

City Commission Workshop Meeting Minutes

March 15, 2023

(APPROVED)

3/15/2023 - Minutes

1. CALL TO ORDER & ROLL CALL

Members Present: Mayor Hilligoss, Robin Gibson, Terrye Howell, Daniel Williams, Danny Krueger

Staff Present: James Slaton, City Manager; Jennifer Nanek, City Clerk; Albert C. Galloway, Jr.

Mayor Hilligoss called the meeting to order at approximately 2:00 p.m.

2. City Manager Comments

James Slaton, City Manager, said the Lake Wales Envisioned kick-off begins March 20th at Bok Tower.

Mr. Slaton introduced Deena Ware our new Assistant City Manager.

Ms. Ware introduced herself to the Commission.

3. Planning And Engineering Services At Lake Wales Municipal Airport

[Begin Agenda Memo]

SYNOPSIS: The City Commission will consider awarding Hoyle, Tanner and Associates, Inc the contract for Professional Planning Services and Professional Engineering Services at the Lake Wales Municipal Airport.

RECOMMENDATION: It is recommended that the City Commission take the following action(s):

1. Approve the award of contract subsequent to RFQ 23-522 to Hoyle, Tanner and Associates, Inc
2. Approve the award of contract subsequent to RFQ 22-518 to Hoyle, Tanner and Associates, Inc.
3. Authorize the City Manager to execute the contract on behalf of the City

BACKGROUND:

On Monday, October 31, 2022 three sealed bids were received and recorded for Professional Engineering Services at the Lake Wales Municipal Airport.

On Monday, October 31, 2022 two sealed bids were received and recorded for Professional Planning Services at the Lake Wales Municipal Airport. Since three bids are required, this went back out to bid.

On Friday, January 27, 2023, three sealed bids were received and recorded for Professional Planning Services at the Lake Wales Municipal Airport. Each firm was independently evaluated by City staff against the following criteria:

- Professional Qualifications, Experience
- Past Relevant Project Performance
- Certified Minority Business, DBE, or Small Business Enterprise
- Recent, current, and projected workloads
- Willingness, ability, past performance record to meet time & budget requirements.

Proposals were ranked as follows:

Professional Engineering Services

1st Ranked Firm: Hoyle, Tanner and Associates Inc.

2nd Ranked Firm: Gale

3rd Ranked Firm: Tadeos

Professional Planning Services

1st Ranked Firm: Hoyle, Tanner and Associates, Inc.

2nd Ranked Firm: Gale

3rd Ranked Firm: APG

OTHER OPTIONS The City Commission may direct staff to re-advertise the Request for Qualifications or select an alternate company for these services.

FISCAL IMPACT

Approximately \$100,000

Future Projects

FY24 FY25 FY26 FY27

\$105,556.00 \$288,778.00 \$100,000.00 \$2,000,000.00

\$19,444.00 \$555,555.00 \$76,666.00 \$666,666.00

\$51,667.00 \$55,556.00 \$76,666.00 \$100,000.00

Sum \$176,667.00 \$899,889.00 \$176,666.00 \$2,843,332.00

Local Share @ 2% \$3,533.34 \$17,997.78 \$3,533.32 \$56,866.64

Total Amount (Share) \$81,931.08

Average Amount (Share) \$20,482.7

[End Agenda Memo]

James Slaton, City Manager, reviewed this item.

4. Parks Master Planning Agreement With Catalyst Design Group

[Begin Agenda Memo]

SUBJECT: Parks Master Planning Agreement with Catalyst Design Group

SYNOPSIS: Staff is requesting commission approval to enter into agreement with Catalyst Design Group for professional design and planning services to develop detailed master plans for seven (7) existing parks in Lake Wales

RECOMMENDATION It is recommended that City Commission take the following action(s):

1. Approve the agreement with Catalyst Design Group and the associated expenditure of \$46,850.00
2. Authorize the City Manager to execute the necessary documents on behalf of the city

BACKGROUND Catalyst Design Group will provide landscape architectural services to the City of Lake Wales through continuing services agreement (RFQ# 22-512). The City has previously engaged with S&ME Inc. in the creation of the Parks, Trails, and Open Spaces Master Plan. Using this as a guiding document, Catalyst Design Group will provide further master planning and conceptual design services, identifying potential projects for seven (7) parks within the Lake Wales Park System. These parks include:

- Lake Wailes Park
- Kiwanis Park
- Crystal Lake Park
- Lake Wales Soccer Complex
- Northwest Sports Complex / Frasier Field
- North Lake Wales Park
- Little League Sports Complex

Catalyst Design Group has previously provided expert landscape architectural services to the city on the Park Avenue and Marketplace Streetscape, 1st Street Streetscape, and Crystal Lake Park Trail.

OTHER OPTIONS City commission may choose not to approve this agreement at this time.

FISCAL IMPACT The cost of this agreement is \$46,850.00.

[End Agenda Memo]

James Slaton, City Manager, reviewed this item.

Commissioner Howell asked what exactly Catalyst is doing different from S&ME. Mr. Slaton said they will refine the concepts into a design consistent to the Lake Wales Connected Plan. We can put a plan together to begin construction. Commissioner Howell confirmed that DoverKohl and S&ME doesn't do this part? Mr. Slaton confirmed this and explained that this was anticipated and budgeted.

5. Task Order Authorization: ZVA Residential Market Potential Analysis

[Begin Agenda Memo]

SYNOPSIS:

The City Commission will consider approval of a Task Order that will authorize Dover, Kohl & Partners (DK&P) to engage Zimmerman/Volk Associates, Inc. to provide an analysis of Residential Market

Potential for Traditional Neighborhood Development.

RECOMMENDATION

It is recommended that the City Commission take the following actions:

1. Approve the Task Order.
2. Authorize the expenditure of \$22,000.
3. Authorize a budget amendment in the amount of \$22,000.
4. Authorize the City Manager to execute the necessary documents on behalf of the City.

BACKGROUND

The Lake Wales Envisioned plan will shape and direct the form of future infill development, new neighborhoods, and conservation areas within Lake Wales' incorporated city limits and in areas in unincorporated Polk County that lie within the City's utility service area.

The proposed task order will determine if the potential housing market matches the aspirations outlined in the Lake Wales Envisioned "traditional neighborhoods with walkable, connected streets that create a high-quality public realm."

Zimmerman/Volk Associates, Inc. (ZVA) will evaluate recent market activity and geodemographic data relating to the City of Lake Wales. The analysis will establish the depth and breadth of the market for new dwelling units within TNDs in the city (target market potential), as well as the housing types, building and unit sizes and configurations, and rent and price levels (optimum market position) that will attract the draw area households.

The completed analysis will be provided within two months from the execution of an agreement and the beginning of virtual field work.

The Lake Wales Envisioned plan will ultimately serve as the guiding document for infrastructure planning in addition to future development and, as such, is eligible to be funded by the City's various impact fees and transportation funds, in addition to any other funding sources.

At this time, the City has sufficient unrestricted general revenue to cover the costs of this Task Order. As well, the City has an existing, continuing services agreement with DK&P for Professional Planning Services.

OTHER OPTIONS

1. Do not approve the proposed Task Order and direct staff to search for an alternative external firm.

FISCAL IMPACT

The current-year fiscal impact of the Task Order is \$22,000, of which all will be paid through unrestricted general revenue.

[End Agenda Memo]

James Slaton, City Manager, reviewed this item.

Deputy Mayor Gibson said we are getting a lot of stuff for \$22,000 and hopes they can deliver. Mr. Slaton confirmed this and said it will be vital information.

6. Ordinance 2023-06 Annexation – 1st Reading And Public Hearing 9.37 Acres Of Land South Of Waverly Drive And East Of US Highway 27

[Begin Agenda Memo]

SUBJECT: Ordinance 2023-06 Annexation – 1st Reading and Public Hearing 9.37 acres of land south of Waverly Drive and east of US Highway 27 PID: 272908-000000-012030

SYNOPSIS: Ordinance 2023-06 proposes the voluntary annexation of approximately 9.37 acres of land south of Waverly Drive and east of US Highway 27, and contiguous to the incorporated City limits.

RECOMMENDATION Approval at first reading and adoption after second reading of Ordinance 2023-06 following a public hearing. A recommendation from the Planning and Zoning Board is not required for an annexation ordinance.

BACKGROUND 360 Lake Wales LLC, owner, petitioned annexation into the corporate city limits of Lake Wales on December 13, 2022. "Attachment A" to the ordinance shows the property's location. It is contiguous to the City Limits along its eastern and southern boundaries.

OTHER OPTIONS Decline to annex the property.

FISCAL IMPACT The annexation will add to the City's tax roll. The property is valued at \$344,995 which would bring in additional property taxes.

[End Agenda Memo]

Autumn Cochella, Development Services Director, reviewed this item.

7. Ordinance 2023-07 Large Scale Future Land Use Amendment For 51.18 Acres Of Land South Of Waverly Road And East Of US Highway 27. 1st Hearing And Public Hearing – Notice Requirements Have Been Met.

[Begin Agenda Memo]

SUBJECT: Ordinance 2023-07 Large Scale Future Land Use Amendment for 51.18 acres of land south of Waverly Road and east of US Highway 27 PID 272908000000012030, 272908000000012070, 272909000000032010 1st Hearing and Public Hearing – Notice Requirements have been met

SYNOPSIS: 360 Lake Wales LLC, owner, requests approval of City Commission to amend the Future Land Use Map of the Comprehensive Plan on parcels of land totaling approximately 51.18 acres.

RECOMMENDATION Approval at first reading and adoption at second reading, following a public hearing to re assign the following land use designation, as recommended by the Planning and Zoning Board at a regular meeting on February 28, 2023:

Current Land Use:

Polk County Linear Commercial Corridor (LCC), & City Business Park Center (BPC)/Neighborhood Activity Center (NAC)

Proposed Land Use: Neighborhood Activity Center (NAC)

BACKGROUND The subject property is located south of Waverly Road and east of US Highway 27, at the southeast corner of Cypress Gardens Boulevard/Waverly Road and US Highway 27 intersection. It is directly north of the Parc @ Lake Wales residential development that is currently permitting 480 multifamily units. Parcel 27-29-08-000000-012030 is not currently in within the City limits, however it is adjacent to city

limits on its eastern and southern boundaries.

The owner petitioned annexation of the 9.37-acre parcel located at the corner of Waverly Road and US Highway 27 into the corporate city limits of Lake Wales on December 13, 2022. It has been requested that the annexation of the 9.37-acre parcel be brought together with land use and zoning amendments for all three subject parcels. The first reading for annexation will be presented to City Commission at a regular meeting on March 21, 2023.

