



PLANNING & ZONING ADVISORY BOARD

Minutes of January 3, 2022

Meeting Called to order at 7:00 P.M.

1. **ROLL CALL**

P&Z Board Members

MEMBERS	1/3/22	11/15/21	10/18/21	4/5/21	2/22/21	12/07/20	11/16/20	10/19/20	08/31/20	08/03/20
Jimmy Goulet	P	P	P	P	P	P	P	P	P	P
David Rouse	P	P	P	P	P	P	P	P	P	P
Jim Federici	P	P	P	P	P	P	P	P	P	P
Lisa Dodge	P	A	P	P	P	P	P	P	P	P
Kelly VanBuskirk	P	P	P	P	P	P	P	P	P	P
Jeremy Katzman	P	P	P	P	P	P	P	P	P	P
Alex Weisberg	P	P	P	P	A	P	P	P	P	P
Candy Coyne	P	P	P	P	P	P	P	P	P	P
William Barkins	P	P	P	P	P	P				
James Curran	P	P	P	A						

*Reappointed ** Resigned *** New appointment

STAFF PRESENT: Jason Chockley, Assistant Director of Community Development
Brandon Johnson, Planner

APPLICANT: Hope Calhoun, Dunay, Miskel and Backman, Agent
Pastor Thomas J. Odom, First Baptist Church of Southwest Broward
Matt Sibert, Administrative Pastor, First Baptist Church of Southwest Broward
Joaquin Vargas, Traffic Engineer, Traf Tech Engineering, Inc.

2. **P&Z BOARD - MINUTES - WAIVE/APPROVE MINUTES OF 11/15/2021:**

Motion to waive the reading of the minutes made by Candace Coyne and seconded by Kelly VanBuskirk. All ayes on voice vote. **MOTION WAS APPROVED.** Motion to approve the amended minutes made by Lisa Dodge and seconded by Candace Coyne. All ayes on voice vote. **MOTION WAS APPROVED.**

3. **PUBLIC COMMENTS:**

None

4. **NEW BUSINESS:**

FIRST BAPTIST CHURCH EXPANSION

- A) REZONING #Z 6-3-21*
- B) CONDITIONAL USE #CU 6-2-21*
- C) SITE PLAN #SP 6-4-21
- D) PLAT #PA 6-3-21
- E) VARIANCE #V 6-4-21*

Chairman Rouse turned the item #4 to Mr. Chockley.

Mr. Chockley introduced that there are five items for the First Baptist Church Expansion and turned the item over to the applicant.

Ms. Calhoun introduced herself as Hope Calhoun on behalf of the applicant First Baptist Church of Southwest Broward. As Mr. Chockley stated, and it is in your backup, we have five applications for the First Baptist Church. I don't think any of you actually were on the Planning and Zoning Board when First Baptist Church first constructed on their property on Palm and Sheridan. This will be the expansion of that. We'll go through their existing and what we're proposing now. Pursuant to the agenda, we have a rezoning application, conditional use, site plan, plat and variance. This is an eight acre parcel. As you can see, First Baptist Church owns a little bit more but what we're talking about tonight is the acreage outlined in red. The existing church, which was recently built and approved, fronts on Palm Avenue. The church owns more than what is in the red. They actually own what is in the green. In particular tonight, we're talking about the area in red, eight acres, north of Palm Avenue between Sheridan and Stirling. I will just run over the requests that are before you tonight, but we have a rezoning to rezone from A1, which is a Broward County designation, to be consistent with X1. We'd like to rezone it to be consistent with Cooper City zoning designation. We have a site plan application to develop 23,000 square foot gymnasium with classrooms, a new playground, two basketball courts and parking. Conditional use is required for the uses that we're proposing in the X1 district. The uses are permitted but they are only permitted as conditional uses in the X1 zoning district. We have a variance before you with regard to the parking. For the uses that we're requesting, 328 parking spaces are required. We're requesting to provide 236 instead of that and we'll explain why we think that works. Currently, the property has a split zoning. The existing church has, as you can see, an X1 zoning designation. It previously had A1 zoning designation when it was just green and there were animals living on it. We rezoned it some years ago and it now has an X1 zoning designation. We're requesting to rezone the back half to be consistent with that and to also rezone to the X1 zoning category. That is one of the applications before you. The first one is to rezone the property to be consistent with the front portion to now have a Cooper City zoning designation of X1. We've outlined in your backup why we believe we meet the criteria in that it is compatible, it is not harmful to the area and it permits the uses that we are requesting along with the other criteria set forth in your backup. This is what I just went through with regard to what we're requesting. This is the proposed site plan. Again, the existing church is shown and the hashed area is the existing church. They already have an existing church and they have some classrooms. The current classrooms are for approximately one hundred students. And so we are looking to increase that for grades K4 through high school. We currently have K4 through third grade. So the new use in the building (that's the area that's in gray, not hashed but just in gray) is the proposed gymnasium and the additional classrooms that we're proposing. We're proposing eight total classrooms, again, K4 through third grade for a total of 190 students, which would bring the total occupancy on both campuses to 390 students. This is just to give you further explanation of the floor plan that's within the gymnasium. You can see the gymnasium is in the center of the new proposed building. At the top of your screen, we have the elementary school classrooms and the middle school classrooms. The bottom will be the high school classrooms that are being proposed to be added to the church and school campus. You can see, again, the breakdown there of two elementary school, three middle school and four high school classrooms. So again, we are requesting a parking variance for this. Pursuant to the City's code, we are required to have over 300 parking spaces. We just don't think that we need that many mostly because we share parking with the church. We have one owner who operates both the church and the existing school. The hours that the church operates are not the same as the hours that the school would operate. Just to build almost 400 parking spaces for the sake of parking spaces really doesn't make sense when, Monday through Friday, we have a sea of parking that's not being utilized. We are proposing just a few high school

classrooms so we won't have many students driving. We anticipate, at maximum, ultimately, a few years from now, maybe ten I think is the maximum number of high school students that we are proposing. The rest of the parking spaces will be utilized by staff. You can see on your screen and in the backup what the church hours are and how they vary from the school hours. Again, the church is being used on Sundays, primarily morning from 9:45 to 12:15, Sunday evening for about an hour, and then one night a week. The night that it operates, the Wednesday evening, is obviously long after school is dismissed. Obviously, we all know that there's an existing charter school nearby directly adjacent to us. It is directly to our north, there. With regard to the use of the property and the parking and the traffic and what we're proposing, I know there are some concerns about the traffic associated with that existing charter school. We've all seen it because we know how it impacts the traffic. You can see from this diagram and in your backup that the main difference between what the charter school has, and what we have, is that we have all of this land. We have over eight acres that we can queue our cars onto. Obviously, the charter school, just by way of reference and difference, is that they queue up on the road. They don't have the land that we have. You can see from this traffic flow diagram that we enter, as we do now, from Palm Avenue. The existing school will continue to queue around the building as it does now. The new school will queue around the new building and there's no intersection. Those students that are remaining in the existing building, the K through three, stay in that building. The new students will queue in their building. A couple of important things that we did when we designed this is that we made sure to have staggered hours. Renaissance Charter School's hours are 8:00 AM to 3:25 PM. They start at 8:00 AM and their last classes end at 3:25 PM. They have a staggered dismissal but our dismissal time and start time is off of theirs. So meaning they start at 8:00 AM, we start at 8:45. Their last class ends at 3:25 while our last dismissal is at 3:45. We did that on purpose to make sure that there's no overlap. On this diagram again, we have different hours. We have different hours between when we start and when we finish. With our original building, which is the existing school, we can accommodate approximately sixty-eight vehicles through stacking and we utilize now approximately thirty-eight. We have more than we need there. On the new facility that we're proposing, we have two stacking lanes, as you can see there. It can accommodate approximately seventy-two vehicles and we anticipate having only forty utilizing the building. The red dots and arrows that you can see, and again, you have this in your backup, so you can see it a little bit better, indicates where staff is going to be on-site directing traffic. Because we know that it's important for safety purposes to have traffic flowing properly and efficiently, staff are strategically placed within the property to properly direct traffic through the line for each building. These are just some elevations because we do have a site plan before you, and that is in your backup, but just some elevations of what the new school will look like. If you're standing at the existing facility and you're looking at the proposed building, this is what you're going to see. This is an example of what the new facility will look like once it's constructed. There are a few other graphics there. I try to be brief because I know that you have all this in your backup and I'm not sure what questions you have for me and my team. I should have said, along with me tonight, our traffic engineer, a pastor and our project manager are here. So between all of us, we can answer all of your questions. Based on the information you have in your backup with regard to the applications that we're requesting, we have satisfied the criteria. We would ask that you would vote favorably on our applications. We are here to answer any questions that you might have.

