

City of Fort Lauderdale

City Hall
100 N. Andrews Avenue
Fort Lauderdale, FL 33301
www.fortlauderdale.gov



Meeting Minutes - DRAFT

Tuesday, April 1, 2014

1:30 PM

City Commission Conference Room

City Commission Conference Meeting

FORT LAUDERDALE CITY COMMISSION

JOHN P. "JACK" SEILER Mayor - Commissioner
BRUCE G. ROBERTS Vice Mayor - Commissioner - District I
DEAN J. TRANTALIS Commissioner - District II
BOBBY B. DuBOSE Commissioner - District III
ROMNEY ROGERS Commissioner - District IV

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JONDA K. JOSEPH, City Clerk
CYNTHIA A. EVERETT, City Attorney

Meeting was called to order at 1:32 p.m. by Mayor Seiler.

ATTENDANCE ROLL CALL

Present: 4 - Mayor John P. "Jack" Seiler, Vice-Mayor Bruce G. Roberts, Commissioner Dean J. Trantalis and Commissioner Romney Rogers

Absent: 1 – Commissioner Bobby B. DuBose (excused)

Also Present: City Manager Lee R. Feldman, City Auditor John Herbst, City Clerk Jonda K. Joseph, City Attorney Cynthia A. Everett and Sergeant At Arms Sergeant David Cortes

CITY COMMISSION REPORTS

Events and Matters of Interest

Members of the Commission announced recent and upcoming events and matters of interest including upcoming meetings related to quiet zones and beach renourishment.

After-Hours Alcohol Permitting

Vice-Mayor Roberts wanted to discuss after-hours alcohol permitting on a future conference agenda. There is data available from other jurisdictions, including Oakland Park, that may be helpful.

Tortuga and Ultra Festivals

Vice-Mayor Roberts noted concerns about the timing of the festival. Together with the experience this year on the beach, he felt it merits a closer look. He will meet with the City Manager.

Commissioner Trantalis said he has heard concerns about the Tortuga Festival in relation to the Ultra Festival. He agreed with Mayor Seiler concerning review of the security.

Beach Lighting

In response to Commissioner Trantalis, the City Manager advised that the County has expressed concerns about modifying the lighting ordinance during the beach renourishment permitting process. Staff has been working with the County, Florida Power & Light (FPL) and the Florida Department of Transportation (FDOT) to determine whether a new type of fixture could provide some relief. Commissioner Trantalis questioned why lighting would impact beach renourishment. The City Manager explained that the County has included beach lighting standards in its permit application to the U.S. Army Corps of Engineers and the Florida Fish and Wildlife Conservation Commission. The application was in play before the City began looking into amending its ordinance. He later stated that the County's desire is to put the lighting ordinance on hold until the permit process is complete. He did not want the City to be responsible for delaying beach renourishment. The permits are slated to be in place in June. Galt residents have suggestions related to lighting along the back of their property, which they are finalizing.

The City Manager went on to explain that amending the ordinance will not solve the lighting problem and the conflict between the ecological sea turtle issue and the public safety/pedestrian/vehicular issue. There is not an easy or quick solution. If all beach lighting is adapted to be turtle compliant, it becomes a

year-round condition. He is concerned about providing a recommendation that would make the beach dark year-round. Part of the answer may be to keep the beach darker during turtle season and lighter during non-turtle season and not necessarily replacing the lights but turn them off during restricted periods.

Commissioner Trantalis noted a recent incident in which a pedestrian attempted to cross A1A in front of Casablanca Café. Pedestrians have the right-of-way to cross, but it is dark, and there is tall landscaping in the median. Serious changes must occur. Vice-Mayor Roberts noted that the Commission has tried to work with FDOT on that intersection and had some push-back related to the engineering fixes the City is attempting to implement. He thought that rumble-strip lighting would help. Commissioner Trantalis felt improvements should be fast-tracked because he receives constant complaints. He thought a plan should be in place ready to move forward once the renourishment permit is issued. The City Manager advised that a meeting was held about a month ago with the state and county on this matter. The solution may be complex.

Broward County Attorney Opinion relating to Tourism Development Tax

In response to Commissioner Trantalis, the City Manager said the County Attorney still has not issued a written opinion on how Tourism Development Taxes can be spent. Mayor Seiler did not believe it has the same level of support it did initially.

Juvenile Crime

Commissioner Trantalis commented that he and Mayor Seiler met again with a panel of judges and representatives from the State Attorney's Office to discuss juvenile crime. There was strong input from all sides and he believed the discussion is moving forward. They are attempting to establish a continuum of oversight of children who have committed a crime and a mechanism for making sure they are going to school and vigilance on their whereabouts after school. Mayor Seiler explained that a juvenile can only be detained for 21 days. Some are committing more crimes while adjudication is pending, knowing they could not be held longer than 21 days. This current structure seems to be rewarding bad behavior. There should be a monitoring mechanism. The Police Department will be working with juvenile probation officers and the monitoring company. Progress is being made. Middle River, South Middle River and Middle River Terrace have been plagued by juvenile crime. There needs to be, with the help of the courts and the state legislature, a crackdown on juvenile crime. In response to Commissioner Rogers, Commissioner Trantalis noted that the court can order an ankle bracelet after adjudication. He reiterated the need for a continuum of oversight. Mayor Seiler explained the Department of Juvenile Justice has an 18 percent vacancy rate for juvenile probation officers. The pay is low and benefits are poor. He hoped the State would allocate funding toward this need.

