Planning and Zoning Board

AGENDA

February 10, 2021

6:30 P.M.

City Council Chambers
and via Communications Media Technology*

*See notice regarding communications media technology and public participation on page 2

Notice to Visitors: All persons who desire to speak on any public hearing item must fill out an Oath Card, sign the card, and submit to one of the City Planners. Speakers will be heard in the order received by the Chairman. The applicant may make a brief rebuttal if necessary. Anyone who speaks is considered a witness. If you have photographs, sketches, or other documents, you must provide 9 copies to one of the City Planners for distribution to the board members. These items will be retained by the Board members, City Attorney and City Staff.

Purpose: The purpose of the Planning and Zoning Board is to provide recommendations to City Council about all matters that are development applications or staff initiatives relating to the City’s comprehensive plan, known as the “Horizon 2030 Comprehensive Plan” and the City’s Land Development Regulations found in Subpart B of the Municipal Code of Ordinances.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. MINUTES

Planning and Zoning Board Meeting of January 12, 2021

5. PRESENTATION – Space Coast Transportation Planning Organization – Minton Road Feasibility Study

6. PUBLIC HEARING(S) –

a. Code Amendment to the Land Development Regulations – Chapter 98, Zoning, Gateway Interchange – Service Station Regulations – (LDR 2021-01) –

A proposed code amendment to Chapter 98, Zoning, Article III. Districts, Division 22, Gateway Interchange District to allow and to provide regulations for service stations.
Applicant: Benjamin Hedrick, Esq., Akerman LLP represents Space Coast Town Centre I, LLC
Location: Gateway Interchange Zoning Districts – Citywide

The proposed code changes will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

7. PUBLIC COMMENT ON GENERAL MATTERS

8. PLANNING DIRECTOR REPORTS – Capital Improvements Program

9. BOARD MEMBER REPORTS

10. ADJOURN

All persons wishing to be heard or to have their opinion known should appear in person at these hearings or send written comments to City staff. All persons and parties are hereby advised that if they should decide to appeal any decision made by the City with respect to any matter considered at the public meeting or hearing described in this notice, they will need a record of the proceedings, and for such purpose, said person or party may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (Chapter 286, Florida Statutes). In compliance with American with Disabilities Act (ADA), anyone who needs a special accommodation for this meeting should contact the City’s ADA coordinator at 837-7774 at least 48 hours in advance of this meeting.

NOTICE IS HEREBY GIVEN that the West Melbourne Planning and Zoning Board will hold a public meeting on February 10, 2021, to which all persons are invited. The meeting will be conducted in City Council Chambers at the Veterans Memorial Complex, 2285 Minton Road, West Melbourne, Florida 32904, and by means of communications media technology.

While a quorum of the Planning and Zoning Board will be physically present at the meeting, in order to accommodate as many members of the public as possible, and in keeping with Centers for Disease Control social distancing guidelines, some members of the Board may participate in the meeting via communications media technology.

Anyone who wishes to provide public input without personally appearing at the meeting may do so by sending an email to cfischer@westmelbourne.org. Emails must be received prior to 4:00 p.m. on Wednesday, February 10, 2021. All emails will be provided to the Planning and Zoning Board members. Should you wish to have your comment read aloud by City staff at the meeting, please indicate that in your email. The reading of public comments received by email will be limited to three (3) minutes.
Planning and Zoning Board

MINUTES

January 12, 2021

6:30 P.M.

City Council Chambers
and via Communications Media Technology*

1. CALL TO ORDER

Chair Jaudon called the meeting to order at 6:30 p.m. with the Pledge of Allegiance.

2. ROLL CALL

   Attending in person: Chairman Chris Jaudon
                      Board Member Rob Brothers
                      Board Member Anna Kapnoula
                      Board Member Paul Bernkopf
                      School Board Appointed Board Member Jennifer Parkerson

   Absent:-fields:
                      Vice Chair Jennifer Spagnoli
                      Board Member Jim Liesenfelt

   Moved by Board Member Bernkopf, seconded by Board Member Kapnoula to excuse the absences. Motion passed 4-0.

   Staff present in person: City Attorney Morris Richardson, Planning Director Christy Fischer and Planners Denise Curry.

3. APPOINTMENT OF CHAIR AND VICE-CHAIR

   Board Member Brothers nominated Chris Jadon for Chair, Board Member Kapnoula seconded. There being no other nominations, the board voted 4-0 to appoint Chris Jaudon as Chair.

   Board Member Brothers nominated Jennifer Spagnoli for Vice Chair, Board Member Kapnoula seconded.

   Discussion:
   Board Member Brothers upon further consideration noted that Jennifer Spagnoli has expressed in the past, she did not like being Vice Chair and withdrew his nomination. He added that he did not have a problem being Vice Chair, if he was nominated.
Board Member Kapnoula nominated Board Member Brothers for Vice Chair, Board Member Bernkopf seconded. There being no other nominations, the board voted 4-0 to appoint Rob Brothers as Vice Chair.

4. ADOPTION OF 2021 CALENDAR

Moved by Board Member Bernkopf, seconded by Vice Chair Brothers to adopt the meeting calendar. Motion passed 4-0.

5. MINUTES

Planning and Zoning Board Meeting of December 8, 2020

Moved by Vice Chair Brothers, seconded by Board Member Kapnoula to approve the minutes. Motion passed, 4-0.

6. PUBLIC HEARING(S) –

a. Large Scale Comprehensive Plan Map Amendment – Turnbaugh - (LSA-2021-01)

Comprehensive Plan Amendment No. 2021-01 (LSA) proposes to amend the City’s Future Land Use map to designate COM (Commercial) on approximately +/-16.89 acres of property along US 192 and IND (Industrial) on contiguous property at 4910 Suapres Lane) consisting of 17.63 acres, more or less.

Applicant: William P. Turnbaugh

Location: A parcel on the north side of U.S. 192 and 4910 Suapres Lane. Both located west of Interstate 95, and west of Columbia Lane

The proposed Large Scale Map Amendment to the City’s Future Land map will be acted upon by City Council with a recommendation from the Planning and Zoning Board as to whether to transmit the amendment to the State agencies or not.

Planner Curry presented the large scale comprehensive plan map amendment and rezoning together but explained there needed to be two separate motions. She explained the applicant, William Turnbaugh has submitted three requests, annexation, future land use map amendment and rezoning for the 34.52 acres.