Chairman Rouse turned the item over to Mr. Chockley for the staff reports.

Mr. Chockley presented the staff report for the request for rezoning to X-1 (Civic District) – Cooper City. The subject site is approximately .74 acres for this site plan and consists of a portion of Parcel A on the FBCCC Plat. The property is zoned A-1 Broward County and is located to the Northeast of Palm Avenue and Sheridan Street.

The applicant requests the Rezoning and Conditional Use in order to build a 23,000sq/ft gymnasium with school classrooms. These new proposed classrooms will include elementary, 3 middle, and 5 high school rooms and increase student enrollment by 200 students. The current Church and school building to the West has 8 classrooms for K4-3rd grade and a maximum enrollment of 190 students. If approved both building would have a total school enrollment of 390 students.

Should this rezoning be approved, it will need to be followed up with a conditional use, variance, site plan and plat amendment petitions.

The land use and zoning of the surrounding areas can be described as follows:

- East: Vacant land owned by the First Baptist Church of Southwest Broward, zoned A-1, Agricultural (County), and Land Use Plan designated E, Estate.
- North: Renaissance Charter School zoned X-1, Civic District and Land Use Plan designated E, Estate.
- West: Across Palm Avenue are single family homes in the Embassy Lakes subdivision, zoned PRD, Planned Residential Development and Land Use Plan designated LM, Low Medium Residential.
- South: Vacant parcel owned by First Baptist Church of SW Broward with a Zoning Designation of B-3.

ANALYSIS OF REZONING REQUEST

CONSISTENCY WITH COMPREHENSIVE PLAN: The subject site is designated “Estate” on the Cooper City Future Land Use Map. This application is consistent with the permitted uses of the Estate Category of the Cooper City Comprehensive Plan and Policy 1.1.2, which provides that the City shall allow those uses permitted within each land use category listed in the Future Land Use Element for each parcel in the city so designated on the adopted Future Land Use Map. The proposed change is consistent with Section 3.02(a)(6) of the City’s Comprehensive Plan to provide for community facilities designed to serve the residential area in parcels designated in a residential land use category. As such, the rezoning request may be considered consistent with the City Comprehensive Plan.

LAND USE COMPATIBILITY: The proposed X-1, Civic District and the intended school and gymnasium uses are considered compatible with the surrounding existing and planned land uses. As previously described, both sites that were previously under church ownership have been developed on adjacent properties for commercial and school uses.

The vacant land to the immediate east, also owned by the Church, should offer adequate room to buffer and appropriately separate the community facility use from the residential properties further east. To the west is Palm Avenue and a privacy wall, which will buffer the proposed school from the residences in Embassy Lakes.

TRAFFIC IMPACTS: The proposed church associated with this rezoning must meet all traffic concurrency regulations prior to permit issuance. Through the plat process, Broward County will assess the additional traffic generated by the additional uses and will require additional transit impact fees to be paid prior to the issuance of a building permit. The property is adequately situated with direct access on Palm Avenue, an arterial roadway in the City.

A traffic statement has been submitted with the accompanying site plan. The church operates on Sundays from 9:45 am – 12:15 pm and 6:00 pm – 7:15 pm and Wednesday evenings from 7:00 pm – 8:15 pm,

while the school operates Monday – Friday from 8:45 am – 3:45 pm with after school sports, activities and after school care operating on Monday-Friday from 3:45 pm-6:00 pm.

Additionally, the adjacent Renaissance Charter School operates Monday – Friday with a start time of 8:00 am for all grades and ending time of 2:45 pm for grades K-2nd, 3:05 pm for grades 3-5 and 3:25 pm for grades 6-8. The First Baptist Academy recently adjusted their starting and end times to a later time to ensure that the pick-up and drop-off times do not coincide with the pick-up and drop-off times with the adjacent charter school.

A stacking plan has been included with this submittal (see Sheet SP-3). The plan shows that there will be two separate stacking routes, one for each school building (the existing school and the new school).

STAFF FINDING: The applicant has met all of the minimum submission requirements for the rezoning request to be considered. If approval is recommended it should be subject to approval of the conditional use, site plan, plat amendment and variance petitions.

OUTSTANDING STAFF COMMENTS/RECOMMENDATIONS: All comments & concerns related to the rezoning request have been addressed.

ACTION REQUESTED: The Planning and Zoning Board is requested to discuss the petition and make a recommendation. Board input will be forwarded to the City Commission for final action.

Chairman Rouse asked for any questions from the Board for either the petitioner or staff.

Mr. Goulet said I love the stacking plan. It's great. I wish Renaissance would have thought about this. The only question I have is regarding exiting. He asked if when you exit off Palm going north if there is an immediate U-turn at that point and if that is an issue with folks leaving and making the U-turn affecting traffic. He asked if we could limit U-turn during certain hours and if that is something that the City or Broward County would decide.

Ms. Calhoun asked if he was asking about Palm Avenue.

Mr. Goulet said yes when they exit and they go north and everybody wants to hang a U-turn.

Ms. Calhoun turned the question over to her traffic engineer.

Mr. Chockley said while he comes up, I'll just interject. Right now the two U-turn options immediately to the north of Renaissance are time restricted that you cannot make the U-turn during pick and drop off.

Mr. Goulet asked if they would extend that now because they have certain hours.

Mr. Chockley said yes that would get looked at with the County impacts. If it became a stacking issue, it could be requested that those timeframes be extended to now include both schools.

Mr. Vargas introduced himself as Joaquin Vargas, traffic engineer. He said that the way that we evaluated this, when they're exiting onto Palm, there is a median opening there. Traffic can make a right hand turn to go north or a left turn to go south. Like Mr. Chockley indicated, there is a U-turn opportunity further north of the school and it is time-restricted. Those times can be adjusted to also accommodate any vehicles that actually would like to go south on Palm Avenue if needed. The analysis we did shows that it's probably not going to be required but because we agreed to, and we

recommended, to make sure that the schools don't coincide and that the peaks don't coincide. So when this school traffic is exiting, the school from the bigger charter school is already out of this area.

Mr. Chockley said the big difference is, in front of their site, they have full access. So a parent wouldn't have to make a right to make a U-turn, they could make a left out.

Mr. Goulet asked if there was a traffic light there.

Mr. Chockley said there is no traffic light. Unless the left out is way backed up, I mean, a parent wouldn't really make a right just to drive down half a mile to make a U-turn. That's correct.

Mr. Goulet said that whole area is a mess. I avoid it.

Ms. Vanbuskirk asked, regarding the two stacking plans that we're looking at for these two buildings, if they're happening simultaneously stating that this may be question actually for the traffic analyst. She asked if both were queuing up at the same time for the secondary building and the existing building in this traffic plan that we're looking at.

