

## MINUTES

### BROWARD COUNTY PLANNING COUNCIL

October 27, 2016

**MEMBERS** Anne Castro, Chair  
**PRESENT:** Commissioner Michael S. Long, Vice Chair  
Mayor Daniel J. Stermer, Secretary  
Commissioner Angelo Castillo  
Thomas DiGiorgio, Jr.  
Charles Fink  
Michael Friedel  
Commissioner Bill Ganz  
Commissioner Michelle J. Gomez  
Richard Grosso  
Robert McColgan  
Bernard Parness

**MEMBERS** Commissioner Richard Blattner  
**ABSENT:** Commissioner Bogen  
Neal R. de Jesus  
School Board Member Patricia Good  
Mary D. Graham  
Vice Mayor Rita Mack  
Mayor Michael J. Ryan

**ALSO** Barbara Boy, Executive Director  
**PRESENT:** Andy Maurodis, Legal Counsel  
Dawn Teetsel, 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, October 27, 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, and welcome, everyone, to the Broward County Planning Council regular meeting and Public Hearing for October 27th, 2016. We're calling the meeting to order.

**PLEDGE OF ALLEGIANCE:**

CHAIR CASTRO: If everyone would please stand for the Pledge of Allegiance, and, Commissioner Long, if you would lead us.

**(THE PLEDGE OF ALLEGIANCE WAS LED BY COMISSIONER MICHAEL LONG.)**

CHAIR CASTRO: I know we normally don't do a prayer or anything, but, considering that some troops are actively involved in the Middle East, specifically Mosul, I would like to take a moment of silence, if no one would be offended, to just think of our troops, our public safety officers, as well as our country as we go into a very huge, pivotal presidential election. So if we would all bow our heads or stand for a moment of silence, I would appreciate it.

(Moment of silence.)

CHAIR CASTRO: Thank you very much.

**ROLL CALL:**

CHAIR CASTRO: And we have Nancy here, I think, doing the minutes, so if she would please call the roll.

THE REPORTER: Commissioner Richard Blattner. Commissioner Mark Bogen. Commissioner Angelo Castillo.

COMMISSIONER CASTILLO: Here.

THE REPORTER: Mr. Neal de Jesus. Mr. Thomas DiGiorgio.

MR. DIGIORGIO: Here.

THE REPORTER: Mr. Charles Fink.

MR. FINK: Here.

Planning Council  
10/27/2016  
DH/NC

THE REPORTER: Mr. Michael Friedel.

MR. FRIEDEL: Here.

THE REPORTER: Commissioner Bill Ganz. Commissioner Michelle J. Gomez.

COMMISSIONER GOMEZ: Good morning.

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

MR. GROSSO: Here.

THE REPORTER: Commissioner Michael Long.

COMMISSIONER LONG: Here.

THE REPORTER: Vice Mayor Rita Mack. Mr. Robert McColgan.

MR. MCGOLGAN: Here.

THE REPORTER: Mr. Bernard Parness.

MR. PARNES: Here.

THE REPORTER: Mayor Michael J. Ryan. Mayor Daniel J. Stermer.

MAYOR STERMER: Here.

Ms. Anne Castro, Chair.

CHAIR CASTRO: Here.

### **CONSENT AGENDA**

#### **AGENDA ITEM C-4 - EXCUSED ABSENCES:**

CHAIR CASTRO: I think with that, I want to announce that Ms. -- Bogen, Blattner, de Jesus, Good, Ryan, and Graham have all requested excused absences.

MAYOR STERMER: So moved.

COMMISSIONER LONG: Second.

CHAIR CASTRO: All in favor? Seeing none objections, it carries unanimously.

**VOTE PASSES UNANIMOUSLY.**

**AGENDA ITEM C-1 - APPROVAL OF FINAL AGENDA FOR OCTOBER 27, 2016**

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

**AGENDA ITEM C-3**

**APPROVAL OF MINUTES OF SEPTEMBER 22, 2016**

CHAIR CASTRO: With that, we're going to the Consent Agenda. Any pulls or anything from the Consent Agenda?

MAYOR STERMER: Move the Consent Agenda.

COMMISSIONER LONG: Second.

CHAIR CASTRO: Thank you. And that includes the review of the Trafficways Plan compliance.

MR. STERMER: Yeah.

CHAIR CASTRO: Does anybody want to hear about that a little bit before we finish moving it, or no?

MS. BOY: I'm sorry, that's the Regular -- that's the -- that's the Regular Agenda --

CHAIR CASTRO: Okay.

MS. BOY: -- for the LPA review for the Land Development Code.

CHAIR CASTRO: Right.

MS. BOY: This is just on the Consent Agenda. It's just your monthly regular you have a trafficways -- compliance with the Trafficways Plan for plats.

CHAIR CASTRO: For plats. Thank you.

MS. BOY: Right.

CHAIR CASTRO: Thank you for clarifying that. So all in favor of the Consent Agenda being moved. Any opposed? Seeing none, carries. We had a motion and a second, yes?

COMMISSIONER LONG: Yes.

CHAIR CASTRO: Yes. Okay. Want to make sure she got them down over there. You got it? Okay.

**VOTE PASSES UNANIMOUSLY.**

### **REGULAR AGENDA**

#### **AGENDA ITEM R-1 - LOCAL PLANNING AGENCY REVIEW: PROPOSED REVISIONS TO THE BROWARD COUNTY CODE OF ORDINANCES, CHAPTER 5, ARTICLE IX, LAND DEVELOPMENT CODE, RELATING TO THE DEVELOPMENT REVIEW PROCESS:**

CHAIR CASTRO: Going on to the Regular Agenda.

MS. BOY: Item R-1 is a Local Planning Agency review for the Land Development Code for Chapter 5, Article IX. The Land Use Trafficways Committee had an overview of this item at their meeting immediately preceding your meeting, and recommended approval with the additional language proposed by Planning Council staff for clarification that's included in Attachment 4, and that was just to clarify that the scheduling of any -- basically, of any plats or note amendments that are also part of the Broward County Land Use Plan Amendment not be scheduled for Public Hearing before the County Commission until they have completed the County Land Use Plan amendment process.

MAYOR STERMER: I move the item.

MR. PARNES: Second.

MS. GOMEZ: Second.

CHAIR CASTRO: Second. All in favor?

CHAIR CASTRO: (Inaudible.)

MS. BOY: If you want an overview of the item.

CHAIR CASTRO: Yeah, why don't you -- it's good experience. I know she was a little nervous the last time.

MS. BOY: Okay.

CHAIR CASTRO: It's all right.

MS. BOY: But you've already moved the item; right?

CHAIR CASTRO: Yeah, we've already moved the item, but I just wanted – I want to ask a few questions.

MAYOR STERMER: I'll file a motion of reconsideration.

CHAIR CASTRO: She did an excellent job during the last meeting.

MS. TEETSEL: Good morning. Dawn Teetsel, Planning Council staff.

UNIDENTIFIED SPEAKER: Nice (inaudible).

MS. TEETSEL: Thank you for embarrassing me. The item for -- before you, the Local Planning Agency review, has been requested by the Broward County Planning Development Management Division to make some revisions to Chapter 5 of the Land Development Code.

Specifically, the revisions are to simplify the existing development review and notification procedures, insure consistency with the historic preservation provisions, allow for general housekeeping amendments, and to also allow for electronic plan submittal. We identified that there's also a requirement in the revisions to provide that any development application complete the County Land Use Plan process prior to being considered by the County Commission.

I'm even more nervous. And we propose some revisions to that provision in Attachment 4.

CHAIR CASTRO: Okay. Any questions? I want to tell you, as nervous as you seem, you did actually a little bit better than last time. And you did –

MS. TEETSEL: I feel more nervous now.

CHAIR CASTRO: Practice works, so –

MS. TEETSEL: Okay.

CHAIR CASTRO: -- it makes you comfortable. And I think, was it -- Jill was here, also, from the agency, if anybody has any questions. No? Seeing none, I think we already carried the motion, yes?

UNIDENTIFIED SPEAKER: Yes, we did.

CHAIR CASTRO: Okay. Thank you very much. It's always good for learning experiences.

**VOTE PASSES UNANIMOUSLY.**

**AGENDA ITEM R-2 - COUNSEL'S REPORT:**

CHAIR CASTRO: R-2.

MR. MAURODIS: No Counsel Report. I'm not nervous, but no Counsel Report.

CHAIR CASTRO: No, we're not going to (Inaudible.) It takes (inaudible) to get you (inaudible). It's okay. We're good.

MR. MAURODIS: If I get up there and talk, you know something important happened.

**AGENDA ITEM R-3 - EXECUTIVE DIRECTOR'S REPORT:**

CHAIR CASTRO: Executive Director's Report, R-3.

MS. BOY: Thank you. Good morning. I have a couple of items just to go through. First, I know I sent out multiple emails about the County -- County Commission transmittal hearing for Broward Next, but Mayor Stermer and Ms. Castro were both here, and Mr. McColgan, at the hearing, and it went great. The County Commission had very nice things and great things to say about the proposed revisions to the plan, so it was a very -- very exciting transmittal hearing, I think, for everyone.

And after two years of hard work, I think everyone should give themselves a pat on the back, because you guys did a great job taking it through the process. So I just wanted to say that. Also, we've sent it out --

CHAIR CASTRO: Before --

MS. BOY: -- to the state --

CHAIR CASTRO: -- before you move on to you're leaving some people out. They also commended your team and Henry Sniezek's team, which was more than well deserved. And they also said nice things about the cities and the city governments, and commended the stakeholders and everybody else.

COMMISSIONER CASTILLO: Imagine that.

CHAIR CASTRO: Yes, I think it was huge, too.

COMMISSIONER CASTILLO: Planetary alignment.

MAYOR STERMER: Now –

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR STERMER: -- now, now.

CHAIR CASTRO: And, as a matter of fact, that was –

MAYOR STERMER: Now, now.

CHAIR CASTRO: -- discussed, that this initiative, amongst others, maybe the penny tax or things like that, are, for the first time, showing true cooperation with the local municipalities and the County government, and everybody hopes that this is a trend. But, again, I think it's because of professionals like you and Henry and your teams on the County side, as well as professionals from the city side that are making that work.

MAYOR STERMER: Hear, hear.

CHAIR CASTRO: So thank you very much.

MR. DIGIORGIO: Chair, I'd like -- Chair, if I may –

CHAIR CASTRO: Yes –

MR. DIGIORGIO: -- I'd like to –

CHAIR CASTRO: -- absolutely.

MR. DIGIORGIO: -- echo that comment. Barbara came up to our Economic Development Council meeting, explaining Broward Next to our group. And we had Commissioners present at the meeting, we had our CRA Director at the meeting. And it was a well-attended meeting. And all I heard was positives after that meeting. I got the calls on Tuesday and Wednesday.

First of all, the staff did a great job. Barbara did an excellent job presenting it. But, really, it came down to that inter -- intergovernmental partnerships that, for the first time, are really starting to take hold, and that really resonated with the group up in Pompano. So great job –



CHAIR CASTRO: Yeah.

MR. DIGIORGIO: -- to you and your team.

MS. BOY: Thank you.

