



City Commission

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REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE

Tuesday, October 27, 2015

10:00 AM

City of Margate
Municipal Building

PRESENT:

Ben Ziskal, AICP, CECd, Director of Economic Development
Mary Langley, Building Director
Diane Colonna, CRA Executive Director
Kevin Wilson, Fire
Jeanine Athias, Engineer
Abraham Stubbins, Utilities
Lt. Paul Fix, Police
Andrew Pinney, Associate Planner

ALSO PRESENT:

Robert Grassman, Bowman Consulting
Andrew Petersen, Bowman Consulting
Steven Wherry, Greenspoon Marder Law
Dale Meaux, API Group
Jeremy Anderson, Hanlex Margate

ABSENT:

Sam May, Director of Public Works
Michael Jones, Director of Parks and Recreation
Dan Topp, Code Compliance Officer

The regular meeting of the Margate Development Review Committee (DRC), having been properly noticed, was called to order by Ben Ziskal at **10:00 AM on Tuesday, October 27, 2015**, in the Commission Chambers at City Hall, 5790 Margate Boulevard, Margate, Florida 33063.

- 1) APPROVAL OF THE MINUTES FROM THE DRC MEETINGS HELD ON JUNE 9, 2015; AUGUST 11, 2015; AUGUST 25, 2015; SEPTEMBER 8, 2015.

Andrew Pinney advised that he had provided a few non-substantive corrections to Rita Rodi.

The minutes for June 9, 2015, August 11, 2015, August 25, 2015, and September 8, 2015 were approved as written.

- 2) NEW BUSINESS

Ben Ziskal advised that item 2E, DRC NO. 10-15-05 had been withdrawn by the applicant and would not be heard.

Economic Development Department

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Mr. Ziskal advised the items 2A and 2C were for the same property. He asked if the committee members would allow item 2C to be heard ahead of item 2B. There were no objections.

- A. **DRC NO. 10-15-01** CONSIDERATION OF **SITE PLAN** APPROVAL FOR A NEW GASOLINE SERVICE STATION
LOCATION: 2000 NORTH STATE ROAD 7
ZONING: TOC-G CORRIDOR
LEGAL DESCRIPTION: TRACT A OF "MARGATE DISTRICT HEADQUARTERS", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 88, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
PETITIONER: ANDREW PETERSEN, BOWMAN CONSULTING, AGENT For TVC MARGATE CO., LLC.

Ben Ziskal read the item title.

Robert Grassman, Bowman Consulting, stated that they were proposing the construction of a hybrid convenience market with gas pumps at the southeast corner of Copans Road and State Road 7. He said they planned to demolish the existing building and all the existing improvements would be removed. He said they had applied for a Special Exception Use as well.

Diane Colonna asked what would be going into the general retail building. Mr. Grassman said there were no plans for the space at the current time. He said the space could be split among users. She said the CRA was looking for them to have more of a street presence and urban feel by having the buildings closer to the road and more accessible to pedestrians and transit. Mr. Grassman said he understood. He also indicated that they would remove the uses for the retail space so it did not appear on future re-submittals. Ms. Colonna asked that the existing space also be brought closer to the road.

Kevin Wilson had no comment.

Mary Langley had no comment.

Andrew Pinney made the following comments:

- photometric plan detailing the exterior lighting was needed
- floor plan for the convenience store was needed
- elevations of canopy and convenience store were needed
- pointed out that the request was in conflict with the Zoning Code as there was an existing gas station, Valero, within 1,000 feet; the matter would need to be resolved.
- asked them to label the widths of the driveway connections to the roadway on the site plan, showing the width at the property line.
- advised that they needed to address their "build to" line in accordance with the form based code used in the TOC district. He said the "build to" line should start at the edge of the pavement and come in 25 feet which would be where the front of the building should be. He said they were currently 75.7 feet off of State Road 7 and 52.6

feet from the canopy to Copans Road. Mr. Grassman said they were aware and they were submitting variances for the "build to" requirement and the Zoning Code conflict. -advised that, per the TOC, 75% of their frontage needed to be built out and occupied by the building. Currently they were showing 0% build out he said.

-TOC also had approved frontage types and he would need to see the elevations in order to approve.

-advised, per Section 9.7, that new developments were required to hold the corner of primary roadways.

