17, 2025, based on the Board's recommendation.

Chairman Hawkins stated it looks like the applicant budged a little bit, but not a lot. Ms. Colbert confirmed. Chairman Hawkins continued as you summarized, they still just want a cookie cutter Chick Fil A in that spot. Ms. Colbert confirmed. Chairman Hawkins continued, whereas, in places like Griffin Park, even though there are nationally known companies that are in that shopping center like Winn-Dixie and the bank they have all conformed to the PUD and vision of the midtown development standards. Ms. Colbert stated exactly.

Mickey Grindstaff, Attorney at Schutts and Bowen, LLC., 300 S. Orange Ave. Ste. 1600, Orlando, FL, came forward on behalf of the applicant. He the applicant disagrees with Ms. Colbert's characterization of barely budging and sticking to a cookie cutter design. We hope to show you why and convince you that is not what we are looking at here. He stated that he wanted to introduce a number of people present on behalf of the applicant; Clint Mattson from Chick Fil A in Atlanta, Michael Yates from Palm Traffic, Greg Roth and Will Garner from Bohler Engineering, as well as the applicant Kyle Morel. Mr. Grindstaff stated he wanted to thank Ms. Colbert and her team for working with them although they respectfully disagree with her conclusions.

Mr. Grindstaff continued that work on this item has been ongoing since June of 2023. The PUD amendment before you is version number fourteen. During the process, the applicant has addressed many items and there has been a lot of progress. We are proud of some of the things we have addressed including the fact that there are no drive-thrus on this site. The current PUD allows drive-thrus for limited conditions such as a coffee shop, think Starbucks, or a doughnut shop, think Dunkin' Donuts or Krispy Kreme, or a deli. Those types of drive-thru facilities could go on lots one and two at this location, today. We are getting rid of the drive-thru option throughout the PUD. Mr. Ben Lafrenier, the owner of the property is also here tonight, and he has agreed to cleaning up an ambiguity that lingered over with regard to lot number three within the PUD to eliminate drive-thrus on all 3 of these lots.

Mr. Grindstaff continued that pedestrian connectivity has increased with an increase to the sidewalk along Longwood Lake Mary Road. The applicant believes that the hardscape plaza at the corner is impressive and separates us from what was referred to as a cookie cutter Chick Fil A location. He stated the internal traffic circulation has been improved by increasing the number of connection points between the site on the combination lot and the remainder of the shopping center from two to four. The back-of-house has been improved. You may recall that there was concern that the site is at the intersection of two good-sized roads with the back-of-house along Longwood Lake Mary Road. Due to the functionality of the building, there is a back-of-house door on the southwest side of the building. The applicant proposed a screening wall to screen that back-of-house. He continued he believes there is support for that if the applicant would agree to enhance that by screening that screening wall with landscaping.

Mr. Grindstaff continued that with regard to the shift of the location of the building, the western part of the building did go at an angle along Longwood Lake Mary Road, and now it is more squared up to Lake Mary Blvd. increasing the area between Longwood Lake Mary Road and the screening wall. There is more area now to further enhance the landscape screening that is going to screen the screening wall. The applicant believes this has significantly enhanced the back-of-house issue.

He continued, the turn lanes, the County wants turn lanes due to traffic and turn lanes will result in the loss of trees along both roads. In the narrative the applicant has proposed to do the turn lanes and to mitigate the loss of trees per code. The overall parking for the PUD is slightly overparked, and our combination lot will be overparked. The architecture for the building, as Sabreena showed you the difference between the original prototype and where we are now with

the red brick veneer. You will remember there was traffic data that was required. We have provided the traffic data with regards to sites that have drive-up services, pick up spaces, and no drive-thrus which we believe supports our application.

