

**REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING
HELD ON MARCH 6, 2006**

I. CALL TO ORDER AND ROLL CALL

The meeting of the Governmental Impact Review Panel was called to order by Chairman Diamond at 9:35 a.m. on Monday, March 6, 2006.

Chairman William J. Diamond
Panel Member Brian McIver
Panel Member Samuel McLendon

Also present:

Assistant Town Manager Sarah Hannah
Deputy Town Clerk Diane Kassover

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chairman Diamond.

III. APPROVAL OF PANEL REPORT FOR FEBRUARY 17, 2006

The Panel Report for February 17, 2006 will be approved at the March 20, 2006 Governmental Impact Review Panel Meeting.

Assistant Town Manager Sarah Hannah advised that at last month's Governmental Impact Review Panel Meeting, there were questions regarding the expansion of the West Palm Beach Convention Center. She stated that she spoke to Mr. Ken Foster, General Manager of the Convention Center, who said they were planning to add up to an additional 170,000 square feet over the parking lot. The expansion was seven to ten years away as they did not have anywhere near the amount of money required for this project. She noted that the Convention Center receives revenue through a bed tax.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Ms. Hannah advised that the Panel's concern regarding the expansion of the Convention Center was the traffic that it would create. She stated that Mr. Foster believed traffic would be reduced with the expansion of the Convention Center and with a Westin Hotel planned for next door. The expectation was for a different type of clientele, and the holding of conventions instead of weekend retail shoppers attending shows such as jewelry shows, etc. The people attending the conventions would park their cars, leaving them there for the duration of the convention, eliminating traffic going in and out.

Ms. Hannah stated that Mr. David Roach, Executive Director of the Florida Inland Navigation District (FIND) mentioned two Assistance Programs. She advised that the Town was aware of both programs.

- Inlet Dredging
- Removal of Derelict Vessels

Ms. Hannah stated that the Town has been working closely with FIND, the Port of Palm Beach and Palm Beach County, in order to have the inlet dredged on a regular basis as opposed to on an emergency basis.

Ms. Hannah stated that the Derelict Vessel Program was conducted by the County, who received money from FIND to remove derelict vessels. She advised that the Town had only taken advantage of the Derelict Vessel Program after the hurricanes. She noted that, prior to this program, Town funds were used to remove vessels.

IV. PRESENTATION BY COUNTY COMMISSIONER JEFF KOONS AND MPO EXECUTIVE DIRECTOR RANDY WHITFIELD ON THE ACTIVITIES OF THE METROPOLITAN PLANNING ORGANIZATION.

Chairman Diamond introduced County Commissioner Jeff Koons, noting that he was also the Chairman of the Metropolitan Planning Organization (MPO); and he introduced Mr. Randy Whitfield, Executive Director of the MPO. He informed them that the Panel was interested in all matters concerning the bridges leading into Town.

Commissioner Koons addressed the Panel, stating that he has been a County Commissioner for twelve years working very closely on issues concerning water, transportation, and infrastructure. He advised that he has been chairman of the MPO for the past sixteen years; he was also the Chairman of the Regional Transportation Authority and he has served on the local Municipal League. He explained that he was familiar with the town and aware of the issues facing the town.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Commissioner Koons discussed the history of the MPO and reviewed the following aspects of the MPO:

- The MPO was an agency chartered by the Federal and State governments to provide strategic transportation planning for Palm Beach County.
- MPO dollars were State and Federal coordinated with the County.
- The goal of the MPO was to look at land use and transportation.
- The MPO works on a twenty-year plan and prepares a five-year capital budget.
- The MPO board was comprised of the Port of Palm Beach, thirteen cities, and five County Commissioners.
- The MPO worked very closely with municipalities to assist in generating projects.
- The MPO board works with infrastructures; provides an opportunity for an entity to plan ahead and replace a particular infrastructure. The Projects might require new sewer lines, new water lines, new cable lines, new power lines, etc.

Commissioner Koons discussed the process for and the reconstruction of the Royal Park Bridge, which had been completed last year.

In response to Chairman Diamond, Commissioner Koons addressed the reconstruction of the Flagler Bridge and Southern Boulevard Bridges as well as other projects that might affect Palm Beach. He advised that the State and the Federal governments reviewed the bridge deficiency list. He noted that the bridges in Palm Beach County have been rebuilt very aggressively and advised that the Lake Worth Bridge and the middle bridge were two that have been rebuilt.

Mr. Randy Whitfield discussed the process used by the Florida Department of Transportation (FDOT).

