

**CITY OF RIVIERA BEACH
PALM BEACH COUNTY, FLORIDA
CITY COUNCIL WORKSHOP MINUTES
SEPTEMBER 8, 2009 AT 5:00 P.M.
MUNICIPAL COMPLEX CITY COUNCIL CHAMBERS**

(The following may contain inaudible or misunderstood words due to the recording quality.)

CHAIRPERSON PARDO: Sit down, please. All right. Could everyone in the back be seated, please? All right. Thank you, everyone, for attending the City of Riviera Beach -- I guess we'll call it the "Broadway Beautification" meeting. All right. Who's doing roll call? Miss Ryan? Keep it legal.

CITY ATTORNEY RYAN: Okay. Councilperson Billie Brooks?

COUNCILPERSON BROOKS: Here.

CITY ATTORNEY RYAN: Councilperson Judy Davis?

CHAIR PRO TEM DAVIS: Here.

CITY ATTORNEY RYAN: Chair Person Dawn Pardo?

CHAIRPERSON PARDO: Present.

CITY ATTORNEY RYAN: Councilperson Cedrick Thomas? Councilperson Shelby Lowe? Mayor Masters?

MAYOR MASTERS: I'm here.

CITY ATTORNEY RYAN: City Manager Ruth Jones?

CITY MANAGER JONES: Present.

CITY ATTORNEY RYAN: City Attorney Pamala Ryan is present. We have a quorum.

CHAIRPERSON PARDO: Thank you.

COUNCILPERSON BROOKS: Okay.

CHAIRPERSON PARDO: I'd like to invite everyone to stand for a moment of silence followed by the Pledge.

Everyone stood for a Moment of Silence with the Pledge of Allegiance being led by Chairperson Pardo. Okay. Thank you. We'll start with Miss McKinney.

MARY McKINNEY: Yep. Good evening. My name is Mary McKinney. And I serve as the Director of Community Development for the City of Riviera Beach. And myself and my staff have prepared a presentation about the planned beautification of U.S. 1 and some of the aspects of that.

This is the area of the project, of course. It is from the north end of the city at Silver Beach Road and goes all the way to the south end of the city at the Skypass Bridge. The current conditions are no center medians, no landscaping, no on-street parking, broken/crumbling sidewalks, light poles and power poles in the sidewalks, unsightly overhead wires and has a highway-like feel. And these are some photographs of the existing conditions. Power lines, sidewalk, uncomfortable feeling if you were walking on the street. Basically the cars travel at a fairly high rate of speed. And of course, we have our multitude of power lines.

The proposed beautification of the roadway: We're proposing to add a 17-foot center landscape median, add trees along the sidewalk on both sides of the street, add decorative lighting on both sides, new sidewalks on both sides, add an alternate bicycle path along Avenue E in order to attain the 17-foot landscape median. We will attempt to place utility lines underground and add mast arms at two intersections which are at Blue Heron and U.S. 1 and 20th Street and U.S. 1.

This is a comparison of -- between the existing conditions and what the future condition could look like. These are two lanes in each direction with the 17-foot landscape median. And we have superimposed decorative lighting on the street. And as you can see, the power lines are not on this drawing.

This is also what the entranceway could look like into the city. Some type of signage, some type of feature such as a water feature. This drawing also shows future on-street parking along this area here as proposed and discussed in the Charrette plan on both sides of the street. And this parking would come into play as the lots on the sides of the roadways developed and were able to set back, so that we could have this area for parking and a large sidewalk.

Turns will be managed by medians to improve safety along the U.S. 1 corridor. There will not be median openings at all intersections. And median openings will be determined during the project design phase. And because there will be a lengthy landscaped center median, the turning accesses will be controlled.

As the Treasure Coast Regional Planning Council had proposed when they prepared their Charrette and their draft land development regulations for U.S. 1, and this drawing was prepared by Staff. They have -- here's the on-street parking on this area here. And as new developed comes in, it would set back and allow for the on-street parking and the wide sidewalk along the roadway. And as you can see, there's the landscaped median. So it would be an improved appearance and much more friendly, economically, also.

FDOT requires that a bicycle path be installed concurrently with this project. And in order to move the bicycle path off of U.S. 1 and have a wider median on U.S. 1, the proposed bicycle path, it will be along Avenue E and Avenue F.

This is the drawing that shows where the bicycle path would be. It would go along, cross over from U.S. 1 at 13th Street where there's a signal. Go along north on Avenue E, go -- cut over at 24th Street and then go north on F to Silver Beach Road.

And this would allow us to provide a four-foot bicycle path on that roadway which would take the bicycle path off U.S. 1 and allow us to have a larger center median on U.S. 1.

Avenue -- some of the Avenue E design options are -- because it has 50 feet of right-of-way on Avenue E in most areas, would be to have 10-foot lanes, four-foot bike path, two-foot curb, nine-foot sidewalks. And then there would be trees in the sidewalks on both sides of the road.

Here's some of the typical plantings that could be in the median. As we go through the plan for the roadway design, we will come to some conclusions about landscape medians, but we can have very large entranceway trees along the roadway. Those were date palms. These are royal palms. And these are oak trees.

So, the U.S. 1 cost estimates. D.O.T. currently has \$14 million budgeted for this project. 7.8 of it approximately is for construction costs. Two and a half -- 2.6 million approximate for landscaping and irrigation. Three and a half million for lighting, which is the decorative lighting, the city's decorative lighting, and the total estimated project cost is \$14 million.

Underground utilities is not included in the D.O.T. budget. Right now in our discussions with FPL, we're being told that all the costs must be covered by the City in order to underground the utilities. And we have estimated that to be approximately \$7 million.

The alternate bicycle path on Avenue E. For adding pavement only, resurfacing the roadway and adding the bicycle path would be one and three-quarter million dollars. At the very minimum, we would have to do that in order to have the 17-foot landscape median on U.S. 1. Or we could also do Avenue E total reconstruction with landscaping, curb and gutter, and we've estimated that cost to be five and a half million dollars.