CONFERENCE REPORTS

CF-1 14-0324 CENTRAL BEACH MASTER PLAN PUBLIC IMPROVEMENT
PROJECTS UPDATE - BEACH REPORT

Aquatic Center

The City Manager noted that the Aquatic Center project is in the Development Review Committee phase.

Architect Bernard Zyscovich of Zyscovich Architects displayed an animation video on the current status of the project.

In response to Mayor Seiler, Principal Mario Suarez of Zyscovich Architects pointed out areas that are handicapped-accessible. Mayor Seiler wanted to ensure the facility could be used for rehabilitation exercises by handicapped or disabled individuals. Suarez confirmed that the pool deck and internal air-conditioned spaces are handicapped-accessible from the ground floor and each parking level. There are three elevators. The walkway around the pool extends up to 20 feet.

In response to Commissioner Rogers, Zyscovich noted that the fit-out of the International Swimming Hall of Fame was never in the budget therefore its absence does not impact the design. He pointed out that the area where the Hall of Fame would have been will now be used for training and a trampoline area that will be visible from the street. Commissioner Trantalis was concerned about there only being two rows of bleachers for the public at the training pool. He felt this pool could also be used for competition. It should be as versatile and useful as possible with more spectator area. Mayor Seiler noted that temporary seating can be added with the open space used for other activities otherwise. Joe Cerrone, president of Recreational Design and Construction (RDC), explained that this pool was designed for warm-up, warm-down, high school and local community meets. Additional space is needed for staging during large events on the top deck. Temporary bleachers can be added. The City Manager advised there is storage space within the parking garage. Cerrone explained that a rolling gate at the south side of the facility would allow for easy drop-off and removal or storage of temporary bleachers.

Zyscovich explained for Commissioner Trantalis that in the original design, there were restaurants and other entertainment, but the price tag was too high. Focus turned to the athletic component. There is concession space.

Commissioner Trantalis thought the facility looks plain and not very iconic. The current iconic structure designed by Arquitectonica is being removed. He asked whether it could be incorporated. Zyscovich said it is too large to include in the grassy area. Mayor Seiler noted that the City has been told that it creates a wall barrier wherein no one knows what is behind it. Commissioner Trantalis commented that there is also a wall in the current design. Zyscovich explained that the rendering presented today is not for marketing or public consumption. It is a technical blocking study that does not display a color scheme. The true rendering and landscape plan are incomplete. The goal was to reuse as much as made sense. They focused most of the budget on the competition-level pool facility with ample parking. It is a practical project about space and volume that could be enhanced with a larger budget. He described two design elements he thought would be attractive including banquet space for parties and events.

In further response to Commissioner Trantalis, Cerrone advised that they have met with USA Diving. Wind and height of the diving facility no longer seem to be an issue. There are some access and logistics points being worked out. Mayor Seiler believed USA Diving's concerns have to do with functionality for events and meets. Zyscovich advised they now have an acceptance letter. Vice-Mayor Roberts noted that that an issue with the direction of the sun also was resolved.

Commissioner Rogers questioned whether they considered duplicating the wave wall in the front to tie in with the beach. Zyscovich thought that could be accomplished for branding purposes. Mayor Seiler asked that it be looked at. Suarez said the current wall is 3 feet in height. Zyscovich commented that the site will be more open.

In response to Vice-Mayor Roberts, Zyscovich advised that space is allocated for a therapeutic pool; a vendor would be needed. The City Manager said once the facility is under construction and there is an anticipated completion date, staff will start the process of looking at partnerships. There is a guaranteed maximum price and the goal is to hold to it, but there is a lot of potential for expansion in the future. Staff has had some discussions and believe some of the hospitals may be interested in partnering on a therapeutic pool.

In response to Commissioner Rogers, Cerrone confirmed that the facility will still be a state-of-art swimming and diving complex. Without the Hall of Fame, there is space for more indoor training. The City Manager added that staff is working with the diving team to structure an indoor diving training facility and hopes to have a proposal in a couple of months that would outline their financial participation as well as reallocation of project dollars to bring it to fruition.

Mayor Seiler requested a copy of the letter concerning the diving facility mentioned earlier.

