

COMMISSION CONFERENCE MEETING AGENDA**JUNE 6, 2006****Agenda
Item****Page**

I-A	Sales Tax Increase Dedicated for Mass Transit	1
I-B	Workforce Housing – Proposed Ordinance and Action Plan	7
I-C	City Commission Regular Meeting Agenda Category Order	12
I-D	NE 6 th Street – Sistrunk Boulevard Streetscape Enhancement Project.	13

COMMISSION CONFERENCE MEETING 1:30 P.M. JUNE 6, 2006

Present: Mayor Naugle
Vice Mayor Hutchinson, Commissioners Moore, Rodstrom, and Teel

Absent: None

Also Present: City Manager – George Gretsas
City Attorney - Harry A. Stewart
City Clerk - Jonda K. Joseph
Sergeant At Arms – Sergeant Frank Sebregandio & Kim Hancock

I-A – Sales Tax Increase Dedicated for Mass Transit

Peter Partington, City Engineer, introduced James Cummings, Chairman of People for Progress, along with John Hart, People for Progress Campaign Manager.

John Hart said that the People for Progress want to bring together the plans previously approved by various boards in the County, and then look at the community at large to see if there are any additional critical items for public transportation in order to address transportation needs. This has been done.

Mr. Hart said that a year ago the Broward County Commission went through a strategic goal setting process, and they listed 7-9 topics they felt were critical items to be addressed during the next twenty years, if they were to maintain the quality of life as everyone knows it, and how should they deal with the continued influx of people into the community, and the demands placed on everyone's jobs, along with how this would all impact the inter-related relationship of the mass transportation system. In the strategic goal setting process, key initiatives were created to deal with this. One thing they sought was to find a way to create a dedicated funding source so there would be the ability to leverage federal and state dollars on transportation projects that would qualify under the two-for-one and one-for-one matches. Florida Statute 212.055 provides that a charter county can put on the ballot an initiative to have a penny sales tax dedicated exclusively for transportation, but the provision of interest has to be 75% for public transportation, and 25% for other transportation needs. One of the things the committee needs to do is continue to go to the communities and make sure they understand their interests in regard to public transportation, as well as other transportation improvements. The cities need to understand how to translate all this to benefit their own communities. Another step in development of the plan was to actually bifurcate from some of the penny sales tax revenue, in dedication of some of those things. They decided to take a portion of the money generated and give it back to the cities while still maintaining a sufficient level of funding for the overall regional program. Therefore, they decided to put the penny sales tax on the ballot this November. It would be dedicated exclusively for transportation.

Mr. Hart mentioned two years ago when last analyzed, it was determined to be \$2.5 billion in loss of productivity, etc. According to the American Public Transportation Association's national statistics indicated that for every billion dollars invested in the community about 45,000 jobs area created. There is a link between a public transportation system that works and is dependable, and transit oriented development that can create a product that people in the workforce can achieve. The penny sales tax would generate \$260 million the first year, and the money would graduate to

approximately \$400 million over the course of 20 years. There is no sunset provision in the proposal. The tax has to be in effect for at least 20 years, in order to qualify for state and federal matching funds, otherwise it is not considered a dedicated funding source. He said that 10% of the overall revenues would be dedicated back to the cities to be used at their own discretion with no strings attached as long as the funds are spent on transportation projects. They elected to create some accountable safeguards, such as a trust fund so the monies could not be co-mingled with any other general revenue environment. There would also be another level of accountability, a citizens oversight committee to oversee expenditures of the fund and monitor progress of the programs. Categories of the oversight committee would be qualification-based. Members would also be required to sign a statement, saying that would not participate in anything that would be a conflict of interest in connection with their responsibilities to this committee.

Mr. Hart further said they tried to look at the necessities for now, including the east/west improvements which are absolutely critical, the improvement of headways on the bus systems for every 5-10 minutes or 10-15 minutes, and to dedicate funds to initiate a light rail system that will loop through the county and tie together the CSX commuter rail and the passenger rail that will be implemented onto the FEC corridor. The 441 corridor would be a part of that system, connecting to Interstate 595, university system, as well as to the airport and the downtown circulators.

Mr. Hart said that this has to be approved by Broward County Commission before it can be placed on the November ballot. The People for Progress committee has been having this conversation with cities throughout the county. They have eight or nine resolutions of support. They received an official endorsement from the Fort Lauderdale Chamber of Commerce, Broward Alliance, and the Workshop. They have scheduled outreach meeting with homeowner association meetings. Today, the County Commission directed the County Attorney to develop ballot language for three potential initiatives: \$2 round car fee for the regional transportation system, a judicial courthouse system, and the penny sales tax. A deferral occurred and this has now become a workshop item scheduled for June 20, 2006. On that day, they hope to present community support to the County Commission. They are asking this Commission to adopt a resolution of support so the item could be placed on the ballot.

Commissioner Teel asked about the synchronization of lights because it appears in the documentation that the cities are to use their monies for that purpose, but this is a bigger issue. Mr. Hart said that this is a regional issue and should not be the responsibility of individual cities. There will be a county-wide synchronization of all signals.

Commissioner Moore asked if consideration has been given to the Metropolitan Planning Organization serving as the oversight committee. The MPO is charged with county-wide transportation matters, and its members are elected officials who deal with tax dollars, whereas an oversight committee would not have a hands-on impact on spending of the money. Mr. Hart said that one of the things they recognize is that the MPO is federally mandated to be the planning agency for the region. They did not want to tinker with that but wanted them to remain as a planning body. They did not want to blur the line of planning versus being an oversight committee of the execution of the projects. Nothing would be afoul from recommendations or approvals of the long-range transportation plan approved by the MPO. They wanted to depoliticize it. The oversight committee would review projects actually being awarded, not to approve them; to make sure an annual audit was conducted and to produce an annual report.

Commissioner Moore said the MPO deals with regional transportation issues for Broward County and the region. They are specifically tasked by a group of professionals who report and evaluate transportation efforts throughout the County and the Tri-County area. It is absurd, if one has an engine in place, to create another entity of non-elected officials, and add another unnecessary bureaucratic system.

Mr. Hart said the MPO is a planning agency. The Broward County Transit Division is responsible for operations and maintenance of the up and running system is about a \$70 Million to \$100 Million operation. If the citizens agree to the sales tax, they are going to create a multi-billion-dollar-a-year operation. The only way to do this effectively is to create a structure where mass or public transportation is elevated to the point it reflects the multi-billion-dollar investment, along with the benefits to the community, and have it led by individuals capable of doing the job. They felt it would be an unrealistic burden, along with an unrealistic outcome, if they shoe-horned this into the existing structure.