-noted that the TOC form based code called for an urban greenway that included a widened sidewalk and an eight foot landscape buffer between the sidewalk and the roadway.

-advised that the landscape calculations needed to be adjusted in the landscape plan and he explained the requirements.

-noted that a seven foot curbed landscape area was required to divide the interlocking parking spaces.

-mentioned two conceptual monument signs that encroached into the site triangle and needed to be adjusted.

-advised that the landscape code included a pedestrian zone feature that would be required on the east, north, and west frontage of the building.

-advised that bicycle parking calculations and facilities were required based on the square footage of the convenience store.

Jeanine Athias commented that the traffic report conflicted with the site plan in a few areas, beyond the undetermined retail space. Mr. Grassman said they were showing a worst case scenario; they would either remove it or show it as potential. Ms. Athias suggested they focus on what they would be developing now and do an additional traffic study in the future. She asked what basis they used for their finished floor plan. Mr. Grassman said they used the Cocomar requirements. There was a short back and forth discussion between them about the requirements and she said they would talk it further. She asked that they double check for any plat restrictions. She said more information would be needed before their impact fees could be given.

Abraham Stubbins asked what they planned to do with a lift station on the northwest corner. Mr. Grassman said they planned to remove it. Mr. Stubbins commented about re-routing a manhole connection. Mr. Stubbins asked if they planned to remove the existing drainage system as their plans showed. Mr. Grassman said they planned to remove as much curbing and paving as they could and then they would sod it. Mr. Stubbins noted that the area would flood without the drainage. Mr. Grassman said they could regrade the section with stubouts for the expansion of the storm system. He said they had a permit for it into Broward County.

Paul Fix had no comment.

Ben Ziskal said the plans he saw initially had the gas pumps along U.S. 441 and the building had frontage on Copans Road. He acknowledged that it was not possible to get frontage build-out on both roads; however, because the shape of the property drew out the development along Copans Road, he said locating the convenience store on Copans Road would be preferred because it would be closer to the transit stop and provide better pedestrian accessibility to the site. He noted how the future

development on the site to the east would create a cohesive development pattern along Copans Road if the buildings were brought close to the road. He asked that they revisit that idea. Also, he said that having the pumps located on the west side of the property along U.S. 441 provided better vehicular traffic flow because most of the traffic would be off U.S. 441. He said the current plan was designed to have the traffic circle around the building either to the south and east or up the west side of the building thereby creating unnecessary vehicular traffic around the building. Having the pumps on the west side of the building would allow traffic to flow right in and out he said. He said he would like them to reevaluate their plan. In addition, he liked the idea of the curb cut removal on U.S. 441 and suggested the exploration of a cross access to the south of the site into the bowling alley to provide internal connectivity. He noted that the bowling alley had an abundance of parking and possibly a few parking spaces could be eliminated. The idea should be explored as it could be mutually beneficial he said. Mr. Grassman said they would need to discuss it internally.

Mr. Ziskal advised the petitioners to contact him or Mr. Pinney with any questions on the revisions or on the variances that would be required.

Kevin Wilson commented that the service attendant would need to have visual access to the pumps with a kill switch.

C. **DRC NO. 10-15-03** CONSIDERATION OF AN APPLICATION FOR **SPECIAL EXCEPTION USE** FOR NEW CONSTRUCTION OF A GASOLINE SERVICE STATION
LOCATION: 2000 NORTH STATE ROAD 7
ZONING: TOC-G CORRIDOR
LEGAL DESCRIPTION: TRACT A OF "MARGATE DISTRICT HEADQUARTERS", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 88, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
PETITIONER: STEVEN WHERRY, GREENSPOON MARDER LAW, AGENT FOR TVC MARGATE CO., LLC.

Ben Ziskal read the item title and advised that it was for the use of the property.

Steve Wherry, Greenspoon Marder Law, said that the request was for a Wawa gas station and convenience market which they considered a hybrid operation. He said it would have 16 fueling stations and be a 24-hour operation with indoor and outdoor seating for dining purposes. He said that the Code for the TOC-G zoning district allowed that a gas station could be a permitted use provided it was approved as a Special Exception.

Diane Colonna had no comments on the use; just the noted changes to the site plan.

Kevin Wilson had no comment.

Mary Langley had no comment.