Ms. Calhoun said they have different hours and turned the question over to Mr. Vargas.

Mr. Vargas said your answer was better. For purposes of the study, we assumed that they would coincide for this school which is the worst case scenario. Both stacking routes are more than adequate. I think in both cases, we have more than double what's required. That was not based on theoretical calculations. We recorded the actual queue today and we extrapolated that to the new school. I will have Ms. Calhoun answer the question regarding the start times, but for our purposes, we assume they coincide, which is the worst case scenario.

Ms. Vanbuskirk asked if the start time and the finish time for both schools, for both grade levels, in all these buildings were happening at the same time and if these two queuing up patterns are happening simultaneously.

Ms. Calhoun said they are different times. They do start at two different times. They do start and end at two different times for each building.

Ms. Vanbuskirk said her second question is for Ms. Calhoun. She asked, just in terms of alleviating demand on other schools, where the existing K2 through third grade students generally matriculate to.

Ms. Calhoun said she did not know that.

Ms. Dodge [inaudible]

Ms. Calhoun said yes I can.

Ms. Dodge [inaudible]

Ms. Calhoun said they do not.

Ms. Dodge said that with the stacking, I can be stuck in the K-2-3 line. Then it's supposed to be in the four to eight line or the high school line or whatever line. I love car line. It's my favorite thing to do at school.

Ms. Calhoun said they do not. Renaissance starts at 8:00 AM and then they dismiss 2:45, 3:05 and 3:25. We start at 8:45.

Ms. Dodge said no, your last is 3:45.

Inaudible discussion followed.

Ms. Calhoun said for building one 3:15 to 3:45 is dismissal. Building two is 3:20 to also 3:45.

Chairman Rouse asked for any other questions from the Board.

Mr. Curran said that he had a couple of questions. The stacking plan does look great Ms. Calhoun. Thank you and thank you everybody. The problem is going to be the same thing. It's Sheridan and Palm. No matter how neat you stack it and how close you want to put it, it is still the oncoming traffic. It's the people that are using the road every day anyways that is going to pose the problem to this. I was hoping that there was a better way. I see the turn lane where you go in and out and everybody uses the same entrance. The problem that will be is that no one is going to know which group of children or cars are not following the rules day by day and to add 400 more trips a day. According to your backup, it could add 400 trips to Sheridan and Palm until the County gets involved, or until somebody gets involved, that does something to help alleviate the traffic. The worst part is coming south on Sheridan and trying to get onto Palm or go onto University is where 99% of the accidents seem to happen. It's people not wanting to wait for the light. That is what I was hoping that could be addressed there somehow tonight. I know it can't. As far as the turn lanes go, they were actually requested by Renaissance, when Renaissance was built, to put those turn lanes further north because there was one actually a little bit closer. I just see it being a traffic nightmare. Thank you.

Ms. Calhoun said I just want to be very clear about the hours because we all have been in car pickup line. We've all seen what it's like right now. So Renaissance Charter starts at 8:00 AM. We all know that the worst time for pickup and drop off is generally a twenty minute interval because that's when people line up. The same is true with exiting. Their last dismissal is at 3:25 so the cars that you currently see on Palm Avenue and Stirling are not ours. I'm just going to focus on Renaissance for just a minute. They start at 8:00 AM and their last dismissals at 3:25. People start lining up to drop off, I would guess, between 7:15 and 7:30. I'm guessing. Then to pick up....Mr. Vargas says that he was onsite. I would guess probably somewhere around 2:30 or 3:00 and they're done by about 3:40. We have less than half the number of students at our school currently and even as proposed. They have, I think, 1500 students. We are proposing 390. So we're not even close to their traffic. You can also see from our plan and our diagram that all of our cars can stack on our property. We don't add to the existing congestion on Palm Avenue or Stirling because we have plenty of property upon which to stack. We all recognize that it's an issue there, but the issue is not caused by our students by any stretch. It's not even close.

Mr. Curran said I'm going to say this and this will be the last thing I say on that. Your cars are still going to get on that road. You're still going to add to that congestion. There's no way you can say that you're going to stay in your parking lot until the lanes are all clear. There's always going to be those cars that are going to go when the light turns. They're going to make the turns and the stacking lane is going to come out. He asked if that was correct.

Ms. Calhoun asked if he meant our stacking lane.

Mr. Curran said yes.

Ms. Calhoun said but we're stacking completely on our property.

Mr. Curran said no. They are going to leave the property. They're going to leave when they pick up their children and they are going to add to the traffic when they leave.

Ms. Calhoun said our dismissal is 3:45. Their dismissal is 3:25. So let's say their last person and again, we've all done it, is like twenty minutes.

Mr. Curran said basically what you are saying is that you're adding fifteen minutes to the traffic, at the most, because theirs will stop and yours will start for fifteen minutes.

Ms. Calhoun said except that we don't have the volume of traffic that they have. So we don't add to it. We just don't. The numbers don't add up that way.

Mr. Curran said okay.

Ms. Calhoun said we just don't have the same number of cars to impact the traffic and the roadway that way. I recognize that Renaissance has a huge problem because they have so many students and so many cars. We just don't have that number of students or cars, or parents frankly, that are driving there to impact the roadway the same way. It's not even close, respectfully, sir.

Ms. Coyne asked if the property was going to be open at a certain time for the parents to come in to pick their children up.

Ms. Calhoun asked what the question was again.

Ms. Coyne asked if the gates of both schools, the existing school and the proposed school, would be open so that as soon as the parents come in, even if they're forty-five minutes early, would be able to get on the property and pick their children up.

Ms. Calhoun said the gates are open. [inaudible discussion] They have those orange cones.

Ms. Coyne said okay. The parents will have access. Thank you.

Mr. Weisberg said I have a few questions about traffic and I share some of the concerns with Mr. Curran honestly. I think it's going to be pretty messy particularly when you have an excessive amount of cars

trying to make that left turn onto Palm. The way I read it, there are going to be approximately 190 new students but you said that you only expect there to be forty vehicles in the queue. He asked if that could be explained.

Mr. Vargas identified himself as Joaquin Vargas, the traffic engineer for the applicant. What is expected at the worst time is approximately forty vehicles on site. It's very similar to, if you go to a McDonald's drive through, you can probably hold eight to ten vehicles but in one hour there are many more cars that go there. So it is the maximum at any one time. And this is determined via formulas. Many studies that have been done in this particular case because we have an existing school, we went ahead and recorded the maximum number of cars on the existing school with 190 students. So we extrapolated that to project what's the maximum that we're going to have at the new school. One of the things that I mentioned before is that if you look at the stacking plan, we require on the new school stacking for about forty-one vehicles. And we have two options. With one drop off line of vehicles, we can accommodate seventy-seven cars. So think about that. We need to accommodate forty-one and the plan can accommodate seventy-seven with one line of vehicles. If we implement two lines of vehicles, which we're not recommending that, but the plan has the capability for that. We could accommodate 105 vehicles. So stacking is going to be a nonissue with this school. That's how we determine that. We do this analysis based on actual field observations. We record the number of vehicles every five minutes and determine the maximum number. That's how it's determined. That doesn't equate to the total number of vehicles that will be going there during the morning to drop off or in the afternoon to pick up students. It's because they come at different times. We determine the maximum number of vehicles at any one time. He asked if that answered the question.

Mr. Weisberg said I believe so. He asked to confirm that not all of the students would be starting at 8:45AM.

Mr. Vargas said for my purposes, for the traffic analysis, we assumed they all start at the same time, the existing school with 190 students, plus the future school with 200 additional students. They start at the same time but they end at different times.

Mr. Weisberg asked for confirmation that they're all going to be getting dropped off at the same time.