- Complete (above and under water) inspection of bridges every two years.
- The Flagler Memorial and the Southern Boulevard Bridges were structurally deficient. The bridges were not safety concerns, but FDOT determined that it no longer made sense economically to invest in replacing parts on the bridges or maintaining them.
- FDOT begins a project development and environmental study to look at all possible alternatives which include the possibility of spending more money on maintenance, new alignments, and different heights of bridges, etc.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Mr. Whitfield advised that FDOT was beginning the process relative to the Flagler Bridge and reviewed that process.

- FDOT, in the next couple of months, will start to announce the holding of meetings with local officials, the general public and any interested groups.
- FDOT would continue to obtain input over the next twelve to twenty-four months.
- FDOT scheduled a public hearing in the fall of 2007.
- After that hearing, location design concept approval would be forwarded to the state and to Washington for approval.
- In winter of 2008, the design concept selection would occur, after an extensive public involvement process.
- Following approval by the federal government of the design concept, the preliminary engineering begins starting with the drawing of the plan.
- In 2008, 8.5 million dollars for the engineering work has already been programmed in their 5-year program.
- In 2011, the construction would begin.

Mr. Whitfield stated that FDOT would go through the same process for the Southern Boulevard Bridge. The project development and environmental study would begin at the end of this year with construction to begin in 2012.

In response to Chairman Diamond, Mr. Whitfield responded that the MPO would join the Town in requesting that FDOT not schedule construction on the two projects so that they overlap. He advised that there were phases of the work that could be done off-site in order that the overall construction time could be diminished. He explained that there was the potential for overlap, but there was enough time for the Town to talk to the FDOT to request that not be done.

Mr. Whitfield responded to the various issues that were discussed:

- The construction period would take about two years from the time of initiation.
- No plans for the placement of temporary bridges, at this time. Input from FDOT would be requested on that issue.
- Encouragement by MPO for the FDOT to do as much as possible to have traffic disrupted in the least possible way.

Mr. Whitfield advised that the MPO, as a planning agency, did not get too involved in the actual construction of a project. The MPO advises what needs to be done, now or five years from now. He explained that the MPO does not actually build anything, but they plan and provide input

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

to FDOT on how things should be done. He noted that the Royal Palm Bridge was a shining example of when an old bridge has to be demolished, and a temporary bridge erected. He stated that the MPO would encourage FDOT to do the same. He advised that project was the result of input received from local officials and the public as they began construction for that bridge.

In response to Chairman Diamond, Jim Bowser, Town Engineer, advised that at the end of this month or the beginning of April, FDOT will hold the first meeting to kick-off the Flagler Bridge project. The meeting was scheduled as an all day meeting, with the morning planned for elected officials and local staff officials. A public session would be held in the afternoon. The location for the meeting would either be here in town or in West Palm Beach.

Mr. Bowser explained that staff had begun talking with the State, because the Town had been aware of the plans regarding those bridges, and stated that the first condition of the Town would be that they could not be under construction at the same time. He assured the Panel that staff would do everything to ensure that there would be no overlapping of work on the two bridges,

Chairman Diamond asked when the merchants of Royal Poinciana Way and the owners of the Royal Poinciana Plaza would be informed of the Flagler Bridge project?

Mr. Bowser responded that FDOT preferred to wait until after the first kick-off meeting because the FDOT had concerns about information getting out before the elected officials were made aware of the facts. He advised that after that date, FDOT would be more than happy to have meetings with various interest groups, business merchants, etc. as the process moves forward.

In response to Mr. McIver, Mr. Bowser stated that he believed all elected officials would be attending that meeting. He advised that he anticipated the meeting to be a presentation by FDOT outlining the functional deficiency rating, and how that process was brought forward to the FDOT's Project Development and Environment (PD&E) process. He explained that the State had advised him that they would write a letter to explain why the Flagler Bridge was rated functionally deficient, and to discuss structural deficiencies as well as provide an outline of the PD&E process. He informed the Panel that he expected to receive that letter within the next week or two, and staff would then distribute the letter.

Mr. McLendon asked why the Town did not recommend starting on the Southern Boulevard Bridge first as it was a shorter span?

Mr. Bowser stated that was an issue that the MPO could take under advisement.

Mr. Whitfield explained that the reason for starting with the Flagler Bridge might have something to do with the structural rating. The north bridge might be slightly more deficient than the southern bridge. He advised that he believed that the Southern Boulevard Bridge project did include the round-a-bout. He stated that the MPO would coordinate it with the FDOT.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Commissioner Koons noted that the MPO was involved in landmarking the bridges to protect them.

Commissioner Koons discussed height limits and advised that it was the U.S. Coast Guard that determined the heights of bridges based on the number of bridge openings. The higher the bridge, the less openings, and less car traffic. He explained that the middle bridge was the minimum level, which he believed was 21'. He noted that bridges were normally 70'. He explained that it was the MPO that did the work to make sure everything fit.