CHAIR CASTRO: Barbara will be doing that presentation in her sleep for the next ten years.

MS. BOY: Hopefully not. The additional item that I want to mention about Broward Next is that it's been transmitted to the State, so we're on the 30-day clock to receive comments back from the State review agencies. We've received comments from about four agencies so far, and they are no comments, so -- for the seven amendments that are part of that.

So by the end of next week, we'll have all the comments from the review agencies. And then we'll start talking about scheduling another workshop, probably in January, just to go through, you know, we're -- we need to take the time to go back through the plan to make sure we didn't miss anything or there's nothing in conflict in the plan as it exists right now. So we'll be doing that, and then, you know, it'll come back to you before the conclusion of the 180 days for adoption. The other --

CHAIR CASTRO: Wait. Professor Grosso.

MR. GROSSO: If I could, just a reminder. I remember when we voted to transmit it. I know I, and I think other members of the -- of the Council had a number of wordsmith conceptual suggestions, and there was a discussion that after you go through this -- this next process of finalizing, tweaking before final adoption, that you review those and use those that made sense. I just wanted to --

MS. BOY: Yeah.

MR. GROSSO: -- remind of that, if I did think of things I thought were -- were very important for the day-to-day effectiveness of the language, so.

MS. BOY: Okay. Yeah.

MR. GROSSO: Thanks.

MS. BOY: Thank you.

MR. GROSSO: Thank you, Madam Chair.

Planning Council  
10/27/2016  
DH/NC

CHAIR CASTRO: Thank you.

MS. BOY: Okay. So also, the Charter Review Commission, the Infrastructure Subcommittee has invited us back again for Tuesday, November 1st. And I'm going to be making the presentation that I made to the Economic Development Council on Monday on the Broward Next presentation, basically what I presented to you all in August. I'll be making that presentation to the Infrastructure Subcommittee. So I will keep you all up to date on that, also. That's November 1st at 2:00 o'clock. The penny surtax presentations, you know, we've been continuing to participate in that. I think I mentioned last month, I'm very active with the City of Pompano Beach –

MR. DIGIORGIO: You are.

MS. BOY: -- but -- but so that's been going great. Commissioner Gomez had something at her law firm on Tuesday night, so we did that. So that's been going very well.

MAYOR STERMER: I also -- Madam Chair, I also want to say one of the talking points that when I get out and actually talk sometimes about the penny surtax is I actually wrap it into Broward Next and talk about the synergies between the two of where we're really going, and that the change in the Land Development Code dovetails the penny surtax of where we're going by way of redevelopment.

So, really, if you're out talking about it, you can actually link the two together and say this is about our future. And we've gone through -- my word -- urban sprawl to get to where we are today, and the change in the Land Development Code will allow us to redevelop in a way that is transportation friendly and better for our local economy in a way that the two of them wed themselves together. So if you're out talking about it, you can actually talk about both of them at the same time.

CHAIR CASTRO: Absolutely.

MS. BOY: The next item is the combined November/December meeting date. We've polled all the members for December 1st versus December 8th for the meeting date. December 1st has 14 members available, and December 8th has only ten members available. If the December 1st date is chosen, Andy will be sending in another attorney from his firm, as he has a commitment that he needs to take care of that day. So it's the pleasure of the Council, though, to -- to choose which date you'd like, but, like I said, December 1st has 14 confirmed people. We have a few people that didn't respond.

Planning Council  
10/27/2016  
DH/NC

CHAIR CASTRO: Well, we need ten for quorum, so –

MS. BOY: We need ten for quorum.

CHAIR CASTRO: -- December 8th would be gaming it. I mean, you know –

MS. BOY: Yes.

CHAIR CASTRO: -- a lot of risk.

MS. BOY: Exactly.

CHAIR CASTRO: So --

MS. BOY: Especially after today.

MAYOR STERMER: Are we allowed to have meetings without Andy?

MR. MAURODIS: And the person who will be covering will be Sharon Cruz, who used to be the County's director of -- the County Attorney's Director of Land Use Planning, so, I mean (inaudible). And you'll probably not want me back after you have her for one, but I'm taking the chance of that.

UNIDENTIFIED SPEAKER: I haven't seen Sharon in forever.

CHAIR CASTRO: Do you need a motion, or just the decision or what?

MS. BOY: I -- just a motion or without objection.

CHAIR CASTRO: Can I have a motion for December –

MAYOR STERMER: Move –

CHAIR CASTRO: -- 1st?

MAYOR STERMER: -- move the combined meeting up to December 1st.

COMMISSIONER GOMEZ: Second.

MR. FRIEDEL: Second.

CHAIR CASTRO: Second, Commissioner Gomez -- whoever you got. Okay. All in favor? Any opposed? Seeing none, it carries.

MS. BOY: Thank you.  
**VOTE PASSES UNANIMOUSLY.**

MS. BOY: The final item is we have two Public Hearing items today. Item 1 is a quasi-judicial hearing, and the quasi hearing has been waived by the applicant, the City of Parkland, for the recertification. And Item PH-2 has four speakers -- no, I'm sorry, five speakers signed in to speak.

### **PUBLIC HEARING**

#### **AGENDA ITEM PH-1 - RECERTIFICATION PC 16-11**

CHAIR CASTRO: Okay. Well, does anybody want to move PH-1?

MAYOR STERMER: Move PH-1.

CHAIR CASTRO: Second?

MR. FINK: Second.

CHAIR CASTRO: Any discussion, questions, issues? All in favor? Any opposed? Seeing none, carries unanimously.

**VOTE PASSES UNANIMOUSLY.**

#### **AGENDA ITEM PH-2:**

- A. AMENDMENT PC 16-5**
- B. AMENDMENT PC 16-3**

CHAIR CASTRO: PH-2, you said you have speakers, so we'll (inaudible).

MS. BOY: We have five speakers signed in to speak. And I'll just give a quick overview of the proposed Land Use Plan amendment. Here's a -- here's a map, just so that you're familiar with the area. This -- this is a proposed text and map amendment in the City of Deerfield Beach for their Pioneer Grove area, kind of their City Hall area, for redevelopment. And they're proposing a Local Activity Center with a residential portion and a non-residential portion.

So this is -- I just want to get you familiar with the map. It's approximately 120 acres. As I said, it's the city's Pioneer Grove area, mix of residential and non-residential uses. Sufficient public facilities and services have been determined are available, including public schools, to serve the proposed land use.

In addition, no significant or adverse long-range transportation plan network impacts were identified. In your additional agenda material, you'll see comments from the City of Boca Raton regarding the transportation. Just to touch on that in a little bit more detail is the long-range transportation model run initially identified a single link as being adversely impacted along Hillsboro Boulevard.

And upon further review, the city and its transportation consultant submitted additional information regarding pass by and internal capture within this mixed use area, which is, you know, what we promote and will be promoting also as part of Broward Next. Including that in the review, there was no longer a link that was adversely impacted.

So as far as Planning Council staff's position for the long-range transportation impact, there are no significantly or adversely impacted links for that. The amendment is subject to and meets Policy 1.07.07 regarding affordable housing. The city staff worked with the County staff to make sure that their policies, you know, maintain and promote affordable housing opportunities within the city, and that was -- that was recommended for approval.

Staff recommends approval of both the text and map. As it is establishing a new Local Activity Center, we need both pieces to go into the plan for the text and the map. As I mentioned, there's five speakers. Would you like me to start calling them up?

CHAIR CASTRO: Yes, please.

MS. BOY: Okay. The first speaker is Paul Arcella. The second speaker will be Sylvia Portier.

MR. ARCELLA: Good morning.

CHAIR CASTRO: Good morning.

UNIDENTIFIED SPEAKER: Good morning.

UNIDENTIFIED SPEAKER: Morning.

MR. ARCELLA: I'm Paul Arcella. I'm actually president of CSR Construction. Our property, where we own and operate our business, is impacted by the change of -- potential change of zoning within the Pioneer Grove district plan. Why -- why -- overall, we see this as a good thing for the -- for the area, clearly, and we're not against that. Our main concern is this is our family

livelihood and business, and my father-in-law owns the company, has owned the property dating back to like the early '70s.

Our concern, obviously, is our ability as a construction company to continue to maintain our livelihood with this projected change coming about, how that could adversely affect us. So while we're on the one hand support -- certainly support the city's efforts to improve this area, we're just concerned about our ability to continue to maintain our livelihood in the fact and -- and the length that we've been there. So I don't know that I'm looking for any comments. I'm just here to voice our concerns about going forward and how we, you know, can fit into this particular zoning change.

CHAIR CASTRO: Well, and I think that's an important issue, because you're an existing use that's already there.

MR. ARCELLA: That's correct.

CHAIR CASTRO: And -- and, obviously, you know they can't push you out.

MR. ARCELLA: We understand that --

CHAIR CASTRO: Yeah.

MR. ARCELLA: -- too.

CHAIR CASTRO: Okay.

MR. ARCELLA: And we have a good relationship with the city and, in fact, have met with the city on several occasions. But, nonetheless, we still raise the same concern is going forward, you know, this is -- we've been there a long time, and this is our business. And, clearly, with the kind of construction company that we have, which is, you know, we have heavy equipment and lots of mechanical stuff like that, you know, how that's going to impact us and how we could somehow fit into this.

I mean, we're not adverse to -- to trying to fit into this plan, but we -- you know, as a family, as a -- as this is our livelihood, it's a concern, that's all. And that's why I came in this morning.

CHAIR CASTRO: And -- and I'm going to offer staff a hypothetical, and maybe the city -- is somebody here from the city?

MS. BOY: Yeah, we actually have two --

CHAIR CASTRO: Okay.

MS. BOY: -- speakers signed in for the city that will be speaking after the next speaker.

CHAIR CASTRO: Okay. What I'm going to ask the city to speak to is, for argument's sake, down the road, the redevelopment starts in this area and now you have some residential areas and others, and they start complaining about the more industrial use businesses, what are you going to do to ensure the plan accounts or prevents that from even happening, to start with, and allowing the -- whoever's in place to stay in place comfortably without feeling threatened. So start formulating your answer when we come to you, and then we'll be able to hopefully offer you a little reassurance.

MR. GROSSO: May I ask a question?

CHAIR CASTRO: Mr. Grosso.

MR. GROSSO: Is -- is that the nature of your concerns, that encroaching new residents --

MR. ARCELLA: Yeah.

MR. GROSSO: -- will complain about the operations on your property?

MR. ARCELLA: Yeah. For instance, like right now, there's a multifamily townhouse project that's being developed literally a block from us on the next block over. So we see the writing on the wall. When those get occupied and -- and we're running a construction company at 6:00 a.m. in the morning, I'm sure the city's going to get calls of -- of noise and that. Not that we're the noisiest people on the street, but we've been back there in an industrial area for many years.

Also, the other concern we have is on fourth -- is it 4th Ave, the -- the main proposed entry into Pioneer Grove, our property abuts to that. So the main entry feature, as I read the -- the recommendations of the planners and that, is that that's going to be the main gateway into this new Pioneer Grove. Well, the back of our property abuts to that now. Now, we don't use that, because that's a busy street, or a fairly busy street. There's a light there right next to the FEC Railroad crossing. So we go out the other way when we -- when our -- when our employees come in and out, our trucks come in and out. So that's another concern, is that we're kind of smack dab. In one respect, that's a good thing. In another respect, it's a bad thing for the type of business that we are.