There have been conceptual conversations surrounding mixed-use development, but no formal plans have been submitted to the City regarding this property. A residential and non-residential mixed-use project would be required to go through the Planned Development Project process to be reviewed by the Planning & Zoning Board for a recommendation to City Commission for approval.

The proposed designations are appropriate for the area as the designations recognize current county designated commercial corridors, and are consistent with the current city zoning. This change would be less intensive, now that Business Park uses, which include some industrial uses, would not be permitted. The land use classification of Neighborhood Activity Center is intended to support small to medium-sized commercial support uses, businesses, and personal services accessible to the surrounding community, as well as a mix of residential uses. The prime location, adjacent to an arterial roadway, makes the proposed land use designation appropriate for the site.

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns future Land Use designations by ordinances upon a recommendation from the Planning & Zoning Board. The adopted ordinance is transmitted to the state's Department of Economic Opportunity (DEO) for review. The DEO reviews the designations as appropriate with reference to the City's Comprehensive Plan.

FISCAL IMPACT The properties are valued at a total of \$527,130 dollars, bringing in additional property taxes. Assignment would enable the development of these properties that would potentially increase property value and generate potential revenue.

[End Agenda Memo]

Autumn Cochella, Development Services Director, reviewed this item.

8. Ordinance 2023-08 Zoning Map Amendment For 51.18 Acres Of Land South Of Waverly Road And East Of US Highway 27. 1st Hearing And Public Hearing – Notice Requirements Have Been Met.

[Begin Agenda Memo]

SUBJECT: Ordinance 2023-08 Zoning Map Amendment for 51.18 acres of land south of Waverly Road and east of US Highway 27 PID 27290800000012030, 27290800000012070, 272909000000032010

1st Hearing and Public Hearing – Notice Requirements have been met

SYNOPSIS: 360 Lake Wales LLC, owner, requests approval of City Commission to amend the Zoning Map of the Comprehensive Plan on parcels of land totaling approximately 51.18 acres.

RECOMMENDATION Approval at first reading and adoption at second reading, following a public hearing to re assign the following zoning designation, as recommended by the Planning and Zoning Board at a regular meeting on February 28, 2023:

Current Zoning: Polk County Linear Commercial Corridor (LCC), & City Business Park (BP)/C-5 Village Center District

Proposed Zoning: C-5 Village Center District

BACKGROUND The subject property is located south of Waverly Road and east of US Highway 27, at the southeast corner of Cypress Gardens Boulevard/Waverly Road and US Highway 27 intersection. It is directly north of the Parc @ Lake Wales residential development that is currently permitting 480 multifamily units. Parcel 27-29-08-000000-012030 is not currently in within the City limits, however it is adjacent to city limits on its eastern and southern boundaries.

The owner petitioned annexation of the 9.37-acre parcel located at the corner of Waverly Road and US Highway 27 into the corporate city limits of Lake Wales on December 13, 2022. It has been requested that the annexation of the 9.37-acre parcel be brought together with land use and zoning amendments for all three subject parcels. The first reading for annexation will be presented to City Commission at a regular meeting on March 21, 2023.

There have been conceptual conversations surrounding mixed-use development, but no formal plans have been submitted to the City regarding this property. A residential and non-residential mixed-use project would be required to go through the Planned Development Project process to be reviewed by the Planning & Zoning Board for a recommendation to City Commission for approval. The proposed designations are appropriate for the area as the designations recognize current county designated commercial corridors, and are consistent with the current city zoning. This change would be less intensive, now that Business Park uses, which include some industrial uses, would not be permitted. The zoning classification of C-5 Village Center District is intended to support small to medium-sized commercial support uses, businesses, and personal services accessible to the surrounding community, as well as a mix of residential uses. The prime location, adjacent to an arterial roadway, makes the proposed zoning designation appropriate for the site.

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns Zoning designations by ordinances upon a recommendation from the Planning & Zoning Board.

FISCAL IMPACT The properties are valued at a total of \$527,130 dollars, bringing in additional property taxes. Assignment would enable the development of these properties that would potentially increase property value and generate potential revenue.

[End Agenda Memo]

Autumn Cochella, Development Services Director, reviewed this item.

9. ORDINANCE 2023-09 Vacation Of A Portion Of Harding Avenue Right-Of-Way 1st Reading And Public Hearing

[Begin Agenda Memo]

SYNOPSIS: Manwello Brown, property owner, has petitioned for the vacation of a portion of Harding Avenue located north of Harding Avenue, west of D Street, and south of 415 D Street.

RECOMMENDATION Approval at first reading and adoption at second reading, following a public hearing, to vacate a portion of Harding Avenue right-of-way (ROW) described in Ordinance 2023-09.

BACKGROUND The subject ROW is located north of Harding Avenue, west of D Street, and south of 415 D Street. The owner petitioned to vacate the ROW in October of 2022.

The section of Harding Avenue in between E Street and D Street was once a part of a railroad right-of-way. In 2004, a portion of the south side of Harding Avenue right-of-way adjacent to Shiloh Baptist Church was closed and vacated at the request of the property owner.

The right-of-way is not necessary to allow access to the property it serves, as there would be appropriate access from D Street. No impacts of vacating said portion of Harding Avenue have been identified. Water lines are located on the south side of Harding avenue and goes north along the alley between E Street and D Street, where the vacation would not interfere. The sewer lines are also running north along the alleyway

between E Street and D street.

This item was discussed with Development Review Committee members and it was determined that there were no utility lines that would be impacted, and maintenance of this corner by the City would no longer be needed if acquired by the property owner. In addition, outside, private utility agencies have not identified any issues regarding the vacation of this portion of Harding Avenue.

FISCAL IMPACT Vacation of the ROW would relieve the city from maintaining a portion of Harding Avenue.

[End Agenda Memo]

Autumn Cochella, Development Services Director, reviewed this item.

10. ORDINANCE 2023-10 Vacation Of A Portion Of Findley Drive Right-Of-Way 2nd Reading & Public Hearing

[Begin Agenda Memo]

SYNOPSIS: Kendall Phillips, authorized agent for owner, has petitioned for the vacation of a portion of Findley Drive located east of Scenic Highway North.

RECOMMENDATION Adoption at second reading, following a public hearing, to vacate a portion of Findley Drive right-of-way as described in Ordinance 2023-10. City Commission approved the first reading of Ordinance 2023-10 at a regular meeting on February 21, 2023.

BACKGROUND The subject right-of-way is located east of Scenic Highway North, and adjacent to Pamlico Air and Patton Tire Inc. Kendall Phillips, P.E. with L P Engineering Services requested to vacate a portion of Findley Drive, as authorized agent for Rise Properties LLC, in November of 2022.

The portion of Findley Drive to be vacated does not impact access to other properties other than Pamlico Air, as the road terminates within property owned by Rise Properties LLC. The applicant requested to vacate a portion of the right-of-way in order to better facilitate an expansion of their existing manufacturing facility.

This item was brought before the Development Review Committee in June of 2022. It was determined that the entirety of Findley Drive could not be vacated as Patton Tires needed access to their rear drive. Another concern was access to the fire hydrant as this needed to remain within public right of way, which has since been resolved. The last concern was in regard to public utilities located within the right-of-way.

There is a water line that extends along Findley Drive from Scenic Highway North to Old Scenic Highway. The City's Utilities Department has requested that the owner provide a 30' utility easement on the north side of Findley Drive regarding the request to vacate. All other outside, private utility agencies have not identified any issues regarding the vacation of this portion of Findley Drive.

FISCAL IMPACT Vacation of the ROW would relieve the city from maintaining a portion of Findley Drive.

[End Agenda Memo]

Autumn Cochella, Development Services Director, reviewed this item.

11. ORDINANCE 2023-12 Zoning Map Amendment For 37.2 Acres South Of Sessoms Avenue, East Of Wetmore Street, North Of Tillman Avenue, And West Of 3rd Street. 1st Hearing And Public Hearing

[Begin Agenda Memo]

SUBJECT: Ordinance 2023-12 Zoning Map Amendment for 37.2 acres south of Sessoms Avenue, east of Wetmore Street, north of Tillman Avenue, and west of 3rd Street PID:

SEE ATTACHMENT B – LEGAL DESCRIPTIONS

1st Hearing and Public Hearing – Notice Requirements have been met

SYNOPSIS: Approval of City Commission to amend the Zoning Map on parcels of land totaling approximately 37.2 acres reflecting the text amendments made to establish a Downtown Mixed-Use district.

RECOMMENDATION Approval at first reading and adoption at second reading, following a public hearing of Ordinance 2023-12 to re-assign the following zoning designation, as recommended by the Planning and Zoning Board at a regular meeting on February 28, 2023:

Current Zoning: C-1 Downtown Commercial District & C-1A Downtown Historic District

Proposed Zoning: D-MU Downtown Mixed-Use including the Downtown Historic Overlay and Crystal Lake Overlay Districts

BACKGROUND The subject properties are located south of Sessoms Avenue, east of Wetmore Street, north of Tillman Avenue, and west of 3rd Street. The rezoning of the above-mentioned parcels is in response to text changes made to replace the current C-1 and C-1A zoning designations and to implement the downtown design standards.

The Lake Wales Connected Plan has Near-Term Action Items #14 & #15 related to adopting design guidelines and zoning changes for downtown. To accomplish these action items, staff proposed a text change to the Land Development Regulations to include the new downtown design standards. Section 23-423 Downtown Mixed-Use Standards proposes a new zoning district and overlay districts that are consistent with design principles contained in Lake Wales Connected.

This amendment to the code was presented to the Historic Board on May 19, 2022 and June 16, 2022, and was recommended to the Planning and Zoning Board. At a regular meeting on July 26, 2022, the Planning and Zoning Board recommended approval of the text amendments to City Commission. City Commission approved Ordinance 2022-37 at first reading on August 16, 2022 and adopted the ordinance on September 7, 2022.

The purpose of this rezoning amendment is in succession to the City's attempt to accomplish Action Items #14 & #15 of the Lake Wales Connected Plan. Designating properties to D-MU will allow appropriate urban design and forms for the Downtown.

The property 282 Park Avenue was recently rezoned to C-1 in November of 2022. The rezoning amendment to assign subject parcels with a zoning designation of D-MU will include 282 Park Avenue and the surrounding First Presbyterian Church parking lots. If the site was not included in the D-MU district boundaries, 282 Park Avenue would be the only parcel in the vicinity remaining with a C-1 zoning designation.