In response to Mr. McIver, Commissioner Koons advised that FDOT would make the final decision regarding an alternative bridge. He discussed the middle bridge and how the MPO, FDOT, City of West Palm Beach and the Town worked very closely on that project.

Mr. McIver asked if there was a process that the Town could use to influence the decision of the FDOT?

Commissioner Koons responded that the height and width would probably be imposed on the Town, but the looks of the bridge would not be imposed upon them. The Town would be intimately involved with that and the MPO would work very closely with the Town. He advised that there were safety considerations, and the FDOT would advise the Town on those safety issues relative to bicycle lanes and the sidewalks.

In response to Chairman Diamond, Commissioner Koons responded that the Town Council would have a final say in all matters other than that which was mandated by the State, even County matters. He noted that the County would not be involved in this, but the City of West Palm Beach would be involved.

Commissioner Koons challenged the Town to take a look at who comes across the bridges in order for the Town to work on traffic demand strategies such as car pooling in and out of Town for nonresidents who work in Town or for Town employees. He advised that he could provide the Town all the vans they might want. He noted that the vans might hold ten people.

Commissioner Koons discussed some issues that the MPO was studying and projects that the MPO was working with the Town on.

- Electronic and digital control of traffic lights of the Okeechobee corridor - Kravis Center, Convention Center to move traffic along at a faster pace;
- Computerized System for Countywide Fire Dispatch computer generated system.

Commissioner Koons stated that the Town should consider offering different alternatives,

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

different intermodal choices of service to people coming over the bridges.

In response to Chairman Diamond, Commissioner Koons suggested that the Town send him a letter, as MPO Chair, to pursue that. He explained that the City of West Palm Beach has a traffic committee; and the Town and MPO could have a subset, spend some money to study what alternatives there might be. The Town could conduct an origination, destination study, and reiterated that there were options to consider: peak hour van pools, car pools, strategies for Town employees coming across the bridge or other employees who come over the bridge to work.

In response to Chairman Diamond, Commissioner Koons stated that the City of West Palm Beach would make land available for car pooling. He advised that the MPO was very aggressive in that area working with a State agency that does that.

Chairman Diamond advised, speaking for the Panel, that the Town feels overwhelmed by the growth of the City of West Palm Beach and the effect on traffic. He stated that van pooling would help with the large number of day workers that come into town, and could assist in lessening the number of vehicles that come into town during the week.

Commissioner Koons stated that the MPO would provide the van and would subsidize the van for up to \$400.00 a month. He noted that if the Town contributed some money or the private sector contributed, van pooling presented a great opportunity. He advised that there were different strategies that could be studied, and that FDOT was very excited about these programs, as well.

Commissioner Koons discussed traffic in downtown West Palm Beach and interlocal agreements between the City and the County regarding traffic, traffic requirements, capacity issues, safety issues, and emergency response issues.

Mr. McIver advised that, in terms of the aggressive development planned for West Palm Beach, Mayor Frankel reported that there was no transportation plan to deal with the growth nor was there perceived to be the need for one. He noted that since the MPO was involved in growth management as part of the thirty-year plan, he asked what assumptions were being made about the expansion of West Palm Beach area and the implication of that to a transportation plan?

Commissioner Koons advised that long range plans call for three separate transportation systems.

1. Regional Transportation System based on Tri-Rail, express bus systems going east/west; and expansion of Palm Tran System
2. Community Shuttles
3. Strategic Transportation Planning

Commissioner Koons explained that the MPO's strategic transportation planning offered

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

people more transportation options, which allowed people the opportunity to spend more on housing, because they would not have to spend as much money on transportation. He noted that the City of West Palm Beach has been successful in getting earmarked dollars for transit. He commented that Mayor Frankel could show the Town their shuttle and their community bus systems.

Mr. McIver suggested that the owners of the condominiums in the City of West Palm Beach would prefer to use their automobiles rather than mass transit. He wanted to know if anyone had looked at the potential traffic congestion that could occur from residents using their own cars to move around West Palm Beach?

Commissioner Koons stated that he believed that a lot of those people were used to living in a sophisticated urban environment and realized a car was not necessary. He noted many people would use shuttles and water taxis. He advised that the MPO had put \$1 million into that program. He stated that there were transportation options between the bus systems (regional systems), the local grid systems, and the community systems.

Mr. McIver stated he was skeptical that people coming over to the town on weekends would not be coming on their bikes or water taxis but in their cars.

Commissioner Koons stated that a big issue facing Palm Beach was how to get workers over into town. He noted that the Breakers uses shuttles for their workers. He advised that some of the development patterns that Palm Beach County was looking at was to have urban infill, so people could use the bus, or vans to lower their transportation costs and afford more housing.