She stated the existing use is single-family residential, a contractor’s storage yard and a vacant undeveloped parcel. The proposed use is single-family residential, a contractor’s storage yard and commercial. The existing Brevard County land use is Residential 2 and the proposed future land use is West Melbourne Low-Density Residential, Industrial and Commercial. She talked about the surrounding properties future land use designations and the required comprehensive plan review and analysis of the maximum infrastructure and service related impacts.

She stated the current zoning for the property is Brevard County AU, Residential Agricultural and the proposed residential zoning has changed since the staff report was distributed. The proposed zonings are West Melbourne R-1A instead of R-A, M-1 and C-P. She presented analysis of the compatibility with the surrounding zoning. She confirmed R-1A permits single-
family residential, M-1 permits a contractor's storage yard and C-P permits commercial development and the requested zonings are consistent with the LDR's and surrounding uses.

She recommended the following motions:

- **Item 7a** - Recommend to City Council to transmit the large scale comprehensive plan map amendment on the 34.52 acres of property located west of I-95 from Residential Two to Commercial, Industrial and Low Density Residential conditioned on the property being annexed.
- **Item 7b** - Recommend approval of the rezoning request from AU (Agricultural Use) to C-P (Commercial Parkway), M-1 (Light Industrial and Warehousing) and R-1A (Single-Family Residential) with the condition that the annexation and large-scale comprehensive plan map amendment are approved.

Chair Jaudon opened the public hearing.

William Turnbaugh, 4910 Suapres Lane, West Melbourne stated he could answer any questions the board may have but he didn’t have anything to add to staff’s presentation.

Planning Director Fischer clarified the R-1A, single-family residential zoning would be used primarily as a buffer strip of land between the single-family residential zoning to the north and the proposed M-1 industrial zoning that Mr. Turnbaugh has requested.

There was some discussion regarding the buffer strip and the residential zoning and the fact that the house would not sit on the proposed residentially zoned property.

Chair Jaudon asked for any other comments. Seeing none, he closed the public hearing.

Moved by Vice Chair Brothers, seconded by Board Member Bernkopf to recommend to City Council to transmit the large scale comprehensive plan map amendment on the 34.52 acres of property located west of I-95 from Residential Two to Commercial, Industrial and Low Density Residential conditioned on the property being annexed. Motion passed, 4-0.

**b. Rezoning –Turnbaugh - (REZ-2021-01)**

A request to rezone +/- 16.89 acres property on US 192 more or less from Brevard County AU, (Residential Agriculture) to City of West Melbourne C-P (Commercial Parkway) and +/- 17.63 acres at 4910 Suapres Lane from Brevard County AU (Residential Agriculture) to City of West Melbourne M-1, (Light Industrial and Warehousing).

**Applicant:** William P. Turnbaugh

**Location:** A parcel on the north side of U.S. 192 and 4910 Suapres Lane. Both located west of Interstate 95, and east of St Johns Heritage Parkway

The proposed rezoning will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

Moved by Board Member Berkof, seconded by Board Member Kapnoula to recommend approval of the rezoning request from AU (Agricultural Use) to C-P (Commercial Parkway), M-1 (Light Industrial and Warehousing) and R-1A (Single-Family Residential) with the
condition that the annexation and large-scale comprehensive plan map amendment are approved.

c. Large Scale Comprehensive Plan Map Amendment – Greenleaf – (LSA-2021-02)

Comprehensive Plan Amendment No. 2021-02 (LSA) proposes to amend the City’s Future Land Use map for 23.27 acres of property from Brevard County RES-2 (Residential 2) and NC (Neighborhood Commercial) to City of West Melbourne LD-RES (Low Density Residential) land use designation.

**Applicant:** Bruce Moia, P.E., MBV Engineering, Inc. agent for EKS Incorporated  
**Location:** West of Interstate 95 and west of Minton Road adjacent to Carriage Gate Drive

The proposed Large Scale Amendment to the City’s Future Land map will be acted upon by City Council with a recommendation from the Planning and Zoning Board as to whether to adopt the amendment or not.

Planning Director Fisher presented the staff reports for the large scale amendment and the rezoning together but advised the board to make two separate motions. She talked about the three requests annexation, future land use map amendment and rezoning for the 23.27 acres. She explained the property is vacant/undeveloped but the applicant would like to develop a 55 unit subdivision in the future and in order to do that, the future land use must be changed from Brevard County RES-2 to West Melbourne LD-RES. The developer held a neighborhood meeting with surrounding residents on December 29th. She presented staff analysis on the surrounding future land use and the maximum potential impacts for services and infrastructure based on the current and proposed future land use designations. She stated with the LD-RES designation there would be an elimination of over 400,000 square feet of potential commercial development. She presented the rezoning request and analysis on the compatibility with surroundings. She recommended the following motions:

- Item 7c - Recommend to City Council to transmit the large scale comprehensive plan map amendment to change the future land use on the subject property provide from NC (Commercial) and RES-2 (Residential Two) to LD-RES (Low Density Residential).
- Item 7d - Recommend to City Council approval of the rezoning request to change the zoning from GU to R-1A with the condition that the comprehensive plan map amendment is approved.

Chair Jaudon opened the public hearing.

Cole Oliver, EKS Incorporated spoke regarding the requests. He talked about early on in their process and at the suggestion of city staff, they had decided on developing 75 foot-wide lots instead of 50 foot-wide lots which is about half of the maximum allowed by the Low Density Residential future land use designation. He reported the neighborhood meeting held on December 29th, proved to be useful as the residents were satisfied with the project since it would eliminate the possibility of neighborhood commercial development on the property.

Discussion Included:
- Minton Road traffic concerns – Minton Road is a Brevard County roadway and any improvements would be permitted by them.
Cole Oliver explained Brevard County’s position is there could be no traffic light located at the intersection of Minton Road and Carriage Gate Drive because of safety reasons due to the spacing between the light and the overpass. He added that he has been told by the residents who attended the neighborhood meeting, the county is in the design process for a stacking lane to be located in the median so cars could stack there and be able to safely merge into traffic.

Planning Director Fischer reiterated it would be up to the county as to what improvements are to be made on Minton Road.

Chair Jaudon asked for any more comments. Seeing none, he closed the public hearing.

