

MINUTES

BROWARD COUNTY PLANNING COUNCIL

December 1, 2016

MEMBERS Anne Castro, Chair
PRESENT: Commissioner Michael S. Long, Vice Chair
Mayor Daniel J. Stermer, Secretary
Commissioner Richard Blattner
Commissioner Angelo Castillo
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Charles Fink
Michael Friedel
Commissioner Bill Ganz
Commissioner Michelle J. Gomez
Mary D. Graham
Richard Grosso
Robert McColgan
Bernard Parness
Mayor Michael J. Ryan

MEMBERS Commissioner Mark Bogen
ABSENT: Thomas DiGiorgio
School Board Member Patricia Good

ALSO Barbara Boy, Executive Director
PRESENT: Sharon Cruz, Legal Counsel
Raj Ramsaran, Planning Council Staff
Nancy Cavender, The Laws Group

A meeting of the Broward County Planning Council, Broward County, Florida, was held in Room 422 of the Government Center, Fort Lauderdale, Florida, at 10:00 a.m., Thursday, December 1, 2016.

(The following is a near-verbatim transcript of the meeting.)

CALL TO ORDER:

Chair Anne Castro called the meeting to order.

CHAIR CASTRO: Good morning, everyone. Welcome to the Broward County Planning Council regular meeting for December 1st. This is the combined November and December meeting. I'm calling the meeting to order, and I'm going to ask Mr. de Jesus, in honor of all of our public safety personnel here in Broward County and across the country, to lead us in the Pledge of Allegiance.

If everybody would please stand.

PLEDGE OF ALLEGIANCE

(THE PLEDGE OF ALLEGIANCE WAS LED BY NEAL DE JESUS)

ROLL CALL

CHAIR CASTRO: If we could please have the roll call.

THE REPORTER: Commissioner Richard Blattner.

COMMISSIONER BLATTNER: Still here.

THE REPORTER: Commissioner Mark Bogen. Commissioner Angelo Castillo.

COMMISSIONER CASTILLO: Here.

THE REPORTER: Mr. Neal de Jesus.

MR. DE JESUS: Here.

THE REPORTER: Mr. Thomas DiGiorgio, Jr. Mr. Charles F. Fink.

MR. FINK: Here.

THE REPORTER: Mr. Michael Friedel.

MR. FRIEDEL: Here.

THE REPORTER: Commissioner Bill Ganz.

COMMISSIONER GANZ: Here.

THE REPORTER: Commissioner Michelle J. Gomez.

COMMISSIONER GOMEZ: Good morning.

THE REPORTER: School Board Member Patricia Good. Ms. Mary D. Graham.

MS. GRAHAM: Here.

THE REPORTER: Mr. Richard Grosso.

MR. GROSSO: Here.

THE REPORTER: Commissioner Michael S. Long.

COMMISSIONER LONG: Here.

THE REPORTER: Mr. Robert McColgan.

MR. MCGOLGAN: Here.

THE REPORTER: Mr. Bernard Parness.

MR. PARNES: Here.

THE REPORTER: Mayor Michael J. Ryan.

MAYOR RYAN: Present.

THE REPORTER: Mayor Daniel J. Stermer.

MAYOR STERMER: Here.

THE REPORTER: Ms. Anne Castro, Chair.

CHAIR CASTRO: Here. I have no new members to swear in. I know I was given an oath, but I just want to make sure I'm not, you know, not counting somebody. I know there's going to be changes coming up here in the very short future that there'll be a lot of swearing in on.

CONSENT AGENDA

AGENDA ITEM C-1 - APPROVAL OF FINAL AGENDA FOR DECEMBER 1, 2016

AGENDA ITEM C-2 - DECEMBER 2016 PLAT REVIEWS FOR TRAFFICWAYS PLAN COMPLIANCE

AGENDA ITEM C-3 - APPROVAL OF MINUTES OF OCTOBER 27, 2016

AGENDA ITEM C-4 - EXCUSED ABSENCES

CHAIR CASTRO: Okay. We're going to move to the Consent Agenda. If I have a motion to move the Consent Agenda.

MAYOR STERMER: **Move** the Consent Agenda, including Mr. DiGiorgio's request for an excused absence.

CHAIR CASTRO: So moved.

COMMISSIONER GANZ: Second.

MR. DE JESUS: Second.

CHAIR CASTRO: I have a second. All in favor? Any opposed? Hearing none, carries unanimously.

VOTE PASSES UNANIMOUSLY.

REGULAR AGENDA

AGENDA ITEM R-1 - COUNSEL'S REPORT

CHAIR CASTRO: Counsel's Report. Again, if you'd just introduce yourself for the record, and then feel free to report on anything you need to report on.

MS. CRUZ: There's no report this month.
(Laughter.)

MS. CRUZ: Sharon Cruz.

CHAIR CASTRO: Thank you.
And as we talked about in trafficways, Mr. Maurodis has changed quite a bit since last we saw him.

AGENDA ITEM R-2 - EXECUTIVE DIRECTOR'S REPORT

CHAIR CASTRO: Executive Director's Report.

MS. BOY: Good morning. I just want to -- I have a couple of bids to go through. I -- first, I know everyone received an email earlier this week regarding Broward Next and the update. The -- after the transmittal by the

County Commission in September, it went up to the State for the 30-day review. The only comments that were received as a result of that were from the Florida Department of Transportation, and they're primarily -- they are technical comments. They're not official comments or objections. I've been working with Henry Sniezek. We're going to put together a response document for those -- for those comments.

In addition, sending them out to all of the -- all of the interested parties on our interested parties list, we've asked for one final round of final comments to come in to us by January 6th. And then that will determine whether or not -- what our next step is. Are we going to have an additional workshop and public outreach? Are we going to be able to set up for the Planning Council second Public Hearing at the February Planning Council meeting and then on to the County Commission? Or it might get shifted to a March Planning Council for April County Commission. So that's the timeframe that we're working on, and I just wanted to give you all an update of that.

CHAIR CASTRO: Could I step in real quick? I spoke to you yesterday. Thank you for sharing the FDOT comments with us all, number one. And, you know, I think the one issue -- there are a lot of good technical suggestions and wordsmithing suggestions, which I appreciated. I'm not sure about the vision statement part of their comment. You know, in -- in doing so, they provided us a vision statement for the MPO. They provided us a vision statement for FDOT, and I'm not even sure those vision statements are aligned, per se.

So I'm not sure that we, as a body, should come up with another vision statement. I think that's something the County Commission could do, if they want to do that and -- and put it in there, but I don't think that's something that we should get involved in, unless we're going to somehow meld everything together, which I don't think is going to happen right now. But I think if you come up with three vision statements, it just makes the waters a little murkier. Okay?

MS. BOY: Thank you. The other thing I just wanted to mention was we had a very successful United Way fundraising season. Based on the two football games, we were able to make a Planning Council contribution of \$1,010 to the -- towards the County's goals. And that doesn't include staff's individual contributions also. But thank you to everyone for your participation. And the two winners for this -- for the FSU/Florida game were actually both from the Property Appraiser's Office, and they've been very supportive of our efforts.

CHAIR CASTRO: It was rigged.

MS. BOY: So they -- they --
(Laughter.)

MS. BOY: -- those were also the -- over half the squares.

CHAIR CASTRO: I want a vote recount.

COMMISSIONER LONG: Were they Seminoles or Gators who won?

MS. BOY: I have no idea.
(Laughter.)

MS. BOY: They won money.

CHAIR CASTRO: They were probably University of Miami or FSU, knowing our luck.

MS. BOY: The final thing I just wanted to mention is that we have a new part-time employee. His name is Raj Ramsaran. He is getting his Bachelor's degree in Environmental Science, and we're working with him as a -- in a part-time position that could potentially go into a full-time position at the conclusion of his Bachelor's degree, so --

CHAIR CASTRO: Can Raj stand up so we know what he looks like?

MS. BOY: Is Raj -- is Raj here? Oh, there he is.

CHAIR CASTRO: There's Raj. Thank you. Welcome.
(Applause.)

CHAIR CASTRO: Now everybody's identified you. Good luck, Raj.
(Laughter.)

PUBLIC HEARING

MS. BOY: And that concludes my report, with the exception of for the Public Hearing items, I want to mention that there is no one to sign -- signed in to speak on Items 1, 2, and 3, except for --- I'm sorry --except for 1, 3, and 4 for questions only. And Item 2 has members of the public signed in to speak on that.

CHAIR CASTRO: So Item 2 is the only public commentary. The others are just people for questions.

MS. BOY: Correct.

CHAIR CASTRO: So do I have a motion?

MAYOR STERMER: **Move** approval of Items --

MS. BOY: Oh, I'm sorry. I'm sorry. I'm so sorry. I'm wrong.

CHAIR CASTRO: Let's start over.

MS. BOY: Let's start over. Mr. Laystrom would like to speak on Item 3. I apologize. So Items 2 and 3, we have members of the public. So 1 and 4 --

MAYOR STERMER: If --

MS. BOY: -- and Item --

MAYOR STERMER: -- if PH-3 passes, Mr. Laystrom doesn't need to speak.

AGENDA ITEM PH-1 - RECERTIFICATION PCT 16-4

AGENDA ITEM PH-3 - AMENDMENT PC 17-2

AGENDA ITEM PH-4 - AMENDMENT TO THE BROWARD COUNTY TRAFFICWAYS PLAY - HILLSBORO BOULEVARD - PCTW 16-3

MAYOR STERMER: I'll **move** approval of Items PH-1, 3, and 4.

MR. DE JESUS: Second.

CHAIR CASTRO: I have a motion. I have a second by Mr. de Jesus. Roll call, please.

THE REPORTER: Commissioner Richard Blattner.

COMMISSIONER BLATTNER: Yes.

THE REPORTER: Commissioner Mark Bogen. Commissioner Angelo Castillo.

COMMISSIONER CASTILLO: Yes.

THE REPORTER: Mr. Neal de Jesus.

MR. DE JESUS: Yes.

THE REPORTER: Mr. Thomas H. DiGiorgio, Jr.
Mr. Charles F. Fink.

MR. FINK: Yes.

THE REPORTER: Mr. Michael Friedel.

MR. FRIEDEL: Yes.

THE REPORTER: Commissioner Bill Ganz.

COMMISSIONER GANZ: Yes.

THE REPORTER: Commissioner Michelle J. Gomez.

COMMISSIONER GOMEZ: Yes.

THE REPORTER: School Board Member Patricia Good. Ms. Mary D. Graham.

MS. GRAHAM: Yes.

THE REPORTER: Mr. Richard Grosso.

MR. GROSSO: No.

THE REPORTER: Commissioner Michael S. Long.

COMMISSIONER LONG: No.

THE REPORTER: Mr. Robert McColgan.

MR. MCCOLGAN: Yes.

THE REPORTER: Mr. Bernard Parness.

MR. PARNES: Yes.

THE REPORTER: Mayor Michael J. Ryan.

MAYOR RYAN: Yes.

THE REPORTER: Mayor Daniel J. Stermer.

MAYOR STERMER: Yes.

THE REPORTER: Ms. Anne Castro, Chair.

CHAIR CASTRO: Yes. PH-1, 3, and 4 have been moved.

VOTE PASSES 13 TO 2 WITH MR. RICHARD GROSSO AND COMMISSIONER MICHAEL LONG VOTING NO.

AGENDA ITEM PH-2

- A. AMENDMENT PC 17-1**
- B. AMENDMENT PCT 17-1**

CHAIR CASTRO: We're on to PH-2; correct?

MS. BOY: If it's okay, I'll give a quick overview, and then I'll start calling the speakers that are signed in. Item PH-2 is actually two items. It's a map -- proposed map amendment and a proposed text amendment. It's for a mixed use area in the City of Pompano Beach on a variety of residential and non-residential uses to a Transit Oriented Corridor along Atlantic Boulevard. And you can see in the graphic before you, it actually touches with -- dovetails with the downtown Pompano Transit Oriented Corridor that was adopted three or four years back.