Timeline. Construction is expected to commence on both U.S. 1 and the alternative on Avenue E in the summer of 2012, and the construction time would be approximately 12 to 18 months.

What Staff is seeking this evening is a consensus from the City Council -- not a vote, but a consensus on the proposed typical section which includes the 17-foot median on U.S. 1 with the alternate bike path along Avenue E. And sources of their funding can be discussed at future meetings.

We have the new energy center coming in and a new gas line which would provide some tax money to bond, so there's different methods for financing that in the future. But this is at this base point. D.O.T. is looking for these -- this direction from the City so that they can go ahead and start their design plans. Thank you. We're available for questions. There are members from the Treasure Coast Regional Planning Council, Mike Busha and Dana Little. We have a representative from D.O.T, Jim Hughes and we also have our City Staff.

MAYOR MASTERS: I have a couple -- Madam Chair?

CHAIRPERSON PARDO: Mayor?

MAYOR MASTERS: I have a couple of questions. Avenue E.

MARY McKINNEY: Okay.

MAYOR MASTERS: And Avenue F. You may not be able to answer it, but I need to ask it. Do you know whether there's any efforts being done to clean those streets up? Because it's a high-crime area. I mean, have we heard? Are they gonna try to, you know -- because I -- I wouldn't want to ride a bicycle at a certain time on either one of those streets.

MARY McKINNEY: I agree with you.

MAYOR MASTERS: The way it is now.

MARY McKINNEY: The first thing, of course, we would have -- would be to build a decent bike path. And of course, we would have to accompany it with some more police presence. But our thinking as planners is that when you improve an area, rebuild roadways --

MAYOR MASTERS: (Inaudible).

MARY McKINNEY: -- and add landscaping and beautifying it, you bring more people to that area.

COUNCILPERSON BROOKS: Uh-huh.

MARY McKINNEY: And usually when you bring more people to the area, you -- you provide a much safer environment just by the nature of the improvements.

MAYOR MASTERS: I know -- well, I know that always helps. Also, handicap parking, will there be?

MARY McKINNEY: Oh, yes. Always. We have to accommodate handicapped.

MAYOR MASTERS: Okay. Thank you.

CHAIRPERSON PARDO: Mayor?

MAYOR MASTERS: Yes.

CHAIRPERSON PARDO: I just want to remind you that, regarding the security and the safety of the residents in that area, the CRA hired two police officers so we have two additional police officers in that area patrolling.

MAYOR MASTERS: Good.

CHAIRPERSON PARDO: Along with the, you know -- the regular detail. So, you know, hopefully it will be a little safer. And, um --

MAYOR MASTERS: There's a lot of stuff need to be torn down over there, too.

CHAIRPERSON PARDO: Oh, absolutely.

MAYOR MASTERS: Yeah.

CHAIRPERSON PARDO: And also, at the CRA budget meeting last week, the CRA proposed taking some money -- how much money was it, Scott? -- and investing it in Avenue E.

SCOTT EVANS: 250,000 for design.

CHAIRPERSON PARDO: Right. Okay. I have a question regarding the on-street parking.

MARY McKINNEY: Okay.

CHAIRPERSON PARDO: I know that we've spoken about it many times. Not just the council but a lot of the businesses along Broadway are in favor of the on-street parking concept. Is D.O.T. on board with it now?

MARY McKINNEY: And I'll let Mr. Hughes speak to it but we have spoken to them about the -- bringing the on-street parking in in the future.

CHAIRPERSON PARDO: Uh-huh.

MARY McKINNEY: As the lots develop and are rebuilt, the buildings would be set back, which would allow 15 to 20 feet more, which would accommodate the parking and the large sidewalk. And what D.O.T. would need is the parking and probably some of the sidewalk to be dedicated to them. And if Mr. Hughes wants to speak to that?

JIM HUGHES: I guess originally what we first received was an on-street parking with no median. And we weren't really on board with that for safety reasons.

CHAIRPERSON PARDO: Uh-huh.

JIM HUGHES: But with the new concept with the future development, we're on board with that.

CHAIRPERSON PARDO: Okay. Great. All right. So that's encouraging. And then I have another question regarding the medians. You know, I understood what you said, you know, we're not at that point yet to start discussing them. But I think it's very important that, again, the businesses along Broadway are involved in that discussion.

MARY McKINNEY: Yes. Yes.

CHAIRPERSON PARDO: Because that's going to really impact the businesses.

MARY McKINNEY: Yes, we agree. This was the first one –

CHAIRPERSON PARDO: Okay.

MARY McKINNEY: -- to get to the point where we could have D.O.T. get the commitment on the median and the bike path so that we could move on from there and then have meetings on what the typical -- what the landscaped sections would look like.

CHAIRPERSON PARDO: And lastly, do you know if we would be eligible for any stimulus money for possibly –

MARY McKINNEY: We're gonna look into that.

CHAIRPERSON PARDO: -- you know, doing the underground?

MARY McKINNEY: We're gonna look into that. This is not what you could call shovel-ready.

CHAIRPERSON PARDO: Shovel-ready, right.

MARY McKINNEY: But there are other programs. There's also the legislative appropriation. I mean, there's different other that we're looking at, so we're going to see what we can do.

CHAIRPERSON PARDO: Okay.

MARY McKINNEY: Especially as far as undergrounding the utilities is concerned.

CHAIRPERSON PARDO: Okay.

MARY McKINNEY: But, yes, we are looking into those.

CHAIRPERSON PARDO: Okay. Thank you. All right. Anyone else?

COUNCILPERSON BROOKS: I would like to know if any of this, what we're planning, includes a facelift for the businesses along Broadway.

MARY McKINNEY: Well, the D.O.T. project does not. However, I think that the CRA staff has been talking about doing a facade improvement program.

COUNCILPERSON BROOKS: Okay.