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns Zoning designations by ordinances upon a recommendation from the Planning & Zoning Board.

FISCAL IMPACT Assignment would enable the redevelopment of downtown and may potentially increase property value and/or spur economic growth.

[End Agenda Memo]

Autumn Cochella, Development Services Director, reviewed this item.

12. ORDINANCE 2023-13 - Amendments To Ch 23 Proposed Amendments To Land Development Regulations

– Crystal Lake Overlay – 1st Reading And Public Hearing

[Begin Agenda Memo]

SYNOPSIS: Staff proposes amendments to the following sections of the Land Development Regulations (LDRs) (Chapter 23, Lake Wales Code of Ordinances): 1) Section 23-423.d. Downtown Mixed-Use Design Standards: Crystal Lake Overlay

RECOMMENDATION Staff recommends approval of Ordinance 2023-13 after 1st reading and public hearing the proposed changes to the Land Development Regulations.

BACKGROUND

Legislative History of Crystal Lake Overlay On September 7th, 2022, a new section of the Lake Wales Development Code was adopted, Section 23-423: Downtown Mixed-Use Standards. This new section implemented most of the provisions in the Lake Wales Connected Action Items. Included in this section are the following:

- Purpose & Applicability
- Downtown Historic Overlay
- Crystal Lake Overlay
- Building Form Standards
- Building Height
- Parking
- Architectural Standards
- Review Process & Administrative Waivers

The Crystal Lake Overlay was specifically included to recognize the unique environmental and historical character of the commercially zoned properties fronting Crystal Lake. The location of the Crystal Lake Overlay is shown in blue in the map attached.

Purpose of the Proposed Crystal Lake Overlay Amendments

Following the adoption of the Crystal Lake Overlay, community stakeholders raised questions about the intent of the Crystal Lake Overlay's 70' setback from North 3rd Street. In response to these inquiries, City Planning Staff is bringing forward the following edits to clarify the use and function of the land within the North 3rd Street setback, as well as to provide design flexibility for the North 3rd Street setback based on the illustrative master plan process. Finally, a technical edit to the terminology for the public meeting was made, changing the word "charrette" to the word "meeting" to be consistent with the terminology in other sections of the Crystal Lake Overlay.

Historic District Regulatory Board The Historic District Regulatory Board (HDRB) considered these amendments on January 19th, 2023 and unanimously recommended approval of the amendments.

During the Board meeting, the property owner of 318 N. Scenic Highway (the former Plantation Inn site) requested an additional text amendment addressing the restoration and reuse of the Historic Buildings on site, in the event that some of the buildings cannot be re-purposed on site, or are not structurally sound enough to be moved to a new location. Text amendments addressing these concerns were discussed with the Board members, as shown below. The Board approved of the changes and allowed the application to move forward to Planning and Zoning Board without returning to the HDRB for further review.

§ 23-423.d.4.v. Historic Buildings. Any structures associated with the original Lake Wales hotel that are still remaining within the Crystal Lake Overlay shall be preserved and re-purposed on site. Structures may be adaptively reused for new purposes such as commercial use, retail, housing, tourism or civic use. Structures may be relocated on site in order to better accommodate new development on site. As a

measure of last resort, these structures may be relocated and preserved off-site if structurally feasible, as determined by the City Building Official. If a structure is determined not to be structurally feasible to relocate by the City Building Official, the building may be documented, dismantled, and as much of the original materials as possible should be reused. , ~~however if this~~ If relocation or dismantling of a historic building occurs, a detailed preservation and relocation plan shall be incorporated into the Site Plan application and must be approved as part of the Site Plan application.

Planning and Zoning Board The Planning and Zoning Board reviewed the proposed Crystal Lake Overlay text amendments and unanimously approved the amendments on February 28, 2023.

Lake Wales Main Street The Lake Wales Main Street Board reviewed the amendments and provided a letter of support on January 13, 2023, attached.

CODE REFERENCES AND REVIEW CRITERIA Section 23-423 Downtown Mixed-Use Design Standards

FISCAL IMPACT None

[End Agenda Memo]

Megan McLaughlin, Plusurbia, reviewed this item. She also gave some history of this area.

Patty Kahler McKeeman, Owner of Plantation Inn Realty Property reviewed this item.

13. Ordinance 2022-27 Annexation – 2nd Reading And Public Hearing 67.73 Acres Of Land South Of Lake Bella Road And East Of US Highway 27.

[Begin Agenda Memo]

SYNOPSIS: Ordinance 2022-27 proposes the voluntary annexation of approximately 67.73 acres of land south of Lake Bella Road and east of US Highway 27, and contiguous to the incorporated City limits.

RECOMMENDATION Adoption after second reading of Ordinance 2022-27 following a public hearing. City Commission approved Ordinance 2022-27 at first reading on September 20, 2022.

A recommendation from the Planning and Zoning Board is not required for an annexation ordinance.

BACKGROUND Owners, Rama Food Mart LLC, Mckenna Brothers Inc, Hunt Bros Inc, E N C Inc, and Ronald McCall, petitioned annexation into the corporate city limits of Lake Wales in November and December of 2021.

The applicant requested the second reading of the annexation to be read concurrently with the second reading of the land use and zoning amendments. The property is larger than fifty (50) acres which requires a large-scale comprehensive plan amendment to be reviewed by outside agencies prior to approval. Due to keeping the annexation with the land use and zoning amendments, and the applicant requesting continuation to have adequate representation, the second reading was moved to March 21, 2023. "Attachment A" to the ordinance shows the property's location. It is contiguous to the City Limits along its northwestern boundary.

OTHER OPTIONS Decline to annex the property.

FISCAL IMPACT The annexation will add to the City's tax roll. The properties are valued at a total of over 1.1 million, which would bring in additional property taxes.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

14. Ordinance D2022-28 Large Scale Future Land Use Amendment For 67.73 Acres Of Land South Of Lake Bella Road And East Of US Highway 27. 2nd Hearing And Public Hearing – Notice Requirements Have Been Met.

[Begin Agenda Memo]

SYNOPSIS: Property owners request approval of City Commission to amend the Future Land Use Map of the Comprehensive Plan on parcels of land totaling approximately 67.73 acres.

RECOMMENDATION Adoption at second reading, following a public hearing to re-assign the following land use designations, as recommended by the Planning and Zoning Board at a regular meeting on August 23, 2022:

Current Land Use: Polk County Polk County Linear Commercial Corridor (LCC), & Agriculture/Rural Residential (A/RR) *Proposed Land Use:* Limited Commercial Industrial (LCI) – 8.54 acres, Low Density Residential (LDR) – 59.19 acres

City Commission approved Ordinance D2022-28 at first reading on September 20, 2022.

BACKGROUND The subject property is located south of Lake Bella Road and east of US Highway 27, just north and west of Blue Lake. This parcel is adjacent to city limits on its western and northern boundaries and is located northwest of Blue Lake.

The owners petitioned annexation into the corporate city limits of Lake Wales in November and December of 2021. It has been requested that the annexation be brought together with land use and zoning amendments.

There are no immediate development plans for these parcels. However, if development is contemplated for this property, the developer or owner would be required to engage in conversations with the city to discuss development processes.

The western portion of the site along US Highway 27, comprising of 8.54 acres owned by Rama Food Mart LLC, will have a land use designation and zoning designation of Limited Commercial Industrial (LCI). This designation is consistent with the northern adjacent properties with land use and zoning designations of Business Park Center/Business Park. The remaining 59.19 acres, more or less, will have a land use of Low Density Residential and zoning of R-1A. Designations for the 59.19 acres are consistent with the surrounding county lands designated as Agriculture/Residential Rural and keep compatibility with the existing homes along Blue Lake.

At a regular meeting on July 26, 2022, the Planning and Zoning Board continued this agenda item to the August Planning and Zoning Board meeting due to concerns of compatibility. The original request proposed a land use and zoning designation of Business Park Center and Business Park for 10 acres adjacent to Lake Bella Road and the Heath Corporation. The Board's recommendations were considered by the applicant and the request now proposes a land use designation of Low Density Residential and zoning designation of R-1A, after taking their original request to the Planning and Zoning Board for a second time.

City Commission approved the first reading of Ordinance D2022-28 at a regular meeting on September 20, 2022. The proposed amendment was transmitted to the Department of Economic Opportunity where there were no opposition the proposed changes. The applicant had also requested for the second reading to be tabled to the March 21, 2023 City Commission meeting to ensure a representative could be present.

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns future Land Use designations by ordinances upon a recommendation from the Planning & Zoning Board. The adopted ordinance is transmitted to the state's Department of Economic Opportunity (DEO) for review. The DEO reviews the designations as appropriate with reference to the City's Comprehensive Plan.

FISCAL IMPACT The properties are valued at a total of over 1.1 million dollars, bringing in additional property taxes. Assignment would enable the development of these properties that would potentially increase property value and generate potential revenue.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

15. Ordinance D2022-29 Zoning Map Amendment For 67.73 Acres Of Land South Of Lake Bella Road And East Of US Highway 27. 2nd Hearing And Public Hearing – Notice Requirements Have Been Met.

[Begin Agenda Memo]

SYNOPSIS: Property owners request approval of City Commission to amend the Zoning Map on parcels of land totaling approximately 67.73 acres.

RECOMMENDATION Adoption at second reading, following a public hearing to re-assign the following zoning designations, as recommended by the Planning and Zoning Board at a regular meeting on August 23, 2022:

Current Zoning: Polk County Linear Commercial Corridor (LCC), & Agriculture/Rural Residential (A/RR)

Proposed Zoning: Limited Commercial Industrial (LCI) – 8.54 acres, Residential R-1A – 59.19 acres City Commission approved Ordinance D2022-29 at first reading on September 20, 2022.

BACKGROUND The subject property is located south of Lake Bella Road and east of US Highway 27, just north and west of Blue Lake. This parcel is adjacent to city limits on its western and northern boundaries and is located northwest of Blue Lake.

The owners petitioned annexation into the corporate city limits of Lake Wales in November and December of 2021. It has been requested that the annexation be brought together with land use and zoning amendments.

There are no immediate development plans for these parcels. However, if development is contemplated for this property, the developer or owner would be required to engage in conversations with the city to discuss development processes.

The western portion of the site along US Highway 27, comprising of 8.54 acres owned by Rama Food Mart LLC, will have a land use designation and zoning designation of Limited Commercial Industrial (LCI). This designation is consistent with the northern adjacent properties with land use and zoning designations of Business Park Center/Business Park. The remaining 59.19 acres, more or less, will have a land use of Low Density Residential and zoning of R-1A. Designations for the 59.19 acres are consistent with the surrounding county lands designated as Agriculture/Residential Rural and keep compatibility with the existing homes along Blue Lake.