The proposed amendment will add an additional 2,317 dwelling units to the Broward County Land Use Plan, an addition of recreation/open space and community facilities use, and it will reduce the commercial use, the non-residential uses in this area to achieve the Transit Oriented Corridor. Regarding public facilities and services, Planning Council staff has identified that there is sufficient capacity for all of those. The -- one of the primary issues with this amendment is that it's subject to Policy 1.07.07 regarding affordable housing for any amendment that proposed more than 100 new dwelling units to the Broward County Land Use Plan. This amendment and this proposal meets that policy.

The City of Pompano Beach has adopted an ordinance that either 15 percent of the new units will be set aside for affordable housing, or they have set up a payment in lieu of fee of \$2,333 per unit. Regarding transportation, this is in a proposed Transit Oriented Corridor. It's subject to Policy 10.04.2 regarding mixed used areas. And how the capacity for transportation is derived from that, when a city has adopted a (inaudible) area ratio or lot coverage within its land use element, then that can be utilized for the transportation analysis. And that's the case with this proposal, which has resulted in a reduction of projected trips when you're looking at the before and after scenario. Planning Council staff is very supportive of the proposed TOC. Their staff, their city

staff, has signed in to speak, as well as their consultant. If you -- they have a short presentation prepared if you would like additional information.

CHAIR CASTRO: Any comments, questions? I have a quick question, and, again, it's something we spoke about recently. And when we talk about set aside of 15 percent units, if it's a rental apartment complex, I understand how that could be monitored and checked by use of rent rolls. If it's single-family homes or fee simple homes or condominiums, how is that ever followed up on in the future?

MS. BOY: You're talking about for this specific project or just in general?

CHAIR CASTRO: Actually, this project and in general. But it -- they're -- they're not telling you whether they're going to pay the -- the door fee or the 15 percent.

MS. BOY: I would defer to the city staff regarding --

CHAIR CASTRO: Okay.

MS. BOY: -- their -- the specifics of (inaudible).

CHAIR CASTRO: Your ordinance for 15 percent, could -- set asides, could you tell me how you move in the future to monitor that and make sure that it stays that way, or is it just the first buyer that gets the benefit of the deal, or how does that work?

MS. DOLAN: The city has -- oh, Jean Dolan. I'm a consultant for Pompano Beach. The city has a Department of Housing and Economic Development, and any money would be channeled through their programming. So they control, if it's a single-family home, which probably isn't likely in this corridor, but if it was, they'd monitor that for the duration, because they have the deed restrictions on that home once the person enters it under that program. And then there's a limit on what they can resell it for in the future. So it carries with the deed.

CHAIR CASTRO: It does carry with the deed. Thank you. That's a question I had that I was curious about. Thank you.

MS. BOY: Do you want to start with the speakers or --

CHAIR CASTRO: Yeah. Fine.

MS. BOY: Okay. Jean, I'm sorry, you're the first one signed in to speak. Are you --

MS. DOLAN: Questions only.

MS. BOY: Questions only. Robin Bird is questions only. Jennifer Gomez, questions only. Max Wemyss, questions only. Natasha Alfonso, questions only. The first speaker not questions only is Kathy Chefas? C-h-e-f-a-s.

MS. CHEFAS: Good morning. I'm Kathy Chefas. I'm -- my husband John and I are property owners on the Atlantic Boulevard corridor. And I'm here just to find out what's going on, because we've invested in property starting in 1999, and -- and have added a -- a commercial building in 2005. We are right next to the Koi (phonetic) property at 500 and 598 East Atlantic Boulevard.

A concern is, you know, the value of our property in this development plan. In -- we're Christmas tree growers, and we started retailing our Christmas trees that we start -- we grow in North Carolina in 1980. In 1999, we were able to purchase a piece of property -- we started in Pompano. In 1999, we were able to purchase a vacant piece of property at 500 East Atlantic, thinking that we would always at least have one tree lot that we owned and we could sell our trees. And then in -- we were fortunate enough in 2005 to add a piece, a -- a commercial building, you know, just adjacent to us. With the Koi property, now we're unable to use our piece of property because the city has told us that we don't have proper ingress and egress to even use that vacant piece of property anymore for our Christmas tree lot.

We have had multiple code violations on our commercial building. And so it's a concern of ours that maybe there's -- you know, maybe we're targeted. We're not -- you know, I don't know. So I'm here to listen to what you all have to say, and see how best we can all work together, and, hopefully, the -- you know, our property is not going to be devalued by this proposal. Thank you.

CHAIR CASTRO: Ms. Graham, then Commissioner Long.

MS. GRAHAM: Excuse me, ma'am? I have a question, please. The property that you own on Atlantic, is it on the north or south side?

MS. CHEFAS: It's on the south side.

MS. GRAHAM: Is it where that big tree is that --

MS. CHEFAS: Yes.

MS. GRAHAM: Okay. That's your property.

MS. CHEFAS: Right. And there was that, too, that we felt a little threatened that somebody would come on our property and try to make that a historical tree, which, in the long run, meant would tie our hands as -- as property owners of what the future could be for the property. And we came before, I think it was this Council, to say that we really opposed the fact that that would -- we didn't ask for it to be a historical tree. And, fortunately, we won that battle and it is not a historical tree. It's a beautiful -- we have two beautiful trees there, but we would like to have the choice of what to do with them, or to -- what to do with the property.

MS. GRAHAM: You answered my question.

MS. CHEFAS: There was that.

MS. GRAHAM: But -- no.

MS. CHEFAS: (Inaudible.)

CHAIR CASTRO: Yeah, please.

MS. GRAHAM: You -- you're not limited by three minutes if you're answering questions.

MS. CHEFAS: Oh, okay.

MS. GRAHAM: Didn't that tree come up when we approved the land use amendment to the residential property that's almost completed now --

MS. CHEFAS: Koi.

MS. GRAHAM: -- to the west?

MS. CHEFAS: Uh-huh.

MS. GRAHAM: Okay. Because I remember that tree came up, and, to be honest with you, even if that tree had designation, that doesn't mean the tree would be protected, because Fort Lauderdale has a real tree that is protected, a Rain tree, and it was given a resolution by the Commission back in 19 -- I think it was 1988. I may be wrong about the date. But that tree was not protected by the current Commission. So, again, they can designate it, but that doesn't mean it'll be upheld. But your property now, you have the Koi building immediately to the east?

MS. CHEFAS: To the west. Uh-huh.

MS. GRAHAM: Oh, to the west.

MS. CHEFAS: Uh-huh.

MS. GRAHAM: Okay. And --

MS. CHEFAS: And we have a curb cut, you know, but we're not allowed to --

MS. GRAHAM: Okay. You've answered my question.

MS. CHEFAS: -- it's not enough ingress and egress, you know, decided by the City of Pompano, that we could run our business in there.

MS. GRAHAM: Who has jurisdiction over that road? The County or FDOT?

MS. BOY: Atlantic Boulevard? I believe it's a state road.

MS. GRAHAM: So it is FDOT.

MS. BOY: Uh-huh.

MS. GRAHAM: Okay. So they're going to dictate the curb cuts anyway.

MS. BOY: Oh, the city just corrected us. They have jurisdiction over all of Atlantic Boulevard?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. BOY: Okay.

MS. GRAHAM: Okay. Thank you.

Because the city then -- whoever has jurisdiction is going to tell you where the curb cuts and median cuts and everything else are going to be. I don't think that'll change. I do have a point that I want to make about the traffic on Atlantic. I don't know if this is the appropriate time or not. Are you the last speaker?

MS. BOY: No, we have --

MS. GRAHAM: Oh, there's others.

MS. BOY: -- (inaudible).

MS. GRAHAM: Okay. I'll hold my comment.

CHAIR CASTRO: Thank you.

MS. GRAHAM: Thank you.

CHAIR CASTRO: Commissioner Long.

COMMISSIONER LONG: Just quick. Kathy, on your ingress piece -- I know this is separate. And, by the way, I was at your lot last night, ended up in the one in -- across the street from Lighthouse Point to get my tree, but thank you.

MS. CHEFAS: Uh-huh. We have a great 14-footer up in Spanish River High School.

COMMISSIONER LONG: I wish I had a 14-foot ceiling.
(Laughter.)

COMMISSIONER LONG: But you talk -- is the issue with your property that you can't get onto Atlantic Boulevard because of the (inaudible)?

MS. CHEFAS: There is access coming eastbound on Atlantic Boulevard. Ingress, there is a curb cut. When they did all the -- the resurfacing and, you know, it looks very nice, but it's been deemed, when we tried to get a business tax receipt by zoning, that there isn't adequate ingress and egress into that property. So, you know, all the concrete has been poured. We didn't know. We're tied -- you know, we're -- we're -- we're hemmed in to the west by Koi --

COMMISSIONER LONG: Uh-huh.

MS. CHEFAS: -- which leaves the land for us really unusable, unless -- I mean, I -- I guess I could go to the city and see if they'd cut a curb so that we could, you know, do business. But I -- I hadn't thought about that. I just sort of thought it was what it was, and the concrete's poured and -- but that's one of the things I'm here for, to find out what we can do to, you know, stay in business and -- and continue to have a property value of -- of value.

COMMISSIONER LONG: And that's Hart-T Farms, correct?

MS. CHEFAS: Hart-T Tree Farms.

COMMISSIONER CASTILLO: Excuse me, Madam Chair.

MS. CHEFAS: Hearty, healthy trees.

UNIDENTIFIED SPEAKER: Yeah.

CHAIR CASTRO: I'm just going to make a few quick suggestions, so if you want to --

COMMISSIONER CASTILLO: I have a question.

CHAIR CASTRO: Oh, go ahead.

COMMISSIONER CASTILLO: And I'll say just -- I bring this up because we're going to have a lengthy discussion on traffic issues. And, you know, I look here and still we're -- we're dealing with an issue where, you know, we're E and F and it's getting worse. And I will be talking about that. I'm sure everyone else will, as well, regarding traffic. And this rolls into the traffic, you know, egress and ingress and everything else. So thank you.

MS. CHEFAS: It's a very busy street. Lot of blue lights going up and down a lot.

CHAIR CASTRO: Some quick hit suggestions is, one, I'm hoping the city will get with you --

MS. CHEFAS: Uh-huh.

CHAIR CASTRO: -- to discuss some of the issues. Our role typically is changing the land use. I think where you need to really come down at some point is if any site plan work starts getting to be done, because that's when you'd probably try to tie in the efficiencies of curb cuts and sidewalks, and make that -- you know, work with the city to try to make that as part of the project overall.

I think -- I don't know about the code violations. You know, if you feel you're really targeted, I'm just going to tell you straight up, either call your elected official or call the city manager, call a meeting with them and ask them what's going on, and start putting down a record.

MS. CHEFAS: Uh-huh.

CHAIR CASTRO: Because that's how you're going to handle it, is you build a record.

MS. CHEFAS: Uh-huh.

CHAIR CASTRO: And do that so that someday, if you have to engage an attorney, they have the record built for them that they can jump in on it.

I think the City of Pompano, as far as I know, is very responsive. Hopefully -- I don't know of any city that targets people with code violations. And I've been around a while, but it's not to say it never happens. I just may not know it. But I think the curb cut and egress issue should be built in as part of the entire corridor project as they're moving forward.

MS. CHEFAS: Thank you.

CHAIR CASTRO: Okay. Anybody else?

MS. CHEFAS: Thank you.

CHAIR CASTRO: Next speaker?

MS. BOY: The next speaker is Stephen Purkiss, followed by Fred Stacer.

