

**AGENDA MINUTES
CITY COMMISSION MEETING
CITY HALL, 501 W MEADOW STREET
MONDAY, APRIL 11, 2022 5:30 PM**

1. CALL TO ORDER

The City of Leesburg Commission held a regular meeting on Monday, April 11, 2022, at Leesburg City Hall. Mayor Pederson called the meeting to order at 5:30 p.m. with the following members present:

Commissioner Jimmy Burry
Commissioner John Christian
Commissioner Jay Connell
Commissioner Dan Robuck
Mayor Mike Pederson

Also present were City Manager (CM) Al Minner, City Clerk (CC) J. Andi Purvis, City Attorney (CA) Grant Watson, the news media, and others.

INVOCATION

Mayor Pederson gave the invocation at the Greater Leesburg Community Redevelopment Agency meeting, which was held immediately prior to this meeting.

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

2. PROCLAMATIONS:

A. National Public Safety Telecommunicators Week

Mayor Pederson read into the record a proclamation declaring April 10-16, 2022 as National Public Safety Telecommunicators Week in the City of Leesburg in honor of the men and women whose diligence and professionalism keep our city and citizens safe.

Police Chief Hicks introduced Melyssa Lopez and Shyann Hubbard, two of their public safety telecommunicators. Ms. Lopez is a senior telecommunicator who has been with the department for almost thirty years and Ms. Hubbard is a newer dispatcher who does an outstanding job. Everyone in the department is proud of them. They are a lifeline, they help keep everyone alive and safe. They are really extremely appreciative of them both.

3. PRESENTATIONS:

A. Leesburg Center for the Arts & Leesburg Public Works - Lift Station project for Public Art

Maria Stefanovic, Executive Director, Leesburg Center for the Arts, stated they have been working with the public works department and an independent contractor on a public arts project. She wanted to make an introduction to what the Leesburg Center for the Arts is about. They have been around for twenty-two years. It is a nonprofit community arts center located in downtown Leesburg. The center is an inclusive, nonjudgmental space that is used to discover, explore and experiment art for creatives of all ages. However, art discovery does not stop at their doors. They have taken the opportunity to provide art experiences outside their space for the Leesburg community with the objective that art is for everyone and art is accessible. They have a monthly art walk and an annual Leesburg Art Fuse Festival, along with the concert crawl and quick draw events mixed in with visual art installation. Throughout Leesburg, they have generated excitement within the community and have enhanced individual experiences. Now, why is this important? Because these events and installations are public art. It adds enormous value to the cultural aesthetic and economic vitality of our community. Much like your home, office or your safe space, your space reflects who you are in a sense of belonging and public art does the same thing, but on a much larger scale. It provides art accessibility in public spaces and places. Public art contributes to community identity, it fosters community pride and to the sense of belonging. It also enhances the quality of life for its residents and visitors. As Leesburg grows, it is vital that we use public art to identify who we are. We also need to celebrate our uniqueness. The Center for the Arts has contracted with Civic Icon Arts to assist with several public art projects in the Leesburg community, including murals in downtown Leesburg, a mosaic in the Aquatic Center and soon a mural on the stormwater tank. They wanted to take it a step further and connect with the neighborhoods in the Leesburg area to invest in a beautification project that would reflect their uniqueness. The Center for the Arts along with Civic Icon Arts and the public works department have worked closely together over the past year to identify a public arts project that would enhance the neighborhoods in both community pride while celebrating its own uniqueness. Hand in Hand has created a sculptural screening art installation for four different lift stations throughout the Carver Heights / Montclair and Beverly Shores neighborhoods. She introduced Pamela Zeljak, Civic Icon Arts, who would make the presentation for this public art project.

Pamela Zeljak, Civic Icon Arts, stated she has been working with the Leesburg Center for the Arts for almost two years. They are really excited about this project. This project has been in progress for about a year and a half. In October 2020, they were approached by the National Endowment for the Arts (NEA) where they said the Leesburg area was under funded by the NEA portfolio. They wanted to find a way to work with us so they could give us a ten thousand dollar grant. However, we had to identify a project. We had already been talking with the city's public works department to try and find a public art project that we could work together on and they were doing a beautification project for the lift stations, so we wanted to see what we could do together. As they were starting thinking about this in November 2020, they thought this could be the perfect marriage of projects where they could get funding from the NEA. In February 2021, they released a call to the arts for this project and they received their first round for those locations in May and June. They reviewed them, but came to the conclusion that they were not reflective enough of Leesburg or the communities that they were supposed to go into. At that point, they decided to do community outreach meetings. They held them at the Leesburg Resource Center, Beverly Shores Elementary and the Boys and Girls Club. There they played some fun games for the kids and then sat down with the adults to talk about different questions and themes. In June 2021, they took the input from those meetings and put out a second call to the arts with that information to see if they could come up with something that was more reflective of the community. Finally, in January 2022, they received some much better concepts from the arts, and ended up with Eric Lynn. As a side note, they released this call to the arts nationwide. They created a selection committee, which was made up of people from within the

community, the Leesburg Center for the Arts board, and local arts. There they narrowed it down to three candidates and those three candidates came in and presented their concepts. Eric Lynn came up with the concept of Hand in Hand and he actually worked with the deaf and hard of hearing. They helped him come up with four more designs which were not included in the presentation. One of them is a sign of hope. She showed a few of the artistic concepts that would be included in the fencing. There are four lift stations that are a part of the NEA grant. Eric Lynn is a metal artist and he is a very qualified metal artist. She showed a rendering of his installation process. She stated they went through the process with the public works director along with other members of the public works department. The fence is a long continuous piece of public art and each one of them will be different pieces of art. The different lift stations will have different symbols of hand shapes on them. The NEA will contribute ten thousand dollars towards the project. In the future, with maintenance of the fence, there should not be much cost to it because the fence is made out of cortens steel. The only thing you should have to do is power-wash.

PWD Kelsey stated what happens every year is they spend a certain budgeted amount to upgrade the lift stations to improve aesthetics. That is done by putting in a decorative fence or some other type of screening. Through this process, we thought outside the box. How could we provide something besides just another screened fence that hides the lift station which really does not add any value to the community? They asked if this would be an acceptable form of decorative screening of the lift stations and if it would be acceptable to the community. **Mayor Pederson** remarked that he would be fine with this idea. **Commissioner Burry** commented he also liked this idea. **Commissioner Christian** asked if the city was responsible for twenty-two thousand dollars? **PWD Kelsey** replied the city's share was ten thousand dollars. **Commissioner Christian** said that the way he read it, the grant was only contributing ten thousand dollars. It was hard to figure out the city's portion. **PWD Kelsey** said there was a grant and additional funding from the art center of twelve thousand dollars. The original intent was that we spend twenty five hundred per lift station to improve the aesthetics. We would partner with the Leesburg Center for the Arts to use those funds in a different manner. **Mayor Pederson** stated that he was all for it and could see where the confusion came from. He saw thirty-eight thousand and then he also saw thirty-two with the ten thousand dollar grant contribution.

B. Northwest Central FL Scholastic Art Competition - Regional Gold Key winner & Nominated for the National American Vision Award - D'Ante Morgan, a senior at Leesburg High School

Maria Stephanovic stated they are here celebrating two students from Leesburg High School. D'Ante Morgan and Kyliegh Jones. The Scholastic Art and Writing Competition is a national competition that has been around for ninety-nine years. However, the south, specifically, Central Florida, has not had a region or an affiliate partner region to participate at a regional level. Our students have always applied in the southeast portion of the United States, which would put them into a huge region of Georgia, Florida, North Carolina, South Carolina and Alabama. We would never hear anything back and there were no local celebrations or anything for them. Melissa Padea is also here tonight. She is the art instructor at Leesburg High School and she has been there for seventeen years. Last year she helped out with the summer camp at the Art Center. They were trying to figure out what they could do for their kids locally to give them another opportunity to advance. Ms. Padea said, why can't we do scholastics? So, they brainstormed in the office and called the national headquarters. Before they knew it, by the end of the month, they were the Northwest Central Florida affiliate. Now they represent Lake, Marion, Citrus and Sumter County. This was their first year and they had twenty-two young artists who represented this area, placing with a regional award. Out of those twenty-two, we have two Leesburg High School students here, Kyliegh Jones, a senior, and D'Ante Morgan, a junior. They both received the gold key regional award, which helped them elevate to the national competition. She wanted to bring them up to recognize

them for this achievement. This is huge for our area. They are here to represent us on a regional level. She mentioned that there was another artist from Fruitland Park, who attends the Village Charter School who won the gold key at the National Level. It was through this program. She was highly delighted that this was part of the Leesburg Center for the Arts and the Leesburg High School.

