

CATHERINE D. ROBINSON
MAYOR

JOHN ROGERS
VICE-MAYOR

DR. ALVIN B. JACKSON, JR.
CITY MANAGER



COMMISSIONERS:

TONYA GORDON

TINA-MARIE SCHULTZ

PETE YOUNG

BUNNELL CITY COMMISSION & PLANNING ZONING & APPEALS BOARD JOINT WORKSHOP

Thursday, January 2, 2025

6:00 PM

1769 East Moody Boulevard (GSB),
Chambers Room
Bunnell, FL 32110

A. Call Meeting to Order and Pledge Allegiance to the Flag

Mayor Robinson called the workshop to order at 6:00 PM and led the Pledge to the Flag.

B. Roll Call:

City Commission: Mayor Catherine Robinson; Vice Mayor John Rogers, Commissioner Tonya Gordon; Commissioner Tina-Marie Schultz; Commissioner Pete Young

Planning Zoning & Appeals Board (PZA): Co-Chair Gary Masten; Member Gary Garner; Member Janice Catoggio; Alternant Member Cory Romaniuk.

Staff: City Attorney Paul Waters; City Manager Alvin B. Jackson Jr.; Community Development Director Joe Parsons; City Engineer Marcus DePasquale; Infrastructure Director Dustin Vost; Lt. Shane Groth; City Clerk Kristen Bates; Deputy City Clerk Donnie Wines.

C. Discussion of the Reserve at Haw Creek PUD development criteria and development agreement.

Mayor Robinson welcomed all to the meeting and went over the general format of how the meeting will proceed.

Community Development Director Parsons reviewed a partial list of questions and answers received about the property to date.

Q- Black Point Road currently floods, won't your development make the flooding worse!

A- No, Black Point Road will be improved as part of this development. During the improvements, which will include paving and drainage, the existing ditches will need to be modified to fix the current flooding problem, as well as accommodate runoff from the development. This is not only a requirement for the St Johns

River Water Management District (SJRWMD) that regulates drainage design for this part of the state of Florida, but also makes practical sense in that we would not develop land and be able to sell homes where the roads flood, and Black Point Road becomes one of the internal roads.

Q- New homes are built in Palm Coast one foot higher than existing homes and flooding the existing homes, will you be flooding our homes?

A- No, there are strict rules for a large development that does not allow improvements made to our land to negatively impact or alter adjacent existing land. The SJRWMD requires a master stormwater design in addition to individual project stormwater designs and they review the existing land, both on-site and surrounding off-site to ensure that stormwater flow isn't altered.

Q- There is a very large drainage ditch along County Rd 65 and County Rd 80, by putting in all the drives and culverts, won't you make the drainage worse and flood our properties?

A- The PUD for the development is written to prohibit drive access off of County Rd 65 and County Rd 80. This is accomplished by mandating two requirements, one a 35 foot natural buffer remain in place along County Rds 65 and 80 as well as a two foot non-access easement. Additionally, the design requirements by the SJRWMD will require any home lots adjacent to County Rds 65 and 80 to drain internally and be captured within the development's stormwater retention system.

Q- The Reserve at Haw Creek is being built in a flood plain – how can you build in a flood plain?

A- The Reserve at Haw Creek, not unlike the rest of City of Bunnell and surrounding Flagler County areas, include different levels of flood map designations. This property includes three Flood Zone Designations:

Flood Zone A - includes areas subject to inundation by the 1% annual chance flood, also known as the 100-year flood. This means there's a significant chance of flooding happening at least once in a century.

Flood Zone AE - includes areas with a 1% chance of annual flooding and a 26% chance of flooding over the next 30 years. It is considered a special flood hazard area where flood risks are very high and flooding can happen once every 100 years.

Flood Zone X - describes non-special Flood Hazard Areas are moderate-to-low risk areas, although the chance of flooding isn't completely removed.