Commissioner Moore said that he and Commissioner Teel sit on the MPO representing this City, along with many other cities. Discussion is underway about the possibility of the MPO becoming a stand-alone entity. It is presently housed under the Broward County government and works through their appointment process. This funding process would allow MPO to stand alone. Transit issues could be addressed out of one house. More importantly, there would be a group of elected individuals handling the tax dollars.

Commissioner Moore indicated the other issue is how did they come up with the penny itself. The documentation states that safeguards would be built into the initiative. The first is specific language restricting all expenditures from the revenues to be spent exclusively on transit and transportation. He asked if it could be a half cent or does it have to be a full penny.

Mr. Hart said a financial evaluation was made very carefully. It has to be the full penny in order to achieve the objectives outlined in the plan. The financial structure was put together for the purpose of trying to create a complete system over a 20-25-year period and to have sufficient funds to be able to operate it. In 2003, Miami-Dade County passed a half-cent sales tax for transportation, and they had a system already with a certain level of maturity. They are now recognizing that they are short by a half-cent.

Jim Cummings, Chair of Broward Workshop, explained the reason they got involved is that since 1977 when the MPO was created, they continuously have had a shortfall in the funds necessary to erect, construct, and operate the system the county needs. The MPO is statutorily created as a planning body, and People for Progress is obliged to utilize their recommendations. Neither the MPO nor Broward County has the capacity to operate a system of this magnitude. From a business perspective, they want to remove politics from it and transcend city lines. It is a non-partisan issue, and the problem needs to be solved now. The County Commission will still have control of the funds, but they have to follow the guidelines. The plan details where the money will go. The approach has to be regional, which is not happening now in this county. They feel this program would be the most beneficial. The MPO will still be used to the fullest extent possible. The MPO has supported this. They understand this is beyond their capability. When it is presented to the County, he believed they would concede it is beyond their capability. From a business perspective, they have outlined a plan of what it will take to operate a multi-billion dollar organization. Input is still needed and other cities have to

be involved. Planning will not get done until they start developing the system to its fullest extent. This program is something that has to be developed, and it will probably take one year before any results are even seen.

Mr. Cummings said that they can receive \$3 back for every \$1 invested. Absent the dedicated funding source, federal money is not available

Commissioner Moore wanted to know why one-cent and not half-cent. These are projected concepts being recommended by the committee. With the ability of this being a minimum of 20 years and running forever, a bond could do a number of issues especially with the capability of a dedicated revenue source. With this kind of money any project could come to fruition. It is only a matter of time. He referred to business people running this, and noted when a rail system runs in front of one's property, it makes the property very valuable forever. He was concerned about who is proposed to run this.

Mr. Cumming said a half-cent will not work. In looking at the financial information, it is a \$6 billion shortfall at this time. From the business perspective, they do not want to support an initiative and do all the work only to find three years down the road there is not sufficient monies available, and they have to go back to the public to make the promised program work. Relative to the business community, they want technicians involved with the right lawyers and engineers, and other experts to serve on this committee. The membership would be appointed by the County Commission.

Mr. Hart clarified it would actually be between the County and the League of Cities.

Mr. Hart said that one of the financial analyses involved all unfunded projects on the MPO's list. In order to do those projects a funding source has to be made available. Very few on the list have anything to do specifically with public transportation.

Mr. Cummings said it will not sunset because 60% of the costs involve operations.

With respect to Commissioner Moore's question about property values, business and politics, Mr. Cummings said the routes have been outlined and it will be the obligation of the oversight committee, the MPO, and the County Commission to implement those projects. He said they have taken input from the MPO, studies by numerous engineering firms that dictate the most reasonable routes based on usage capacity.

Commissioner Moore referred to the list as to what Fort Lauderdale would receive and asked how it was compiled. Mr. Partington said that the list was not prepared by the City. Commissioner Moore asked how the list was developed.

Mr. Hart said the information comes from MPPO plans, Broward County Transit Investment Plan. He listed some examples of 10-minute headways for major transit corridors that intersect the City, both east/west and north/south. These are the routes that current transit users are desperate for improvements. He said all of the things noted will have a direct major economic impact on the City.

Commissioner Moore said that the MPO has a number of unfunded projects on their list. It is a wish list due to there being limited dollars. The best project rises to the top that will

have a regional impact and will get the funding. He asked how will they meet the 10-15 minute headway in the City.

Mr. Cummings said they doubled the number of buses to be utilized, and light rail will be constructed on the outlined corridors. He questioned Commissioner Moore's statement that what MPO has been doing has not had input from the public. The elected officials in the MPO have developed the plan which they are saying will be implemented by getting it funded.

Christopher Pollack, Greater Fort Lauderdale Chamber of Commerce, said the last thing they want to do is raise taxes. The cost of business in this county is increasing rapidly. Transportation is one of the biggest concerns of their membership. They need to take a forward initiative on this, otherwise there is going to be a gridlock and there will be an erosion of the small business community. He said that 30% of the sales tax generated in the county comes from tourists. If this initiative is not supported, they will lose seven years in the federal funding cycle. He urged the Commission to support this initiative.

Commissioner Rodstrom asked what is the maximum number of years they can have for the half-cent tax to achieve the plan. She asked who the people for the oversight committee are.

Mr. Cummings said they do not know who would serve on the committee. Criteria will be developed for the committee, and if anyone feels they have the technical expertise, they can apply. Each of the nine commissioners will be one each from the criteria.

Mr. Hart said that the recommendation is to have the selection committee for the appointment process to be comprised of leadership from both the County Commission and the League of Cities, and one independent person at-large. There is a mixture between the County Commission and the League of Cities. It is not to be an exclusive County Commission process. A recommendation has already been sent to the County Commission saying this has to be a collaborative effort between the County and the cities.

Commissioner Rodstrom asked if any calculations have been done regarding the half-cent over 20 years.

Mr. Cummings said the 20 years is what the federal government looks at for a dedicated funding source. They feel as much of it as possible needs to be implemented due to the need. They need to double the number of buses.

Vice Mayor Hutchinson said there are nine County Commissioners and she assumed they all will receive an appointment to the committee. Mr. Hart said there are nine categories. What drove the recommendation for nine members was the review of other existing oversight committees throughout the country. They wanted to limit the number of members to a reasonable number. They will create a qualification listing for the categories. Representatives from the League of Cities and the County would get together and pick the individuals. It is not a situation of one individual picking one individual for engineering. It will be collaborative from the League and County.

