



Minutes of December 07, 2015

Meeting Called to order at 7:00 p.m.

1. ROLL CALL

P&Z Board Members

MEMBERS	12/07/15	11/16/15	10/26/15	07/20/15	06/15/15
Elliot Weiner	A	P	P	P	P
Craig Konhauzer	P	P	P	P	A
David Rouse	P	P	P	P	P
Al Scotti	A	A	P	P	P
Charles Cutler	P	A	P	P	P
Matt Williamson	P	P	P	P	P***
Bobby Jenkins	A	P	P	P	P
Michael de Miranda	P	P	P	P	P
Michelle Stern	P	A	P	P	P
Mark Aronson, Chair	P	P	P	P	P

* Reappointed ** Resigned *** New appointment

STAFF PRESENT: *Matt Wood, Director*
Jason Chockley, Planner
Jeanette Wofford, City Arborist
Carlos Vega, Administrative Specialist

APPLICANTS: *Mike Troxell, Engineer from Thomas Engineering, representing Countryside Shops*

2. **P&Z BOARD - MINUTES - WAIVE/APPROVE MINUTES OF 11/16/15:** Motion to waive the reading of the minutes made by Michael de Miranda and seconded by Charles Cutler. All ayes on voice vote. **MOTION WAS APPROVED:** Motion to approve the minutes made by David Rouse and seconded by Matt Williamson. There were all ayes on voice vote. **MOTION WAS APPROVED.**

3. **CORRESPONDENCE:** None

4. **NEW BUSINESS:**

- A. **Countryside Shops Remodel**
 - 1) - **Site Plan Amendment # SPA 6-1-15**
 - 2) - **Plat Amendment # PA 6-1-15**
 - 3) - **Sign Package Amendment #SI 10-1-15**

Chairman Aronson turned the meeting over to Mr. Wood and he proceeded to read the Staff reports for the (3) three items on 4A Countryside Shops Remodel hereby summarized as follows:

Item 4A-1 Site Plan Amendment # SPA 6-1-15 is a petition to propose the redevelopment of the existing Countryside Shops plaza through construction of a new 46,000 square foot Publix Supermarket Store; demolition of existing Publix Store reducing its size for a new medium-sized retail space and additional in-line retail tenant space. Alongside of these improvements the center will also include new architectural facades and front walkway

for the entire shopping center; parking lot upgrades (new curbing, pavers, pavements overlay, sidewalks and landscaping); and new signage.

Item 4A-2 Plat Amendment #PA 6-1-15 is a petition to amend the existing plat note to increase the commercial square footage of the property from 187,960 square feet to 217,960 square feet.

Item 4A-3 Sign Package Amendment # SI 10-1-15 is a petition by the owners to amend the approved sign package to include the following:

1. Add the color blue to the existing package colors of bronze and white for daylight colors and at night have the bronze faces illuminate white along with blue and green.
2. Update the look of the under canopy " blade" signage.
3. Update the look and add stone to the 2 existing monument signs. The Flamingo Road sign will continue to name the shopping plaza after Stein Mart.
4. The existing internal tenant directory sign is to remain unchanged but will be relocated due to the main drive isle shift.

Chairman Aronson turned the meeting over to the Applicants to present their petition.

Applicant Mike Troxell introduced himself being from Thomas Engineering representing Countryside Shops. He proceeded to say that they are in the process of doing design plans to construct the new modern building for Publix being that the current building had antiquated their needs. They want a more modern building with additional square footage and upgrades to their loading docks with floating docks and truck wells to alleviate their loading and unloading process. He proceeded to explain how the existing bay which is currently Publix will have a wall coming down and a new wall will be constructed to reduce the size of the box so they can have a medium size tenant in that space.