At a regular meeting on July 26, 2022, the Planning and Zoning Board continued this agenda item to the August Planning and Zoning Board meeting due to concerns of compatibility. The original request proposed a land use and zoning designation of Business Park Center and Business Park for 10 acres adjacent to Lake Bella Road and the Heath Corporation. The Board's recommendations were considered by the applicant and the request now proposes a land use designation of Low Density Residential and zoning designation of R-1A, after taking their original request to the Planning and Zoning Board for a second time.

City Commission approved the first reading of Ordinance D2022-28 at a regular meeting on September 20, 2022. Between the first and second reading, the land use amendment was transmitted to the Department of Economic Opportunity for review. The applicant had requested the annexation, land use and zoning amendments be brought and presented together. The applicant had also requested for the second reading

to be tabled to the March 21, 2023 City Commission meeting to ensure a representative could be present.

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns Zoning designations by ordinances upon a recommendation from the Planning & Zoning Board.

FISCAL IMPACT The properties are valued at a total of over 1.1 million dollars, bringing in additional property taxes. Assignment would enable the development of these properties that would potentially increase property value and generate potential revenue.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

Deputy Mayor Gibson said he will insist that projects be in compliance with the Lake Wales Envisioned and the eight items that we will be looking at in the interim. Everything that comes before the Commission should be looked at through this lens. We want our community to be unique and distinctive to benefit our community. With quality we will increase value for everyone. We want to retain our identity and build on it.

James Slaton, City Manager, said we will discuss the 8 aspirations at the end of this meeting.

16. ORDINANCE 2022-54 Annexation – 2nd Reading And Public Hearing 47.31 Acres Of Land South Of Hunt Brothers Road, West Of Scenic Highway South, And East Of US Highway 27

[Begin Agenda Memo]

SYNOPSIS: Ordinance 2022-54 proposes the voluntary annexation of approximately 47.31 acres of land south of Hunt Brothers Road, west of Scenic Highway South, and east of US Highway 27, and contiguous to the incorporated City limits.

RECOMMENDATION Adoption after second reading of Ordinance 2022-54 following a public hearing. At a regular meeting, City Commission approved the first reading of Ordinance 2022-54 on February 7, 2023.

A recommendation from the Planning and Zoning Board is not required for an annexation ordinance.

BACKGROUND Owners, Hunt Bros Inc, petitioned annexation into the corporate city limits of Lake Wales on October 12, 2022. The first reading of the annexation was approved at a regular meeting on February 7, 2023. The applicant requested that the land use and zoning amendments be presented with the annexation. Due to advertising of the land use and zoning amendments, and the applicant requesting to continue the agenda item to ensure a representative is present, the second reading was continued to March 21, 2023. "Attachment A" to the ordinance shows the property's location. It is contiguous to the City Limits along its northern boundary.

OTHER OPTIONS Decline to annex the property.

FISCAL IMPACT The annexation will add to the City's tax roll. The properties are valued at a total of \$461,278 which would bring in additional property taxes.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

17. ORDINANCE D2022-35 Small Scale Future Land Use Amendment For 47.31 Acres Of Land South Of Hunt Brothers Road, West Of Scenic Highway South, And East Of US Highway 27 - 2nd Reading And Public Hearing

[Begin Agenda Memo]

SUBJECT: Ordinance D2022-35 Small Scale Future Land Use Amendment for 47.31 acres of land south of Hunt Brothers Road, west of Scenic Highway South, and east of US Highway 27 PID 273014000000021030, 273014000000023010, 273014000000023020, 273014000000023030 2nd reading and Public Hearing – Notice Requirements have been met

SYNOPSIS: Hunt Brothers, Inc., owner, requests approval of City Commission to amend the Future Land Use Map of the Comprehensive Plan on parcels of land totaling approximately 47.31 acres.

RECOMMENDATION Adoption at second reading, following a public hearing of Ordinance D2022-35 to re-assign the following land use designation, as recommended by the Planning and Zoning Board at a special meeting on January 5, 2023:

Current Land Use: Polk County Residential Suburban (RS)

Proposed Land Use: Business Park Center (BPC)

City Commission approved the first reading of Ordinance D2022-35 at a regular meeting on February 7, 2023.

BACKGROUND The subject property is located south of Hunt Brothers Road, west of Scenic Highway, and east of US Highway 27. The property is situated across Hunt Brothers Road from the Lake Wales Soccer Club and Lake Wales Memorial Gardens.

There have been preliminary discussions regarding potential development of the property, however, no formal plans have been submitted to the City for review. Hunt Brothers, Inc., petitioned to be annexed into the city limits on October 12, 2022. The first reading of the annexation was approved at a regular meeting on February 7, 2023. The applicant requested that the land use and zoning amendments be presented with the annexation. Due to advertising the land use and zoning amendments, and the applicant requesting to table the agenda item to ensure a representative is present, the second reading was tabled to March 21, 2023.

A land use designation of Business Park Center is appropriate as the Longleaf Business Park is located to the west of the property. Properties in the city limits, south of the subject property, are also zoned Business Park with a land use of Business Park Center.

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns future land use designations by ordinances upon a recommendation from the Planning & Zoning Board. The adopted ordinance is transmitted to the state's Department of Economic Opportunity (DEO) for review. The DEO reviews the designations as appropriate with reference to the City's Comprehensive Plan.

FISCAL IMPACT The properties are valued at a total of \$461,278 dollars, bringing in additional property taxes. Assignment would enable the potential development of these properties that would potentially increase property value and generate potential revenue.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

18. ORDINANCE D2022-36 Zoning Map Amendment For 47.31 Acres Of Land South Of Hunt Brothers Road, West Of Scenic Highway South, And East Of US Highway 27. 2nd Reading And Public Hearing

[Begin Agenda Memo]

SYNOPSIS: Hunt Brothers, Inc., owner, requests approval of City Commission to amend the Zoning Map on

parcels of land totaling approximately 47.31 acres.

RECOMMENDATION Adopt Ordinance D2022-36 after second reading, following a public hearing to re-assign the following zoning designation, as recommended by the Planning and Zoning Board at a special meeting on January 5, 2023: Current Zoning: Polk County Residential Suburban (RS) Proposed Zoning: Business Park (BP) City commission approved the first reading of Ordinance D2022-36 at a regular meeting on February 7, 2023.

BACKGROUND The subject property is located south of Hunt Brothers Road, west of Scenic Highway, and east of US Highway 27. The property is situated across Hunt Brothers Road from the Lake Wales Soccer Club and Lake Wales Memorial Gardens.

There have been preliminary discussions regarding potential development of the property, however, no formal plans have been submitted to the City for review. The owner petitioned to be annexed into the city limits on October 12, 2022. The first reading of the annexation was approved at a regular meeting on February 7, 2023. The applicant requested that the land use and zoning amendments be presented with the annexation. Due to advertising the land use and zoning amendments, and the applicant requesting to table the agenda item to ensure a representative is present, the second reading was tabled to March 21, 2023.

A Zoning designation of BP Business Park is appropriate as the Longleaf Business Park is located to the west of the property. Properties within the city limits, south of the subject property, are also zoned Business Park.

At the City Commission Workshop on February 1, 2023, the question of what is allowed in the Business Park zoning district was raised. Section 23-401(b) describes Business Park as, "This district is intended for discrete areas established and designed for a mixture of professional, light industrial, wholesale, and professional uses, including hotels and motels and car dealerships, and excluding retail, drive-up restaurants, service and other commercial uses catering directly to consumers except those accessory to a principal use." Permitted uses in the Business Park zoning district are outlined in Section 23-421 of the Lake Wales Land Development Regulations, and attached as "Attachment B".

CODE REFERENCES AND REVIEW CRITERIA The City Commission assigns future land use and zoning designations by ordinances upon a recommendation from the Planning & Zoning Board.

FISCAL IMPACT The properties are valued at a total of \$461,278 dollars, bringing in additional property taxes. Assignment would enable the development of these properties that would potentially increase property value and generate potential revenue.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

19. Resolution 2023-03 Vacation Of A Drainage Easement

[Begin Agenda Memo]

SYNOPSIS: Kendall Phillips, authorized agent for owner, has petitioned for the vacation of a drainage easement, located south of Findley Drive and east of Scenic Highway North.

RECOMMENDATION Adopt Resolution 2023-03 to vacate a drainage easement as described.

BACKGROUND The subject drainage easement is located on property owned by Rise Properties LLC, identified as parcel 272935-000000-032030. The easement is located south of Findley Drive and east of Scenic Highway North. Kendall Phillips, P.E. with L P Engineering Services requested to vacate the drainage easement, as authorized agent for Rise Properties LLC, in November of 2022.

The drainage easement was granted by the City on May 19, 1997 to the owner at the time, Findlay Industries Inc, to serve as public retention for Findley Drive and for private, on-site drainage. Since 1997, the property has changed ownership and a building addition, completed in 2021, built over a portion of the drainage easement described in "Attachment A".

This item was brought before the Development Review Committee in June of 2022, where there were no objections to vacating the drainage easement. The manufacturing facility is currently going through a second expansion that requires an exemption determination or an update to their permit with the Southwest Florida Water Management District which would ensure the facility has adequate drainage. In addition, a portion of Findley Drive is requested to be vacated and would become private property for Rise Properties LLC. Findley Drive was once contemplated to extend from Scenic Highway to Old Scenic Highway, but as the roadway currently terminates on property owned by Rise Properties LLC, the drainage easement is no longer needed for public use. The site would need to accommodate private, on-site drainage.

FISCAL IMPACT Vacation of the drainage easement does not fiscally impact the City.

[End Agenda Memo]

Autumn Cochella, Interim Director of Development Services, reviewed this item.

20. Steeple Chase Planned Development Project

Autumn Cochella, Interim Director of Development Services, explained that this item is being continued so that the applicant can sit down with staff to review the plan to work through the aspirations adopted by the Commission and see if it can align with that vision.

James Slaton, City Manager, said we are going to have a discussion. We will have this discussion more than once. We've invited some guests to give the Commission some perspective. Victor Dover and his team are here and David Waronker and his team are here so we can talk.