For this development, as with any development, the state and federal government regulate where we can build. Zone X is where most, if not all development is focused. Zone A may allow for development with additional fill and drainage requirements added to the design. The Reserve at Haw Creek proposes to minimize development in the A designated areas as it becomes expensive and takes more time to engineer and permit. Zone AE includes ditches, canals and natural water ways – these areas are avoided for development with the exception of road crossings and passive recreation.

Q- Other communities built recently in surrounding counties have to comply with the same regulations and have flooding problems, how can we believe what you are telling us?

A- Drainage is highly regulated by the SJRWMD, and where there impacts to flood zones out of Zone X, further regulated by the Federal Government. Additionally, above and beyond those agencies, the City of Bunnell has required the stormwater system for this development to comply with the 100-year flood stage, significantly more than the requirements of the SJRWMD. One challenge the SJRWMD has addressed by implementing in 2025 is the ability to regulate maintenance on new stormwater systems. As such, drainage systems that are implemented and work well for years, may deteriorate or plug up and become non-effective over time, which with the new regulations, will not be allowed as either an HOA or CDD will be required to monitor, maintain and provide reporting to the SJRWMD moving forward starting in 2025.

Also important to note the FLUM amendment that went out to the state, the Objections, Recommendations, and Comments report that was received back, one of the comments was a request from Flagler County they were required to go additional with their flood design. Not only did we take that into consideration because of the County's request, but we have put more stipulation on to that. We are looking at 100 year of design as well as 1' of freeboard above and beyond what the water management district requires.

Q- This project will create more traffic, who will pay to expand our roads?

A- Through the life of this project, the Developer is required to pay for both on-site roadways and off-site improvements. Traffic studies are conducted that meet Florida Department of Transportation (FDOT) criteria, which identify what roads and/or intersections will need to be improved as a direct result of the additional traffic caused by this project. This project will pay for the off-site improvements in full or "cost-share" if we contribute to a portion of the deficiency in how they function.

It is also important to note, we are currently in meetings with FDOT and the City has hired a consultant which the Developer is paying for, to reviewing the traffic impact analysis that was prepared for this project to help determine what the impacts will be.

Q- Will turn lanes be added to State Roads 11 and 100?

A- Yes, at each connection to State Roads 11 and 100 turn lanes will be required. Depending on the number of vehicles, some will be single lane, others double lane.

Q- Who pays for the maintenance of the roads, the city hasn't been able to maintain their own roads?

A- The development is set up to pay for maintenance of all internal roads. Off-site road improvements, after they are paid for by the development and built, will default to the jurisdictional agency's maintenance program, which may be FDOT, Flagler County or City of Bunnell.

Q- How many new homes will be built in Reserve at Haw Creek?

A- Up to 8,000 dwelling units will be built on the 2,800 acres. This includes mostly single-family homes, but also includes townhomes, duplexes, apartments and condos. The ultimate number of homes will be contingent upon environmental

factors and engineering for drainage requirements, and planning to date estimates between 6,000 and 8,000 will fit onto the land.

Q- How can you develop when the city doesn't have utilities to serve this project?

A- The development is responsible for expanding water, sewer and re-use to serve this site. In a partnership with the city, the development will implement potable water to serve the community and dedicate the system to the city to collect on-going use fees. Similarly, in partnership with the city, the sewer and re-use facilities will be expanded, at the cost of the development, and dedicated to the city for collection of future use fees. Additionally, the development will contribute half a million dollars for a new garbage truck and provide funds to establish a fee to procure future trucks as the community grows. The Development will contribute 4 acres of land for public safety as well as one quarter of a million dollars seed money. Through the expansion of the sewer treatment, the city will receive a new maintenance facility as well, which frees up the land to allow for the sewer expansion.

Chad Grimm, NE Florida Developers and representing the developers, provided a presentation.

I would like to add, it didn't make it into the presentation, it wasn't a common question, but the question about schools did not make it into the questions presented. The school impact, in talking with the Flagler County School Board (FCSB), we will be just paying the regular impact fees as we move forward. We did propose early the idea of putting in an elementary school, but according to the FCSB, from a facility standpoint, they have enough facilities. They did say they would need to shuffle some of their students a little bit to free up room. They have the capacity in that regard. Where they are currently deficient is in both the middle and high school facilities. There is adequate land at the existing facility, and the FCSB preference is to receive the monetary contributions so they can expand those facilities as this project grows.