Mayor Naugle appreciated the work of the initiative group. The troubling thing regarding use of the sales tax is that there are pending issues in Florida that need to be resolved.

One is property taxes. A way to solve skyrocketing property taxes is to have an additional penny sales tax dedicated to property tax relief. Another is the class size amendment which has not been resolved, and education dollars are not going to be available. In a couple of years, they may need another penny sales tax dedicated for schools. There is no state income tax. He felt it would make more sense if money is needed for transportation to use a gas tax. One penny in gas tax would not be enough. A gas tax would not be used for education, housing or property tax relief. He agreed with the concept to leverage dollars to obtain federal funds, but he was concerned about swooping in on the penny for transit now and not having it later for what the business community has always said is the biggest need which is education. Also when the price of fuel is affect, it gives an incentive for people to use mass transit. There is a nexus between a gas tax and transportation but less of a nexus with sales tax.

Commissioner Teel said she has served on the MPO for the last three years. One of her frustrations is how slow the wheels turn. To think they could handle such a task is beyond her imagination. She admired the work that has been done by the People for Progress in a short period of time. She is not a big fan of taxes, but this county is the least taxed of the surrounding counties. Out-of-state there are mind-boggling taxes. The people struggling the most in economically deprived areas need public mass transportation. In regard to the other issues mentioned by the Mayor, she pointed out they will also always be there. She asked at what point do they say this is an important issue and it needs to move forward. If the price of gasoline increases, and people cannot afford it, how do they get to their job. People have to wait for a long time for a bus. This is the time to move forward on this project. Bonding companies are interested in the fact that the business community is supportive of a sales tax increment that could be used for mass transit. She said the dedicated source is important because it is a guarantee. The dedicated source is important. It is an important issue. She felt they should act now. She noted that the Chamber favors it. This issue needs to be placed on the ballot so input can be provided. She did not feel politics could ever be taken out of everything. She favored the initiative.

Commissioner Moore commend the Broward Workshop for their hard work. The first mistake is the wish list concept. Fort Lauderdale will be the individual donor city because of the tourists. Fort Lauderdale is generating the money. He asked why large amounts of money are being directed to Weston yet he is being told that politics are not involved. He agreed there should be a dedicated source, but he does not agree that this is being addressed in a manner that is holistic. No one has made him feel that the penny is absolute. He felt they can meet the requirement for federal funds with a half-cent to start. He referred to Mr. Hart's presentation mentioning linkage between attainable housing and transit. He referred to Commissioner Teel's comments about the bonding companies being happy to see the business community working on transportation. He felt they would be just as fond of having the business community deal with transportation and attainable housing costs in the same penny rather than all of it going to transportation. There is a perfect nexus to the two issues; mass transit and attainable housing. His concern is not whether this ballot initiative should be done, but that it needs to also address affordable housing, and what is wanted for his municipal entity. For example, he did not think that additional buses to deal with the headway along Broward and Sunrise would work, because there is not a dedicated lane.

Commissioner Moore further said it is important for transit to work in the downtown that would alleviate many traffic issues, but it has to be structured logically. It does not make

sense to provide for people to ride from the Sawgrass Mall to the airport. The strategy should be rail for State Road 7, I-95 and Broward into the downtown. People will vote for this if at least two of their major concerns were addressed. He did not agree with so much discretion on the spending of money. Individuals dealing with tax dollars should be elected.

Vice Mayor Hutchinson said that the voters will be the ones to make the final decision, and they need to be heard. Therefore, she felt it should be on the ballot. She was not convinced this is the correct funding source, but realized a funding source is needed in order to get the transportation dollars that are needed. In response to Mayor Naugle, Vice Mayor Hutchinson said she would support a resolution to place this issue on the ballot.

Commissioner Moore asked if Vice Mayor Hutchinson would endorse a concept where two issues are addressed. Vice Mayor Hutchinson replied no.

Commissioner Rodstrom was not comfortable placing this on tonight's agenda for a resolution. There are too many questions yet on this matter. She would like to see the half-cent going to something else, and possibly a gas tax.

Mayor Naugle suggested waiting to see what the County does on June 20th and then proceed.

Commissioner Moore said the County is looking for the municipal entities to recommend placement of this matter on the ballot. This needs to be a people driven thing. Therefore, he urged the Commission to consider the validity of the entire penny, as well as the fact that a method should be found that would deal with the linkage of attainable units along with transportation. With a different position with some rationale, other cities might also join.

Vice Mayor Hutchinson said if the County Commission is going to workshop this matter the same day as the City Commission meeting, they might not have the appropriate information. Therefore, the matter should possibly be delayed.

Mayor Naugle said that after the County Commission meeting, any City Commissioner may request to have this item placed back on the City Commission agenda.

Vice Mayor Hutchinson wanted to have it scheduled on an agenda so she would know the County's position. Commissioner Teel agreed.

Action: There was consensus for the matter to be scheduled on the Jul 6, 2006 conference meeting, after it has been discussed by Broward County Commission.

I-B – Workforce Housing – Proposed Ordinance and Action Plan

Margarette Hayes, Community Development, said at the April 18th meeting, staff was directed to convene another roundtable discussion. This was done and comments have been provided to the Commission, along with letters from the Downtown Development Authority and the Builders Association of South Florida. Also provided is a resolution outlining the Commission's prior actions, a revised ordinance with items where there was a consensus by the Commission, and an overview of the workforce housing program.

Brandon Biederman, Builders Association of South Florida, felt the draft changes do not go far enough. The policy still has many fatal flaws. There is an affordable housing problem in this County. According to the Broward Housing Partnership's report half of the population in Broward County makes \$25,000 or less. The solution being provided today is not a comprehensive one for this crisis. Participation of bankers, realtors, and large employers is needed. When a business such as Wal-Mart relocates and bring 400 new jobs, they are contributing to the problem if those employees only make \$6.15 per hour. The consultant originally provided a number of policy considerations, such as bonus densities and the waiving or reduction of impact fees, but to date these have not been included in the policy. He said that this policy still does not create any incentives. A business plan has not yet been developed, detailing how the funds would be spent. It should be in place before any monies are collected. Staff provided a menu of options regarding potential programs and eligibility criteria, but the performance measures, along with other issues, have not yet been determined. Mandatory inclusionary zoning would only increase the prices of the other market rate units. He submitted a list of questions on May 4th and have not yet been provided with answers. He read some of those questions: 1) Why are units only being restricted for 10 years? 2) How does this ordinance assist individuals who earn between 60% to 80% of median area income? 3) How were the maximum pay-in-lieu figures derived with \$97,000 at the top end?