Mr. Slaton said the City Commission has been approving annexations and land uses but what the Commission hasn't seen for the past several months are planned development projects. A lot of the reason why are these adopted eight aspirations. We want to talk about is how we are implementing them so that you can see. We want to hear from the Commission to see if we are on the right track. He said Victor Dover will talk about traditional neighborhood development and then Mr. Waronker will talk about the implications of that thing. This is one of 7 projects that got caught in between the pre-Planning and Zoning in progress Resolution with 8 aspirations and approved by the Planning board. We are now running them through that filter or staff's interpretation of that filter, the aspirations, and so those projects have slowed way down to meet the new standards.

Ms. Cochella shared some slides and said that staff is taking the new aspirations seriously. These have changed the discussions we are having with developers. Seven projects in progress we have pressed pause on. Some of them just had conceptual review. Some did go to Planning and Zoning Board and did get approval. The Planning board has not recommended denial yet. What has changed is this resolution. She shared a slide showing the aspirations and highlighted the important parts in them that they are talking to landowners and developers about. We have planning firms of different disciplines that are on contract with the City. They selected 2 that we trust with Lake Wales and our best interests to do peer review of these projects. So all seven projects that are on pause since the resolution was passed has gone through a peer review with DoverKohl or Plusurbia. They went through the aspirations, compared the development and made some recommendations and revisions to the developer or applicant and staff sat down with them to make these plans better.

She said they are assembling an enduring green network, respecting property rights. These projects are not new to the City they have been annexed. They have been working through the process for the past year or so. Infill development and revitalization is a priority. Quality development is subjective so she wants to talk about this in more detail so they are not making any assumptions about what the Commission is looking for as far as development goes. Mixed land uses and traditional neighborhoods. Mr. Dover will go over this with

the Commission so they understand how they are applying this to projects. High quality public realm, discouraging conventional urban sprawl, and growing a livable transportation network.

She gave some examples of the things we have been talking about with developers. Many of these developments the problem is the front and back of homes and how the buildings are oriented towards the street or orienting the houses towards public spaces. She showed slides of examples. One side is a suburban neighborhood that we are familiar with and the other is a traditional neighborhood where there is a large busy road but the houses are fronting on the street. The pedestrian ways has no obstructions or driveways. Another example of a suburban neighborhood on the left and traditional neighborhood on the right. She showed pictures of developments on Burns Avenue with subdivision walls. These happened in the 90s and we can't change them today. She showed Sunset Pointe on Buck Moore Road. She showed where Robins Run is going to go, already approved and under way, and Buck Moore Heights. She showed similar development patterns on Chalet Suzanne Road. We have the opportunity now to do something different. Deputy Mayor Gibson has talked about setting us apart or making us unique or having something distinguished when driving down 27 when you enter Lake Wales. There should be something special about the way we grow.

She wants to look at what is traditional in Lake Wales now and how we have gotten it right in the past historically when Lake Wales was developed and maybe emulate that. She showed a picture of Central Avenue. She said Central Avenue feels like Lake Wales to her. Other things that are traditional are a mix of housing types. She showed slides of apartments along with single family homes in several neighborhoods. She shared pictures of an example of a brand new neighborhood with kind of a traditional feel. Its hard to have another Lake Wailes Lake or other focal point. There are things that are required in subdivisions that can be used such as stormwater ponds and public open space. Some of the problems we have in looking at these developments is that the green space is an after thought and not designed around the natural features of the site. The backs of house are turned towards these features instead of oriented towards them.

She showed pictures of townhomes and said there are no driveways obstructing the pedestrian way.

Ms. Cochella showed a map of development map of what we have. She said we don't really keep it updated, its used for tracking purposes. She showed areas where development is occurring in the City right now. These are ones that their civil engineering is in and are moving forward getting ready to move dirt. That is a total of 3,002 single family residential homes that are either going vertical now or are getting ready to very soon. Then 240 multi-family units. She showed a picture of a Haines City development that is much of the same. She showed where the stormwater area is and the backs of home facing it. This could have been a nice natural feature or focal point.

The last thing she wanted to emphasize that a PDP is a special exemption use permit. Its not a re-zoning or a by right thing. It kind of behaves as an overlay on the existing zoning district. So in order to qualify for a PDP you have to demonstrate that what you are doing is superior to what standards are in the zoning district. I think what we remember seeing in the other PDP's that have come through is as a superior design standard we are asking for sidewalks on both sides of the roads an street trees. So here is a picture of a newer development in Haines City with sidewalks on both sides of the road and street trees. Do we think this is superior? Any questions about that or the process or what we are doing with these developments?

Mr. Slaton said this is important because the more stringent we are with neighborhood design then the less development is likely to occur. That is ok if its okay with the Commission. We just need to understand that many developers aren't going to do this. At least one Commissioner has said that Lake Wales isn't for everyone. That may be the case. Ms. Cochella has illustrated the homes already coming. So we are going to have more revenue already. So is Lake Wales at a point where, worst case scenario, residential development stops or, best case scenario, we have far fewer yet higher quality development in Lake Wales as we attract a new type of developer. These are the kind of decisions we will be making together.

Commissioner Krueger said he liked the idea of trees. There is an area on the east side of Thompson Nursery Road, like 3 square miles, scheduled for development with a lot of trees out there. He hopes we can save as many of the trees as we can. Ms. Cochella said we make it expensive to remove trees. Mr. Slaton said they have to pay into a tree replacement fund if they remove trees. He asked if he was referring Winter Haven Corp. Ms. Cochella confirmed that area is Winter Haven Corp. Mr. Slaton said 40% is green

space. Ms. Cochella said they are beginning the tree survey discussion. They have provided preliminary landscape plans. We do encourage preserving trees where possible. There is credit or pay to replace them. Mr. Slaton said we are sensitive to this.

Mr. Slaton introduced Victor Dover to speak. Victor Dover, DoverKohl, said half the time they work for local governments or community groups and half the time for private developers. Not at the same place at the same time. In Lake Wales all their work has been for the City or the community's behalf. But working for both types of clients has taught them a lot what developers need, what they can and can't do. It has taught them a lot about translating community goals for developers. They are learning all the time. Lake Wales Envisioned has just begun. These 8 aspirations you adopted are all important. There's one that we should focus on. The idea of traditional walkable neighborhoods being the norm and what that means. These were written not as regulations but as broad statements of intent. This has a lot of words with different meanings. He wants to spend time on how they are interpreting this as they do peer reviews ourselves and Megan's firm. He read "We will seek to make traditional neighborhoods with walkable connected streets that create a high quality public realm the norm." There are 4 pieces of this we can look at together quickly as food for thought. These are Neighborhoods, what does this mean? Connected Networks, more on Fronts and Backs of lots and homes, and housing variety.

First the urgency to do this is because we have experienced the absence of something like the Lake Wales Envisioned Plan all over the state. Basically we are transforming our corner of the planet one subdivision at a time into a place our grandparents wouldn't recognize. By necessity we are building more densely than in the 1920s or 1940s. If you add up all that quantity of development and all that acreage we've consumed is often the case that we created a place that people love to be in. More like a commodity system where every unit or square foot is like every other unit or square foot. Nothing unique or distinctive about that pattern. Especially as we confront the need for housing we can build more closely together and build better. Because when houses are close together and they have 40-50 foot lot and 20 or 22 feet of that width is garage door then all you have is garage doors and not the front porch culture that we might expect in traditional Lake Wales. Mr. Dover showed some comparison pictures. The public realm is all that from building face to building face. The street, parks, squares, and the private real estate development puts a face on and establishes the walls of the public room. The space between buildings is where the value is generated. It's where you are likely to get to know your neighbor. Even though the houses are close together there is conversation distance from one porch to another gives a neighborly quality to it. And when the whole face of the building and of the lot is devoted to the story and blank walls for cars we don't get the neighborliness. The same pictures are the same land use, same density dwelling uses per acre, the lots are approximately the same size, same number of parking spaces. There are even driveways in the one neighborhood. When can do a lot of development or we can plan how the development goes. We can do more, put more closer together, and like it more if we design it first. In the absence of design we treat land use like its own thing. A place to live, place to shop, place to eat or we can make a town. There is a difference of approach depending on what you are trying to do. A lot of their work consists of undoing the latter half of the 20th Century work where we built a lot of things that are economically brittle. Lake Wales is not the only town with an underperforming shopping mall. Every town has one. In a lot of those places we are not going back to that land saying "how can that land be recycled to a place people love". That is a subject for Lake Wales Envisioned. While so much of our focus is on how new development should look at the edge we also have to think about how we can fix the parts not aging gracefully. So this is a basic idea. We got to accommodate a lot of people and a lot of change. Are we going to do it on a little bit of land with some left over for conservation, agriculture, parks and scenery or use all the land with nothing but rooftops. If we build closer together we must build well to put it together. If we do so there are bigger rewards. He showed a picture of Charleston with houses very close together but the way it feels, it feels like a place where people want to be. Not surprisingly it's very valuable. The land uses are comparable to other nearby subdivisions and produces more revenue for local government even though houses are close together.

Mr. Dover then discussed neighborhood design. This is not a new subject for any of you because there is a plan about what should be. In the 1920s they codified the neighborhood unit which was on page one of the textbooks of the school of planning or landscape architecture or engineering. The idea that the neighborhood doesn't go on forever. It's limited in size. If you have a whole lot of neighborhoods together they make a town or a city. One by itself is a village. Really these circles on the drawings are about that limited size. A five minute walk from center to edge is a good rule of thumb. There are five basic characteristics. That's 30-300 acres maximum typically 150-200 acres is a traditional size. Neighborhoods

should have an identifiable center and edge. The center is where you gather to hear candidates, during an emergency or see your neighborhood. Neighborhood doesn't mean a subdivision, office park or shopping center. It is a mix of housing types of sizes and prices. Not just the same productions over and over. The benefit of a mix is that some basic daily needs will be accomplished inside the neighborhood. You have to have an additional road network to do it. It might be simple, such as an easy walk or bike ride to get a quart of milk without driving across town. Sometimes the mix of uses is more elaborate where work places and homes can be in the same neighborhood. 4th, an integrated network of walkable streets that are interconnected, tree lined, with sidewalks. Last are special sites for public gatherings or civic buildings. The oldest page in the town planning handbook, town hall sits on town square. This might be recognizable because downtown Lake Wales is one of these traditional neighborhoods. Its drawn according to this template.