Mr. Troxell then moved on to the current state of the parking lot saying that the rear is just a sea of asphalt with no channelization or pavement marking. As a result they propose to put in more curbing, increase the landscape and landscape areas. He says that there are areas in the front particularly in front of the Stein Mart that the handicap striping is all over the place in the drive aisles. This will be cleaned up by putting the handicap spaces stacked together in the aisles and spreading them out throughout the center with a walk space through the landscape islands offering better protection to the patrons using them.

As far as the landscape Mr. Troxell stated that there are a lot of mature trees and they worked with staff to help minimize their impact. Currently there are a lot of landscape islands that are barely 3FT in width and the trees are as wide as the landscape islands causing them to grow out of the pavement. They tried to work to see what they could salvage and what they could work around to come up with a happy medium to not take down all the trees.

Mr. Troxell proceeds to explain that the center was getting full exterior upgrades. He presented several presentation board showing materials being used for the fascia upgrade, elevations of the new Publix building, the medium tenant and the front of the existing Stein Mart.

Chairman Aronson asked Mr. Troxell which direction Publix would be moving to.

Mr. Troxell pointed to the elevation presentation board showing it would be moving south of its current location and that there are some local retail space being removed and then they would be building the Publix there.

Chairman Aronson asked if Ross would fill the other tenant space.

Mr. Troxell stated that they don't have a lease yet with Ross. They are just looking at the space but that some medium anchor such as a Ross would be in that space.

Chairman Aronson asked where they are adding the additional square footage.

Mr. Troxell said that there were two things. One was that they have additional square footage over and above what the plat was approved for. Two they are taking down a portion of the existing Publix but that portion that they are building back for the New Publix will exceed the old Publix by about 12,000 sq.ft.

Mr. Cutler asked how the parking reconfiguration will help the center.

Mr. Troxell said that with the reconfiguration they are ending up with more parking than what exists today because a lot of the areas are not used for parking. He stated that there are vast areas of asphalt and that they are adding an additional row of parking in the front with the reconfiguration of the main drive aisle. Publix will have additional parking in front of their building as they too have requirements on what they need directly in front of their building.

Ms. Stern stated her concern that the parking at the center as it is right now is scarce. If they are expanding the Publix and adding another medium anchor store such as possibly a Ross, she just sees that there won't be ample amount of parking spaces.

Mr. Troxell stated they exceed the code requirement for parking and that the medium box is only going to be about 12,000 sq.ft.

Ms. Stern asked how many parking spaces are they adding.

Mr. Chockley stated that they are adding 69 additional spaces.

Mr. Konhauzer stated that he has lived in Cooper City for about 28 years and has shopped in this Publix since it was built. Looking over the aesthetics and design plans he thinks that it looks spectacular in comparison to its current look.

Mr. Cutler stated that he uses this specific Publix and that he looks forward to the new design plan.

Chairman Aronson asked Mr. Wood if the change in the sign package will require any existing tenant signage to come back to us for variances.

Mr. Wood stated that you can't predict that, there could be some sign waivers in the future.

Mr. Cutler asked that if the trademark stores will still be with their normal colors regardless.

Mr. Chockley stated that the trademark stores are still centered around blue, green or bronze and wouldn't need anything as far as complying with the sign package. If they wanted their own individual colors outside of that then it would be an individual process for that business.

Chairman Aronson stated to Ms. Wofford that it seemed like there were many modifications with the landscaping and wanted to know if she was on board with it.

Ms. Wofford stated that it is going to be a big change because the drive aisle is shifting over so all of the big mature trees when you drive in are going to be affected. They have saved a hand full of them. Over the years we have looked over these trees but storms and old age has taken its toll on some of those trees. So to require that they save potentially hazardous trees is not a great thing either. There will be major changes in the center but the

amount of landscaping that they are putting back in there should serve us long term and will be more viable down the road. The codes were terribly antiquated back then when they were cramming Poinciana in these tiny little islands and trying to coexist with parking spaces. We did work quite a bit going back and forth with the design and they came up with more than one design but this was probably the best one.

