

**MEETING OF THE CITY COUNCIL
PLANTATION, FLORIDA**

February 23, 2011

The meeting was called to order by Councilman Fadgen, President of the City Council.

1. Roll Call by City Clerk:

Councilmember:	Diane Veltri Bendekovic Jerry Fadgen Robert A. Levy Peter S. Tingom Sharon Moody Uria
Mayor:	Rae Carole Armstrong
City Attorney:	Donald Lunny

* * * * *

2. The invocation was offered by Councilman Fadgen.

The Pledge of Allegiance followed.

* * * * *

ITEMS SUBMITTED BY THE MAYOR

Mayor Armstrong presented Service Awards to the following employees:

*Officer Robin Massey	Police	25 years
Monika Knapp	Library	20 years
*Joel Gordon	Fire/Rescue	15 years
*Randy Burrough	Parks & Recreation	10 years
Patrick Harber	Parks & Recreation	10 years
*Judy McBride	Design & Construction	10 years
*Henry Bernard	Fire	5 years
*Officer Matthew Cochrane	Police	5 years
Brent Ellis	Public Works	5 years
Charlie Jones	Public Works	5 years
John Robinson	Public Works	5 years

*Unable to Attend

Congratulations were offered.

* * * * *

Resolution No. 11184

3. **RESOLUTION** of Appreciation to Rebecca D. Slack for 28 years of dedicated service to the City of Plantation.

Motion by Councilwoman Uria, seconded by Councilman Levy, to approve Resolution No. 11184. Motion carried on the following roll call vote:

Ayes: Uria, Tingom, Levy, Bendekovic, Fadgen

Nays: None

* * * * *

Mayor Armstrong made the following comments:

- The 2011 Tinsel Town Cabaret auditions are Saturday, February 26, 2011, between 9:00 a.m. and 2:00 p.m. at Volunteer Park.
- Green Day will be held on Saturday, February 26, 2011 at Liberty Tree Park between 9:00 a.m. and 3:00 p.m. Arbor Day Awards will be a part of the Green Day program.
- The Plantation “Then and Now” exhibit is from March 4, 2011 to July 2, 2011 at the Plantation Historical Museum. The admission is free.

Councilwoman Bendekovic commented that the Police Memorial will be dedicated this weekend at Markham Park beginning at 12:00 p.m. Bricks are on sale for \$100 and can be donated to the Memorial.

Police Chief Harrison stated that there is also a 5K that starts that day at 7:00 a.m. and festivities begin from that time on. The actual ground breaking ceremony is at 12:00 p.m.

* * * * *

CONSENT AGENDA

Mayor Armstrong noted that the amount on Item #4 has been changed to \$99,388.16.

Item No. 7 was removed and voted on separately.

As a Commissioner of the CRA, Mayor Armstrong has a voting privilege on Item No.’s 18 and 21.

Mr. Lunny read the Consent Agenda by title.

4. Approve purchase of four replacement vehicles for Public Works from Plantation Ford in the amount of \$99,388.16. (Budgeted – Designated Capital)
5. Approval to waive competitive procurement and to award a design-build contract for Fountain Spring buffer wall improvement to Precast Wall Systems, Inc. in the amount of \$152,299.60.

6. Approval to waive competitive procurement and award a design-build contract for Fox Run buffer wall improvements to Precast Wall Systems, Inc. in the amount of \$208,562.40.

Resolution No. 11185

8. **RESOLUTION** for the appointment of a Police Lieutenant for the City of Plantation's Police Department. (Belanger)

Resolution No. 11186

9. **RESOLUTION** assessing a lien on 108 NW 45th Avenue for the cost to the City of Plantation of its mowing and clearing. (Scott)

Resolution No. 11187

10. **RESOLUTION** transmitting adopted amendment to the Future Land Use Plan in order that the plan may be recertified by the Broward County Planning Council; providing for severability; and providing an effective date therefor.

Resolution No. 11188

11. **RESOLUTION** transmitting adopted amendment to the Future Land Use Plan in order that the plan may be recertified by the Broward County Planning Council; providing for severability; and providing an effective date therefor.

Resolution No. 11189

12. **RESOLUTION** transmitting adopted amendment to the Future Land Use Plan in order that the plan may be recertified by the Broward County Planning Council; providing for severability; and providing an effective date therefor.

Resolution No. 11190

13. **RESOLUTION** amending the City's adopted Community Development Block Grant 2010-2011 Action Plan; providing for severability; and providing for an effective date.

Resolution No. 11191

14. **RESOLUTION** to contract with Broward County, Florida for a Land Stewardship Program Grant more commonly known as Parks for People.