Mr. Dover said that we also like to think about how the neighborhood is different from the edge to the center. Sometimes at the edge of the neighborhood the lots grow larger, the buildings are more separated from one another, the houses have deeper setbacks the geometry might become less formal. Closer to the center things get closer together, they tend to get taller there is more mix and variety. He showed a slide from Martin County where he explained a large amount of land is being used for multiple ones of these neighborhoods. The circles indicate the walking distances and you can see there's eight or nine separate neighborhoods. He zoomed in on one of them and said this is a walking distance neighborhood units. The bigger map is put together from these smaller pieces. So when you get to the downtown neighborhoods you have the most mix and the most density and the most variety and the things are closest together. As you move away from it it is less so. Which is exactly like our traditional historic old Florida neighborhoods.

Mr. Dover said now, about the big one about the network of integrated walkable streets. If you have an origin for your trip that is A, where you are, and the destination is B and there is only one way to go from A to B everyone going from A to B then everyone uses the same route. That's obvious right? But if there are two ways to go then you can choose. But if you make the network, or grid, of streets a bit more complete then you have lots of ways to spread your trips around. He demonstrated the different routes on the slide. There can be many ways to spread trips around. Emergency services want more ways to get in and out of a given neighborhood. This is why. When you hear people complain about traffic they are talking about this problem. Everyone is showing up at the same intersections at the same time. Making a grid more complete changes the math to give you more ways to get from here to there. He showed a sample neighborhood with eight locations and zoomed in. There's a conventional layout here where there's just a couple of ways in and out of pod A. He picked 8 houses in the subdivision where people want to leave and go west. They all end up at the same intersection. If you are one of these people then you expect to be behind 7 other people at a peak hour stacked up waiting on the speeding traffic to allow a break to enter the traffic. This is why absent a mix of uses and an interconnected network generates traffic congestion. He then showed a traditional neighborhood diagram with the eight dots in about the same locations. These people leaving their houses to go west they have different ways to go. They don't all choose the same way. A just few more interconnections to the surrounding world there are different ways for emergency services to get to a location. All those trips are closer together. With more intersections traffic goes slower. There are also 2 different ways to go west and there are less people at intersections. Mr. Dover said that the typical response from developers to these concerns is that adding streets is too costly. They would consume too many acres that could be used for houses. There are several answers to this. Not all streets need to be the same. Our pedestrians need the smallest blocks the most. Some streets don't need to be for traffic. Some sets of homes could have alleys or rear lanes. They help with interconnectedness a lot. Then lots can be small and houses can be closer together. The driveways and garage doors can eat the whole street scene. He showed an illustration from out west and one from just north of here. Once again the public spaces provided in this example in a perfunctory compliance manner to satisfy stormwater regulations aren't actually adding any value. But if you were to play here you are faced by the backs of houses not by the fronts like those that face Lake Wailes Park. He showed an example on Buck Moore Road where backs of houses facing the through going streets. The County doesn't like us connecting to through going streets. What the county isn't going to like is driveway after driveway. If you have alleys with streets the City and County can work together to get the streets to an agreed pattern that can front. So even with sidewalks and street trees the garage door after garage door scenario does not leave you with a valued neighborhood. If you have narrow lots have alleys because then, or rear lanes, they don't have to be expensive, elaborate, or ugly, they will give you perma feel that translates into a greater value for future home buyers and a neighborhood where neighbors can get to know one another. Just on efficiency, individual driveways on each lot adds up to a great deal of additional pavement. Its all on the backs of the future consumer not the

developer but typically on the narrow lot kind of developments all those driveways add up to a lot of impervious surface. If you have an alley look how that decreases. He showed a slide on this. Developers in the 21st Century can do this. He showed several slides of newer developments with alleys. This is something that can be done now. Some are concerned that alleys are too costly but that money is spent on driveways. That space could be green space He showed an example of a dense neighborhood served by an alley that is attractive. The lots are narrower, the houses more vertical and closer to sidewalks. They have street trees, on street parking on the through going road. This can be done in Polk County.

Mr. Dover said he had one last point about housing variety. Its an American thing to have a neighborhood with more than one size house and more than one type of house. Then there are neighborhoods that developers are building and making money with the hunger for walkable socialable places. When you mix the unit types there is greater tolerance for expanded home based businesses. He showed a slide of live/work units. The world doesn't come to an end with having commercial in a residential neighborhood. We call that zero commute housing. People who live upstairs don't use the regional road network. Does that variety scare away the rich folks from spending money on a new house? Not at all. He showed a slide of a larger house with smaller houses closer together. In the late 20th century we were basically getting single family detached houses and big condos and apartment buildings. But there were other things that were getting ignored such as duplexes, triplexes, courtyard apartments, mansion apartment buildings, bungalow courts, row houses, live-work units, that's all the missing middle. Every time you build one of those you getting more productivity out of the land. So you have to give up some acres to make room for extra streets or parks or squares. You can quickly make it up by building some of this variety of housing that people actually need. The same lot that would support one single family unit when one has a duplex you can get two units. Very quickly you can make up the difference.

Mr. Dover said that last, the best of these traditional neighborhoods including some of the wealthiest ones where there are many choices where to live include small out buildings or accessory dwelling units. This is very difficult to do under zoning. You need to run a political campaign to be able to do this. The reason to show this is if you want to have any of your rural scenery or green backdrop left after the next wave of growth or prosperity. You can't use all the land now on unproductive sprawl. You need to build well where you do build so there's something left to cherish in place. That's his food for thought.

Mr. Slaton said there's a lot to discuss but would like to introduce another perspective. On the agenda was the Steeple Chase PDP. That project has been continued. The developer is here. Their design team is working with staff to come up with a design that meets the aspirations and our interpretation of them. He invited them today to give their perspective. We've met with quite a few developers over the past few weeks and we are hearing the same things. He wants the commission to hear this as well just so they have more information as they consider these things because we will be talking about this a lot.

Len Johnson, attorney for the project, said he has represented David with a number of these. If he could just give a little sense of process on Steeple Chase in particular. They are caught in Never-Never land from a process standpoint. He printed out a timeline of submittal, comments, submittal and so forth. The first shot at Steeple Chase was presented to staff on April 4th of last year. This was at a pre-app meeting, there were comments, on May 20th a new plan. They got comments then back and forth agreed on several changes, July 7th revised plan to staff. They exchanged more comments August 9th the full PDP was submitted to the City. There were comments again, more changes were made on September 20th. And a couple of additional items in early November. And they thought at that point we had buy in from staff and the client. So based on that we went to Planning Commission on January 5th. We had staff recommendation for approval. The Planning Commission recommended approval 7-0 on January 5th. At some point in the next few weeks the aspirations resolution was adopted. On January 19th they met with staff and Victor Dover and his folks to talk through multiple projects and this one. On February 14th they received another set of comments and most recently our planner Mr. McVay and City staff are talking about..we are on the calendar for March 21st. That's driving the timing of everything. They have been talking trying to get to some resolution. We have been planning for a year without these aspirations. Does that mean we don't meet some of these aspirations? I don't think it does because I think we do. But in this instance we have been going back and forth with staff, getting approval from the Planning Commission and then the terrain changes under our feet between that and what was supposed to be a hearing in front of you a few weeks later So I just wanted to give the Commission a sense of the process that we have been through because it is somewhat unique in what you'll hear from most people who get up here. We have been at this a long time.

We got caught in a window that we didn't understand much about and we are still trying to work through that window to give you something that everyone can be happy with. He will let Mr. McVay or Mr. Waronker talk to the specifics of the plan or issues or even the economics relative to changing at this point in time.

Mr. Slaton said that this item is not on the agenda. Its been continued. What he hopes the CDB group will talk about generally is the direction we are headed and the impacts of traditional neighborhood development and what that really means to the industry and the market here in Central Florida.

Dave Waronker, CDB Real Estate, said they do many projects in the Central Florida Region. He listened to Victor Dover's presentation and he said if he were sitting where they were and didn't know much about development. He would support the plan. He would love it. Its a great idea to create community, closer homes, rear entrances, alley ways, and design standards are fantastic. But, now he lives in one in Celebration he loves it. We have to be practical. Will this work in Polk County let alone Lake Wales? If growth is to be stopped adopting all of these recommendations and measures will stop growth. Whether it be a moratorium or making approval or conditions so difficult it will stop development. He has talked with the Polk County Builders Association, the Greater Orlando Builders Association, he knows the builders who build in this region and in the state. He has that background of friends and after he first met Victor Dover and got an introduction to that vision. He asked with an open mind every builder, he didn't leave one out, not one national, if a traditional neighborhood would work in Polk County. Every builder, even those who build traditional neighborhoods in Celebration like David Weekly said they would not touch a traditional neighborhood development. They do not believe its possible to create sustainable and affordable, by the way that word should be attainable, housing in Polk County. Can people afford them? He spoke with James and Autumn and recommended getting a market study done. He performed a market study before he made his first purchase in this town from ComSpring out of Orlando. He didn't tell the market study what he wanted to do he asked what they felt I could do in this town, well Central Polk County technically. They gave him a report 3 years ago before he bought his first project and they said 5000 single family homes, 0 apartments and maybe 100 or 500 multi-family attached. They didn't say condo just multi-family attached. Not one recommendation was for a traditional neighborhood development or a custom home development or a community. He has developed all of this in New Jersey, Arizona and Florida. Every community you can imagine from ocean front properties in Long Beach Island New Jersey, if anyone knows Long Beach Island in New Jersey, its a whole community with the most affordable houses in the state, any state, in New Jersey. If you look my name up you'll see a ton of articles about how he is a proponent of affordable housing or sustainable and attainable housing. My biggest concern is that before you go on this long endeavor and spend hundreds of thousands of dollars on planning is that you get that market study done. Do it independently. He would do it for free but that wouldn't be independent. I don't believe the planner that you are going to hire should be in charge of hiring the consultant to tell you tell you if the plan works or not. He feels there could be a conflict there. He thinks that it would be a great idea before you move forward on any zoning change is to make sure it is going to work. He loves a lot of the aspirations he agrees with them, he agrees that they help with some of their planning right now. They are making changes to the Groves at Orchard Hills, Steeple Chase, Iron Mountain, Watts Ranch several projects in the pipeline. It has helped. But he couldn't put an alleyway in any of these projects. They wouldn't work. One thing to keep in mind, he saw a lot of beautiful pictures and ugly ones. The ugliest picture he saw was single family homes with no landscaping and lots of asphalt. We've never developed a project like that. They are ugly and no one wants to buy them. He referred the Commission to view his website to see the type of housing they try to bring. So that's one point. He asked the Commission as they go along in this process to listen with an open mind to some of the developers not just him. Invite others that are coming to the town to see what they think about the plan. He wants to bring the best quality housing to Lake Wales but we have to be sure it is going to work too. He's not doing this for the practice any longer. He thanked the Commission for their time and said he hopes to work to develop properties in the community and work together with an open mind.