Melissa Padea stated she has been teaching at the Leesburg High School for the past seventeen years. She even taught some of the commissioners children over the years. It is always really exciting when you get kids that love it. She had the honor of having D'Ante Morgan for three years. He just does not take classes with her because she teaches three-dimensional art. He also takes classes on the two dimensional side. He is super well versed and he submitted pieces for both sides. With Kyliegh Jones, she met her last year, which is pretty unusual as a junior. After seeing her in a level one class, she told her that she had to take a college level course because her stuff was that good. That was a big thing to do because the advanced placement class is tough. She was like, yup, got it. She would come in, sit down and she would just do it. She had no idea how, because she did not teach her that. She just sits back at her table and does it. She just smiles and does her own thing and beautiful art comes out of both of them.

D'Ante Morgan said that his artwork was called world gold. It was based off of a Chinese mythical creature, Sumukun. **Ms. Padea** added that the assignment was to create a relic of something that was fictional and what that would look like if it was found and displayed. The piece itself looks like this huge staff that has been broken into several pieces. He is intricate at carving, and if D'Ante Morgan is anything, he is intricate. When he draws something he will not stop until every detail in the last little line, on every little feather, all of it is really intricate, carved and balanced. **Kyliegh Jones** stated that her artwork was called wasted potential. It is a person whose face has come off and they are holding it. It represents narcissism, someone who has wasted their potential. It is someone who has messed up how good that person could have been. **Ms. Stefanovic** stated that she wanted to celebrate these kids because they took a chance and they are representing us regionally. They had already received their awards, but she wanted to take this time to introduce them to the commission. **Mayor Pederson** congratulated both students and wished them well in their future endeavors.

C. Main Street Complete Streets Design Update

PW Kelsey stated that tonight Jamie Krzeminski from HDR Associates and Mike Woods from Lake Sumter MPO are here to provide a brief overview of where we are with the Main Street Complete Streets Design Update. They have had several meetings with stakeholders and they have done some online surveys. They are now at a decision point where we need to decide what we should implement for the design moving forward.

Jamie Krzeminski, HDR Associates, stated he has been working with city staff and they are under contract with the Lake Sumter MPO on this project. To give a quick update to the project, he would like to talk about some of the background of the alternatives and then get into some of the feedback that they received from the public. This project was looking at two different sections of Main Street. The western side between CR 468 and SR 44 to US 27 and then the eastern side between Canal Street and SR 44 and Dixie Avenue. The purpose of this project was to improve travel and safety for all the users of this street; residents, visitors and in more particular the people that are walking or biking. With this project they are looking at potential changes to the typical roadway sections, not only to the intersections but other key elements like landscaping. Starting with, where are we now with the project? This is the last step of the alternative assessment phase where we are trying to decide on the preferred alternative that we are going to take into the concept development phase. We are going to work on flushing out some of the details of the concept based on the preferred alternative and documentation from the overall study between now

and the end of June. The previous phase before starting the alternative was called the defining success. One key thing they developed as part of that phase was the five guiding principles. At that time, they asked for feedback from the community relative to the importance of that and economic prosperity was at the top of the list, followed closely by safety. Community beautification, livability and accessibility along with connectivity came in behind. Based on the data received and the work performed by the community as part of that defining success phase, they developed a purpose and need statement for the project. The Leesburg Main Street Complete Streets Plan will provide consistency with the existing downtown for both East and West Main Street, as well as provide bicycle and pedestrian infrastructure, ADA improvements, and landscaping. It will respond to the need to manage speed at multiple locations and provide safe, convenient, and accessible pedestrian and bicyclist connectivity to existing and future facilities. With the alternatives, he showed a slide representing the proposed urban context of the Main Street Corridors. He started with the downtown core and moved out from there. He proposed an expansion of the downtown into the first segment with a transition area of the downtown on the far western section of the corridor. A change from the more rural nature of the corridor to what they would consider to be a more semi-urban context moving forward into the future. With each of the context areas, they established a target speed; the speed they would like people to drive as they go through the corridor. In the downtown core, it is slower and as they move out, the speed will step up just a bit. However, this is a reduction of what they have out there today in terms of the prevailing speeds. It would be twenty-five in the areas that represent the downtown expansion and thirty in the transition areas and then thirty-five in the semi-urban area in the far west. They also have a strategy of treatments they are proposing as part of the alternatives to help self-regulate those target speeds. He showed a rendering of the alternatives that were provided and given to the public for their feedback. The shared-use path concept alternatives reflect a space on the edge of the roadway that will be shared by both bicyclists and pedestrians. The other two one-way bike lanes and the cycle track concept are a separate space for people that are riding bikes or using another form of micro-mobility compared to the pedestrian space. Those would be fully separated or physically separated from vehicle traffic. With the results from the public outreach, they received one hundred and sixty-five responses from the online survey and public meeting. Most people who completed the survey either travelled along or frequented the businesses on Main Street. They also had a few respondents from people that reside, work or own a business on Main Street. They asked about the treatments being proposed as part of the various alternatives and what they thought of them. They received very positive reactions to things like sidewalks, separated bike lanes, onstreet parking, shared-use paths and street trees. However, they did not receive a positive reaction to roundabouts, chicanes and raised intersections. These are the types of treatments that would effectively control speed and that is what they would like as a desirability on the corridor. They asked folks taking the survey to give their preference for each segment. For the farthest west segment between CR 468 and Thomas Avenue, that was the shared-use path over the alternative of the two-way bike lane. In the next segment to the east, between Thomas Avenue and Truett Street, the shared-use path was preferred over the one-way bike lane. There were some votes for the shared use path with chicane, which is a lateral deflection as you move along the corridor, but that was the third runner-up. In segment two between Truett Street and US 27, that was actually the closest vote of any segment between the shared-used path and the one-way bike lanes. However, the shared-use path came out on top. With the two segments on the eastern portion of the corridor, Segment 3A, between Canal Street and Lake Street, the shared-use path was preferred. It had very similar results on Segment B, from Lake Street to Dixie Avenue. In addition, he provided an eye chart where it showed a separate and independent evaluation where they looked at specific criteria and objectives that were related to each one of the guiding principles. They also did their own independent evaluation of that. The key thing they found was that their evaluation fell in line with what the public thought in terms of their preference, with one exception, in Segment 1A. On the farthest west segment of their evaluation, they actually had a narrow favor for the two one-way bike lanes. However, if you look at this collectively, and take the independent evaluation and the public's fifty-fifty, it would still come out with the shared-use path matching what the public had preferred. Referring to a slide, he stated the

yellow color is the preferred, which is the shared-use path concept. On the western segments, they have the ability to put a median in the roadway. In the agenda packet under the consent agenda there is a resolution of support for the preferred alternative. Tonight, they are looking for the commission's support on the preferred alternative. They would like to move ahead at this point to flush out the concept and provide more details. Then the concept would be used to advance to a final design at some point in the future. They will be doing that and completing all the final documentation for this, hopefully, before the end of June.

Commissioner Burry stated he showed three roundabouts. He wondered if he could show where those would be located. **Mr. Krzeminski** replied that with the roundabouts, they would be used as breaking points between some of the segments. They are looking at Thomas Avenue and Truett Street as a potential area. Another one is Lake Street; however, that has not been finalized. They still need to do further investigation because Thomas Avenue and Lake Street have challenges in terms of larger trucks making turns there. They need to be able to accommodate those movements within the available footprint and right of way on that street. Truett Street is probably a more realistic option because of space. There is a triangular piece of land that allows them to put something a little bit larger there, which would accommodate the movement. **Commissioner Burry** asked if anyone looked at Dixie Avenue and Main Street for a potential roundabout. **Mr. Krzeminski** answered that one had not been looked at, at that point. However, it was something that they could still do, but it would need a much larger-sized roundabout because Dixie Avenue is a four-lane divided highway. **Commissioner Burry** said with the two lights so close, that could also cause issues. **Mr. Krzeminski** added that the one challenge would be the closeness of the signals. If the traffic from US Highway 441 backs up, it may backup into the roundabout and block other movements. **Mayor Pederson** questioned, excluding the roundabouts. Do we have the adequate right of way for this road project? **Mr. Krzeminski** answered that they would be working within the existing right of way footprint. They do not plan on acquiring any right of way, even with the roundabouts. They are trying to stay within the existing footprint, so no one has to purchase additional property. **Commissioner Robuck** asked if they are talking about eliminating onstreet parking? He owns about ninety percent of the northside in Segment 3A and his employees use a lot of that road for parking everyday. He cannot have that gone. He is very concerned about the amount of semi-truck traffic too. Not just for his business, but also for Cutrale, which is on the other side of Lake Street. He noted that he is a big fan of roundabouts, but he thinks we need to make sure they can work for the semi-trucks on Lake Street. They go down Main Street and then go north on Lake Street so they have to be able to make that turn. **Mr. Krzeminski** replied that they have already looked at that. They have a truck turning template that they layout on their drawings. They have done some preliminary reviews and looked at that. They know that is a challenge, so they are looking at whether there is a way that they can work within that footprint to make it work. If it does not, then they will try something different.