Mr. Vargas said yes and that's what we assume for purposes of the analysis.

Mr. Weisberg said the materials that I have also say that the additional trips generated by the project will drop the level of service for the intersections of Palm Avenue and Stirling Road and Palm Avenue and Sheridan Street below the level of service standards. He asked if that could be explained and what is going to be done to rectify that.

Mr. Vargas said these analysis are done in a conservative manner. We did counts for two hours in the morning and this is to account for the existing big charter school that's north of us and also accounting for the existing school at this site of 190 students. So we do counts for two hours in the morning and we do counts again for two hours in the afternoon. We find when is the highest hour in the morning that is the highest four consecutive fifteen minute periods. We do the same thing in the afternoon. Then we add the additional 200 students that are being proposed on top of that even though we have recommended to have different start times so that we don't compound the traffic all occurring at the

same time. When we do that, we do find that there is a level of service issue at those two intersections. These are two major intersections: Palm and Stirling and Palm and Sheridan. And what we have recommended is that, once this new school is operational, the development team, that means us, we need to contact Broward County. Broward County has a computerized system that they can monitor all of the traffic signals and they can monitor to see if a certain movement needs more green time than others. They can adjust that accordingly. What we have recommended is that when this school opens, and has the 200 students in place, that we contact the County so they can check the timing of those two intersections. We don't believe it's going to be an issue because, as I stated, we assumed in the analysis that the traffic will coincide but we're recommending that we have staggered start and end times with the larger charter school.

Mr. Weisberg said okay. He asked, when you say you recommend that the County be contacted, if that would definitely be done or if that was just a possibility.

Mr. Vargas said that it would be done by us. I don't know if there's a condition to that point. We did recommend that in our report that we would contact the County so that the County can monitor and see if there's some adjustment that will be warranted at that time.

Mr. Weisberg said my concern is it says that the level of street standards will be lowered and then there's only a possibility of what might be done to rectify that. I think that causes me some concern. Thank you.

Mr. Katzman said that he had a question about Renaissance's hours. I know that a lot of the dimensions in this documentation have referenced that the Baptist Church would not conflict with Renaissance's hours and I appreciate the thought that went into that. He asked if there was anything holding Renaissance to their hours, not that there needs to be, but my question is what if Renaissance changes their hours and it puts Baptist in a bind. He asked if they would have to come to the City to change their hours.

Mr. Chockley said that the Renaissance Charter School, and also this school, has a provided operation plan that is part of the conditional use approval. If they are coming in to modify their operation plan, that would need to go through review and approval since that was part of the conditional use.

Mr. Katzman said thank you Mr. Chockley. He asked to confirm, just to be clear, that they would have to get City approval and either school would have to get City approval to change their drop off and pick up times.

Mr. Chockley said correct.

Mr. Katzman said he also wanted to note that there were some good staff recommendations that I was hoping would be addressed at some point including the pedestrian pathway with covering.

Chairman Rouse said that we will get into that with the site plan. He asked for any other Board member questions prior to the public hearing for the rezoning.

Ms. Dodge asked, if the project were to be approved, when it would be completed.

Ms. Calhoun said that the project manager anticipates ten to twelve months for construction.

Ms. Dodge said that her concern is that any traffic study done during Christmas break, during summer break, or any other break, when the most important thing would be, as an educator, is to do the study when school starts. When school starts and is in session is the time to get the correct traffic information through Sheridan and Stirling. That is my concern.

Ms. Calhoun said that they would have to make sure that it's done at the appropriate time. This application, for example, was delayed for just that reason. We had to account for the appropriate in-school times.

Chairman Rouse said that he had just a couple of background questions. He asked about any after school activities and if the school, or the high school in the future, would be a part of an association or any type of competitive league.

Ms. Calhoun said yes.

Chairman Rouse asked if there would be a junior varsity and varsity program as well and if it would include basketball, volleyball or any other sports. He said that his question revolves not so much around the stacking, but around the start time of these games, which is 4:00 PM. He asked how the flow of stacking would be affected if you're bringing in opponents from other parts of the City, or the other parts of the region, as well as parents that are trying to watch the game when everyone is trying to leave.

Pastor Odom introduced himself as Pastor Thomas Odom from First Baptist Church.

Chairman Rouse said welcome. Thank you for being here.

Pastor Odom said it's great to be here. The sports league that we play in is so small. It's for small schools. We don't have a lot of fans that come. We have an outdoor court right now. It has not been an issue having a 4:00 PM game. I would assume that with the new facility and the new plan that we'd probably have to have games a little bit later than four. That would be the earliest time we would have a competitive game.

Chairman Rouse said that he had played a little competitive sports and usually there were warmups and things like that. So even though the game may start at four, people are starting to arrive around three.

Pastor Odom said that was true.

Chairman Rouse said that sounds like there might be some management of the traffic flow and asked if that had been taken into consideration in the study.

Pastor Odom said I think the list that is there is for the practices. Our practices are at 4:00. Usually our games are a little bit later than that.

Chairman Rouse said okay.

Pastor Odom said that with opponents coming in, they would have to have time to warm up. You are right about that.

Chairman Rouse asked if buses come in would there be a large bus that is parked somewhere and how that affects the parking.

Pastor Odom said that usually our opponents come in a van, like a fifteen passenger van, but sometimes they will bring a bus.

Chairman Rouse said okay. All right. Thank you.

Mr. Curran said that he had a question for Ms. Calhoun. It seems that, and I'm going to go way out of the box here, because I'm only advisory. I'm only going to throw it out there. It seems that Baptist Church has the market on the parking, the dropping off, the stacking and everything else. It seems to be the problem on that corner with both schools, not just one, but with both. The stacking for the Baptist Church would also work for the Renaissance Charter School. I'm not ever telling anybody how to run their businesses. What I am saying is, if there was some kind of push to create something, to make a partnership for that stacking, now is the time and I'm going to say why. When Renaissance came to Cooper City, it was 800 strong. It's doubled. This Baptist Church is coming to Cooper City. It's 300 or 400 strong. I guarantee you in ten years, it will be one of the largest high schools in this area. We're all going to be sitting here saying that they still own the only parking lot that gets cars in and out in Broward County and can do it right. Because the high school can't do it. Pioneer can't do it. I'm not giving anybody any credit for parking. But as it was said early here by Mr. Goulet right here, the Baptist Church set the mark by building a parking lot around their building. Instead of building a parking lot through their building. Renaissance built a parking lot through their building and that's why they can't get in and out. My recommendation, and it is only mine, is that I would love to see if it's possible they could all get together and work something out. There are going to be other things that are going to come along for those two schools. I'll give you another example. It was just hit on regarding the sports that are going to go all different nights. They're going to go at nighttime. They're going to go daytime. They're going to go in the afternoon. They're going to interrupt the middle school, elementary and high schools. They all play different kinds of sports at different times. It would be something really cool, if something could be worked out now, to work on for a future traffic pattern for that corner and those two schools. That's all I have to say. Thank you.

Ms. Calhoun said I just want to speak to growth. Currently the Church is a part of the Christian Academy Association which is for small leagues, limited to 500 students, I believe. If they change that, they would have to go through additional accreditation.

Chairman Rouse said that is not really that helpful.

Ms. Calhoun said okay. I'm just saying that I don't think it's as easy as them just increasing capacity that simply. We'd have to come back to make some changes and they would have to go back and get additional approvals also. But we appreciate the suggestion.

Chairman Rouse said okay that should be recognized.