MR. PURKISS: Good morning.

CHAIR CASTRO: Good morning.

MR. PURKISS: Mine's a question regarding the density. I looked at the proposal, and I saw the number of dwelling units at 3600, which seems a substantial number for that corridor. And my concerns, which I believe Commissioner Michael Long alluded to, revolve around traffic.

And my question is is an adequate traffic load study accompanying the proposal, and, if so, how comprehensive is it? Because I think ultimately, the success of failure of the project will hinge on inconvenience to existing residents and how we cope with the traffic.

CHAIR CASTRO: Staff is going to answer you, I'm sure. But before she jumps on it, I'm going to tell you an interesting fact about traffic studies here in Broward County, and it's the way it's been done for years. It starts with the number of trips that the property, even if the property's vacant, is currently based on the assigned land use. So if the property's vacant but it was originally 86 -- 80.6 acres, you know, of medium residential, 178 of commercial, it's going to automatically assign the number of trips that would go with that if the person builds to their rights. Even though it doesn't exist today, because they could build it with rights without having to ask any land use changes. And if it generates 7,000 trips, based on the maps that say, you know, 187 commercial generates 3,000 trips and so forth. So that's the starting point.

So when you move that to residential, chances are the traffic trips are going to go down, because commercial businesses definitely get more traffic than a

house does. So don't be surprised if the traffic study comes back to you and says it's going to be a reduction in traffic, even though --

MR. PURKISS: Right.

CHAIR CASTRO: -- there's traffic, because, again, it's assuming there's availability to run those cars off that property. And I'm just saying that because it takes a long time for us to wrap our heads around this, and I've been doing this, what, twelve years, ten years now? And it's a little frustrating, but I understand the law behind it, because it's actually quite true. So I just want you to know that before she launches into whatever the numbers are.

MR. PURKISS: Thank you, Anne. I think the -- the fact that you have those parameters and those metrics around is what we need to be assured of. Because that --

CHAIR CASTRO: Yes.

MR. PURKISS: -- gives me confidence in endorsing this --

CHAIR CASTRO: Yes.

MR. PURKISS: -- this plan.

CHAIR CASTRO: Definitely they're there.

MR. PURKISS: Thank you.

CHAIR CASTRO: Okay.

MS. BOY: Fred Stacer followed by Jack Roberson.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR CASTRO: Did -- did you -- well, we've got a pass. Did we have a traffic study? Because I don't know if we answered his question.

MS. BOY: Yeah, I -- actually, I thought we would get through --

CHAIR CASTRO: Okay. Go ahead. Go ahead. Go ahead. And then you want to come back? Okay. That's good.

MS. BOY: And also, the City of Pompano Beach has a short overview, actually, of the specific transportation --

CHAIR CASTRO: Traffic?

MS. BOY: -- traffic --

CHAIR CASTRO: Perfect.

MS. BOY: -- so I thought that would (inaudible).

CHAIR CASTRO: Thank you.

MS. BOY: The final speaker, since Mr. Stacer passed, is Jack Roberson -- Rogerson? Sorry. Sorry.

CHAIR CASTRO: He's coming. He's good.

MR. ROGERSON: Good morning. I just want to tell you that I'm very much in support of this project. And in the long-term, I've heard a lot -- we've heard a lot about traffic. I'm on the CRA Advisory Committee, and we've heard a lot about it. But if you look at what's there now, and it was ever developed, there'd be a lot more traffic. It would be much heavier intensity.

The alternative is -- and people are saying, well, you can't develop that commercial there, so the other -- yeah, the other alternative would be the area would be stagnant, it would get more blighted, and that is the gateway to our beach. That is really the main street of Pompano Beach. So I really support this project and hope you do. Thank you.

CHAIR CASTRO: Thank you. Ms. Graham?

MS. GRAHAM: Sir? Excuse me, sir?

CHAIR CASTRO: Mr. Rogerson, I think she has a question.

MS. GRAHAM: I have a question. Where do you live in Pompano Beach, please?

MR. ROGERSON: I live on -- I live on Southeast 6th Avenue, which is about a half a mile to the south of Pompano Beach Boulevard.

MS. GRAHAM: And how far east or west of US-1?

MR. ROGERSON: I'm about a quarter of a mile to half a mile east of -- west of US-1.

MS. GRAHAM: Okay. Thank you.

MR. ROGERSON: All right. We use Atlantic Avenue all the -- I mean, we have to use Atlantic Boulevard to get in and out all the time, so it's not a street I can bypass. It's really the only way in and out of my neighborhood.

CHAIR CASTRO: Thank you. Anything else?

MS. BOY: I'd like to actually ask the city staff --

CHAIR CASTRO: Okay.

MS. BOY: -- if they want to go through their presentation.

MS. DOLAN: Okay, great. And I think what I'll do, since this isn't really that short, I'll just zoom right to the traffic, since that seems to be the issue. Is that what everybody thinks would be a good idea?

CHAIR CASTRO: That's good.

MS. DOLAN: Okay. Again, so I'm Jean Dolan. I'm planning consultant for the City of Pompano Beach. And, as you know, we're creating this Transit Oriented Corridor to connect to our other downtown Transit Oriented Corridor, make a seamless connection between our city center and our beach. This is just the -- the graphics and the net change and the development of rights, which you guys have just talked about. So we're going to zoom right to the traffic. What we did with traffic during this process is we looked at it two ways --

CHAIR CASTRO: Ms. Dolan, just real quick, for some of the people in the audience -- I'm sorry to interrupt you -- but just a quick definition or overview of Transit Oriented Corridor --

MS. DOLAN: Sure.

CHAIR CASTRO: -- so people understand why that was created and why, you know, it's being utilized here.

MS. DOLAN: Very good. The Transit Oriented Corridor is a land use category that was created by the County, and we adopted the same goals, objectives, and policies that are in the County's plan in the city's plan so that we could implement that category. These are the objectives related to Transit Oriented Corridor. The purpose is to facilitate mixed use development around a transit corridor. It uses the concept of a basket of rights where the

entitlements are collected together in a basket and then doled out to each property based on what they can fit on their particular property, based on the site plan and the zoning restrictions.

So instead of having a blanket 16 units per acre, for example, you actually come in, do your site plan based on the zoning, and you can pull the units you need and the square feet you need out of that basket. So it's a more flexible way of planning.

CHAIR CASTRO: And part of that process is, because it's transit oriented, is to add different modes of transportation onto the corridor during the development process. Bus stops, bike lanes --

MS. DOLAN: Exactly.

CHAIR CASTRO: -- walkability, sidewalks, things like that, to give --

MS. DOLAN: Right.

CHAIR CASTRO: -- people alternatives to maybe get them out of a car, if possible, to go where they're going.

MS. DOLAN: That's exactly right. And if you look at that last bullet on the screen that describes the objectives, it talks just about that, the design standards and principles for creating trans facilities, creating an opportunity where people have something other than the car. Because right now, the way it's developed, it's strictly auto-oriented, and we have the traffic to prove it. So this is giving us some hope for the future that we have some other alternative to the single occupant vehicle. So that's the purpose of the Transit Oriented Corridor. It's been in the -- the County's plan for many years. The city adopted those policies in 2010, and we've been implementing those.

As I said earlier, we -- in 2013, we approved the -- or actually, 2012, we approved the Downtown Transit Oriented Corridor, which is at our main intersection of Dixie and Atlantic. And we're moving completely forward with the whole concept. And, actually, the city's doing corridor studies on all their main corridors, with the intent of figuring out what are the best land use categories for those districts, rather than having this just swatch of red commercial on every single road, which is really what their Comp Plan has in it now. So this is part of an evolutionary process. And, again, as Ms. Castro commented earlier, when you collect up the basket of rights and look at what's there now, we have quite a lot of commercial square footage that would probably never be built because it's so intense.

So we're converting some of that to residential units in -- in a way to create a

mixed use category. And it's based on a master plan that we did for that area. We looked at full block redevelopment and what was likely to occur there. So we have a more realistic development scenario based on this Transit Oriented Corridor. So now we need to look at the traffic. And we did this in two ways, because this was very important for the -- the City Commission to approve this project, was to understand how the traffic was going to work. And I'm kind of zooming through all this stuff. So what -- what we did with the traffic is we looked at the traffic based on the current adopted Comp Plan compared to the proposed, and we found that the same link failed whether you do the MPO's projections of growth based on our current plan or the TOC projections of growth based on our proposed plan. So we said, okay, that's the numbers game; let's look at the reality of it. And we concluded that what we're going to do is create a transportation master plan. We have this underway.

The city and the CRA are negotiating with the traffic consultant to come up with a scope for this master plan, with the intent that it's going to be used as a model citywide as we do this planning and continue doing these master plans throughout. And it'll include a traffic calming plan to protect the neighborhood. One of the main reasons to create intensity in corridors is to protect your single family neighborhoods from the development pressure. A lot of these neighborhoods are built below density, so if there's pressure for more units to come in, they're going to start buying up that property and building to the density that's already on that land. So to protect those neighborhoods, it's better to correlate that density with those corridors. So we're -- we're really focused on protecting our single-family neighborhoods.

So with traffic calming, we're going to look at what are the traffic patterns, what are those escape streets, so to speak, where people will be driving to get off Atlantic Boulevard, and make sure that we have the facilities in place to control and calm that traffic, and to direct it where it needs to go. Keeping in mind, we're on a continuum of between auto-oriented and transit-oriented, and we're way down at the auto-oriented end. So we realize there's a transition that's going to happen and there's going to be continued traffic during the transition. The point is to manage that transition, so to beef up the transit improvements while you're controlling the traffic that's already there today. So that's the step two in the master plan, is to look at local transit improvements. We already have a city bus system. We're looking at expanding and improving on that. And then putting in the pedestrian improvements and linkages that are necessary to make that comfortable to use. Again, bike/pedestrian will be a big part of that.

And then we're coming with a -- a funding source, which is essential. Without the money to fund it, as you all know -- we were very disappointed in the penny sales tax, but we're hoping that that's going to be revived, because

that's another way to get these improvements funded. And then the last thing, which I think is most important to Kathy, the speaker that came up earlier, is we're going to look at the Zoning Code to make sure that we can focus on ingress and egress requirements for every site plan that comes in so that the traffic is not inadvertently directed in the wrong direction, into the neighborhoods, and that each property has a reasonable circulation plan in place. So we're also doing a bunch of zoning amendments to implement all these strategies. And -- and I won't get into every little detail, but a lot of this deals with compatibility.

We're very focused on the height requirements. And if you look at our current code, it's really not very protective. It lets the commercial go up to certain heights regardless of what it's adjacent to. And we're correcting that in our new Zoning Code amendments so that the TOC kind of not just looks at making transit-oriented development, but also it's much more sensitive to the context than the existing code, which was built in the '80s before people really got into the -- the thinking process about what's adjacent to this parcel that happens to have this red swath over it. So there's a lot of zoning aspects that are going on. I don't -- I don't know if I need to get into all this height and stuff. Are you guys interested? So, anyway, that's the summary of like our traffic approach and what we're trying to achieve. So I think we'll just leave it at that.

CHAIR CASTRO: Okay. Questions? Mr. Fink.

MR. FINK: Well, it may not have directly to do with traffic, but you mentioned several times that you're working on your Zoning Code.

MS. DOLAN: Yes.

MR. FINK: What's the schedule for that? Because, inevitably, most of the questions we get from the audience really relates to zoning --

MS. DOLAN: You're right.

MR. FINK: -- as opposed to what we're doing.

MS. DOLAN: We're tracking this on the same track. The zoning is now being reviewed by city staff, and we will be doing the second reading on both the zoning and the land use at the same time. We have a schedule that tracks these activities together, so after we get through the County's review process on the Comp Plan, by then the -- the zoning will have caught up. And by the time we have the second hearing, we'll have both our zoning, our transportation master plan, and our Comp Plan in synergy, at the same hearing, being adopted as a package.