Commissioner Robuck asked what street the public works department was located on. **CM Minner** responded East Street. **Commissioner Robuck** said, for him to support this, they would have to insert a roundabout between East Street and Canal Street. They would also have to prioritize commercial traffic and then the bike lanes and paths. He cannot see where you can keep the onstreet parking and do all this plus leave two twelve-foot wide lanes. **Mr. Krzeminski** replied that the existing section has space on the outside of the curbs to allow for the shared-use paths to be completed. The plan is to not to go in and start taking away parking. What they could do is define some of the parking better. **Commissioner Robuck** said that when the county repaved they failed to put back many of the parking spots. If you look at a Google map overview prior to the resurfacing, you will see all the parking spots that are supposed to be there, which are not there today. They are working with the contractor to repair and add some of that back now. That is his only concern that they prioritize the commercial stuff in that corridor.

CM Minner asked which alternative they were recommending and which one FDOT was recommending? He was unsure if the Commission was to pick an alternative or what was going

on. **Mr. Krzeminski** answered that they are not picking an alternative. The preferred is a combination of all the alternatives. For Segments 1A, 1B, 3A and 3B, it is basically as they have shown. The preferred use is the shared-use path throughout. **CM Minner** responded that is one plan. He stated that he did not understand the slide. **Mr. Krzeminski** said that the way they set up the alternatives, they looked at each segment independently. They put the most appropriate alternative in each segment and built an overall concept. **CM Minner** replied that they are not talking the same language. It looks like they have Segments 1A, 1B, 2, 3A, and 3B and that stretch of street is shown on the first map. Then on the last map, it looks like there are three uses for each segment, so it is confusing. **Mayor Pederson** commented that it looks like he is phasing in as he comes into town at different levels. **CM Minner** stated that this presentation was totally different from the one that was done at the Venetian Center with the cross sections. **Mr. Krzeminski** stated (referring to a slide) Segment 1A, Alternative 2, where the shared-use path was shown on the north side of the road, that is a shared-use path and a median. In Segment 1B, the shared-use path is on the north side and it shows a landscaped median. It continues through that section to the third alternative where they introduce the chicanes. **CM Minner** asked if he would show an example of a chicane. **Mr. Krzeminski** stated a chicane is a curve that goes back and forth. It is used to slow down traffic. **CM Minner** inquired if the preferred alternative was the whole project because we have bike lanes part of the way and we also have chicanes. It then moves into the core segment where we have the standard-use paths along with some other stuff. **Mr. Krzeminski** said the intent was that there be one type of treatment all the way across the corridor. They set it up where they could evaluate each segment independently. That way, if it made sense to have something different on the eastside, they could and they could do something different on the westside.

Commissioner Christian asked if they were going to bring back a visual of what this would look like. This is nice, but when you get in front of his church he wants to know what it would look like. The same with what it is going to look like in front of RoMac. They see this now, but if you are given a map and you have taken out ten parking spaces or changed how people enter the church, they need to know and this does not show that. He asked if they would be bringing something back for them to review, if they approved this. What he is currently looking at does not provide the schematics of what happens in front of businesses nor does it provide the information about parking spaces being taken away. That is what he wants to see. **Mr. Krzeminski** replied that they do not intend to take spaces away or change entrances. **Commissioner Christian** stated to him this all sounds good, but he cannot visualize what it is and he would like to see what it would look like in front of his church. **Mr. Krzeminski** pointed out that this is not the final design, it still needs to go into construction, this is a concept plan. It still needs to go through final design. However, they can bring it back once they have a full concept. They just have not gotten to that level yet.

CM Minner commented this presentation was different from the one they provided about the roundabouts on US 27. When they made that presentation to the commission, the commission voted on it and approved that presentation. Then they went back to the final concept and it has been sitting in final design at FDOT for a long time. He asked if they would bring back a final design concept because he still thinks they are talking different languages. **Mr. Krzeminski** responded that they were looking for approval on the preferred alternatives, so they could begin developing more of the concept designs. This is not a final design. They are not at that stage. When they finish the concept design, that is when funding is available and they move to the final design phase and that is when the designer would start. **Commissioner Robuck** inquired if they were being asked to vote on an alternative in order for them to move ahead with the concept plan. If so, in order for him to do that, he would need to see the cross sections and what exactly they are recommending in each segment. He scrolled through the presentation too quickly and he was unsure as to what was being recommended. **Mr. Krzeminski** replied that with the shared-use path landscape median in Segment 1A, which is the furthest west between CR 468 and Thomas Avenue, they would like alternative 2. The same basically, in segment 1B, which is between Thomas Avenue and Truett Street. **PWD Kelsey** stated the key differentiation is that bicyclists and pedestrians are off the road; about ten feet away from the road. Whereas in the other alternatives, you have bike lanes on the road, which puts pedestrians and cyclists at greater risk. That is why a majority of the folks selected this

alternative. **Mr. Krzeminski** added that in Segment 2, they have the shared-use path alternative and the shared-use path is located on the north side. **Commissioner Christian** asked where the cross section was for that. **Mr. Krzeminski** answered it was between Truett Street and US 27. That section is a bit narrower. It is an urban piece that already has curb and gutters. In this section, they would recommend in some places opportunities to eliminate some parking on the north side, not necessarily throughout the entire section, but it would allow for some additional landscaping opportunities on the northside with some curbs. **Commissioner Christian** asked where US 27 was on the map and if it was at that end. **Mr. Krzeminski** replied that US 27 was at the eastern limit of that particular segment. The edge of the circle is where US 27 is. **Commissioner Christian** replied that it was where the front of his church is and that is why he was asking. **Mayor Pederson** wanted to know where they are on the roundabouts. He noticed the feedback was not favorable on the roundabouts. He is unsure where he stands on the roundabouts and he has not seen many around Florida outside of The Villages. He is guessing there is a growing trend in Florida. **Mr. Krzeminski** responded that the FHWA uses roundabouts as one of their proven safety counter measures. It is a treatment that FDOT is looking at implementing on state road systems because they are a really great safety tool that drastically reduces severe crashes. It does not get rid of all crashes and in The Villages there is a history of crashes happening at the roundabouts. However, there are not severe crashes. That is one of the things that FDOT has focused on. They are trying to eliminate fatal and serious injury crashes. If someone makes a mistake at a traffic signal, the results could be really bad. **Mayor Pederson** remarked that his reaction to that was tractor trailers going through them. He cannot quite see tractor trailers going through roundabouts. **Commissioner Robuck** replied that his tractor trailers do not have a problem doing it. They do it every day in The Villages. It may be different for DuraStress with their oversized loads. You would have to make sure that they could get to where they needed to go. **Mayor Pederson** said he worries about them bumping into someone else driving. **Commissioner Robuck** added that DuraStress is the real concern. **Mr. Krzeminski** remarked that FDOT has a rigorous process for reviewing the concepts and designs for these. They make sure that you are not going to have issues with the design and the larger trucks going through. For example, the US 27 project that was similar to that and that was completed a number of years ago. They looked at the same type of turning template design to make sure that the tractor trailers would be able to navigate through that roundabout at US 27 and Main Street. Right now, where that one sits, it is on a list of potential roundabouts for FDOT and District Five. However, there is no mechanism at this point to move it forward. When some other project comes along, if there is a resurfacing or other maintenance type of thing, that would be an opportunity that FDOT would start looking at that again. They are aware of it and Mike Woods from the Lake Sumter MPO and himself have been in FDOT's ear about this at various points to make sure it is still on the radar. **Commissioner Robuck** stated that he was having problems with it because when he looked at it they eliminated all his parking. **Mr. Krzeminski** replied that the intent was not to eliminate parking. **Commissioner Robuck** stressed that his employees use those parking spots every day. Otherwise, if there is away to maintain that parking he would be all for the concept. **CM Minner** asked if they are bringing back the final design to this body for approval? **Mr. Krzeminski** answered that they could if that was the desire. **CM Minner** suggested that they do that if they were looking for approval of the design concept. **Commissioner Burry** stated, as part of the record when talking about roundabouts and the decrease in accidents, is it relative to say that there is about a thirty-five percent decrease in traffic accidents as compared to traditional intersections, and is that a ninety percent reduction in fatalities? **Mr. Krzeminski** answered that he heard there was a seventy-five to ninety percent reduction in serious injury crashes at roundabouts. It is obviously going to depend on the configuration. The roundabouts we are talking about, not including the US 27 intersection, are single-lane, so they are very simple roundabouts like you see in The Villages. There are roundabouts that are four lanes intersecting with four lanes that could be located at US 27 and Main Street. That could be a bit more complicated. **Commissioner Robuck** said that Commissioner Christian and himself were the only ones on the commission at the time when they came in and did the original presentation on the roundabouts. Where they took the traffic flow and ran it through a rush hour format and showed what it would look like with a roundabout and then