MARY McKINNEY: And that may -- some of that may be included in the CRA budget. But we'll check and see, but I think they have been discussing that.

COUNCILPERSON BROOKS: Well, Scott is here. Scott, you -- would you like to speak to that? So that the businesses will know what we're proposing? We'll get the fuller picture.

SCOTT EVANS: We're proposing creating an incentive fund so that businesses that are located along Broadway can apply for grant money from the CRA to -- to repaint their buildings, to make some improvements, to try and -- to improve the businesses and the way that they look currently on -- on -- along the roadway.

COUNCILPERSON BROOKS: Are we gonna try to have a uniform theme so that, you know, you'll have a beautiful view as you're traveling north/south on Broadway that there would be a facade of some theme and color schemes?

SCOTT EVANS: Yes. And what we can do is -- is when we adopt the incentives, we can put some examples in. And then when they apply for their funding, we can also -- when you approve them, you're gonna -- you'll also get both a color palette and proposed details of what they're going to do so that when you approve the grant money, you're also approving how it's going to look.

COUNCILPERSON BROOKS: And certainly it would be great if ideas are presented to the business people so they can have some input into what they feel would be a great theme and colors.

SCOTT EVANS: Okay.

COUNCILPERSON BROOKS: Just a suggestion.

CHAIR PRO TEM DAVIS: Is -- is the -- you said earlier that the 200,000 was gonna be invested in Avenue E and F?

SCOTT EVANS: That was 250,000.

CHAIR PRO TEM DAVIS: 250,000.

SCOTT EVANS: Is the proposed amount for -- to redesign the entire roadway.

CHAIR PRO TEM DAVIS: Okay. Where are the dollars coming from for the facade improvement? Is that -- I know that you guys hired -- who was it? LDC?

SCOTT EVANS: Yes.

CHAIR PRO TEM DAVIS: To do facade improvements. But that -- was that the Broadway -- Broadway area or some other area?

SCOTT EVANS: No. That was the residential neighborhood.

CHAIR PRO TEM DAVIS: Okay. So what -- what -- what dollars have you identified to do the --

SCOTT EVANS: In --

CHAIR PRO TEM DAVIS: -- facade --

SCOTT EVANS: -- it's 500,000.

CHAIR PRO TEM DAVIS: It's 500? Okay.

SCOTT EVANS: And some of -- and what we would do is --

CHAIR PRO TEM DAVIS: That's what I was looking for.

COUNCILPERSON BROOKS: Uh-huh.

SCOTT EVANS: -- moving forward we would provide you a list of incentive programs. And then the CRA board --

CHAIR PRO TEM DAVIS: Okay.

SCOTT EVANS: -- would then select which ones they wanted to create. And we could involve the business owners in those meetings and get their input, also.

COUNCILPERSON BROOKS: Uh-huh. Uh-huh. Uh-huh.

CHAIR PRO TEM DAVIS: Gotcha.

COUNCILPERSON BROOKS: Thanks.

MAYOR MASTERS: Madam -- Madam Chair?

CHAIRPERSON PARDO: Yes, Mayor.

MAYOR MASTERS: I wanted to ask, again, on the FPL, you said you -- you were told that they're not gonna share any of this cost for the underground?

MARY McKINNEY: At this point they have indicated to us that they would not be doing that. We haven't totally finished our discussions with them. They have an application to the State for their power plant to be approved by the State. One of the conditions that we put in our staff report to the State was that we were requesting that the power lines be buried underground. I think that at this time that's an area of very strong, resistance by FPL. However, it is not a dead issue.

MAYOR MASTERS: But aren't there times that FPL, in the past -- have there been times that they cover the cost of underground?

MARY McKINNEY: Not to my knowledge.

MAYOR MASTERS: Has -- has it always been the City, the municipality?

MARY McKINNEY: To my knowledge and what I've been told by them and my experience is, it's always the -- whatever municipality it is that has to bear the cost.

MAYOR MASTERS: Okay. Thank you.

CHAIRPERSON PARDO: Okay. We'll go to public comment. The first is Norma Duncombe.

NORMA DUNCOMBE: Norma Duncombe. I must say, this is so -- this is so long -- it's so long with this -- for this to come. If you travel U.S. 1 from Maine to Dade County, Key West, this has to be the worst-looking strip of U.S. 1.

And I just wish this place had been packed with people who sometimes come in and they fight and they criticize, but they need to get involved in terms of decisions that are being made that will affect you. You cannot improve a city unless you are concerned about the entire city.

Now, a couple of things that I would like to speak on. I -- I might have missed it because I was a little late. Did you talk about drainage? Because it floods on U.S. 1 like I don't know what. If you ever get caught in a real bad downpour, you're in trouble in terms of your vehicle.

Drainage is so important, as well as the underground electrical work that that needs to be a priority. And I'm saying if we are going to do U.S. 1, we need to do something about coming over that bridge. I mean, I'm not saying repave it, but it -- it just doesn't look good. If -- it's the entrance of the city. The -- the bridge leading, you know, between us, West Palm Beach. I'm talking about down on the south end.

COUNCILPERSON BROOKS: Uh-huh. By the port. Uh-huh.

NORMA DUNCOMBE: Yes. That looks horrible. And I don't know if that has been included, you know, because there's so much to be done. And I realize it's real expensive. But that needs to be included in the plan so that it looks decent.

Also, I'm concerned that when we do projects like this, in terms of maintenance. Let's -- I mean, where does that fit in? Let's make sure we discuss that. What kind of plants you put out. Over on Old Dixie, they put out weeds, and you can't tell the difference between the weeds that were already there and the weeds that have -- that were put out by the -- the -- the company that did the work.

It's just so many things that are involved. And -- and I'm saying that let's not have a halfway job. It's gonna cost money. But I think that we should have pride in our city that we take a stand that what we're going to do is going to be the top of the line.