CHAIR CASTRO: Okay.

Planning Council  
10/27/2016  
DH/NC

MR. GROSSO: Thank you, Madam Chair.

CHAIR CASTRO: Mr. Parness?

MR. PARNES: How specifically do you feel that your -- your business would be impacted?

MR. ARCELLA: Well --

MR. PARNES: Specifically. I mean, are they going to block your road? Are they going to stop you from doing business? Or you're just going to get complaints because you're operating at 6:00 o'clock in the morning?

MR. ARCELLA: I think all of the above, but primarily because we -- we have pieces of heavy equipment. I think that's where -- you know, which are obviously big pieces of equipment. And whether or not that fits with the motif of what's going on and whether that could be screened or whatever, that's our concern.

And, obviously, when you own 50 or 60 pieces of heavy equipment, it's hard to find -- as you guys well know, there's not much zoning within the City of Deerfield, or even the County, for that matter, where a business like ours can exist. So, obviously, that's a concern. Now, we've been there forever and nobody bothered us. In fact, I remember when I worked for my father-in-law at a very young age, the road was dirt. So we've been there a while. So we're certainly not adverse to what's happening, and clearly see it's going to happen. We're just trying to find the best way to operate our business and not be, in essence, forced out.

CHAIR CASTRO: Any other questions?

COMMISSIONER LONG: Yeah.

CHAIR CASTRO: Commissioner Long.

COMMISSIONER LONG: Yeah, one of my concerns, and I understand what Paul's saying here, is that so many times, new developments start rolling in all around industrial areas, and then suddenly the industrial area's no longer compatible with the neighborhood. And then Code Enforcement gets involved, and they get maybe a little pickier than they have in the past. You have noise ordinances, you have, you know, start times. And, you know, it is construction. It starts at 6:00 a.m. And, you know, when you're starting to put, you know, heavy equipment and things like that, it's definitely going to affect the surrounding areas. So I'm interested to hear what Deerfield's going



to say about that, especially knowing that this is kind of the entrance way in. What are they going to do about that, you know, corner right there where you butt up to?

So I know that's a legitimate concern for you, and I'm concerned about that, because we see this all over the place, and -- where, you know, suddenly new development comes in. And I still have something to talk about regarding the traffic plan, but, you know, the concerns that they have for existing businesses.

CHAIR CASTRO: In the interest of transparency and all that, Cardinal Gibbons –

MR. ARCELLA: Cardinal Gibbons.

CHAIR CASTRO: -- class of?

MR. ARCELLA: What's that?

CHAIR CASTRO: Class of?

MR. ARCELLA: Actually, my daughters.

CHAIR CASTRO: Okay.

MR. ARCELLA: Two. One's –

CHAIR CASTRO: I won't tell you what –

MR. ARCELLA: -- first soccer game today. First soccer game today.

CHAIR CASTRO: Yeah, so won't tell you what class I am, because it would age me, and God knows you don't need to know how old I am. But just for the record, my son attends St. Thomas Aquinas, so –

MR. ARCELLA: Okay.

CHAIR CASTRO: -- you're not predisposed to any favorability or unfavorability from me.

MR. ARCELLA: Well, I will tell you that I'm a native Floridian and I graduated –

CHAIR CASTRO: Are you?

MR. ARCELLA: -- from Deerfield Beach Senior High School --

CHAIR CASTRO: Nice.

MR. ARCELLA: -- in 1982.

CHAIR CASTRO: That's very good.

MR. ARCELLA: There you go.

CHAIR CASTRO: Okay. You're older than me. I already feel better.

COMMISSIONER LONG: I should just say for the record, I've known Paul since we were altar boys at St. Pauley's.

MR. ARCELLA: That is correct. Michael is my mentor.

CHAIR CASTRO: We're good. Okay. Next speaker, please.

MS. BOY: The next --

MR. ARCELLA: Thank you.

MS. BOY: -- speaker is Sylvia Portier, followed by Perry Ecton. She's coming.

COMMISSIONER LONG: The legend of Deerfield Beach.

UNIDENTIFIED SPEAKER: Yes, she is.

CHAIR CASTRO: Good morning.

MS. PORTIER: Good morning.

MR. PARNES: Good morning, Sylvia.

CHAIR CASTRO: Welcome. Pleasure to have you.

MS. PORTIER: I first need to apologize to my city attorney, Andy Maurodis, and my Commissioner, because I -- neither one of them knew I was coming, I'm sure. But I just got a -- a letter on Friday about this meeting. And on the east side of Dixie Highway, my family property is located right on the corner of 3rd Court -- 3rd Street and 2nd Avenue. It's a single family home. It's left to the heirs of (inaudible).

And all along 2nd Avenue is multifamily housing. As the gentleman said, they're just building a large project. And my concern is what effects the Land Use Plan will have on 2nd Avenue housing. In the area, for years we've tried to preserve some of the single family, but it's out crowding us now because the project that's going up is multifamily, and there -- and there is no more space. The only place you can build anything is on a single family lot.

So we have two lots, but we certainly wouldn't want to have to move our -- our house is encroached upon so - because it's not, you know, quality to live in. I did not get a chance to go through the plan, but I -- I see my attorney, so he could help me out with where the Deerfield line is.

MR. MAURODIS: That -- the -- that -- well, that presentation's going to be made by the Director of Planning.

MS. PORTIER: And they're coming up later?

MS. BOY: We're coming up after the next speaker.

MS. PORTIER: Okay. Well, I'll wait, because I -- I didn't have no agenda. And another question I wanted to ask, is the public to be notified when the city attempts to change a land use?

CHAIR CASTRO: Go ahead.

MS. BOY: Sure. Sure, there are statutory requirements for the advertisement, the legally required advertising requirements. In addition, for the Broward County Land Use Plan amendment, I don't know what the City of Deerfield Beach's requirement -- notification requirements are, but we've notified about 500 property owners within -- or within 300 feet of this amendment area.

MS. PORTIER: Yes, but what about where do you go -- this -- is this the only place you can come to complain or gripe or ask for --

MS. BOY: This was a Public Hearing at the City of Deerfield Beach.

MS. PORTIER: Okay.

MS. BOY: The City of Deerfield Beach Commission transmitted this item for a Broward County Land Use Plan amendment at a Public Hearing, I believe it was in January of this year. I think it was January 19<sup>th</sup>, I think was the date.

CHAIR CASTRO: So, typically, the local municipality has the hearing first. They notify people. That would be the easiest place to go and comment.

But, to answer your question, for the Broward County land use change, this would be the only place.

MS. PORTIER: (Inaudible) I -- I know that.

MS. BOY: And the County Commission.

CHAIR CASTRO: Yeah, and then eventually the County Commission. But it would start --

MS. PORTIER: And, Mr. --

CHAIR CASTRO: -- here.

MS. PORTIER: -- Maurodis, did we have a Public Hearing on this?

MR. MAURODIS: Yeah.

MR. GANZ: Yes, we did.

MS. PORTIER: You -- you represented the Planning Council today?

MS. BOY: Yes.

UNIDENTIFIED SPEAKER: Yes.

MS. PORTIER: Okay, well, then I -- I have a Commissioner here. Commissioner Ganz can answer me. I just thought it would be proper to ask. Commissioner Ganz, did we have a Public Hearing on this project?

COMMISSIONER GANZ: Yes, we did.

MS. PORTIER: We did. Well, I've been ill, so I can't complain. I just have to wait and see what happens.

CHAIR CASTRO: Well, and the answers may be okay, anyway. So if we could have the city come up after the next speaker, they may be able to answer your question --

MS. PORTIER: Yes, I will --

CHAIR CASTRO: -- (inaudible).

MS. PORTIER: -- I will get some clarification then.

CHAIR CASTRO: Thank you.

MS. PORTIER: Thank you.

MS. BOY: Do you want your -- your walker?

MS. PORTIER: See, that's -- they think I don't need it, but I do. (Inaudible.)

MS. BOY: The next speaker is Perry Ecton, followed by Eric Power.

MR. ECTON: Sorry, it's old -- old home week. I haven't seen --

MS. BOY: Yeah, how are you?

MR. ECTON: -- some folks for a long time, and I'd like to say good morning, Chair, good morning, members. A special good morning to -- I have to disclose some things. My attorney is sitting here today. She's actually up there.

COMMISSIONER GOMEZ: I will be disclosing after you -- well, I can --

MR. ECTON: (Inaudible.)

COMMISSIONER GOMEZ: -- do it now. I -- this is my client, Perry Ecton, and therefore, I will not make any comments, and I will not be voting on this matter, so --

CHAIR CASTRO: Okay.

COMMISSIONER GOMEZ: -- thank you very much.

MR. ECTON: Ms. Chair, I am not in here on my behalf. I'm here on one of my clients' behalf, Saint Paul's Episcopal Methodist Church, who is in this area, who their -- their concerns are not with progress. I represent owners on the other side of Dixie Highway, who are also moving toward progress. And - - and, Commissioner Ganz, it's nice to see you again for Deerfield. And I did close on that house, by the way. So I am a Deerfield resident. The concerns we have are --

COMMISSIONER GANZ: (Inaudible.)

MR. ECTON: -- just ancillary concerns about there's a -- a huge need for affordable housing in Deerfield, and this community has some of that. And so as we look to -- to multifamily and to -- to move the market in this area forward, what are we doing about those who are currently there? I just don't

want to feel that people have been left behind or -- where I grew up in Chicago -- gentrified out of a neighborhood.

And if there is that, what are the plans to help that segment of the community move forward? Because as this area -- as the gentleman said, it is a lot of commercial. Residential multifamily is moving in. A lot of that is market rated, and a lot of this new construction's going to be market rated, upper market rate. So I'm concerned about folks who are -- who are there now. Overall, the church is in total support of this project. It wants to do something with the two acres of land, beside let (inaudible) let the Packers/Rattlers use that land, which thank you for helping me stop that. That's an old story we can talk about later.

But the idea is we are in support of this idea. We'd like to see progress in this area, but we'd like to see reasonable progress done reasonably with citizens of Deerfield taken in mind as they are affected by this. So thank you for your time. Nice to see you again.

CHAIR CASTRO: Thank you.

MS. BOY: The next speaker is Eric Power, followed by Stephen Graham.

MR. POWER: Good morning. Actually, Stephen Graham, our principal planner, will not be speaking today. I'll just be --

MS. BOY: Okay.

MR. POWER: -- speaking on my behalf, so thank you. My name is Eric Power. I'm the Acting Assistant -- sorry -- I'm the Acting Director for the Planning Development Services Department. I have only been working with the city since August 15th, but I am up to par on all the information, and I'd be happy to answer any questions you have regarding Pioneer Grove.

The first question that I'd like to answer in regard to the first speaker in -- regarding uses, of course, the city is not going to change or take anyone's land or property. You know, we're not going to do that. We can't do that. That isn't the issue. And the -- the process that goes forward after this is that the city is required to rezone the property, create a rezoning code. And the city is also going to go forward and create what's called design guidelines for the property that will help any prospective developers or existing tenants or existing property owners to meet those rezoning guidelines.

