

**MEETING: BOARD OF COUNTY COMMISSIONERS AND CITY OF WEST PALM BEACH**

**I. CALL TO ORDER:** May 2, 2000, at 3:05 a.m., in the Palm Beach County Governmental Center, West Palm Beach, Florida.

**I.A. ROLL CALL**

MEMBERS AND OFFICERS PRESENT:

Chair Maude Ford Lee  
Vice-Chair Warren H. Newell  
Commissioner Burt Aaronson  
Commissioner Mary McCarty  
Commissioner Karen T. Marcus  
Commissioner Tony Masilotti  
Commissioner Carol A. Roberts  
County Administrator Robert Weisman  
Assistant County Attorney Barbara Alterman  
Deputy Clerk Judith Crosbie

CITY OF WEST PALM BEACH MEMBERS AND OFFICERS PRESENT:

Mayor Joel T. Daves  
Commissioner Mary Brandenburg  
Commissioner James Exline  
Commissioner Bill Moss  
Commissioner Isaac Robinson  
Commissioner Alfred Zucaro, Jr.  
City Administrator Edward Mitchell  
City Attorney Patrick Brown  
City Director of Planning, Zoning and Building  
Dan Cary

**I.B. OPENING COMMENTS**

Mayor Daves and Commissioner Lee agreed that the time was appropriate and due for a meeting with the county and the city.

**II. SELF-INTRODUCTION OF ELECTED OFFICIALS**

**III. CITY HALL RELOCATION PROPOSAL**

Planning, Zoning, and Building Director Cary commented that positive things were happening in the City of West Palm Beach. He said although a lot had been accomplished, the city needed to move forward with Phase II of its plan to accomplish its goal. He commented as follows:

C To get a lot of residential facilities in the downtown was among the city's priorities.

C The city was concerned about strengthening and stabilizing the business district, including CityPlace.

C Although CityPlace proposed the risk of creating competition for the historic downtown, it had helped to obtain residential interest in the downtown area. The city was interested in developing and implementing strategies that would help to stabilize and keep CityPlace functioning strongly as well.

C Some neighborhoods need to be revitalized. Programs presently were being utilized to help accomplish the task. Monies were being spent on street and sidewalk improvements.

### **III. CITY HALL RELOCATION -CONTINUED**

C The city was proposing and fast-tracking a shuttle service, fashioned like an open type of trolley system, that would link CityPlace to Clematis Street.

C City Staff was working on obtaining a grant to facilitate a transit system.

C The city was working with the school board to develop plans for an urban-style elementary school.

C The city was prepared to invest in a new library and a new city hall.

C Focus needed to be on the city hall because the county's help was required.

C The city was focusing on ways to get the tasks done economically.

C The city was aiming at having the city hall and the library be attractive civic buildings that would become "centerpieces" to neighborhoods and would encourage redevelopment and expenditure of private sector money on adjacent properties.

C The first plan, drawn by architect Dan Nolan, envisioned the library at its present location on Clematis Street by the water, with city hall on the hill at the other end. The city hall site was no longer available on Clematis Street; therefore, Banyan Boulevard was being considered.

C Proposed plans for city hall located the building in the middle of Banyan Boulevard on the hill near the county's parking garage. The plan would mesh with the proposed Banyan Project, and both projects would trigger the beginning of redevelopment investment in the northwest neighborhood.

C Rosemary Avenue was being redesigned, reconstructed, and rezoned to provide housing incentives. It would be

linked to the downtown and anchored by the library, with city hall and CityPlace as pivot points.

- C To accomplish these goals, the city needed to acquire the county's surface parking lot. However, the city would have to replace the parking spaces and also convince the county transportation planners that the traffic flow in and out of the city, via Banyan Boulevard, would not be disrupted.
  
- C Subject to the city's compliance with county standards, the city requested the county consider working on a contract that would allow for the library. The money was available and the city was ready to make the investment as quickly as possible.