You were talking about the underline -- underground wires. Well, I don't know if

you heard the discussion of over in Palm Beach. They discussed it. And when they found out the costs, I think that -- that kind of grounded them. But I think we really need to pursue it in terms of our -- I don't know how we're going to do it. But it would make it look so much better if we were to do something like that. And I realize we're just beginning. But let's make sure that we do everything that we can to really make this project really look good.

I would rather have just solid good sidewalks than tearing up everything, putting out these pretty bricks and then after a while they look horrible. Good solid sidewalks will always look good and they're easier to repair if they crack. So -- I know my time is up. I'll be back.

CHAIRPERSON PARDO: Thank you. Miss McKinney, would you discuss the drainage?

MARY McKINNEY: Yeah. Jim Hughes is going to.

CHAIRPERSON PARDO: Okay.

JIM HUGHES: Okay. We -- we are going to address the drainage with this project.

CHAIRPERSON PARDO: Okay.

JIM HUGHES: There's a lot of issues with the existing drainage. You can see when you're driving down the road, there -- a lot of the pipes are caving in. The road is caving in. And -- and as well as actual drainage problems. We're going to -- we're going to upgrade the drainage with this project. And I'll try and touch base on a couple other things that -- that I -- that the lady just brought up.

We currently are planning on doing solid sidewalks and maybe just some brick pavers at the -- the ADA ramps at the intersections. But that -- that really hasn't been set yet. But any landscaping and -- and pavers would be eventually maintained by the City. But what it is, for a year, the contractor is responsible to -- to maintain it. And a lot of times that's where some problems happen. It's hard to enforce that, but we're doing the best we can. And I think that pretty much touches everything I -- I can respond to.

CHAIRPERSON PARDO: Okay. Thank you. Nora Mahoney.

NORA MAHONEY: Good evening. Norma Mahoney, 2120 Broadway and 2135, Dee's T-shirts in Main Street Plaza. Well, I -- I just heard Mrs. McKinney saying that it's going to take some time to redevelop the area or whatever, to place some parking on the street. Let me tell you something.

We need parking now, especially when I have handicapped people coming to my place. They have to park very far away to come to my place and also come down again and I have to help them to -- sometimes they park across the street like probably one minute and I cannot -- I cannot have nobody parking; otherwise, the police comes and say, "This is not a parking area." I need parking in both places.

About the drainage, I'm very happy to know that you're going to be able to fix it.

And hopefully it's gonna be the story from the past from 1999 Charrette, the one that I like, and I hope at this time you can make some changes. But the most important thing in -- in Broadway right now is the parking issue. We don't have no parking.

People have to park very far away to come to the destination. And I think that you place parking and you come -- you probably come down the traffic because we have people with motorcycles and cars, like, racing cars coming all the way down. We don't need that.

We would like to have that place to be safe. So I talked to all my -- a lot of my people that -- a lot of the people, the business people in Broadway, and they really urgently need parking. That's what they told me. A lot of them, probably they're not here but hopefully you can change some parking. Not in two years, not in five years, not in 10 years. Now. Thank you.

CHAIRPERSON PARDO: Thank you. Mike Mahoney.

MIKE MAHONEY: Good evening, Council, Mayor.

CHAIRPERSON PARDO: Good evening.

MIKE MAHONEY: I'm just gonna repeat a lot of the stuff my wife said. But parking is a main issue. We've been complaining drainage. I'm glad -- I'm glad this thing's finally coming back around. You know, 'cause I've been talking about it since 2000 -- around 2000, you know, before, when they had the Charrette.

The only thing, you know, we need the parking on street. Because, Mary McKinney said that we could have it but it would be on the empty lots, you know? And that -- that's not gonna do me or anybody else any good if you're just gonna talk about empty lots. There's only probably a half a dozen empty lots along Broadway. You know, so the parking needs to be in -- even if it's in just certain areas. You know, if I'm the only one that's really arguing about it or complaining about it, you know, maybe they should try to isolate it just in my buildings and not anywhere else.

I -- I mean, you know, I've been fighting for this for a long time. But I -- I know for a fact -- 'cause I walked around today -- as many businesses as I talked to, everybody needs it. But there are some businesses that have it, you know, that have the accommodations for that. But there's probably half of them along there don't have any. And I have to pay for parking, which is ridiculous. I'm renting parking from the locksmith next to me. So, you know, whatever needs to be done, I'd like to be in the discussion with that, 'cause we -- we need on-street parking. Even if it's one or two spots, somehow, some way, you know, change the design around. And again, it doesn't necessarily have to be in the whole corridor, you know, from north to south. Maybe just in certain areas. You know? It needs to be looked at.

The other thing, the Mayor can contest [sic] to that 'cause he was at my building one night and he got a ticket. You know, so that -- he can -- he can confirm that.

MAYOR MASTERS: I'm excited about that. Go ahead.

MIKE MAHONEY: That we need on-street parking. You know what I mean? And --

and my wife mentioned the handicap. So I mean, I -- I think this is the time to -- to look into that. Because it would really help me because people -- and -- and it would slow traffic down, which we need because people fly from one end of that city to another just to get out of the city. You guys know that. You said that before. So anything to slow it down, and the median -- the median strips which you're talking about, maybe they cannot have one in that -- in that short stretch and somehow, you know, re-finagle -- or finagle the drawing to accommodate us, 'cause we need it. We need everything we can to help us, you know? Thanks.

CHAIRPERSON PARDO: Thanks, Mike. Mike Clark?

MAYOR MASTERS: Madam Chair?

CHAIRPERSON PARDO: Yes, Mr. Mayor?

MAYOR MASTERS: While -- while he's -- while he's coming, just for the record, yeah, that was the ticket that I did receive. Went to -- pleaded not guilty, went to court and won. Just for the record. Never should have happened.

MIKE CLARK: Good evening.

CHAIRPERSON PARDO: Good evening.