Resolution No. 11192

15. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 3 – February 9, 2011 for the Plantation Gateway Development District.

Resolution No. 11193

16. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 3 – February 9, 2011 for the Plantation Midtown Development District.

Resolution No. 11194

17. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 3 – February 9, 2011.

Resolution No. 11195

18. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 3 – February 9, 2011 for the City of Plantation’s Community Redevelopment Agency.

Resolution No. 11196

19. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 10 – February 16, 2011 for the Plantation Gateway Development District.

Resolution No. 11197

20. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 10 – February 16, 2011 for the Plantation Midtown Development District.

Resolution No. 11198

21. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 10 – February 16, 2011.

Resolution No. 11199

22. **RESOLUTION** approving the expenditures and appropriations reflected in the Weekly Expenditure Report for the period February 10 – February 16, 2011 for the City of Plantation’s Community Redevelopment Agency.

Motion by Councilman Tingom, seconded by Councilwoman Bendekovic, to approve tonight’s Consent Agenda as presented. Motion carried on the following roll call vote:

Ayes: Uria, Tingom, Levy, Bendekovic, Fadgen

Nays: None

NOTE: Mayor Armstrong voted affirmatively on Item No.’s 18 and 21.

* * * * *

Mayor Armstrong requested Chief Harrison introduce our new Lieutenant in the Police Department along with his family. We appreciate all of the Lieutenant’s service as well as his family.

Chief Harrison introduced Sergeant Belanger and stated that he started his service with the Police Department in 1986. He began his career as a Police Service Aid and after two years he was promoted to the rank of Police Officer. He has been with the Police Department for 22 years, nine years as a Sergeant. He has also done time in Investigations, the Task Force, and is currently on road patrol as a Sergeant. He will do a fantastic job as a Lieutenant, unfortunately he will probably be going to the night shift.

Lieutenant Belanger thanked Mayor Armstrong and the Council members; he appreciates the support. He also thanked Chief Harrison for the opportunity.

* * * * *

Mr. Lunny read the Resolution by title.

Resolution No. 11200

7. **RESOLUTION** providing for the cancellation of the following City Council meetings during calendar year 2011.

Councilman Fadgen pulled this item because potentially 50% of the Elected Officials will be new after March 8, 2011 and he suggested that this be deferred until the first meeting in March after the election.

Mayor Armstrong stated that basically the holidays are reflected as are months in which there are five meetings. The other meetings on this list are listed primarily in order to eliminate confusion as to when regular meetings will be scheduled and when the off week will be left open for a Workshop.

Councilman Levy commented that we need to know when to plan accordingly so we know when there is a meeting and where there is not.

Motion by Councilman Levy, seconded by Councilman Tingom, to accept the dates. Motion carried on the following roll call vote:

Ayes: Uria, Tingom, Levy, Bendekovic, Fadgen

Nays: None

* * * * *

ADMINISTRATIVE ITEMS

23. APPROVE HEALTH INSURANCE PREMIUM RATE RENEWAL AND RATE RENEWAL FOR MARATHON HEALTH.

Mayor Armstrong advised that this is the acknowledgement of our need to be able to make plans as it relates to anticipated costs associated with our health program going forward into budget planning and into the next time frame for open enrollment.

A memorandum dated February 23, 2011 to Mayor Armstrong and Members of the Council, from Daniel Keefe, Assistant to the Mayor, and Margie Moale, Human Resources Director, follows:

The contract with United HealthCare (UHC), is due for renewal on April 1, 2011. Willis, our insurance broker of record, has been in negotiations on our behalf to obtain the best possible premium renewal rate. Essentially, premium rate renewals are based on the claims experience over the last year combined with administrative costs and other underwriting elements. Current nationwide trends for health care costs continue to increase 10% to 14% annually.

Our current annual premium is \$10,031,140 for our partially self insured health plan. After analyzing the claims data the contribution of the Employee Health & Wellness Care Center and all related factors, Willis has currently projected an annual Partially Self-Insured premium of \$10,499,437, a 3.4% increase. However, this analysis does not include the months of January, February, and March 2011, which, if current trend holds, should further reduce the projected 3.4% increase prior to setting the fee for budget purposes. Essentially, the utilization of the

Employee Health & Wellness Care Center, the movement of employees from the Choice Plus Plan to the Choice Plan as well as employee education via the Benefits Committee, has successfully reduced the standard health cost increase to a minimum. In an era that many employers and employees are facing dramatic increases for health insurance, we have accomplished the near impossible.