**III. - CONTINUED**

County Administrator Weisman stated the county's position as follows:

- C At the request of the city, the county omitted the two top floors on the design of the garage, reducing 1,600 parking spaces to 1,200 in an attempt to lower the impact on the neighborhood and to make the garage a more attractive facility.
- C The appearance of the garage was attractive mostly because of the open space provided in front of it.
- C About 200 spaces would have to be furnished if the county agreed to the proposal.
- C The garage presently was being used at its maximum at least one day a week, depending on the call for jurors. It had been sized according to the court's projection and had been reaching those limits periodically.
- C Staff was concerned about other city decisions regarding the Olive Avenue and Dixie Highway approaches to the downtown. City proposals would steer traffic closer to Quadrille Boulevard and Banyan Boulevard and would impact the county complex.
- C Staff did not embrace the idea of residential properties adjacent to the garage.
- C The concerns were issues of refurbishing parking spaces and access.

Commissioner Marcus pointed out that the county's earlier position was for the convention center to be in place first but that she supports the idea of both staffs working together in an attempt to replace the library.

Commissioner Masilotti commented that the city would decide the financial feasibility of the project, but that he supported the staffs working together to improve the western borders of West Palm Beach. He inquired of Mr. Weisman if time would allow staff to work with the City since the convention center project was completed.

Mr. Weisman agreed staff could make time to go along with negotiations. Commissioner Masilotti also commented that he was concerned about the city's position on school concurrency and the effect on more residential development.

Commissioner Lee said she had been working with a community group that was planning Banyan Place. She commented that the city's plan would complement her community project and, if the traffic constraints could be met, she would like the

city to be given the opportunity to participate.

Commissioner McCarty commented that the garage was not only convenient for employees of the judicial complex but also for the Board's constituents. She asked to be made aware of the exact proposed location before any contract was signed.

### III. - CONTINUED

Commissioner McCarty said she was supportive of the redevelopment of the downtown but was curious about what would happen to the old city hall. In response, Mr. Cary explained that proposals were being made for offices and some residential units with parking incorporated within the 5-story limit of the building.

Commissioner McCarty also expressed concern about the traffic issue and suggested the one-way in and one-way out scenario. She said the issues of redevelopment and school overcrowding should also be balanced. City staff stated that school concurrency would be approved by its board, however.

Commissioner Newell commended the city and said he hoped the city would continue its theme of grouping buildings instead of constructing larger facilities. He pointed out an option to construct the omitted floors of the parking garage after staff assured him those floors could still be added. He said residents would be unsupportive of having a parking garage next to their community, but Commissioner Lee pointed out that residential units were proposed to be tied in to the community with the parking garage. Commissioner Newell cautioned the city to choose locations and types of structures carefully to avoid future conflicts. He said he was supportive of the idea but asked Mr. Cary to explain how the city's structure would complement the courthouse.

Commissioner Roberts inquired about the available money to build the new city hall. She also asked if money was available to redo the 70 year-old sewer system in the northern end of the city. In response, Mayor Daves explained how estimates for a new city hall rose from \$1 million to \$15 million. He said \$10 million were in the bank and the remainder would be obtained from selling the existing building.

Commissioner Aaronson said the impact of traffic from CityPlace was undetermined. He said although the city plans may be good, to go forward without knowing the traffic impact of CityPlace was unwise. He said he was supportive of staff working with the city after the city compiled a master plan. Mr. Cary stated that the intent of his request was to get the county's consensus to work with staff before really beginning any study or design process.

Commissioner Marcus said city staff had always contended that it would address the traffic issue. She said she was under the impression that a traffic master plan had already been approved. Because the proposal was an existing use, the dialog needed to continue, she contended. In response, Mr. Cary said that the city needed to do a master plan to appease the state.

Commissioner Newell said although both entities wanted the system to work, an acceptable level of traffic flow had to be reached. He pointed out that whenever traffic flow was interrupted for an hour because of a delivery truck, the standard was unacceptable. He suggested that the city work at finding the level and continue forward.

### III. - CONTINUED

Commissioner McCarty said a lot could be solved if an alternate route was determined to direct traffic in and out of the city. She said the strategy was used in the City of Delray Beach to slow traffic in city areas and attract passersby to the shops and businesses.