Mr. Grindstaff then stated before getting into the line items of what has been addressed, he wanted to point out a few things that are significant disconnects between the applicant and staff. The staff report refers to this project in numerous places as urban sprawl that is auto centric as if we were developing a former cow pasture on the edge of town. We are asking to amend a PUD in the middle of town that is not on the edge. With regard to the auto centric suggestion of this project, we think it is totally misplaced especially when compared to what is being amended. The applicant is asking to amend a PUD that has two lots, both of which could be drive-thru facilities under the currently approved PUD. The applicant is asking to get rid of the drive-thru components and putting in a hardscape plaza at the corner. We believe that is anything but urban sprawl or auto centric.

He continued that there was also concern about combining lots one and two into a single use. If it was kept the way it currently is and there was a Starbucks and a Krispy Kreme that it would somehow be a mixed-use. Whereas, this dine-in facility with 14 pickup spots is somehow going to make what was a desirable mixed-use location into an undesirable single use location. We respectfully disagree with that.

He added that in regard to there being no bicycle or pedestrian integration, that there is the hardscape plaza, the sidewalks, and bicycle parking which we would be pleased to enhance if necessary. As well the architectural design, the building has been enhanced as well as the landscaping with additional landscape screening to screen the back-of-house screen wall.

Chairman Hawkins asked if the applicant had supplied the data from the other pickup locations. Mr. Grindstaff responded affirmatively and deferred to the applicant's traffic consultant.

Michael Yates, Palm Traffic, 4006 S. MacDill Ave., Tampa, FL 33611, came forward to speak on the item. He stated that they supplied data from two locations, one in Druid Hills near Atlanta and the other in Miami Shores. The data was averaged. They are relatively similar to the trip generation that ITE has within a few trips. We also looked at the ITE trip generation for a fast-food restaurant with a drive-thru because that was one of the questions. That also has very similar trip generation, so across the board there is relatively the same trip generation.

Chairman Hawkins asked Ms. Colbert if she was alright with that. Ms. Colbert responded that the City's traffic engineering consultant reviewed their justification that was submitted as well as the counts for the locations that were identified, which both opened June of 2024, and found it to be sufficient.

The applicant, Kyle Morel, Bohler Engineering, 600 N. Westshore Blvd., Tampa, FL 33609, came forward to speak on the item. He stated the proposed PUD amendment will eliminate the drive-thru uses throughout the PUD. What is currently approved does have drive-thru uses, and we

are proposing to strike that from the proposed PUD. We are also proposing turn lanes at both access points and increased hardscape at the intersection. We have also rearranged the parking alignment to have better cohesiveness with the existing parking facilities as well as pedestrian access from the intersection and the existing strip retail center.

He continued by showing that the currently approved PUD have drive-thru uses for lots one and two and no pedestrian connectivity with very auto dependent uses. He showed that the parking configuration has been revised to have 4 connections instead of the previous 2 connections to have a better flow and to match the number of internal circulation points that was previously approved.

Mr. Yates then presented the traffic analysis numbers for the project as well as the comparison to the numbers with the other Chick-Fil-A locations. He stated that the supplemental data provided confirms that the ITE data is consistent with what is being proposed and what is being seen at the existing Chick-Fil-A restaurants without a drive-thru.

Mr. Morel then continued that with the turn lane on Lake Mary Blvd. there are 6 or 7 existing oak trees that will need to be removed due to the proximity of the roadway. We have proposed to mitigate the removed trees.

Chairman Hawkins asked how they proposed to mitigate the 6 or 7 removed trees. Mr. Morel responded with new proposed live oaks.

Chairman Hawkins asked if they were additional new proposed live oaks. Mr. Morel responded affirmatively. Chairman Hawkins asked if they would be in the same area or elsewhere on the site. Mr. Morel responded that they would be in the same area. He stated the plan shows that there would be 4 new oaks in the same area and then the remainder would be on the site.

Mr. Morel continued that for the pickup stalls proposed the total sales for pickup will be about 10 percent, so the number of pickup stalls was justified as being 10 percent of the total parking.

As well the building has been realigned with Lake Mary Blvd. and internal circulations points have been added for better cohesiveness as well as improved sidewalk connectivity. There is an existing bus shelter which will be enhanced and pushed south due to the turn lane improvements. There are also added amenity features including enhanced hardscape and landscape around the northwest corner of the building. We tried to have cohesiveness with the adjacent Griffin Farms aesthetics.