MOTION: TO APPROVE SITE PLAN AMENDMENT REDEVELOPMENT OF THE EXISTING COUNTRY SIDE SHOP PETITION # SPA 6-1-15 – MOTION MADE BY MR. KONHAUZER AND SECONDED BY MR. CUTLER. THERE WERE ALL AYES ON ROLL CALL VOTE. MOTION WAS APPROVED.

MOTION: TO APPROVE PLAT AMMENDMENT PETITION # PA 6-1-15 TO AMMEND EXISTING PLAT NOTE TO INCREASE THE COMMERCIAL SQUARE FOOTAGE OF THE PROPERTY FROM 187,960 SQUARE FEET TO 217,960 SQUARE FEET. – MOTION MADE BY MR. WILLIAMSON AND SECONDED BY MR. KONHAUZER. THERE WERE ALL AYES ON ROLL CALL VOTE. MOTION WAS APPROVED.

MOTION: TO APPROVE SIGN PACKAGE AMENDMENT # SI 10-1-15 TO AMEND THE APPROVED SIGN PACKAGE – MOTION MADE BY MR. KONHAUZER AND SECONDED BY MR. ROUSE. THERE WERE ALL AYES ON ROLL CALL VOTE. MOTION WAS APPROVED.

5. OLD BUISNESS: Renaissance Charter School Information

Chairman Aronson turns over the meeting over to Mr. Wood to discuss the Renaissance Charter School traffic issue.

Mr. Wood stated that the board had asked if we could bring back some information regarding the approval conditions for the Renaissance Charter School and a report as to compliance with those conditions. He stated this wasn't a petition therefore there is no staff report but passed out the original staff report for the original development order that showed the conditions of approval and also a excerpt from the traffic study that indicated the traffic generation rate that was used to determine the traffic impact from the student generation and the vehicular use from that student population.

Mr. Wood turned the meeting over to Mr. Chockley and he proceeded to present the way the traffic patterns were previously approved and the changes that they have made since the original approval.

Mr. Chockley went over the original staff report stating that the original enrollment of the K-8 school was not to exceed 1,400 students. After this had gone thru Commission approval they altered the site plan administratively eliminating the first four classroom in one of the wings and built a gymnasium. That alteration dropped the max enrollment by 200 students giving them a max of 1,200 students. The traffic study was based on a 1,400 student enrollment so as we reflect further in the traffic study the numbers were based on 200 more students than the 1,200 max they currently have now.

Mr. Chockley stated that the traffic study was prepared by Traf Tech and reviewed by our consultant Kimley-Horn. He proceeded to say that the staff recommended for morning drop off a staggering of 30 minute separations but also stating it wasn't something we can hold the school to but that it was a staff concern and something to look at in the future.

Mr. Chockley directed himself to the presentation board that showed the drop off details.

Mr. Konhauzer stated that the original plan was non functional and that they quadrupled it and it is still not working.

Mr. Chockley said yes essentially.

Mr. Cutler questioned that for future statistical reasons how much can we rely on the data.

Mr. Chockley stated that the data was based on information contained by the Institute of Transportation Engineers (ITE) manual which is an accepted number and it did use the most appropriate land use category for K-8 and the ITE's land use 520 elementary school. He proceeded to go over the factors and numbers used to calculate the daily trip generations.

Mr. Chockley stated that there wasn't any previous charter school in the city at that time to know what to expect and the enrollment ended up being a lot of students from elsewhere in Broward County which the only feasible option is to drop off by car.

Mr. Chockley said that onsite there is not much more you can utilize. The stagger arrival is the only thing not done at the school; they do stagger the release. He doesn't think the stagger arrival fixes the problem because anyone who has to drop off their kids before going to work does that based on when they start work. All of sudden if you have 8:30 am middle school then all of the parents who have to work at 8:00 am are going to try to enroll their kids in pre care so essentially we end up at the same problem.