Mr. Federici said I spent some time on that property because I'm such a nosy guy. I got nothing else to do in my life. There should be more schools that are set up like this property. And if you look at the diagram and the stacking, I think everybody is in agreement that the stacking is just a nonissue. It basically is. Because not only that they have plenty of other property that you can park and walk. Regarding what Mr. Curran said, it almost sounds like the elephant in the room is the Renaissance and I'm sorry, that's just my feeling. Renaissance has done something. They've expanded and they've gotten big. It's almost that the Church is possibly being penalized a little because of that. I don't know what's fair anymore in this life. You are right in the way you drive around, you stack, you park or whatever. Renaissance is just a nightmare. Now with the staggered times, we're not going to have a perfect world here and sometimes maybe some of the traffic on Palm Avenue can slow up. I mean, if anybody drives Palm Avenue, it's like a speedway sometimes and there's a cop there. I just think it's just a terrific project. It is a small church school. I'm glad you clarified that, with the 500 students or so, in the association. I didn't think there's going to be big busloads of kids coming in to watch a game. It's a different scene. It's not like St. Mark's was like or like St. Thomas. I'm pretty much in favor of this and that's basically that's all I've got to say.

Chairman Rouse opened the public hearing for petition #Z 6-3-21 at 7:50 PM.

Mr. Gulas introduced himself as Mike Gulas. He said I am a thirty year resident of Lake Maranatha Estates which is southeast of where they want to build the gymnasium. Most likely, they are going to end up building it. Through the thirty years, we've had multiple attempts to take over our private road, 98th Avenue, and use it. If you are going to approve this project, we want to make sure that you do not ever open 98th Avenue to relieve traffic on Palm.

Chairman Rouse said thank you.

Commissioner Schroeder said that one of my concerns would be, and one of the issues that I put on the agenda to bring Renaissance in front of the Commission, was because of safety concerns. I heard from people who attended this First Baptist School regarding that intersection that the concern was when Renaissance stacks in the right lane, or the outside north lane on Palm, to then come into the church school, they're having to cut across those cars. Also on their way out, when they make that left out, they can't see because the outside lane is blocked with stacking. So I think entering and exiting, although there might be plenty of stacking within, you guys should take some consideration on the entering and exiting on Palm. It is kind of deadly when you try to pull out and make that left and you can't see because the first set is stacked. I don't know why, or if it's possible, why they can't enter through Sheridan and up around the CVS. I think that property owned by the church too. I'm not sure the reason but I think some attention to that might be warranted.

Chairman Rouse closed the public hearing for petition #Z 6-3-21 at 7:54 PM.

MOTION: TO APPROVE REZONING #Z 6-3-21 SUBJECT TO TRAFFIC DETAIL PROVIDED, ALL SUBSEQUENT PETITIONS APPROVED & TRAFFIC TIMING REQUEST SUBMITTED TO BROWARD COUNTY MADE BY LISA DODGE AND SECONDED BY JIMMY GOULET. THERE WERE ALL AYES ON THE ROLL CALL VOTE. MOTION WAS APPROVED.

Chairman Rouse turned the item #4B over to Mr. Chockley.

Mr. Chockley introduced the item #4B as a conditional use. The conditional use would be for the school and gymnasium uses. I'll try not to overlap a lot of information that's already been covered but as stated this would bring the students capacity for both buildings up to 390 students total. Part of this has been covered. The nature of the use is K through 12 private school and gymnasium. It is consistent with some of the comp plan and land use regulations schedules. It does meet compatibility with the land use of estate designations. We have covered traffic impacts pretty well. We have covered offsetting of times. In terms of code compliance, the proposed use is requiring a parking variance. We will get into the specific numbers within the variance application, but roughly it is 142 spaces to 33 spaces provided on the new site standing alone. And then if you combine both sites together, code will require 328 with 236 being requested. Traffic study showed the project will generate approximately 822 new daily trips, 182 peak hour and 124 generated in the afternoon peak hour. Staff does find the petition meets all the requirements to be considered with the conditional use, which is specific to the school uses, with outstanding comments and recommendations. Staff did recommend a traffic detail at Palm Avenue during pickup and dismissal times to ensure an orderly operation entering and exiting the site which does get into some of the constraints that are currently on there. We had even recommended looking at working at an agreement with Renaissance. I think it's a three hour minimum for traffic detail. Right now the traffic detail that Renaissance has probably is only there for an hour. And then they're gone even though they're paid for three hours. A partnership may be able to get worked out to utilize one person for both jobs. Staff also had a recommendation of an SRO or guardian on-site for school safety. The action requested is for the Board to make a recommendation, which will be forwarded to the City Commission.

Chairman Rouse turned the item over to the petitioner.

Ms. Calhoun said thank you for approving the rezoning. Secondly, with regard to the staff comments and recommendations, again, we are a small school. We have been managing traffic thus far with staff and we would like to continue to do so. We are comfortable with the way that we are managing now. There haven't been any incidents. Again, we are able to maintain and manage with the staff that we currently have and utilize. The same for the SRO, we would ask that we would not be required for this particular use. We operate carefully and safely and the needed protections are already in place to protect the children. We would ask that you not impose that additional burden on us to comply with staff's recommendation.

Chairman Rouse asked for any questions from the Board.

Ms. Dodge said, as the principal of a small school, I understand. I agree with your SRO and guardian. I believe, as a Catholic school principal, we deal with our school's 200 and something students. I don't think it's a bad idea that maybe talking with Renaissance. If they are going to have the traffic detail and they're only paying for part of it and they have to pay the three hours, it might be a good partnership to do so that it would be easier to make that left turn as opposed to saying no left turn on the traffic or something like that. I think that one is a better one to think about as opposed to having a permanent SRO or guardian because that does become very costly for the small school. I understand that they pay tuition. We have a great BSO here at Cooper City. If something was to happen, the same as for me in

Deerfield, if something happened, we have a good relationship. I'm sure the church has a relationship with the police department itself. Those are my comments.

Ms. Calhoun said thank you for those two points. With regard to the detail, I'm going to have to get approval from my clients. I'm going to ask this first and then go speak to them. She asked if the condition can be that we will communicate with the charter school to see if an agreement can be reached. I can't commit them to paying for something. While you consider how you would word that, I'm going to see what they say.

Ms. Dodge said I agree. But I think as a business, Renaissance, if they're already paying for three hours and they can get someone to help pay their hours, I think that would work really well. And I think it would be beneficial because as Mr. Weisberg was saying that left hand turn is going to be very difficult. And if there's someone that the police can sit in that corner and direct the people in that left hand turn or whatever to get them out, then the stacking won't be as bad as it is. Everybody leaving at 3:45 is still an issue.

Ms. Calhoun asked if she meant for our students leaving at 3:45.

Ms. Dodge said yes.

Ms. Calhoun said, even though we have a lot fewer students, I understand.

Ms. Coyne asked what kind of security issues or security procedures the school has in place. She said I read through their drills with tornados and other things. She asked what staff and what positions they have in place if something does happen on campus.

Chairman Rouse said you may need to repeat that.

Ms. Calhoun said I think the question is about security. We have close circuit televisions. We have doors that are locked. You can't just open the doors. They're locked and you have to gain entry through a key or you have to call the office. There is a call box and then they will allow you in.

Ms. Coyne asked to confirm that the campus is not closed to anybody, that your campus is open and that there are no closed gates.

Ms. Calhoun said the buildings are locked. You can drive onto the campus, but you cannot enter the buildings.

Ms. Coyne asked to confirm if any doors at all were open.

Ms. Calhoun said not that I'm aware of. Yes.

Ms. Dodge asked if they have a plan filed with BSO as far as a comprehensive plan for if you were to have an active shooter. She asked if you were to have something happen if there were an emergency plan that would go in to all places. She asked, even though you have these great things, if the electric failed and then all the doors open, because it is an electrical thing, if the children would have somewhere

to go if they need to go. She said that the plan did not need to be told us but wanted to know if there was a plan filed somewhere with someone so that people would know where the people need to go.