Mr. Slaton opened the floor for discussion. We will be doing a market study. He asked if there are questions. He just wanted to have a discussion. Our staff is dealing with this every day we want to be sure we are doing what you all want. So its worth having the discussion.

Mayor Hilligoss asked Mr. Waronker why alleys wouldn't work in his communities. Mr. Waronker said we base construction costs and affordability based on site improvements. What we are doing is creating a lot more impervious coverage on the property by creating an alleyway. We are creating additional pavement, additional maintenance, additional costs for a CDD or Homeowner's Association to maintain as the City won't maintain them. But the biggest issue is that nobody has a product that can be built in this county that can be built with a rear entrance or separate garage. No one has the product. They're too expensive to build. You'll honestly be starting at \$900,000 to get somebody to build a home. The cost of an improved lot has gone up dramatically because of inflation and supply chain issues. But the cost in any market will be about 75% more than the cost of a traditional front entrance home can be. You can build a lot of beautiful traditional front loaded homes. That's what 95% of the homes built in Florida are. I don't see why every project in Lake Wales should be a traditional neighborhood development. I don't think and the market study will prove him right or wrong, prove us all right or wrong will that you could do more than 20 homes in this town with this market right now. He just doesn't see it.

Mayor Hilligoss said as he watched Victor Dover's presentation the one most compelling issue to him was the affordability factor. The impervious surface he seemed to have addressed that so there's a disagreement there between the two of you that you can actually have less impervious if you do the rear entry. As far as the City not maintaining alleyways I suppose that if we are going to make these requirement that the City is going to have to work with our developers on some agreement if we are going to require them to put alleyways in these neighborhoods. But its the affordability factor that I am more queued in on. Am I right in that assessment Mr. Dover about impervious? Mr. Slaton said that alleyways would be privately maintained. Mayor Hilligoss said Okay, so we are going to require the CDDs or Homeowners Associations to handle those? Mr. Slaton confirmed this.

Victor Dover said just to be clear about that impervious surface. When you have an alleyway along the block and then short connects to the rear garages or driveways at the back of the lot. The total amount of impervious surface that's used for moving cars or garbage trucks or whatever else is less than if you put a driveway on every lot. Impervious surface is less with the alleyways and more with the driveways.

Mayor Hilligoss said ok, so the biggest issue I think that you are expressing to us Mr. Waronker is the affordability or attainability of the homes. Mr. Waronker confirmed this. He said that he isn't sure right now what the average income is for a family in this town but you just knocked the affordability out if you want your children and your families to live in the same town you grew up in. They are not going to be able to buy a home. That's his opinion. I hope that market report shows what can or cannot be built in this town. He might be wrong but he doesn't think he is this time. Can I add one more thing before our planner talks about that affordability issue or what the cost is? We saw a lot of beautiful pictures up there from Charleston, SC and beautiful communities but nothing in Polk County. The closest we saw was Baldwin Park. Baldwin Park is thousands of acres. Celebration is about 8,000 acres. There's nowhere to do these communities here. We have maybe 200 acres in one section. Steeple Chase is like 90 acres. Why would that have to be a traditional neighborhood development? We can't have that downtown, we can't have that community. We will do the best we can but it is impossible to create these large master plans on land masses that just don't exist. The only person that could do it right now, I think, is that BTI, with that big project that they have across from the mall and they have 47,000 acres. I might be saying that wrong but its a huge property and they already have zoning in place. I don't see how you can create these huge projects you know on 70 acres here or 90 acres there. I do agree that we can add a lot of those visions that you have but not all of them.

Victor Dover asked if he could address the acreage? He showed a number of neighborhoods with houses that do have alleys from around Winter Garden. Not as far from the central Orlando Metroplex as we are. Twenty years ago not a radically different place than the one we're in. So if Winter Garden can do it. He showed a neighborhood that is less than 200 acres, 40 acres, he showed one that is 80 acres. Seaside in the panhandle which 40 years ago reintroduced to all of our interest in these the traditional neighborhood ideas is 80 acres. The one in South Carolina is 243 acres. You don't have to have 8,000 acres to do these neighborhoods.

Mayor Hilligoss asked Mr. Dover to correct him where he's wrong, but he showed us an overlay of a big expansive and he said each one of these pods needs to be oriented towards a... Mr. Dover said that is an example of a couple thousand acres at a time. But that includes 9-10 neighborhoods in the process. That is rare no question about that. You do however in the site that is in the Northwest quadrant of HWY 60 and US 27 have a vast tract of development which will eventually have a detailed form that will be the City's to review and approve. You can get both. You're gonna have small Steeple Chase sized projects and smaller and medium sized ones and you're gonna have big ones and so you're really going to need to be able to set standards that can apply in many circumstances. Most of Lake Wales historically was built 30-40 acres at a time. The Druid Hills subdivision, which is the piece most famously laid out by the Olmsted Brothers themselves, is a fraction of the size of Steeple Chase.

Mayor Hilligoss said Druid Hills is a good example then. When he looks at a Druid Hills neighborhood he doesn't see that city center, they were oriented towards downtown Lake Wales. How would a subdivision that's close to the downtown area incorporate these kinds of designs and what parts are negotiable in the design?

Victor Dover said all of the elements have to have a wide range of flexibility. How dense or undense, how much mixed use or not mixed use they are, how much variety and how long the blocks are. You are going to end up with site specific designs like the one the Commission looked at a few weeks ago on First Street. It was a little fragment of a traditional neighborhood not a whole one. But still applying the same principles in that rezoning. So it doesn't take much mixed use in terms of the non-residential aspect of it to do a whole lot of benefit in terms of trip capture. I think the Grove at Orchard Hills for example they quickly identified an area that could be for commercial. In one of the revisions they moved it more central to the project as a whole so that it could serve more of the houses within shorter distances. A small amount of non residential could go along way. Just picture adding a coke machine to a neighborhood. Right there there's something you would have to drive to go buy. So a classic example is a small convenience store or a corner store or it could be a corner coffee shop. If you have 1,000 units you can support a coffee shop and something smaller than a 7-11. You're not going to support a major shopping center with 1,000 homes or a Main Street and Publix. That takes more. There's a reason why when you get to the neighborhoods that have a bigger commercial component they are probably retrofits of things that have already started like the Orange Grove Shopping Center. I predict within our lifetimes that will be center of a mixed use neighborhood rather than just the old Wal-Mart site. So the amount of this commercial will go up and down and the little bit of mixed use will go a long way in terms of trip capture.

Mayor Hilligoss said he is all for us trying to make sure we do the best job we can on these things but some of these ideas have already been, we tried at least to incorporate them. As he recalls the Orchard Hills and Valencia Hills they tried to incorporate the commercial element within the development. Plus as he recalls street connectedness to developments that were coming into the future. So when you say mixed use you are talking about something like that? Mr. Dover said mixed use has two aspects, one is the blend a small amount of non-residential in with the residential like a day care center within easy access distance of homes or the corner store. But there's other kind of mixed-in uses like allowing live-work which he spoke about before. That will also capture trips. So the more variety you add the more transportation benefit, because the more of the trips that would otherwise be long trips driven alone, longer distances, get replaced with short trips or even walking, biking and transit trips. So that's the non-residential part. The other mix is the mix of housing types. Instead of having to have a whole vast area of the same house at the same price point with the same replicated cookie cutter design, it's perfectly feasible to have a neighborhood that has the row houses and town houses and cottages and bigger houses and mansions all in the same neighborhood which, if you think about it, is what we have in the Lakeshore neighborhood or between downtown and the lake. Where we have bungalows and cottages all on the same block with grand mansions. Yesterday, I driving along the lake shore and noticing how within half a block all with same great views of the lake and Bok Tower in the distance on the southern end of Lake Wales you have houses that could be considered executive homes that are quite large and elaborate maybe even good enough for the Great Gatsby. On the same block a tiny little cottage, a kind of romantic, Tudor, bungalow at a quarter or an eighth of the square footage. So you have been demonstrating that historically over the last 100 years that Lake Wales likes having that variety. Trouble that we hear about all the time is the doctor or executive who works at the hospital who feels they have to go to Winter Haven to find a house because all the houses that meet their criteria are spoken for and not for sale. So that is an issue for your economic development program you want to attract more well paying jobs in addition to providing for housing for the jobs that are

here and the ones that are coming you need to have variety at both the top end and the bottom end of the market. This market study that James and Autumn spoke about at the beginning is going to inform us a lot about how much flexibility there is to attract those. But there's at least some, because otherwise your Chamber folks and your EDC folks and businesses wouldn't be saying we feel like our executives have to live somewhere else and then commute to their jobs in Lake Wales.

Mayor Hilligoss said another thing, as he was listening, that was in his mind was density. You use that word. You don't seem to be as adverse to what I've heard in this Chamber often. Density was like a big frightening concept. Mr. Dover said our grandparents never went to a public meeting and yelled about density. Because it was really in the generations since then that we trained Americans to believe, and it was a mistake, planners trained Americans to believe that density was a thing that when the number went up the results went down. The quality of the results went down. And when the number went down the quality of the result was guaranteed. It doesn't work that way. It's the design that matters more than the density, in fact lowering the per unit land cost which is another way of saying build more units per acre or build more densely on the same acre of land is a prime example of a way to lower the cost to people for attainable housing. So, and what about the fact that now we have a few more souls within walking distance of that locally owned business that we are trying to help support. So density can actually be helpful. You can get enough people together to support a legitimate transit system. And now they have alternatives to driving everywhere for everything, every time. So density doesn't have to be bad. It's the density without design that is the problem. Can he give an example? and he heard this complaint at one of the Commission's hearings earlier this year. The old thing was we're gonna jam houses in next to each other on 50 foot lots and then well, smart growth is supposedly means its better to build more densely so now we're going to jam 40 foot lots into the same space where we had 50 foot lots before and they still have the garage door sticking out in front. So that house with the snout of a garage sticking out the front every 40 feet instead of a snout every 50 feet and they're both terrible. So yeah we made it denser but we didn't improve things with that density without design. So, yes as you go up in density your dependence on a good design goes up. That's why those facing the streets with front porches instead of garage sounds like a little detail but its a hugely important thing. Not just socially or for public health those are certainly factors, your are much more likely to get your daily exercise on a street walking by front porches than on a street where you are looking at garage door after garage door for a mile or two at a time but for reasons of value creation. You are creating value while building more efficiently on the same land means we are accommodating population growth without building a little bit everywhere. Now we can preserve the scenery and agriculture. So I think it's easy to get confused about density because so many of us were trained to believe if keep land uses separate and the densities lower we were getting an improvement. Which is why people turn out at meetings and say we want that 7 units to the acre project turned into a 6.75 units to the acre project and think they have won a big victory when in fact nothing has really changed.