they showed what it looked like with the traffic signal. They got more traffic through with the addition of fewer fatalities with the roundabouts. **Commissioner Burry** commented that he was in favor of the roundabouts. **Commissioner Connell** stated that he was completely confused by the presentation. He could not recommend any of the options because he does not think there was enough information presented to the commission to give any direction on what option to go with. He was not sure if they were going to call this for a vote tonight. **Mayor Pederson** stated that this was an item on the Consent Agenda under 5.C.1, which would be pulled and voted on.

4. PUBLIC COMMENTS:

This section is reserved for members of the public to bring up matters of concern or opportunities for praise. Issues brought up will not be discussed in detail at this meeting. Issues will either be referred to the proper staff or will be scheduled for consideration at a future City Commission Meeting. Comments are limited to three minutes.

Alan Riesman commented that they had a community cleanup on Saturday. They cleaned up eight thousand four hundred and fifty pounds of trash. They targeted three different areas around the community and trails. There were forty-four volunteers. He wanted to give a huge shout out to the City of Leesburg Public Works Department and Keep Lake Beautiful for all their help.

Betty Stevens Coney stated that, as most everyone is aware, Ken Thomas is leaving our city for a position in another city. This is saddening for our community. Ken Thomas has had a very positive and most productive effect on our community. He is a person that has kept them up to date on research and development. He has become a member of her family in many ways. The position may be refilled but Ken cannot be replaced. She asked to what extent the city had taken towards his replacement. She requested that when the selection committee is formulated that she be on that selection committee. **CM Minner** responded that Ken Thomas, Housing Director, submitted his resignation last week. He spoke to him about it in depth. Ken Thomas had ultimately decided that it was in his best interest to leave and he respected his decision. With his replacement, the city typically does not have a formal hiring process for department heads. That typically falls under his responsibility as the city manager and the chief procurement officer.

In the past, when we hired high-profile department head positions, we did not have selection committees. However, he has not been consistent with it. Typically, a high profile position would be the chief of police or fire. He has hired one of each of them in his ten years in the city along with a deputy city manager, which they did have significant community outreach for. When that position was hired years ago, we did not have a committee, but he did put together a community outreach presentation where the potential deputy candidates went through an all-day session where they met all department heads. They met the team and for that position they did a community stakeholder interview. They also met with the Partnership and the Chamber, so everyone was able to prob the deputy. As far as the process is now, he has worked with HR and they are working to get that position advertised. With the selection process, he is open to the concept of having a committee. He would be happy to sit down, introduce and vet the candidates publicly. However, at the end of the day, the decision does lie with him. As long as the folks that come in on the community committee understand that the sole decision lies in his authority, he is happy for any input. That is not meant in a negative way, it is just at the end of the day, it is the city manager's decision on who is hired. He is happy to take public input, but he will make that hire and at the end of the day, the members of the City Commission judge him for who he hires along with their performance. With all that, they would get the advertisement out asap. He would be happy to meet with Ms. Stevens Coney to get her input. He knows that Commissioner Christian, through his pastoral forum, has a lot of input in that department. He is happy to take significant input and to have a selection review process. **Mayor Pederson** added that, as a commission, they do not get involved with this process. They do not oversee the city manager or involve themselves in interviews. He is not sure how appropriate it is

for the public. However, the public can recommend candidates for the position, so they can put their names into the mix. **Commissioner Christian** stated he agrees with the city manager. He is the final decision maker, but it would be good as we do other things in the city to hear and listen, because this person will work hand in hand unlike most department heads. They do not really come to community meetings and they do not deal with redevelopment by particular people. Ken Thomas was the CRA person who dealt with not just 441, but Montclair/Carver Heights, Pine Street and Main Street. So, this person will have to be someone who is well versed in the CRA. It will not hurt to have the community sit in the interviews and vet the candidates. They could have tough questions that someone else might not think of asking and we need to know who we are working with. We could get someone in here who does not realize they will be stationed in the Montclair area and they may not want to be in the Montclair area. They may get hired and quit because they do not want to be in that area. They may not want to see people walking in off the street asking for help with rent. That person may not realize that they have to go to Mispah Simmons at eleven o'clock at night to deal with tenant issues. It would not hurt to have committee involvement, but they should know at the end of the day that the city manager would be making the final decision. He knows the city manager is strong enough to sit in the room with community people and say this is my final decision. **CM Minner** said, in a nutshell, the processes are different for department heads. What makes it different is the amount of community outreach that the department head has. Typically, the deputy city manager, the city manager, fire chief, police chief and the housing director have significant community contact, unlike the IT director. When you get those high profile positions it is wise to get input, so he would be happy to do that.

Howard Fay stated that he resides on Oak Drive. He had spoken to a city commissioner regarding the sidewalks on his street. It is about thirty feet right of way from the middle of the road just past the edge of the road. He would like to see the city commissioners go out there and look at it. There are a lot of handicapped people out there in wheelchairs and they have trouble getting in and out. People down there do not want to work on their streets. He would like to see something done about it. He has been fighting for this for about a year. He has been in and out of the hospital and that is why he has not been down here too much. He would like to see the city commission meeting calendar put on the light bills. It could help more people come to the meetings. **Mayor Pederson** commented that he came out to his residence last week at his request. He noted that the Public Works Director had been out along with the City Manager. He communicated to him last week that this is a process and it is going to take years. However, it is not a priority today. We are bringing sidewalks from the elementary school into the neighborhoods to make it safer for the kids and that is where we are starting. He apologized because he did not like his answer. He confirmed that information with staff, but that is how it works and that part of the road is not a priority right now. **CM Minner** remarked that Mr. Fay first approached this body about a year ago regarding this, but the last conversation that was held publicly with Mr. Fay was at the Venetian Center. At that meeting it was stated that, unfortunately, we would not be able to get to that portion of Oak Drive. We did put together a concept of sidewalk replacement and the principle of that plan was to get sidewalks constructed from Beverly Shores Elementary and that is the nucleus. We want to be safe, but that does not mean there are not safety problems. We want to build and use public funds wisely. The core way to make kids safer is to start from the elementary school and work out. Oak Drive is several blocks away. He has been out at his house for many other issues including; security lighting, the sidewalks, tree removal and trash removal. Again, this location is several blocks away from the Beverly Shores Elementary and we submitted a half a million dollar grant, but he does not think we got it. However, we will apply again. With our funding schedule, we do fifteen hundred grand a year on new sidewalks and, unfortunately, Mr. Fay's property is in the category of a million to two million before the city can make it down there. If we stop the program and put a sidewalk just in front of Mr. Fay's house we would have a strip of sidewalk that is three hundred feet wide that leads nowhere.