Mr. McIver asked about the representation in the MPO, noting the active participation of mayors from Belle Glade, Riviera Beach, and Boynton Beach, and the absence of representation for the Town of Palm Beach. He wanted to know where the Town fit in versus the representation the other communities had.

Commissioner Koons stated that the MPO has a Technical Advisory Committee that the committee engineers of all municipalities sit on, and Town Engineer Jim Bowser has, in the past sat on that Board. He explained that the MPO membership process was a function of population and geographic area. He noted that Belle Glade represents a large western chunk with a large amount of State roads. He advised that the MPO added an additional seat by splitting one between Wellington and Greenacres to cover the central part of Palm Beach County. He advised that he did not think membership on the MPO was as important as participating in the development of the long range plan and its implementation.

Chairman Diamond stated that he would like to follow up, as Commissioner Koons suggested, with writing a letter to him in order to explore alternative traffic modalities for the Town of Palm Beach in its relationship to West Palm Beach.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Commissioner Koons suggested including, the name of the Town traffic consultant; if the Town was in need of a traffic consultant, the MPO could find one for them.

Town Council President Coleman stated that he was pleased to hear about the automization of the traffic lights on Okeechobee. He asked if there was any thought to the placement of a bridge over the railroad tracks in the areas where the north and middle bridges transit over? He explained that he believed the biggest bottleneck in the future would be by the Kravis Center at the railroad tracks.

Commissioner Koons stated that they had looked at hopping over about ten years ago and the option was not taken as there were other things that they wanted to get done. He advised that it did not mean that it could not be done and that the MPO would take a look at it.

Chairman Diamond asked if local input would be allowed?

Commissioner Koons advised that two more lanes would be added on Okeechobee at the cost of \$8 million. He explained that they were building a traffic op station that would coordinate all the lights through a computer system; digital cameras would be used to coordinating the train crossings, etc. He stated that a lot of the MPO's money, in the next ten years, would be spent on computerization and what was called, intelligent transportation systems.

In response to Panel Member McLendon, Commissioner Koons stated that the majority of their funding was from state and federal gas taxes. He stated that for every dollar that was sent up to Washington, they received 86 cents back. He advised that Florida just wrote a new five year highway bill and was very proud to have a twenty-five percent increase in revenues, plus five percent over six years. He noted that construction costs in the past year for FDOT projects was close to 40%. He explained that if they got the chance to rebuild the bridges, it should be done because money was dramatically tightening up, and they do not get their fare share of the money. He commented that they have to work extremely hard and smart to maximize the dollars that they have.

Mr. Royall Victor, 208 Via Tortuga, advised that there was some confusion over some factual figures specific to the north bridge. He noted that at a meeting of the Palm Beach Civic Association about a month ago, Town Engineer Bowser advised that the north bridge was functionally deficient but was not structurally deficient. He stated that it had been explained that the bridge had recently been examined, and it had been found that it was fine from a structural integrity point of view.

In response to Mr. Victor, Town Engineer Bowser stated that at that time, that was the information that he had. He explained that, at present, there were no weight restrictions on the Flagler Bridge, which indicates that the bridge was structurally fine. He noted that recent reviews have been done, and it was determined that the condition of some of the structural components did

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

not make it economically feasible to rehabilitate them in order to extend the life of the bridge. He stated that what was being said was that it was in the best interests to look at replacing the bridge. He reiterated that what he had said to Mr. Victor was correct, and that he was not aware that some of the structural features of the bridge were getting to the point where rehab was an option that they preferred not to consider.

Mr. Whitfield stated that the FDOT advised that the structural rating on the bridge had fallen to a level that it was no longer cost effective to repair. He noted that they believed it was structurally deficient for funding but not structurally deficient to use the bridge. He explained that the bridge was at the point where it cost more to maintain it then they feel was economically feasible. He noted that when they begin the PD&E process, all the alternatives would be explored.

Mr. Victor stated that if the argument could be made that the bridge was fine and the various health and safety officials agreed with that argument, he believed that the replacement of the bridge should be put off.

Mr. Whitfield advised Mr. Victor that the case for it to be put off should be made during the PD&E phase at the meetings to begin next month.

In response to Mr. McIver, Mr. Whitfield responded that he did not know all the factors that went into it, but he had been told that from an economic standpoint it was not worth putting more money into the major repairs that would be required. He advised that he did not know what those repairs entailed and was sure it would include the mechanic portion of it, the lowering and raising of the bridge; but did not know if any of it included the structural piles in the ground or the bridge itself.

In response to Mr. Diamond, Mr. Whitfield advised that the middle bridge had a structural problem that did not allow traffic on it creating the need to replace it with a temporary bridge.