Las Olas Corridor

Commissioner Trantalis noted the philosophy of the Commission has been for people to park their vehicles and walk. This could create the mindset of parking on Las Olas Boulevard when going to the beach. He felt it is important to rethink how to restructure the pathways from Broward Boulevard to Las Olas Boulevard in order for the parking garage concept to make sense. One narrow corridor – 15 Avenue – cannot accommodate the volume. Another street connecting Broward and Las Olas should be identified. The City cannot continue to impose this reduction in quality of life on area residents. He wanted to revisit the possibility of making 12 Avenue and 15 Avenue one-way streets (opposite directions). Commissioner Rogers noted that the traffic engineer looked into this and found that it would be better to widen 15 Avenue. Commissioner Trantalis agreed with widening, but did not think it is sufficient. Commissioner Rogers commented that his office looks out onto this street and there are times when it is congested, but most of the time it is not. He believed it is more important to get motorists to use Sunrise and Oakland boulevards to get to the beach. Commissioner Trantalis did not disagree but pointed out that parking garages will attract vehicles. Commissioner Rogers noted that motorists can be steered to a “back roads route” to the garage. It is complex. The City Manager added that there would not be a large net increase of parking. The garages allow for parking that already exists on Las Olas to be consolidated for better use. Commissioner Trantalis noted that he parked in the Oceanside parking lot around 7:30 a.m. Saturday, and it was rather empty. Around noon, there were no parking spaces. However, there were spaces available in the Las Olas lots. With a garage, it is a psychological announcement that there is parking even if there actually are not more spaces.

Sebastian Street

Commissioner Trantalis understood from the backup materials that the land swap to facilitate parking does not seem to be progressing. He therefore suggested the City pursue condemnation which may likely trigger progress with securing enough votes from the related condominium that is contributing to the delay in the land swap.

DC Alexander Park

Commissioner Rogers advised that he has spoken to a potential donor who is interested in raising half of the funds and guaranteeing that half for DC Alexander Park. The individual suggested an open-air platform stage with removable seats. Commissioner Rogers envisioned it would go in the southeast corner of the park. Commissioner Trantalis agreed with the consultant’s idea that the park would create an entry feature for the Aquatic Center. A stage with something architecturally appealing could complement the Aquatic Center. Mayor Seiler wanted to ensure that there is flexibility to the venue. Commissioner Rogers indicated he will review this with the City Manager.

Mayor Seiler opened the floor for public comment.

Abby Laughlin, representing Central Beach Alliance, said the grassy area in front of the Aquatic Center

appears to be passive. She thought it was to be multi-functional. There is no opportunity to engage tourists unless they are going to the Aquatic Center for a swimming event. Mayor Seiler explained the goal is to not obstruct the swimming pool and for the pool to be the scenery. Commissioner Trantalis agreed that enhanced landscaping could make the area more inviting, but that part of the proposal has not yet been presented. Laughlin went on to say that she would like to see the 10,000 square feet planned for the Hall of Fame to be used to engage the public for something other than swimming competitions such as a beach history museum or a visitors' center. Mayor Seiler agreed.

Fred Carlson, representing Central Beach Alliance, noted that many people have said the open grassy space across the roadway from the Aquatic Center creates an upscale feel. Yet there also is a need for beach restrooms. Other than that, leaving it open for flexibility would be advantageous.

Charles King, 105 North Victoria Park Road, questioned whether the City has received legal absolution in the aftermath of the Broward Inspector General's report that criticized the Commission for not having three bidders for the Aquatic Center project and changing the scope. Mayor Seiler said he was not concerned about the opinion. Although there was disagreement as to how the City went about it, there was a savings of millions of taxpayer dollars. The City Attorney confirmed nothing else needs to be done. Mayor Seiler added that there was no violation of any criminal law. King went on to say, in regard to the Las Olas corridor, 15 Avenue is completely screwed up. He thought Commissioner Trantalis' proposal would transform how traffic gets to the beach. The street is totally impassable on weekends. Commissioner Rogers noted that he views 15 Avenue from his office on a regular basis. King suggested utilization of 12 Avenue to route traffic to the beach. The parking garages will make the problem worse. Residents of the Isles feel captive in their homes. Mayor Seiler agreed with Commissioner Trantalis about exploring the idea of rerouting 12 Avenue.

Jack Newton, 1 Las Olas Circle, provided a handout titled "Parking Occupancy Estimates /Existing Las Olas Bridge Parking Lots." He said he lives at The Venetian across the street from the proposed location of the marina expansion and two parking decks. He has conducted an economic analysis of the parking decks and believes they will lose \$600,000 a year for the next 20 years if there is a 20-year bond issue or 30 years if there is a 30-year bond issue. It is a horrible investment. The existing lots have 465 parking spaces. He believed it would cost \$20 million to replace those lots with the parking decks and he also believed there will only be 10 percent occupancy during the week. He suggested building one parking deck and determining the occupancy. In response to Commissioner Rogers, Newton believed there are no serious traffic issues on the beach during the week. Mayor Seiler pointed out that he receives complaints about a lack of parking during the week. Newton said he has monitored the parking for the last couple of months. Commissioner Trantalis pointed out that there is not one day in Newton's analysis that the parking areas are full. Newton suggested parking is full occasionally on weekends between noon and 6 p.m. Mayor Seiler asked about occupancy during the boat show. Mayor Seiler asked the City Auditor to evaluate the information provided by Newton. Newton pointed out the City has not conducted a financial analysis on the parking decks.