Gayle Halen, vice president of the Leesburg Shuffleboard Club, thanked the city for keeping their courts

as nice as they are. The city supplies the materials and they do all the work. They are holding their masters tournament next year. She does not know if they know anything about the shuffleboard courts, but they have twenty-four courts, which are fast and great. They are one of the best in the league. They have about about twenty teams in the league. Eight of them are main teams and this year they had nine people representing the masters. She was one of them, but she did not play because her grandson was swimming in the NCAA finals in Indiana and she went to watch him. The masters will be a two-day affair next March. They have no problems with the courts, but they have a problem with the fact that they have no place to have their banquet. She was measuring the courts for a possible tent when one of the policemen came and she felt like she was going in. She had to unlock the gate and she told them what she was doing. She was told that she could not have the tents because they cost seventeen hundred dollars and they did not have that much money. That officer suggested that she come to the commission. She checked out Venetian Gardens since she figured that was a nice local place, because it would hold up to one hundred people. This year they had sandwiches at their banquet, which she thought was not very nice. She thinks they should have a dinner with entertainment along with their awards. It should be a nice affair for the eight winners. They have thirty-two players with thirty-two pushers who shove their discs. They also have helpers and the people who manage the affair, so there could be up to one hundred people. They called the Venetian Gardens and were told if they had more than fifty people, they had to have it catered. She checked the catering and one was twenty eight eighty-eight a piece and another was fifteen plus tax and gratuities; they cannot afford that. She asked if the city could help them at Venetian Gardens. They do not mind cooking. They have husbands and wives that could serve, but they cannot afford to pay for catering. She lives in Scottish Highlands and they could hold it there, but she does not want to do that because this is a Leesburg-sponsored event. They try to help others. They had a couple from Beacon College but they did not do it consistently. She should probably go and investigate more, because kids could benefit from the activities. They have two kids who are eleven who are homeschooled and they are getting good at it. Her granddaughter comes down from North Carolina and she can play. It is a good sport not only for seniors, but for everybody. She would like to help find where she can have their dinner. **Mayor Pederson** responded that the city manager would get back with her on this. There are strict rules at the Venetian Center and we cannot just have everybody and anybody come through that kitchen. He does not see the city changing its opinion on that. **Commissioner Christian** stated that the rules in the handbook state that fifty and under can cater to themselves and bring in food. Over fifty, you can get an exception from the Recreation Director. That is what the Leesburg Handbook says. **CM Minner** asked her to leave her phone number and he would give her a call tomorrow and would walk her through the process.

5. CONSENT AGENDA:

Routine items are placed on the Consent Agenda to expedite the meeting. If the Commission/Staff wish to discuss any item, the procedure is as follows: (1) pull the item(s) from the Consent Agenda; (2) vote on remaining items with one roll call vote, (3) discuss each pulled item and vote by roll call

Items pulled for discussion:

5.C.1 - Designation of a preferred design concept for the East and West Main Street Complete Streets Concept Development Project

5.C.2 - Fourth Amendment to Amended and Restated Ground Lease with Ski Beach Bar & Grill, LLC, f/k/a Venetian Gardens Site Holdings, LLC.

5.C.3 - Ratification of the Collective Bargaining Agreements Wage Opener with the Florida Police Benevolent Association, Inc. for Officers/Detectives and Corporals/Sergeants

A. CITY COMMISSION MEETING MINUTES:

- 1. None**

B. PURCHASING ITEMS:

- 1. None**

C. RESOLUTIONS:

- 1. Resolution of the City Commission of the City of Leesburg, Florida, authorizing the City Commission to designate a preferred design concept for the East and West Main Street Complete Streets Concept Development Project; and providing an effective date.**

ADOPTED RESOLUTION 11,057

Commissioner Robuck introduced the resolution to be read by title only. CC Purvis read the resolution by title only.

Commissioner Robuck made a motion to adopt the resolution and Commissioner Christian seconded the motion.

Mayor Pederson requested comments from the Commission and the audience.

Commissioner Connell stated that for him there was not enough of a presentation to know what concept we are approving and what we are going with. He would like to see more information on the design concept itself, other than the slideshow. He is not comfortable making a recommendation for the direction of this project. **Mayor Pederson** commented that he was hoping there would be an amendment to this where they would bring the design back to the commission for final review. **CM Minner** said he knows the presentation was a bit confusing, but he thinks it got the point across with the elements that they were seeking; the multi-use, the multi-modal, the sidewalk, the pedestrian calming, and the landscaping in different areas. Some of the specific concerns about what is in front of the businesses and losing parking, they do not have the specific details on that yet because they are not at full design. Where they are heading now and remembering the process from the FDOT is similar to what we did with the roundabouts. FDOT is in the rough process of coming up with a concept where they want to fix or build a road and that is their idea. They flush out the idea with the community, in community meetings and local jurisdictions. This being Leesburg, we are the local jurisdiction, so they had the idea to fix Main Street in this fashion, which was presented tonight. Upon the imprimatur, the project then gets shuffled off to the next phase of FDOT, which is the design phase. It goes into a hopper, it sits, and waits to be funded. Similar to the road project funding, it is a five-year plan. They have a five year plan to fund, design and then they have a five year plan to build. This project would move from the concept phase into the design phase to where some of your hard questions this evening would be answered. Upon the design phase being funded and finished, then it would move back into completing and the building phase. Now, whether the project ever gets built or not, that is still to be determined. Similar to the roundabouts where

FDOT was before us six or seven years ago, and that was approved in the concept phase. It is still in the concept phase and it has never moved from that concept phase to the design phase. This evening there is another idea that FDOT has, which is this Main Street project and we are being asked whether we like the concept. The concept that they presented tonight was one option with three different mixes in three different segments of areas where it went from an urban street, which is bicycle lanes, to the chicanes on the outskirts. There were more urban streets with bike lanes with chicanes moving into the core of Leesburg and then back out with more chicanes and bike lanes, which include landscaping. We have always talked about making this improvement on Main Street. The bottomline is, the concept will benefit Leesburg and if FDOT actually does go through it, it would save the City of Leesburg somewhere between five and ten million dollars. He advised that they approve the concept so that it gets off the concept desk and moves into the design hold. Having said that, put a couple of hooks in the resolution. He suggested passing the resolution with two modifications. Add that the City Commission approve the preferred design concept as presented by HDR. That way they could have their input on the design before it goes out for funding for construction. Then add that the Commission requests review of the final design prior to the project being moved to the five-year CIP list.

Mike Woods, of MPO, remarked that at this point, all you are agreeing to is what the public voted for. That is basically the shared-use path along the whole corridor. In each section there is a little different context. The west end is a little different than the east end, but they would put shared-use paths along the entire corridor, landscaping and other speed-related improvements. It will enhance the look, feel and the safety of the entire corridor. **CM Minner** stated that by passing the resolution as amended all you are saying is that you like the idea and concept. It will move the project into the design phase. FDOT will be back putting up their easels and getting more public input. They will be going through the process again in the same format with specific designs. He recommended approving it with those changes. **Mayor Pederson** commented that it sounds like those changes are part of the process. Do we still need to amend the motion? **CM Minner** said yes, that way the FDOT knows what we want. When they have the design concept phase completed, there will be a note on someone's desk that says Leesburg will be real articulate, which is the mark you want to send.

Commissioner Christian amended the motion with what the city manager recommended in those statements and Commissioner Robuck seconded the amendment.

The roll call vote on the Amendment was:

Commissioner Christian	Yes
Commissioner Burry	Yes
Commissioner Robuck	Yes
Commissioner Connell	No
Mayor Pederson	Yes

Four yeas, one nay, the Commission approved the amendment.

The roll call vote was:

Commissioner Burry	Yes
Commissioner Robuck	Yes
Commissioner Connell	No
Commissioner Christian	Yes
Mayor Pederson	Yes

Four yeas, one nay, the Commission approved the resolution as amended.

2. Resolution of the City Commission of the City of Leesburg, Florida

authorizing the Mayor and City Clerk to execute a Fourth Amendment to Amended and Restated Ground Lease between the City of Leesburg and Ski Beach Bar & Grill, LLC, f/k/a Venetian Gardens Site Holdings, LLC; and providing an effective date.

ADOPTED RESOLUTION 11,058

Commissioner Christian introduced the resolution to be read by title only. CC Purvis read the resolution by title only.

Commissioner Robuck made a motion to adopt the resolution and Commissioner Burry seconded the motion.

Mayor Pederson requested comments from the Commission and the audience.