Mr. Grimm moved the presentation forward to the Land Use Map that went to the State. This map aligns with the PUD map. We have limited the development density to a maximum of 8,000 units. If we were to come in and by rights alone, the developer would have allowed to build 33,000 units but that doesn't make any sense. Your Comp Plan is your future vision of your community. This would allow 12, 402 units by right; however, that still doesn't feel right for the City of Bunnell. It is too dense. Plus, with the wetlands, we are not sure we can get everything fit unless we did a bunch more multi-family which also did not make sense. At which point we reduced the number of units and it is outlined in the PUD agreement to a maximum residential density of 8,000 units.

The question of 6,000 to 8,000 units is affected by many factors and a definitive answer cannot be given which is why the maximum density is capped at 8,000. With wetlands and the actual determination by the Water Management District, the engineering required for the flooding (stormwater) and the new regulations in 2025 for the maintenance side of it, our ponds would be bigger in this development than they have been in the past. With all those factors, we can say somewhere between 6,000 and 8,000 units. Regardless we would not exceed the 8,000 units.

Green and open space, had an appeal that was denied and the green space is planned at 60% of the development will be left as or be green space. The current Land Development Code doesn't require each neighborhood to have a certain amount of green space, but we are proposing that the green space be spread throughout the development and each neighborhood pod. We are aiming to provide a pleasant neighborhood. Additionally, because this probably will be a CDD funded, as developments of this size typically are, some CDD neighborhoods make it difficult, all of the recreation areas within the PUD will be open to the public.

Now jumping to the development agreement. Within the development agreement we are committing to the development of a community center, recreation spaces, ball fields, playing fields, pickleball courts, and a community pool not only to the Community at Haw Creek but the community at large.

A few items in the PUD important to highlight in addition to the green space, we also have buffers in the PUD along any adjacent property line. If you look at the very top of the property, those homes along Deen Rd, those will have a buffer behind them. That buffer is a minimum of 10' natural. It is always our goal to leave things natural, but because of drainage we may have to clear it. If we have to clear it and come back and plant it, the buffer increases to 15'. If planted, within 2 years there is a minimum of 6' screening.

Even the outparcels, we would buffer. County Roads 65 and 80 increase to 35 feet. Furthermore a 2 foot no access easement will be recorded in perpetuity to protect those roads.

Drainage in County Roads 65 and 80, with no access from within the development to those roads, the concerns of the additional culverts, etc. goes away. We decided to go this route following some of the community meetings we had.

Building heights so everyone is aware, single family residential building height will be limited to 35feet. When we get into multi-family, that goes up to 4 stories or 55 feet. The same heights would apply to the Town Center. Industrial, public service, and residential heights are all 35 feet.

Affordable housing is integrated throughout the community. Similarly to how we are integrating the green space within each neighborhood, affordable housing is integrated into each neighborhood. Ten percent of the homes will be designated or allocated for down payment assistance. In hindsight, we should have called it down payment assistance, but it is part of the affordable housing program. This is for the workers who can afford the mortgage but have a hard time coming up with the downpayment. The homes are exactly the same as all the homes in the community, the mortgage is the same, but through Flagler County's downpayment assistance program they get assistance with the downpayment if they qualify.

Parking, we have talked about parking and road width a little bit. Probably should have added that to the frequently asked questions. We understand there are some challenges and lessons learned from Grand Reserve. There has been significant discussion with the staff on how to get parking correct with our roads. The road width within is a minimum of 12 feet for each lane width. We have different ROW designations but within each of those ROWs is a minimum 12 feet lane width. This

allows if a FedEx truck is parked or an emergency vehicle or garbage truck you can still get around them. Grand Reserve is only a 10 foot lane width.