Commissioner Trantalis noted that the Oceanside lot is always full but the Las Olas lots are not. He reiterated the City Manager's comment that the new garages would not necessarily add a significant number of spaces but would displace the parking so the land can be used for other purposes.

Mary Fertig, 511 Ponciana Drive, commented that in reading back-up materials for the February 4, 2014 conference meeting, she realized how many components of the Central Beach Master Plan impacted the Las Olas Mobility Study but there has been no real conversation about the commonalities. Las Olas Boulevard is about two miles in length from the ocean to the Riverfront. She outlined the mix of uses that make up the area, in addition to almost 4,000 residents. It serves as a gateway to the beach. There have been at least four different planning initiatives studying Las Olas yet there is no overview. She referenced

an article in the *Sun-Sentinel* in which Mayor Seiler was quoted saying the City is planning 4,000 new residential units downtown. Another article states the population of downtown could double since the 2010 U.S. Census, when there were 8,200 residents. An article last March said it could grow to 45,000. This agenda item today contemplates adding taxpayer-built, owned and operated entertainment venues and parking garages. Parking will be doubled within a few blocks. Anyone using a GPS to input the address of these garages will use Las Olas to get to the parking. The same use of Las Olas will occur for people coming to D.C. Alexander Park for example. A lack of regional planning will negatively impact Las Olas. She encouraged the Commission to spread out the parking garages to Las Olas, Alhambra and the Aquatic Center. Fertig went on to reference another article in the *Sun-Sentinel* which speaks of the need for parking near Sunrise Lane. She suggested expanding the marina on the north side of Las Olas Intracoastal Bridge, using the funds allocated for parking garages for open space and surface parking instead. A few years ago, the community worked diligently to ensure open space remained on the Intracoastal at the Aquatic Center and the proposed Bahia Mar project. Now prime Intracoastal property is being considered for parking garages. She questioned whether the garages would share the same fate and public opinion as the jail built along the New River, converting precious open space to concrete in such a prime location. She questioned the need for multiple garages in a small area deemed to have excess parking by the City's own study less than two years ago. She reinforced the need for regional planning. The Las Olas corridor is more significant than four blocks of beach area.

Mayor Seiler noted he does not disagree with locating parking garages further north. However, the Community Redevelopment Area (CRA) does not extend as far north as Sunrise. Fertig said there are many worthy projects within the CRA and the funds could be used for more than parking garages.

Anne Hilmer, 621 Idlewyld Drive, thought the existing downtown parking and parking at the Galleria could be better utilized through trolley service to get people accustomed to visiting the beach via public transportation. Offering free trolleys would be cheaper than building two parking garages and would free up CRA funds for other projects. The open space on the Intracoastal is critical. The downtown garage is empty on weekends. Another suggestion was using the garage on the east side of the Galleria that could also be available for beach residents during hurricanes. Federal funds for that purpose might be possible or a new garage could be built in the adjacent open space. Commissioner Trantalis indicated that traffic engineer Molly Hughes suggested this. The City Manager advised that there are federal hazard mitigation grant funds available for hardening existing public infrastructure, but not to provide shelter for vehicles.

Art Seitz, 1905 North Atlantic Boulevard, felt the City needs a comprehensive plan. This has been done piecemeal. There has been no due diligence on the \$76 million project. Mayor Seiler advised there is no \$76 million project. It was rejected. An exchange ensued as to why it was rejected. Seitz went on to say that the Aquatic Center should be iconic, world-class, family-oriented and an economic catalyst. Instead it is bland. He felt the City Manager's proposal ranked much higher. The current proposal lacks a link to the convention center, a restaurant, kitchen, water park theme, shade over the pool and on-site accommodations, and it does not use the rooftop or panoramic views. Six out of 1,600 people surveyed were interested in competitive swimming and diving. They care about pedestrian, bicycle and family oriented elements, which is outlined in the mission statement of the CRA and is not being followed. Swimming and diving have not been popular for 20 years. More money is being spent on the swimming pool than the A1A Greenway.

Laura Croscenco, 1616 North Dixie Highway, supported Hilmer's comments. She suggested the Sunrise Boulevard parking area. The lot has been underutilized since 1998. A structure could also serve as a shelter for beach residents during hurricanes. Commissioner Trantalis advised he just found out that the City does not own this land. Mayor Seiler agreed that it is a good idea to try to do something at the Sunrise Boulevard Bridge. The problem, again, is CRA funds are not available for that area. Vice-Mayor

Roberts commented that there have been several good ideas today. There may be opportunities for parking at Alhambra. The Aquatic Center will have 500 parking spaces. Perhaps what is removed by the marina expansion can be compensated with perhaps just one parking garage. In response to Croscenco, Mayor Seiler explained that a shelter could not be established in an evacuation zone.

There was no one else wishing to speak.