Mr. Biederman said they believe that better solutions exist. On May 25, 2006, the Broward Planning Council approved a voluntary workforce bonus density program.

Mayor Naugle said this ordinance would establish rent control and price controls on some units of new construction. If 15% of units built in a project are price controlled, he asked what would be the approximate sales price or a fee in lieu of.

Ms. Hayes said it would be approximately \$253,000.

Mayor Naugle understood the price controls on new developments would remain in effect for approximately 10 years, and then would be lifted. Ms. Hayes said the proposal calls for a 10-year period; the Commission makes that policy decision. If a price-controlled unit was purchased and improvements were made, Mayor Naugle asked whether the cost of the improvements could be recovered at the time of sale. Ms. Hayes said that according to today's ordinance, there is a provision for the City to get back their initial investment. There is an additional provision for a share of appreciation. The City would share in the profits based on the appreciated value of the unit. Mayor Naugle asked if the City could keep track of the amount spent to improve the property. Ms. Hayes said this is not in the ordinance at present.

Mayor Naugle asked what would be the typical rent control amount the building owner could place on the 15% of the units. Ms. Hayes said that today it is \$1,390 for a three-bedroom unit, and \$900 for a one-bedroom unit. Mayor Naugle asked if the rent control would remain for 10 years also. Ms. Hayes said that would be the case unless the Commission determined otherwise.

Mayor Naugle asked if during the rent control period if property taxes increase and insurance increases, could the property owner adjust the rent control price based on such increases. Ms. Hayes said that based on how the ordinance is drafted, there is provision for staff to return before the Commission based on input from the persons

participating in the program. On a yearly basis, the Commission would review the policy and could make adjustments with respect to the rent and price controlled units.

Mayor Naugle was not in favor. Most places who have tried rent and price control have found that it restricts the number of units built, and much of the price of housing is controlled by supply and demand. By suppressing the number built, overall there will be higher prices. When this was first proposed, prices were spiraling up, but today real estate brokers say prices are coming down. He questioned if it is needed.

Commissioner Teel said a lot of effort has gone into this. One of the disappointing factors is that there is one group of people expected to participate in the funding, that being the development community. The cost will be passed onto purchasers of the other units. The City needs to wait for a couple more things to play out before entering into an ordinance. Broward County hired a housing expert 18 months ago and they have not seen much come of that. If the City is going to enter into such an ordinance, they should be working in tandem with the County. This would give them a sense of what would happen, how plans are originating, and how things will play out in a broader sense. There has been no discussion regarding incentives. She has a problem with the 10-year limit. Unless the City keeps the numbers of units into the workforce housing, they would always be trying to catch up. Sharing the profits is an important feature and needs to be reviewed in more detail. She felt they need to review some of these issues in more detail before proceeding forward with the ordinance.

Commissioner Teel asked Ms. Hayes to provide some information on the SHIP funds.

Ms. Hayes said that a new pilot program will be coming out from the Board of Housing Finance Corporation which is a \$50 Million pool of funds that would be competitively bid for local governments, developers, and not-for-profit developers to come up with innovative ways to create workforce housing. The funding awards will be made in January. This may be a possibility if the decision is made to pursue those monies.

Commissioner Teel saw it as a way of parlaying money and creating more money. She was not ready to go forward with the ordinance at this time.

Commissioner Rodstrom was also not comfortable in moving forward mainly due to the fee-in-lieu, even though the trust fund is a good idea. She was not sure if that should be the only dedicated funding source. The fee-in-lieu would not guarantee that affordable housing units would be built. They need to be built as soon as possible. They are dealing with a specific pool of developers who have built very expensive homes, and there could be developers nationally who focus on affordable homes.

Commissioner Moore found this discussion very difficult because all issues raised by the developers have been addressed in the draft ordinance. The consultant conducted a study and showed there could be an impact fee up to \$97,000. Exhibit 5A shows how that fee could be done legally. The \$97,000 has been pushed up to a \$3 million home, which means if such developer decides not to do an inclusionary unit within their development at 15%, they would have to pay a \$9,700 fee, which is not even paying for ½ of a unit. The market place for this City appears to be \$500,000 homes. If one chooses in a 100-unit development not to build 15 units attainable in price, they would have to pay \$29,000 for 15 units, which totals \$450,000. Either the City wants to help people establish attainable housing so there will be a community where individuals will

be able to service the quality of life there is or bussed in, even though there is no such transportation.

Commissioner Moore said a Commissioner from Monroe County told him she is moving her office to Lake Worth so she can afford to pay her employees who cannot afford to buy or rent a home in the Keys.

Mayor Naugle said there is a limited supply and limited development in Monroe County, because it is a sensitive area. Historically around the country by having price and rent control, the supply goes because there is less incentive for developers to build. The end result is less units.

Commissioner Moore said developers in Monroe County are buying all properties attainable in price, tearing them down and building something larger. With respect to their attempt to address developer issues, it was stated that there should be some expedited opportunities for permitting. In the regional activity center where there is no height requirements and where density bonuses could not be granted, they decided to exclude that area, and deal with density bonuses would be considered per development to address the incentive of making inclusionary units available outside of the RAC. This is a reasonable position. They wanted to utilize the trust fund so some of those monies could be used to create attainable units either on their site or another site. This should be acceptable. In the last legislative session, Broward County dealt with documentary stamps in an attempt to address this goal. He referred to Agenda Item I-A, Sales Tax Increase, presented by the People for Progress organization and said that people progress by having a place to live. He suggested adjusting the penny tax so that a half-cent could be used towards a trust fund that would assist the development community. The business community needs to be present to explain the need. They have not been able to place employees on their workforce because they cannot find housing. These are things that should be addressed in creating a shared attempt at this ordinance. He felt the City has addressed every issue brought forth. Either the City wants to have an ordinance or it does not. He does not see the reason to continue hesitating. He referred to the previous roundtable discussion where residents overwhelmingly said this is something they wanted.

Vice Mayor Hutchinson said this has been discussed since July 20, 2004, a long time. In reading what other cities have done regarding such an ordinance, there are issues that could be resolved. It should be 30 years and not 10 years to effect a change. The City needs to stand on its own and do something for its residents. She felt the \$97,000 graduated fee is a little high, because this is the first time out of the box. The fee can always be increased. Possibly it should start around \$30,000 to \$40,000 for a \$3 million house, and then go down in a graduated scale. They need to offer density bonuses, which is a viable option that will keep the development community at bay. They should offer a true expedited plan review for someone to build something that people can afford to live in. For example, \$250,000-\$300,000 does not cut it on her salary as commissioner and a lot of people make that same salary. They have wasted a lot time. They need to know today if the City is going to ever move forward. Staff has put a lot of time into this matter. She does not want them doing any more work if the Commission is not going to proceed.