The parking regs within the PUD, in the residential areas are proposed at 2 parking spaces for a 3-bedroom home which is normal and 3 parking spaces for a 4 bedroom home. In addition to that, for every 5 homes in a neighborhood, there needs to be 2 additional on-street parking spaces within 400' of any home. Extra on street parking isn't within the lanes. It must be a separate lane, a minimum of 8 feet wide. With the extra parking we believe we are accounting for most of the parking issues being experienced in Grand Reserve.

Signage and community monuments. Internal signs will be at each neighborhood; a monument sign up front then you are going to have internal signs and road signs. Within the PUD we do allow for decorative post and backing. But we can't change what the roadway signs are as they are regulated by the federal government. We can make how they are mounted a little more decorative.

We have 3 primary community monument signs. One along State Road 11, one along the main entry for State Road 100 and both of those are allowed to be up to 45 feet in height, and with it 400 square feet of signage. County Road 302 which is the main entry of the rural estates up to 30 feet height and 200 square feet signage. Examples of monument signs were provided to show the difference in height and placement distance from the road.

Board Questions

Vice Mayor Rogers – See 2 industrial parcels one on State Road 11 & another on State Road 100; the one on 11 has an RV Park. How many acres is that one? Mr. Grimm indicated without pulling up the drawing, he does not remember, but it could fit up to 750 RV pads but that would be really large. It will probably have a boat and RV storage area.

What was the plan for 100 west – 4 acres dedicated for emergency services will be in that area, the rest of the industrial area would be light industrial, could be a sign shop, marble & granite shop, support services.

Gary Masten asked, the draft document for impact fee parameters discusses ownership and resulting maintenance of the interior roads. It gives 4 options as to how that is going to be handled. Question is what option if the one that will occur. Community Development Director Parsons stated this is in the development agreement and the Commission would make that decision before adopting the agreement and would be for the entire development.

Public Questions:

Dean Seacrest 71 Birdie Way (Bunnell) – couple months ago, David Adkins and myself did a little investigating. We went to the School Board to ask if they would be able to handle the number of schools. As the developer said, they told us elementary schools would be fine, but they would have to build a new high school and middle school. The capital outlays would not cover all of that so they would have to do a bond. Problem the School Board had different information on the number of homes; 8000 homes will require more schools. Is the developer paying for expanding schools, teachers, buses, and staff?

Gail Walton 660 E Black Point Rd (Unincorporated Flagler County) – around her property will have multi-family units that are 2 or 3 story apartments. How is the developer going to provide privacy with 2 or 3 story apartments looking down on her property? On the backside of my property, they plan to put 15 or more tiny homes. This means crowded family units which will inevitably involve low-income neighbors, disputes, noise, traffic and crime. Why would you put this next to two five-acre estates and single-family housing? If indeed this is needed wouldn't that type of housing be more suited to section "A" where amenities are there? She feels this plan is "ill conceived".

Mark Acevedo 990 CR 302 (Unincorporated Flagler County) – Where is the room for 1 or 2 lane turning lanes on the State roads? What are they doing on 302 where traffic will back up at 100 to 302?

Ron Long 252 Aldo Dr (Unincorporated Flagler County) – Do we have any idea of revenue that would be generated as a result of this development? It might help answer some people's questions.

Chelsea Herbert 1965 Old Haw Creek Rd (Bunnell) – preliminary study showed connections on County Roads 65 and 80. Without these connections is there going to be a new traffic study required and how would that affect State Rd 11 and State Rd 100? What is the projected budget increase due to new ad-valorem taxes? Does the PUD agreement include addressing the County letter? Not sure on the timing of the letter and the agreement. Were there adjustments made following? Specifically flood plain concerns, stormwater conveyance and land needed for the Fire Department? Curious about what projected impact fees by the developer \$730 per dwelling unit which is about \$5.8million? And when does that happen? How many dwelling units are in the phase 1 plan? Are all permitting fees being waived typical of a PUD and developer agreement? Impact fees replace permit fees? Didn't see anything about bonding. May be in the interest of the City to require the owner to provide a bond.