Moved by Vice Chair Brothers, seconded by Board Member Bernkopf to recommend to City Council to transmit the large scale comprehensive plan map amendment to change the future land use on the subject property provide from NC (Commercial) and RES-2 (Residential Two) to LD-RES (Low Density Residential). Motion passed, 4-0.

d. Rezoning – Greenleaf – (REZ-2021-02)

A request to rezone 23.27 acres of property from Brevard County GU, (General Use) to City of West Melbourne R-1A, (Single-Family Residential).

Applicant: Bruce Moia, P.E., MBV Engineering, Inc. agent for EKS Incorporated

Location: West of Interstate 95 and west of Minton Road adjacent to Carriage Gate Drive

The proposed rezoning will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

Moved by Board Member Berkopf, seconded by Board Member Kapnoula to recommend to City Council approval of the rezoning request to change the zoning from GU to R-1A with the condition that the comprehensive plan map amendment is approved. Motion passed, 4-0.

e. Code Amendment to the Land Development Regulations – Chapter 98, Zoning, Gateway Interchange – Service Station Regulations – (LDR 2021-01) – Postpone

A proposed code amendment to Chapter 98, Zoning, Article III. Districts, Division 22, Gateway Interchange District to allow and to provide regulations for service stations.

Applicant: Benjamin Hedrick, Esq., Akerman LLP represents Space Coast Town Centre I, LLC

Location: Gateway Interchange Zoning Districts – Citywide

The proposed code changes will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

Planning Director Fischer explained the item is not ready for public hearing and asked for a motion to postpone the item to the February 10, 2021 Planning and Zoning Board meeting.

Moved by Board Member Brothers, seconded by Board Member Bernkopf to postpone the item to the February 10, 2021 Planning & Zoning Board meeting.
To: Honorable Members of the West Melbourne Planning and Zoning Board

From: Christy Fischer, AICP, Planning Director

Date: February 10, 2021

SUBJECT

Code Amendment proposed by developer to allow gas stations in the Gateway Interchange zoning district.

RECOMMENDATION

Recommend that Council approve the Gateway Interchange code change to allow gas stations in limited quantities and with performance criteria.

FISCAL IMPACT

The fiscal impact of the advertisement for the code change is paid for by the applicant.
**DISCUSSION**

PROPERTY ADDRESS – N/A, code change applies to properties that are zoned Gateway Interchange and over 50 acres in size

**BRIEF SUMMARY OF REQUEST**

In 2020, the developers of the Space Coast Town Center were told that in order to have a gas station, the Gateway Interchange zoning district had to be amended since gas stations were a prohibited use. If approved, the code amendment would be applicable immediately in the Gateway Interchange zoning district.

**COMPATIBILITY with the COMPREHENSIVE PLAN**

The Gateway Interchange zoning district was created to be consistent with the Parkway Interchange future land use designation (which is the general policy that describes this mixed use designation).

**HISTORY**

In 2016, when the Gateway Interchange zoning district was proposed, the land owner who drafted the ordinance did not identify gas stations as a possible use. Staff did not include gas station uses since there are sufficient gas stations on the east side of the interchange, a half mile away. Now in 2021, the developer would like to accommodate a gas station along its frontage along US 192. City staff is proposing gas stations only be allowed as conditional use permits as occurs in other commercial zoning districts in the City.

**COMPATIBILITY with the LAND DEVELOPMENT REGULATIONS**

This staff report analyzes the proposed code amendment which has been modified since its initial submittal to staff.

**Background —**

This is a proposal by the Space Coast Town Center developers to allow gas stations in the Gateway Interchange Zoning Code (See Attachment 1 – zoning map). Staff reviewed the practices by other local governments, and suggestions in the Planning profession, as well as ensuring that the same types of layout and appearance codes found in other commercial zoning districts were included in the Gateway Interchange zoning district. The City has historically allowed gas stations to be located along arterial roads and major intersections and this would continue this type of development pattern. The following information has been compiled to assist the boards concerning this request to add gas stations as a conditional use in the Gateway Interchange zoning district.

**Staff Analysis—**

The Gateway Interchange zoning district is a new zoning category created in 2016 with an intent to have a mix of uses to create a development that efficiently disperses traffic inside its own community and operates almost self-sufficiently. Mixed use developments that are almost self-sufficient are well suited on the west side of I-95 since there are no services on the west side of I-95 along US 192 in the city limits. Up until the proposal for the Space Coast Town Center, there were few city utilities in close proximity to properties along US 192 and the St. Johns Heritage Parkway. As stated in other staff reports, the character of US 192 and the St. Johns Heritage Parkway will change the development pattern from vacant or sparsely developed parcels to urban and suburban types of uses.

The property owner of the property on the south side of the St. Johns Heritage Parkway and US 192 in 2016 wanted a flexible zoning district that allowed residential and industrial uses even though it was modeled after the Commercial Parkway zoning district which only allows commercial types of uses. The original draft of the Gateway Interchange zoning district by the property owner listed service stations as...
a conditional use permit. However, upon further discussions with staff in 2016, there was no proposed gas station development for their property and staff and the property owner agreed there was not a need for gas stations at that time since within a half mile of the project on the east side of US 192 there are three existing gas stations, and a fourth one not far from that. Now that the Space Coast Town Center project is moving forward with the development of the apartments, the developer has been approached by a gas station who would like to be part of the mixed use development. Florida Statutes requires that if a use is going to be amended, removed or added in a zoning district, this action must be approved by the local governing agency and not just changed by administrative staff.

Part of the rationale why urban planners are not proponents of gas stations is that they are difficult uses to redevelop. Over time, all buildings get redeveloped with new uses and new layouts, but this natural redevelopment process becomes more difficult with gas stations which have underground tanks which may or may not have leaked into soil and water. It is for this reason that you see gas stations converted into used car lots or similar uses that do not require extensive development of buildings and underground equipment. In fact, local governments in Florida have often created brownfield areas to deal with the redevelopment of gas stations. Such was the case with West Melbourne where we saw a potential for redevelopment of a closed gas station near Dairy Road. This property was instead redeveloped as a used car lot with no disturbance underground (the tanks had already been removed).