Mayor Naugle said the City could wait to see what the County does, along with what the market. If it continues to soften and there are a lot of units available in the \$150,000 to

\$160,000 range, then, after a year the matter could be readdressed if the problem still exists. By the time it is enacted, it may not be needed.

Commissioner Moore asked if anyone in the audience feels this issue should be addressed.

Elizabeth Hayes said this issue needs to be addressed because she cannot afford to live in a \$250,000 house. She felt an ordinance is needed.

Bill Saunders agreed that an ordinance is needed, but more business people should get involved such as bankers.

Commissioner Moore noted that the City cannot control an interest rate with a lender, but they could institute an ordinance to have participation to reach that goal.

Carlton Coleman said this is not the only solution, but a small piece to a big problem. This piece is needed. The City should move forward.

Betty Horvath said her neighborhood is being destroyed to make room for expensive town homes. She did not want to subsidize anyone for any home. If people don't buy the expensive houses, then the prices will come down, and the City continues to allow single-family houses to be destroyed.

Joe Morenjelo said he sells land to developers. He is finding that they are leaving town and going to Sarasota, Melbourne, and Titusville because they cannot find affordable land in this City, because construction and land costs have risen so high. There needs to be relief besides density bonuses. If that density cannot be fit on a piece of land and one has to go higher, the costs get higher and the bonus does not pay off. There has to be other parts of the community that contribute.

Commissioner Moore asked if the price of the land is due to the fact that the City had an opportunity to get 13,000 units and only received 3,000. The City needs to advocate what makes this community a viable place to make development take place, and it is not happening when only 3,000 units are being released at any one time. It does not contain the opportunity for land cost. He questioned why the building community is not trying to communicate with the County the necessity for affordable units or attainable land costs.

Commissioner Moore indicated that the citizens need to push this idea forward. He asked if this matter could be on the agenda for June 20th meeting or the first meeting in July for a vote.

Mayor Naugle wanted it brought back in January to see what the marketplace dictates.

Commissioner Moore did not want to wait until January. He asked if the City could let the people know whether the City is going to do something.

Mayor Naugle felt the City could consider building permit fees for affordable housing paid through the CRA, or other things that are not controlling rent or price.

Commissioner Rodstrom said they are doing something about this by placing it on the agenda. She wanted to make sure when it hits the streets, it is a perfect document, and all avenues have been examined.

Commissioner Moore said a date needs to be given for deciding upon this ordinance.

Mayor Naugle said there does not appear to be support for the ordinance in its current form.

Commissioner Moore said he does not have a problem moving forward with this today and deciding.

Commissioner Teel was interested in the SHIP funds and that information will probably be available in September. She said the Commission will be out for the month of August. She could not support it at this time because all the information is not yet available, although she respected Commissioner Moore's enthusiasm.

Commissioner Moore asked if there is an agreement that the ordinance regarding attainable housing will be heard at the first meeting in September.

Mayor Naugle said that the item would be scheduled for the Commission's second October Conference meeting after the budget is adopted.

Commissioner Moore said this issue was to be voted on in September of last year. Every kind of discussion in the world on this has been held. The ordinance will not be perfect, but it will provide the opportunity to create a movement toward the development community in understanding how to address this issue. He felt they are playing a game and he was very frustrated. He was disappointed because he thought this City as the county seat was going to lead this issue.

Vice Mayor Hutchinson was also disappointed, but she will assume that the input from the remainder of the Commission with staff will take place between now and October so the appropriate ordinance could be brought forward. She wanted to vote on it in October.

Mayor Naugle asked for the City Attorney to provide an update to the Commission in October regarding the litigation in Tallahassee.

Action: There was consensus to schedule this item for the October 17, 2006 conference meeting. Vice Mayor Hutchinson asked that the Commission provide input to staff during the interim. Mayor Naugle asked the City Attorney to provide an update on litigation in Tallahassee on this matter on Oct 17th as well.

I-C – City Commission Regular Meeting Agenda Category Order

Commissioner Moore felt that the public hearings and public discussion should be held at the end of the Commission meeting. He asked about placing some of the ordinances on the Consent Agenda because they have already been discussed at the conference meeting.

The City Attorney said that resolutions that are not public hearings could be placed on the Consent Agenda. The City Manager agreed to do this, with those not eligible to be on Consent, placed before the public hearings.

Mayor Naugle suggested this be done on a trial basis.

The City Attorney said that ordinances are also public hearings. Mayor Naugle preferred the ordinances happen after the public hearings.

Action: There was consensus to place ordinances and public hearings at the end of the end, with ordinances after public hearings. There was also consensus to place those resolutions that do not require a reading and individual vote on the consent agenda. This will be done on a trial basis.

I-D – NE 6th Street – Sistrunk Boulevard Streetscape Enhancement Project

Commissioner Moore said last night they heard the presentation regarding the three lanes. He asked if this item could be placed on the Commission's agenda for an official vote on June 20, 2006. He met with members of the community who offered a compromise to end the debate.

Commissioner Moore said that the County is compromising to narrow the roadway to two lanes, and are suggesting that they be allowed to have the peak time travel going east on Sistrunk Boulevard from 6:00 a.m. to 9:00 p.m. to allow traffic volumes to move. On the west side, they will permit the two lanes. In reviewing this, the Midtown Business District feels this is a movement in the right direction, but they also felt it did not encapsulate their total vision for the area. Therefore, a counter offer is proposed whereby they would agree with the County that the west lanes would continue as two lanes as proposed, but on the east side have on-street parking, but only between the areas of NW 19th Avenue to NW 7th Avenue. The County said they would turn this over to the City and continue to deal with the possibility of having \$2.5 million to assist in the beautification of the roadway.

Commissioner Moore said that the Business District wants an assurance that if they agree to the compromise between 7th and 19th Avenues, that they would immediately do the mitigation issues into the neighborhood. The County Commissioner and the County's Planning Division, along with the Transportation Department, are concerned about traffic cutting through the neighborhood. The City's consultant has made some mitigation recommendations. The Midtown Business District said those would be done before anything else occurs. An RFP should be put out for the two lanes between 7th and 19th Avenues, along with the completion of the three-lane recommendation that the County proposed. They felt this was a viable position because at 19th Avenue going west is where the African-American Research Library is located, along with the widening from 27th Avenue to 31st.