MIKE CLARK: Mike -- Mike Clark, 1550 Avenue C, Riviera Beach. I'm with Viking Yacht and Viking Developers. And we own a substantial amount of property along both sides of Broadway. One of the things that I was wondering is, what is the existing width of the current right-of-way? And how do we intend to deal with -- in terms of a widening, with those folks that are built right up to the existing -- they're nonconforming -- pre-existing, nonconforming.

And basically you have no setbacks. And as an example, the area between the west side of Broadway between 16th and 17th, by Webb Cleaners and a couple of those buildings we own up to Larry Smith, the opposite side of Broadway. It's the same situation.

We've actually had windows broken, by storm water being thrown against the windows when trucks drive by during a downpour because of the -- the flooding issues.

I guess one of the other things I wanted to mention is have we thought about, uh -- when we talked about maintenance, I'm assuming the 17-foot median is going to be irrigated? There's going to be an irrigation system?

CHAIRPERSON PARDO: Yes.

MIKE CLARK: And it seems, at least to me -- and I don't -- I can't speak for everybody along Broadway, but parking really is a critical issue. And a lot of our properties we have parking behind or adjacent to.

Is it possible to -- to take that median and shrink it down, so that it's not a 17-foot wide median? And thereby, help with -- with parking on the -- on the, uh -- both sides of

the road or alternating sides of the road? I'm not sure how it's going to be implemented. You only have a certain amount of room unless you get into condemnation and actually start taking properties in order to widen it. And is that a possibility?

And my last comment is if we're going through this beautification program, including looking to go with underground utilities, wouldn't it make sense to see if we can tie into some of the federal grant monies that are available?

In particular, if we're going to be doing this, I would love to see a camera system installed along Broadway. And for that matter, along Avenue E. That would help our police tremendously if they were able to have coverage of the area.

And if you're going underground with the wiring, I mean, to put in coaxial cable is not that -- that much more expensive. That's about all my comments. Thank you.

CHAIRPERSON PARDO: Thank you, sir. Mary -- Miss McKinney, could you address some of his issues, please, or questions?

MARY McKINNEY: There's 80 feet of right-of-way on U.S. 1. In order to have any on-street parking on -- in the existing 80-foot right-of-way, there would be no center median whatsoever. And in addition to that, the FDOT is not in favor of that and probably would not approve it because it is an unsafe condition.

Now, having the landscaping -- I mean, the parking on the side of the roadways as the properties are developed so that the buildings could be set back creates a safe environment for individuals to park and a beautified roadway and a sidewalk for them to, of course, be safe from the cars, also.

The D.O.T. has accepted this concept. Now, when a building that's right up to the street, if it's not going to be developed, there will be parking close by on pieces of property that are not already up to the street that will be developed. But eventually, I think, the buildings, most of them, will probably be redeveloped and then we'll then set back that area so that there will be the on-street parking with the wide sidewalk which will provide you with a beautiful business-friendly environment.

CHAIRPERSON PARDO: Okay. Thank you. Martin Murphy?

MARTIN MURPHY: Good evening.

COUNCILPERSON BROOKS: Good evening.

MARTIN MURPHY: Martin Murphy, 1124 Avenue C. I have -- my only question is about the alternate relocation of the bike path. Maybe I'm wrong but Broadway and West Palm Beach doesn't have a bike path or an alternate. I could be wrong. And also, the same thing exists in Lake Park. Is this a new standard? That's my only question. Thank you.

SCOTT EVANS: Yeah, this is a -- a new standard that D.O.T.'s -- it's not a -- I shouldn't say a new standard. It's a standard that's being enforced a lot more now. We've actually been sued in court and lost for people -- bicycles getting in accidents where

there isn't a bike lane. So if it's at all possible to install a bike lane with the project, you - you have to do it, basically.

CHAIRPERSON PARDO: Okay. Thank you. Mary Brabham?

MARY BRABHAM: Good evening, Mary Brabham.

CHAIRPERSON PARDO: Good evening.

MARY BRABHAM: Riviera Beach. I'm here to, uh -- to voice a vote for Miss Havener. She told me to address the council on her behalf. She's over at the police station. So tonight is Chief night in so she had informed me to tell you all that whatever you're going to do over there, that you have her vote and to go ahead on and move on it. So please note that for the record so everybody tell Miss Havener I did voice her concern.

Also, too, I would just like to say, too, that nice to see you, Dana. The front buildings there, is -- are those buildings -- when we did the Charrette, we also stated -- and it was told to us that you build from the back to the front. Why? Because you would want your back building -- the back of your buildings to look just as good as your front buildings.

So I know you have not gotten to that point yet but I'm sure that Dana and -- and those that are over there, that was what we talked about in -- in the Charrette, too.

Also, too, I would just like to say that once when you do your planting there or whatever, shrub or -- shrub -- shrubberies that you're gonna put there, let it be something that wear with the weather. Because if we look over our city, and we can see what has been planted there, a lot of the plants have died out. I don't know whether it's irrigation or what. But if we're going to do these projects, let's -- let's do them right and -- and make sure that, you know, everybody's checking to be sure that things are done properly.

I totally agree with the parking because it's the beauty shops over there and other shops that I myself patronize over there. And sometime I have to drive back and forth, you know, make those turns to try to find some parking. So I -- I -- I really -- I -- I feel that the parking do need to be addressed because if you do go in and do this street here and perhaps later on, you know -- how long will be later on before you actually start, you know, doing the necessary things to this street that really, really needs to be done?

And I'm sure that the businesses over there, the ones that I patronize, they want something to be done over there. So, I would suggest that, you know, instead of just trying to piecemeal the road, make the road workable. Make the road workable. And -- and I think now if you're going to start doing this so, you know, make it -- make it workable.

And also, the infrastructure over there, it is -- it -- it is a nightmare over there. So not only over there but over on our side, too. So, MLK with the road and stuff over there, I want -- I would like for the staff here to make sure that the plantings there and the landscaping there is done properly to meet our needs, also. And FP&L, if you can find underground money to put those underground power poles over there, I think -- within the city with those main highways, MLK and Blue Heron, something need to be

done there, also. Thank you.