Larry Rogers 185 County Rd 65 (Bunnell) – Why can't we limit roof count in the PUD? Will the storm water plan meet the 100-year flood plain standard? Will that meet or exceed HB 7053 new stormwater drainage requirements signed in 2024 by the governor? Ask everybody to keep in mind all the drawings conceptions can change at any time. Have any bore sampling been done on site to help determine where things will go? Why can't we get more specifics before the PUD is approved? Prior to signing the developer agreement, can the City tighten up some of the vague controls within the document? As a developer they want as much leeway and leniency as possible; as a City we want to tighten that up. Most items being allowed by developer like land, wastewater treatment, and all kinds of credits within the PUD document. But there is no financial assessment. Why can't we do that before moving forward with the PUD document?

Barbara Malone 1291 County Rd 65 (Unincorporated Flagler County) – When looking at the document, 12 feet per lane is not what she read in the document. There are things in the document that people say should not be in the document. In rural estates it talks about condos and townhouses, etc. by special exception. Then staff says they can't have a special exception. Then why is it in the document?

At what time would we be able to see an accurate representation of the PUD, and what should and should not be included? Parking is not in the document. So, there are a lot of deficiencies in this contractually binding document. Since they are the writers, any ambiguity goes to them and not the City. Would like the opportunity to look at the written document before the City votes on this. Minimum lot size of 40 feet concern; wondering if there is opportunity to limit the number of lots in each area? A forty foot wide lot is not family friendly.

Melody Bryant 2488 State Rd 11 (Unincorporated Flagler County) – Are the developers as the landowners responsible for maintaining around the power line easement? There are 2 culverts on SR 11 that do not accommodate the amount of water now. The land where the “RV park” is plan will be flooded. There are only 2 culverts on the easement that are functioning. The others are caved in. When we adjacent homeowners flood out and we will flood out who do we sue? We are going to need more schools. Where is all of that coming from?

Tom Eisenbach 59 Birdie Way (Bunnell) – last meeting the number of homes was 6,500 homes. This week 8000 homes. What is the number?

Mayor Robinson closed Public Comments and advised staff or the developer will now answer the questions asked.

Community Development Director Parsons stated if there are further questions if questions are not answered enough that people should please see him after the meeting, or reach out to himself, Marcus DePasquale, or Adrian Calderin.

A question came up multiple times about schools. The School Impact Fee changes regularly. Taking the average fee for Phases 5 & 6 in Grand Reserve then multiplying that average by the maximum number of 8000 units being proposed would equate to \$38.2 million. This is the fee the developer would have to pay to the school board.

Streets. Grand Reserve has 10-foot-wide lanes, and the majority of the ITT who developed Palm Coast has 10-foot lanes. The developer has committed to building 12-foot lanes which will make a difference in the community.

Traffic from County Roads 65 and 80 increase traffic on State Rd 11 – County Roads 65 and 80 connect to County Road 302 then to SR 100. There is no proposed connection from the rural estates to SR 11, so removing the access points on County Roads 65 and 80 will not impact State Rd 11.

Does the PUD and development agreement answer the comments that came from the state with the ORC report. Yes, and no. Some of the ORC report objections will be answered simply because of the development agreement and PUD. For example, the question of how water and sewer services will be provided- the development agreement says the developer will provide potable water and sewer services. Other parts of the ORC report will be answered through comprehensive plan updates.

Question about \$730 for solid waste impact fees. This was an estimate the developer threw out for as a possible solid waste impact fee. We do not currently have solid waste impact fees. The developer will pay for a garbage truck for the City and provide funding to pay for a study to be done for the City to consider if it wants to establish impact fees for Solid Waste. The Water impact fee is \$2,102 and Sewer impact fees is \$3,075 per dwelling unit. Developer pays for improvements (such as new water and wastewater plant, and Solid Waste truck) waiving the impact fee.

The PUD does limit the number of dwelling units to a maximum of 8,000 units.

Senate Bill for stormwater, whatever is stated in the PUD today or 5 to 10 years from now, if state standards change the developer must meet the new regulations. The State has a requirement of a 25-year storm. The City is being more ridged requiring the 100-year storm with 1 foot freeboard. But again, if the Senate Bill becomes law, the developer has to meet the new requirements.