So in -- in that regard, those rezoning guidelines will show that the prospective property owner, the new property owner, the person who comes and redevelops an existing property, they would be the ones responsible for

doing anything to protect their use against existing uses. So if -- you know, if you've got a residential property that abuts to industrial property, the residential property, because they're the newest property, they're the ones who'd have to build a wall or a sound barrier or something of that nature.

And that's consistent with, you know, any other zoning district that we would have in the city, anything of that nature. The most recent use would be the one who would have to deal with that. Deerfield Beach is an older city, just like here in Fort Lauderdale. I'm sure you see a lot of uses that are next to each other that -- that maybe in the western areas you wouldn't necessarily see next to each other, or you wouldn't see the same types of barriers and buffers that you might see in the western parts of the County. So, you know, Deerfield Beach has similar problems.

We have commercial adjacent to residential, industrial adjacent to residential and things of that nature. Just due to the age of those -- those buildings and properties, we don't have the traditional walls and buffers that you might see in other cities. There isn't really a -- a plan or ideal to -- to move to that format. It would only be current code. You know, on existing property, we can't tell them to meet current code unless they're in the process of redevelopment themselves.

So the non-conforming uses section of code would cover that and make sure that wouldn't be the case. Moving forward, as far as existing noise, again, this -- in reference to that, too, you know, it's an existing use. Code Enforcement, of course, would take into consideration the current Code of Ordinances regulations for noise and noise abatement to make sure that they aren't violating anything of that nature.

I'm not aware of any noise abatement issues with -- with this particular property. And just to mention, you know, this is a property that is, of course, along the railroad, and, you know, there is a noise factor with that. We are getting quiet zones. That's -- in this area, so that's nice, but, you know, I don't think that the industrial use that we're referring to is the only noise issue we have. In fact, if that was the only noise issue we had, I think we'd be fine. But we do have other -- other issues besides that.

CHAIR CASTRO: Can I interrupt you there for a second?

MR. POWER: Yeah.

CHAIR CASTRO: You know, you're talking about the prospective owners of the land and developers, but I think the concern most people would have is what trickles down to the person who's ultimately buying a town house or --

MR. POWER: Sure.

CHAIR CASTRO: -- renting a town house.

MR. POWER: Yes.

CHAIR CASTRO: So is there any provisions that Deerfield Beach can offer up that -- and I don't want to go all the way into a deed, you know, notation or restriction which could be done that, you know, you're moving into the existing area with these existing noise -- you know, sounds, and you need to be aware of it. In other words --

MR. POWER: Right.

CHAIR CASTRO: -- some sort of notification to a prospective final retail buyer that it is what it is.

MR. POWER: Well, for a residential property, if it's, you know, not a single family home, they're going to be required to be part of an association, a homeowners association or something of that nature, and they're going to have to sign a private document and deed with that association and with that property owner, you know, being aware of existing uses. This is a, you know, a typical --

CHAIR CASTRO: So all of this would be some sort of formal association type development that you'd be (inaudible)?

MR. POWER: Yeah. That's really a private matter between the -- the seller and the owner. Now, on the city's regard, again, through the rezoning process, you know, we're going to have the implications and the -- and the mixes of uses. This is an LAC, so, you know, we're hoping to allow a free share or flow of uses, where we're not going to necessarily be -- I mean, we are separating the uses in a sense where we're trying to say that the residential will be to the south and the commercial will be to the north, but, in reality, the market guides that.

CHAIR CASTRO: Yeah --

MR. POWER: And --

CHAIR CASTRO: -- what you cut out is the industrial, which is existing there.

MR. POWER: Well, that would remain.

CHAIR CASTRO: Well, that's -- they're grandfathered in. I get that.



MR. POWER: Yeah.

CHAIR CASTRO: But I think, to what Commissioner Long was saying and what the other gentleman might be worried about is all of a sudden, 1200 new people move into their nice new homes and the business down the street's causing problems, and they're going to start calling Code every day. And we know what happens when 1500 people keep calling Code every day.

MR. POWER: Yes.

CHAIR CASTRO: I mean, Code eventually has to figure out what to do. Now, the smart thing that Code would have to say is we're sorry, but they were an existing use when you moved in –

MR. POWER: Doesn't always work with the politics.

CHAIR CASTRO: -- you have to stop -- you have to stop calling us. Well, then they're going to start saying but, but, but, but, you know, we have a noise ordinance, or but, but, but –

MR. POWER: Right.

CHAIR CASTRO: -- they're louder than they should be. And now we're getting into a squabble, which is not where you want to end up. So I think that's what one of the concerns is. The traffic, I think he mentioned his egress/ingress is different than where the residents are going, so that's a blessing, because that's the other thing residents don't like, is get in line with big trucks. So that will probably work out well. But I think that's the assurances they're looking for from the City of Deerfield Beach –

MR. POWER: Okay.

CHAIR CASTRO: -- that somehow down the road they're not going to get piled on –

MR. POWER: Right.

CHAIR CASTRO: -- when all these people move in and want a quiet enjoyment of the neighborhood –

MR. POWER: Yeah.

CHAIR CASTRO: -- and they've got a train going by and a -- a construction company down the street.

MR. POWER: Right. Well, it's a well-noted concern. And –

CHAIR CASTRO: All right.

MR. POWER: -- it's something that, you know, if we don't do our job correctly in the planning process, we're not going to get the residential that we need for this property for reasons like that. So it'll -- again, it'll be something that we're going to do through the rezoning process. Our City Commission will be, you know, reviewing that, and we'll be making presentations moving forward –

CHAIR CASTRO: Maybe in your –

MR. POWER: -- about that.

CHAIR CASTRO: -- your lead-in paragraph to your zoning process you put some sort of disclaimer statement as part of the record, that, again, people can find through due diligence. If I'm going to buy a property, I do the title search, something will be present that says there's some existing industrial uses and noise in the neighborhood, and they are grandfathered in. And that's telling the homeowner -- I'll give you a big hint. I hate to bring this up, but I can't help it. It's –

MR. POWER: Okay.

CHAIR CASTRO: -- every month, it's a new thing. I live next to an airport.

MR. POWER: Okay.

MAYOR STERMER: You do?

CHAIR CASTRO: I do, yes.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR CASTRO: And -- and they built a new runway, a really big one that goes like over the highway, over the railroad tracks.

MR. POWER: Yeah.

CHAIR CASTRO: You know, notice before I bought the house in 1988 would have been a tad helpful. And they knew about it, the real estate agent, but they didn't disclose. Imagine that. So it would have been nice when we were doing our title work that something said, oh, by the way, there's a plan

over there to expand that runway, and it'll be a thousand feet from your front door –

MR. POWER: Right.

CHAIR CASTRO: -- you will be in a 65 DNL; congratulations.

MR. POWER: Yeah.

CHAIR CASTRO: So that's what I think people are looking for. So at some point, I think the city would have to address that.

MR. POWER: Okay.

CHAIR CASTRO: (Inaudible.)

MR. POWER: We'll note that. Yes, we'll not that, absolutely. Thank you for that comment.

COMMISSIONER LONG: And we say address it. I mean, I think -- and being a City Commissioner for 18 years, I think we're counting, I can tell you how cities do it. I mean, the more people that vote for you is the ones you're going to listen to. I mean, that's just politics.

MR. POWER: Right.

COMMISSIONER LONG: And, unfortunately, Paul and his family lives in a different city, so he doesn't vote. So you have a piece of property there, and things get built up around it, and they're complaining about the noise because it's, you know, before 8:00 o'clock, and these trucks are starting and there's more traffic coming in from employees and everything else. And then maybe an adjacent property that may have been owned for 15 years by a family, they go out of business or whatever, and that parcel's up. So here comes more townhouses. So now he's in the middle of it. And when you say you're -- you're going to deal with it, how can you truly deal with it?

MR. POWER: Oh, sure.

COMMISSIONER LONG: Because, you know, having a piece of paper saying, well, you should have known it was coming doesn't really work. And - - and, you know, quite honestly, I'm here to protect the people that are already there. You know, I have concerns about traffic. And, again, I will bring this up in a second.

But, you know, it sounds like, from what I'm hearing, not everybody's really in

tune with what's going on. I know you had a Public Hearing on it, but this is a big project for Deerfield Beach. You know, I -- I am in Lighthouse Point. So I can hear about it, but I haven't heard too much about this, strangely enough.  
MR. POWER: Okay.

COMMISSIONER LONG: And, you know, I don't know what you've done as a city to really educate all the people that truly will be affected by this.

MR. POWER: Yeah, I can actually tell you we have had a few workshops and Public Hearings for this matter. Back on November 10th, 2015, a public workshop was held at City Hall regarding the land use application, and on January 7th, there was the local planning agency board. On January 19th of 2016, the item went to City Commission.

So we have had three opportunities in which residents and business owners were publicly notified inside and outside of the area by a -- 300 feet is the -- our code. And so those were public attended meetings. We do receive the occasional phone call and walk-in and email and things of nature, but that's -- that is -- we have had that -- that outreach.

COMMISSIONER LONG: Because typically we don't have, you know, three or four speakers coming up on an item, you know, here at Planning Council. So when this happens, and it's from a group of different people, I have concerns.

I don't know how many people attended these, and I know it's -- you know, you put it out there, and if they show up, they show up. But, you know, I'm just wondering how many people really know the effects of this land use scale development.

CHAIR CASTRO: Well, and what's interesting is they all have three different issues and perspectives.

COMMISSIONER LONG: Right.

CHAIR CASTRO: If they all came up with the same thing, okay, it's a disgruntled group, I get it. But they -- they're all coming in from different perspectives. All right. Are you finished?

COMMISSIONER LONG: I'll talk about traffic --

CHAIR CASTRO: I'm sorry. Mr. Friedel? Mr. Friedel, go ahead.

MR. FRIEDEL: Yes, I just want to follow up on what Chair Castro and Commissioner Long have said. I am very concerned about the existing

businesses and their ability to continue doing whatever it is they're doing, and I want to assume that they're good citizens.

And if they do want to have construction at, you know, whatever time, I want the residents that are moving into this property to be aware of really what they're getting into. I mean, as Chair Castro said, somebody that buys a property next to a railroad, you know, they should understand that there is going to be noise. I grew up kind of on a property by that -- like -- like that when I was a kid. My first foray into urban development was SimCity, and I always wondered why you couldn't put a residential zone right next to an industrial zone. And, you know, that's kind of the reason why.

And I -- you know, I don't want to say deed restriction or anything like that, but I do think these residents should be -- really be made aware of what type of property they're purchasing before they do, because I feel a lot of people might not be so savvy to these things. They see a price, they see a property, they see it's new construction, and they're interested.

But, you know, the first time they wake up at 6:00 a.m. with the -- you know, because of construction, they're not going to be happy. So I want everyone that's getting involved to know what they're getting into and allowing our existing businesses to keep being good citizens and keep supporting the City of Deerfield by even being there.