To deal with underground tank leakage, the State of Florida has in place a mandatory tank replacement program where underground fuel tanks must be replaced after a certain period of time. This reduces the risk of tanks leaking into drinking water and the groundwater table. In addition to issues underground, there are fires and explosions that occur occasionally at the above ground dispensers. These are all reasons why not to allow more gas stations in the City. However, the traditional fuel types of gasoline and diesel are starting to change, as is occurring in California and may be a trend that comes to Florida of “fuel stations” offering propane, natural gas, electricity and hydrogen. What remains true for drivers in Brevard County is that fueling stations will be needed and it is not really the fueling stations that are the economic drivers of the stations but rather the convenience stores which draw in customers with the fuel. There will always be a need for fueling stations in close proximity to population centers that use individual vehicles but these can be limited so that fueling stations are not ubiquitous thus minimizing their detrimental site related impacts.

Applicant’s rationale – Attachment 2 is the applicant’s attorney’s letter describing the proposed amendment, why they believe it is required and which comprehensive plan policies support including a gas station in the Gateway Interchange zoning district. The attorney states that residents and businesses in the Space Coast Town Center and other Gateway Interchange zoned need service stations to fuel their individual vehicles. The applicant’s attorney uses the phrase “service stations” but staff has determined that since the request is really for gas stations and not auto repair centers, that the code amendment should specifically only list gas stations as a new use allowed as a conditional use, except for those communities such as the Space Coast Town Center that have been master planned. The applicant’s original proposal was for gas stations to be limited in quantity, by having only one per 150 acres. Staff changed this since we have another Gateway Interchange district at the Ellis Road interchange that is less than 150 acres and we believe this property owner would eventually request a change to the acreage to allow a gas station on their property.

WEST Melbourne zoning for gas stations – Staff first looked at which commercial zoning districts in the City allow gas stations. These zoning districts are listed in the table below. Due to the impacts of gas stations and the potential for these to be placed next to residential areas, the City has traditionally only allowed
gas stations as a conditional use permit. As a reminder, conditional use permit requests are public hearings with the approval of denial determined by the Board of Adjustment. Many of the same appearance and use performance criteria are the same in each of these districts.

<table>
<thead>
<tr>
<th>Zoning district*</th>
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<tbody>
<tr>
<td>Commercial Parkway, C-P</td>
</tr>
<tr>
<td>Low Density Commercial, C-1</td>
</tr>
<tr>
<td>General Commercial, C-2</td>
</tr>
<tr>
<td>Commercial New Haven, C-NH</td>
</tr>
<tr>
<td>Commercial Wickham, C-W</td>
</tr>
</tbody>
</table>

* ALL OF THESE DISTRICTS ALLOW GAS STATIONS AS A CONDITIONAL USE PERMIT WITH PERFORMANCE STANDARD CRITERIA TO BE MET FOR THESE USES

These zoning districts contain consistent criteria for the appearance, location, layout criteria and it is logical that the City would want this consistency of criteria in mixed use zoning districts such as the Gateway Interchange. The City Attorney also reviewed the proposal and ensured the ordinance was consistent with the architecture protection given by the State legislature in the Florida Statutes.

LOCAL GOVERNMENT COMPARISON - Staff researched 4 municipalities and Brevard County to see if there was a prevalent pattern of whether gas stations are allowed in mixed use zoning districts. The table below indicates that four out of six (4 out of 6) jurisdictions allow gas stations. The summary below provides some indication of the types of criteria in some zoning codes.

**Comparison of surrounding jurisdictions with mixed use zoning & gas stations**

| Melbourne | Conditional Use in C-E (Integrated Commercial Edge District) – Heavy commercial and light industrial mix with minimum performance standards and design features - architectural, landscaping, lighting, outdoor speaker, canopy requirements |
| Palm Bay | Prohibited in BMU (Bayfront Mixed Use) and PMU (Parkway Mixed Use) |
| Cocoa | Permitted use in UMD (Urban Mixed-Use District) with location criteria. |
| Titusville | Permitted use in DMU (Downtown Mixed Use), RMU (Regional Mixed Use) with limitations. Conditional use in some of sub-districts of the DMU and RMU |
| Rockledge | Prohibited in RMU (Redevelopment Mixed Use) Location criteria, site requirements, and use limitations applicable to all gas stations in the City – only allowed in C-2 (General Commercial) and M-1 and M-2 (Industrial) |
| Brevard County | Permitted in the BU-1-A with location criteria |

Staff also reviewed Orlando’s web site and found a staff report recommending denial of a gas station in a mixed use district, so that although it may be an allowed conditional use, gas stations will be determined for design, suitability and compatibility on a case by case basis.

CODE CHANGES - The following paragraphs summarize the specific sections of the codes to be changed with the inclusion of gas stations in the Gateway Interchange zoning district.
Change to Chapter 98. Section 98- Gateway Interchange– \textit{(addition of gas stations as a conditional use)}

Specifically, \textbf{Section 98-843, Conditional Uses}, contains the list of uses requiring a conditional use permit and any additional criteria. It is in this section of the code that the criteria for the gas station and accessory uses, site layout, overall design including canopy, architecture and allowed uses was added (See Attachment 3). As mentioned previously in the staff report, to prevent intersections from being overloaded with gas stations that could impact the environment and to retain the character of mixed use districts, staff is recommending there be no more than two (2) gas stations at any single intersection regardless of jurisdiction. For example, at the intersection of St. Johns Heritage Parkway and US 192, out of the four corners (see aerial below), three are in our city limits and one is in the County - two corners in our city limits could contain gas stations and the corner in the County could too. However, if the corner in the County has an existing gas station, and a gas station in the Space Coast Town Center is built at one of their corners, then there could be no other gas station at the third corner.

Lastly, the City Attorney reviewed the code change to allow gas stations in the Gateway Interchange and he made a few changes that ensured that the performance criteria was not contradictory to the Florida Statute protection of gas station banding, canopy striping, logos, etc. The last paragraph under this new Subsection 98-843(1)(d) is the statement that recognizes that while design criteria is applicable, the City will not infringe on the branding, logos and canopy design of the gas stations.

\textbf{Conclusion:}

The applicant for this code change to the Gateway Interchange zoning district is the Space Coast Town Center. City staff reviewed the applicant’s original submittal and made revisions based on the community feedback we have received and the idea that gas station criteria should be consistent from one zoning district to another. Staff researched whether surrounding jurisdictions allow gas stations in mixed use districts and the majority do but with conditional use permit discretion. Even in Orlando, gas stations are allowed but must comply with performance standards and be compatible with surrounding uses. Gas stations are one of those uses that are scrutinized by local governments because of their potential
environmental, traffic and appearance impacts. For some of these reasons, city staff chose to limit gas stations in mixed use developments to no more than 1 (one) per every fifty (50) acres and to a total of 2 (two) per intersection (any type of intersection). The code changes to allow gas stations in the Gateway Interchange zoning district only needed to be made in one section of that zoning district, Section 98-843(1) (d) and the City Attorney reviewed the proposed code to ensure that is complied with protection that the Florida Statutes gives to gas stations for their gas station branding, logos, and canopy coloring among other protections.