Mr. Wood asked Mr. Chockley to speak about parking at Brian Piccolo park.

Mr. Chockley stated that when the school first opened many parents would pull into Brian Piccolo, park on the grass and most of them would walk their kids to the school. It did alleviate a lot people having to stack but that option was open for about 3 months and then they closed the gates and it's constant back and forth if they are opened or closed.

Mr. Konhauzer asked if the other charter schools in the city are having the same traffic issues if not what are they doing different.

Mr. Chockley said that Franklin Academy has a similar stacking maybe slightly more on site but they do have a much longer turn lane off of Flamingo Rd. If you factor that this at its peaked wrapped all the way down to Sheridan and then south on Sheridan, you do have more parents queuing for this school.

Mr. Konhauzer asked Ms. Stern for her opinion being a professional police woman, what are the negatives of leaving the traffic issue as it is and if there is any safety issues or suggestions.

Ms. Stern said that part of the problem she sees with Palm Ave south bound is the cars heading south thru the two lanes, a lot of people don't know that that turn lanes backs up into the thru lanes and then cars are trying to merge over at 45mph so something needs to be done to that particular area so that the cars that are coming south bound, that there is some sort of a slowdown getting ready to happen because it's going to take one person texting or answering their phone to cause an accident.

Mr. Chockley responded that the flashers, they just heard from Hope Calhoun who is their agent for the project, that apparently thru Broward County they were able to get the flashers delayed for another three years. He didn't know how that was done without a site visit seeing that 15mph zone would help slow that traffic down.

Mr. Williamson stated that he doesn't see a solution for the north bound lane but in the south bound lane if they put a no u-turn sign on the south bound lane because he'd seen people screeching over because they are backed out of the turn lane on the south bound lane on Palm and almost rear ending them.

Mr. Wood responded that it would alleviate the south bound lane but it's also going to exacerbate other conditions because they are going to have to stack elsewhere.

Mr. Cutler said we have two issues, either we are getting information that we can't rely on, or we are getting people that know something and then they don't want us to really understand it because he can't imagine that they didn't know that this was a slight possibility that this could occur.

Chairman Aronson said that he didn't think that they knew this problem could occur. They hired traffic engineers who used a national model.

Mr. Konhauzer asked what is the anomaly here if there are other prototypes that have the same usage are they backing up or is it working for them and why.

Mr. Chockley said that a lot depends on the school, enrollment and location. He said that before he didn't live far from the one in Hollywood and it really would back up around Young circle and some of the side streets. It really comes down to site characteristics and true volume.

Mr. Konhauzer asked if this is a safety issue, is it a legal issue in terms of how cars are stacking up and blocking the intersection or a violation because of that or a violation from the law.

Ms. Stern said that it's a violation of city statues.

Mr. Wood said that BSO says this school is taking a lot of their resources because they do have to monitor this and that this is an enforcement issue and the most they can do is if they see a violation they will issue a citation.

Chairman Aronson said that we all acknowledge that there is a problem and I am pretty sure the school acknowledges that it's a problem. The reality is there's not a simple solution or a practical solution. We can talk about different ideas but they have to be workable. You can't just tell the school send your kids to school on buses.

Mr. Cutler asked if they could of stopped this, could we have said you can only have 800 kids because we were concerned.

Mr. Chockley said if the knowledge was there at the time.

Chairman Aronson said that we rely on professionals to give us data, just because you happen to say the math doesn't add up here and you happen to be right one time doesn't mean that when you anecdotally think the next one that comes in well the last one wasn't good so we know it's going to be bad.

Mr. Cutler asked if there other groups that give traffic study so we don't have to use the last one.

Chairman Aronson said the two engineering firms that looked at this are probably two of the best engineering firms down here.

Mr. Wood said this was acceptable data we had a private outside consultant that looked at their traffic study on our behalf. Kimley-Horn was our professional consultants that looked at that number and that was an accepted traffic generation number we had no reason to believe it wouldn't pan out.