No financial feasibility study has been done by the City.

Regarding condos in the rural estates section, the references cannot be found right now. The zoning section of the PUD clearly states that it is residential, churches and other things. But it does not call out for condos or apartments.

City Manager Jackson said the developer has talked to the School Board and was going to set aside land for schools. The School Board wants the developer to pay the impact fee and not provide any type of school facility.

City Manager Jackson also indicated it would be very difficult for financial analysis because of market fluctuations.

Community Development Director Parsons addressed the size of lots. The PUD outlines those lots on main thoroughfares will have large lot sizes but the further away you get from the main roads that the lot sizes reduce.

City Engineer DePasquale addressed questions as well. Regarding impact fees and maintenance for the Roads, the City Commission will make that decision at the execution of the agreement.

Regarding Schools, the School Board wanted the fees, and not the land being offered.

Regarding turn lanes for State Rd 100 & County Rd 302- there will have to be surveys and then design will determine if and how much land will need to be provide the lanes. The developer would be responsible for acquisition of the land to get it done.

How much revenue will be generated by this development? Not something he can answer.

Regarding the Public Safety property- the City has talked to the County and this location as of now is not of interest to the County for a Fire Dept. The land will still be

set aside for a Public Safety use whether is it used by the City or the County or combination of City and County.

How many dwelling units in phase 1? Perhaps the developer can provide a range.

Why can't we limit the number of roof tops in the PUD? The PUD is currently limited to a maximum of 8,000 dwelling units; it could be less than that.

New stormwater house bill is more nutrient related, not volume related. The concerns raised relate to volume and flooding. So that bill doesn't really affect the stormwater management part. The St Johns River Water Management District only requires the post development peak rate of discharge should not exceed the 25-year storm. We are requiring the post development peak rate of discharge should not exceed the predevelopment discharge rate for the 100-year storm. Also, stormwater ponds within the City of Bunnell require 1 foot of freeboard. Freeboard is the level of the water in the pond needs to be 1 foot below the top of the bank of the pond which is another added safety feature.

Conceptual drawings can change. Wetlands are not delineated in full yet as that comes later once this approval is done. And without the wetlands delineation, you have no idea where the actual development can occur. The finished product should look similar to the conceptual drawings.

There have been some core samples done on the property.

Why can't we receive more specifics before the PUD document is signed. At this stage it is more of a general layout and a guide as to what they would like to do with the land.

City Manager Jackson interjected the developer cannot get to design without an adopted PUD. City Engineer DePasquale confirmed that many of the State agencies cannot get the design drawings to make further determinations as the developer needs the zoning (how development will be done) before going to design. So, the developer's hands are tied at this point.

In regard to the 40-foot lot sizes, lot sizes is limited the deeper into the neighborhood you go. As mentioned, on the 80-foot ROW the minimum lot width is 55 feet, along 60-foot ROW the lot width is 50-foot lots, and the 40-foot lots are on the 50-foot ROW which are primarily cul-de-sacs, and not through streets. It is not a conglomeration of 40-foot lots like in Grand Reserve.

Community Development Director Parsons resumed addressing questions. Bonds will be required at the time of platting (Performance & Warranty Bond). Water and Wastewater projects require bonding too.

Correction to prior statemen on lot widths, the 80 foot ROWs have a minimum 60 foot lot width.

Community Development Director Parsons is reviewing what was pointed out in pages 52 and 53 of the PUD, he indicated these could be scriveners errors due to the number of reviews and changes that have been made. The permitted principal

and accessory use and structures allowed in the “Agridhood” clearly outline single family detached dwellings units. Customary single family accessory buildings including but not limited to workshops, sheds garages and or barns for RVs, boats, tractors, etc. pool houses, accessory units. It doesn’t state multi-family would be allowed. Further down the document where it talks about setbacks, it mentions condos and apartments, but that doesn’t give the right for that to be proposed in this area. So that condos and apartments are not within the allowable use and the correct will be made to remove that reference.