Andrew Pinney said his comments were those given during the site plan review.

Jeanine Athias had no comment.

Abraham Stubbins had no comment.

Paul Fix had no comment.

Ben Ziskal said that the reason for the Special Exception review was to ensure that it fit with the long term land use and zoning plan for the City. He explained that the proposed development was at a major intersection: U.S. 441 was a major commercial corridor; and Copans/Royal Palm was a major east/west corridor with connections to the highway system. He indicated that one of the concerns was that a large building was being torn down and being replaced with a smaller building on the western portion of the property. However, he noted, the addition of a phase two or phase three on the eastern portion could make up most of the square footage. Mr. Ziskal explained that an application had been received in the past for a Race Trac station at U.S. 441 and NW 31st Street which had been denied by the City Commission due to compatibility issues because it was located adjacent to residential. He said the Race Trac proposal showed a demand for a gasoline service station in the northbound lanes of U.S. 441 but it was not feasible next to residential. He said there were no compatibility issues for this site because it was bound by commercial to the north, south, and west, and industrial to the east.

He said that in order to receive Special Exception approval for this auto-oriented use, it must be designed in such a way that pedestrians and bicyclists could operate on equal ground with automobiles. He said the Committee recommended that the building be oriented towards the Copans corridor adjacent to the existing transit station and the vehicle/pedestrian conflict be limited as much as possible. In addition, he said the connectivity south to the bowling alley would provide the internal connection from private property to reduce the impact on the right-of-ways.

Mr. Wherry said he understood and that they would discuss the cross access with their neighbor. He said they struggled with the configuration of this site based on the configurations Wawa had for all their locations. He said WaWa's present designs were not suited to the urbanist standards many municipalities had adopted for site configuration. He said they tried to incorporate them, but what they presented was the best they could do at this time. He said they would discuss it more with their clients to see if there was anything that could be done. He said they were excited about bring WaWa to Broward County and this location and they would try to be flexible.

Mr. Ziskal advised that Special Exceptions required City Commission approval. He reiterated the need for several variances to be met as had been discussed during the site plan review. He said it would be up to them as to whether they wanted to get the variances approved prior to going to the City Commission or whether they wanted to go to the City Commission first understanding that any unresolved issues would be incorporated into the resolution as conditions. Mr. Wherry said he understood.

- B. **DRC NO. 10-15-02** CONSIDERATION OF AN **AMENDED SITE PLAN** FOR ST. VINCENT CATHOLIC CHURCH, TO PERMIT THE ADDITION OF A GIFT SHOP AND RESTROOMS

LOCATION: 6350 N.W. 18TH STREET, MARGATE

ZONING: R-1 ONE FAMILY DWELLING DISTRICT

LEGAL DESCRIPTION: ALL OF PARCEL "A" OF "ST. VINCENT PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 85, PAGE 12, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PETITIONER: DALE MEAUX, API GROUP, INC., AGENT FOR ST. VINCENT CATHOLIC CHURCH

Ben Ziskal read the item title.

Dale Meaux, architect, API Group, stated that they planned to do an addition to the Church that would include a gift shop and restroom, as well as to renovate the cry room and put up a new façade on the Church. He said no changes to parking, circulation or site utilities were planned.

Diane Colonna had no comment.

Kevin Wilson had no comment.

Mary Langley had no comment.

Andrew Pinney said that he had no comments regarding the proposed additions, but an application for an amended site plan triggered compliance with other sections of the Code. He said a calculation table needed to be added to their landscape plan to show compliance with the landscape code. Mr. Meaux said he did not think they would comply and he asked Mr. Pinney for his recommendation. Mr. Pinney said the requirement would be for them to replace missing some plant materials. Mr. Pinney also said that the lighting levels shown on the photometric plan were very low. Mr. Meaux said those were the existing conditions and that they might not comply. Mr. Pinney said a minimum of one foot candle was required in vehicular use area and the lighting measurements needed to be shown in a ten foot by ten foot pattern at grade. Also, he said that all light fixtures needed to be fully shielded to make sure the light did not escape beyond the horizontal plane fixture. He also noted that there was a uniformity ratio of 10:1 for the lighting. Lastly, Mr. Pinney asked that a rain sensor for the irrigation system be reflected on the landscape plan.