Ms. Calhoun said yes there is.

Mr. Weisberg said I have two concerns. In terms of having the SRO officer and you all do not want to do that, I'm hearing a lot of "could be" and "I think so" throughout this. I'm trying to understand why that is not necessary and if what you have in place is adequate. He asked who would be monitoring the closed circuit TV.

Ms. Calhoun said the closed circuit television is monitored by personnel at the school. She asked what his first question was again.

Mr. Weisberg asked what personnel would be monitoring that and how regularly that would be done.

Mr. Sibert introduced himself as Matt Sibert, one of the administrative pastors for First Baptist Church. We have closed circuit and it goes through the inside and outside of our campus. It is monitored through our administrative staff. We have a monitor in our offices. It is also cloud based. So I can actually pull it up directly on my phone or whomever, 24/7, and it is backed up to the cloud.

Mr. Weisberg said, in terms of the traffic detail, for me, I think that's a must. Saying that, "Well, we'll communicate with so and so" just doesn't cut it for me. I think that's a must, particularly regarding the issues that I talked about and some others talked about on Palm Avenue. Thank you.

Ms. Vanbuskirk said I just wanted to quickly speak to both the SRO issue and the traffic detail issue, surprisingly. With reference to the SRO, it's not compulsory to have that obviously. I can understand that the nature of your system currently being more of a surveillance and monitoring system works for the K-3 student body because your buildings are locked down. When you're dealing with a K-12 student body, you're dealing with something of a different nature. You've got students that may be coming into the building. It is something to take into consideration with changing the nature of your security system to respond to the nature of the threat you're dealing with K-12 versus just K-3. That, I wouldn't make a compulsory on passage. The traffic detail, however, I am interested in making this item conditional on a traffic detail and making a financial commitment to a traffic detail. That seems to be the only thing that's holding anyone back and making that conditional on a paying for a traffic detail may make your conversations with Renaissance more motivated to be more effective, perhaps. I think that just a conversation is not sufficient. I think a traffic detail should be required and an SRO is strongly suggested.

Mr. Curran said that he had two questions. First of all, on the traffic, I don't know how you could tell one school that their kids need a police officer or a guardian and the other does not. I know it's been done but these two schools actually sit on the same property. We can all say that it is because the amount of numbers that are in the school versus another school that sits in the same parking lot that have the gates wide open for entrance and exit for availability that they don't have to have one. I could not support this if I was voting tonight on whether they had to have one or not have one. I'm glad the Commission has this on their plate to deal with. There is no school left that doesn't need that piece. We

talked about the surveillance. He asked if their cameras are tied to Broward County Sheriff's Department.

Ms. Calhoun said no. They don't have to be.

Mr. Curran said I know they don't have to be. What I'm saying is it's a whole lot easier for response time because they actually see real time in those versus us. It's not even worth chancing when you have open campus and roughly 500 children counting the staff and everybody that's there. You can have an incident that could take place at Renaissance that was ordered to have a police officer that could spill right over into your school in a matter of minutes. And when we all sit and talk about the doors are all sealed and you can't get in, that is the case with every school in Broward now. And they all have the call buttons. They all have the doors that you can't get through, but you're going to find police officers, security, guards, monitors and guardians at all those schools. I think that not making this part of their use is going to put us right into Franklin where we're going to have that gray line between whether they had to have a police officer or whether they didn't have to have one or could the parents do the parking or the parents didn't have to do the parking. The bottom line is you're dealing with traffic. With that many cars that quick, right off of that main intersection, there should be traffic police doing that. As far as safety for the children, there's no compromise when it comes to a guardian or police officer in my mind. I think parents almost demand it now when they put their kids in school. Thank you.

Mr. Katzman said my question is for Ms. Calhoun. I'm looking at the backup schematic material. I don't know if you have that handy, but it's SP3, which is referenced in several of the items. It is called the stacking plan. Just let me know when you have it handy and I will go ahead with my question.

Ms. Calhoun said yes. I have SP3.

Mr. Katzman said thank you. So I was confused when I was reading this because it looks like there are traffic control people noted in the legend as triangles. I counted seven of those and then three staff members which are pentagons, I believe. He asked what the difference was between those and if those are not actually hired people to manage the traffic.

Ms. Calhoun said they are trained staff. She turned the question over to the traffic engineer.

Mr. Vargas said the ones that direct traffic within the campus have to be certified to direct traffic within the site. They're called traffic control personnel. So they're just directing traffic as they come in and out or when they have to turn and so forth. The other ones next to the building are just staff which could be teachers. Those are assisting with the drop off and pickup and we've all seen those. They help with the doors opening and the kids getting out. So that's the difference. One's direct traffic and the other ones are helping with the drop off and pickup.

Mr. Katzman asked to confirm that these are staff of the church who also are certified to direct traffic.

Mr. Vargas said that is correct. Yes. As long as they are within the private property, they're allowed to do that. The County offers those courses. I think it's a four-hour course for directing traffic within the school site.

Mr. Katzman said okay. So there's no concern on whether there are people directing traffic on the school site. The question, I guess, that the Board is grappling with are people that would be available, or a person that would be available, to direct traffic off site on Palm Avenue.

Mr. Vargas said yes. On a public right of way, it has to be a detailed police officer. It cannot be a non-police officer directing traffic.

Mr. Katzman said okay. Thank you for clarifying that. And I will just add that I do support the idea, echoing several of my colleagues, of having somebody hired to do that. I just wanted to clarify the difference. Thank you.

Ms. Calhoun said, with regard to the traffic control personnel, what my client has said is that we will communicate with the charter school. We don't know what that cost is today. We can't commit to a dollar amount but we will coordinate efforts with them. The issue is a dollar amount. We don't know what that dollar amount is. We don't know what the charter school is going to say if they are willing to pay versus not. So they're not prepared tonight to make a commitment of X amount of dollars that they don't have toward someone in the public right of way. We have two readings at City Commission for the rezoning. By the time we get to the rezoning, which is when the site plan will be heard second reading for the rezoning, I would imagine that gives us enough time. If the Board recommends that we communicate with the charter school between now and the time we get to the Commission, we will have a better sense of what we're able to do. So if the recommendation is that we communicate with them and try to figure it out, then that would be something we can do.

Mr. Federici said that he had two questions. I know we're dealing with children. Everybody loves children as God knows by the business that I also was in. He asked if the City has the right to require an SRO for a private church school and if that was any different for a charter school. I don't know. That's one question. The other question I have is concerning the map of the whole thing. I know that they owned the property on the south side, between the CVS and the church, which is vacant. He asked to see the map.

Ms. Calhoun said yes.

Mr. Federici said my point is there is no road behind that lot that goes to Sheridan Street that wraps around CVS.

Ms. Calhoun said there is a road there.

Mr. Federici asked if that was 98th Avenue that the gentleman was talking about. He asked what that road is and who owns it.

Ms. Calhoun said they own that road.

Mr. Federici said I don't get it then. He asked why they can't they exit onto Sheridan Street.

[inaudible discussion]

Ms. Calhoun said if you're looking at the screen, it's going to be kind of hard. I don't have a pointer but you see where the homes are on the east. This is Lake Maranatha.

[crosstalk]

Mr. Chockley said there is a road that splits between the both buildings you see on the south side that runs north. Correct.

Mr. Federici asked if that was an option if the road was paved.

Mr. Chockley said you could go from the Church to Sheridan Street. Yes.

Ms. Calhoun said you can.

Mr. Federici asked if the road was paved.

Mr. Chockley said it's paved.

Mr. Federici asked why you wouldn't you bring that up. It sounds like it would eliminate a lot of problems if someone wants to go south.