Commissioner Connell stated he pulled this to allow the city manager to provide an update as to why we would amend this again. **CM Minner** stated this is the fourth amendment and, hopefully, the last amendment. The bottomline is, that we show them good faith in the city. We want the restaurant to be successful. We want to give Mr. Keuntjes everything he needs to be successful. As we embarked on this journey, two to three years ago, with the Boyd Development group, Mr. Boyd brought Mr. Keuntjes on board. As you know, Mr. Keuntjes is the proprietor of Eatons Beach. The concept from the getgo was to create a duplicate of that restaurant here on Ski Beach. That concept was received very popularly. Mr. Boyd brought Randy Keuntjes on as a partner and that was how he got involved. Then Covid hit and all sorts of crazy life-changing events occurred. The third amendment was when this development shifted to Mr. Keuntjes from Mr. Boyd and his development group. After that was when costs started to escalate. Mr. Keuntjes approached him several months ago asking if he could amend the lease. His advice at that time was to wait and not make the lease amendment because he was not even off the ground. He really needed to show the Commission some good faith and we have already made a number of changes to the lease. Before we start changing it again, we need to demonstrate that the public/private partnership that was put together all those years ago is actually going to happen and get built. Now, all signs are indicating that it is happening. Now, going through this process, obviously, costs have increased for Mr. Keuntjes. Having said that, they presented him with a concept to extend the lease. He believes it was a forty-year lease and the mod was a two-ten-year extension. They were very specific about prices, but he felt those were extremely unfair to the city. They went back and developed a lease concept like they do at the airport where a proprietor comes in and they get an extremely attractive rate on the front end of land. They did flirt with selling the property, but they did not want to do that. They decided to go back to the airport lease concept where they give an attractive rate on the lease. They invest in the capital for the construction of the facility and at the end of the lease that asset becomes the city's. This was modeled off the airport stuff, with a forty-year lease. They asked for additional time on the lease and he barked at it at his own level. Before bringing it to the commission, they added a compromise to help keep Mr. Keuntjes moving forward. They added a modification to the lease, which was the right of first refusal. Basically, the petitioner, Mr. Keuntjes negotiated in good faith that forty years from now he could extend the lease. We would give him the first right to renew and extend that lease. This lease could get them to sixty-years. They were very happy and relieved about that. It gave them the first right of refusal and they did not have to turn the asset over immediately. There is a hook where they have to negotiate in good faith. For example, if we are leasing at twenty thousand dollars a year for the ground lease, which is not very much. Then, if the fair market value in forty years is sixty thousand dollars, and we show or demonstrate what that fair market value is and they refuse to come up to that level, the talks terminate. The lease goes back into place, the forty-year lease concludes and that asset becomes the city's. However, if we do find neutral ground in forty years, Mr. Keuntjes has the first right of refusal to negotiate whatever fair market

will be. We tried to put some numbers on it for legal sake because that is the formality of it. However, at the end of the day, he does not think that it is in the city's best interest. Nobody knows what the fair market will be in forty years. We are kind of kicking the can down the road, but no one at this table will be here in forty years. The only thing we can do is mutually agree that we want the restaurant to be a success in forty years. If the restaurant is not a success, either their assignee will not be asking the city for an assignment or the city will say it is not working. It is not a binding amendment, but it is binding by stating there will be talks about this in forty years. The second amendment is parking and there have been concerns about parking from the getgo and this has been kicked down the road. This was another one where the rough draft of the parking request was at much higher significance. However, at the end of the day, we do realize there will be parking issues. The request is not unheard of for some designated parking spots with signage. However, the city would not allow towing. At the end of the day, should the restaurant be a success, along with the improvements that were put in at Pat Thomas, be a success and bring in more activity, there will be parking issues. With the CIP, should the Marina expand and have more traffic and the Venetian Center continue to be a success, there will be parking issues. Those are good issues and it will probably push us to talk about parking, probably within a year or so. During the conceptual phase, there was a clause in the lease that gave the developer the first right of refusal to talk about site number two for a restaurant, which brings it back to a conversation that the Mayor was trying to have with the Commission. Whether we really need the Cultural Arts building and if there may be a greater use for that facility. His recommendation is to go ahead with this agreement. It does kick the can down the road a bit in terms of parking. It also recognizes that the city anticipates that the things at Venetian Gardens will be successful and that we will need to talk about parking. Letting him have the designated parking space in that area does not really hurt us. It is an issue that we will have to face sooner or later. Hopefully, come fall we will have the grand opening and the restaurant will be off and running. It has been wildly anticipated and as far as the community goes, they have received a lot of positive feedback from the groundbreaking and from people who ask about it. He encouraged and recommended approval of the fourth amendment.

Commissioner Connell stated that he does not understand why we would even consider amending the lease for a building that is not even completed. It should stay with the lease that was agreed upon. He does not know why it would need to be amended now. He has an issue with it and he does not know why it would be coming up at this point. We have an agreed to lease, he does not know why we have to keep changing it to add additional years along with everything else. He just does not see the need for it. Everybody has already agreed to the lease, so why, in the middle of the project, are we talking about changing it again to extend it even longer? **Commissioner Christian** remarked that he agreed with Commissioner Connell. Not necessarily with the terms of the lease, but more so the parking. If he comes to the Venetian Center and all the parking spots are filled and someone tells him he cannot park in a certain parking spot on the whole left side of the Venetian Center. That is a problem. They also say they will have personnel out front, but you cannot tow my car. He would park there anyway, because what really is going to happen? Is someone going to call the police? He will walk away from his car and leave it there because it cannot be towed. Basically, we will have signage in the parking lot, there will be personnel telling people that they cannot park there, but they cannot tow. Now, you could call the police and say to the cop that this is public parking, but there is a sign, yet they cannot enforce it. It would be different if we had a problem and the restaurant was filled and if baseball was going on or if someone came in saying "man, this place is packed, we have a problem." Right now we do not have a problem. He would prefer to bring this back when there is a problem. He asked the restaurant owner earlier where the employees were going to park? Are they going to park in the front or are they going to park all the way in the back because they were going to take up twenty parking spaces. For him, it is logistics and he hates preferred parking at public facilities. We have the Venetian Center that will conflict with the restaurant and now people will not have a place to park. When he goes to Mount Dora, he may have to park six blocks away from the restaurant he wants to eat at. He does not have a problem walking because that is

the restaurant he wants to go to. If people want to come to the restaurant, they will park further out and walk to the restaurant. It is a great thing to have and those people will get to see the marina, the boat club and the Venetian Garden when they walk. His only problem is with the preferred parking spots and no enforcement opportunities. He thinks it is going to create more problems than good. When people come down to park and they are told they cannot park there and if the parking attendant has a bad day and tries to enforce a law that is unenforceable, there will be problems. He does not have a problem with the lease extension, but he does have a problem with the preferred parking. **Commissioner Robuck** commented that he does not have a problem with the lease extension and he hopes they are here way longer than sixty years. That would be a great thing. If they are successful, it is not going to be controversial at all. They are going to want to stay and we are going to want to keep them. In terms of the parking, he does not have a problem with it. However, he does understand Commissioner Christian's concerns. If the rest of the commission does not want to let them have some parking signs, he gets it. He also has concerns about the restaurant because they need to have them. We will have issues when the Venetian Center is fully rented out and there will not be enough parking for both. He urged the Commission to move forward with the Mayor's idea of knocking down the Cultural Arts building to put some additional parking there. He knows some businesses have it and he cannot imagine their employees having a problem parking over there if the parking existed. It would be within a reasonable walking distance. However, right now there is nowhere for them to park other than the main lot. If we are not going with the preferred parking spots, then he hopes we at least address it that way. **Commissioner Burry** added that he was not opposed to the lease extension. As far as parking goes, the reality is, we will have parking problems. That is why we are looking at this now. We have the ability to use golf carts on Canal Street to cross Dixie Avenue, but parking is an issue and it will continue to become a bigger issue. For the restaurant to be successful, they need preferential parking. He is in favor of this. **Mayor Pederson** commented that he does not have a problem with the extension. He wanted to make sure that we were not setting the city up from the standpoint of the language where we find ourselves in a lawsuit forty years from now. **CA Watson** mentioned that the language, as the city manager said, is somewhat aspirational, as far as working together in good faith and having the default setup with fair market value being the rental rate. It makes sense to structure it that way. He does not see trouble hidden anywhere there. It allows for negotiation and it is clearly written that everyone must go back to negotiations. **Mayor Pederson** commented that at that point both parties would want an appraisal. **CA Watson** answered if they look at Section 3.2, where it says at the end of the final extended term the tenant will have the option to negotiate a new lease with the landlord at market rate, you could add something like "and on such other terms as agreeable to the city." Just to make it clear that you are not necessarily bound to just signing a new lease as long as it is at market rate. The city could also consider any other issues that are right for consideration at that point. **Mayor Pederson** said he just wanted to make sure it was structured in a way that reduced the risk of litigation for the city. **Commissioner Robuck** stated that he would not be in favor of that. They had a previous commissioner decide to rip out a boat ramp and put it in a no wake zone because he did not like that boat ramp near his house. He does not want a future commission to decide they do not like a restaurant on the water, so let's not renew the lease. If they want to pay the market rate, fine. **Mayor Pederson** agrees with his comments as well. He was looking to counsel asking them to structure it in a manner that minimizes the risk of litigation, but he knows there are no guarantees. **CA Watson** said he thinks this lease does that and the language is a bit gratuitous. It does yield concerns as you pointed out, but as it was written, it is pretty clear that the idea is that there will be negotiation. **Mayor Pederson** asked what he thought about an arbitration clause and if there was a dispute? **CA Watson** replied that he is not a big fan of arbitration. He would prefer the court system.