CHAIR CASTRO: Mr. Grosso.

MR. GROSSO: Yeah, I had a question. One of the comments you made was about the need to protect the --

MS. DOLAN: Yes.

MR. GROSSO: -- existing built residential from potentially higher residential that the Land Use Plan would allow there. Couldn't you just change that allowance, amend the plan to not allow that higher residential density in those areas?

MS. DOLAN: Well, it's not about residential density. It's about building height. So you have 105-foot buildings allowed in commercial where it may be right adjacent to a 35-foot single-family district. The way you -- you can't just chop them off at the knees, because they have vested development rights, and they can sue you for a taking.

CHAIR CASTRO: Right.

MS. DOLAN: So what we've done -- I'll tell you what we've done to address it. We've done a couple things. First of all, if you're going to do strictly commercial, you still have that height, but we've required some step backs so that if you're adjacent to a 35-foot, you have to have a 35-foot building adjacent. This is kind of an example of that kind of building design -- oops. I think I just hit the wrong button. If I can go backwards. This building kind of shows those step backs, so that if you were adjacent to a single-family, you would only have a 35-foot building next to you, and, then, within a certain distance, you might be able to go up to 55 feet, and then a distance beyond that, you could go up to 80 feet.

And what we've changed in our code is that if you're going to do mixed use, you can only have an 80-foot height. If you're going to do strictly a commercial building, we have to maintain that 105-foot height, but to make it more compatible, we're doing these step back requirements in order to control the design and massing of those buildings. So it's more compatible than what we have now.

MR. GROSSO: I'm not suggesting I think it's a bad idea, but -- but I am suggesting that if you've got an existing allowance and you ratchet it down, that's not a taking. People will often claim that, but I would hate to see the city overreact to claims that aren't really supported by the law.

MS. DOLAN: Believe me, we work very closely with our city attorneys when

we do these zoning regulations, because that's one thing we really want to avoid. Pompano has some history with that, and has a long memory. So we're being very cautious to make sure we're not doing anything untoward in that direction.

CHAIR CASTRO: Yeah, and I just want to say building height doesn't control density. I've seen people --

MS. DOLAN: (Inaudible.)

CHAIR CASTRO: -- come in with a lot of units in a very short building, and it -- it's still a problem. So, to me, they're two different animals. And the step backs, I think is a good solution. It gets rid of the canyon effect and everything else.

UNIDENTIFIED SPEAKER: Yeah.

CHAIR CASTRO: Ms. Graham, you have something?

MS. GRAHAM: Thank you, Madam Chair.

CHAIR CASTRO: Mr. Grosso, are you done?

MR. GROSSO: Oh, yes.

CHAIR CASTRO: Thank you. Ms. Graham. Sorry.

MS. GRAHAM: Thank you, Madam Chair. Who did the traffic study, please?

MS. DOLAN: Excuse me?

MS. GRAHAM: Who did the traffic study?

MS. DOLAN: Kimley-Horn. And Allie's here from Kimley-Horn if you have any specific questions.

MS. GRAHAM: Okay. I just want it on the record. Approximately how many square miles is the yellow area on the map? Again, I just want this in the minutes.

MS. DOLAN: Square miles, I don't know. It's about 280 acres.

MS. GRAHAM: Can someone answer approximately how many square miles that is?

CHAIR CASTRO: Everybody get your Google out. Yup, she's at her Google.

MS. GRAHAM: Thank you.

CHAIR CASTRO: Safari, whoever you're on.

MS. GRAHAM: And 43,560 square feet in an acre.

MS. DOLAN: I know. I can't do math under pressure.

CHAIR CASTRO: While we're getting that number, Commissioner Long.

COMMISSIONER LONG: Yeah. First of all, I want to congratulate Pompano Beach on the work they've done, you know, the last ten years from -- with the beach, the CRA down on the -- on Atlantic Boulevard east of US-1, things like that. So as someone who has lived in Lighthouse Point almost the entire life but grew up in Pompano Beach with the schools and everything else, I'm very familiar with this area. As I said, I was here last night, and I was kind of amazed at Atlantic Boulevard, even at 8:00 o'clock at night, the traffic that was there. I'm always concerned about that. I'm very familiar with Atlantic Boulevard and the mixed buildings you have already.

I'm very supportive of the -- kind of the ratcheting back of that. I think it's worked for Fort Lauderdale on the beach. I still have concerns about when we start talking about traffic and we add the bike lanes and we add this and we add more buses. Are we -- or is it possible you're going to talk about some building setbacks being extended from Atlantic Boulevard so not only reducing the canyon effect, but providing more space --

MS. DOLAN: Yes.

COMMISSIONER LONG: -- to possibly move your bike lanes over there so you don't have that and still have your nice planted medians?

MS. DOLAN: Yes, there already is plans for increasing the setbacks in the front along Atlantic Boulevard. These -- a lot of the existing buildings are already there. So when that whole block redevelops or that parcel redevelops, the new building would have to be moved back.

COMMISSIONER LONG: Okay. Because I know you have, you know, everything from houses, old small houses --

MS. DOLAN: Yes, we have everything.

COMMISSIONER LONG: -- probably some (inaudible) cottages tucked in there a couple of places. But, now, the question, I guess, if could move to traffic. And Kimley-Horn's here? There's a representative here to answer a question? Is there more than one way to study traffic? Or is it just --

MS. DOLAN: Oh, yes.

COMMISSIONER LONG: -- just one size fits all?

MS. DOLAN: Traffic is like accounting.

COMMISSIONER LONG: Yeah.

MS. DOLAN: There's a lot of ways to study it.

COMMISSIONER LONG: Because we always talk about the method, about, okay, this is building, this is a, you know, commercial property, and this is residential, and this is how many cars, but I think where -- and pardon the pun, but where the rubber hits the -- meets the road is where people are stuck in traffic every single day. And Atlantic Boulevard is one of those. And Atlantic Boulevard and Federal Highway has always been a nightmare. It's been reconfigured five or six times. So I -- I ask the question, are we counting right? Do we have the right counts to say that in 30 years we're not going to have more of a nightmare than we have?

And, as we look back -- and if this is the one way we count cars and say this is our traffic, this is -- our level of service is an E or and F and getting worse, and somehow we've talked about if it's F, who cares because can't get any worse than that. But do we have any projects that we have done in the last 30 years that we have shown that we've been able to reduce the level of service -- or improve the level of service because of Complete Streets and other programs we have? And whoever can answer this, be it you, be it Kimley-Horn, or --

MS. BOY: Just to start the conversation, I would say from the County's perspective, when we're talking about, you know, is there -- is there a -- you know, there's multiple ways to study -- study transportation impact. What we do, as the Planning Council staff, is we have a methodology that's utilized and it is kind of our standard methodology. We look at every Land Use Plan amendment. The exception is mixed used areas to how the calculations are done. But every analysis is done in the same format.

Then what happens from there, if there are adverse impacts by the policy of the plan, then it is on the applicant -- and sometimes that's the municipality -- to propose mitigation or additional studies. So, really, what you get from us

as staff is kind of the -- the basic this is the look at the -- the land use, this is what it is before, this is what it is after, and this is the net impact. So that's what you're going to get from us.

COMMISSIONER LONG: Uh-huh.

MS. BOY: If it's an increase to the p.m. peak hour trips, we go to the MPO and they do a model run for the long-range transportation plan. So that's the adopted plan. Right now, we're working off of the 2040 plan. So then we get a distribution of how those trips are going to impact the regional transportation network. Then there's two tests that are part of that. Is it a significant impact? Is it more than three percent of the projected capacity of that link? If it is significant, is it adverse? Is it going from an acceptable level of service to an unacceptable level of service? Is it already an unacceptable level of service and it's making it worse?

Then we move into the mitigation discussion with the applicant. And at that point, there's a couple things that happen from various applicants. And this is kind of where it really kind of mixes up what we get back. We may get a proposal for improvements that aren't funded or -- but are -- so that could be considered, and that could improve the situation there. If there's nothing that can be done there because the right of way is built out and there's no transportation improvements, can they pay into an ATMF (Phonetic) fund.

There could be something where the applicant says we're going to do a study, and this is what our study of this area shows. We think that we should get a pass-by reduction of this. We should get an internalization credit of this. There's those sorts of proposals, too. So that's the part where it really is -- there is no one size fits all point of fact. But our -- the initial analysis is always handled the same way by the policies of the plan.

COMMISSIONER LONG: So the question would be, are we using the right methodology. Are we counting the right way? Is there different ways of doing it? I mean, I'm throwing this out there, but --

MS. BOY: Right.

COMMISSIONER LONG: -- it seems to me that once we have this, then we go, okay, there could be a problem. How do you mitigate it? It could be money. It could be this. But for the average person driving to work or driving through, you know, this particular corridor or area, where -- where are we showing that we're improving? I mean, we talk about stuff, but do we have a success? Do we have anything in Broward County that we can point to and say, gosh darn, we really did a great job here, because now traffic flows beautifully?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. BOY: And one of the things that I would also suggest is that, because a lot of this is kind of above -- above me and above policy -- a policy level, I reached out to some of the other agencies earlier this week and just said, you know, is there a chance for you to come to the Planning Council so we can talk about all the different pieces of this? Because I don't want to say we're just the policy piece, but there's the implementation piece that's also -- and that's very important for understanding how these things work together, how the Complete Streets efforts are working, how Traffic Engineering and traffic light synchronization plays into that, how Highway Construction -- how all those pieces work together. And then there's the MPO model piece.

I don't think we could do that all at one meeting, but we could either have a separate workshop, you know, for that, after the -- maybe in February, give time to set up with all of those different parties to come talk about all the separate pieces. Because I think right now I feel like we're just kind of talking about it, like you're kind of saying, in a vacuum, and there's all these other pieces that you're -- you're interested in.

COMMISSIONER LONG: Yeah, but I'm not sure if all these pieces work together. I mean, that's --

MS. BOY: Well, I think that's --

COMMISSIONER LONG: -- that's --

MS. BOY: -- that's part of the --

COMMISSIONER LONG: -- that's my big point.

MS. BOY: -- discussion.

COMMISSIONER LONG: And it's -- it's been brought out in the newspaper, and whether people get quoted correctly or not, you know, the gist of it here in Broward County, are we doing the right thing for the residents of Broward County and the tourists of Broward County, or anyone who has to travel through Broward County, when we look at traffic. Are we using the right stuff, or do we got the right plan? And, yes, it is a big deal. It's the 30,000-foot view and it's the whole umbrella of Broward County and traffic. Are we doing the right thing? Will it work for us 40 years down the line?

Now, I think what they're doing in Pompano Beach, to get back to the point, I think it's great. You know, I think we have to do something on traffic, not only

in Atlantic Boulevard and Federal Highway, but throughout Broward County. And I'm going to keep asking the questions until we really kind of sit there and have this great understanding of this is the right methodology of counting cars, counting buses, counting bicycles, counting feet, that we know that we're improving the situation as we continue to develop Broward County and redevelop Broward County.

CHAIR CASTRO: Ms. Dolan, I've got Commissioner Gomez and then Mr. Grosso, and the -- okay, I'm going to come down the line. But I'm going to step in here for a second, because he mentioned something that, obviously, I was involved in. You can have a seat, because --

MS. DOLAN: Thank you.

CHAIR CASTRO: -- we're -- we're going to be here for a little bit, I think.

MS. DOLAN: Okay.