Mr. Dover said now, let's come back to what happens when you build more densely and design more sensitive. If we are going to have narrower lots that little detail about the alley becomes really important. If we had 60 or 70 foot lots I wouldn't be up here telling you you had to have alleys. Because, you know what, on a 70 foot lot we can easily sneak a driveway on one side of that lot and maybe even grow a whole family compound on a sufficient lot and there's not a driveway every 20 feet out of every 40 feet. But, when the lots get narrow, which they must by necessity to build more densely and be efficient with the land, then the alley becomes important. An alley is optional if you are building 100 foot lots, 90 foot lots, and 70 foot lots. So when a builder or developer tells you "I don't want to do alleys, my extreme no alley scenario is all I'll accept" then that's ok, just don't build so many houses, make the lots wider which means your 900 unit project or your 1000 unit project is only going to fit 400 units. And that's a big..talk about cost. That's like really deciding to live with less. Just in order to have driveways instead of alleys. Sure, you don't have to have alleys if your lots are big enough. And that's an example. So, density affects whether or not you need those things. The street trees get mentioned. If you have a driveway every 40 feet and the driveway is 12 to 18 feet wide you only get a chance for a tree every once in a while on that block. If you have a continuous planting strip like in your traditional neighborhoods interrupted infrequently with driveways or with alleys then the street tree canopy can be much more complete. If you are going to go to the trouble of planting street trees why not get the full benefit out of it is what I'm getting at. So don't let them tell you to improve a project all you have to do is drop the density down. It doesn't work that way. Mayor Hilligoss said sure. Mr. Dover said he hopes that helps.

Mayor Hilligoss asked if this gentleman, John McVay, is going to share with us?

Commissioner Krueger said he is listening to almost conflicting stories or information. Out of ignorance he can't really make a comment one way or another. He does like the idea of a market analysis because there's always tension between what you would like to do and what you can do. Either for economic reasons or what will the market bear kind of reasons. It also makes a difference I think who does the market analysis. Just like last week we heard a presentation from the Polk Regional Water Commission in which the data that they presented to us was looking like it was in conflict with the data that was on their actual website, so I don't know what they were selling but it didn't coincide with what they were reporting on their own website. So it does make a difference who does the survey. So before doing anything he would like to see that because he just doesn't know.

Mr. Slaton said that's a great point we've got to do the market potential analysis that's important. What's going to happen in the meantime, what's already happening, is our staff is going to review everything on a case by case basis. We are going to take the aspirations into consideration. And then they are going to make their best judgement and make a recommendation to the commission. That's what's going to happen. Part of the discussion today is you have heard a little bit of the direction we are going, the impact it's having on developers, and do you want us to stay the course with what they are doing or something different understanding that you have not seen one of these planned development projects brought to you. So realistically that's what's going to happen. We'd like to hear if you want us to stay the course or something different based on the little information you have.

Commissioner Krueger asked if we know how long to get a market analysis done? Mr. Slaton said if approved next week it will take two months.

John McVay, MRD Design out of Lakeland Florida, said he has 50+ years of engineering, surveying, planning, real estate, and construction management. We are a design planning firm now. He has been listening to both sides and the comments, all have very good points. The problem he sees that the Commission has to figure out and address is that as Victor says you have to design on a case by case basis because you can't design a project based on a flat surface. Being in Lake Wales you all have got a lot of terrain variance here on properties some as much as 100 feet across the property. All those things into consideration putting the retention or the parks where they need to be based on terrain and then designing around those for the subdivision. It's the way of economics. We have to be able to perform and make a marketable and attainable product. It doesn't matter if its apartments, a Townhome, single family or what its all based upon cost. What can it sell for? What do the people qualify for? Lot of these major builders and all if the product goes up \$10, or \$15,000 in price it may cut out 30% of the qualified buyers. It's that close on some of the things. So you want to make it the best you can do. They were talking about impervious versus alleys versus streets. They are both right. If you build an alley in a normal street then its a little bit less impervious. However, the police department, fire department and probably the City doesn't allow parking on the streets unless it's a 24 foot wide street. You now have to build parallel parking on the side making it a 36 foot wide street so that increases the impervious quite a bit. What he has found over the years when you have rear parking in an alleyway or rear garage, if people come home for a few minutes they want to park on the street and walk to their house. If guests come they don't want to park in the alleyway they can't find their house in an alleyway. So its all front loaded for in and out traffic unless people are coming to stay. So in order to do that you have to create a wider more expensive street. And some of those streets could increase the cost of it by 60%-70% because all you are really saving is the curb. Because you wouldn't have to put the curb in to widen the street its the same curb. The other thing is site specific and I think it's a great resolution with these 8 bullet points. But he thinks also, its a Resolution I don't think you all passed it as an Ordinance you passed it as a Resolution so until you can finalize those bullet points and make it things. I would say this is not a wish list but you do whatever you can to accomplish these items if the economics, if the site, if the construction cost, if everything allows that to be done or you don't develop the site. We know Florida's a magnet state, everybody's moving to Florida, Polk County is a bedroom community to Tampa and Orlando. Nothing we can do about that. I probably designed and planned probably 1000 subdivisions in the last 50 years besides commercial sites. He was one of the designers that changed Cypress Gardens to Legoland with the Blackstone group. We've done projects in China, Ecuador consulted on projects in Brazil and Belize. Everyone's having the same problems. But, if you can't sell the project, you can't build the project. People can't afford to buy it they can't buy it. He would like to drive a Rolls-Royce but would settle for a Buick I guess. That doesn't mean people can't buy Rolls Royces. If your're building 3000 units in Lake Wales now, how many of those are executive houses? 150 maybe? Out of that 3700? How many are going to be apartments? 300-400? The main majority of Polk

County is a bedroom community and its a working class family and if you get above \$350,000 price range you're cutting almost 70% of people out of being able to afford a house. So what that does is create an apartment attitude or rental attitude which makes it harder to get to that next step once you get into that category. Both sides are good. This is good. But I think there's a lot of compromise that needs to be done in order to make it successful not only for the City of Lake Wales, but also for the potential residents of Lake Wales.

Deputy Mayor Gibson asked for a recess.

The Commission recessed at 3:58 p.m.

The Commission reconvened at 4:04 p.m.

Mayor Hilligoss asked how much longer do you think we need? Mr. Slaton said that is entirely up to you all. He just wanted to give them the information to let the Commission understand what we are doing on the staff side, get an idea if you like the direction that we are going in. In the meantime, if we need to pivot at this point and get an opportunity to ask questions and express your thoughts with each other.

Mayor Hilligoss asked if there was anyone else we need to hear from. Mr. Slaton said no.

Commissioner Howell asked if there is a decision to be made? Mr. Slaton said there are no decisions to be made. What Autumn presented first that is the direction we are trending. It is important because it has slowed things way down. We are being more stringent with the rules. The Commission needs to understand the impacts of this. He wanted the Commission to hear the feedback we are getting from the development community doing what we are doing. The Commission votes on this its your decision not our. We tell these guys all the time when you are done with us at the staff level, we will advance it to the Commission but its going to have an objective assessment. So he wants the Commission to understand what we are dealing with and what your voting on and how we got to that point. Its just a discussion. Mr. Slaton said at the end of the day there's nothing to vote on. There's more information we all need. I think that this is going to work. We got to wait and see. Just give us an idea if you like the direction we are going. We are going to get a market study done. In the meantime we will exercise our judgement and our interpretation of the aspirations as we bring something to the Commission.

21. CITY COMMISSION AND MAYOR COMMENTS

Commissioner Krueger said we have an opportunity to find out what new residents would like and what they can afford. He would like to see what is doable and viable. He would like to see the market analysis for our area.

Commissioner Williams agreed with the need to see the market analysis. He thinks Lake Wales would want a more neighborly atmosphere described by Mr. Dover. But we need to be able to afford it. He believes that the 3000 homes already approved then he wants to wait for the market analysis before deciding on the direction we are going in. The projects already approved should be grandfathered in. They put the work in and we have said yes to them. He likes what Victor Dover said about urban sprawl. He wants Lake Wales to be better. He believes Lake Wales might not be the right place for everyone. We should wait until we get the market analysis. He trusts the staff in their recommendations.

Commissioner Howell said we need to be sure we have a plan. We should fix some of our terminology such as the word heavy so everyone understands it. What is small industry for example? Words like overlay or mixed-use need explanation. Some terms may have changed meetings. She is not sure what affordable houses are. She can't afford an affordable home. She doesn't know what formula is applied. If someone says affordable houses we need to know what that means. Mr. Slaton said our focus should be on increasing wages by encouraging economic development. Commissioner Howell asked if Catalyst will include public engagement. Mr. Slaton said yes, for every park every single time. Commissioner Howell asked the public if they have questions to send them to her so she can ask ADS on her tour of the plant tomorrow. So we can clear up this fuzziness. It will help with the rising hysteria.

Deputy Mayor Gibson said this was a good exercise for the Commission. The real discussion happens with the staff. The process ends with the Commission. Those in the process need to know where we are going. He is sympathetic to developers concerns. They are right to be frustrated. The Commission is struggling too. We are trying to figure out where we are going. He asked if the City maintains the alleys in the historic district. Mr. Slaton said we are responsible for them but there is no money to maintain them. Deputy Mayor Gibson said they are part of the decision making process. He said we are in transition. Its 80% is economic the rest aesthetic. Our main industry Citrus is struggling. Our community needs to come together to solve this problem and attract money from the outside. The ultimate test is prosperity for the people here in Lake Wales. He is in favor of an economic study. We need to attract folks in higher income brackets who can employ those with a median income. Improving the quality of life in Lake Wales needs to be a strategy. We need an economic strategy to bring our community up.

Mayor Hilligoss asked if Lake Wales isn't for everyone who is it for? Housing is out of reach for many in Lake Wales. Having 3000 workforce housing will help. He is glad to stick with the 8 aspirations as we move forward. We need to work on #5 which is create employment opportunities. This doesn't exist right now. We can pump the breaks on future developments and take our time. He is sympathetic to those developments that played by the rules and approved then got the rug yanked out from other them. He asked staff to work with them and be favorable to them.

22. ADJOURN

The meeting was adjourned at 4:32 p.m.

Mayor

ATTEST:

City Clerk