CHAIRPERSON PARDO: Thank you. All right. Next we have Ankur Patel.

ANKUR PATEL: Good evening.

CHAIRPERSON PARDO: Good evening.

COUNCILPERSON BROOKS: Good evening.

ANKUR PATEL: We just had a couple of questions and concerns. I'm Ankur Patel with Patidar Investments. We own one of the properties on Broadway.

The question was -- and I go -- she has -- the Staff reporter has mentioned that she will talk to the businesses. But, one of the concerns that we have is when you do these medians and you give the access first for the left and right turns, if our specific business does not get a left and right turn the facility for U-turns might not be enough for some of the bigger vehicles. And I don't know if they've taken that into concern.

We get deliveries from semi trucks. And if they cannot turn directly left into our property, now they're going to block the bigger intersection trying to make a U-turn on a possibly two-laned type of highway where right now there's a little bit more space.

And I don't know how that would even help the curb situations 'cause usually when they get into that -- those trailers try to go over the curbs, which then cause the sidewalks and everything to crack and crumble and stuff like that.

CHAIRPERSON PARDO: Sure.

ANKUR PATEL: So U-turns and access ways, they have to be an immediate -- important part of the discussions. I guess part of that also I want to ask is how they're going to be communicating with the different businesses. I'd like that clarified. Will there be -- actually be meetings? Via e-mail? Phone calls? I'm not sure.

Besides that, the other questions that I have, if they're going to underground wirings, is it just going to be around the corridor or to the businesses, also? And how -- who's going to design that and how they're going to -- how's that going to come into the funding picture? 'Cause right now from the overheads you have it going to the businesses. How's that going to be affected or changed?

With the parking, I agree that there are businesses that do need the street parkings. But in certain businesses where they do have the parkings and whatever, by putting additional parkings, if there's no other retail centers or spaces around it, it might even be a waste of money to do something like that and possibly block the frontages of the businesses by the ways -- if it's not designed properly or whatever. So I think that's also something that's going to need to be put into discussion with the businesses to make sure they're not affected.

During the construction period, we're looking at 12 to 18 months is what the scope was. That's also going to have a major impact on all the businesses on the corridor. So there needs to be some sort of method to the madness on how this project is going to work and how that will affect each business and what the project leader will

be doing to make sure that the businesses don't get affected accordingly.

I have a couple of other things but I could talk to the staff reporters when they communicated, I mean, accordingly. That's fine.

CHAIRPERSON PARDO: I have a question for you. Where is your business located?

ANKUR PATEL: 1400 Broadway.

CHAIR PRO TEM DAVIS: What side -- what side of the street?

ANKUR PATEL: It is on the east side of the street. It's right before 13th. And the proposed plan on that drawing over there, we're blocked 'cause -- because they're giving the left turn on 13th. And so what's going to happen is none of the vehicles are going to be able to make the left turn. I mean, that's our customers. But on top of that, the semis. So then on 13th, they're going to have to try to make a big U-turn, which, I don't know how that's going to help in the traffic plannings and stuff accordingly. So just

CHAIRPERSON PARDO: Okay. All right. Thank you.

ANKUR PATEL: All right. Thank you.

CHAIRPERSON PARDO: Thank you.

MARY McKINNEY: The exact areas where the medians will be and the turns have not been determined yet. However, for the areas where there are vehicles that cannot make a U-turn, they will have to go around a block and come back and do it in a safe manner.

And we will be talking to -- contacting each one of the businesses as the process develops to get their input as the plan develops to talk to them about how the medians will be laid out and what their business concerns are.

CHAIRPERSON PARDO: Okay. Thank you. David Cross?

MARY McKINNEY: If I could say one more -- one second?

CHAIRPERSON PARDO: Uh-huh.

MARY McKINNEY: And -- and the business owner did ask about the utilities. We had estimated that the City CRA would probably bear the cost of burying the lines to the businesses as part of the improvement to the Broadway corridor.

CHAIRPERSON PARDO: Right. Thank you.

DAVID CROSS: David Cross, 1030 Sugar Sands. I'm not quite sure why the median has to be 17 feet wide. Maybe there's, you know, a D.O.T. reason for this. But it seems

to me as a bicyclist that I'm going to be very reluctant to turn off U.S. 1 and go to Avenue E. Surely if you shrunk the median by, I don't know, six feet, wouldn't that allow for two, uh -- a north and south bicycle path on the existing U.S. 1?

MARY McKINNEY: We could shrink the median to 11 feet; however, it would seriously reduce the amount of landscaping provided. It would not provide that entrance and more dynamic structure to the street if we put the bike path on U.S. 1. So that's the reason for the 17-foot median and moving the bike path to Avenue E.

CHAIRPERSON PARDO: Thank you. Gerald Ward?

GERALD WARD: Gerald Ward, 31 W. 20th Street. I've got a dozen items and I would start out with that this is a very badly put-together agenda. You don't even have your \$650,000 consultant making a presentation. The agenda was not available in the -- advance. I was down here today.

We're going to have to buy some lights for this place. The next thing is it's really not a beautification project. This project started in the last century. And I have here the set of the phase 2 plans which were done in March of 2000 for this maintenance resurfacing project, with medians. And the fifth -- 14th Street Haji [phonetic] Mart, he got full access except that the streets and side streets were being narrowed like they did down in West Palm Beach with bullnoses to cause problems.

You should make absolutely no commitments tonight about the medians. There were no alternatives presented. There are at least four alternatives that need to be presented in a workshop of this and you need another one. Seadek has misrepresented the Charrette. She very coyly put her staff's drawing in in place of what the Charrette represented. So you need to go back and get one of those as the alternatives.

We're going to have another three years, so it will be 13 years. Whether the drainage can survive in the eastern roadway for which the drainage is in it, I'm not sure that the roadway will be even passable in three more years.