Mr. Grimm from N.E. Florida developers also responded to questions raised during comments.

In reference to the 5 acres outparcel, the lots on backside single family detached on the west side can be as small as 40 foot; they can be bigger too of course. Hard to tell on the conceptual plan if these are 40 foot or 50 foot lots. North side of the property there will be a buffer. The intent is not to build a large apartment complex but to allow townhomes and or duplexes. Not anticipating any 3 story apartments, more of a duplex or townhome.

Staff did a good job answering a majority of these questions.

Reference the right of way on State Road 100 and State Road 11 when preliminary study was done it indicated the existing ROW was sufficient for the turn lanes, etc. but we will need to do the surveys and then design.

With regard to revenue generation, want to make sure it is clear, all of this infrastructure cost is coming from the Developer. So, it is a revenue generator not only in ad-valorem taxes, but once built, water, sewer, reuse, and solid waste fees will be collected by the City. The financial upside will be significant.

In reference to the County Road 302 & State Road 100 intersection. The intersection is an awkward angle. The developer will be required to make improvements. They have already had conversations with Lynn Laferty (who owns property at the intersection) about acquiring ROW to make the intersection more of a 90° angle and a much safer.

In reference to credits, and the waiving of impact fees, this will be up to what the developer has invested. If for example they are 2/3 of the way through, and they have already received credits for what they have invested (built/provided), the rest of the development they will have to pay the impact fees, and defaults to the standard process.

On the conceptual drawings, want to make sure it is clear, the land use is tied to the PUD which has the detail implementation criteria. The conceptual image may change within the parameters of the PUD. So, you have the Land Use, then PUD, and then development agreement; you need all three to have the comprehensive plan for development. Without those in place, we cannot move forward with more due diligence, further testing and design.

It is at the platting level when you first see the engineering drawings. The City staff then compare that to the conditions in the approved PUD.

Boring samples on a site are always one of the first things we do. There were perhaps a couple dozen across the land; not enough to do any engineering, just to get an idea of the type of soils. They get done in 3 stages – 1 as part of due diligence on the property. 2. For Civil engineering, and third again at lot level.

The triangle shaped property at the powerline and State Road 11 has been removed from the survey and documents. There are some exhibits that still show this property in the development, but all the documents, and current maps it has been removed.

They are responsible for the easement under the power lines. Some months ago, they inspected all the culverts. Added a couple culverts. Replaced some that are crushed or blown out. Cleared some snags or trees down in the ditches, we pulled those out. Maintaining what is there. Some are undersized but need to wait for the engineering to resize.

The number of dwelling units in phase 1 is 750 to 1200 units. It is a balancing act with the amount of infrastructure to go in as well as the market absorption. But that is a fair range for Phase 1.

The PUD is the master plan. It does allow certain flexibility. The PUD has us limited at a maximum of 8,000 dwelling units. Throughout this process we have talked about different numbers. The final determination will be what the wetlands allow us to build with the PUD limiting the maximum number of dwelling units to 8,000.

Someone from the audience asked who do we contact when we get flooded. Who do we sue when problems arise? Grimm deferred to the City but states everything has to be built to standards, and approvals. It would fall upon the city and to some degree the HOA or CDD or State. Really any of the agencies that approve drawings and documents. As long as we implement according to those drawings and documents. If we don't implement accordingly, it is all on us. But we get inspected, everything is tested, we are bonded and have to be insured, so everything has to be on the up and up. As stated multiple times, there is no advantage for them to build a property that is going to flood. The negative publicity we would get by flooding adjacent land or downstream lands, causing problems surrounding it, would shut our project down and bankrupt us immediately.

Mayor Robinson asked about buffering around the 5-acre lot; what buffering are you thinking about to conceptually ensure her some privacy and maintain her quality of life?

Mr. Grimm stated the buffers as outlined within the PUD adjacent to residential uses is a 10-foot natural buffer or 15-foot planted buffer. If the buffer does not provide a 6-foot vegetative screen, then a 6-foot privacy fence or additional plantings need to be added.