Ms. Laurel Baker, Palm Beach Chamber of Commerce, stated that she wanted to get the commercial community's foot into this issue. She advised Commissioner Koons that she believed there was Federal money available to the Town, if they took a proactive role, to create an internal transportation system that would be Town-serving. She requested that Commissioner Koons address what monies were available.

After discussion, Commissioner Koons suggested that the Panel send a letter to the MPO, and they would sit down and take a look at what options were available to the Town. He advised that he believed there were Federal, State and County dollars targeted toward creating those transportation options and that there were transportation consultants to assist in studying the options available. He noted that in the future, MPO would be able to offer more dollars to match up against it. He advised that transportation dollars were not as plentiful as they used to be and he encouraged the Town to look at.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Chairman Diamond stated that an issue that has been brought to the attention of the Town Council has been the parking situation on Worth Avenue and various proposals had been made. He noted one suggestion was the use of vans to bring the sales force over.

In response to Chairman Diamond, Ms. Baker stated that it absolutely made sense to alleviate the parking situation in that manner. She noted that the use of a trolley system would be safe, convenient, and would eliminate a lot of idling cars, which be better environmentally.

Commissioner Koons explained that in downtown West Palm Beach they were building a Transit Oriented Development (TOD) on six acres just west of the Tri-Rail tracks; Palm Tran was going to build a facility with twenty bus stations where county buses would meet the trains coming in. He noted that this service would ultimately go from Jupiter down to Miami. He advised that if the Town had a shuttle system to meet people there, it would be an addition to a sophisticated transportation system, which would be available. He noted that those were was the type of things the Town should think about doing.

In response to Mr. McIver, Commissioner Koons advised that there would be public meetings in the next few weeks regarding the north bridge. He stated that to get the project formally started, formal meetings and informal meetings were proposed.

Mr. McIver requested that, at that next meeting, the Panel would like someone to get back to them and advise what the specific reasons were that the bridges were found not to be structurally desirable to be invested in.

Commissioner Koons stated that someone would get back to the Panel.

Amy Shaugnessy, Chairman of the Transportation Committee for the Palm Beach Civic Association, stated that she wanted to ensure that the spokesperson for the Town, when the input time came up, would not be stampeded into bridge replacement in 2011, because somehow the money would still be there in 2015.

In response to Town Engineer Bowser, Commissioner Koons stated that the bridge money comes out of a pot, and there were many different pots of money. The bridge money, on a statewide basis, needs to meet various criteria and bridge dollars were categorized. The State prioritizes bridges in terms of maintaining its infrastructure. He advised that if the bridge money was not used, it might not be there when needed. The Town should take advantage of that money when it was made available, because if the Town drops out of the slot, it would be easy for the FDOT to decide to use that money elsewhere.

President Pro Tem Richard Kleid stated that the Town had commissioned a traffic and

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

parking study, which was presently in the works. He asked if there was any money to assist the Town in funding this study that would have an impact not only on the Town but surrounding areas? He commented that he believed it was important to include in the traffic and parking study, as far as the Town was concerned, the impact of the use of vans and the impact of car pooling to import not only shoppers but day workers, and construction workers.

Commissioner Koons suggested that the Town send the scope of the study to the MPO. He advised that he had been made aware, from Commissioner Greene, who covers Palm Beach, that the County Commission gets some discretionary gas tax dollars. He noted that the MPO does not have any discretionary funds.

Councilman Kleid requested that the Panel and staff follow up with Commissioner Koons suggestion to send the MPO the scope of the study.

In response to Mr. McIver, Councilman Kleid responded that was the reason he was raising these particular issues. He noted that he wanted to make sure that when direction was given through the staff and through the Panel to the people doing the traffic and parking study that they encompass and incorporate many of the issues being discussed today.

Mr. Bowser discussed the traffic and parking study stating that they would be looking at the Southern Boulevard, Okeechobee and Quadrille corridors, on the West Palm Beach side coming onto the Island. He noted that it was not in their scope to study car pooling, a trolley system, or anything of that nature. He advised that a request to expand the scope of the study would have to come before the Town Council. He stated that staff could write to the MPO to seek dollars to expand the scope and/or assist with paying for a scope of work that they believed was appropriate to participate in.

In response to Mr. McIver, Assistant Town Manager Sarah Hannah advised the study would look at issues as they were now.

Mr. Bowser stated that he was not sure they were projecting out into the future, but the study would be looking more at how things existed today. The corridors were basically different, but he believed they were basically looking at existing traffic and parking within the boundaries of the town. He noted that, in the past, they did not project a tremendous increase of traffic in Town. He added that he was not sure that past projections took into account the boon in high rise buildings that was currently underway.