Public Notice:

The public hearing for the code change was advertised in December 2020 as required by Florida Statutes in the legal section of Florida Today.

RECOMMENDATION

Recommend to City Council approval of the code changes to include gas stations as a principle permitted use with criteria in the Gateway Interchange zoning district.

ATTACHMENTS

1. Attachment 1 – Map showing current Gateway Interchange zoned properties
2. Attachment 2 – Applicant’s Submittal Letter
3. Attachment 3 – Code change proposal
Attachment 1 – Map showing current Gateway Interchange zoned properties (3)
October 12, 2020

Via FedEx and Electronic Delivery
Ms. Christy Fischer
Director, Planning & Economic Development
City of West Melbourne
2240 Minton Road
West Melbourne, FL 32904

RE: Proposed Text Amendment to Gateway Interchange Zoning District Regulations for Gas/Service Stations as a Permitted Use

Dear Ms. Fischer:

Akerman LLP represents Space Coast Town Centre I, LLC ("Applicant"), the original developer and current property owner of more than 75% of the Space Coast Town Center mixed-use phased project ("Project"), previously approved by the City of West Melbourne ("City") in 2019. Enclosed please find a complete application for the Applicant’s proposed text amendment to the Gateway Interchange zoning district regulations for the purposes of authorizing gas and service stations as a permitted commercial use (including draft amendment language), subject to a proffered limitation on number of locations at one (1) per 150 acres of land zoned Gateway Interchange.

As you know, the Project is entirely within the Gateway Interchange zoning district, which does not currently permit gas or service stations. The proposed text amendment is necessary to allow for the location of gas and service station uses within the Project (which is currently at approximately one hundred fifty-four (154) acres in size, and will generate traffic at a rate more than sufficient to support a gas or service station), in order to serve both residents and visitors. The proffered limitation on number of locations by acreage is designed to preserve the intended mixed-use and aesthetic character and design of the approved Space Coast Town Center master development plan. The proposed text amendment will benefit both the Applicant and the public by allowing the location of gas or service stations in the new Space Coast Town Center project area as it continues to grow, develop and prosper over time. Not allowing a gas or service station in the Project area would also likely contribute to increased traffic impacts outside the immediate
area, as individuals would then need to travel further to reach the nearest gas or service station outside Space Coast Town Center.

In addition, the proposed text amendment satisfies the following City standards:

- The consistency of the Land Development Regulation revision with the City's Comprehensive Plan's goals, objectives and policies — list the specific policies.

**Applicant's Response:** The proposed text amendment, which will allow gas and service stations within a large mixed-use project area, is consistent with the City's Comprehensive Plan goals, objectives and policies. Specifically, it is directly in line with and supportive of the following:

  o **Objective 3, Mixed-Use Future Land Use Designations.**
    - **Policies 3.1 and 3.2, Mixed-Use Category Identification and Mixed Land Uses, Parkway Interchange, promoting a mixture of commercial land uses; multifamily residential land uses; places of worship, community centers and government buildings and facilities; light industrial and public spaces, parks and other public resources, to foster the development of mixed-use communities and an integrated development patterns.** The Project is a mixed-use, phased project that will contain a range of land use mixes in accordance with these Policies. The addition of gas and service stations as a permitted use (subject to appropriate limitations, as proposed by the Applicant) will be necessary to serve the mix of land uses authorized under the Project's master development plan and related approvals, as the Project is developed and phased in over time, and to ensure the continuity of integrated land development patterns and provide a range of commercial establishments to residents and visitors.
  
  o **Policy 3.3(c), The Parkway Interchange designation is intended to promote a mix of uses with the recognition that commercial types of uses will desire to be at the more prominent intersections and residential uses may be located behind the commercial activities.** Same analysis as above; the addition of gas and service stations is necessary to achieve the required mix of uses for the Project as previously approved by the City, with appropriate limitations to ensure that gas and service stations do not unbalance or overwhelm the mix of land uses contemplated for the Project.

  o **Objective 6, City Development Practices and Priorities, Ensure the City's future developments provide for the needs of future populations.** Gas and service stations are essential to provide for the transportation needs of future populations, both residents and visitors, to the Project which will be a large-scale mixed-use project of at least 150 acres (if not more over time).

- The proposed amendment will not be detrimental to the public interest, health, safety, convenience or welfare of the City.
Applicant's Response: The proposed text amendment will promote the public interest, health, safety, convenience and welfare of the City by directly supporting the transportation needs of residents and visitors to the Project area as it is phased in over time. An appropriate limitation on the number of gas or service stations per every one hundred fifty (150) acres is being proffered to protect the public interest.

- For zoning code amendments, the manner in which the proposed text amendment maintains consistency with the overall description of land uses, land use density/intensity for the particular zoning district and land use compatibility.

Applicant's Response: The proposed text amendment maintains consistency with the land uses, density/intensity and compatibility in the Gateway Interchange zoning district. The intent of the district, set forth at Section 98-840 of the zoning code, is to accomplish the following: (i) provide zoning compatible with the Parkway Interchange future land use designation under the City's Comprehensive Plan; and (ii) promote the adjacent thoroughfare's (St. Johns Heritage Parkway) primary function of carrying an uninterrupted flow of traffic, while providing the necessary flexibility for an attractive physical environment that is oriented to the St. Johns Heritage Parkway or other arterial roads such as US 192 and creating cohesive mixed uses both horizontally and vertically in the context of the "highway approach" character of the district. The proposed text amendment clearly accomplishes these goals. The Project's master development plan, previously approved under the Gateway Interchange district regulations, provides for a mixed-use phased project that will create a diverse and attractive physical environment, but cannot include gas or service stations unless the district regulations are amended pursuant to this request. Gas and service stations are a basic functional use necessary for the "highway approach" character of the district, and to serve the mix of commercial and residential land uses proposed for the Project area including the daily transportation needs of residents and visitors alike.

We look forward to continuing to work with you and your staff on this proposed text amendment. Please do not hesitate to contact us with any questions.