Mayor Seiler requested that staff look into routing traffic via 12 Avenue and the possibility of constructing just one garage. He would rather have a garage than a surface lot and would consider one instead of two. Green space could be created around it. Additionally, he recommended looking into other garages, potentially at Sunrise or Alhambra. In response to Vice-Mayor Roberts, the City Manager advised there may be opportunities for funding partnerships. Staff has had preliminary discussions with the owners of the Natchez property who are interested in a land swap. There is potential to preserve the City's spaces at Sebastian and Alhambra while also adding capacity at Natchez. If that came to be, Mayor Seiler pointed out that an individual's GPS would direct a motorist over the Sunrise Bridge to Natchez rather than over the Las Olas Bridge. He wanted to explore that.

Commissioner Rogers said the owner of the former Down Under restaurant property on Oakland Boulevard contacted him and said he might be interested in working with the City on a parking area. People could park and take a trolley from that location. Vice-Mayor Roberts thought the Sun Trolley could be helpful to some degree, but people will not want to park too far away. The City Manager pointed out that as long as the private parking lots on the beach are charging \$35 per day, municipal lots will be at capacity. A few years ago, parking on the beach was available for \$20 per day.

Mayor Seiler left the meeting at approximately 3:17 p.m. and returned later as noted.

CF-2 14-0392 SOUTH SIDE SCHOOL UPDATE

Commissioner Rogers asked the City Manager to provide an update on the sidewalk issue. The City Manager said staff contacted the Florida Communities Trust (FCT) and was advised of several requirements for installing a linear facility (sidewalk). There are several requirements which he outlined. Staff continues work on this matter, but it is unlikely to be resolved soon. He explained that the property was purchased with grant funding. The entire site was originally owned by the School Board. Commissioner Rogers explained that the sidewalk widening was not included in the original plan.

Vice-Mayor Roberts noted that he has new information that he would like to discuss at the next meeting. It could add another potential function to the school.

The City Manager confirmed for Commissioner Rogers that the schedule in Exhibit 1 is correct.

OLD/NEW BUSINESS

BUS-1 14-0433 OFFICE OF CITY MANAGER, NEIGHBOR SUPPORT - INFORMATIONAL PRESENTATION

Deferred.

BUS-2 14-0467 ALL ABOARD FLORIDA - MARINE INTERFACE AT THE NEW RIVER

Jose Gonzales, senior vice-president for Florida East Coast Industries, parent company for All Aboard Florida, reviewed slides concerning this matter. A copy of the slides is attached to these minutes. All

Aboard has committed to study the idea of having a bridge tender as a mitigation effort. It will be studied as part of the environmental impact statement (EIS) process. The U.S. Coast Guard and Federal Railroad Administration will be provided all data and will determine if this would be an appropriate mitigation measure.

Commissioner Trantalis asked for clarification on the bridge tender. Gonzales said input from the marine industry is important. If they say they want a bridge tender, that is the appropriate mitigation. The Coast Guard could prevent it if it would impede navigation, but he did not think that would happen. It is not All Aboard Florida's decision. The Coast Guard controls bridge operations. All Aboard Florida has said publicly to the marine industry that it is committed to funding and installing a tender. There is a housing already in place for a bridge tender. However, the process that includes an analysis of whether there would be anything detrimental must be followed. The discussion relates to whether there will be a bridge tender; then an operations permit would be coordinated with the Coast Guard and the marine industry. In response to Commissioner Rogers, Gonzales explained in the analysis there would be a navigational study showing how it operates today and the mitigation measures. A mitigation measure example could be the train crossing at the New River. Instead of closing the crossing 32 times for 32 trains, it would close 16 times and trains will cross simultaneously. Because a bridge tender must be authorized by the Coast Guard, it was not a proposal in the application process. They understand that a bridge tender is desired. A draft EIS will be available in late April and a series of public hearings will follow. Comment cards distributed at the meetings will be forwarded to the U.S. Railroad Administration and U.S. Coast Guard. He did not expect that there would be push-back from the Coast Guard but there is a process. All Aboard cannot commit to it without the Coast Guard's blessing, but they are committing to it corporately. The process is supposed to be neutral, based on data. They also are working with the marine industry to determine what they can do better once the system is operating. In further response to Commissioner Rogers, Gonzales advised there is nothing structurally or mechanically to make the bridge open or close faster. The bridge is operated from Jacksonville. All Aboard is working on improvements with their sister company, Florida East Coast Railroad (FECR), on the freight side. One item is "ghost trains," when the bridge goes up but there is no train. They are attempting to address such issues. He stressed the importance of continued dialogue with the marine industry because everyday issues are being brought to their attention.

Gonzales concluded review of the slides.