Mr. Morel then presented a prototypical design for a Chick-Fil-A as compared to the proposed design for this project stating there are additional windows along the west side, a revised color scheme, a screen wall blocking the back-of-house door, and enhanced landscaping. He added there is also the corner feature that includes the outdoor patio, amenity facilities, widened sidewalks or a multi-use path, as well as enhanced landscaping.

Chairman Hawkins asked about how many additional trips per hour would this generate to this site. Mr. Yates responded based on the ITE there would be 225 A.M. peak hour trips and 173 P.M. peak hour trips. Those would be total trips and not new trips. The distinction is that new trips are subtracting out passer-by trips. When you look at driveway volumes, you look at total trips, but when you look at impact to the adjacent roadways then you would look at new trips because passer-by trips are already on the adjacent roadway. The new trips not shown on the slide would be 115 A.M. peak hour trips and 78 P.M. peak hour trips, so in traffic terms it is a relatively small number.

Chairman Hawkins asked what the stacking volume would be for the additional turn lane on Lake Mary Blvd. Mr. Yates responded that it is considered a free flow movement. The way it is calculated is using the Florida Design Manual (FDM) to determine the turn lane length based on the speed limit. Based on the speed limit on Lake Mary Blvd. it works out to 290 feet with 240 feet of deceleration and 50 feet of taper which is what is required by code.

Chairman Hawkins then said southbound on Longwood Lake Mary Rd. there haven't been any changes so there is stacking for two cars there. Mr. Yates confirmed and added it is constrained by the geometry for the northbound traffic, but there won't be too much traffic that goes southbound from the Chick-Fil-A because they would likely enter off of Lake Mary Blvd.

Chairman Hawkins stated that he disagrees because he travels there. If there is a traffic light, and I want to go to Chick-Fil-A when the light turns red then I am going to go right. So, 50 percent of the time, the traffic wanting to go to Chick-Fil-A is going to go right. Mr. Yates responded he would go a different route. Chairman Hawkins responded he is there every day, and he sees how this intersection works and how it doesn't work. He wishes the County would reconfigure the whole road, but it's not there yet.

Chairman Hawkins added that he does like that the access points have been improved from two to four.

Member Carlin then asked Mr. Yates to educate him on the traffic study. He asked if we are looking at the comparison between the two other locations. Mr. Yates stated that the comparison with the other two locations was done to verify that the ITE land use category 933 that we used in the analysis was appropriate to be used and that the Chick-Fil-A specific use without a drive-thru was not different than ITE.

Member Carlin then asked when you look at that is the population of those cities or towns looked at as well. Mr. Yates responded to a degree yes. He stated that Miami Shores is obviously more densely populated. Probably Lake Mary is more represented by Druid Hills, and we did look at the adjacent street volumes. We were kind of limited in the sense that we had to find Chick-Fil-A's without drive-thrus that were open for a while and that we could isolate the sites so we could get the site-specific data. We think the two that we found are representative of what we are expecting to see.

Ms. Colbert then added some remarks. She stated that she wanted to point out that the current PUD approval requires an enhanced element at the corner of this development. That is something that is already a built-in requirement of the PUD and not something that is an additional enhancement as part of this request.

Chairman Hawkins asked Ms. Colbert to define enhancement. Ms. Colbert responded that she does not remember the exact language in the current PUD but it included enhanced hardscape, reference to entry or gateway feature or signage, and it is a requirement of the approved PUD for anybody that came in to develop that lot that is fronting the intersection. So the enhanced hardscape plaza is already something that would have been a required element.

Chairman Hawkins then asked what exactly it is that they are missing. Ms. Colbert stated that they aren't missing anything. She just wanted to clarify because the applicant noted things that they are providing as part of their request that enhance the current approval, but that intersection enhancement was already a requirement in the approved PUD.

Member Carlin stated to clarify they stated that lots 1 and 2 could have drive-thrus, but they would still have to meet those same standards. Ms. Colbert responded that is correct.