Mr. Wood said what the board can do is make some recommendations if you would like such as to stagger in the morning starting next year. The commission would then have to decide whether they agree and if so then it would have to be brought back to modify that approval condition.

Mr. Chockley said that they've had sit-downs with BSO and the schools. The school I think they can see the problem associated with the staggering. At the end of the day that takes care of maybe 10 or 20 % of the cars shifted but again based on the parameters that is not the fix all solution. Pointing to the presentation board to what drop off the school is doing right now, Mr. Chockley said that it has evolved because of sit downs with us and BSO and everything else. It's offsite alternatives that would have to be looked at or pursued. Most of those with a high dollar figure. Those are the only two that provide anything that is viable. The cost is the only thing that is not viable.

Mr. Wood said that the other option we had discussed was if the county parks department would allow traffic to come in say from Sheridan St and cue all the way thru Brian Piccolo Park but as Ms. Stern brought up, its a safety issue because you have to have a safe condition from where the parents can drop off in the park and have them safely get to the school.

Chairman Aronson said couldn't BSO go out there and come up with 3 or 4 suggestions.

Mr. Rouse said hypothetically if there was another elementary school that was proposed would they still use this same formula for their traffic studies or would they anecdotally change the formula based on this result.

Mr. Chockley said it would be standard approved number as probably a proposal because that's what they go off of. But having real world knowledge we can say hey we've had 2 charter schools that have opened and what happens in real world in our city is not what your numbers are. We would have something to challenge them on.

Mr. Rouse said his concern is this is categorically a formula for elementary schools. If these formulas are flawed in some regard are we getting potentially flawed formulas in other capacities.

Mr. Chockley said anything is possible it's not typical. We've done housing developments for years and it hasn't created nearly any kind of adverse affects as something like this has.

Mr. Cutler said what percentage did they think was going to be picked up by bus.

Mr. Chockley said that everything in there was very small. The original plan only had for 3 buses which the original bus drop off was going to be (pointing to the presentation board) here.

Mr. Chockley said in regards to the buses that if there was a high Cooper City enrollment you could have a bus stop at Stirling and Palm and pick up 30 kids if there's a lot in the neighborhood.

Ms. Stern said that in Pembroke Pines on Pines Blvd they had a problem with the cars backing up in the middle of the intersection so they changed the timing of the westbound turn lane to go last and it alleviated the whole problem. Pines traffic unit at the beginning of the school year wrote everyone tickets for blocking the intersection. Then someone came up the brilliant idea to get in touch with Traffic control changed the light in the morning so that that turn lane goes last and it worked. There's no back up there at all.

MR. KONHAUZER MOTIONED TO RECOMMEND SPECIFICALLY THAT THE TRAFFIC UNIT OF THE LOCAL POLICE DEPARTMENT LOOK INTO THE CURRENT TRAFFIC PATTERNS AND SEE IF THEY CAN COME UP WITH ANY BETTER SOLUTIONS OR IDEAS AND WOULD ALSO ASK THE SCHOOL TO DO THE SAME THING SPECIFICALLY. WHETHER IT BE STAGGERED

OR WHATEVER ELSE THAT THEY CAN THINK OF AND GET BACK TO US. I WOULD LIKE THAT RECOMMENDATION TO BE MADE.

**MR. CUTLER SECONDED THE RECOMMENDATION.
THERE WERE ALL AYES ON ROLL CALL VOTE. RECOMMENDATION WAS APPROVED.**

6. GROWTH MANAGEMENT DIRECTOR'S REPORT:

Mr. Wood said that we don't have anything scheduled for the second meeting of December so the next time we meet at the soonest would be January of next year.

7. BOARD MEMBERS' CONCERNS: None

8. ADJOURNMENT:

The Meeting adjourned at 8:06 p.m.