In response to Commissioner Rogers, Gonzales noted that freight trains will not be shifted from the Florida East Coast Railway (FEC) to CSX Corporation until 2018. This is controlled by the Florida Department of Transportation. They will be increasing the speed of freight trains. They are working to develop a schedule for freight trains. They want to find a balance between marine and freight traffic. He confirmed that there are fewer trains on weekends. All Aboard plans to upgrade crossings before the program is launched. The environmental assessment encompassed Miami to West Palm Beach. Now a larger study is underway which includes all bridges in West Palm to Orlando, the track work and station in Orlando. All Aboard submits the data and the Federal Rail Administration reviews it and ensures compliance. The Administration will publish a draft EIS at the end of this month for discussion at the public hearings. The Federal Rail Administration holds the public hearings. The final document or record of decision is published which is inclusive of comments from the U.S. Coast Guard and U.S. Army Corps of Engineers. One of two required public hearings has been held. Comments from that hearing are now being worked through. Public hearings are held in every region of the 235-mile project. He reviewed how notice of the hearing will be disseminated. The Federal Rail Administration analyzes a model that shows how trains flow at all times. Dialogue is occurring as to efficiency improvements that could take place now. A meeting is scheduled for April 22 with the marine industry. Rails and Trails has requested a greenway, which is the Federal Rail Administration and Florida Department of Transportation jurisdiction. It was also noted that there is insufficient capacity on the FEC corridor. There is double tracking of some

segments, but the entire length needs to be completed before the program can be launched.

Vice-Mayor Roberts opened the floor for public comment.

Ina Lee, representing Greater Fort Lauderdale Chamber of Commerce, noted that the marine industry is vitally important to the community. This will open tourism opportunities and an extraordinary economic impact in terms of people who visit Orlando could now also visit Fort Lauderdale.

Jim Ellis, representing Flagler Village Improvement Association, spoke in support of the item. The transportation hub will be in Flagler Village. It will be a connection to The Wave streetcar and the Sun Trolley.

Ben Fisher, 4691 SW 42 Avenue, spoke in opposition to the item. He identified himself as a captain in the yachting community. The New River is already difficult to navigate. Tides, currents and daylight must be considered. Boat yards along the river will be impacted if boats cannot be maneuvered.

Art Seitz, 1905 North Atlantic Boulevard, was pleased to see there would be ample room for bicyclists. He elaborated on pedestrian and bicycle fatalities and safety. A safe connection to the beach is important. The City should consider shadow routes through Holiday Park and other linkage opportunities.

Len DeLaHaye, 571 NW 108 Avenue, Plantation, said it is projected that South Florida will be a freight hub for Miami Port and Port Everglades. There will be a significant amount of freight coming through Fort Lauderdale over the New River Bridge. He believed there will be so much freight, it will not be possible to schedule passenger trains. Adequate infrastructure does not exist. Some time ago, a study on the New River Bridge found that it should either be a 65-foot bridge, a 45-foot opening bridge or a tunnel. Vice-Mayor Roberts explained that there was community resistance to the bridge, and a tunnel would have been exorbitantly expensive. Commissioner Rogers understood there are safety issues with trains traveling through tunnels.

Gonzales addressed DeLaHaye's comments and noted some inaccuracies. He discussed what is being planned with respect to the ports. Not all ships will stop in Fort Lauderdale. Central and South Florida consumes some 70 percent of what arrives by ship. He explained the freight aspect with respect to the ports and railroads. DeLaHaye pointed out that the CEO of All Aboard Florida said his vision was to move all the freight along the FEC to South Florida. Gonzales reiterated that all of the ships will not likely stop in Fort Lauderdale although there has been investment to that end for the economy.

Kristina Hebert, president of Marine Industries Association of South Florida, noted that the trains are going to come. They have been meeting with All Aboard Florida and have discussed solutions. A bridge tender is needed. Double-tracking will be helpful but not a complete solution. The goal is to work toward predictable bridge timing and a minimum number of minutes that the bridge will be open per hour for boat traffic to protect the 90,000-plus affected jobs. When the bridge is down, it affects all boat traffic, including kayakers and paddle boarders, and it creates some safety issues. The Association has asked the Metropolitan Planning Organization for a study to determine whether there are enough daylight hours to accommodate all those who use the river. She encouraged working together toward solutions.

Mayor Seiler returned to the meeting at approximately 4:11 p.m. during Hebert's comments.

Mary Sessions, 1020 Citrus Isle, said she lives on the New River on the west side of the FEC tracks. She moved to Fort Lauderdale because she liked the area, the lifestyle and ocean access. The FEC rail is ground level and cuts the city in half. When a train goes through, it stops traffic, even emergency services. An elevated ramp is needed.

Dianne Karnatz, 1332 Citrus Isle, said she has been a homeowner on the New River for 22 years. She believed the FEC's study is based on a best-case scenario. She urged the Commission to be skeptical and research this matter. She felt the traffic flow will be severely impacted. Gonzales advised that there is just one crossing, at NW 2 Street, slated for closure north of Broward. A perimeter road will be constructed. Vice-Mayor Roberts clarified that the City is looking into other possible closures as it explores the feasibility of quiet zones.

Linda Gossett, a board member of Gulfstream Sailing Club, indicated that many sailboat owners reside west of the New River Bridge. She believed the idea of a fixed bridge will devalue their property. In other words, the bridge will be down more than it is open. It is already a problem, and it will get a lot worse.

Steve Baum, 3377 SW 2 Avenue, said he represents a local marine business with about 85 employees. He was concerned generally with the number of crossings and length of time needed as well as the simultaneous crossing concept actually working. Things happen on a 300-mile rail corridor that cannot be controlled.

James Dunn, 1212 Mango Isle, said he recently purchased his home west of the New River Bridge. He advocated for an elevated bridge. He urged the Commission to consider who wins and who loses if the project goes forward.