Commissioner Moore said they are asking that the \$2.5 million be used towards a theme transportation unit that would meet the theme of the corridor.

Mayor Naugle asked if passengers would be able to transfer into that. Commissioner confirmed that could happen and explained they are suggesting that due to the curb cuts and the necessity of the length of the curb cuts for the buses to pull out of the two-lane

concept, a smaller transportation unit in those areas that circulated just in that district., so other buses would not travel on those two lanes. This is futuristic because it takes time to agree on what would be used and its acquisition, but it is something that could be considered.

In answer to Mayor Naugle's question, Commissioner Moore indicated that this was the position taken by the Midtown Business Association at their meeting.

Commissioner Moore said that another issue is that the City assist the County, where possible, regarding the 7th and 9th Avenue Connector.

Commissioner Moore proceeded to show a map, indicating that in some areas Oakland Park Boulevard is seven lanes, Sunrise Boulevard is seven lanes in some areas, Martin Luther King Avenue is also five to seven lanes in some areas, and 27th Avenue is also five and six lanes.

Mayor Naugle said that Andrews Avenue is presently four lanes, but there is a proposal to make it two lanes and on Fourth Avenue.

Commissioner Moore said that 7th Avenue is also five lanes. This concept is allowing development of the parcels at hand to occur immediately, while still permitting the movement of the traffic.

Doug Coolman, representing the Broward Workshop, said that he wants to talk about three things. One is community support, traffic, and the proposed solution. There has been a lot of debate regarding the two-laning of Sistrunk Boulevard. This is a look at how people are making a decision to come to the downtown from the northeast. There are three major east/west roadways that are seven lanes, Oakland Park, Sunrise and Broward, in addition to 31st Street. The issue is why is Sistrunk being considered a major east/west corridor collector or arterial, which it is not. Traffic studies in the last three years point to the fact that there is not a lot of traffic on Sistrunk because alternate routes are being used. At the meeting last night, 60% to 70% of the people in attendance were opposed to changing Sistrunk Boulevard. There is no question that a super majority of people support the CRA plan.

Mayor Naugle believed it is 20% in favor of the plan. Commissioner Rodstrom said they all agree on beautification and the revitalization of the corridor.

Mr. Coolman further said that with the proposed compromise, Regal Trace has a five-lane road on the north, Andrews on the east, 7th Avenue consisting of five lanes, and seven lanes on Broward Boulevard for ingress and egress. If they are going to I-95, they could not use Sistrunk anyway because there is no access. The compromise solves Regal Trace's issues. The other issue is from 31st Avenue to 27th Avenue which has just been widened to five lanes. There was a lady in attendance yesterday who did not want to change it. The compromise leaves it as it is. He believed that more than 51% of the people in this region based on churches, homeowner associations and the press's inventory, support the two-lane CRA plan. With the compromise, Sistrunk, from 31st Avenue to Victoria Park, has been condensed between 7th and 19th, which is the only section where parking and a pedestrian friendly area would be assured. He referred to Hollywood, Mizner and Delray and said that onstreet parking is not to provide parking, it is really the perception that one might be able to find a parking space, but parking is

elsewhere. They believe there is a majority of public support, and that there is not a traffic issue. He asked the Commission to either vote in favor of the compromise now or on June 20th.

Mayor Naugle felt that all of the plans could be labeled as two-lane plans. He said he would support the four lanes with traffic on it, only during rush hour, only eastbound and only westbound at those times of the day. He referred to 19th Avenue and said that he felt it is seriously flawed. If the idea was four lanes on all of it and three lanes on the Midtown part, it should probably be at 15th Avenue. Otherwise, traffic is going to be diverted into the neighborhoods.

Commissioner Moore said he would agree with 15th Avenue to 7th Avenue, and the rest as proposed by the County.

Commissioner Rodstrom did not think that would work based on last night's meeting. Commissioner Moore said last night most of the individuals had not seen any of the plans and had only heard rumors. Most individuals who spoke discussed issues not related to the roadway. It was a fear of change. Most were people living outside of the area in unincorporated pockets. He referred to three times the number of people who spoke yesterday at previous Commission meetings. He questioned one meeting swaying one's opinion. Commissioner Rodstrom was happy to see community awareness being raised.

Ronald Reed said that people with which he just met with today are anticipating a vote tonight on this issue based on the statement made by the Mayor last night. He indicated that the Mayor said there would be a vote tonight.

Commissioner Moore said that he made a statement that the Commission would attempt to discuss today whether a vote would be taken this evening.

Mayor Naugle said that the Commission has the ability to vote tonight since the item is on the agenda. Commissioner Moore said it could also be pulled.

Mr. Reed said he has been meeting with people about Sistrunk for 18 years. He was born here. He elaborated upon his family history. There is misinformation going around. Honesty is the key. This should be a government of the people, by the people, and for the people. Before there is a vote on issues that will affect people's lives, they need to make sure they are getting proper and correct information. All of the churches are not in favor of what Commissioner Moore is proposing. The 7th Day Adventist Church is not in favor. Mount Olive Baptist Church is also not in favor. Some 80% of the people last night were in favor of four lanes. Most of the people left the meeting before the vote was taken.

Vice Mayor Hutchinson said when Commissioner Moore's memorandum was provided to the Commission, requesting it be placed on today's conference agenda for discussion with the possibility of it being placed as a public hearing for the second meeting in June, she had no idea that nothing other than setting that public hearing would be occurring tonight. If something changed and she was not notified, she was concerned and wanted to know what happened.

Mayor Naugle said that he requested that this item be placed on the agenda.

Vice Mayor Hutchinson concluded two commissioners requested it, but no one told anyone else. Mayor Naugle noted it was in the backup information.

Commissioner Moore said they are looking at an opportunity for compromise. Some people want four lanes, while others feel two lanes are appropriate and others want three lanes. He has been working on this for a long time. This Commission and previous ones have supported this concept for years. The County has tried to address issues offered by the community and he has tried to address issues offered by the County. This is an opportunity to close this. He agreed with the Mayor to go to 15th Avenue to 7th Avenue with the two lanes head parking. The only reason the Midtown group was considering having this done was because of the significance of the black walk of fame, and marking their street as a destination, rather than a pass-thru, while addressing the County's issues. There is a concern about the loss of federal monies. It is two lanes if done from 15th Avenue to 7th Avenue, and a hard fast two lanes. With respect to the federal government being a part, it kind of closes the door on that. This is what he was asked to offer. They have gone to the five major churches and secured endorsements. They have also gone to all recognized civic associations, according to the council of civic associations' requirements. It is possible that one of the associations may not have their house in order. A residents are recognized regardless of whether they are part of a civic association.