Commissioner Koons advised that if the Town wrote a letter to the MPO, he would make sure the Town became interconnected with FDOT.

Chairman Diamond explained that the purpose of this panel was to integrate what the Town

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

was doing on its own, and what the City and the County were doing on their own.

Mr. McIver stated that it would be up to the Town Council to ensure that the traffic study they endorsed was broadened to include issues discussed today.

V. PRESENTATION BY COMMUNITY DEVELOPMENT DIRECTOR SHARON JACKSON ON DEVELOPMENT PLANS IN THE CITY OF LAKE WORTH.

Ms. Sharon Jackson, City of Lake Worth Community Development Director, stated she had been asked what City of Lake Worth projects would impact Palm Beach. She advised that there were two issues to be looked at as being the primary areas to impact Palm Beach.

- The Redevelopment of Beach Project - the old Casino Building and the surrounding area;
- Long Range Development Guidelines for the Redevelopment of the Core area.

Mr. Corey O’Gorman, Consultant for the Casino Project, using presentation boards and photographs, discussed the merits of the Lake Worth Beach and Casino Redevelopment Project.

- History of Casino and Beach Property
 - 1920's - Property focus of activity
 - 1940's - Property damaged by hurricane and reconstructed as it stands today
- Current Proposal for the Casino and Beach Property

Mr. O’Gorman advised that in the late 1990's and early 2000's, a Beach Redevelopment Committee was established to obtain public input to determine how best to redevelop the Casino and Beach Property. He explained that the proposed architectural design was similar to the original design, but site improvements were proposed to redevelop everything other than the pool, which would be left as it currently existed.

- Paver promenade along beach
- Additional retail at north end of pool
- Reconstruction of life guard facilities
- Reconstruction of locker room facilities
- Redevelop parking area with improved landscaping, improved storm drainage
- Additional green space
- Additional park activity

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Mr. O’Gorman stated that in 2001- 2002, the request for a general obligation bond failed. He advised that a simpler approach was suggested for the redevelopment of the property. The present City Manager Paul Boyer, in 2003 - 2004, was directed to move forward and select a construction manager to take the necessary steps to make the project a reality. He noted that once the general contractor was on board, the costs associated with the proposed project could be determined.

Mr. O’Gorman advised that the total development costs, determined several years ago, was over \$25 million which was not financially feasible, and was not in the budget for the City of Lake Worth. He explained that the County offered \$5 million from their cultural and recreational bond funds, and the City of Lake Worth had several million dollars of its own as well as some Florida Recreation and Development Assistance Program Grant money. He noted that, at one time, the City had intended to use the proceeds from City-owned property to include in the project budget. The sale of the property did not go through creating more of a financial gap for this project.

In response to Chairman Diamond, Mr. O’Gorman responded that the City of Lake Worth still hoped to complete this project. He advised that the City Commission held a financial workshop in November, which directed the City Manager to seek out public and private partnerships. The City of Lake Worth issued a solicitation to private interests that could help in financing construction and long term management of the property. He advised that the City did issue a solicitation and proposals were due on March 20th. The solicitation requested interested private sector partners to become master tenants for the retail square footage and to potentially operate the ballroom space, on the second floor, as well as to consider events and festivals. He noted that the ballroom area, historically, had been leased out for weddings, receptions, events, etc. The proposals were hoped to financially provide for part of the gap that currently exists. He stated that if it did not fill the financial gap, a policy decision would have to be made regarding what steps would need to be taken next.

Mr. O’Gorman stated that they could go to phasing out the project if not enough money could be raised. He explained the phasing process stating that they did have about 75% of the money for the first phase, which would consist of the following:

- Reconstruction of the Casino Building
- Redo the pool leaving the pool shell as is
- New pool deck
- Lifeguard building
- Locker room

Mr. O’Gorman noted that the parking deck would not be included in this phase of the project as it was not necessary.

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

Ms. Jackson responded to the following issues that were discussed:

- Tyler's Island
- Old Bridge Park Project
- Beach Renourishment
- Lake Worth Bridge

President Pro Tem Kleid inquired if the City of Lake Worth had any plans to improve the plantings FDOT placed on the Lake Worth Bridge and along the approaches into the Town of Palm Beach. He noted that the plantings were skimpy and those areas could be greatly improved. He suggested a joint partnership between the Town of Palm Beach, the Citizen's Association, which represents that area of Town, and the City of Lake Worth to work on improving those areas.

Ms. Jackson advised that a partnership could certainly be discussed, and she would take that suggestion back to both the Mayor and the City Manager.

Mr. Wes Blackman, Chairman of the Lake Worth Planning and Zoning Historic Research Preservation Board, stated that he has chaired this board for the past five years. He discussed the proposed plan for the downtown area, west of the bridge. He expressed his appreciation on behalf of the City of Lake Worth for this opportunity for dialogue.