What's the design speed? What's the posted proposed speed? Cost estimates. If Mr. Hughes had returned my phone calls, we could have answered some of those but he didn't do that. But as of the 6th, three days ago, D.O.T. updated their cost estimate for construction costs which do not fit the cost estimate slide that you have here tonight.

I suspect that the City's paying for the landscaping, the lighting, the irrigation in that \$14 million.

Again, make no changes, no commitments tonight. Parking is absolutely needed if you're going to revitalize Riviera Beach. Further, I think that from what we've just had, a workshop on D.O.T. for the repaving for 3R project from Parker Bridge to Indiantown and the State Road A1A paving adjacent to this town, Gerry O'Reilly is one of the managers down there. You need to have a meeting set with him and see what we can do better.

Lastly, you need to have your \$650,000 consultant who happens to be here get up and give a presentation on why the Charrette was a whole lot different.

JIM HUGHES: Well, I just briefly want to say that you never called me. I don't know

who you called. You didn't call me. And the design speed is 40. And it's going to be posted 35. And no, the City is not paying for this. D.O.T. is. And Gerry O'Reilly has been involved in these meetings and he's aware of the project.

MAYOR MASTERS: Madam Chair?

CHAIRPERSON PARDO: Yes, Mayor.

MAYOR MASTERS: Miss McKinney, just a question for information and clarification. If the bicycle path were to be placed on U.S. 1, wouldn't that kind of create a traffic problem? Is that kind of dangerous?

MARY McKINNEY: That was one of the considerations we had was the safety and comfort of cyclists actually riding on U.S. 1. And especially when the future parking is there, when people are parking and opening doors and cyclists are on the street. We all came to consensus --

MAYOR MASTERS: (Inaudible).

MARY McKINNEY: -- that it would be much safer to bring them on Avenue E which has a lot less traffic and speed than U.S. 1.

MAYOR MASTERS: Thank you. Thank you, Madam Chair.

CHAIRPERSON PARDO: Mayor. Okay. Council, anything more?

CHAIR PRO TEM DAVIS: I'd just -- I'd just like to say I've heard -- heard it from both sides. You know, some liked the on-street parking, some don't. I think it's wonderful. I think it brings a certain ambiance and, you know, slows the traffic down. And you know, to see people, you know -- it just brings people to the area. So, you know, I'd just like to say that I'm totally in favor of it.

And like many of the residents have said, you know, it's -- it's -- this is a long time coming and I know it's not just around the corner right now, but hopefully soon.

COUNCILPERSON BROOKS: Yes.

CHAIRPERSON PARDO: Miss Brooks?

COUNCILPERSON BROOKS: Mr. Ward has stated that there were alternate plans that had been suggested?

MARY McKINNEY: Well, the alternates are to have the 11-foot median and the bike path on U.S. 1, or to have no median and possibly 38 total parking spaces between Blue Heron and the Skypass Bridge, which D.O.T. is probably not going to approve.

COUNCILPERSON BROOKS: Uh-huh.

MARY McKINNEY: But there would be absolutely no median in those plans.

COUNCILPERSON BROOKS: Uh-huh. Uh-huh. Okay.

CHAIR PRO TEM DAVIS: And this here is from the Skypass (inaudible).

COUNCILPERSON BROOKS: Now, I want to be clear that the business community will be involved in all of the discussions as we go forward?

MARY McKINNEY: Yes.

COUNCILPERSON BROOKS: Okay. So there's a concrete plan for that inclusiveness.

MARY McKINNEY: Yes.

COUNCILPERSON BROOKS: Okay. Mr. Ward also mentioned something that the Charrette plans are different than what we are hearing tonight? I'd like to get a clarification on that.

CHAIRPERSON PARDO: The Charrette was a concept.

MARY McKINNEY: This plan here was prepared by the staff at the Regional Planning Council. And as you can see it has the center median and it has the on-street parking and it has the sidewalk and the setbacks of the buildings.

This may not be exactly what was in the Charrette plan, this exact drawing, but this is the concept that is in the Charrette plan, which is exactly the same concept which was on that other drawing. When we -- we have one block that belongs totally to the City. It's the block that the Sea Chest is on. And if, by some chance, the Sea Chest is removed from that block in the future, we can actually do a model block, which is to bring back the setback area and to build the parking and the sidewalk on that model block. And then have it available for development so that there would be one that is done. And since we own a city block, we have the ability to go ahead and do that.

COUNCILPERSON BROOKS: What street would that be? What block would that be that you're --

MARY McKINNEY: The -- where the Sea Chest is?

COUNCILPERSON BROOKS: Uh-huh.

MARY McKINNEY: 22nd Street.

COUNCILPERSON BROOKS: 22nd Street?

MARY McKINNEY: And that's the one that has the old City Hall where we're going to

demolish it. That's to the rear of that. But we have been -- all of our meetings have included, for anyone's comfort level, our friends from the Treasure Coast Regional Planning Council and D.O.T. and the CRA staff and Gerry O'Reilly who is one of the high-level figures at the D.O.T. who has, you know, come together with all of us and gone over the options that we have and what would be the best options for the City and what the D.O.T. would approve because it is --

COUNCILPERSON BROOKS: Uh-huh.

MARY McKINNEY: -- after all, it ends up being a D.O.T. project.

COUNCILPERSON BROOKS: Uh-huh. Uh-huh. Thank you. That's it for me.

CHAIRPERSON PARDO: Okay. Mr. Lowe?

COUNCILPERSON LOWE: Yes, Madam Chair? Well, does the D.O.T. understand that we do want people to stop through this corridor and shop?

MARY McKINNEY: They do. We've had extensive meetings with them. They understand what the concept is that we have.

COUNCILPERSON LOWE: Do they clearly understand --

MARY McKINNEY: And which is why -- right. They are in favor of us coming forward in the future and providing -- as the lots are developed and providing on-street parking, which is a first --

COUNCILPERSON LOWE: So we have to acquire the property?