Commissioner Teel said the proposal between 15th to 7th Avenues is to have the CRA two lanes with parking all the time or a repeat of the west side on the east side. Commissioner Moore confirmed that as correct. Commissioner Teel asked what is being envisioned from 7th to Federal Highway. Commissioner Moore said they do not object to the three-lane concept that the County agreed to do, and they also agree to the completion to 31st.

Commissioner Teel said that last night Mr. Kurtz, funeral business, raised some concerns about ingress and egress regarding funeral processions in the area and was in favor of four lanes. She asked if he was involved in the compromise. With the current proposal, Commissioner Moore said that Mr. Kurtz feels that he would have difficulty lining up processions of cars. It is presently done on the 6th Street roadway. Therefore, he wants the road to remain as it is. However, he may be able to line up cars on the side or in front of his business. Mayor Naugle noted that another option would be to relocate. Commissioner Moore indicated that relocation is not a desirable option.

Commissioner Rodstrom said that concerns were raised last night in connection with the emergency vehicles. Commissioner Moore noted that for all roadway projects, the Transportation Department has to deal with EMS and emergency services and that has been done.

Commissioner Teel asked about the potential loss of federal funding. Commissioner Moore said the group wanted to make sure there were two lanes and parking on the street in order to secure the federal funding. There will be two lanes on the west side all the way along the corridor. The request is for that area between 15th and 7th Avenues, it just be done on the east side. Mayor Naugle noted that was before last night's meeting.

Commissioner Rodstrom asked if Commissioner Moore will still lobby Congressman Hastings even if his proposal is in the minority. Commissioner Moore said if one reviews the documentation provided by the consultant on the federal and local level, it is clear

that without the two lanes, the funding opportunity is lost. Mayor Naugle said that some individuals disagree with that statement. Commissioner Moore said the document written by the consultant bringing in the federal money states very clearly that he did not think the City would be receive the funding.

Commissioner Rodstrom said that the City could reapply. Commissioner Moore said he has no problem attempting to find money and would continue to advocate for the community.

Gino Jameson said he runs an after school program about one block from Sistrunk Boulevard. He pointed out that a proposal was presented by the Midtown Business Association years ago to narrow Sistrunk Boulevard to two lanes. It was voted on and approved. The community spoke that they wanted two lanes. The reasoning was to spur economic development on Sistrunk, and to widen the sidewalks so that the black-wood walk in history project could be implemented. This walk follows the same scope as the Hollywood Stars Walk of Fame. This would create an outdoor walking tour, and help Sistrunk to become a destination, with the Gospel Hall of Fame and the African American Library. He asked why this community is the only one that compromises on issues of redevelopment. He was concerned about the condition of this community compared to others.

Mr. Jameson said there is one piece of the puzzle left in order for Fort Lauderdale to become a model city, and that is the Afro-Centric, African-American flavor. They have been ignored and deleted from the equation. If Sistrunk is narrowed to two lanes, he felt all of Fort Lauderdale will benefit. The City needs to stop cutting African-Americans out of the equation. Fort Lauderdale should be a model city. He asked why they have to fight so hard and so long in order to get what others have gotten so easily. He has a problem regarding a compromise from 19th Avenue to 15th Avenue and onto 7th Avenue.

Commissioner Moore said when he agreed to take the position that the Midtown Business Association was willing to concede to, he had tears in his eyes. He went along with it because he felt strongly that this community has waited for promises that the City promised, and he wanted to get it started. He apologized but felt he had to find a way to create the opportunity that everyone has been asking for. He did not want to lose the funding.

Broward County Commissioner John Rodstrom said that there has been many misstatements in regard to this matter. The County Commission voted in favor of this issue, but only if the City would develop a mitigation plan. The County Commission has brought forward a couple plans. One was four lanes and at certain hours they would be narrowed to two lanes. The County staff favors that proposal. The other plan was the one presented last night. He was concerned about the dissemination of misinformation. People criticized the individuals who came out last night because they had not attended before. His office sent out a letter, announcing the meeting so individuals would come out and provide input. He felt that he has sold these people short because there are many individuals who do not want two lanes. In his effort to compromise a proposal was presented and he will support it so things could move forward. He said that Commissioner Moore's side does not compromise.

Broward County Commissioner Rodstrom said the County is taking this position because this is a major corridor where 22,000 cars per day travel. It is not suitable for residential. If the cars are displaced, they will end up on Broward and Sunrise, which are already at peak levels. This is also a major bus corridor. They should be accessible to everyone. Cut-thru traffic is not acceptable; it destroys neighborhoods. He asked staff to look at Commissioner Moore's proposal, but they cannot go any further because they have to maintain some traffic flow during peak hours. The County's plan is not perfect. Traffic will back up going west and it will not accommodate emergency vehicles. This is why the four-lane proponents have a strong argument.

Mayor Naugle said that there would not be as much cut-thru on the westbound because of the railroad tracks, but there will be cut-thru traffic on the east.

Broward County Commissioner Rodstrom said he supported a plan in an attempt to get the City closer to their plan. Originally, he was in the four-lane camp which is stronger because ordinary people are in support of it.

In listening to Broward County Commissioner Rodstrom's comments, Commissioner Moore said he is the most angry he has ever been at a public meeting. He produced the document that was distributed so individuals could see that there is more to the community than Sistrunk Boulevard. It asks the question: "Will Broward County Commission kill the Sistrunk Dream?" He referred to attacks yesterday evening made about his motives. He pointed out that people came back to the community because of the vision of the CRA and the City, and the commitment that Broward County government provided and voted for redevelopment if the City provided mitigation. When the City provided mitigation, Broward County put up barricades and did not play the process correctly. He said everyone has a motive for getting things done. But in his community a motive for a business sense, it is a negative. He was concerned about Mr. Reed's comments which are not based on fact.

Commissioner Moore said he worked hard on the Sistrunk web site. He said he is not attacking anyone. The area is blighted. It needs parking and the opportunity for a destination. He asked for the Commission to wait to vote until June 20, so more discussion could take place and because of those who were misinformed.

Commissioner Moore referred to another outburst on this issue. Broward County staff said he had spent taxpayer money for an impact study and mitigation. After a public meeting where the County staff cut up the two-lane process, the next morning they indicated it was the wrong information.