Jeanine Athias said that because there was no change in the use, there would not be any water and sewer impact fees. However, she said the police and fire impact fees would be \$3,600 due to the new addition.

Abe Stubbins commented that the utilities were existing and there were no changes to the existing water and sewer systems.

Paul Fix had no comment.

Ben Ziskal asked Mr. Meaux to verify the needed changes with Andrew Pinney and once the plans were corrected, he would need to send three final signed and sealed copies back to Economic Development for circulation. He told Mr. Meaux that he would not need to come back before the DRC.

D. DRC NO. 10-15-04 CONSIDERATION OF A SITE PLAN FOR COCONUT CREEK AUTOMOTIVE

LOCATION: BANKS ROAD AND NW 24th STREET

ZONING: M-1 LIGHT INDUSTRIAL DISTRICT

LEGAL DESCRIPTION: A PORTION OF TRACT "A" OF THE SHERMAN PLAT, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 144, PAGE 26, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PETITIONER: JAY HUEBNER, HSQ GROUP, INC., AGENT FOR COCONUT CREEK AUTOMOTIVE

Jay Huebner, HSQ Group, explained that Coconut Creek Automotive Group owned several car dealerships in Coconut Creek and Pompano and they had been prepping the cars for sale at their individual sales lots. He said his client decided to purchase the subject property and have the cars delivered to it directly from the dealerships on a temporary basis so they could prep them in one area and then send them out to the dealerships. He said they spent a considerable amount of time trying to maximize the amount of parking spaces allowed as well as trying to design the circulation for the auto transports. He referenced the site plan and said they envisioned the transport vehicles would come in on Banks Road to N.W. 24th Street and enter through a gate; they would leave going south on Banks Road to Copans Road. He explained that security was a big issue being that they would have brand new cars on the site. He said they would have a wall along Banks Road and N.W. 24th Street and fences along the other property lines.

Diane Colonna asked the square footage of the proposed buildings. Mr. Huebner said the building was 2,650 square foot which consisted of a couple of bays and a small office. She asked how many jobs would be created. Mr. Huebner responded that there would be one or two people at a time.

Kevin Wilson advised that there was a fire station 300 yards west of the site which was on a high traffic road that could not be blocked by the transport vehicles. Mr. Huebner said they purposely planned for the ability to park up to three trucks in front of the gate on the property while waiting for the gate to be opened. He said they did not anticipate having three trucks at any one time; it would usually be one.

Mary Langley had no comment.

Andrew Pinney stated that the property was in the M-1 Light Industrial District and automobile repair and automobile storage were both permitted uses. He said it appeared that automobile storage was the principal use and the repair component was an accessory use which meant that the perimeter wall would need to be raised from six foot to seven foot and comply with the setbacks for the district which were dependent on the width of the adjacent right-of-way. He said if the roadways were 80

foot or smaller, the setback was 25 foot; if greater than 80 foot, then the setback was 35 foot. He suggested that they consider increasing the plantings along the roadway for aesthetic purposes. Also, he said the location of the proposed wall was an issue because Section 3.14 of the Zoning Code prohibited any type of fence or wall in the front yard. He suggested that they consider re-routing the wall or relocating the building to maximize the parking area. He said the front wall of the building needed to be exposed to have a front yard. Mr. Huebner reiterated the need for security and stated that they purposely located the building so that the attendant would have line of sight to both gates. He said the building was not open to the public. He asked if they City could work with them on this issue. Mr. Pinney said that the matter could be discussed further to see a mutually satisfactory solution could be found. Mr. Pinney advised that a subdivision resurvey would also be needed.

Jeanine Athias asked how many cars would be on the transport trucks each day to gauge the impact on traffic. Mr. Huebner said there would be one or two transport trucks dropping off cars and picking up the vehicles that had been prepped and were ready for delivery to the dealerships. He said they generally had one to two vehicles per day but he did not know the exact schedule. Ms. Athias asked the purpose of the reclaim system that was shown on the plans. He said there could be oils and fluids from the maintenance of the vehicles. Ms. Athias asked the purpose of the waiting room that was shown on the plans. Mr. Huebner said he was not aware of a waiting room. Ms. Athias asked him to find out and let them know. Ms. Athias pointed out that a right turn only sign was needed at the exit on Banks Road. Ms. Athias advised that impact fees for water and sewer would be approximately \$7,000 and police and fire would be approximately \$5,500. She questioned their calculation for the finished floor elevation noting that they were not in a flood zone.