[inaudible discussion]

Ms. Calhoun asked if he was suggesting that everyone access through Sheridan.

[inaudible discussion]

Mr. Federici said only if you want to go south. If you're going north, naturally you're going to go back out that way and make a right on Palm. But if you want to go south, you're talking about crossing Palm Avenue to make the left. He asked if the Pastor gets it.

Ms. Calhoun said yes. He gets it. We've discussed it.

Mr. Goulet said exiting and making a left is obviously very dangerous. I like this as an option unless you want to sell the property a year from now and you won't have that property. I think it's a viable option and you might want to think about it. He asked if another traffic study would be required for this.

Ms. Calhoun said we don't need a traffic study to do that.

Mr. Goulet said I would think about it.

Ms. Calhoun asked if he was suggesting we just make it an option for parents.

Mr. Federici said we can't tell you how to run your school.

Mr. Goulet said it's a lot safer than making a left on Palm than going south. That is a traffic nightmare.

Chairman Rouse asked if there were any other questions germane to the petition motion.

Ms. Calhoun agreed this issue was not germane to the conditional use.

Ms. Dodge said I have a question in regards to the second reading or whatever. She asked what happens if by the second reading, if they talk but they don't like the amount of money, if it then becomes null. She said I understand that there are two more readings. If we say, okay, fine, go ahead, talk. I understand you don't know a price but you're also now adding more children which brings your price up a little bit. She asked what would happen if they can't come to an agreement. I don't know.

Mr. Chockley said the Board can recommend whatever their recommendation is. So if the Board recommends approval based off of having a traffic detail, then that is your recommendation. Commission can do as they choose with that recommendation. That recommendation is nonbinding.

Ms. Vanbuskirk said we have three of our Commissioners here tonight. Perhaps if we want to take a look at the cost, have a conversation with Renaissance and make a commitment when you bring this to the Board, be prepared to follow up with the Commission as to whether or not you can put a traffic detail there and what the outcome of your conversations or Renaissance were. They can take that under advisement considering this conversation here tonight.

Ms. Calhoun said absolutely.

Ms. Vanbuskirk said make a commitment having considered the cost and everything else that we have discussed.

Ms. Calhoun said I know they read the backup. So even if they weren't here, they'd ask me about it.

Chairman Rouse opened the public hearing for petition #CU 6-2-21 at 8:20 PM.

Chairman Rouse closed the public hearing for petition #CU 6-2-21 at 8:21 PM.

MOTION: TO APPROVE CONDITIONAL USE #CU 6-2-21 SUBJECT TO COMMITMENT OF TRAFFIC DETAIL, ALL SUBSEQUENT PETITIONS, SITE PLAN AND VARIANCE BEING APPROVED & TRAFFIC TMING REQUEST SUBMITTED TO BROWARD COUNTY MADE BY LISA DODGE AND SECONDED BY KELLY VANBUSKIRK. THERE WERE ALL AYES ON THE ROLL CALL VOTE WITH JAMES CURRAN AND JIM FEDERICI DISSENTING. MOTION WAS APPROVED.

Chairman Rouse turned item #4C over to Mr. Chockley.

Mr. Chockley said thank you Chair. The third petition is for a site plan and plat amendment with a lot of similarities. They are combined in the same staff report, again, so as not to go over a lot of information that has already been covered, but it will be two separate votes. As a function of the site plan, this new gymnasium and school will function as an independent site from the church and school building to the west. As they're stating that the students will not move back and forth between the two which has kind of been covered. Both sites share a drive aisle off Palm Avenue and will interconnect via an interior

drive aisle and pedestrian pathways. Administrative and teaching staff are on hand to ensure a smooth and orderly flow and pickup. Trained staff is put out with cones and signalized way points. The operation flow plan shows the flow patterns of dropping off at each of the school buildings. There are traffic control personnel placed throughout the traffic flow route. It is anticipated the maximum number of students driving to school, as we are in high school age now, will be eight to ten. As the pastor covered First Baptist Academy, as part of the Florida Christian Activity Association. It is only for schools under 500 students. The school will have a basketball and volleyball league with approximately seventy-five to one hundred attendees at each game and between fifty and seventy-five students participating in the after school athletic program. The First Baptist Academy will implement several safety and security features including a CC security camera system, fencing around the classroom buildings, a master lock system for each room that is only accessible to the key holder with lockdown policies, drills, et cetera. The parking variance we've briefly discussed but it will be covered in the next petition. In regard to amendments to the plat, the current plat reads the plat is restricted to six single family dwelling detached units with three existing and three proposed. That is on the Northeast portion of the property with 17,080 square feet of church use, 11,966 existing, 51,044 proposed, and 49,020 square feet of private school. The two language has been slightly amended since the staff report was done. They did get feedback from Broward County. The new language will read this plat is restricted to six single family dwelling detached units, 17,080 square feet of church use, 454 square feet of preschool use with twenty students specified, 25,990 square feet of private school use with a gymnasium, specifying 195 elementary, seventy-five middle and 100 high school students. Staff finding is that the applicant has met all the minimum submission requirements for the site plan and plat request to be considered. If approval is recommended, it should be subject to the rezoning, conditional use and variance petitions. Staff does have a third recommendation on the site plan and plat that were not covered with the other two. That recommendation is a covered pedestrian pathway to and from both school sites for use during any kind of inclement weather. The action requested is to make a recommendation to be forwarded City Commission.

Chairman Rouse turned it over to the petitioner.

Ms. Calhoun said you will note, I think, in our responses to our comments that we would rather not build a covered walkway. We shared previously that the schools don't interact. They don't go from the first building to the second building. Currently the kids that utilize the first building have no issues. We would ask that we not be required to install that covered walkway. We have the same comments, obviously, about the SRO and the details. Other than that, I'm happy to answer any questions.

Chairman Rouse asked the Board for any questions they might have.

Ms. Dodge said that she had some questions. She asked if it was correct that they could never exceed twenty children for the pre-K.

Mr. Chockley said correct. That was previously locked in as part of the conditional use per their operation plan. And now Broward County is further wanting that requirement on the plat. So they are locked in by both the operation plan and the proposed plat.

Ms. Dodge asked how dismissal would be handled if I have a child in one class, a third grader, and then I have a child in eighth grade. She asked if they would walk to the older sibling or the younger sibling, hence the covered pathway.

Ms. Calhoun said they pick up separately.

Ms. Dodge said oh that's horrible and asked if the parent would have to keep going around.

Ms. Calhoun said they separate.

Chairman Rouse said he would kind of dovetail on to that question. This does get into the variance a little bit with the parking. If you were having an event in the newer building, most of the people that were attending that event would have to park on the west side of the church. He asked, in case of inclement weather, if they would have to walk just in the parking lot to the new building.

Ms. Calhoun said they would with an umbrella if they needed.

Chairman Rouse said okay. That's a long walk.

Ms. Calhoun said it is a walk but we live in south Florida. I think people are kind of used to that type of weather and that type of walking.

Chairman Rouse asked to confirm that there is not cut through the Church.

Ms. Calhoun said I'm just trying to picture it.

Chairman Rouse said okay. That was just my only thing is I can tell Florida people get upset if they have to walk twenty feet, let alone, if you're asking them to walk half a block to an event.

Ms. Calhoun said you have an option of, if you're riding with someone, you can get dropped off right close to the building. Otherwise then you park and you walk into the building.

Chairman Rouse asked if there were any staff that would intermingle between the two buildings and if the staff were also confined to one building versus going back and forth.

Ms. Calhoun said they manage each building separately. Yes.

Ms. Coyne asked if there would never be an opportunity where they have an assembly or some kind of pageant or whatever that the existing school will want to use the gymnasium and how they currently handle it.