Sincerely,

Benjamin Hedrick

Enclosures
DIVISION 22. GATEWAY INTERCHANGE DISTRICT

e. Section 98-843. Conditional uses.

The conditional uses in the Gateway Interchange district are as follows:

(1) Commercial:

....

d. Gas stations.

If the proposed gas station is part of a City Council approved master plan for a project, then conditional use approval is not necessary and it may be approved via the master plan, however, the following performance standards are applicable in each case:

1. Limited to one (1) gas station establishment per cumulative fifty (50) acres of land zoned Gateway Interchange District; in addition, no more than two (2) gas stations may be located at any single intersection (regardless of jurisdiction).

2. Location: Property shall have street frontage on an arterial or collector street as defined in the comprehensive plan.

3. Setbacks: Canopies, service islands which contain gasoline pumps and other above-ground equipment, vents and tanks shall also follow setback requirements for this district.

4. Prohibited:
   a. Outdoor display of merchandise that are not appropriately shielded from public streets.
   b. Neon and illuminated panels.
   c. Exposed standard concrete block canopy and supports without architectural finish.
   d. Lights mounted on the fascia or top of the canopy.
   e. The rental of motorbikes and moving or travel trailers.

5. Architecture:

Overall design.
The design elements of the building, canopy and service islands shall be architecturally compatible (color, materials, massing, detailing and overall architectural design).

a. The overall design of the facility shall be aesthetically compatible with surrounding properties.
b. All amenities such as lighting fixtures, trash cans and other features shall be compatible with the design of the building.

Principle building.

Storefront windows shall be broken into individual windows or groupings of windows by the use of columns or wall material. The intent is to prohibit the appearance of one large window spanning the entire length of the building.

Canopy.

a. Canopy supports are encouraged to be at least 25 percent clad in brick, masonry, wood or other similar material that is compatible with the architecture of the building, however, staff recognizes metal supports are appropriate with certain architectural styles.
b. Cladding of the supports must be proportioned to the height and scale of the canopy.
c. All downspouts shall be integrated into the canopy structure.
d. Canopy fascias shall be finished to match the building material.
e. Fascias shall extend 12 inches below light fixture lenses to block the direct view of the light sources from the property line.

Site layout:

a. Loading/unloading zones shall be located in such a manner on the site in order to completely separate those zones from customer parking areas and access lanes and aisles thereto.
b. Stacking lanes shall be located away from public streets and driveways so that queued vehicles do not block the flow of traffic on-site.
c. Car wash or service bay openings shall be oriented away from public view and shall be accessed from the side or rear of the lot, where possible.
d. A visual screen meeting the specifications of Division 5 of Article V of this chapter may be required along the rear or the length of the sides of the site where there is no access or egress to a right-of-way.

This section shall not be applied in a manner that conflicts with or impairs corporate trademarks, service marks, trade dress, logos, color patterns, design scheme insignia, image standards or other features of corporate branding identity.
GATEWAY INTERCHANGE DISTRICT TEXT AMENDMENT
Applicant: Space Coast Town Centre I, LLC
Addition of gas stations as an allowed use
Every city and county is required to prepare annual budgets and a list of infrastructure and public facility improvement projects (also called capital improvement plans) on an annual basis. The Florida Statutes also require that these capital improvement plans project beyond an annual basis, and plan for capital improvement projects that might occur in a five-year timeframe. The understanding by elected officials and staff is that the annual listing or capital improvement plans is more realistic than the five year projection, but that the projection adds value to the long term planning of projects that take multiple years to complete or have many phases to them. The City Manager prepares the Capital Improvement Plan annually after discussions with Public Works, the City’s sewer contractor – Jacobs Engineering Group, Inc., and other public agencies who handle road improvements. After preparation of the Capital Improvement Plan, the City Manager asks City Council to approve the infrastructure and public facility improvement lists, and then the annually identified projects are added the City’s upcoming budget.

What does this mean for citizens?

On an annual basis, there is deliberate evaluation by each local government of which road, sewer, water, & drainage facilities, parks, and other public facilities will be enhanced, rebuilt, or otherwise altered. These plans are public records and can be viewed by anyone when the infrastructure and project lists are presented to City Council. Some of the identified improvements are only noteworthy for the department implementing them, such as the disk filter installation at the sewer plant, but all improvements are done to make the infrastructure more efficient, or as a result of changes in laws, or at the request of City Council. Other identified improvements are noteworthy such as road improvements which usually are visible to all citizens. On the attached lists, there is a section about road improvements being undertaken by the State of Florida Department of Transportation, Brevard County and others. Currently the Space Coast Transportation Planning Organization is studying whether to 6 lane Minton Road or not, and FDOT will make intersection improvements at Hollywood Boulevard and New Haven Avenue. These road projects are listed in the table - “Transportation Capital Improvement Projects Benefitting West Melbourne”.

Staff has attached the City Council approved Capital Improvement Plan which was part of the attached City Manager’s report to City Council on January 19, 2021. The Capital Improvement Plan requires no action on the part of the Board of Adjustment and is only meant to communicate another aspect of governance that the City performs annually.

Attachment:

2021 Staff Report and Capital Improvement Plan
8. PUBLIC COMMENT ON GENERAL MATTERS

No comments from the public.

9. PLANNING DIRECTOR REPORTS & BOARD MEMBER REPORTS

Planning Director Fischer updated the board on the proposed signal at Imagine Way and informed them of the upcoming meeting for the Minton Road Feasibility Study.

10. ADJOURN

Chair Jaudon adjourned the meeting at 7:21 p.m.

Chair Chris Jaudon

-------------------------------------------------------------------------------------------------

Denise Curry, Planner
ORDINANCE NO. 2020-18

AN ORDINANCE OF THE CITY OF WEST MELBOURNE, BREvard COUNTY, FLORIDA, ADOPTING THE ANNUAL UPDATE TO THE CAPITAL IMPROVEMENTS ELEMENT OF THE COMPREHENSIVE PLAN CONSISTENT WITH CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR THE REPEAL OF ORDINANCES AND RESOLUTIONS IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY AND INTERPRETATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Florida Statues § 163.3177(3)(b), the City of West Melbourne, Florida is required to review the Capital Improvements Element of the Comprehensive Plan and update the 5-year capital improvement schedule annually; and

WHEREAS, pursuant to Florida Statues § 163.3177(3)(b), modifications to update the 5-year capital improvement schedule may be accomplished by ordinance and need not be an amendment to the Comprehensive Plan; and

WHEREAS, the City of West Melbourne, Florida has projected the 5-year capital improvement schedule for the years 2021-2025 to be financially feasible.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of West Melbourne, Brevard County, Florida, that:

Section 1.
The City Council hereby adopts the 2021 Annual Update to the Capital Improvements Element of the Comprehensive Plan, as set forth in “Exhibit A” attached hereto and incorporated by reference.