- **Staff is developing minimal plan design changes to encourage increased usage of the Wellness Care Center that will be instituted in April.**

WELLNESS INITIATIVES

Current participation from April through December at the Employee Health & Wellness Care Center is 507 unique employee visits, or 67% of 759 employees, 77 spouses or 19% of 422 insured spouses, and 31 dependent children or 5% of 706 child dependents age 14 and over. A unique visit is defined as at least one visit since the Care Center opened. Additionally, as provided during the August Employee Health & Wellness Care Center presentation update to Council, the redirected costs are currently running above the break even rate. The next phase to increase the employee and spouse participation at the Employee Health & Wellness Care Center has been developed through targeted communications to employees at their homes regarding the Employee Health & Wellness Care Center services. It is anticipated to result in a positive increase of redirected costs from claims. Participation in our wellness programs has risen significantly since the opening of the Employee Health & Wellness Care Center. We will continue building upon this momentum and tracking the results to further reduce our health care costs. The aggregate data received by Marathon assists in determining the type of Wellness & Disease Management programs our insured members need to improve their health. We plan to continue the various incentives to further increase participation in wellness and coaching at the Employee Health & Wellness Care Center. Funds were already budgeted for this purpose.

MARATHON RENEWAL

The continuing success of the Employee Health & Wellness Care Center since opening 04/01/10 is evident in the redirection of claims from our health insurance. We have accomplished greater than our goal of a “break even” operation the first year. Marathon has agreed to waive the contractual increase for year 2 of our 3 year contract. It is only the 2nd time in Marathon’s history that they have waived a fee increase. Therefore, our currently monthly fee of \$36,160 will remain intact for 04/01/11 – 03/31/12.

We also plan to aggressively pursue our disease management component of our contractual agreement with Marathon to ensure the preventative measures can be taken by our employees, spouses, and dependents prior to encountering catastrophic illnesses whenever feasible.

RECOMMENDATION

In consideration of all of the facts surrounding our renewal rate premium, it is the recommendation by Willis and City staff to continue with the Partially Self-Insured Plans for a projected premium of \$10,499,437. This represents a maximum \$365,981 increase (or less depending upon the fourth quarter costs) over the current premium. Stop-Loss Insurance Coverage to protect the City from claims in excess of \$150,000 is also recommended. A recommendation on the Stop Loss carrier will be made to Council in March. Once the UHC renewal is approved by Council, we will begin Open Enrollment for the month of March. It is further recommended Marathon’s annual fee of \$433,920 be authorized.

Ms. Moale and Mike Meredith from Willis provided a brief presentation.

Councilman Levy commented on the renewal of the health insurance. He commended Ms. Moale and everyone involved in this report. He was shocked of the minimal increase compared to what every other City is dealing with.

Councilman Fadgen stated that the report is very impressive.

Ms. Moale indicated that we are still in our contract with United Health Care for three more years. The rate increase is 3.4%, which is unheard of during these times when it comes to health insurance. This is due to the Health and Wellness Care Center and all of the other initiatives that have been put into place to better position us for the future. She thanked the Benefits Committee because without them we would not be able to further educate our employees and get them to use their benefits wisely. She is requesting that this be finalized at budget time; however, projections are still going down. She noted that the employees love having the onsite clinic. Ms. Moale reviewed the aforementioned memorandum and noted the following:

- Between April and December 507 of 759 full time employees visited the Care Center at least once. That represents 67% of our employees and only 20% of the total number of visits that Marathon has experienced with our employees, which tells us that they keep going back.
- At this time we are totally in the black by over \$29,000. That is paying back the \$79,000 and change one time start up fees, the savings on the pharmaceutical, and the savings on the redirected health care costs; the clinic is more than paying for itself.
- Currently medical inflation is 10% to 14% annually nationwide and we are at 3.4%.

Ms. Moale thanked Marathon for the fact that we have a three-year contract and this is the renewal coming up for their second year. This is the second time in their history that they have waived the contractual rate increase because we have been so highly successful and they are able to showcase our clinic.

In response to Councilwoman Uria, Ms. Moale advised that attempts to increase the usage of the clinic are being made by getting spouses and dependents over the age of 14 involved. We have started doing drug testing at the clinic along with Hepatitis B shots, vaccines and blood work.

Councilman Levy commented that there is a hidden value; people can visit the clinic during the workday rather than going to the doctor where they wait for hours. In the long run the City is saving money.

Mr. Keefe indicated that a study of sick leave usage was conducted between April and December and it was down 10%. We are creating a healthy environment and employees are taking less time away from the job due to doctor appointments.