Commissioner Moore asked that they allow the community to get 15th Avenue to 7th Avenue. If they prefer the three lanes, then that should be their recommendation. He said he is not going to beg. He did not want to be alienated from the facts with information that he did not put together. He objected to Mr. Reed's comments about him not getting consensus of the churches.

In response to Mr. Reed's attempts to speak, Mayor Naugle said that the discussion is amongst the Commission at this time.

Commissioner Teel said one of the concerns regarding the lanes being open during peak hours is that there is already the ability to park on the street and it is not being

done. She asked if there was a way to physically block the lane at 9 a.m., would that be a possibility.

Commissioner Moore said he feels that is almost what is being offered, if the City agreed to what is being requested. With a different colored roadway until one would reach the bulb-out, individuals would believe that they could park behind them – even in front of 7th Avenue. Mayor Naugle understood it would be something movable. Commissioner Teel agreed that something visible is needed, otherwise the traffic will continue to move.

Mayor Naugle said there is something similar on 2nd Street and it appears to be working. Commissioner Teel said in that case there is not the same volume of traffic. It is difficult to change a pattern. They also have to realize that there could be a tendency for traffic to choke, if it will be different to the east and west.

Commissioner Moore agreed, but noted in the middle of the day traffic is not that heavy.

Commissioner Moore explained what was contained in the McMahon report. When the railroad tracks closed, no traffic could go down the roadway, but it did not cause any traffic congestion on either of the major collectors of Broward or Sunrise. When looking at the small amount of roadway where parking is proposed, people will change their route if they are not heading to a destination in that area. Traffic will automatically decrease because of the choke in that location to two lanes.

Commissioner Teel said if there is a way to delineate the parking available at 9 a.m., would there be a problem allowing traffic from 6 a.m. to 9 a.m.

Commissioner Moore said that the individuals who offered the compromise stressed that the need for dedicated parking, the possibility of guaranteeing \$7.5 million from the federal government, and the black walk of fame that would be dedicated in front of businesses and there would be a destination. Also, they wanted the \$2.5 Million used for a transportation system that would make the area a destination. The goal is to create economic development in the area with this roadway improvement.

Commissioner Teel said that everyone wants that to happen. She pointed out that they would have the improvements, and the walk of fame, with parking after 9 a.m. Broward County Commissioner Rodstrom could be asked his position about special buses and perhaps redirecting school buses. She felt they need to go a little further with that open lane.

Vice Mayor Hutchinson left the meeting at approximately 4:36 p.m.

Commissioner Moore said he had a difficult time presenting this because he felt it was a compromise and people would be disappointed. People in this community feel they always have to compromise.

Broward County Commissioner Rodstrom said that a misstatement was made last night by Acting Broward County Administrator Bertha Henry regarding the \$2.5 Million. He said his intention regarding the \$2.5 Million is that it be used for streetscape or street improvements without any other strings attached.

Commissioner Moore said the Midtown Association asked if some of those funds could be used for transportation apparatus. Broward County Commissioner Rodstrom did not see that as a problem.

Commissioner Moore felt they are beginning to make some progress, therefore he did not want to vote on this tonight. He wanted to present these things first. He felt they are very close.

Commissioner Teel asked if the vote is delayed, would they be putting any funding at risk. Mayor Naugle did not think there would be a problem. Broward County Commissioner Rodstrom did not want any potential for the matter not being considered until after the Summer break. The County does not want to be criticized for delaying.

Commissioner Teel felt that both commissioners deserve a thank you. She felt that Commissioner Moore should be proud because compromise is a good thing. It shows children that people compromise in order to get along. She asked again about the open traffic lanes between 6 a.m. and 9 a.m.

Commissioner Moore said that Broward County Commissioner Rodstrom said the County was willing to deal with the two lanes throughout if mitigation was addressed. Broward County Commissioner Rodstrom said that he did not say that.

Commissioner Teel asked the funding source for the mitigation. Commissioner Moore and Alfred Battle, Director of the Community Redevelopment Agency, confirmed that funds are available.

Commissioner Teel asked if the three hours would be reasonable. Broward County Commissioner Rodstrom said that staff's recommendation is that there be some opportunity for traffic to reach the downtown. He was willing to compromise in this regard.

Commissioner Teel felt the daily traffic between 6 a.m. and 9 a.m. is coming from Lauderdale Lakes and other places around there rather than distance traffic. The challenge is to get a barrier to visually indicate to people the lane is now for parking.

From 7th to 15th avenues, Commissioner Moore said if parking was put on the street with two lanes, even during peak hours, there will be the people that Commissioner Teel is referring to and they will either change their time of travel or route, as the McMahon report indicates. Commissioner Teel noted that the bulb-out is a permanent device. There will be a bottleneck. Commissioner Moore contended people will find another route. Mayor Naugle noted the route could be through the neighborhood. Commissioner Moore said that is the reason for the mitigation.

Mayor Naugle wanted an attractive, movable attenuator. Commissioner Teel wanted the mitigation to be first, so that people do not get in the habit of cutting through neighborhoods, particularly the south side. If the traffic pattern changes over time, bulb-outs could be installed.

Commissioner Moore asked this be placed on the June 20th agenda. He asked the County to look at the traffic counts to see whether the bulb outs are warranted.

City Commissioner Rodstrom said there is an excess of 20,000 residential flex units available in the City's inventory which will put the City close to 60,000 residences. For any narrowing of a roadway, this needs to be considered. She recalled the Davie Boulevard Master Plan recently on the agenda, and a picture of a four-lane roadway was shown which would not limit traffic.

Commissioner Moore agreed with that master plan which shows a visual picture, but not the property being accumulated in order to accomplish it. There is no where on Davie Boulevard that it would exist because it is a vision.

Commissioner Teel wanted to make sure that if they wait until June 20th, nothing is being jeopardized.

Broward County Commissioner Rodstrom wanted to make sure there are no further delays after June 20th. He asked if a motion could be made by the City to rehear this matter, so the date would be set in stone and the County would do the same.

Mayor Naugle said that at tonight's meeting, it will be announced that this issue would be discussed further on June 20, 2006 and that a final vote will take place at that time.

Action: There was consensus to schedule this item for a final vote at the June 20, 2006 regular meeting. Broward County Commissioner Rodstrom agreed to ask the County to be prepared to place this on their June 27 agenda. County Commissioner Rodstrom requested the Commissioner Moore request a motion for rehearing and the County will do the same.

EXECUTIVE CLOSED DOOR SESSION AT 4:53 P.M.

MEETING RECONVENED AT 5:11 P.M.

There being no further business to come before the Commission, the meeting was adjourned at approximately 5:12 p.m.