Ms. Colbert added the current approved PUD has exhibits showing the storefront type of architecture which would be storefront windows. Not a screen wall screening a front façade to hide what would be back-of-house on a rear façade for instance with Griffin Farms, the frontage on Longwood Lake Mary Rd. None of those are front entry doors of the units, however, they have the appearance of a front façade along the right-of-way. What is being proposed is a screen wall without any façade elements for the predominant portion, which staff has determined not to be in character.

Vice Chairman Vogt asked if the images included in the staff report are the intended design of the property. Chairman Hawkins responded that it is the existing shopping center. Member Carlin agreed.

Chairman Hawkins then asked Ms. Colbert that so far the applicant is not willing to make the changes to make it look like the rest of the PUD. Ms. Colbert responded that staff has been at it for a while and we have not come to the place that we need to be.

Item A was then open for a Public Hearing.

Dr. Harvey Kansol, 3098 W. Lake Mary Blvd., came forward to speak on the item. He stated that he shares and interchange with the development and he was suspicious of why they would build a Chick-Fil-A without a drive-thru, but now he knows why. He stated all that is different is the cars pull over to the side to pick up the food. Even though it may be 10 percent of the customers that do that now in 5 years it could be 90 percent of the customers. He stated there are constant accidents at the intersection. He stated he is totally opposed to the item because the traffic would be unbearable.

Chairman Hawkins stated to Dr. Kansol that the current PUD allows for two drive-thru businesses there. Dr. Kansol responded he understands, but as we know Chick-Fil-A is busier than most other drive-thrus and two or three or four wouldn't match up to Chick-Fil-A. It will cause terrible traffic problems. Dr. Kansol asked if there would be additional curb cuts. Chairman Hawkins responded no, but there will be additional right hand turn lanes. Dr. Kansol again stated that two or three other drive-thrus or even something like retail won't cause as much damage as Chick-Fil-A. There are so many accidents at that intersection already, and he is totally opposed to this.

Michael Dobish, 624 Washington Oaks Ct., stated he spoke at the first meeting on November 12th. He thanked Ms. Colbert for her presentation stating she clearly has the best interest of Lake Mary in mind and as a homeowner he appreciates that. He stated it really goes back to traffic and congestion. He continued that he looked up ITE and it provides data points for engineers which is fine, but wants to know does ITE actually measure that intersection at Longwood Lake Mary Rd. and Lake Mary Blvd. Are they actually measuring that or are you just extrapolating data out for your proposal? He stated he is against this and if it is approved it will be a black eye for Lake Mary.

Ms. Colbert deferred to the applicant's traffic consultant to answer Mr. Dobish's question. Mr. Yates came forward and responded that ITE Trip Generation Manual is a national publication that is updated every couple of years that is a compendium of trip generation studies at each of the land use categories throughout the country. They continue to update it, and every time a new use comes in consultants throughout the country go out to do trip generation studies. We use that to estimate the project trips associated with the development. The second part in the traffic study we go out and do actual data collection. We go out and do turning movement counts. We did one at Lake Mary Blvd. and Longwood Lake Mary Rd. We do the morning peak hours from 7:00 to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. We use the highest hour within those two-hour windows. Then we seasonally adjust those numbers. DOT does seasonal adjustment factors for every week of the year for every county in the State of Florida. So we know based on the day we do our data collection what the seasonal adjustment is to adjust it to peak season traffic. We are always required to adjust it to that. We are also required to add in any background projects that have been approved but not constructed yet. So that gives us the background traffic and then we add the project traffic on top of that. We do data collection. We do look at other projects in the area, and this does get reviewed by both the City and the County. It is very detailed and very site-specific.

Mr. Dobish asked if traffic counts were actually done at that intersection. Mr. Yates responded affirmatively and that they use an independent source that does video data collection.

No one else came forward, and the Public Hearing was closed.