Mayor Armstrong stated that a lot of this is due to City employees and their willingness to be part of a solution to a problem.

Mr. Meredith commended Mayor Armstrong, the Council members and employees on some of the changes that have been made. He has never seen any employer move as quickly as this organization has to address some serious healthcare costs. When comparing the City of Plantation with other organizations we are in the top 1% or 2%.

Councilwoman Bendekovic stated that this program has exceeded her expectations. She believes it has been successful because the employees were educated.

Motion by Councilwoman Bendekovic, seconded by Councilman Tingom, to approve Item No. 23. Motion carried on the following roll call vote:

Ayes: Uria, Tingom, Levy, Bendekovic, Fadgen

Nays: None

* * * * *

24. PRESENTATION BY METROPOLITAN PLANNING ORGANIZATION REGARDING TRANSPORTATION MOBILITY STUDIES.

Mayor Armstrong acknowledged Gregory Stuart, Executive Director of the MPO, and Larry Leeds, Planning, Zoning and Economic Development Director, for their participation in the transportation mobility studies. Anthony Abatte was present to discuss Livability studies that are being done in conjunction with the MPO and FAU along with James Cromar, Livability Planner.

Mr. Stuart discussed the Plantation/Sunrise Livability Study that is being done concurrently in both cities, Sunrise and Plantation. He provided a Power Point presentation and noted the following:

- The MPO consists of 31 municipalities, the Florida Department of Transportation, the Broward County School Board and the South Florida Transportation Authority.
- Currently they are discussing where they should invest \$8.6 billion for transportation process.
- The Board consists of 19 permanent members and with alternates there are about 38 members.
- This particular Board is the final arbitrator of funding; once they make a decision that is where the money goes.
- The \$8.6 billion in the 2035 long range plan is money collected from the Federal gas tax.
- The MPO prioritizes the department's budget and decides where the money will be spent.
- Three Advisory Boards sit on the MPO; one being the Technical Coordinating Committee, which has 31 members.
- Broward County Transit operates a program which allows money to flow through the Coordinating Board, which gets approved by the MPO and is distributed at County level.
- Their mission statement is the influence of Federal and State funds that have to do with transportation and how they must move goods, services, and people around the region.
- Particular things must be done by Federal requirements; they must have a business plan and a long range transportation plan, which is funded at \$8.6 billion from now through 2035.
- There are currently 5.7 million people in Miami Dade, Broward and Palm Beach Counties.
- Mr. Cromar is working with Mr. Abatte at the School of Architecture and FAU along with staff in Sunrise and Plantation to determine how the MPO deals with the money as it flows into Sunrise and Plantation.
- They have responsibility for a Transportation Improvement Program, which is a short term five-year plan with \$2.5 billion.
- Every year a fifth year is added to the five-year plan.

- There will be a Transit Development Plan, which is the way BCT and the Community shuttles operate, as they need to coordinate because of the Federal and State funding.
- There is also a Congestion Management Program and a Public Involvement Plan.
- The idea with the Public Involvement Plan is to help people understand the functions of the MPO.
- Each City has a member who sits on the MPO; however, the information does not always get back to the Board members.
- Broward County has 1.8 million people with no light rail and it does not look like there will be one.
- There are zero miles of bus rapid transit and 25 miles of commuter rail.
- Broward is probably not right for a light rail because of the development pattern; however, they are actually right for a street car system, which the MPO is moving forward with very slowly.
- Comparisons were made between Broward, Palm Beach and Dade County. Each County is served by one MPO; there are three different MPO's with 5.7 million people.
- The MPO's are considered the Miami Dade UZA by the Federal Government; therefore, when the money comes from the Federal Government it goes directly to Miami and then gets divided between the other Counties.
- Miami Dade is considered the center of the region.
- From the MPO perspective, both Broward and Palm Beach realizes that they need to keep the share of Federal dollars coming in for transportation projects; therefore, they worked with the Miami Dade MPO and created a South Florida Transportation Council.
- Mayor Kaplan sits on the South Florida Transportation Council and strongly represents Broward.
- There are several DOT Districts and the Florida Legislature created another District down here; Miami Dade is District 6 and Broward, Palm Beach, Martin, St. Lucie and Indian River are District 4.
- A Rail Enterprise was also created by the State of Florida to handle high speed rail, tri rail and potentially sun rail.
- There is a Turnpike Enterprise and there used to be an Expressway Authority; however, they were sunsetted a few years ago and they gave the revenues and operations of the Sawgrass Expressway to the Turnpike Authority and are now making a \$40 million per year profit. That money goes to Tallahassee and never comes down here.
- Each community has multiple transit providers. One transit provider comes across the three regions which is tri rail and then there are two Regional Councils.
- The reason why the emphasis is on mass transit is because we have built our roads out. We have reached capacity; there is no more developable land in Broward County that would not impact someone's quality of life.
- The question is how people are going to get to work as things convert in urban areas or areas that are designated. The roads can no longer be widened and the Department of Transportation has agreed that the roads will not be doubled decked.
- Federal dollars will continue to come down and we need to prioritize where transportation will be, in particular transit.
- The long range transportation plan is simple; there are two major funded roadway projects nearing completion; South State Road 7 where one lane is being added in each direction south of Seminole Hard Rock into Miami Dade, creating a six-lane facility, and Andrews Avenue north through Pompano Beach. These are the last road projects.
- There will be some other funded improvements on I-95. Managed lanes are being moved from Miami into Broward. If 1.6% of our population are currently using transit and that percentage increases to 3% or 4% that is a major pay off.