CHAIR CASTRO: First, I want to apologize to the Planning Council for my newspaper article in the Sun Sentinel. I had a conversation with a reporter and everything else. My words were exactly what my words were supposed to be. We talked about context. Some of the context got dropped. I never meant to tell the residents of Broward County there is no plan and there's nothing going on and we're just going to keep doing nothing until it gets so painful to get out of your car. But this is kind of what we're referring to. And I think Commissioner Long and -- and Ms. Blake Boy and I already discussed having a workshop type environment or bringing the parties together.

Here are some of the issues and variables that aren't under the purview of the Planning Council, and, frankly, aren't under the purview of the County. And this is what I was trying to get to with my comments the -- the day I made it is I was being my normal facetious self, and it bit me in the. But, anyway, you know, here we have a great plan. And I think, Pompano, you're -- you're getting caught up in this, and it's not a big -- I don't think a big deal. You guys are doing the right thing. You're offering alternatives to cars, because the cars are already here. My point in my comments were, that's great, but how do you get residents to move out of their cars? You build it and they don't come. And that's going to be our challenge. And the only way that's going to be solved is if it does get too painful for the people that don't want to get out of their cars. Otherwise, they can't complain a lot.

We just had a transportation tax go down in flames. If they're really concerned about all the congestion, why didn't they vote for it? Why didn't they provide alternatives for themselves? They had the -- their hands on the purse string and the directed funds to do what they wanted to do. So,

apparently, they're not feeling the pain yet. And I'm not saying this to insult Broward residents. I'm a life-long Broward resident. I'm a native. I was born here.

Now, you touched on something more interesting a few minutes before that when you were talking about the bike lanes, because I could see where that's a great idea if you could step them back a little bit to keep the traffic lanes in tow. But here's the problem. You mentioned it. You already have buildings that are up to the spot. How do you build a bike lane that's not a straight line and keep it safe? And that's a problem we have in all of Broward County because of -- when redevelopment comes in, we've gotten smarter because of the -- the densities and everything else, but you've got existing property owners there with existing rights. And how do you deal with that? And Mr. Grosso's right. Probably if somebody brought a cause of action, maybe they wouldn't prevail, but it sure does muck up the system for a long time, and it interferes and it creates lots of lawyer bills. Congratulations to the lawyer community again.

But the reality is is, you know, when you have something -- and I'll give you an -- not to get parochial, Dania Beach, US-1, four lanes. It is what it is. Had FDOT even given up the right of ways on both sides, because nobody anticipates those properties moving their buildings back. Why? Because the lots are only 60 feet to a hundred feet deep. And if you do that, you've got a taking. You've taken their property. So it's going to be a struggle. So I just want to make sure everybody understands. The new Broward Next talks about multimodal. It talks about looking for funding sources. There's a plan. I didn't mean to insinuate there is no plan. The plan is just to make it painful. There's plans.

Now, could we coordinate planning with the implementers a little bit more, to Commissioner Long's point? Absolutely. And I think that's the direction, after the plan's in place, is intended to go. We need to work with the MPO. We need to work with FDOT. We need to work with the municipalities. There are a lot of challenges, but it's not just about building roads. It's certainly not about stopping people from moving to Broward County, because you're not going to be able to do that. I don't think under the law you can do it. Now, here's what will happen if you don't. If you stop building all together, the one thing I guarantee you you won't have, and this is my bailiwick, is you will not have enough affordable housing. As we sit now, we're already 68,000 units light for the people that live in Broward County today. And if you don't have that, you're going to have a huge crisis on our hands, because all the people, the baristas at Starbucks and McDonald's and McCafes, they have no place to live. So you're going to have to keep building something somewhere. So that's why the affordable housing component kind of ties in the back end of this as well.

And I -- and I don't mean to get on my soapbox, but I did want to tell this board my apologies because the calls went to the staff, which tells me they think I said it as the Planning Council Chair and not as me individually.

The staff gave out my number. I've had four or five calls. I've talked to the people on the phone. I made it clear to them I was not -- not -- anti-traffic control. I think there's a lot of things we have to do for traffic, and that's why I want the MPO and FDOT involved. Signalization has to be changed. You know, implementation of plans. Controlling and -- and, forgive me, my marine industry friends, bridges at high traffic peak periods. Bridges don't go up at 5:00 o'clock to 7:00 o'clock at night.

Whatever those solutions are, that's what we all need to get in a room and talk about and figure out how we could better handle it. And that's, I think, the direction we're taking. But I wanted to take a moment of privilege, again, to apologize to all of you, because I did not mean to taint this beautiful Planning Council with my comments that came out in the newspaper article, so.

COMMISSIONER CASTILLO: I don't think anybody felt that way.

CHAIR CASTRO: Well, thank you, sir, I appreciate that. Commissioner Gomez.

COMMISSIONER GOMEZ: Good morning. Actually, I -- I really was -- my head was shaking for yes for the workshop on transportation, so -- or trafficways. But I do think that the plan as a whole is a good start for the city to be able to -- you have to start somewhere. You always have to have a starting point in order to be able to get congestion to move out and to be able to have this corridor move along. So, basically, that was all my comments. Thank you very much.

CHAIR CASTRO: I'm going to just stick with this side for a second. I'll come back over here. Commissioner Ganz.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR CASTRO: Mr. McColgan first. I'm sorry.

MR. MCCOLGAN: Okay. No need to take any blame. The Sun Sentinel has their own ideas about running things. And I'd just like to commend County Administrator -- Administrator Henry on her comments back. And it was published, and she sort of straightened the whole thing up. That's all I have to say about that, but she sort of -- not apologized, but put some of the blame -- most of the blame back on the Sun Sentinel themselves, the editorial

board. So County -- I want to say County Commissioner -- County Administrator Henry covered for all of us and put the blame back where it should have been, on the editorial board of the Sun Sentinel themselves. Thank you.

CHAIR CASTRO: And I just would make clear I had no issue with the reporter at all. I think the reporter did a fine job and whatever. And -- and I just want to make that clear. I just think the way the comments were put in the context, it got out of whack a little bit. That's fine. I had a great opportunity. I look at these things as opportunities. The five or six people I talked to, I encouraged them to become active.

Again, some of them aren't anti-traffic. One had a specific issue about a specific intersection. He just didn't know how to go about fixing it. And I understand now it's been fixed. So there -- there was a problem, and it was good news. So they fixed it and it's done. So I want to, you know, thank you all for that. I'm going to come back to this side, and I think Mr. Grosso --

MR. GROSSO: I think you had somebody over there.

CHAIR CASTRO: Oh, one more? Oh, sorry.

COMMISSIONER GANZ: That's okay.

CHAIR CASTRO: Commissioner Ganz.

COMMISSIONER GANZ: Thank you. I believe, and I'm not going to say for sure, but I believe City of Deerfield Beach is one of the first cities to adopt the Complete Streets program. That project hasn't even broken ground yet. So to ask for success stories, are we doing the right thing with the Complete Streets program, it hasn't had the opportunity to even get off the ground. And I'm trying to verify whether or not even in Broward County we do have any that have actually kicked in and taken place.

One of the problems with it is is, yes, it is a theory. And we live in south Florida, in which sprawl had -- has been part of our lifestyle since we started developing Broward County. And we have large block sizes, which do not -- when you have a smaller block size, it is -- it is more likely for people to use alternative modes of transportation. We have huge block sizes here in this County -- in south Florida. So that limits that. If you look at the theory behind traffic and people using public transportation, that -- that's a hindrance for us. But, for me, I look at Complete Streets as a way of looking into the future of where we're going to end up being long-term.

And it's got to start somewhere. We can't just -- we're not going to pave our

way out of the problem. It doesn't make sense in some ways, and -- and it defies logic, I understand, the way we exist now, but it is a view into the future, and it's the first step that we need to take, I think, in getting out of this giant traffic jam that is not going away. So I would give it an opportunity. I understand not believing in the theory behind it, but give it an opportunity for it to actually grow. And as one of the first cities to adopt it, it hasn't broken ground yet, so I couldn't tell you whether it's been successful or not. As far as takings go, the Bert Harris Act is extremely strict when it comes to -- it's not a matter of just taking. It's a matter of did you reduce the value of that property.

CHAIR CASTRO: Property.

COMMISSIONER GANZ: As a city who's dealing with that, and which we changed our zoning laws to eliminate one of the worst industrial types of zoning in Broward County and really come in line with where it should be to protect our residents, we've got -- we got sued and are still going through that litigation on the Bert Harris Act.

So I agree with what the Chair said. It's difficult when, yes, new development can come in and they can ask for setbacks on that, but those existing properties, you're going to have -- you're going to be going like this (indicating) --

CHAIR CASTRO: Uh-huh.

COMMISSIONER GANZ: -- and it doesn't make a lot of sense.

CHAIR CASTRO: (Inaudible.)

COMMISSIONER GANZ: But the Bert Harris Act is devastating for cities who want to try to make adjustments like you're talking about, and it is not limited to just takings.

CHAIR CASTRO: Anybody else down this side?
Mayor Stermer.

MAYOR STERMER: I think we know -- and I've raised the concern a couple of times of whether or not trips is the right model. I mean, it -- just the problem is at the moment it is what it is.

CHAIR CASTRO: Right.

MAYOR STERMER: And I think, Commissioner, you know it, and following up on Commissioner Ganz's point, is we didn't get here by happenstance.

The nine members who sit on this dais regularly over the past hundred years have created what we now are trying to fix. And it's incumbent upon this County and its 31 partners to figure out locally and regionally how we do that. And I just want to differ with something the Chair said in that if you looked at the two questions that were on the ballot, the transportation one passed. And I think it's important to recognize that. And I think there's going to be and there is an ongoing conversation about what to do next. And I think what you're seeing through all of this process is, one, to Commissioner Ganz's point, and it's part of what Commissioner Blattner does as the Chair of the MPO, is these are long-range planning items.

And to your point, Commissioner Long, when you said before, you know, to the -- in response to the question, we look at the maximum amount of trips pursuant to the biggest build-out as compared to what may be there. And we are getting to a place where everything is identified today. The question is, how are we going to make it better? And in many instances, we are in places where the streets are in place and the right of ways are pretty much getting banged up against. So we have to figure out how do we make the network better.

And I tried, in the effort to deal with the transportation and the infrastructure tax, to change the conversation from transportation to mobility, because it is imperative that we understand getting around this County and around this region is more than just transportation. It's mobility. And it may be getting from walking or getting on a guideway to a train or a bus, not necessarily in a car. Maybe getting on a short bike ride to a Local Activity Center that can then get you to a train.

So I think we have to -- while cars are important, and depending on which part of the County you live in determines how locked into your car you are and when you may be able to get out of that, the east side a lot easier than the west side, I think that's part of the conversation.

And I think what one of the positives I can say came out of the effort with the surtax, even though both questions didn't pass, was there is an ongoing recognition of coordination among the local governments.

CHAIR CASTRO: Uh-huh.

MAYOR STERMER: And, to me, that's part of the answer, is everything isn't done in a silo unto itself, that local jurisdiction. There are now bigger conversations of looking how does it fit into the regional transportation plan.

CHAIR CASTRO: (Inaudible.)

MAYOR STERMER: If there's another effort done to bring forth a surtax,

how does that happen in a way that everybody across the County sees a benefit from it instantaneously, compared to 20 or 30 years out, if ever? But the uncertainty of it is what happens come January 20th with the new administration and federal and state dollars. So we can have lots of conversations, but until we have clarity of what money is going to be available that will flow down locally, we're just having a conversation. Because what may be available today, come February might not be there anymore. And that is a major game changer in dollars. And a lot of what drives most of this is available dollars. Because you can plan to your heart's content; if the dollars don't become available, we just keep having the conversation.

So I think there is a more realistic conversation happening, between County staff and city staff, particularly, with regard to how do we move people around this place better, as well as among the tri-county area. So I think whether it's -- and -- and the folks in Pompano and -- and we're lucky enough that historically the -- the Mayor of Pompano sat as the chair of this organization, and he understands it, and the city understands it, and they're moving in the right direction. The cities on the east side have it more difficult than the west side because they've been built out for such a long time that things need to be done now, and, again, have certain right of way constraints.