Section 2.
Severability/Interpretation Clause. In the event that any term, provision, clause or section of this ordinance shall be held by a court of competent jurisdiction to be partially or wholly unenforceable or invalid for any reason whatsoever, such invalidity, or illegality, or unenforceability shall not affect any of the other or remaining terms, provisions, clauses, sentences, or sections of this ordinance, and this ordinance shall be read and/or applied as if the invalid, illegal, or unenforceable term, provision, clause, sentence or section did not exist.

Section 3.
That all ordinances or resolutions or parts thereof that may be determined to be in conflict herewith are hereby repealed.

Section 4.
This ordinance shall take effect immediately upon its adoption.
PASSED AND ADOPTED by the City Council of the City of West Melbourne, Brevard County, Florida, this 19th day of January, 2021.

1ST READING: December 15, 2020
2ND READING: January 19, 2021

Effective date: January 19, 2021
Exhibit A

Table CIE-9
City of West Melbourne Parks & Recreation Capital Improvement Projects
FY 2020-2021 and Projected to 2024-2025

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Installation of New Landscaping and Irrigation at Veterans Memorial Recreation Center Property Around New Wall Screening Sewer Lift Station</td>
<td>$ 45,000</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>Renovation of Clements Wood Park Restroom</td>
<td>$ 120,000</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Completion of Construction of Office Expansion and Reroof of WMCP Park Maintenance Building</td>
<td>$ 300,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Purchase of Property Adjacent WMCP</td>
<td>$ -</td>
<td>-</td>
<td>-</td>
<td>800,000</td>
<td>-</td>
</tr>
<tr>
<td>Total Park Improvement Expenditures</td>
<td>$ 465,000</td>
<td>-</td>
<td>-</td>
<td>800,000</td>
<td>-</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
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<td>----------------------</td>
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<td>---------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Water Plant, Water Well and Raw Water Conveyance Design and Construction Support Engineering</td>
<td>$250,000</td>
<td>$800,000</td>
<td>$2,250,000</td>
<td>$1,750,000</td>
<td>$1,750,000</td>
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<tr>
<td>Purchase of Vacant 3.39-acre property on Park Hill Adjacent City-Owned Properties for Support of New Water Plant Development</td>
<td>$-</td>
<td>$450,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>Raw Water Supply Well Construction</td>
<td>$-</td>
<td>$-</td>
<td>$1,250,000</td>
<td>$1,250,000</td>
<td>$-</td>
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<tr>
<td>Construction of Raw Water Supply Conveyance to Plant</td>
<td>$-</td>
<td>$-</td>
<td>$250,000</td>
<td>$500,000</td>
<td>$250,000</td>
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<tr>
<td>Water Plant Construction</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$7,500,000</td>
<td>$15,000,000</td>
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<tr>
<td>M-1 Water Main - Wickham to West of Dairy</td>
<td>$2,300,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td>Melbourne Estates-Henry Avenue Water Main</td>
<td>$1,820,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>Doherty to Bry-Lynn 12 Inch Connecting Main</td>
<td>$320,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>Fell Road Water Main</td>
<td>$140,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>South Wickham 8 Inch Connecting Main</td>
<td>$-</td>
<td>$350,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>Dundee Circle and Manor Place Loops to Sheridan Road Water Main</td>
<td>$-</td>
<td>$250,000</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td>New 8 Inch Water Main in John Rodes</td>
<td>$-</td>
<td>$-</td>
<td>$1,000,000</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td>Canal 84 Water Main - Arizona &amp; Miami to Henry &amp; Minton</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$2,000,000</td>
<td>$-</td>
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<tr>
<td>Canal Water Main from New Treatment Plant to Doherty Main - 5,300 Linear Feet of 12 Inch</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Water Contingency/Water Line Replacements</td>
<td>$-</td>
<td>$350,000</td>
<td>$400,000</td>
<td>$450,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Total Water System Improvement Expenditures</td>
<td>$4,830,000</td>
<td>$2,200,000</td>
<td>$5,150,000</td>
<td>$13,450,000</td>
<td>$20,000,000</td>
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<tr>
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<td>-------------------</td>
<td>-------------------</td>
<td>-------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Completion of Greenboro Sewer Force Main Replacement</td>
<td>$200,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Sewer Extensions and Upsizing for Future Developments and Annexations (20-21 is for Fell Road Sewer Main Between John’s Landing Subdivision and West Melbourne Community Park and for I-95 Crossing from Coastal Lane to Columbia Lane)</td>
<td>$450,000</td>
<td>$250,000</td>
<td>$260,000</td>
<td>$270,000</td>
<td>$280,000</td>
</tr>
<tr>
<td>Meadowlane Avenue Sewer Force Main Replacement</td>
<td>$460,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Aarowood, Idlewyld and Industrial Lift Station Rehabilitations</td>
<td>$475,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Completion of Sylvan Drive Septic to Sewer Project - Grant Funded</td>
<td>$1,050,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Treatment Plant Process Improvement Engineering - Grant Funded</td>
<td>$600,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Construction of Treatment Plant Process Improvement - Largely Grant Funded</td>
<td>$ -</td>
<td>$5,900,000</td>
<td>$600,000</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Construct New Drying Pad to Improve Separation of Solids and Liquids for Permitted Disposals</td>
<td>$ -</td>
<td>$60,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Replacement of 16” Reuse Main in Hollywood Boulevard from North of Florida Avenue to South of Stratford Pointe Drive</td>
<td>$ -</td>
<td>$400,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>FY 2021-2022 Lift Station Rehabilitations - Locations TBD</td>
<td>$ -</td>
<td>$265,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>FY 2022-2023 Lift Station Rehabilitations - Locations TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$275,000</td>
<td>$ -</td>
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<tr>
<td>FY 2023-2024 Lift Station Rehabilitations - Locations TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$285,000</td>
<td>$ -</td>
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<tr>
<td>FY 2024-2025 Lift Station Rehabilitations - Locations TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$295,000</td>
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<tr>
<td>FY 2021-2022 Manhole Rehabilitations</td>
<td>$120,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Manhole Rehabilitations - US 192, Laila, Inver &amp; Stephenson, Bossieux &amp; Dayton</td>
<td>$ -</td>
<td>$280,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Manhole Rehabilitations - Henry Lift Station Area &amp; Hidden Heights</td>
<td>$ -</td>
<td>$ -</td>
<td>$150,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>FY 2023-2024 Manhole Rehabilitations - Location TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$160,000</td>
<td>$ -</td>
</tr>
<tr>
<td>FY 2024-2025 Manhole Rehabilitations - Location TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$170,000</td>
</tr>
<tr>
<td>FY 2020-2021 Gravity Sewer U-Lining</td>
<td>$250,000</td>
<td>$ -</td>
<td>$ -</td>
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<td>$ -</td>
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<tr>
<td>Henry Lift Station Area Gravity Sewer U-Lining</td>
<td>$ -</td>
<td>$250,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>FY 2022-2023 Gravity Sewer U-Lining - Location TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$255,000</td>
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<tr>
<td>FY 2023-2024 Gravity Sewer U-Lining - Location TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$260,000</td>
<td>$ -</td>
</tr>
<tr>
<td>FY 2024-2025 Gravity Sewer U-Lining - Location TBD</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$270,000</td>
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<tr>
<td>Total Sewer System Improvement Expenditures</td>
<td>$3,605,000</td>
<td>$7,405,000</td>
<td>$1,540,000</td>
<td>$975,000</td>
<td>$1,015,000</td>
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## Table CIE-12
City of West Melbourne Stormwater Management Capital Improvement Projects
FY 2020-2021 and Projected to 2024-2025