- There are several categories; high capacity transit, which is east/west buses operating in dedicated lanes and the north/south corridor, which would be State Road 7. This cost is feasible and there is money to do it.
- The costs have been estimated and things are moving in the right direction; this is where things are seen in the long term.
- Bus Rapid Transit is buses operating in mixed transit except they have signal prioritization.
- Broward County MPO was given \$40 million to signalize the intersections so when a bus is coming to a red light and needs to get through it can change the signal.
- There are over 400,000 trips per day between Miami Dade and Broward.
- Palm Beach County has 200,000 trips between Boca Raton and Deerfield Beach or Coconut Creek and Boca Raton.
- It has been recognized that transportation is not the only factor where people go from one location to another; it is because of land use decisions.
- Mobility hubs are anchor hubs that are smaller than gateways and cost \$1.9 million. They are in areas that have already been dedicated for increased development and density.
- Another investment will be made into certain areas and a map will be provided showing the location of the gateway hubs.
- The smallest community hub, which is a fancy bus shelter, costs \$57,000. Real “On Time” will be added so you know when the next bus is coming.
- Gateway hubs are very important and an \$8.6 million investment includes street, sidewalk and landscaping improvements in order to make the pedestrian experience going from the bus through the trafficways into the community a pleasant transfer.
- Gateway hubs are higher densities at 54 to 60 units per acre, which is extremely dense.
- An interactive map is shown on the MPO website at BrowardMPO.org/livabilityhtml which helps to understand and shows investments that are being considered with the use of MPO dollars to encourage economic activity.
- The MPO tied Land Use Planning with Transportation Planning recognizing that there are certain monies linked to CRA in order to encourage certain types of development as long as the City’s want this to occur. If the Cities do not want the development the MPO needs to move away and take the monies elsewhere.
- In order to have a valid mass transit system the Cities must provide for the density necessary.
- The MPO has come up with a fundable plan based on the monies coming down; however, they will need an additional lift from Washington; however, this is not an earmark requirement. This can be done through the regular process.
- They are attempting to get something up and running within the next ten years.
- Downtown Fort Lauderdale and its residents have agreed to pay their own increase in taxes, about \$75 million plus O and M to run a street car.
- The State of Florida has agreed that three Secretaries in the Department of Transportation and four different Governors have also agreed to provide a match.
- There is a consensus that these are good projects for the region, good for economic development and good for transportation.
- Street car construction will probably be seen in Downtown Fort Lauderdale in a very short time, as these are good projects for the region and Economic Development.

- Other projects include the east/west project. Approximately \$2.5 million has been assigned to Oakland Park Boulevard for studies with regard to increasing the capacity, as this is the number one east/west route that Broward County Transit operates. There are seven times more the passengers going east/west than Tri Rail has going north/south.
- The street car project for Downtown Fort Lauderdale, which is a 2.5 mile project, is moving forward; they have their funding together as well as support in Tallahassee and Washington.
- The WAVE project will come first. The next phase, which will be done with our own money, will be to take the street car system from the Tri Rail station into Downtown. After that the system will be taken from Broward General Hospital to the airport and then from the airport to the Griffin Road Tri Rail station. This may be complete by 2018/2019.
- From that point the street car system will be brought out to Nova Southeastern University in 2021/2022.
- Bus Rapid Transit will still move forward; it is believed there is funding for that because of the I-595 Express project.
- They will review with BCT and the Department of Transportation about transporting people from the Sawgrass Mills area and the Bank Atlantic Center to Nova Southeastern University. Another route would go from that area to I-95 and down to Miami. There would then be another route coming from that location down I-595 and into Downtown Fort Lauderdale with no stops. There would potentially be a stop at the Midtown area around Nova Southeastern University depending on the ridership. Buses are very flexible; once a rail is laid that is the direction it is headed and it will not change.
- While moving forward with the buses, different ways will be considered in testing the market. This will not be done tomorrow; perhaps 2018/2019 or 2020/2021.
- Livability studies are important, as they go forward by determining where the spend Federal Funds. They identified gateway hubs, anchor hubs and community hubs. Mr. Abatte is in charge of determining where the hubs might actually be and what residents might or might not want in those locations.
- The next step is to have Mr. Abatte work with the Cities to understand the dynamic and funding.