I think, as Commissioner Ganz said, some of these things, if you -- if you take a Complete Streets project and drop it in a new place today but nothing else is done around it, it's going to be tough to measure whether or not that project was successful. I think we almost have to get corridor length improvements, or an area improvement, to really see how it all fits together. And I don't think we're there yet. I think we're still probably a few decades away from knowing that. But this is the -- I used the analogy during the campaign, you're born, you sit. You sit still. Then you crawl. Then you start to stand. Then you walk. Then you run.

And, in some respects, we're sort of in the walk, maybe starting to get to -- from a few steps to standing free and walking in, really, the world of where we're evolving with regard to mobility. So I think it's important, and I've said this before, of wrapping together affordable housing and transportation. But the transportation conversation, which, like I said, I'd like to move to a mobility conversation, is a multi-faceted piece that, yeah, we can have studies, and we all know, we all sit on local daises, a traffic study can say what somebody really wants it to say.

CHAIR CASTRO: (Inaudible.)

MAYOR STERMER: So, I mean, listen, and it's not the County traffic engineers. Please, don't take that the wrong way. But it shows what it is

based on the model currently used. Put it into the black box, spin the black box, the numbers come spitting out. Okay. And if it passes, great. If it doesn't, how're you going to mitigate it? Is that the real answer? So I think we need to sort of figure it out on a bigger picture and then implement it on a piece-by-piece. I -- we know there's a problem. It's no secret. And I know the Chair was taken out of context, because she'll tell you as soon as I saw the article, I called her and went, what the? And I know the reporter well, too. And I also know that there was -- my word -- a concerted effort before November 8th to start putting out a bunch of stories that appeared a certain way, consistent with the editorial board's view. I have no issue saying that. Editorial wants to take -- editorial page wants to take issue with me, have at it. You did on November 9th. Have a good time.

It's about making this community better. And you know what? If you want to say one plan's not good, what's your plan? Because you don't have one. And if you think your job is to just poke potshots at what the cities are trying to do and this County is trying to do, great. Go back to Hillsboro County. This County's trying to improve itself. We, as elected officials, are trying to improve how our residents get around this County, how we attract businesses here, and how we make Broward better.

So I think we all together are trying to do that. It would be nice if there was a helping hand from the local publication that speaks to our residents, as compared to just saying no. Thank you.

CHAIR CASTRO: Thank you. Going on this side.

MR. GROSSO: How do I top that?

(Laughter.)

MR. GROSSO: I think --

CHAIR CASTRO: I don't know.

MR. GROSSO: -- I want to start by saying I think how Commissioner Ganz framed the reasons we should be headed in this direction for land use planning, I strongly agree with. This has got to be the future of planning in places like Broward County. To me, there's no question about it.

I think that -- I'm a fan of this. This is the kind of planning I have espoused for years. I think that it's important as we go forward to be aware of what the -- the cynicism and the skepticism is in some sectors of the community. You know, they look at Broward County and they say, look, this isn't Copenhagen, it's Broward County. It's hot and humid. Getting -- assuming we're going to

have a realistic percentage of people biking to work, other than maybe during one month during the winter, is not realistic.

The other constraints that we have, mass transit is going to be, at the most, really buses. Are we really going to move to light rail and have more meaningful mass transit? Those are the things we can't be blind to. I totally support this, but those are realistic limitations that a lot of people see, and so then they say, is this really a -- a workable, defensible, backed up by a track record kind of plan, or are we just saying this is what's going to happen because we're unwilling to say no to development, and we've got to come up with a way to say we're going to be okay in the future.

Again, I believe we need to be doing this, but we have to address that -- that skepticism and show that we have some real data that supports our vision for where we're going with these plans. So that's the -- the point I want to make. And -- but -- and on the Harris Act, I think they're separate issues, but I really strongly believe I've seen it since the Harris Act was adopted. If I was a local government lawyer -- it's -- it's a confusing thing, and the last thing a city or a county wants is we're probably going to win, but I've got to pay lawyers. I've got to go through several years of a process. It's a pain in -- it's a pain, and it's a distraction of financial resources and time. So I'm mindful of that. That's a reality you have to deal with.

But certain folks over the couple of decades since that law was passed have used that to their advantage in Florida, and they know that, and they hold it over our heads, and they use the threat of a Harris Act suit to get what they want. And I think it's really important to separate that practicality that we -- we've got to get -- buy this, we want to give them what they want so we don't get sued from the fact that it doesn't prohibit reductions in property value across the board. It doesn't prohibit down-zonings, down-plannings, ratcheting up the rules. The more that local government always caves in to a Harris Act threat, the more you're just going to be held hostage to that over the years.

So I -- I really want to sort of get that message out that local governments should not always assume they're dealing from a position of vulnerability on this -- on the Harris Act. Its legend, in my legal opinion, is much greater than its reality as a -- as a legal construct. And I -- I think that's really important that we're -- we're not, you know, holding our hands behind our back when really we've got a stronger hand under the Harris Act than -- than a lot of us know we do. So those are --

CHAIR CASTRO: For --

MR. GROSSO: -- points I wanted --

CHAIR CASTRO: -- for the --

MR. GROSSO: -- to make.

CHAIR CASTRO: -- record, Mr. Grosso is an attorney at law, so when he says his legal opinion, he means it. However, I'm also going to caution, he's not giving his legal opinion out to the community for you to act upon as him as your counsel. So just so we're clear. We're going to protect him, as well, from, you know, somebody malpracticing him in a week by saying they did what he told -- told us all to do and they lost. So --

MR. GROSSO: I recommend that all cities consult with their legal counsel --
(Laughter.)

MR. GROSSO: -- and get --

CHAIR CASTRO: There you go.

MR. GROSSO: -- a real legal opinion on the Harris Act. I've -- I've written about it. My stuff's out there. People can read about it --

CHAIR CASTRO: And call him up and --

MR. GROSSO: -- but --

CHAIR CASTRO: -- I don't know if he's per engagement or just pro bono, but --

MR. GROSSO: No, I'm not advertising --

CHAIR CASTRO: Okay.

MR. GROSSO: -- anything.
(Laughter.)

CHAIR CASTRO: Okay.

MR. GROSSO: I do a lot of pro bono work.

CHAIR CASTRO: I know you do. So I graduated Nova, so I'm familiar with it. It's good work. I'm sorry. Mr. Friedel? No? Mr. Parness.

MR. PARNES: Well --

CHAIR CASTRO: I'm just going down the line.

MR. PARNES: -- in order to solve the problem, you have to have an alternative. What we did in Deerfield, I'm against, and I'll tell you why. You cannot tell me that traffic's going to be improved when you go three lanes to two for the same amount of people living and traveling without an alternative transportation. You're putting the cart before the horse.

I grew up in a city where most people didn't own cars. I could get on the subway for a nickel and go from one end of the city to the other for the same nickel. And it was safe transportation. Millions of people in New York use public transportation. Driving into Manhattan is suicide. Parking can be as much as \$40 a day or more. Parking spaces by the month, four, \$500.

UNIDENTIFIED SPEAKER: Uh-huh.

MR. PARNES: Most people take the public transportation. Before you fix the streets, you have to have an alternative. If you don't have good public transportation throughout the County, you cannot solve the problem. People will not give up their cars and take buses that don't run on time to get to work or their doctor's appointment, or even to the beach, because they can't depend on them. So until that problem is solved, we're whistling Dixie. What good is all the perfect streets with trees and bike lanes and walking paths if there's no alternative to get people from one place to another? How do you go from University to A-1-A on a bad bus system if that's where you work?

This is the problem. We have no alternative. And until we find an alternative, build an alternative, people are not giving up their cars. So narrowing streets is just going to increase traffic. You're not going to solve the problem. If a hundred people have to go down Atlantic Boulevard in Pompano in an hour, and you make two lanes instead of three, for argument's sake, the same hundred people are going to have to go on two lanes instead of three. And if one lane breaks down because a bus breaks down and there's no cutout for the bus like in Deerfield Beach, now you have one lane of traffic. How does an emergency vehicle get through? A sidewalk? Across the lawns? So we have to solve the problem. You have to have an alternative. Without that, what are we doing? Creating a bigger problem.

We can't say we'll make beautiful streets and worry about how we're going to fix it later. No. Fix it first. Then make your beautiful streets. Make people want to take public transportation over taking their cars because -- not because it's less of a hassle, but it's a better way to go. That's the only way you're going to get people out of their cars and into public transportation and alleviate traffic. I'm sorry. I don't see it any other way.

CHAIR CASTRO: Thank you. Commissioner Castillo.

COMMISSIONER CASTILLO: Yeah, so I've been struggling with this for like 20 years now, first at HUD, and then as a department head here, and then as an elected official. If we want to study different ways to manage traffic, we should. I think that's a healthy thing. Let's take a look at what the other models are. My hunch is that whatever model we pick, there's going to be more traffic. And that's because Broward County sits right in the middle of a tri-county area that today, within about a hundred-mile radius from, let's say, West Palm to roughly Homestead, is 7,000,000 people. Within the next ten years, it'll probably be closer to 8,000,000 people.

We are the second largest collection of population on the eastern seaboard of the United States. Now, we can have these rosy, beautiful memories -- and I have them, because I didn't live here, but I visited the area -- of being able to drive down these main roads, convertible top down, hair flowing --

(Laughter.)

CHAIR CASTRO: Darker hair.

COMMISSIONER CASTILLO: -- sort of like this -- sunglasses, at 45 miles an hour, no problem. Those days are over. That's it. I hate to burst the bubble, but that's not who we are anymore. We haven't been that for a long time. So if our expectations and our point of comparison are those beautiful days gone by, that's just not a workable scenario. We have older sections of the -- of the County that, because of the way -- and we inherited great things from our fore-parents here in Broward, great things. It's a -- it's a beautiful and great community, by any standard. But we also have -- there are fleas on the dog, and one of them is that we can't expand sideways in many areas. US-1 has that problem. The further east you get, the more you see it, because there are no swales there. The -- there were curbs, and then immediately there were sidewalks. And right next to that, there are stores or -- or businesses that cannot be moved. It's just -- it's not going to happen. So you're sort of landlocked with how far that can go.

The way that we developed, even if you get on a bus, once you get off the bus, you have to walk a half mile, quarter mile to get to where you have to go. By the time that you get there, you are sunburned, mosquito-bitten, rained on, sweaty. We have to be realistic about what the realities are here. And this is why people aren't on mass transit. In my own community, I ask folks all the time, would you be in favor of mass transit? Ninety percent of them say yes. Then I ask them, would you use the mass transit if it was there? Ninety percent of them say no. They want mass transit so their neighbor will use it, and they can stay in their car. I mean, tell me if -- if this does not resonate of the beautiful -- and I mean that -- people who we are.

We want to be in our cars. So we have one of two options at the end of the day, no matter what analysis format we choose. And we should shop around. I agree, we should -- we should look around for which one makes the most sense for us.

One is you're going to be in your car a little longer, and you've got to deal with that, if we're going to grow. Two, government should buy up the land and stop the growth. That's it. There are no other options. Now, yeah, we could fiddle around with buses here and there. Where are you going to put these trains? The other thing was -- and I -- and I interrupted you, and I want to apologize for that -- you were asking what road have we seen that has really shown a marked success of improvement. I happen to think 595 is a hell of a lot better now than it was before. But why is that? They -- they did all of these -- what do you call them?

MAYOR STERMER: Braiding.

MR. PARNES: Huh?

MAYOR STERMER: The braided inter- -- intersections.

MR. PARNES: I'll buy that.