Ms. Calhoun said they handle it in the existing facility. If the existing school wants to have an event, they have it in the existing building. That would just continue to operate as such.

Ms. Dodge asked, in regard to this, if the pedestrian walkway were not required but they later found that they needed one, if they would be required to go the City and get a permit to put one up.

Ms. Calhoun said yes.

Mr. Katzman asked if there was also a bus system to get the students to school and if there were any buses.

Ms. Calhoun said the kids are generally dropped off by their parents. There's no bus. The school doesn't provide the bus. It's very small.

MOTION: TO APPROVE SITE PLAN #SP 6-4-21 MADE BY CANDACE COYNE AND SECONDED BY JIM FEDERICI. THERE WERE ALL AYES ON THE ROLL CALL VOTE WITH ALEX WEISBERG AND JAMES CURRAN DISSENTING. MOTION WAS APPROVED.

MOTION: TO APPROVE PLAT AMENDMENT #P 6-3-21 MADE BY JIM FEDERICI AND SECONDED BY CANDACE COYNE. THERE WERE ALL AYES ON THE ROLL CALL VOTE WITH ALEX WEISBERG AND JAMES CURRAN DISSENTING. MOTION WAS APPROVED.

Chairman Rouse turned the item #4E over to Mr. Chockley.

Mr. Chockley said thank you Chair. This is just to clarify the numbers. This is a variance to decrease the parking ratio. This site plan is for this particular site. This site standing alone code would require 142 while only thirty-three spaces are actually provided on this site. With both sites combined together is the 328 spaces versus 236 provided which is a ninety-two space deviation. The high code requirement is due to the assembly areas such as the gymnasium for after school events, public assembly, et cetera and not necessarily due to the school requirements of student generations. So really the concern would be after hour activities from the school and the Church relative to that. The applicants justify the variance request based off a number of considerations. The site plan provides more than the maximum amount of parking spaces that can be constructed on the site with the physical buildings in their current locations and the site acreages. They say that the granting the variance will not be detrimental to public welfare or surrounding properties as both of the uses will operate at different times. Therefore, there should be no vehicle blocking or parking offsite. The amount of parking required for the two uses is unique to this case as the two uses are controlled by a single owner that operate together but at different times. Staff finds that the petition meets all the requirements to be considered for approval. The variance request would be the minimum variance necessary for the petitioner to make reasonable use of the property and that granting the variance would not be detrimental to the public welfare or surrounding properties. Staff did have the recommendation again connecting the two sites together. As the Chair touched on, most of the parking would be utilized off the site. That was the reason for our recommendation. But again, the action requested is to make a recommendation for the City Commission.

Chairman Rouse said thank you very much and asked if the petitioner had anything to add.

Ms. Calhoun said thank you. Just very briefly, Mr. Chockley just stated that the main reason for the variance is the gymnasium use and we've discussed already the hours of operation of the school and when the gymnasium would likely be used. You heard testimony from the Pastor in terms of the number of people that would likely attend such an event. We just think it's not a good utilization of space, asphalt, concrete and non-landscaping to provide additional parking spaces that just won't be needed. The current church building and school provide sufficient parking, in addition to the parking we're

providing with the new use, to accommodate the anticipated users for the property and specifically the gymnasium. We would ask that you would make a favorable recommendation of approval.

Chairman Rouse asked if there were any questions from the Board.

Ms. Dodge asked if the site plan was for the church and the school together.

Mr. Chockley said that this site plan is just adding the new gymnasium. The only physical connection between the two is the new drive aisle and the walkway. The variance is technically for the new site, which is why I went over both sets of numbers, but obviously there's a lot of parallels with them justifying the shared parking. The true variance is just for this site since it's not a site plan and a site plan amendment of the other site. We were just giving you the full picture with both sets of numbers.

Ms. Dodge said that is why she is going through the same thing. She asked, on the site plan, when we build a gymnasium if we were taking away parking spots.

Mr. Chockley said no.

Ms. Dodge asked if they were not going to add any parking spaces for the addition of the gymnasium.

Mr. Chockley said they are adding thirty-three parking spaces. The new site with the gymnasium school does have thirty-three brand new parking spaces that did not exist. But the deviation from that site standing on its own is greater than the two sites together sharing the parking.

Chairman Rouse opened the public hearing for petition #V 6-4-21 at 8:25 PM.

Chairman Rouse closed the public hearing for petition #V 6-4-21 at 8:26 PM.

MOTION: TO APPROVE VARIANCE #V 6-4-21 MADE BY JIMMY GOULET AND SECONDED BY CANDACE COYNE. THERE WERE ALL AYES ON THE ROLL CALL VOTE WITH JAMES CURRAN AND LISA DODGE DISSENTING. MOTION WAS APPROVED.

5. COMMUNITY DEVELOPMENT REPORT:

Chairman Rouse turned it over to Mr. Chockley to inform what petitions they have upcoming.

Mr. Chockley said the next meeting is January 10th. That was already discussed at the last meeting. We have the packets for those of you here tonight in person. For those of you remote, the packets are now available for pickup. The next upcoming meeting after that is anticipated for February 7th. That will be the north portion of the USPS site which is the townhouse phase.

6. BOARD MEMBER CONCERNS:

Chairman Rouse asked for any Board member's concerns.

Mr. Federici asked Mr. Chockley to give a summary of what the conditions were for what was approved tonight.

Mr. Chockley said that the conditions were that they would have a traffic detail out along Palm Avenue and the subsequent petitions following suit so that if one of the subsequent petitions did not get approved, the other ones would also default that.

Mr. Federici said he had a couple of other questions pertaining to our Board. I think the covered walkway is great. He asked if would could really require them to do something like that.

Mr. Chockley said anything that's a conditional use could have requirements based off of recommendations of how the site is functioning, both with the conditional use, and in this case, of variance. The vast majority of their parking is not adjacent to the gymnasium. It is on the other site. We definitely saw a lot of people coming and going between the two sites. It could be as simple as a canvas with aluminum galvanized pipe work.

Mr. Federici said yes, I get that. He said, as a private land owner and business guy, I'd have a problem with you guys telling me I got to put a covered walkway on it. If anybody is to be inconvenienced, it would be my customers. So it would be on me.

Mr. Chockley said it was a recommendation. It was not a requirement.

Mr. Federici said okay. I'd like to go back to the SRO issue. He asked if there was a difference in the requirements between a church school and a charter school.

Mr. Chockley said, again, that was not a requirement. That was a recommendation. They do not meet the requirement of the MSD act to require one. But with a conditional use, the use they're asking for in the school is not by right. So it is up to the Board, and ultimately to Commission, to make whatever requirements they want in place, similar to, as a landowner, us denying them and questioning their traffic flow.

Mr. Federici [inaudible]

Mr. Chockley said no. They do not meet the requirement of an MSD act to require it. But if they're seeking special approval from the City, that is where that can come into play.

Mr. Curran asked if the Commission decides they want a police officer at that school there would have be a police officer at the school.

Mr. Chockley said yes, if they make that a condition.

Mr. Curran asked if that was not against the law.

Mr. Chockley said no.

Mr. Curran asked to confirm that if Commission said that in order for them to open and operate, an officer would be required, then a police officer or a guardian will be at the school.

Mr. Chockley said they can make that a condition of approval for the conditional use.

Ms. Dodge asked if we were supposed to address something with the 98th Avenue issue.

Mr. Chockley said no because that is not proposed as a platted opening access. So essentially, if they would've had something on their site plan, adding that to the platter, adding that as a proposed access, that would've been included in a staff report as an issue.

Ms. Dodge said thank you.

7. ADJOURNMENT:

Meeting adjourned at 8:45 PM.