Vice Chairman Vogt made a motion to recommend denial of 2023-RZ-07, A request to the Mayor and City Commission to consider the First Amendment to the Oaks of Lake Mary Planned Unit Development, to allow a 150 seat quick service restaurant with no drive-thru on the proposed "Combination Lot" located at the southeast corner of W. Lake Mary Blvd.

and Longwood Lake Mary Rd. Applicant: Mr. Kyle Morel, Bohler Engineering, FL. LLC. Member Walker seconded the motion, and the motion carried 5 to 0.

Chairman Hawkins requested the reasons for denial be added to the record.

- There is not sufficient ingress and egress to accommodate the traffic.
- The back-of-business fronting the right-of-way should comply with current PUD requirements.
- The applicant has not modified their architecture to reflect congruency with the rest of the shopping center.
- When removing mature trees that line Lake Mary Blvd., mitigation should include larger trees than what the code requires.

9. New Business

- A. 2024-PSP-01 and 2024-FSP-01, A recommendation to the Mayor and City Commission regarding a request for a Preliminary Subdivision Plan and a request for Final Subdivision Plan approval for Fairmont, a proposed 4-lot single-family residential subdivision, located at 298 S. Country Club Rd. Applicant: Ms. Dorothy Harris, Dorothy Builds, LLC. (Quasi-Judicial – Public Hearing) (Sabreena Colbert, Project Manager)

Sabreena Colbert, Project Manager, came forward to speak on this item.

The applicant is requesting preliminary and final subdivision plan approvals for a proposed 4-lot SFR subdivision at 298 S. Country Club Rd. The PSP and FSP will be presented simultaneously, however the board's action will need to be by separate vote. The 1.1 acre property is located on the west side of S. Country Club Rd. between Williams and Tracy Rd. and has a R-1A (Single Family Dwelling) zoning and a Low/Medium Density Residential (LMDR) Future Land Use designation. The LMDR future land use allows a maximum of 4 dwelling units per acre consistent with the applicant's request.

The proposed lots exceed the minimum development standards for the R-1A zoning which requires a minimum 10,890 sq. ft. lot area, 1,100 sq. ft. living area for the home, 75 ft. width at building line, as well as 25 ft. front setback, 20 ft. combined side setbacks with an 8 ft. minimum on one side, and 30 ft. rear setbacks. The typical architectural elevations were provided showing varying finishes, rooflines, and decorative features.

Each lot will have a curb cut providing direct access onto S. Country Club Rd. This is a Seminole County right-of-way and permitting for the curb-cuts will be through the County. The proposed subdivision is expected to generate 52 daily trips with 4 trips in the A.M. and 5 trips in the P.M. peak hours. A traffic study was not required, and the projected trips fall below the thresholds of 50 peak hour and 350 average daily trips. Each unit will provide parking for 4 vehicles, 2 in the garage and 2 in the driveway as required by code.

An environmental assessment was conducted for the subject property. No threatened or endangered species were identified on site.

Each lot will be required to have 35% open space; the applicant is proposing 67% opens space, which would allow for future homeowners to enhance as they wish.

Water service will be provided by an existing 6 in. water main along S. Country Club Road, and each lot will require a septic system since sewer is not available. Trash and recycling will be collected curbside by Waste Pro.

Due to the scale of the project and existing improvements on site, no stormwater system is being proposed. The applicant will be using a type 'A' lot grading model, typical of infill single family residential development, for all four lots with the flow directed toward the road. The property is within an open basin that drains to Soldier's Creek.

Each lot is required 3 canopy trees, foundation plantings and screening shrubs around the AC units and the proposed plan meets this requirement. No historic trees will be removed and irrigation for the landscaping will be installed.

Staff finds that the request for Preliminary and Final Subdivision Plan for Fairmont, a proposed 4-lot single-family residential subdivision, located at 298 S. Country Club Rd. is consistent with the relevant criteria of the City's Preliminary and Final Subdivision Plan regulations, the City's Code of Ordinances and Comprehensive Plan and recommends approval with the condition that the Final Subdivision Plan shall not become effective until the Mayor and City Commission act on the Preliminary Subdivision Plan.