In response to Mayor Armstrong, Mr. Stuart provided an update on another major project as follows:

- The South Florida East Coast Corridor is the FEC that runs along Dixie Highway. This project is about \$4.5 billion to implement and it will never get implemented at that number. We are in the next phase with the Department of Transportation where they will come back to the MPO questioning how the tri rail, the existing transit operator bringing transit service east onto the FEC, will work. Currently the connection to the east is in Pompano and Pompano will become the center of the world for transit because those two lines cross at that location and it will not cost any money to do the lines; therefore, tri rail will be able to go east, drop down through Pompano Beach through Oakland Park into Fort Lauderdale, down to the airport and further south to Miami.

In response to Councilman Levy, Mr. Stuart advised that the MPO is a Federal assignment to make funding decisions for transportation. The Federal Government does not get into Land Use. The Regional Planning Council is a function of the State Department of Community Affairs. Land Use and Zoning decisions will stay local. The Broward County Planning Council, which is an instrument of the County Charter, will still exist. There is much more overlap between the Broward County Planning Council and the South Florida Regional Planning Council than there is between the MPO and the Regional Planning Council; it is a very different function.

With regard to State Road 7, Mr. Stuart indicated that they ran into significant neighborhood opposition for a light rail. Also, the light rail is not financially feasible for the development pattern. A trolley can run up to 40 to

50 miles per hour if necessary and can be modified to hold a lot more people, similar to a light rail; however, the cost, noise and impact on the neighborhood is a lot less. The trolleys are much more flexible and less expensive to operate. There are a lot of plusses going into a modern street car environment than it is to go with a light rail system. In looking at Metro Rail, a heavy rail system, costs \$100 million per mile to build.

In response to Councilman Levy, Mr. Stuart stated that the MPO has voted on the Rapid Bus Transit rather than light rail and that decision is final.

Councilwoman Bendekovic mentioned the \$40 million spent on installation of signalizations that are not used because of a Union problem.

Mr. Stuart advised that Broward County is the operator. They were housed in Broward County Government for several years and were a direct pipeline flow for dollars between Broward County and the MPO. Money went unquestioned and now that they are independent they question where the money has gone. They have been building a new relationship with Broward County Government which provides the ability to ask where the money was spent. Money went for signal prioritization, copper cable wires placed in intersections and to the cameras that monitor the number of trips. They are diligently working with Broward County to get the money back for the signalizations. Mr. Stuart commented that Government can make a difference if there is good management, which is up to the Board of Directors.

In response to Councilman Fadgen, Mr. Stuart indicated that the \$8.6 billion is a present value of 2009 dollars. That will increase; a very conservative estimate was conducted and the number was reduced by 30% and that is the number that was used. In terms of that spread out over 35 years it fluctuates based on historic trends. The estimates were based on economic cycles.

Mr. Abatte explained that the study area encompasses Southwest Sunrise and Plantation Midtown. He made the following comments:

- This study began with three community workshops in the Fall.
- The first was called the Design Inventory Workshop, in which students and other individuals walked the community and assessed the condition of the sidewalks, roadways, crosswalks, cross signalization, signage, urban design, landscape and architecture.
- They had to develop a design inventory of the environment and imagine how it can be made more comfortable for pedestrians and bicyclists.
- The idea is to walk, ride, use transit and walk to your destination. From these inventories the information was fed to the students and they developed scenarios.
- One student imagined a hub that bridged across the canal at State Road 84 and linked it to a transit oriented development with linear parks.
- Most of the existing development was retained; the areas focused on for redevelopment were parking lots and residual spaces such as swales and large areas currently used for drainage.
- The next level was to imagine what transit facilities might look like 50 years into the future. These outcomes give an indication of what the scenarios look like and what kind of environment they create for pedestrians.
- This information is reviewed with staff and other agencies and they are currently in the process of taking recommendations.
- Recommendations will run along the lines of a set of issues. They are attempting to prioritize projects within the LRTP-30, which is a fundamental document. Within that prioritization they will be looking at

financing, creating an environmentally friendly cost effective transit service, a climate sensitive well maintained infrastructure.