Downtown Development Authority (DDA) Vice-Chair Mike Weymouth, said he also operates a family business in Fort Lauderdale. The FEC has gone out of its way to meet with the DDA and local businesses. This will provide significant economic opportunity. There are many cities to the north and south that would love to have this opportunity. The marine industry is vital to this city. He encouraged All Aboard Florida to work with them.

Gail Bulfin, representing Greater Fort Lauderdale Alliance, indicated that the Alliance helped facilitate All Aboard Florida's discussion with the marine industry in the early stages of the project. They were impressed by All Aboard Florida's willingness to listen to concerns. Another opportunity to provide feedback is offered in today's forum. Most businesses looking to locate in Broward County are concerned foremost with quality of life, education, an educated workforce and transportation. This is not an either/or situation. She complimented those who are committed to bringing Fort Lauderdale into a new transportation era while preserving the marine industry.

Ron Centamore, representing Downtown Civic Association and Progresso Village Civic Association, felt this would alleviate some traffic congestion. Additionally, when public transportation goes through a city, neighborhoods are redeveloped and jobs are created. He understands the concerns of residents up river. He urged that there be continued cooperation with the marine industry, FEC and the community. Overall, this is a positive step.

Mike Ferber, 422 NE 2 Avenue, indicated that he is sympathetic to the concerns of boat owners and the marine industry. Years ago, the idea of restoring passenger travel onto the FEC was mere conjecture. Today it is a specific element of the City's land use regulations. Furthermore, the City has made commitments to its federal and state partners. It does not seem reasonable to not follow through with those commitments.

Victoria Barnas, 915 NE 30 Court, believed South Florida needs passenger rail service. Some people are not able to make the trip to Central Florida by car and do not want to endure the hassle of flying. She understood the concerns but was confident it could be worked out. Every project has problems. She hoped the Commission sees the big picture and many future benefits to tourism and the people of South

Florida.

Charles King, 105 North Victoria Park Road, believed adding passenger rail on the FEC is vital to the city's future. Tri-Rail was never intended as a mass transit system. This is not just for tourists; it is for business travelers and residents who do not want to use a car all the time. This is Fort Lauderdale's second chance to have a middle class. The Wave streetcar will circulate people. People will start commuting up and down the east coast line. East Coast cities have hampered by the suburbs.

Marine Industries Association of South Florida Executive Director Phil Purcell understood the commitment of those west of the bridge. There are 90,000 middle class jobs in the marine industry and they put money into the economy. If a bridge tender is secured in this instance, one should be pursued also for the bridge involving the CSX. He stressed the importance of the freight component being available for the comment period.

Pat Faber, 921 Mulberry Way, representing the Jungle Queen Riverboat, indicated that the predictability of the bridge openings is a concern because the Jungle Queen passes six times daily. He is not opposed because there could be more customers. He questioned when the Coast Guard would decide on a bridge tender. Gonzales advised that the study would be published May 14, followed by six weeks of review and a public comment period. Faber inquired whether a new, higher bridge would be constructed. Gonzales explained that a new bridge is not proposed. They are looking into operational improvements and scheduling. All Aboard Florida Public Affairs Manager Ali Soule advised that the times the bridge will open and close will be known in advance. As to simultaneous crossing of the trains, they will be dispatched from the same location to avoid scheduling issues. It is important for the trains to be on time. Gonzales advised that an estimate of how many minutes per hour the bridge will be closed will be published in the EIS. He gave assurance that All Aboard Florida is committed to at least two mitigation factors of simultaneous crossing and a bridge.

Commissioner Trantalis noted that things change, and people have to adjust. The community is growing, and adjustments must be made in order for it to prosper. The City will try to mitigate the impact as much as possible.

Randall Vitale, 450 East Las Olas Boulevard, referred to his involvement in the City's visioning process and the strategic and annual action plans that followed. All three of these plans call for connectivity. He emphasized the importance of the marine industry and feedback that is being provided today. The message to outside interests when the City pivots away from its plan should be considered. Connecting people regionally and to Orlando will be an unbelievable positive for Fort Lauderdale and South Florida. He supported this proposal.

Steve Cook, 708 SW 16 Court, spoke in support of the item. It will allow him to bicycle downtown and board the train to be in downtown Miami or Palm Beach in 20 or 30 minutes. Better connectivity for the area is needed. This will connect some 8 million people. He suggested a smartphone application that would allow boaters to know the train schedule.

Laura Croscenco, board member of Middle River Terrace Neighborhood Association, was concerned about the noise of train horns in Middle River Terrace. It impacts quality of life and interferes with people who sleep during the day and work at night. She asked that All Aboard Florida prioritize the quality of life of those who live along the tracks.

John Ziegler, 7852 NW 11 Place, Plantation, indicated he is a business owner. He inquired as to the default position of the bridge if it breaks down. Mayor Seiler explained that currently, the bridge defaults up and he expects that will not change. Soule explained that the bridges are inspected regularly. She

agreed to provide confirmation on the default position.