The Preliminary Subdivision Plan will be considered by the Mayor and City Commission on April 17, 2025. Once approved, the next steps are the site construction permit and final plat.

The applicant, Dorothy Harris, 8425 River Branch Place, Sanford, FL 32771, came forward to speak on the item. Chairman Hawkins asked if Ms. Harris had anything to add to Ms. Colbert's presentation. Ms. Harris responded that she thinks Ms. Colbert's got it.

Chairman Hawkins asked if the applicant developed the homes south of this site. Ms. Harris responded no. Ms. Harris stated they were hers, but she did not develop them.

Chairman Hawkins asked if there would be enough room for someone to put a small pool in the back. Ms. Harris stated there should be plenty of room.

Member Walker asked if it would be the same floor plan for all four houses. Ms. Harris stated that she won't necessarily be building the houses, she is just subdividing the property. She stated the submitted plan is a house plan that she already had, but they don't know who will actually be building them.

Chairman Hawkins inquired if Ms. Harris will just sell the lots and people can build their own house. Ms. Harris responded it depends on who buys the lot and if they wanted a builder they would talk with them, but at this point they are just looking to subdivide.

Chairman Hawkins added that will be a nice improvement.

Item A was then opened for a public hearing. No one came forward, and the public hearing was closed.

Member Peet stated that he believes in the past when someone wanted to develop bigger lots with additional houses the Board declined it because it would add traffic to Country Club Rd., which cannot be expanded. He asked did we indeed decline requests in the past, if so would it apply to this.

Chairman Hawkins responded those were bigger subdivisions further south. Those were 5-acre lots that they wanted to divide into 10 or 15. Ms. Colbert responded the ones she is aware of were denied due to the Rural Country Estates zoning and Rural Residential FLU require 1-acre lots or Agricultural zoning which require 3-acre lots. They were trying to develop more dense in an area that did not allow that. This project is Low Medium Residential which allows 4 units which is exactly what is being proposed.

Member Walker asked technically someone could buy two lots and just build one home. Ms. Colbert responded affirmatively.

Member Carlin asked do they have to be the same or would they have to be the same, which isn't exactly appealing. Ms. Colbert responded with straight zoning we can't put conditions on single family residential that meet the standard development requirements established in our code. We can't require them to enhance beyond what the code states. When they come forward for building permits, we can encourage them to try to get more.

Chairman Hawkins stated the odds are individual people or individual people would build 4 individual homes.

Member Walker stated that with the cost of land here, odds are it won't attract that type of people.

Member Walker made a motion to recommend approval to the Mayor and City Commission for 2024-PSP-01, a request for a Preliminary Subdivision for Fairmont, a proposed 4-lot single-family residential subdivision, located at 298 S. Country Club Rd. Applicant: Ms. Dorothy Harris, Dorothy Builds, LLC. Vice Chairman Vogt seconded the motion, and the motion carried 5 to 0.

Member Walker then made a motion to approve 2024-FSP-01, a request for Final Subdivision Plan approval for Fairmont, a proposed 4-lot single-family residential

subdivision, located at 298 S. Country Club Rd. Applicant: Ms. Dorothy Harris, Dorothy Builds, LLC. Member Carlin seconded the motion, and the motion carried 5 to 0.

10. Community Development Director's Report

Sabreena Colbert, Community Development Director, stated that she has no report.

Member Carlin stated it was nice to hear Michael, that homeowner, speak highly of you.

11. Other Business

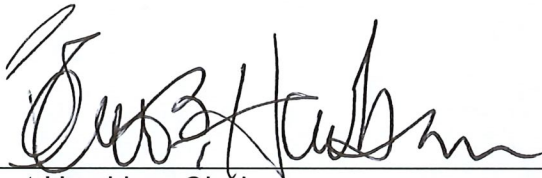
There was no other business.

12. Reports of Other Members

There were no other reports.

13. Adjournment

There being no further business, the meeting was adjourned at 7:18 PM.



Robert Hawkins, Chairman



Patrick Martin, Community Development Administrative Coordinator