Abraham Stubbins asked the purpose of the grease trap. Mr. Huebner said the cars would be prepared for sale at this site and he thought the cars came from the manufacturers without any fluids in them so the grease trap would capture any oils and gases they might use. Mr. Wilson commented that vehicles came from the factory with oil and transmission fluid from the factory; they were filled with gas at the dealership. Mr. Wilson said the dealerships usually put on the hubcaps, inserted the floor mats, and checked the fluids. Mr. Huebner said his company was initially told to put in a grease trap but he would go back and obtain additional information about it. Mr. Stubbins asked (inaudible). Mr. Huebner said there was an existing water line on the back side of the existing building that was close to them. Mr. Stubbins commented that they could tie in on the Banks Road (inaudible) water line to the building. Mr. Huebner said a sewer stubout existed on NW 24th Street. Mr. Stubbins said he would like more information about what would take place at the maintenance facility. He pointed out a tie-in to the existing sewer on N.W. 24th Street as well as a tie into the manhole. He said there were stubouts to the north and south and he asked if they were tying into the manhole running toward the property. He said they would like for them to use the existing lateral. Mr. Huebner thought they would be connecting to the existing lateral. Mr. Stubbins said there was not a connection to the east, only the north and south. Mr. Huebner said he would take another look at the location of the lateral and make the adjustment. Mr. Stubbins asked that they add a clean-out at the property line.

Paul Fix expressed a concern about the proposed route of the auto transport vehicles that would come from Sample Road and head south on Banks onto N.W. 24th Street and into the lot. He explained that at NW 29th Street and Banks Road there was a curve and a sudden elevation change as well as a lot of pedestrian traffic. He said it was a problematic intersection for vehicles and adding semi's would likely cause more issues. Mr. Huebner responded that they could take Copans Road to Banks Road instead. Lt. Fix suggested they take State Road 7 to N.W. 24th Street which was industrial instead of residential. Also, he commented that the exit on Banks Road was across the street from Liberty Elementary School. Lt. Fix said he was not able to discern the precise location of their gate on their plan, but there was a possibility they might need to have another crossing guard at their driveway. Lt. Fix also expressed a concern about them bringing the semi's through the area when the school zone was active in the morning or afternoon. He reiterated his suggestion to enter N.W. 24th Street from State Road 7; they could exit south from N.W. 24th to Copans Road. Mr. Huebner said those were doable changes and they would look to control their schedule in accordance with the timing of the school zones.

Mr. Ziskal directed Mr. Huebner to work out the changes requested by D.E.E.S. to the site plan and then he and Andrew Pinney would meet with him to discuss the matters concerning the wall and the building. He said the variance process might be an option if they were unable to find a way to meet the Code. Noting the child safety issue, he said they would want the wall on Banks Road shifted back to the 25 foot setback with increased landscaping on the outside of the wall. Mr. Huebner said moving the wall back 25 foot might be an issue but they would see if they could work it out. Mr. Ziskal said once all the issues were resolved, they would need to submit three final site plans to the Economic Development department for circulation and signature.

F. DRC NO. 10-15-06 CONSIDERATION OF A SITE PLAN RE-SUBMITTAL FOR DOLLAR GENERAL

LOCATION: SE CORNER OF STATE ROAD 7 AND SW 7TH STREET

ZONING: TOC-C CORRIDOR

LEGAL DESCRIPTION: TRACT B, SECTION 3 OF "SERINO PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 81, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PETITIONER: HANLEX MARGATE, LLC

Ben Ziskal read the item title.

Jeremy Andersen, Hanlex Margate, said that they had met with D.E.E.S. staff and Broward County Storm to address concerns brought forth at the last DRC meeting regarding frontage issues. In addition, he said they shifted the proposed alleyway south away from the intersection to reduce traffic conflict points in response to a concern previously expressed about the alleyway. Also, he said they added some striping and some signage to indicate the direction of travel for the alleyway as was requested by D.E.E.S. He said they also made adjustments to the landscape plan and they were working with the Florida Department of Transportation (FDOT) on permitting. He said they received driveway comments from FDOT for the right turn lane and no major changes were required. He said he felt the most important item

was related to land use and, from a planning perspective, they carved out a section of the project for a phase two plot. He said they had met with Broward County Storm to understand what could be done by displacing the storm water that was originally proposed above ground and they had made a lot of headway.