CHAIR CASTRO: Overchange.

MR. PARNES: The braided whatever the hell it is. These little wings that -- that come out of it. And it disbursed the traffic. Can you imagine doing that on Hallandale Beach Boulevard or on Atlantic --

UNIDENTIFIED SPEAKER: Interchange.

CHAIR CASTRO: Interchange, okay.

MR. PARNES: -- Boulevard? It's just not going to work. You've got houses there. You've got businesses there. They don't want those things. Can you imagine L's? You're talking about New York. Can you imagine L's where -- where you can do through traffic on top and local traffic on -- below? It's just not consistent with how we in Broward County want to see a city.

So at the end of the day, our expectations and our realities have to match up to where we're going. You either -- you either have to console yourself that you're in a great community and it's going to take 20 minutes longer because growth is something that you cannot overcome, or we'll have to say, no more growth, and we have to buy up the land, because you can't condemn it. So I -- you know, it's -- it's really one way or the other, because this other

stuff, I just -- I think it takes up a lot of time. I don't know how much more discussion there's going to be on this, but, you know.

CHAIR CASTRO: There are a couple more speakers.

MR. PARNES: Okay.

CHAIR CASTRO: Then we're going to call the question.

MR. PARNES: All right.

CHAIR CASTRO: Commissioner Blattner.

COMMISSIONER BLATTNER: Yeah, thanks. It sounds like we've already started our workshop.

(Laughter.)

CHAIR CASTRO: But we need more parties at the table.

COMMISSIONER BLATTNER: Lot of passionate people here. I think if we're really going to be forward thinking, we have to recognize that the system we're building does not -- will not be for us. It'll be for people who are younger, who have different ideas about how to live and how to move around, and are willing to change the way they think.

As one of my good friends on the County Commission mentioned at a -- in a Commission meeting several months ago, the County's transportation plan doesn't even begin to address the impact of autonomous vehicles, doesn't begin to address the impact of Uber-type development and opportunities in a city to get people to move around from place to place. Those are things that we have to do.

Complete Streets is not for everybody. It doesn't belong everywhere. You can opt out of doing Complete Streets if it doesn't make sense. And one thing that the MPO has done with Complete Streets is make sure that the concept of mobility and connectivity is a part of a Complete Streets project. So it's not just putting in a bike lane, it's addressing the issue what happens on the -- either side of -- of that bike lane into the community a quarter of a mile. Can people even get to where there's a Complete Streets project?

I wanted to mention that -- and I -- and I've been trying to pull it up and I -- and I think I lost it -- the MPO has a financially feasible plan of the 2040 LRTP of \$1,000,000,000. There's another billion dollars in unfunded projects that are awfully important to individual cities, and we don't have funding for

that. And even the part that is financially feasible was financially feasible based on the administration that won't be there after January, so we don't know how that's going to change.

So from a political standpoint, those of us who are elected officials who serve on boards like this, the MPO, and coordinating councils and so forth need to make sure our legislators in -- in Washington understand that funding for transportation and transit has got to continue at the highest possible level. I also want to invite you, if you haven't already been invited, the MPO is sponsoring its annual Safe Streets Summit January 26th. It'll be in the City of Sunrise. That's -- that has grown from a meeting that could have been held in a booth at Starbucks to the banquet hall at -- in Deerfield Beach last year, Bill Ganz, that was a sellout. There wasn't enough room. So I'm betting that we'll fill up Sunrise this year. And if you have an interest in -- and you do; I could hear it today, everybody who's spoken -- in where transportation's going and what other people are doing, it's a great -- a great summit. It'll have some speakers with national recognition. And I invite you all to attend that. Thank you.

COMMISSIONER GOMEZ: Do you have a date and time?

COMMISSIONER BLATTNER: January 26th.

UNIDENTIFIED SPEAKER: 26th.

UNIDENTIFIED SPEAKER: What time?

COMMISSIONER BLATTNER: 8:00 o'clock in the morning.

MS. BOY: Which is the Planning Council day, just so you guys know.

UNIDENTIFIED SPEAKER: (Inaudible.)

COMMISSIONER BLATTNER: At the City of Sunrise. So you will change the date of the Planning Council meeting? Or I just put in for an excused absence?

MS. BOY: Right. That's up to you.

COMMISSIONER BLATTNER: Okay.

CHAIR CASTRO: Or everybody can be excused and we won't have a quorum. I'm just kidding. Sorry, Barbara. Ms. Graham, you have something?

MS. GRAHAM: Thank you, Madam Chair. Just a couple of things. The speaker that presented, the planning consultant, unless I misunderstood her, she said that the access to the beach was along Atlantic Boulevard. Is that what I had heard you say it is? In other words, that is the primary east/west access to the beach was Atlantic Boulevard.

MS. DOLAN: Yeah, that's safe to say.

MS. GRAHAM: Okay. And the only other access to the beach that I'm aware of is there's one up on Hillsboro in Deerfield, and then there's one down on -- oh, there's one on 14th Street, the causeway, in Pompano, and then Hillsboro in Deerfield Beach, and Commercial in Fort Lauderdale.

Okay. So your only access to the beach is -- that you want to develop, not counting 14th Street -- is Atlantic. So that's probably the same as Fort Lauderdale's approach with Las Olas being their gateway. And, again, I'm only talking about Fort Lauderdale because I live in Fort Lauderdale. But if you already have that as your main access to the beach and yet all this density is going to be added with the land use plan that you're proposing, again, I have to defer to Bernie's comments. I mean, I -- I just don't see where the fix is.

I mean, you can approve the plan and get it all in place, but if we don't get the transit on -- alternative means in place ahead of time, I just don't see how it can work. And -- and I do say this because I lived in Pompano for a long time, and I still go over there twice a week to get my mail on 6th Street at Federal Highway. So I now know, twice a week for the last 20 years, how long the -- the traffic can take to get over there from where I live in Fort Lauderdale. And there's alternate ways now that the people that know the back streets will go. I mean, we don't stay on Atlantic. As soon as you get over by City Hall, you start to head north and east, and anyone who knows the area will do that. It's only the people that don't know the area, or the tourists that have to be on Atlantic and stay on Atlantic.

And to Madam Chair's comment about the shallow lots that front Atlantic, there's just not enough depth there to do anything with it. You can't move the bike -- the bike lanes in more. There's no more right of way. You know, it's an ambitious plan, but I -- I just think it's -- it's an awful lot to be included. And I'll leave it at that. Thank you.

CHAIR CASTRO: Also, I got .438 square miles.

MS. BOY: Yes.

CHAIR CASTRO: Thank you. Just wanted to make sure.

MAYOR STERMER: **Move** Ph-2.

UNIDENTIFIED SPEAKER: Second.

MAYOR RYAN: Madam Chair, if I may, one –

UNIDENTIFIED SPEAKER: And I have one more thing (inaudible).

CHAIR CASTRO: We had a motion to move PH-2. Do you want to dispose of that before we continue comments? Or are your comments pertaining to PH-2.

MAYOR RYAN: I'll second PH-2, and then we can still proceed with discussion.

CHAIR CASTRO: Okay. Go ahead.

MAYOR RYAN: I just want to point out, as has been raised here, that there is no one size fits all. So much of what's been discussed in the public media has been these generalizations about how we, as a Planning Council, and how cities handle the matter. But I'll -- let me give you a couple of examples, leaving aside what, you know, Pompano and Las Olas have to deal with.

We have tremendous density that's increased in Sunrise. A lot of it is job growth, right, which is something we want. And our streets are burdened, heavily. We've been working with FDOT for improvements, and those infrastructure improvements are coming. But I use an example of the problem with traffic studies. As many of you know, Pat Salerno only goes one direction. Don't know why that is. But it never went northbound. And, as a result, a very simple solution, particularly when BB and T is there, the mall at this time of year, would be to have a northbound to shunt traffic off the internal streets. However, the Turnpike Authority just simply refuses, because they say the ROI doesn't meet their standard.

You cannot go to BB and T or the mall this time of year and not realize, as my good friend Commissioner Castillo pointed out, you're going to add time. You want to shop there, you want -- but there is a solution. And it's -- it's workable. And it would solve the problem. There just isn't a commitment to do it. Part of what we were frustrated by when infrastructure failed -- and there were, again, gross generalizations about what cities were doing -- was the failure to recognize that passing that infrastructure would have allowed us, as a community, to bond to make infrastructure changes that the state was refusing to do; that we could have participated with our neighbors, who similarly are strained by that traffic, in a collective way to say it's important.

So it is true that maybe public transportation needs to be first rather than reducing streets, and there is a -- certainly an argument. But we have tremendous right of way for bike and pedestrian. We have that opportunity. We don't have the money. We have the master plan to do it, and a commitment from our residents that they want it. But we don't have the money. And as long as we try to impose one size fits all, and we use Las Olas and say we can't do anything about it, Complete Streets doesn't work, we forget that there are opportunities. And certainly from our perspective, that if we have to continue to wait for Tallahassee or D.C. to solve our problems, that's where the problem will continue.

This is not an effort by any of us up here or any -- anyone on any dais in this county to try to make it worse so that somehow we can make it better. That's not the solution, and that's not what we're doing. We've been asking for help. We've been asking for a collaborative way to do it. And I'm hoping, through Mayor Stermer's leadership and others', that we can revitalize what was so critically important for us to define our own destiny, and was an opportunity that, sadly, was missed because there were concerns by an editorial board that some cities might not use the money the best way. They should have looked at our plans. Thank you.

COMMISSIONER LONG: I guess lastly here, I think everybody here --

UNIDENTIFIED SPEAKER: Almost.

COMMISSIONER LONG: -- is correct. And that's -- almost the last person. I think everybody here is correct. Bernie, you know, the historical perspective, absolutely right. Commissioner Ganz, absolutely, Complete Streets hopefully will work for Deerfield. And it's too new to know. But I think we need to challenge ourselves as, you know, elected officials, people on this Council, residents of Broward County, that we have to challenge ourselves to do a better job, and look for alternatives. We have to do a better job here in Broward County.

Funding is an issue, space is an issue, lanes are an issue. We have all these issues. You know, I question the methodology of our basic foundation of how we count cars and how we build everything upon how we do our trips. I don't know if that's the right thing to do. But I think we need to look at some other things. You have Metro Rail in Miami, and that was, what, 25 years ago, 30 years ago we built that --

COMMISSIONER CASTILLO: Yes.

COMMISSIONER LONG: -- that in there? And Miami was much more built

up. Now, I don't know if that's a super success or not. I'm looking at -- Richard's going, I don't know about that. But -- but do we look at these things? We talk about 595. Yeah, it's a raised interstate. That's why. It's not going over and in through everything else. And they've done a great job now connecting into University and -- and all the other areas of bringing 84 up. What can we do to do a better job? I mean, we're locked into Complete Streets. We're locked into this, locked into that. What if we threw that out just for a day and said, at our workshop, what can we do better in our -- our whole dreamland that we could do to Broward County to make it the EPCOT of this area. You know, yes, we have Miami-Dade County. Yes, we have Palm Beach. Yes, we have Naples and Marco Island. They all abut together. Yes, we have a huge airport and a huge port that's very important to our economics of Broward County and south Florida. What can we do to make this place better? Because sometimes I think we get locked in. Oh, well, we're doing the Complete Streets and -- and we're working on this, and we don't have funding. And those were all great ideas and plans and problems. What can we do outside the box?

Not have somebody from Iowa come in here and tell us how to count cars. Not to say, hey, this worked in downtown Nashville. What can we do? And I think that's important, that we open our eyes and our minds to everything. And you're right, it -- it's for the next generation. What can we do now to improve it? What can we do now to show that what we're doing here in Broward County gives the residents of Broward County the idea that we know what we're doing? They're starting to see changes, and they're going to support the infrastructure taxes, because they know, now there's a plan, they're starting to see it work. They're starting to see the results. But, with that, I will say one question on Pompano Beach, do you guys currently on Atlantic Boulevard have on street parking? I like the way I flipped here.