- When it comes to urban design we need to pay attention to climate sensitivity by creating shaded environments and protective canopies.
- Next would be the higher development density that presently exists.
- This particular issue occurs in areas where density may exist in terms of Zoning, but it presently does not exist. It does not necessarily relate to more parking, cars or roadways; it is the same density but is remodeled to be more comfortable and pedestrian friendly.
- Mixed use development is part of the connectivity for the pedestrians and bicyclists to key destinations.
- Sidewalks and bike routes are being mapped and suggestions are being made as to how to extend, widen and connect them. The focus is on the pedestrians and the bicyclists all to create a functional well connected and sustainable multi modal transportation network.
- Multi modal means shifting modes from walking to driving or taking transit and riding a bike, etc. and making a seamless connection.
- Raising public awareness leading to political support had to do with two exhibits held in the Fall. There were community score cards and the community was asked to rate and score. Projects were ranked according to the results. Recommendations are being used based on the highest rates schemes.
- Once something is built, the intent is for it to stay as long as possible. They are building in between and dealing with existing patterns.
- The next steps are to develop the recommendations. They will take the form of recommendations for Land Use Amendments if necessary.
- With regard to Performance by Zoning and design guidelines, there is no real indication for the developers as to how this will be designed. When talking about performance based zoning and design guidelines opposed to descriptive based, the idea of the performance based zoning is to set the standard for what we want; human comfort, physical comfort, climate sensitivity, etc. and let the design profession come up with those solutions, which will encourage innovation and provide flexibility in terms of producing this type of environment.
- There will be recommendations in terms of transportation.
- Recommendations for business retention, tracks and expansion and housing are not part of their study but are tied into the Livability Planning initiative by the MPO.
- They will continue to work across jurisdictions with staff to refine recommendations and these recommendations will be brought forward in the form of an action plan once they are completed.

Mr. Abatte reviewed maps of the area and noted that there will be some adjustments to what is recommended for a location of a mobility hub.

Councilman Fadgen questioned Mr. Abatte's time distribution in a classroom versus consulting and conducting studies.

Mr. Abatte advised that as a full-time faculty their assignment is teaching, research and community service. This is a function of research; it is a funded research grant. By tying it into classroom activity there was three sessions of design studio, one planning course and one social work course involved. The distribution is probably about 50% research, 15% to 20% teaching and the rest is community service.

In response to Mayor Armstrong, Mr. Abatte indicated that the timeline for the Livability Study is as follows:

- They have submitted a preliminary draft, the contract period ends in May and it is anticipated that the final report will be complete in early to mid April.
- The initial draft is being circulated for comments.
- They are also in the process of drilling more into the individual zoning districts of the different communities, specifically in the hub areas to develop a draft outline and recommendations.
- Everything has to be reviewed carefully across the jurisdictions prior to being formalized in the form of a recommendation.

Mayor Armstrong commented that as far as the City Council is concerned and the information, the students and people at FAU have been working very closely with Larry Leeds, Planning, Zoning and Economic Redevelopment Director, and Planning staff in order to have our position represented as we developed the Midtown plan and other areas. The work product on any of these plans that go out as far as 2035 are very much works in progress and it is very important that we recognize there are some parts that we will agree with and some parts that we might not agree with; however, that is how you get to a place in the future.

In response to Councilman Levy, Mr. Abatte stated that compared to any other municipality studied in Broward County, Plantation, in almost every aspect from landscaping to zoning and to the way the build out is occurring it has actually become a model. The Midtown Advisory Plans as a concept and as it is written makes a lot of sense; however, the actual development projects within it need a little tweaking. While moving forward future projects need to reinforce the notion of connectivity and there needs to be more of an emphasis as to how future transit will be incorporated. The required parking becomes an issue because currently we are an automobile based society. In talking to the developer community, they would like to see more incentives and possibilities. They would like to see the money spent on the transit. At some point there has to be a commitment. Once that commitment is in place, if it is linked to development of review processes that encourage that, in other words, reduced parking requirements, because the assumption is that a certain percentage of the population will be using transit to move about or walking or biking, that would be the next level. It is addressed in the plan but needs to be more specific. The other side is the performance guidelines for design standards. What is being built and what has been built is quite good; however, when it comes to climate and comfort, the idea of continuous canopies and breezeways are not fully developed. He views the area as a subtropical campus. He noted that the south end is very different than the northern end.