Two comments were submitted by email that are attached to these minutes.

There was no one else wishing to speak.

Commissioner Rogers noted he has received some complaints about widening the railroad bridge. Gonzales confirmed there are no plans to widen it.

Vice-Mayor Roberts suggested supporting the bridge tender formally by resolution. There was consensus agreement. Vice-Mayor Roberts believed it should be done prior to the release of the final draft. It would support the marine industry's desire for bridge tenders at both bridges. It could then be included in the study. He also wanted to ensure increased public notice of the public hearing once the draft EIS study is released May 14 and asked the City Manager to handle this. Gonzales said hearing notices would be posted online. Commissioner Rogers also wanted to include in the resolution that there should be radio contact ability between the marine industry and the tender.

Mayor Seiler heard from the audience that Mary Sessions is leading this effort for the Citrus Isles neighborhood. He asked that her contact information be furnished and staff work directly with her.

Gonzales confirmed for Vice-Mayor Roberts that the Coast Guard portion of the EIS draft study will include the specific times that people have asked about. In further response, Port Everglades will continue to use the FEC with respect to freight. Freight to the north and south will be alleviated.

Purcell noted that an Economic Development Administration (EDA) grant is available for the region and should be considered.

Commissioner Rogers suggested that Citrus Isles residents provide recommendations via email with respect to the marine industry that could be included in the resolution. Mayor Seiler asked Commissioner Rogers to ensure that neighborhoods west of the bridge, such as Sailboat Bend and River Oaks, are also informed.

BUS-3 14-0376 INTERSTATE 95 EXPRESS MANAGED LANES PROJECT UPDATE

Transportation and Mobility Director Diana Alarcon made introductory remarks and introduced Florida Department of Transportation (FDOT) Senior Project Manager Robert Bostian, who reviewed slides concerning this matter. A copy of the slides is attached to these minutes.

In response to Mayor Seiler, Bostian advised that generally each component will be three to four years in duration. He confirmed for Mayor Seiler that plans call for adding a signal at 18 Avenue and extending the ramp (off ramp from Interstate 95 onto Broward Boulevard), and widening the right turn to a triple right, similar to the configuration at Oakland Park Boulevard. In response to Commissioner Trantalis, he said landscaping will take place after construction.

In response to Commissioner Trantalis, Alarcon advised that a meeting is set with FDOT and Riverbend Market (Wal-Mart) to discuss potential traffic impacts. Staff is attempting to minimize impacts.

In concluding his comments, Bostian mentioned that they will be meeting with Riverland Civic Association to hear their concerns. Riverland is just west of the park and ride lot. Alarcon noted that Bostian was asked to make this presentation because there could be some negative fallout. Bostian explained when there are express lanes from Golden Glades to Broward Boulevard, there is potential for more use of the

park and ride lot. Bostian explained for Vice-Mayor Roberts that the price of the express lanes will be established by a software program that increases the price as congestion builds so that motorists in those lanes can maintain a speed of 50 mph or greater and more vehicles coming into the express lanes are discouraged by the price at that time. Bostian confirmed for Mayor Seiler that Interstate 595 has functioned well in the past week of its new configuration. The concessioner does not keep toll revenues. They are paid based on the amount of time the lanes are open. When lanes are closed due to an accident or maintenance, their pay is docked. They are motivated to keep the lanes open.

BOARDS AND COMMITTEES

BD-1 14-0384 COMMUNICATIONS TO CITY COMMISSION AND MINUTES CIRCULATED - period ending March 27, 2014

Beach Business Improvement District Advisory Committee

Motion by Ms. Lee, seconded by Mr. Crawford, that the BID expresses a desire to bring a company on board to help brand the Beach, using BID funds. In a voice vote, the motion passed unanimously.

Mayor Seiler said he would like to know more about their proposal. Commissioner Trantalis suggested branding the beach is the responsibility of the Convention and Visitors Bureau (CVB). He also asked if their comments apply to the entire beach or a segment. Mayor Seiler wanted to meet with the BID to discuss the matter.

Central City Redevelopment Advisory Board

Commissioner Trantalis noted that resident Laura Croscenco suggested at his district meeting that the significant rezoning application within the Central City Community Redevelopment Area (CRA) should be considered separately and not as a communication. Mayor Seiler agreed.

BD-2 14-0385 BOARD AND COMMITTEE VACANCIES

Please see regular meeting item R-1.

Beach Redevelopment Advisory Board	Thomas McManus (Vice-Mayor Roberts)
Charter Revision Board	Maria Del Rosario (reappointment) Mayor Seiler Rochelle Golub (reappointment) (Vice-Mayor Roberts) Ron Gunzburger (reappointment) (Commissioner Trantalis)
Education Advisory Board	Trisha Halliday (reappointment) (Commissioner Trantalis) Rochelle Horowitz (Commissioner Trantalis)
Marine Advisory Board	Bob Moss (reappointment) (Consensus/Commissioner Trantalis)

CITY MANAGER REPORTS

None.

There being no other business to come before the Commission, the meeting adjourned at 5:25 p.m.