MR. POWER: Absolutely. The -- you know, of course, the -- the recent developments at are on the east of 95 are along the railroad tracks, not just in this County, but, of course, in Palm Beach County. If you go to Boca Raton and Delray Beach, you know, multiple residential units are popping up along the railroad tracks. Of course, in Fort Lauderdale, it's a similar situation.

And we do have multiple residents living within this area. It's not as if there are no residents currently living within the Pioneer Grove area that maybe deal with this issue on a daily basis. So no residents that exist within this area and no businesses that exist within this area are -- are going to be coerced or forced or anything of that nature to -- to have to deal with something that would be a new code. You know, it's the new property, the new development that comes in that have to meet those concerns.

CHAIR CASTRO: Okay.

MR. POWER: To follow up with some additional questions, if that's okay, that were addressed, that were brought forward, as far as the gateway, the -- the intention right now for the gateway is -- is for identification. Through -- through traffic review and -- and things of that nature, and where -- where we believe the largest part of commercial will be, we think that Hillsboro

Boulevard and 2nd and Dixie will actually be the -- the main entrances for commercial and retail use.

We still see 4th Street as being primarily where residents may access. But for identification purposes, we're going to make sure that it's -- it's clearly noted through way-find (phonetic) and things of that nature that, you know, this is the -- where Pioneer Grove begins. So that particular corner I think is being looked at for -- not just for that, but for pedestrian access and -- and walkability, bike lanes, things of that nature.

But at this moment in time, we're not looking at that as being the main entrance into Pioneer Grove, because that is the -- the residential component, where the residential component is supposed to be. It's supposed to be -- hopefully, Dixie and Hillsboro will be the commercial aspect. In regard -- actually, there's another comment I have to make as far as industrial. The city has a vision for architecture brought forth by -- by management in which this property will have an historical element. It'll have an element that will be brought -- brought backwards in time.

The -- the first residents of Deerfield Beach prior to it being a city was about 1980 we had our first settlers, and, of course, we were incorporated in the '20s. But, you know, we've had, you know, people living in this particular area for -- for all this time. We're trying to kind of bring that back and trying to bring a little bit of that element back, so our architectural guidelines and style, which have not been approved by the Commission yet, is going to be more of an industrial style look.

I'm not talking Davie. We're not talking, you know, old west, but we are talking a -- something that's different than what you would normally see in today's architecture where you have terra cotta tile or something like that. We're not trying to go for that look. And what that's going to do is it's actually going to help with the industrial uses that we currently have. It's going to help sort of blend those two together where it won't be such a large distinction between the two. So I want to make that -- that clear. You know, it's something we don't really talk about at a -- at a LAC issue.

CHAIR CASTRO: Is that something -- sorry to interrupt again -- the city would do as part of an infrastructure project? For instance, just taking this gentleman's construction site, if -- if there is all of a sudden a disparity in -- in noise and problems and issues, would the city be willing to put money on the table as part of this new district, okay, we're going to stick a wall in front of your property that is going to fit in our architectural motif --

MR. POWER: Yeah.

CHAIR CASTRO: -- to block you off a little bit?

MR. POWER: I -- I am unable to answer that question.

CHAIR CASTRO: All right. Just a thought.

MR. POWER: I don't have the pay grade to do that. But I can tell you that --.

CHAIR CASTRO: (Inaudible.)

MR. POWER: -- I can tell you that the city does have plans on investment. Of course, if the penny tax passes, we'll have more plans for investment. But we do have plans for -- for investment into the area, and we are actually currently working on an infrastructure plan. We have a -- a scope out right now for that plan in which it will discuss not just underground utilities, but, you know, street improvements, lighting, landscaping, (inaudible).

CHAIR CASTRO: But -- and to your point, when you do lighting, you're going to look for something industrial looking or whatever, right? So --

MR. POWER: Right. And things of that nature. So -- that is something but, no, unfortunately, I can't answer that question right now.

CHAIR CASTRO: I understand.

MR. POWER: Yeah. There are single family homes within -- within the -- the district. I just want to make that clear. There are single family homes. Again --

CHAIR CASTRO: They can stay.

MR. POWER: -- they can stay. There's no -- no reason why they couldn't. I do want to point out that in -- in regards to Ms. Portier's comments, the -- the entire area -- and I want to point to the -- to the west -- I'm sorry -- yes, to the west of the Pioneer Grove, you'll see a red jagged line. And that is a commercial district that we are considering. It's called -- it's -- it's actually an existing district called the -- the Dixie Business Railroad District.

That is another mixed use area. It's supposed to be a commercial/residential area. That's already been, you know, approved. It's part of our code right now. We're currently in the process of creating a plan with the partnership that we -- the property owners have formed to -- to help work with them to see whether it's the highest and best uses of that land. So that is something that is in the -- in the works right now as an adjacent property. And that is -- I mean, that's, I think, the area you're referring to. But, you know, the Pioneer

Grove area does not directly impact any other single family properties that are outside of the district, only in the fact that, hopefully and potentially it does raise their property values. That's -- you know, that's all there is.

Also in regards to (inaudible) a great point that -- that Mr. Ector brought forward, you know, affordable housing is a very serious issue in Broward County, and the City of Deerfield Beach takes this issue seriously, just like every other city. The items that are in the Land Use Code address the affordable housing concepts. I'm aware of the 1.07.07 code. And the City of -- City of Deerfield Beach, you know, looks for -- for those issues, and we -- we look to make sure that that -- that --

CHAIR CASTRO: You also have a very nice housing authority.

MR. POWER: Yes.

CHAIR CASTRO: Okay. If you wouldn't mind, I've got some people up here that have been waiting patiently --

MR. POWER: Sure.

CHAIR CASTRO: -- and I'm going to change the order up a little, just so I have everybody, I think, written down. We're going to start with Professor Grosso, then Mr. Parness, then Mr. Castillo, and then Mr. Long, I think, has raised his hand again. Okay. Then Mr. McColgan. Anybody else? Okay. And then last will be Mr. Ganz.

MR. GROSSO: Thank you. I have some idea. I think that we don't leave something like this to just the market and the vagaries of the zoning process. Comprehensive Plans are supposed to guide the zoning decisions. So let me throw out a suggestion that if there's going to be an approval of this, it would be with conditions that policies like the following would be adopted as part of this amendment into the plan.

You would say -- and I wordsmith this a little bit -- pre-existing uses shall not be considered incompatible uses or nuisances. You put that right into the Comprehensive Plan. You add another policy that -- and I -- I don't have the benefit of knowing all the things that are in the existing city's plan, but you would say new adjoining uses are required to establish their own adequate buffers. And then a third policy would say something to the effect of site plans -- for this property and others -- site plans shall locate non-residential uses adjacent to and more proximate to existing industrial uses than residential uses. The idea is you site plan this so that the residential uses that people would be more likely to be concerned about the existing industrial uses are as far away from them as possible.



You write that as a -- a binding policy into the Comprehensive Plan. You don't leave it to the vagaries of the zoning and -- and the site plan approval process where, again, the people who are going to be impacted don't vote in that city. And I think that's a big reason you have plans, is to protect those living outside of the city. And so those are my three, I think, tangible, potentially very useful suggestions that could make this a win/win.

CHAIR CASTRO: Good. He's the serious attorney in the group. Okay. Next we have Mr. Parness.

MR. PARNES: Yeah, I have a couple of things that concern me. In Deerfield Beach, we have the Mystic Mountain. Nice name for the dump. Right across the lake, we have homes. I'm wondering if they were told when they bought their homes, don't open your windows on a damp day, because the odor will drive you out of your house.

I feel that Public Hearings are great, but how many prospective buyers were at a Public Hearing in Deerfield Beach to discuss this? Probably none. We're talking about people looking to buy a home in this area. What I'm suggesting is that these people be told that they are neighboring on an industrial site, and buyer beware. That it is there, that they're to stay, and you're buying a home with the possibility of noise at 6:00 o'clock in the morning.

If there are no noise complaints from the present residents to Code Enforcement -- the problem would have been fixed if they were violating the law prior to this. So, obviously, the industrial park is not annoying the industry -- the residential neighbors now, or we'd hear about all the complaints filed with Code Enforcement. But I think prospective buyers should be made aware of the possibility, rather than going in blind.

Nice new home. We looked at it on a Sunday. We moved in on Tuesday, and machines are going by the house at 6:00 o'clock in the morning. I don't think that's fair to the buyer. We want people that move into town to be happy with their purchase. Buying a home is a very serious long-term development issue with most people. They don't buy a house looking, oh, my God, we made a mistake. Let's sell it and move out.

So, yes, I'm for the development, but I think buyers should be made aware of the possibilities. And I don't think that's an impossible thing to do. Either the problem has to get taken care of or people at least should be made aware that the possibility exists.

CHAIR CASTRO: Okay. Mr. Castillo.

Planning Council  
10/27/2016  
DH/NC

COMMISSIONER CASTILLO: Yeah, so I'm -- I'm -- I -- I agree that, you know, that folks should be aware of -- of what's around them, and that they're not always, on their own, aware of those things. And letting them know that is -- is a -- is a good thing. But I see two futures coming out of this. One is where the existing businesses continue to operate there. Another is where they sell for a whole bunch of money and relocate.

The notion that a construction company can't relocate in Broward County, I'm sorry, I reject that. There's lots of places you can go. And if you get -- if you get a price for your existing business that works for you to do that, all the better for you, or anyone else who's there. We sit in judgment of a Land Use Plan. We're not the developers of it, we're not the City of Deerfield Beach. They're the applicant.

You know, we can -- we can -- in my opinion, we can tell them, as folks who have amassed a certain degree of -- of experience in -- in dealing with land use issues what the potential issues are. And traffic is -- is certainly a concern that has to be mitigated, and everything else. But I think Boca sent us this letter because they're afraid that we're going to become more like them.

And if Deerfield Beach wants to create a Local Activity Center that lifts up a particular area and generates more -- you know, a better economic situation for the city, you know, so long as -- so long as he's not prejudiced in terms of the running of his current business. Because he may choose not to sell. They may offer him any -- any amount of money, and he may say, I want -- I want to stay here.

So long as he's not injured by something new that's coming in, or prejudiced in any way because of the business that he's run for many years, that's fine. But I see two futures. One is where he continues and -- and the other folks who are currently there, in whatever capacity that they're there, that they would be able to continue to live there under the conditions that they've always had. And the other is where the market actually persuades them to go elsewhere.

And which one of the -- and, you know, that may spill over. You know, you have these -- these plans for a historical district. I think that's very good. I think that's quaint. Beautiful thing. That may or may not happen, depending on who -- who chooses to stay. When I look at this, I simply look at it in -- in terms of does this application comply with the existing Broward County Comprehensive Plan. And from my perspective, it does. And the rest of it is really up to the city.

So I -- you know, I -- I -- I think the plan complies. I -- I agree with Commissioner Long where I'd like to hear more about what the traffic impacts are. I know that you reviewed the traffic impacts and you came away feeling that there were -- that -- you know, that -- that the impacts were mitigated or - - or better explained or whatever. But I think that that's a serious concern, not so -- not so much for the convenience of the business and the residents, though that's reason enough, but rather the movement -- excuse me -- of emergency vehicles and that kind of thing.