Mayor Pederson said that the city manager mentioned a second site. If we were to sell, they would have first right of refusal, correct? **CM Minner** replied yes, site two was if we carved out another site in the bay. He cannot remember the exact wording in that lease, but it basically said if we developed another site, they have first right of refusal to negotiate with the city. As we did that, we were eyeing the Cultural

Arts building as the next location for another potential restaurant. **Mayor Pederson** stated that he just wanted to make sure that we were not pre-agreeing the lease to another site where we could create more parking problems. He lastly commented that he thinks we should talk during the budget process about knocking down the Wellness Center. We need to create as much parking as we can. It is a nice problem to have, but when you think about the community building at the Ventian Center, the restaurant and everything hopping over there, we will have a parking problem. **CM Minner** said, ultimately, we do need to talk about knocking down that building. We need to do more planning on where we are going and whether it should be this site or another site for parking. We could throw some money at the budget for demolition. However, it should not be the number one project in fiscal year 2023. There are a lot of moving wheels for that and we need to find another location for the Health Care Clinic. We always eyed the Knights of Columbus building, but that has different uses. That building does need to come down, but when is the harder question. If we want to throw some demolition money at it to keep the process moving, that may take fifteen to twenty grand. **Commissioner Christian** added that before we start throwing demolition money at it, we should do an assessment of the ground. He would hate for the city to knock down that building and realize we have muck and mud. Then it could cost the city two hundred thousand dollars to secure the land before installing a parking lot. We should put some money aside to do an environmental assessment first, to make sure we can do what we think we want to do. However, he really is not in favor of tearing that building down. If we are going to say we need pylons to put in a parking lot and it costs five hundred thousand dollars, that is a lot for just a parking lot. We would be tearing down a perfectly good building for fifteen thousand dollars. So, before rushing into anything, he would like to get an assessment of that land to see if they can do what they think they want to do on that site. **Commissioner Connell** stated that the soil there is terrible, absolutely horrible. Tearing that building down for what little parking they would get is not a worthwhile thing to do. He just does not see it. Tearing that building down and the expense of doing a soil assessment, excavation and backfill; those costs will add up and we would get very little parking. We would only gain about twenty-five spots. He does not think that would be money well spent. It is not enough bang for the buck when there is nothing wrong with that building. **Mayor Pederson** remarked that he started the building conversation a month or two ago. Everytime he sits at that streetlight and he looks over there, it stands out like a sore thumb. Everything is nice, clean and modern, but this building. It is not just a building, it is an ugly building blocking the view of the new Pat Thomas field. **Commissioner Connell** said that he understands that, but we could put some money back into the building to dress it up. **Mayor Pederson** remarked that this item could be discussed during the budget process.

The roll call vote was:

Commissioner Robuck	Yes
Commissioner Connell	No
Commissioner Christian	No
Commissioner Burry	Yes
Mayor Pederson	Yes

Three yeas, two nays, the Commission adopted the resolution.

3. **Resolution of the City Commission of the City of Leesburg, Florida, ratifying the Collective Bargaining Agreements Wage Opener with the Florida Police Benevolent Association, Inc. for Officers/Detectives and Corporals/Sergeants; and providing an effective date.**

ADOPTED RESOLUTION 11,059

Commissioner Robuck introduced the resolution to be read by title only. CC Purvis read the resolution by title only.

Commissioner Christian made a motion to adopt the resolution and Commissioner Robuck seconded the motion.

Mayor Pederson requested comments from the Commission and the audience.

Commissioner Connell stated after reading through this he spoke with the City Manager about it. Obviously, it is a bit of a staging item, where we give some now and then more in October. He thinks with the five percent they are looking to give in October, it will get them to the level that they need to be. He then asked about the five percent that we are going to give the police department in October. Will everybody be getting the five percent across the board? **CM Minner** answered yes. **Commissioner Connell** replied that he was good with the police department going up now. However, he wanted to make sure whatever they were given in October that the general fund got the same. **CM Minner** replied that is how the draft for the FY-2023 budget is going.

The roll call vote was:

Commissioner Connell	Yes
Commissioner Christian	Yes
Commissioner Burry	Yes
Commissioner Robuck	Yes
Mayor Pederson	Yes

Five yeas, no nays, the Commission adopted the resolution.

**6. PUBLIC HEARINGS AND NON-ROUTINE ITEMS:
COMPREHENSIVE PLAN INFORMATION SIGN-UP SHEET (YELLOW)
AVAILABLE**

A. SECOND READING OF ORDINANCES

None

1. None

B. FIRST READING OF ORDINANCES

- 1. An Ordinance of the City of Leesburg, Florida, annexing certain real property consisting of approximately 33 +/- acres; and being generally located on the south side of County Road 48, east of County Road 33, and west of Haywood Worm Farm Road, lying in Sections 14 & 15, Township 20 South, Range 24 East, Lake County, Florida; providing that said property so annexed shall be liable for its proportionate share of the existing and future indebtedness of said city; providing that such annexed property shall be subject to all laws and ordinances of said city as if all such**

territory had been a part of the City of Leesburg at the time of passage and approval of said laws and ordinances; providing that such annexed territory shall be placed in City Commission District 3; and providing an effective date. (Sundance AX)

Commissioner Robuck introduced the ordinance to be read by title only. CC Purvis read the ordinance by title only.

Mayor Pederson requested comments from the Commission and the audience. There were none. He then stated this item would be held over.

2. **An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 33 +/- acres from Lake County Regional Office to City of Leesburg Estate Residential, for a property generally located on the south side of County Road 48, east of County Road 33, and west of Haywood Worm Farm Road, as legally described in Sections 14 & 15, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Sundance Subdivision SSCP)**

Commissioner Christian introduced the ordinance to be read by title only. CC Purvis read the ordinance by title only.

Mayor Pederson requested comments from the Commission and the audience.

Commissioner Burry asked if we were looking at changing the comprehensive plan to city residential estate because the plan itself has commercial. He does not understand why we are changing it to a residential estate with the PUD having residential and commercial areas. **PZD Miller** stated that under the estate, future land use, it does permit up to four units an acre. If you have a PUD, then you can have a mix of uses. That is within the comprehensive plan definitions.

Mayor Pederson stated that this item would be held over.

3. **An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 33 +/- acres from Lake County A (Agriculture) to PUD (Planned Unit Development) to allow for a mixed use development of single-family residential and mini-warehouse storage units for a property generally located on the south side of County Road 48, east of County Road 33, and west of Haywood Worm Farm Road, as legally described in Sections 14 & 15, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Sundance PUD)**

Commissioner Burry introduced the ordinance to be read by title only. CC Purvis read the ordinance by title only.

Mayor Pederson requested comments from the Commission and the audience.

Commissioner Burry commented he would like to get a better sense of this because when he looks at