Mr. Grimm responded with 2 story town home or single-family residence, if you are sitting in your yard, you will certainly be able to see over something that is 6 feet tall. With the natural vegetation if we are able to keep that you will have existing trees in place that should screen it. Our intent is to preserve as much as possible around

the buffers. But one of the worst things in preserving existing vegetation is the water management district. Because you have to elevate and drain towards your roads to not drain on the adjacent properties. So, to do that, more times than not, we have to clear. In that case, we have to replant trees. With the size of the trees identified, they will come close but may take 2 or 3 years of growth to screen the majority.

Mr. Grimm responded we do not have low-income housing. We have down payment assistance housing. For the down payment assistance, the mortgage is the same as any of the other houses, and the home design is the same as any other home in the community.

The 40-foot lots can be alarming and be small. The national builders that we are talking to, many of them, want 35-foot and 38-foot lots. We do not want to allow the 35-foot and when we spoke to the City, they also thought the 38-foot was a little aggressive. National builders try to keep affordability of housing down by having smaller lots which mean having lower land costs.

These will not be low income. These are market rate homes. The intent is to have the smaller 40-foot lots closer to the town center with more dense development or walkable community. Then as you move westerly within the development, they will be larger lots.

Mayor Robinson asked in general if there were any other questions that had not been answered. City Engineer DePasquale stated he had a correction. Permit fees in the Development agreement are being waived, the City does not agree with that, and will not be waived, and the City will be collecting permitting fees.

Community Development Director Parsons also comment that is in the development agreement which is in draft form.

Mr. Grimm responded we do not have a problem with that being removed as we continue to flush out the development agreement.

Mayor Robinson asked City Clerk Bates if she had any questions that had not been answered. City Clerk Bates responded all questions seem to have been answered. Some of the questions we haven't specifically been able to answer are ones that involve intangibles because we need to get into design and actual building until you can figure out the assessed value of a property before you can figure out how much tax revenue it is going to bring in.

Chelsea Hubert called out from the audience about just taking the median housing cost across the City, then come up with an assumed amount of property tax exemptions. If you used something like that some kind of property taxes to be generate and also it would cost the City to add services to the community.

Larry Rogers calling out from the audience said this was very good and thanked everyone for being here. Then asked where do you send questions that are generated from this session? Community Development Director Parsons indicated he would leave some business cards on the table in the back of the room, his email and cell are on the card.

Mr. Grimm thanked everybody. We have been in a lot of meetings and there has been a lot of concern, and maybe more statements than questions. This has been refreshing to hear the questions. It is nice that you all are spending time looking at this development and care not only about the development but your community as much. Sometimes we don't like your questions. But we do like the process, and we do like to hear what your concerns are, and we have made adjustments throughout this process as a result of hearing from you along the way. I appreciate everybody coming out and asking and being very diligent on doing your research.

Co-Chair Matsen asked if there are any amendments to the PUD will the PZA see it prior to the meeting on the 7th. Community Development Director Parsons indicated there are no amendments to the document at this time.

City Attorney Waters interjected; just to clarify, next week if the Planning Board has any recommendations for changes, they can certainly make those, and the Commission will see them. That is how that process works.

Commissioner Young thanked everybody for participating. He said he would like to see more joint workshops on this property as it moves forward.

Vice Mayor Rogers thanked everybody for coming out. We are not here to stifle progress or development. There is a delicate balance between growth and preservation. It is our duty to protect the residents and the businesses and the developers alike. While keeping an eye on the bigger picture. It is our responsibility to make sure this development aligns with community needs, infrastructure capacity, and sustainability.

D. Call for Adjournment.

Motion: Adjourn

Motion by: Vice Mayor Rogers

Second by: Commissioner Schultz

Vote: Motion carried unanimously

Meeting adjourned at 8:18 P.M.



Catherine D. Robinson, Mayor



Kristen Bates, CMC, City Clerk



Date



Date

****The City adopts summary minutes. Audio files in official City records are retained according to the Florida Department of State GS1-SL records retention schedule****