So if you could take -- just take a moment and talk to me a little bit about traffic, how much traffic do you expect, how -- or to what extent you feel and the traffic engineers feel that the traffic is being mitigated.

MR. POWER: Sure.

COMMISSIONER CASTILLO: Those are the things I'm interested in hearing.

MR. POWER: Yeah. Our traffic consultant, Jeff Perry of Stantec, is here today. Is it okay if he speaks?

MS. BOY: He signed in. He's the next speaker.

MR. POWER: He signed in.

MS. BOY: If --

MR. POWER: So if --

CHAIR CASTRO: Well, can we (inaudible)?

MR. POWER: Do you want me to continue to go over it, first, or do you want --

CHAIR CASTRO: Could you hold on the traffic for just a second? Because --

MR. POWER: Okay. Absolutely.

CHAIR CASTRO: -- I already pushed Mr. Long toward the end, too, because of the traffic.

MR. POWER: Okay.

CHAIR CASTRO: I want to see what -- Mr. McColgan and Mr. DiGiorgio

want to speak, and I don't know if they're going to get into the traffic, but -- and I'm saving Mr. Long and Mr. Ganz until the end.

MR. MCCOLGAN: My name's Bob McColgan. I'm a long time friend of Deerfield. I worked many years ago, and Dr. Leo Rob and I went to the beach together. He was the city (inaudible) at the time. I have two questions. The Planning Council sent out 500 notices on this hearing of the -- of courtesy hearings. How many notices did you send out for your Public Hearing? You said there was a Public Hearing?

MS. BOY: I would guess probably -- I -- I'm just going to interrupt. I would guess probably about the same number, because their -- it's a standard notification requirement. So we sent about I think it was 497 or 498. It might have been exactly 500, but it was around that number.

MR. POWER: I actually don't have that with me today, but I believe that's correct, because we did the exact same (inaudible).

MS. BOY: It's within 300 feet.

MR. MCCOLGAN: Okay. Then the other question, you said there was a Public Hearing in the City of Deerfield on this project?

MR. POWER: There was. There was a Public Hearing back in November of last year.

MR. MCCOLGAN: Okay. When there was a Public Hearing, was -- did the City Commission of Deerfield take a vote on it --

MR. POWER: Yes.

MR. MCCOLGAN: -- at the time?

MR. POWER: Back in January of this year.

MR. MCCOLGAN: Yes.

MR. POWER: So in November of 2015 of last year there was a public workshop. And then this went to the Planning and Zoning Board for the City of Deerfield Beach and the City Commission in January 2016.

MR. MCCOLGAN: Okay. When it went to the City Commission, did they take a vote?

MR. POWER: Yes.

MR. MCCOLGAN: And what was the vote? Was it for, for it?

MR. POWER: I don't have that with me. I apologize.

UNIDENTIFIED SPEAKER: It was (inaudible).

MS. BOY: Can I -- can I add? Yeah, so it was unanimously supported by the City Commission, a vote of five -- of five to zero --

CHAIR CASTRO: Thank you.

MS. BOY: -- on January 19th.

MR. MCCOLGAN: Okay. Okay, thank you.

MR. POWER: Thank you.

CHAIR CASTRO: Mr. DiGiorgio.

MR. DIGIORGIO: Thank you, Madam Chair. I just want to echo a few comments, then I'm going to wait and listen to -- to the transportation in case I have any other additional comments after that. First of all, I reviewed the plan in what's been submitted. I think it's it a comprehensive plan. I think you all did a good job in the submission.

And I think the project is ambitious, and I think it's needed in that area. So I -- I commend you and I commend the Commission for supporting this at a five/zero vote. I hear the -- the concerns. I think the concerns are real. But I think what Commissioner Castillo said is -- is really important, because there's a reason why these are the wave of the future, because this is the direction we're going. Are we staying status quo or are we moving to the future?

This is -- this is -- there's a need in the community of Deerfield, obviously identified. The Commission voted for this. There was outreach. And I think the plan itself supports it. Now, I had a little bit of questions about the transportation here myself, and the methodology. Of course, I understand how it's done. It's based on the trips that could be allowed there today versus what could be allowed in the future.

So I totally get that, and I see how we have a decrease. But I'd like to really understand further the multimodal issues that you're talking about and how we're really going to move people through there. I do have some concerns with Professor Grosso's suggestion, because I think there's unintended

consequences when we start putting criteria like this in place, especially on the first one where he talked about saying these existing uses -- uses are not a nuisance or non-conforming, because I think that's when you get into it -- and I'm not a lawyer. I'm not a land use lawyer, so I want to preface by saying that, but I think that's where you get into saying, well, they're not a non-conforming use, why can't I put my business just like that next to it, because it doesn't preclude that in the code.

So I have an issue with that. The notice, obviously, I have no issue with the notice. I think that's important that we get that out there, however we put the -- the notice requirement in there. And I think the site plan requirement actually defeats the purpose of the Local Activity Center, because a Local Activity Center is a live, work, play environment that you're trying to create, and you're trying to create an area that interacts with one another, and the marketplace does dictate that policy. And it would be unfair for us today, sitting here, October 27th, 2016 to determine what should happen 2022, 2028, 2030. So in my opinion, it's a good plan. I want to hear more about transportation. I really think we need to do our job, which is to review it for the compatibility, and stick to that. Thank you.

CHAIR CASTRO: I think some issues, like even site plan, I don't think is under our auspices to include as a condition --

MR. DIGIORGIO: Right.

CHAIR CASTRO: -- of the land use change. I think the idea of pre-existing uses could possibly be under the auspices and we'll eventually wait for the attorney to opine on that. But let's get on to the next part of the program, and I'm going to turn it -- I know, because Commissioner Long has made several mentions of the traffic issue, so I think it's now time for your traffic person to step up, and we're going to go through a little traffic component of the plan, if you don't mind.

MR. PERRY: Good morning, Madam Chairman, Council members. My name is Jeff Perry. I'm a transportation planner, certified planner, AICP certified planner for -- working with Stantec Consulting. And we were hired by the City of Deerfield Beach to prepare the traffic analysis associated with the LUPA, with the Land Use Plan amendment. Our scope of the -- of the particular analysis was very limited in terms of the type of analysis. We prepared a trip generation analysis to determine whether there was a net increase or decrease in the amount of traffic that would be provided for by the change in the land use.

Our initial contact with Planning Council staff sort of set the methodology for how the study was to be done. We performed that study in that particular

manner. There were a few minor differences in terms of the trip generation rates and which rates applied to which uses. We ironed all of those out and provided the final analysis that, under our analysis, indicated that there would be a minor reduction, a minor net reduction in the traffic based on the change in uses, which substantially is -- is a change from the industrial land use to a more residential land use.

The commercial is about the same in square footage. There is an increase in government services, the City Hall expansion and so forth. So the real change in the plan in terms of traffic comes in the change of a shift from the residential land use codes and -- and uses to the residential land use codes. So that's where our -- our change actually took place in the analysis. We did not do a link by link analysis. We did -- the information was provided to -- counsel provided the information on the land use change to the MPO.

They did run a model on it, found that under the modeling scenario, there was a slight increase in traffic on -- on Hillsboro west of Dixie. And that was the only significant link that they felt in the model that was impacted. So if you have any specific questions, I'd be more than happy to try to answer them for you.

CHAIR CASTRO: Commissioner Long.

COMMISSIONER LONG: Yeah. Some of my concerns, obviously, would be the fact that Hillsboro Boulevard is already an F level of service. So I guess one would say it's not going to have an adverse effect because it's already as bad as it gets. Adding 2100, 20 -- you know, 2150 units to it, let's times that by two cars just to be safe, 3400 new cars that are driving up and down these roads, obviously, that's going to make it even worse.

And you're saying you're looking at a slight reduction in -- in the trips? And I question the methodology sometimes, because we try and have one methodology for, you know, an entire county, and there's different things coming into play here, including railroad tracks, which, you know, is limited as far as how many times you're going over that railroad track. There's just so many openings and entrances. I think that's a big concern.

I think Boca Raton has concern for it. I think that any area adjacent to Hillsboro and Dixie is going to have a concern about it, not even talking about the interior pieces of it that go through residential neighborhoods, because, you know, the unintended consequences of bad traffic here is cutting through the neighborhoods to try and get something done.

And the fact that you still will have commercial, you'll still have some light industry in there, industrial in there that could be, you know, large trucks and

things like that to slow things down, truly affects the level of transportation service that can be provided.

And I start wondering what's next. What's going to happen on the other side of Dixie Highway? At what point does somebody say we can't do that because the level of service is so bad, we cannot deal with another 2,000 units here? So is it their turn to say, okay, we can't let you develop, or we let these guys develop? At what point do you say, stop, we've got to fix and plan better from a transportation point of view to get off of the level F service? Because Dixie's going to be ultimately going to go from C down. And all the tertiary roads are going to be affected, as well.

So from the City of Deerfield Beach and also from the County perspective, when do we say enough is enough, that we have to focus on transportation as a higher priority? Because in this particular case, you have an F road already. You're adding, you know, 2100 units plus, and you're still dealing with all the other things, but yet you're saying there's going to be a reduction in the area.

And you already -- it was already mentioned that there will be new programs being developed along Dixie Highway corridor. So how does that all come into play in the grand scheme of Deerfield Beach and the traffic flow?

MR. PERRY: Excellent points, Commissioner, and -- and I'll try to -- I'll try to touch on some of them. The -- the analysis is a -- is a snapshot analysis. It assumes a -- a preexisting condition, everything developed as you see it in the current plan, all of the industrial developed, all of the residential developed, all of the commercial developed, compare that to the future plan, which assumes a certain amount of residential development -- excuse me -- a certain amount of commercial, some preexisting industrial uses remaining, park development, and -- and City Hall development.

So it's those two comparisons. It's not the what we have on the ground today. So it's very difficult to sort of say, well, if you put in another thousand dwelling units, what happens to the traffic, or if you take out some of the industrial, what happens to the traffic. In large part, that's left to the future analysis that are done as part of rezoning applications. The city may -- and I'm not familiar with exactly the process as to how they propose going from comp plan to zoning change, but the city could -- could sort of take up a couple of different avenues in terms of trying to rezone the land in advance of development.

(Inaudible) set up the patterns of zoning that they want to see, and then have those individual developers come in and apply for rezoning. But there are -- there are analysis that will be required at the zoning stage as well as the site



plan stage for developments to get their permits, to get their development orders. There are levels of service standards and concurrency issues that will have to be dealt with. This is at the very early stage of development. Future development, future land planning development where we've tried to say we think this is a better plan, we think that it has -- offers greater opportunity for multimodal transit -- transportation uses.

As they move forward with their infrastructure planning, they can plan better sidewalks and better -- better bike lanes. Transit already serves 97 percent of this particular area. So there are tremendous opportunities as the project evolves, because that's exactly what's going to happen. It's not here today and different tomorrow. It will evolve over time. There's going to be opportunities for improving transit. Bus stops. I think your transit agency -- transit staff that reviewed it said there'd be greater opportunities for making sure that you get bus stops and transit routes and transit opportunities with bicycle and pedestrian facilities that will enhance that multimodal opportunity. I think the residential component, a larger residential component and a smaller industrial component, theoretically eliminating industrial, which we know will probably never happen, but will dramatically change the peak hour traffic movements, because industrial, during the peak hour, if you have an equivalent amount of industrial and an equivalent amount of residential, the -- during the peak hour, the industrial will generate three times the peak hour traffic than -- than the -- than the residential will.