Mr. Blackman commented on several issues that had been discussed:

- Old Bridge Park
- Lake Worth's participation in discussions with the Town on any aesthetic improvements
- MPO Presentation regarding traffic related services

Mr. Blackman discussed the downtown project noting that Lake Worth has embarked on an ambitious master planning process for downtown. He noted that there has been inattention to their comprehensive plan for years and some of the changes that were to be made would be sweeping in nature, but more as it relates technically, to the inner workings. He advised this was being done to make the plan understandable and to help mesh it better with their land development regulations, which has been the focus of the master plan.

Mr. Blackman advised that the message they were getting from their residents was that they want to maintain the charm and scale of Lake Worth. The public's input included the following issues:

- Height restriction - maximum of six stories

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

- Inclusion of workforce housing
- Green building techniques
- Onsite Parking
- Landscaping improvements

Chairman Diamond asked Mr. Blackman who he dealt with on problems affecting the Town of Palm Beach and how it worked between the City of Lake Worth and the Town?

In response to Chairman Diamond, Mr. Blackman stated that there was no relationship between the City of Lake Worth and the Town and that was the reason he appreciated this opportunity for dialogue. He suggested the holding of a round table discussion of issues that were important to both municipalities to remedy this situation. He advised that the Mayor and City Manager of Lake Worth and with designated representatives from the Town could attend such a meeting.

Ms. Jackson suggested sending notices to the Town Manager and the Director of Planning, Zoning and Building when projects directly impacting the Town were to occur. She stated that it could be a reciprocal program, and noted that was how West Palm Beach handled those matters.

Mr. Blackman advised that the City has its own trolley system which was used to supplement Palm Tran in terms of local routes.

In response to Mr. McLendon, Mr. Blackman stated that the City of Lake Worth was approximately five miles by five miles.

In response to Mr. McIver, Assistant Town Manager Sarah Hannah advised that when development affecting the Town of Palm Beach was to occur, there was a radius requirement to notify the neighbors of what was transpiring.

Ms. Hannah advised that the Director of Planning, Zoning and Building would act as liaison when setting up a more formal relationship with the City of Lake Worth, relative to development.

After discussion regarding a more global, more widespread communication with the City of Lake Worth involving beach renourishment and development, Ms. Hannah advised that would have to take place with the Town Manager's office, or with Mayor McDonald or with the elected officials. She stated that she did not believe that had been previously explored in as much detail as it was being looked at today; but it definitely should to be reviewed in the same way the Town's relationship was forged with West Palm Beach.

VI. DISCUSSION AND POSSIBLE ACTION REGARDING FUTURE PANEL ACTIVITY

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

In response to Mr. McIver, Ms. Hannah advised that the next Panel meeting would be held on March 20th with a presentation from the Port of Palm Beach. The Chairman of the Port of Palm Beach, George Mastics and Executive Director Lori Baer would be present that day.

Ms. Hannah commented on several issues that were discussed:

- Include in the Panel's final report the recommendation that the Town Council broaden the scope of the Traffic and Parking Study, if not needed to be taken care of immediately;
- Recommend to the Mayor that the Town develop a more formal relationship with the City of Lake Worth.

Chairman Diamond stated that how the Panel made its recommendations to the Mayor was very important.

Mr. McIver requested the Mayor share his expectations of the Panel and provide some guidance as to what he would like to see in the Panel's report.

Mayor McDonald responded to the request made by Mr. McIver with the following:

- Report should be brief - five pages long;
- Explain the criteria used by the Panel to select the Commissions and Boards they reviewed;
- List the Commissions and Boards the Panel believes should be reviewed on a continual basis;
- Conclusions to include:
 - If the Town should have representation on a commission or board.
 - How does the Town influence a commission the Panel believed was so important to the Town.

Mayor McDonald advised that he would like the report given to him in order that he has enough time to obtain feedback before it goes to the Council. He noted that he would like to write a summary of the report before he gives it to the Council. He suggested that the Panel be present at the Town Council Meeting on the day it would be presented.

Mayor McDonald discussed Commissioner Koons response to the Panel's question on the membership of the MPO. He noted that Commissioner Koons' answer was not clear.

Ms. Hannah asked the Mayor if the letter that Commissioner Koons recommended the Panel

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

write to the MPO for funding, should be something that the Panel should take on or should it be included in the report to be given to him by the Panel as an advisory panel?

Discussion ensued regarding the recommendation of Commissioner Koons to have the Panel write a letter to the MPO for funding. Mr. Bowser advised that he had drafted a letter to Commissioner Koons asking if the MPO had discretionary money or funding and if they did, the Town would provide them with a scope of work and estimated costs.