Mr. Andersen said they had already incorporated some very important urban design elements into the design but with this revision they added another important design element which was a shared pond between the phase one and phase two buildings. He described the difference between phases one and two. In phase one, he said one they proposed doing the phase two building pad and the utility connections for the phase two building. In phase two, he pointed out on a slide where the parking would be positioned in relation to the storm water pond and he spoke about the storm water displacement process.

Diane Colonna commented that the plan was much better and she appreciated their efforts. She asked about a low wall that they had shown in a previous plan. Mr. Andersen said they had been working with staff on this issue and a decision was made to go with a virburnum hedge, ixora and trees in lieu of a wall.

Kevin Wilson said he had not had the opportunity to review the site plan thoroughly but would do so and he would check for fire department access, turning radius, etc.

Mary Langley had no comments.

Andrew Pinney commented that he noticed they had put in a few pedestrian benches which he said were a nice touch. He said he thought the only outstanding issue was the pending frontage variance which was scheduled to be heard on November 3, 2015. He stated that all the comments made during the past DRC meetings would be reviewed when they (Hanlex) turned in the three final plans.

Jeanine Athias asked that they place the valve in the correct location on the plans. She said she noticed the use of PVC versus DIP. She said they typically required DIP but it was not an issue here because they had a connection. She stated that the water and sewer impact fees would be approximately \$18,000 and police and fire would be approximately \$14,500.

Abraham Stubbins referenced the plans and pointed out a hydrant on S.W. 7th Street; he advised that they would not need to install a new water line as shown because there was an existing one about 30-40 feet north. He said putting the hydrant on that line was preferred. He noted a service line that was shown tying in across the street and he gave an alternative to cutting the asphalt. He said that since the alley was going to be used, there were some asphalt areas that needed be repaired, existing barricades that had to be removed, and new signage put in place. He noted that stop signs were needed as well as a "Do Not Enter" sign on the south end and a "One Way" sign on the north end. He told Mr. Andersen that the alleyway needed to be made drivable which also included cutting back overhanging trees or removing them.

Paul Fix had no comment.

Ben Ziskal commented on the landscape plan along the State Road 7 right-a-way and asked if the landscaping they proposed doing to the south of the property would run all the way to S.W. 8th Street. Mr. Andersen responded that they were stopping halfway. Mr. Ziskal said that after having gone through several versions of the plans and many meetings and discussions, he thought a good agreement had been reached. He asked about the status of the cross access agreement with parcel B for the ingress and egress on State Road 7. Mr. Andersen said they were now at a point where they were ready to describe it and move forward with an agreement because none of the comments that were received from the DRC Committee and FDOT changed the legal description of the access easement.

Mr. Ziskal noted that there was still an outstanding variance that needed to go to the Board of Adjustment. He said now a lot of the property was being built out with building frontage and having the cross access agreement would eliminate the need for pavement to be used on Parcel B when it got developed. He thanked Mr. Andersen for his efforts. Mr. Ziskal told Mr. Andersen that once the variance was approved, he would need to submit three final plans to Economic Development. Mr. Andersen responded that it was very good to be at this stage with the project.

Mr. Stubbins asked Mr. Andersen if he were going to prepare the easements for the additional sidewalks for both parcels along State Road 7. Mr. Andersen said they would likely do one easement all the way through. Mr. Andersen asked what was needed to move forward. Mr. Stubbins responded that they could submit a document that provided the legal description of what they intended. Mr. Stubbins said the sidewalk on S.W. 7th Street was shown inside the right-of-way; he said they would like to have the sidewalk put back on the right-of-way line. He also pointed out the need to correct the entrance into the project by moving the curbing south.

3) GENERAL DISCUSSION

There were no comments.

There being no further business, the meeting adjourned at 11:12 AM.

Respectfully submitted,

Prepared by: Rita Rodi

Benjamin J. Ziskal, AICP, CECD,
Director of Economic Development

Date_____

cc: Mayor and City Commission, City Manager, City Attorney, Associate Planners,
Petitioners, Committee Members