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Modification of Pond and Surrounding Property at Sewer Treatment Plant and Adjacent Stormwater Canals for Stormwater Retention Purposes - Grant Funded</td>
<td>$1,550,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Construction of Melbourne Estates Drainage Improvements - Grant Funded</td>
<td>$2,266,200</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Purchase of Grapple Attachment for Menzi Muck</td>
<td>$ -</td>
<td>$25,000</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Headwall Repairs - NW Shannon Avenue at M-1 Canal</td>
<td>$ -</td>
<td>$75,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Headwall Repair - Lake Court at MTWCD Canal 84</td>
<td>$ -</td>
<td>$50,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Phase 1 Hollywood Estates Drainage Reconstruction - Dependent Upon Possible CDBG Small Cities Grant from Florida DEO</td>
<td>$ -</td>
<td>$ -</td>
<td>$750,000</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Local Drainage U-Linings and Improvements</td>
<td>$ -</td>
<td>$150,000</td>
<td>$160,000</td>
<td>$170,000</td>
<td>$180,000</td>
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<tr>
<td>Acquisitions of Properties for Construction of New Retention Basins for Older Neighborhoods</td>
<td>$ -</td>
<td>$ -</td>
<td>$300,000</td>
<td>$400,000</td>
<td>$500,000</td>
</tr>
<tr>
<td><strong>Total Stormwater System Improvement Expenditures</strong></td>
<td><strong>$3,816,200</strong></td>
<td><strong>$300,000</strong></td>
<td><strong>$1,210,000</strong></td>
<td><strong>$570,000</strong></td>
<td><strong>$680,000</strong></td>
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</tbody>
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Table CIE-13A
City of West Melbourne Transportation Capital Improvement Projects FY 2020-2021 and Projected to 2024-2025

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Completion of Design and Permitting and Construction of Doherty and Heritage Oaks Extensions</td>
<td>$1,892,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Completion of Design and Permitting and Installation of a New Traffic Signal at Hollywood Boulevard and Imagine Way</td>
<td>$500,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Completion of Design and Permitting and Construction of the Widening of Eastbound Norfolk Parkway Approaching Minton to Three Lanes</td>
<td>$650,000</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Purchase of Property for Fell Road Extension to Dairy</td>
<td>$ -</td>
<td>$85,000</td>
<td>$ -</td>
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<tr>
<td>Engineering Design of Fell Road Extension</td>
<td>$ -</td>
<td>$ -</td>
<td>$225,000</td>
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<td>Construction of Fell Road Extension</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$1,500,000</td>
<td>$ -</td>
</tr>
<tr>
<td>Engineering and Permitting for Future Widening of Dairy Road from US 192 to Hibiscus to Four Lanes - Dependent Upon TPO Allocation of State Funds</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$325,000</td>
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<tr>
<td>Subtotal, West Melbourne-Performed Transportation System Improvement Expenditures</td>
<td>$2,792,000</td>
<td>$85,000</td>
<td>$225,000</td>
<td>$1,500,000</td>
<td>$325,000</td>
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Table CIE-13B
Transportation Capital Improvement Projects Benefitting West Melbourne FY 2020-2021 and Projected to 2024-2025

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</thead>
<tbody>
<tr>
<td>Minton Road Corridor Study - Space Coast TPO</td>
<td>$250,000</td>
<td>$ -</td>
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<tr>
<td>US 192 Street Lighting - Circle Drive to Dairy Road - FDOT</td>
<td>$498,386</td>
<td>$1,250,000</td>
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<tr>
<td>US 192 and Hollywood/Evans Intersection Improvement - FDOT</td>
<td>$1,583,159</td>
<td>$2,081,292</td>
<td>$1,060,000</td>
<td>$614,000</td>
<td>$3,667,659</td>
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<tr>
<td>Ellis Road Widening - Brevard County</td>
<td>$ -</td>
<td>$10,122,739</td>
<td>$2,894,035</td>
<td>$3,682,886</td>
<td>$3,475,914</td>
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<td>US 192 and McClain Intersection Mast Arm Rebuild - FDOT</td>
<td>$ -</td>
<td>$517,358</td>
<td>$ -</td>
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<td>Phase 1 - Hollywood Boulevard Widening - Brevard County</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$6,731,566</td>
<td>$ -</td>
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<tr>
<td>Subtotal, Space Coast TPO, FDOT or Brevard County-Performed Transportation System Improvement Expenditures</td>
<td>$2,331,545</td>
<td>$13,971,389</td>
<td>$3,954,035</td>
<td>$11,028,452</td>
<td>$7,143,573</td>
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