MS. DOLAN: Yes.

MAYOR RYAN: Yes? Yeah, that's what I thought. And would that be gone?

MS. DOLAN: No.

MAYOR RYAN: That's still going to be there? I don't see that as a problem, but if you get rid of that -- other than that, I -- I'm done.

CHAIR CASTRO: Okay. I -- I'm going to just jump in, and then I have Mayor Stermer, and then I think we're going to have a vote on the question.

Number one, I don't know about the Sun Sentinel editorial board. I haven't been involved in all that, and, frankly, you know, when it comes to social media, newspaper reading -- and I think this is a challenge for the Sun

Sentinel and other periodicals -- the -- the public has the attention span of a gnat now. And if you need any proof, go to my Facebook during the election season and you'll see my attention was very limited and very quick and very I'm on to the next one, I'm on to the next one.

And I think that presents a challenge, because I think what everybody here is saying is to the point, but, number one -- and I think Commissioner Castillo and Mr. Parness, a few others brought up, we have to set expectations. Expectations are -- and I love the EPCOT analogy. I don't see Broward County getting to EPCOT level service. Sorry. EPCOT's even crowded on bad days in July when Brazilians are in, with all due respect. I think, you know, the newspaper board --

MAYOR STERMER: Front page story tomorrow.

(Laughter.)

CHAIR CASTRO: (Inaudible) see if (inaudible) take a run at me. That's why. I'll get the Disney callers. I think --

MAYOR RYAN: We welcome them at Sawgrass Mills Mall, by the way.

(Laughter.)

MAYOR STERMER: Let's just make sure it's in context, okay? Let's just make sure it's in context.

CHAIR CASTRO: In defense of the editorial board, I think that's their challenge, because they have to take complex issues and somehow boil them down in something that people want to read. Just like we're trying to take the transportation system and boil it down to something that people want to use. And that is going to be the challenge going forward. I don't know if we're going to ever get a perfect system. But I think the plan is in place and, again, to -- to Mayor Ryan's perfect point, it's great to have a plan, and I think Mayor Stermer, but if you don't have the funds to implement it, a plan is on the shelf, sitting there staring at you, and it's a good thing.

I had an interesting talk with one of the people who called me who was very irate, and he gave me an interesting historical perspective. I was born and raised down here. I never thought about these things. And I guess the two New Yorkers brought it up earlier. He mentioned that places like Boston and New York started out transportation as cattle paths, if you think about it. And the people followed the cows on foot. And then the followed and they built out from those areas of where they were walking to.

New York is a good example. The center of New York started as a town and kept building. You've got the five boroughs, and then now you've got the suburbs in Long Island or whatever. The point being is people were used, and the development followed the people and the way they moved. And that's how they did it, which is why mass transit is successful. Because after a wagon came a bus. After a bus came a train, and --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR CASTRO: -- it was all built in, and the people just had to step off the sidewalk and get onto the vehicle because it was going by where they lived and where they worked. Broward County didn't do that. Back in the '40s and the '50s, we built roads. And we let people live, darn us, anywhere they wanted to live in this beautiful paradise. And they spread out. Well, God love them. And that's the challenge that we're facing. And there are limitations, because some of it is historically older. I just want people to put that in perspective. The weather is different, and we can go on and on. It's going to be challenging.

Now, you also mentioned how do you make them get out of their cars. Well, a lot of the things we're talking about was making it painful. \$500 a month parking fees. Right? Garage fees. I mean, I can go on and on. No parking spaces, so you can't park your car. And that's -- that's something that people used to motivate people to get out of their cars. Is it going to work here? That's what I'm telling you, I don't know. Like Commissioner Castillo, we like our convenience, and we want all of our neighbors to get out of their cars so we can drive on the road. We want --

(Laughter.)

CHAIR CASTRO: -- all of our neighbors to get their boats out of the canal so our boat can go down the canal. That's how we roll, and it is what it is. But until the culture changes in south Florida, these are the challenges, which I want to bring up to the stakeholders. The Sun Sentinel could do us a huge favor by identifying and bringing more parties to the table. The business community has a stake in this, and I mean a financial stake. And they should be helping us find funding programs. And when we say -- not the developers, and they do, too, but if you're going to bring in a big business, well, then, guess what? Bring something in to get your employees to your job and back. Pay them a -- pay them a livable wage that they can get on a mass transit or do something different.

And so -- and I'm picayune here, but I'm just telling you, there are so many factors at play here. This isn't as simple as everybody makes it sound, that we have congested streets, everybody's unhappy, we've got to fix the

problem. So I'm hoping as we move forward with the plan, which I think, again, Broward Next brings in, funding sources for transportation, multimodal avenues, planning like the Transit Oriented Corridors, those are -- they're there. They're -- the planning is being done and is done. People are thinking about this. We work with the MPO. We work with other agencies. The reality is, though, is everybody's got to want it, and you've got to have money for it.

Lastly, I'm going to say on the -- the political change -- and it doesn't matter where I sit on the fence; I'm just telling you what I'm hearing from people that I know in -- in the -- the metro D.C. area, which has its own transportation challenges, and talk about one-way roads. I lived there for a few years, and I hated going downtown. I understand that now that all party -- all the branches of government belong to a party, that earmarks may be coming back in. For those of you in government, you know what I'm talking about. Now would be the time to line up your lobbyists. And, you know, we have a challenge here in Broward County because we have a Democratic delegation, for the most part, as everybody knows. It's not the party in power.

But now, if you want to try to get some money, this would be the time to try to go get money, because they're going to probably let earmarks back out. Okay? So that's a good thing for us. The other good thing is I keep hearing that both candidates, regardless of who won, were really stressing infrastructure projects for jobs, jobs, jobs. So remember to sell them the jobs part of the infrastructure projects.

So get your lobbyists. Mayor Ryan with his roadway, how many jobs it's going to create, and go get your dollars from the federal government. I'm hoping after, you know, everybody gets settled, it's going to be easier, not harder, just because of what people are looking to do. But with that, I'm going to turn it over to Mayor Stermer, last speaker, and then we're going to call the vote.

MAYOR STERMER: I think it's important to recognize where we sit today in between our first transmittal of Broward Next and today, and knowing it's going to come back, and remember what our role is in the process, and how important Broward Next is in that process, because that document, which was transmitted by the -- by the County to the state, really charts our course for the next at least 30 years, hopefully a lot longer.

But we got to the way we are because of the former code. And I think, as we saw today with PH-3, what was recommended as denial was purely as a text issue, not as an implementation issue. And the Broward Next reviews all of those things and modernizes them for the redevelopment of this County. And I think had something as innovative as Broward Next been in place years before, we may have -- be having a different conversation. But the code we

lived under was a development code, not a redevelopment code, and it talked about horizontal, not vertical. So I think we're catching up to where we are, and we're going to see the change.

But I think what we've embarked upon, starting two years ago with Barbara and Henry and the amount of time they put in -- think of Barbara's first presentation when she put up the first slide that shows this was Broward County in nineteen-o-whatever, and then this is where we are today. Just look at the maps through that genesis, and think of for the past 40 some-odd years we've lived under the same code. And we finally got to a place where we said, enough, we need to figure out where we're going next.

So, please, for those of you that weren't here when we went through the entire process of Broward Next, and I would implore those that are listening and writing about this to understand the importance of Broward Next, because that really does chart our course for where we're going, and brings together the issues of mobility, densities, moving around, where -- our building patterns, through land uses that are different. It consolidated a whole lot of things.

So, really, if you want to learn about where we're going, read the document. Meet with staff and learn what it is, because that's really where we're going, and everything else ties into it. But that's the plan. And there are plans out there. So thank you. And on behalf of everyone's conversation, I'd like to call the question on PH-2.

CHAIR CASTRO: 3? 2? 3? 2. Sorry. And I had a second before?

MAYOR STERMER: Ryan did it.

CHAIR CASTRO: Okay. Mayor Ryan. Ms. Cavender, would you call the roll?

THE REPORTER: Commissioner Richard Blattner.

COMMISSIONER BLATTNER: Yes.

THE REPORTER: Commissioner Mark Bogen. Commissioner Angelo Castillo.

COMMISSIONER CASTILLO: Yes.

THE REPORTER: Mr. Neal de Jesus.

MR. DE JESUS: Yes.

THE REPORTER: Mr. Thomas DiGiorgio, Jr. Mr. Charles F. Fink.

MR. FINK: Yes.

THE REPORTER: Mr. Michael Friedel.

MR. FRIEDEL: Yes.

THE REPORTER: Commissioner Bill Ganz.

COMMISSIONER GANZ: Yes.

THE REPORTER: Commissioner Michelle J. Gomez.

COMMISSIONER GOMEZ: Yes.

THE REPORTER: School Board Member Patricia Good. Ms. Mary D. Graham.

MS. GRAHAM: No.

THE REPORTER: Mr. Richard Grosso.

MR. GROSSO: Yes.

THE REPORTER: Commissioner Michael S. Long.

COMMISSIONER LONG: Yes.

THE REPORTER: Mr. Robert McColgan.

MR. MCCOLGAN: Yes.

THE REPORTER: Mr. Bernard Parness.

MR. PARNES: Yes.

THE REPORTER: Mayor Michael J. Ryan.

MAYOR RYAN: Yes.

THE REPORTER: Mayor Daniel J. Stermer.

MAYOR STERMER: Yes.

THE REPORTER: Ms. Anne Castro, Chair.

CHAIR CASTRO: Yes.

VOTE PASSES 15 TO 1 WITH MS. MARY D. GRAHAM VOTING NO.

OTHER BUSINESS

CHAIR CASTRO: I think with that, we have no other business. I want to wish everybody a happy, safe holiday, a Happy New Year, Merry Christmas -- oh, Barbara's flagging me down, so --

UNIDENTIFIED SPEAKER: Not yet.

CHAIR CASTRO: -- one more thing.

MS. BOY: Just before we leave today, I've taken some extensive notes, but to work towards -- I'm thinking working towards a workshop in February so I can get together many of the parties that we're kind of talking about, the MPO, Traffic Engineering, Complete Streets Team, et cetera, and then actually do -- have our staff do some research on other areas in Florida, especially, on how their transportation -- how their Land Use Plan methodology is doing and (inaudible).

CHAIR CASTRO: And -- and maybe get a list of roads that have --

UNIDENTIFIED SPEAKER: Shh.

CHAIR CASTRO: -- gone up in grades, you know --

MS. BOY: Okay.

CHAIR CASTRO: -- from a list of roads that have maybe gone up in grades.

MS. BOY: Oh. Well, we can --

CHAIR CASTRO: That roads that are graded.

MS. BOY: -- we can look at the roadway capacity --

CHAIR CASTRO: Right.

MS. BOY: -- table comparison from like 30, 35, 40.

CHAIR CASTRO: Yeah. And anybody who's gone from a D to a C or a B to an A or whatever the --

MS. BOY: Okay.

CHAIR CASTRO: -- the rating is.

MAYOR RYAN: Madam Chair, the other thing I would suggest is that we do outreach to the Broward Workshop, the Chamber of Commerces.

CHAIR CASTRO: Good point.

COMMISSIONER RYAN: Have them come. The Greater Fort Lauderdale Realtors, and organizations that are -- also have a vested interest in improving the transportation and infrastructure issues.
Thank you.

CHAIR CASTRO: Thank you. Again, is that it? Happy holidays --

MAYOR STERMER: Happy holidays.

CHAIR CASTRO: -- Merry Christmas, Happy New Year. Prosperous, healthy for all. Thank you.

(The meeting concluded at 11:38a.m.)