the conceptual plan it is his understanding that it is a thirty-three acre site, and that three acres of it would be commercial. **PZD Miller** responded that the commercial area would be closer to ten acres. The original plan was for one hundred and thirty-three units, which were all single-family units. This plan is a revision to that which takes into account the adjoining industrial uses. So, on approximately ten or eleven acres on the east side of the property adjacent to the east vault company, there would be a mini storage facility with an office. It would be mini warehouses and the remainder of the site would be reduced down to eighty-three single family units on about twenty-one acres. **Commissioner Burry** asked if we were going to go for eighty-five single-family units because in the packet the PUD was different than what he had read. He wished he had written the page down, but it showed three acres. It said square footage, but when you do the math on the square footage, it is three acres. **PZD Miller** replied that the three acres were one hundred and thirty-nine thousand and that the amount of developed property within the ten acres would be mini-warehouses. That is one hundred and thirty-six or thirty-nine square feet of mini warehouses and that would equal out to three acres. **Commissioner Burry** replied that it would make sense there, but then we are talking about if it were thirty-three acres and we were taking out ten or eleven acres. He would not be able to support that. **PZD Miller** asked if there was a number that they could go back to and provide the applicant. **Commissioner Burry** replied that he remembers a development that was strictly residential came before them on this same piece of property about a year ago. He believes the commission turned it down because of the Cemex concrete company along with the industrial uses around it. He read an email this week. He was not sure what it was in response to, but the PW Director was addressing something about the garbage trucks for Covanta on Haywood Worm Farm Road backing up and that they could not get in. **Commissioner Connell** remarked that semis do backup on that road. **Commissioner Burry** commented that the county is telling the city that the entrance needs to be on Haywood Worm Farm Road. **PZD Miler** said that under the current plan the residential entrance is on County Road 48 only and the entrance for the mini-warehouse would come off of Haywood Worm Farm Road. That would separate that out and that was changed in the plan. **Commissioner Burry** remarked that he had just read Seth's letter from January where he said he did not want it coming out on County Road 48 and he would not argue that. All those things and since we have already turned this down and it is not an appropriate spot for a residential development, he is not in favor of it. **PZD Miller** stated that he had the property owners in attendance if they needed to ask any questions of them. **Commissioner Connell** asked if the residential area was not going to have any access off of Hawood Worm Farm Road and if all the residential areas would have to be accessed off County Road 48. **PZD Miller** responded that under the current plan, yes, with the exception of there being emergency access for fire fighters or something like that off Haywood Worm Farm Road to the residential areas; an emergency only. It would be a situation where they would have to knock the gate down or use a knoxbox. It would not be possible to use it on a day-to-day basis. **Commissioner Connell** added that he agrees with Commissioner Burry's remarks that this is not a prime location for a subdivision. It would be between two industrial areas on both sides of the property. He does not see any significant changes from what came before them almost a year ago other than some mini-warehouses. They did make one good adjustment because they did get the county to agree to not funnel all the traffic onto Haywood Worm Farm Road.

Mayor Pederson stated this item would be held over.

C. NON-ROUTINE ITEMS

1. None

7. INFORMATIONAL REPORTS:

The following reports are provided to the Commission in accordance with the Charter/Ordinances. No action required.

A. None

8. CITY ATTORNEY ITEMS:

CA Watson had no comments to offer tonight.

9. CITY MANAGER ITEMS:

CM Minner had no items to discuss this evening.

10. ROLL CALL:

Commissioner Christian had nothing to discuss tonight.

Commissioner Burry said that we started talking when we were approving the big development south of County Road 48, Whispering Hills, about our comprehensive plan being pretty old. He was curious as to when the Commission felt it would be appropriate to address the comprehensive plan. **PZD Miller** replied that they were actually working on that now. They have some money in the budget under planning and zoning of fifty thousand dollars. **CM Minner** added that there are fifty thousand dollars in fiscal year 2022-2023 to start the comprehensive plan review. He believes what we need to do is get the RFP process rolling and bring in a professional consultant. **PZD Miller** replied that they are working on that this week. **CM Minner** suggested that because of a number of factors and it may be a different flavor than what he is reading from the commission, we may need to do a more indepth review of the comprehensive plan. We have come up with and made some changes already when putting in the subdivisions. Some of the concerns we have are about the higher density, along with what we have heard from the county and being compared to other communities in the region. We may need to take a comprehensive approach and the rule of thumb is that a comprehensive plan update should be done every ten years and we are sitting at eleven or twelve years. He may need to throw another hundred thousand dollars at this project to have one hundred and fifty thousand dollars in the budget because some of the comprehensive looks we need to do is where we need to go with densities, the PUDs, and we had a big issue with Sunnyside. As a Commission, when that was denied, that was a big change from the written agreement. To know that we want this to be a rural estate is not incorrect for a municipality. Typically, municipal corporations do not have rural areas. As like Lake County, they are feeling other development issues from around the State. We are in this fight to keep some of our rural nature, so those are the things that we need to look at. Maybe we do not want to do PUDs for everything. There could be sections of the city where PUDs may be needed and we could look off of US Highway 27. Plus, Sunnyside needs to be a strict R-1, which allows two units an acre zoning. Those are the comprehensive concepts that we need to take a look at and fifty grand is not going to get it. That is a major living breathing document. It is the heartbeat of what they do in the planning and zoning department. It is time to shake that thing up and look at it. He would say we need to step on the excelartor with getting a professional consultant on board because we will need professional consultation for that. We did not pay Stone and Gerken to rewrite the land use regulations. That would be a cumbersome and long task. Going through a comprehensive plan review and revision is a significant undertaking by a body, due to density, so we really need professional

assistance. He suggested going with the purchasing director and the planning and zoning director to get an initial swag out and bring someone in. Then, as we get into the fiscal year 2023, we will need to put more money into that. **PZD Miller** remarked that the staff is in total support of this process. **Mayor Pederson** stated this would also point out to applicants where they would be able to put in their forty-foot lots. **CM Minner** answered that this is where that would come up. When he became the city manager, he would have arguments at lunch with the planning and zoning director because he had never seen a community use PUDs so much. He is not saying that it is wrong or right, he is just saying that he has never seen a community do that. His experience in the communities where he worked is that they had residential designations; R-1, R-2, R-3 and R-4. Each designation would tell you how big that lot is allowed to be. It then equates to the density. They would have a map showing which areas are R-1, R-2 and so on. If a developer purchases property in an R-1 district and he wants to put in R-4, they would have to go through the rezoning process to get that density. However, we do not do that here, we do it the way the planning and zoning director said. That is why the question was raised earlier with the hook in the PUD and we can get to that density. He does not think they want to say no to forty-foot lots, because there is probably a place in Leesburg for forty-foot lots, but there are places in Leesburg where we do not want them. Right now, we do not have that vehicle in the comprehensive plan. We need to get there and we need to identify what the rural characteristics are that we want. We need to look at the special characteristics in each of the districts and see what we want. We probably need a section of the comprehensive plan that says, oh by the way, if you want a forty-foot lot, this is what your house needs to look like. That needs to be in the comprehensive plan, so we are not just free-wheeling it in the PUD. **PZD Miller** stated the lot sizes would actually fall under the land development regulations. Once we have finished the comprehensive plan, we will have to re-write the land development regulations because the land development regulations such as zoning support the comprehensive plan. It could state up to four units an acre and the new comprehensive plan would say and here are the conditions to allow up to four units an acre. Here are the conditions that you can have instead of having the PUD, which is what we currently use to get around things. To follow up the comprehensive plan, they would need to rewrite the land development regulations. **CM Minner** stated that the only words he would change for the planning and zoning director was "getting around things" because we do not do it to get around things. We do it because of our density areas because they are loosey-goosey. When the developers buy their land and they go see the planning and zoning department, they want a PUD. The planning and zoning department is not in a position to say why don't you look at a different location, and that is because our current code allows you to get around those things. It is the code, not the staff or the application. Our code is loosey-goosey and it needs to be tightened up. The design concept is expensive, but we need to put some money towards it. Aside from police, fire, and utilities, land use regulation is the next biggest thing. We have a lot of land use regulations and that is a big deal with all the development that is going on. **Mayor Pederson** asked if we could incorporate road requirements into that. **CM Minner** responded yes, that is another standard that we need to talk about because we have road standards. We have not necessarily used the road standards because our PUD language was loosey-goosey. Plus, the developers had not argued with us until recently about whether we were going to accept dedication or not. It was not that we were not going to dedicate the roads in the PUD language. In Section 8, under Transportation, it says that we are not going to dedicate the roads, but we might. That is pretty much what it says. The developers had no problems with taking on these subdivisions and not dedicating the roads because the numbers worked for them. That was his guess. However, recently, with costs having increased, they are on a razor margin of selling fifteen hundred square foot homes. Now they need dedication of that street because the HOA and the extra one hundred and fifty dollars in the HOA fund to get that person qualified to buy that house. It all comes down to the numbers and tough times. Three months ago, we did not have a developer squawking about keeping his road. Now, they want to get rid of the roads. Those are the things we need to review and freshen up. We are in the cycle of use and it is time.

Commissioner Robuck inquired about parking. Should we revisit the hospital and talk to them about the parking along Canal and Dixie and whether they really need it? In the past, they said they needed it, but it has been vacant for about twenty years. **CM Minner** replied yes and now that they have changed and merged with UF, maybe their answer will be different. **Commissioner Robuck** jokingly said that he worries about updating the comprehensive plan, because then what would the Planning and Zoning Director do with his nights and weekends?

Commissioner Connell had no comment.

Mayor Pederson had no comment to offer.

11. ADJOURN:

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 728-9740, 48 HOURS IN ADVANCE OF THE MEETING.

F.S.S. 286.0105 "If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." The City of Leesburg does not provide this verbatim record.

The meeting adjourned at 7:35 p.m.