Councilwoman Uria mentioned a Smart Growth Workshop she attended and noted that the decrease of parking is a transition that needs to be made.

Mayor Armstrong wanted to provide City Council with an understanding of what the MPO is because we will be looking for a Plantation representative. It takes a great deal of vision to look to the future.

Councilwoman Bendekovic commented that Europe has gotten more pedestrian friendly and are ahead of us when it comes to transportation.

Councilman Tingom stated that a lot of that is a mind set; they accept public transportation more readily than people in the United States.

Dennis Conklin, resident, was happy to hear that the light rail will not be moving forward. He clarified that the Bus Rapid Transit system is the dedicated lane, which means that a lane is basically being removed from vehicular traffic. A study of the Broward Boulevard and State Road 7 system showed that flow of vehicular traffic was slowed. He is not comfortable with this. Money used to fund this proposal comes from the gas tax that is supposed to be for roads and bridges.

Councilman Levy advised that the Bus Rapid Transit system will allow you take the bus better and more rapidly to work and will encourage people to get out of their cars. He noted that the funding comes from multiple sources, not just from the gas tax.

Larry Ebbert, resident, commented that traffic is terrible due to the fact that the younger generation does not walk to school anymore. In his opinion, bicycle paths might be used for recreation but not to go to work.

Jim Pinkston, resident, congratulated Mayor Armstrong and thanked her for her years of service. He also thanked Frank DeCelles, Public Works Director, for the rapid installation of lights on the handicap ramp.

* * * * *

LEGISLATIVE ITEMS - None.

* * * * *

QUASI-JUDICIAL CONSENT AGENDA - None.

* * * * *

QUASI-JUDICIAL ITEMS – None.

* * * * *

COUNCILMEMBERS' COMMENTS

Councilman Levy was pleased at the turnouts for the election forums. He reminded everyone that the election is on March 8, 2011.

Councilman Fadgen commented that the forums were very well run and the variety and number of questions were exceptional.

* * * * *

Councilwoman Uria indicated that she saw the red light cameras in the news and mentioned how many cities are losing money.

Mayor Armstrong noted that one reason the jurisdictions are losing money is the way they handle and manage the camera system. Our system in Plantation will be very different because of the nature of our positions in the Police Department. She believes in the end result there will be a clear understanding that there is a value; however, no one is going to make multi millions on the cameras.

* * * * *

Councilman Tingom requested that Jim Romano, Parks and Recreation Director, comment on the foreign swim team that used our facilities.

Mr. Romano advised that the City of Plantation hosted a swim team from Denmark. Not only did they relocate their hotels and move their site to the City of Plantation; they swam in our pools and ate in our restaurants. It is believed that the economic impact to the City for the two weeks they were here was about a \$25,000 or \$30,000. In addition, we hosted a France swim team. He mentioned that they would like to rename the Aquatic Complex to be the International Plantation Aquatic Facility because we are hosting so many international swim teams and groups. He referenced a letter from the gentleman in Denmark and he is going to open the door to all of the swim clubs in Denmark and have them come to Plantation.

* * * * *

Councilman Tingom made the following comments:

- He reiterated thanks to the organizations that hosted the candidates' forums; he thought they were extremely well done.
- He mentioned the Police Department "Run In the Park" and noted that he finished fourth in his age bracket.
- An email was received regarding South Florida home sales, which says the market for homes in the \$250,000 to \$300,000 range is extremely active and the average monthly supply has dropped to about eight months for a house to be on the market. He believes that these are good indicators that some economic recovery is occurring.

* * * * *

PUBLIC REQUESTS OF THE COUNCIL CONCERNING MUNICIPAL AFFAIRS

Ed Spiewack, resident, mentioned an issue with his house regarding utilities and sewer line hydrojet. He questioned what the right thing would be to do.

Mayor Armstrong stated that this topic is being handled by Hank Breitenkam, Utilities Director and John McCarthy, Risk Management Director.

Cynthia Spiewack showed an example of the sewer truck and a drawing of what happened to their house.

* * * * *

Larry Ebbert, resident, mentioned Waterway Cleanup on March 5, 2011 behind Pop Travers Park.

* * * * *

WORKSHOP - None.

* * * * *

Meeting adjourned at 10:15 p.m.

Jerry Fadgen, President
City Council

ATTEST:

Susan Slattery
City Clerk

RECORD ENTRY:

I HEREBY CERTIFY that the Original of the foregoing signed Minutes was received by the Office of the City Clerk and entered into the Public Record this _____ day of _____, 2011.

Susan Slattery, City Clerk