When compared on a daily basis, they might be equal. Residential traffic is over the course of the day, a little bit higher in the afternoon and the evening. Industrial has a peak hour, a tremendous peak hour traffic movement. So you could actually see a difference in -- in traffic along Hillsboro, for instance, a greater daily volume because of different types of traffic movements, but less traffic in the peak direction, because people will be coming in one direction, maybe from I-75 toward Pioneer Grove center as opposed to leaving Pioneer Grove center, employees leaving at 5:00 o'clock, going out in the opposite direction.

So there's going to be a lot of changes in the traffic patterns. The volume of traffic that we see here is probably equal in terms of the amount of traffic being generated. Because of the shift in the -- in the use pattern, it's really going to be a function of how that is dispersed over the -- over the roadways during the peak hour.

COMMISSIONER LONG: Quick question now on the -- the level of service. Is that based on peak hours? Or is that overall?

MR. PERRY: It's peak hour. Peak -- levels of service typically are peak hour, and in most agencies, it's by the peak direction, because that's the

worst period of the day, worst hour of the day, and it's in the worst direction of traffic.

COMMISSIONER LONG: And as a consultant, have you ever been in a situation where you'll look at a traffic study and say you just can't really develop here? You're not going to -- it's just going to be gridlocked? Or is it that we look at a different methodology and make it work?

MR. PERRY: Well, typically what happens is that there are improvements that are necessary. When a -- when a parcel comes in for development, at the parcel level, a land developer comes in and wants to make an improvement, wants to build a shopping center, wants to build a -- an apartment complex, an analysis is done. If it -- if it was done at the rezoning stage, it may have already been rezoned, but at -- certainly at the development order stage, a developer is required to submit a traffic study, determine what impacts -- what the levels of service are, what impacts they will have on that level of service.

State law now says that he's -- the developer's only responsible for impacts that he creates. He's not responsible for backlog deficiencies. So the cities and the counties, the State has a responsibility to try to make sure that they have plans in place to -- to improve the facilities. But if there are improvements that are necessary for a developer to move forward, they have the obligation to make those improvements. Otherwise, they don't get their development order.

COMMISSIONER LONG: But that's by parcel.

MR. PERRY: Yes.

COMMISSIONER LONG: Not overall.

MR. PERRY: That would be at the -- at the development level, parcel level.

COMMISSIONER LONG: Okay. I'll yield the rest.

CHAIR CASTRO: Mr. Friedel.

MR. FRIEDEL: Hi. You may not know the answer to this question, but is there a higher rate of traffic collisions when there's a higher rate of heavy machinery with resident -- regular vehicles, that you're aware of?

MR. PERRY: You're right. I don't have an answer to that question.

MR. FRIEDEL: Because my question would be since this location is so

closely next to an industrial zone, and the previous speaker said they do have a lot of heavy machinery, I'm concerned that there might be traffic collisions, maybe due to people not liking being behind heavy machinery, or there being a lot of it on the road. And those are big machines that they're not the ones that are going to get hurt in an accident.

MR. PERRY: Right.

MR. FRIEDEL: And that's my concern there.

MR. PERRY: Right. And they're probably not causing the accident.

MR. FRIEDEL: I wouldn't say that they would.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. FRIEDEL: Just the -- the fact that they're all together in one area in these peak hours. You know --

MR. PERRY: Yes.

MR. FRIEDEL: -- I do actually leave for work at 6:00 in the morning --

MR. PERRY: Yes.

MR. FRIEDEL: -- so --

MR. PERRY: Yes, and --

MR. FRIEDEL: -- that would be my question and concern when --

MR. PERRY: Right.

MR. FRIEDEL: -- it comes to --

CHAIR CASTRO: I can --

MR. FRIEDEL: -- traffic.

CHAIR CASTRO: -- I can make one comment on that. Obviously, again, because of where I live and there's a lot of activity going on at Fort Lauderdale-Hollywood, and they actually use the end of our neighborhood for a staging area. A lot of times, if it's the contractors directly, in this case, this gentleman's business, I'm sure he has a robust safety program for his drivers and his people, because it's his stuff, his equipment.

When you have subcontractors coming up all over the state with dump trucks, one after the other, then you have a bigger problem and a bigger concern. Now, jumping off of that, thank you, brings me to two questions, and I haven't forgotten about Commissioner Ganz.

I'm going to let him bring up the end of the discussion for the city, in particular, getting back to something Commissioner Long was saying, is part of the LAC or this Pioneer Grove development, do you have an overlay for things like multimodal, bike -- bicycle lanes, things like that as part of the development of this -- this area that you've talked about antique and history and whatever else? Are those components in the programs that when an individual parcel owner comes into the LAC and says, okay, I'm going to buy this business and turn it into residential, oh, by the way, I have to pay for a bus stop out front because the plan calls for multimodal and I have to comply? Is that already there? I heard him say there are opportunities for it. I'm again trying to find due notice, constructive notice --

MR. POWER: Right.

CHAIR CASTRO: -- process that people can see what it is they're getting into.

MR. POWER: Right. Well, thank you, that's a great question. And something I'd like to bring up is the City of Deerfield Beach is the first city to do a Complete Streets program in the County. And we're very proud of that. And an element of the Pioneer Grove LAC that was omitted from -- from this -- from what you received was the improvements that are occurring in our area for Complete Streets, and especially for Hillsboro Boulevard.

Hillsboro Boulevard is receiving major changes over the next couple years in regards to the Complete Streets program, including roads within Pioneer Grove, such as 2nd Avenue, 4th Street -- I'm sorry -- 4th -- yeah, I'm sorry -- 4th Street -- it's not 4th Avenue -- and some other roadways. So a lot of the concerns that I know you're bringing forward today, the city has taken very seriously over the last few years, and has implemented a long-range plan to alleviate this congestion.

This is the -- the main neck of our tourist area. People are going to the beach. You know, the city looks at Hillsboro Boulevard, especially from 95 east, very seriously as a means not just for people to go to work and come home, but also our -- our robust tourist industry to -- to make it to our barrier island.

And if you've ever been east of Federal on Hillsboro, you will see our first

phase of our Complete Streets program that will be continued westward and throughout the Pioneer Grove area. I briefly mentioned earlier an infrastructure program that the city's putting together. That infrastructure plan will -- will identify all of these concerns that you're having within the Pioneer Grove area.

As far as walkability and bike-ability, at this moment in time, we have not made a decision as to how -- in which those items will be handled, whether it will be something that will happen through the city's investment, or if it's on a per parcel basis, or if it will be in some sort of impact fee.

That has not been decided. That's a decision that, again, goes above my pay grade. But those elements are on the table, and that is something that the city has been working on for probably actually longer than the Pioneer Grove concept has been in design.

CHAIR CASTRO: Okay. Part of the planning process also, getting back to what Mr. Friedel was saying, the heavy trucks versus light cars. You know, traffic signaling and flow can make a huge difference --

MR. POWER: Yes.

CHAIR CASTRO: -- in whether you're setting these up for accidents --

MR. POWER: Right.

CHAIR CASTRO: -- or not. In my personal experience, if -- if I've got -- the trucks have the right of way, chances are I'm going to get smooshed. If the -- if the cars, the vehicles, have the right of way and the trucks have to obey, it's a little bit easier to enforce and keep people safe. Is that part of the plan or any consideration of the traffic (inaudible)?

MR. POWER: Well, I can tell you that signalization is part of the plan. We're currently working with FDOT on signalization for Hillsboro Boulevard. We're also working with the FEC right now over the -- like the -- the quiet zone changes that we made. Those quiet zone changes actually changed the traffic pattern.

So -- so, yes, it's happening. I can tell you that I'm not completely familiar with the CRS daily use of how their trucks moving back and forward. I will speak to the owner and discuss that issue with him and -- and see what can be done, because it is a concern.

CHAIR CASTRO: Okay. And you might want to speak to him about some of the other concerns he has. Anybody else before I --

MR. POWER: Thank you.

CHAIR CASTRO: -- turn over -- I'm sorry, go ahead. Commissioner -- Commissioner Ganz. Okay, Commissioner Ganz, you're up.

COMMISSIONER GANZ: Thank you. Sorry for being late today. To address a -- several -- first I just want to say this. As a City Commissioner in the City of Deerfield Beach, I'm kind of switching my hats off and on this. Our goal is not to run longstanding businesses out of the City of Deerfield Beach. I can assure you that if CSR Construction was located in Lighthouse Point or Pompano, I'd be doing my best to try to lure them to come to Deerfield Beach instead.

So that is really our goal. I'm very aware of compatibility issues, having represented the western portion of Deerfield Beach that surrounds Mount Trashmore, and with Independence Bay and waterways communities that were told by real estate development and real estate agents that that would be a bird sanctuary within five years. That was 20 years ago. It was going to be a -- an alpine skiing type facility.

So the creativity by -- if the creativity is left to the real estate agents, I think we're -- we're going to have some issues. The goal is -- this is not a land grab, let's pack as many people as we can thing for the City of Deerfield Beach. This is about the long -- longstanding ability for us to be able to redevelop what is a grown out city. It's not unique to the City of Deerfield Beach, and it's not unique to Broward County.

I do find it a little interesting that some of the arguments that are being made here, all of which are very valid, are a little different than what I've heard in other communities when similar types of things have been brought forward. So it's interesting to hear those arguments. And refreshing, in some ways. And as far as it goes to affordable housing, the City of Deerfield Beach is unique compared to other cities in that we do have a -- a large amount of affordable housing. As a matter of fact, if you looked, it says right here, V-1, I guess you could call it -- excuse me, 5-1, substantial inventory of affordable housing within half mile radius of the LAC area.

And, actually, if you go further into this, it talks about the analysis, illustrates that the majority, 95 percent, in fact, of the current housing stock meets some level of affordability, with almost half, 47 percent, of the current housing stock meeting the very low affordable housing price of up to 115,000. So the affordable housing issue is not a problem when it comes to this right here. We have our fair share of affordable housing. The city is not looking to try to pile as many people in as possible.

Planning Council  
10/27/2016  
DH/NC

We just recently turned down, before it even got to the -- in front of this board, a project that was going to put over 1200 new -- 600 units in a four-acre parcel right on Dixie Highway and 15th Street. It was very controversial. And it -- the gentleman who was up here before was referencing, Mr. Ecton was talking about that. That is something that he opposed.

And the Commission opposed that, because it didn't -- it wasn't compatible. It had long-term traffic issues for us, and didn't look to fit into the long-term plan for that area. We've done a -- we have tried to do our best to come up with a plan that allows us to revitalize an area that's desperately in need of it, and that doesn't make everything dependent on our beach area or these other areas.