MARY McKINNEY: -- it is a first for D.O.T. It will not be private property. It will be public property. The buildings will be set back, and the area that they set back, part of it will be dedicated to D.O.T. for that part of parking and sidewalk.

COUNCILPERSON LOWE: And they'll come back and do the -- or we'll have to --

MARY McKINNEY: No, we will build it. Right.

CHAIRPERSON PARDO: (Inaudible) developer. The developer.

COUNCILPERSON LOWE: Or -- or the developer will, huh?

CHAIRPERSON PARDO: Right.

COUNCILPERSON LOWE: Okay.

MARY McKINNEY: Right. Or the developer will.

COUNCILPERSON LOWE: My other concern is -- is I just can't stress enough the landscaping. I just, you know, want it to be seamless. If you're driving from the base of the Skypass all the way up to the northern part of the county -- because it's really nice up there. They have the -- the landscaping.

CHAIRPERSON PARDO: Uh-huh.

COUNCILPERSON LOWE: You can tell you're on the -- a -- a -- on a oceanfront community. It looks like that. You know, the different type of landscape that they have.

CHAIRPERSON PARDO: Like the grasses.

COUNCILPERSON LOWE: And, you know, I just -- I want them to really put the money into the landscape.

MARY McKINNEY: Right. We -- we do have quite a good-size landscape budget in this project.

COUNCILPERSON LOWE: Okay. Thank you.

CHAIRPERSON PARDO: All right. Miss Brooks, you had something?

COUNCILPERSON BROOKS: Just an announcement before we adjourn. Are we about to adjourn now?

CHAIRPERSON PARDO: Sure. Uh-huh.

COUNCILPERSON BROOKS: Okay. I understand that the Planning & Zoning meeting on Thursday evening this week at 6:30, that Staff will be doing a presentation on the ordinance that will be coming before the council at our next meeting. And that is the one that's amending Chapter 31 of the Code of Ordinances entitled Zoning; by amending Article 1, Section 31-1 entitled Definitions; by amending Article 5, Division 18 entitled I.G. General Industrial District; amending Section 31-382 entitled Use Regulations; by including new uses and by prohibiting scrap metal processing; by amending Article 6 entitled Supplemental District Regulations by creating a new section entitled Recycling Facilities and Recycling Centers.

So we just want to make it known, especially to the residents in Harmony Heights that there will be a detailed discussion on this Thursday evening at 6:30, and we do encourage you to come and -- and present your questions.

CHAIRPERSON PARDO: Okay. Thank you. Before we adjourn, I'd like to thank Miss McKinney and your staff, D.O.T. and Treasure Coast. We've come a long way --

MAYOR MASTERS: Good job.

CHAIRPERSON PARDO: -- since the first couple of meetings. You guys have done a fantastic job. I'd like to, you know, just remind you to please keep the businesses engaged. You know, it's very important. They need to have a say if we want to really revitalize that area.

MARY McKINNEY: And we do plan to do that. We would just like to know that we have at least a consensus of the board to go forward with the median and the bike path on Avenue E.

CHAIR PRO TEM DAVIS: Yeah.

CHAIRPERSON PARDO: You do. Yes.

CHAIR PRO TEM DAVIS: Yeah.

MARY McKINNEY: Come back and we'll prepare a resolution for the council meetings.

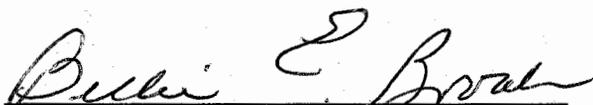
CHAIRPERSON PARDO: Okay. Perfect. Okay. Thank you all for attending.

(CONCLUSION OF MEETING)

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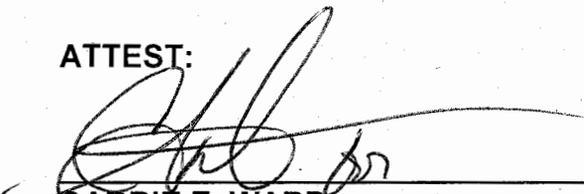


THOMAS A. MASTERS
MAYOR

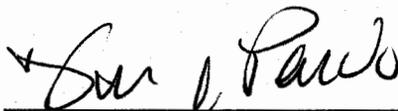


BILLIE E. BROOKS
CHAIRPERSON

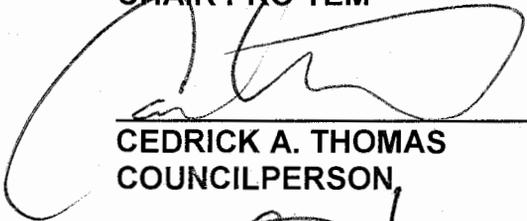
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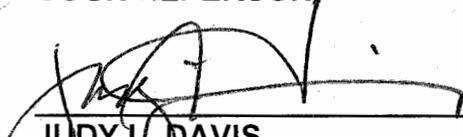
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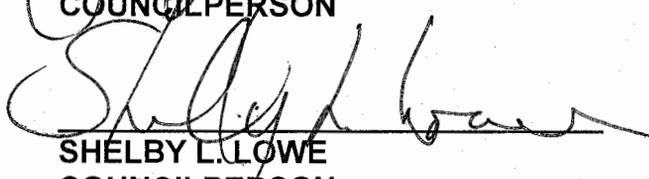
DAWN S. PARDO
CHAIR PRO TEM



CEDRICK A. THOMAS
COUNCILPERSON



JUDY L. DAVIS
COUNCILPERSON



SHELBY L. LOWE
COUNCILPERSON

MOTIONED BY: D. PARDO

SECONDED BY: J. DAVIS

J. DAVIS AYE

B. BROOKS AYE

C. THOMAS AYE

D. PARDO AYE

S. LOWE AYE

DATE APPROVED: 08/15/2012