Mr. Bowser stated that he had drafted a second letter requesting a meeting with the FDOT, the MPO and the City of West Palm Beach to discuss their plans, and once the plans were known, discussion on what solutions there were to any impacts on the Town.

Chairman Diamond advised Mr. Bowser that the letters could be signed by Mr. Elwell and that he would like the Panel to be copied on them.

Ms. Hannah stated that there were two meetings in April which could be used to formulate what the Panel wants to place in their report.

Chairman Diamond responded that the Panel would like to have a draft completed sometime in May.

Ms. Hannah advised that Mr. McIver would be out of the country for the May Town Council Meeting and Chairman Diamond noted that he would be away for the June Town Council Meeting.

Ms. Hannah stated that she was not believe all three members of the Panel needed to be at the meeting; but if they could get the report done by the end of April, then they could give it to the Mayor so he could proceed.

Mayor McDonald requested that the Panel run through the ten commissions and panels that they had selected to scrutinize.

Ms. Hannah stated that there were eleven organizations, but some had been combined because the Panel decided to look at the bigger picture issues than individual committees. She gave as an example, the Panel had selected two committees in Lake Worth that dealt with the Town but invited the Community Development Director to speak about development in general and they did the same with West Palm Beach. She advised that the Panel will have addressed all eleven because they added the MPO, after March 20th.

Mayor McDonald commented on several of the following issues concerning the Town:

- Traffic implications for increased development

REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING HELD ON MARCH 6, 2006

- Membership on the Technical Advisory Committee
- Organizations influencing the planning and development of the Southern Boulevard Bridge and the Flagler Bridge
- Influence of the Town on the planning and development of the Southern Boulevard Bridge and Flagler Bridge
- Temporary Bridge

In response to Mr. McIver, Ms. Hannah advised that Jim Bowser would be attending hearings related to the bridges as well as someone from the Town Manager's Office, probably herself.

Mr. Bowser stated that he would expect members of the Town Council and the Panel members could attend. The meeting would not be limited but just a presentation by FDOT to get the project started.

In response to Chairman Diamond, Ms. Hannah stated that they could request the FDOT to come to a Panel meeting but stressed that as far as developing a relationship, that has already been done.

Ms. Hannah stated that the focus of the Panel's report could be the Panel's major concern that traffic implications have not been fully addressed by those organizations that have become before the panel.

Council Member Markin suggested that the Panel include in their report what their ongoing relationships would be with these organizations such as the MPO. She stated that she found it disturbing that the Town would never have membership on the MPO because membership was based on population. She stated that maybe it should be based on County revenues because she believed the Town deserved a seat. She noted that Commissioner Koons advised it was not important to serve on the MPO because the Town could still have input and be involved. She stated that she wanted to know with each and every one of the organizations that were brought before the Panel what the ongoing communication level was going to be with them.

Ms. Markin, as an example, explained that she believed it was important to let FDOT know that the Town thinks they were important and the Town should let them know that the Town was very concerned about everything they do that impacts the town. She advised that it was important to have the FDOT appear before the Panel to explain some of their plans for now and in the future.

In response to Ms. Markin, Chairman Diamond stated that she put the finger on the problems as to how to go forward from here and the Panel might suggest the formation by the Town Council of a permanent citizen's commission to deal with these ongoing problems. He advised that he did not believe everything could be left to staff. He noted that there was, as Ms. Markin had stated in

**REPORT OF THE GOVERNMENTAL IMPACT REVIEW PANEL MEETING
HELD ON MARCH 6, 2006**

her campaign, no substitute for citizen involvement in these various matters. He advised that would probably be one of the recommendations of the Panel.

Ms. Markin suggested assigning a Council person to each of the key commissions to have representation at these meetings, to have a presence to show that Palm Beach was very concerned about various issues such as the development in West Palm Beach and what the County was doing relative to their transportation. She commented that the only ones that really care about the town was the Town, which needs to be aggressive.

Discussion ensued on the various ways that the Town could address issues that impact them. Chairman Diamond suggested several options including willing citizens that have the time, ability and interest and they would report directly to the Town Council.

Ms. Markin suggested that the representatives should be someone whose opinions the different entities would respect.

Mr. Brian Reeves, The Citizen's Association of Palm Beach, stated that ongoing involvement above a staff level, such as a member of the Town Council, a group of interested citizens, was important when dealing with entities like the FDOT. He advised that injecting someone new into the process above staff level would have value and he encouraged the Panel to consider that when making their recommendations.

There being no further business, the Governmental Impact Review meeting of March 6, 2006, was adjourned at 11:45 a.m.

William J. Diamond
Chairman