Broward County's built out. City of Deerfield Beach is built out. So this allows us the ability, some flexibility. Excellent points as far as the infrastructure. We are very proud of what we've done with the Complete Streets program and tackling that. We're one of the first cities to do that. We are doing lane elimination, actually, on Hillsboro Boulevard, which was meant to allow things to be more compatible with multi use types of transportation, not limiting to just car traffic.

So that's something we're very aware of. I would rather not limit the City of Deerfield Beach and put something in here in the last moment that says that -- you know, that we have some of these limitations that you're talking about. That is really up to the City of Deerfield Beach to figure out how that works. It's in the best interest of the City of Deerfield Beach to make sure that something like this, whatever development goes on there, is compatible, allows us to be -- to -- for people to live, work, and play, including existing businesses, because that is our job.

Our job is not to run existing businesses out of the City of Deerfield Beach, or any of us that are in this position that I'm in. So our job is to bring businesses like that in, and -- and we are tasked with trying to find out how we're going to make that compatible. That's something that I think the city will be able to have to work on and handle itself. I would rather not try to limit it and make it -- handcuff us completely, or the city completely, by -- by putting in what's been suggested.

As far as public meetings, I'll give you an idea of how public meetings work. We had a public meeting on the surtax, penny surtax this week, Tuesday night, well-advertised, well put out there at City Hall. We made all the arrangements (inaudible). Total attendees, four.

UNIDENTIFIED SPEAKER: Yeah.

COMMISSIONER GANZ: Three elected officials and one -- one resident, Mr. Parness. We could have five more of these public meetings. We would have five more people, possibly, show up. The public meetings that I've attended, that I've been with through this process, these are unique individuals that come up with these -- with these issues.

I'm glad they did, because that's something that, by the way, this board has to consider and the City of Deerfield Beach has to consider. And -- and they've all made very valid points. I do hope that you support this. This is something that's vital for the City of Deerfield Beach's future. We have tried to do our best in coming up with a plan that we don't lose our character, we improve it, and we try to make it a place where everybody can live, work, and play. So I am asking for support on this.

CHAIR CASTRO: Okay. I'm just going to make a quick comment. I understand what they're going through, because they sort of mirror what Dania Beach was going through. And sometimes when you're an older city, you get these hodgepodes of things that come together, and somehow you have to effect some sort of change to make the area better. And so I understand exactly what they're going through.

As far as the traffic goes, it's interesting, because I was going to disclose this at the end, but I'll bring it up now. I -- I interviewed with the Sun Sentinel yesterday. They're doing an article on the traffic congestion in Broward County, and they apparently --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR CASTRO: Yes. Well, I gave her all your numbers. Apparently some of you chose to talk to her and some of you didn't. The first thing I need to say is I disclosed to her that I was not speaking on behalf of this Council or expressing the views of the Council, but, rather, my own.

The second thing is the crux of the article is some of the things we're talking about, and I think where Commissioner Long was heading, and they seized on some minutes from our meeting that, you know, when you say things here, you think no one's ever going to care or read them. Well, apparently that's not true either.

MAYOR STERMER: She's convinced --

CHAIR CASTRO: I know.

MAYOR STERMER: -- she's quoting you as saying --



CHAIR CASTRO: I know.

MAYOR STERMER: -- you're a believer in letting us over-build so we can create a traffic problem.

CHAIR CASTRO: Yeah, well --

MAYOR STERMER: She actually said that's --

CHAIR CASTRO: -- what I --

MAYOR STERMER: -- what you said, and I said, that's not what the Chair said.

CHAIR CASTRO: -- what I said was is that we are going to make traffic so painful in this County, we're going to force people out of their cars into mass transit, and not to (inaudible) the penny tax, but that would be one of the solutions, so that is the key. And even if we talk multimodal, if somebody can't fund the multimodal, it isn't going to happen. You could build a bus stop, but, to Commissioner Castillo's point, it doesn't get the bus there.

So I said to her I have great concerns, just like he's worried, you know, his expression about Deerfield, I would express about Fort Lauderdale. Fort Lauderdale's nothing but bridges and a tunnel. And God forbid that, you know, three bridges are up and there's a tunnel and you've got to move 7,000 units of people out of town.

However, I also told her there's a balance, especially with older cities, because we have problems that are unique that you have to do some redevelopment, and land is so expensive in south Florida, you just can't replace a single family house with a single family house.

Not to mention there's not -- the market, apparently, is in a different direction. So these are very challenging issues. And I don't want the public to get the idea that we're just rubber stamping things all the time. We are aware of these issues, and we are concerned about them. And there's multiple agencies and local governments that have to be involved in the solutions. But because I'm familiar with what Deerfield is trying to do, and I think from what the gentleman was telling me, the city is looking at the Complete Streets, the multimodal. Understand, Complete Streets is taking a lane out of a highway that already -- is already an F. Why? You're going to move people off the highway.

And to Commissioner Long's point, you need to find out where they're going to go to. They're going to have to find another way to go. Hopefully, it's not

through your new neighborhood, or, if it is, you've provided that in your new neighborhood to be a factor of it. So that's why I was saying I think, as a city, you might want to do a little bit more -- and I understand the public meeting thing, but give these individuals your cards so you can at least talk to them and -- and work some things out, and maybe get some good ideas from them.

I liked Professor Grosso's suggestions, but I think part of them, as I said, isn't under our purview. So I'm going to ask for a motion to either approve or deny the item, and second it, and go to the vote. But I am prepared to support it, because I think Deerfield is, from what I'm hearing them say, going through all the right motions to make sure that people are protected and things are okay.

MAYOR STERMER: I'll second Commissioner Ganz's motion to approve.

CHAIR CASTRO: Okay. We have a first and a second. Any other comments? All in favor? Any opposed?

COMMISSIONER GOMEZ: Abstain.

MR. GROSSO: No.

CHAIR CASTRO: One abstention, and one opposed. Professor Grosso's opposed. Commissioner Ganz abstains. Do you have a form to fill out?

UNIDENTIFIED SPEAKER: Commissioner Gomez.

CHAIR CASTRO: Michelle -- I'm sorry. Commissioner Gomez, do you have a form to fill out?

COMMISSIONER GOMEZ: I have been given a form.

CHAIR CASTRO: Perfect. I want to be sure of that.

**VOTE PASSES UNANIMOUSLY 10 TO 1 WITH MR. GROSSO VOTING NO AND COMMISSIONER GOMEZ ABSTAINING FROM VOTING.**

**OTHER BUSINESS:**

CHAIR CASTRO: Okay. That concludes the meeting, unless there's anything else anybody has for the good of the County, good of themselves, good of their city.

COMMISSIONER CASTILLO: We meet -- we meet again --

CHAIR CASTRO: December 1st.

COMMISSIONER CASTILLO: -- so happy Thanksgiving to everybody.

CHAIR CASTRO: Absolutely. Good idea.

MAYOR STERMER: The only thing, I would close with this, is understanding where we are in -- in life, understanding that today is less than two weeks before election day. Please, if you haven't voted yet --

COMMISSIONER CASTILLO: Oh, there's an election?

MAYOR STERMER: -- and I -- I've gotten to say this pretty proficiently with people. I don't care what you do above the last two questions on the ballot. Vote your conscience, don't vote your conscience. Vote however you want. But please get to the last two questions on your ballot, and become educated on how you should vote with regard to those. If you don't get used to what we got, because --

MR. DIGIORGIO: You're advocating.

MAYOR STERMER: -- because it's going to be the same old same old. I'm not advocating. I'm just saying get educated.

COMMISSIONER LONG: And one last thing, just on the traffic from the County thing is -- sorry Andy.

MR. MAURODIS: (Inaudible.)

COMMISSIONER LONG: Yeah, at what point do we say enough is enough and all the programs we have aren't really changing F levels of service. And at what point does it start affecting the property owners who can't develop anymore? Or will we ever have that?

MS. BOY: From a land use perspective in the analysis that we prepare for these Land Use Plan amendments, we've established a threshold for the -- for when there's an adverse impact. And that's what we -- that's our consideration in the policy, and that's being carried forward as part of Broward Next. So this is just the analysis that you're going to see moving forward.

Many of these things come down to Complete Streets and the implementation on the local roads. And those are things that we don't have control of --

Planning Council  
10/27/2016  
DH/NC

UNIDENTIFIED SPEAKER: Right.

MS. BOY: -- as part of the County plan. So -- and I think Mayor Stermer wants to add something.

MAYOR STERMER: I think, Commissioner, to your question, there's been a somewhat quiet conversation going on for years of whether or not actually trips is actually the method we should continue to use with regard to looking at traffic related issues.

I mean, Mr. Auerhahn came up with this came up with this decades ago. That's where this actually was a genesis from. The question is today is that still the way we should be gauging traffic and whether or not it's --it's current - - I'll use -- the best word is current, or whether or not there should be a new methodology looked at with regard to how we look at traffic and, my word, count traffic and its impact.

And that -- I just state that out there for the sake of there's been, you know, quiet conversation for years of whether trips is the right way.

CHAIR CASTRO: And the biggest issue with the trip count, and we've talked about this for the ten years I've been sitting here, is -- the gentleman hit upon it. It doesn't look at what is currently like on the ground. It looks like what could be on the ground.

So if you have 20 acres of commercial but there's nothing built there, yet, they automatically say, well, today that has a thousand trips. Well, no, it doesn't. There's nothing there. But that's their starting point. So then when he says, well, I'm going to change it to half residential, half commercial, that's how it went down. Do you see what I'm saying?

COMMISSIONER LONG: Right.

CHAIR CASTRO: It's what's called --

COMMISSIONER LONG: And I understand that.

CHAIR CASTRO: -- fuzzy math.

COMMISSIONER LONG: But as -- as -- and maybe we need to --

MR. DIGIORGIO: (Inaudible) the future, but in all fairness, the future is not --

CHAIR CASTRO: Right.

MR. DIGIORGIO: -- sure it's going to be built either. So --

CHAIR CASTRO: Right.

MR. DIGIORGIO: -- you have to figure out a methodology that (inaudible).

CHAIR CASTRO: And that's the problem.

COMMISSIONER LONG: But I -- I think historically we can see there's been growth in Broward County. It continues on. Even through bad economies we still have increase in -- in vehicular traffic. I think the big concern is why we count trips and we do it this way, and maybe we need to elevate that conversation. But I think the -- bad pun, but when the rubber hits the road is when people are stuck in traffic --

CHAIR CASTRO: Right.

COMMISSIONER LONG: -- at any of the time of the day, on our major streets and corridors from Hillsboro to Sample Road to Commercial to Sunrise to Broward, east and west, it's impossible to get down there.

MAYOR STERMER: Thank you for advocating for the penny surtax. I appreciate it.

COMMISSIONER LONG: But there has to be a greater conversation on how it affects everybody all the time, not just at peak hours for somebody trying to get out of their neighborhood to get onto 95.

UNIDENTIFIED SPEAKER: Great.

COMMISSIONER LONG: So.

CHAIR CASTRO: Anything else?

UNIDENTIFIED SPEAKER: Gobble, gobble.

CHAIR CASTRO: We stand adjourned. Thank you, everybody. Happy Thanksgiving and see you December 1st.

(The meeting concluded at 11:34 a.m.)