Mr. Cary shared his views on a front door/back door scenario, which he thought was a way to solve the flow of traffic within the city for both commuters and residents. He cited Okeechobee Boulevard as the front door, which would be heavily visited because of the convention center, while Rosemary Avenue would be the back door to CityPlace to accommodate the residential population.

Commissioner Exline said the city was experiencing a transportation issue involving non-residents. He said the city could not afford to continue to supply a parking slot for each person or build roads large enough to support traffic in and out of the city. The city was attempting to build internal circulation for residents like the proposed Banyan Project, he stated. He explained that residents would live and walk to work within the city as had been done in the 1920s. He said the real objective was to rebuild the internal city. He also stated that external trips would continue to be a factor but the system would become more comprehensive and would work better within itself. In response, Commissioner Aaronson pointed out that cars were not as prevalent in 1920.

Commissioner Zucaro commented that discussions were more in depth than anticipated. He asked if the county commission would agree to a proposal for the city hall to be built at the location suggested by city staff and endorsed by Mayor Daves. He said the questions relating to traffic flow and concurrency needed to be addressed but were not ready to be tackled. It was useless for city staff to spend time in acquiring data if the county commission disagreed and objected to the proposal, he said. He requested his staff be given the opportunity to work with county staff at a plan that is acceptable. He further suggested that both staffs report whether the concept would work at a future meeting.

Commissioner Aaronson contended that it was the city commission's prerogative to build city hall where it deemed appropriate. He said he was concerned about other issues including traffic caused by the World Trade Center.

Commissioner Lee said the board's ideas should give the city insight as to what was needed. She inquired of Mr. Cary about the time it would take to do a composite plan. Mr. Cary promised to have his traffic consultant work on the figures for the strategy on traffic flow in and out of the city. County staff would also be consulted about the parking issue, he concluded.



Commissioner Newell suggested that a commissioner from each entity be included in ongoing meetings. Commissioner Lee and Commissioner Brandenburg agreed to become the liaison.

**IV. DOWNTOWN TRANSPORTATION ISSUES**

**IV.A. MULTI-MODAL CENTRE**

County Administrator Weisman said that:

- C The multi-modal centre had been under discussion ever since high-speed rail was being considered for downtown, but it had been a low priority for county staff over the years.
- C The proposal was for a facility to handle Greyhound buses, provide parking for Tri-Rail patrons, and be a major exchange point for Palm Tran buses.
- C The Quadrille Boulevard site was being used for the Palm Tran exchange and was suitable because of its downtown location.
- C The Greyhound traffic was being handled at the train station.
- C The Tri-Rail activities were stable.
- C The multi-modal centre was not a priority because operating costs were associated with the facility.
- C There also had been periodic talks about other uses at the facility in addition to the multi-modal designation but commitment to a design may hamper other projects.
- C Consultants were working on the project but would not give it a high priority.

Commissioner McCarty asked if the project was funded.

- C About \$5 million of federal funds was available but a county contribution had not been made.

(CLERK'S NOTE: Commissioner Zucaro cited conflict of interest and excused himself from the discussions regarding this item.)

City Planning, Zoning and Building Director Cary said that:

- C The city of West Palm Beach was interested in conducting a Request for Proposal (RFP) in an attempt to attract development interest to the site.
- C After reviewing the current version of the plan by the Metropolitan Planning Organization (MPO) in conjunction with the county and the city, it appeared that a lot of real estate that needed to be acquired was surrounding the site.

**IV.A. MULTI-MODAL CENTRE - CONTINUED**

- C The county could release an RFP with the city's support and include its property also.
- C The tremendous development potential could add a kind of pizzaz which would be interesting to the county from an economic perspective like the convention center.
- C The development potential could help both entities' tax bases.
- C The city was pro development, and if done right, it would have minimal traffic impact.

In response to Commissioner McCarty, Mr. Cary said that west of the railroad tracks was county-owned property that would be sold for the best price if an RFP was posted. He envisioned some portion of the facility being built with proceeds from the sale rather than county money.

Commissioner McCarty said if the property would not be used directly for a public purpose, she would like the county to recoup its investment. She said she was unopposed to the county selling the property to get it on the tax roll. Mr. Weisman agreed with Commissioner McCarty that justification could be made for the expenditure of federal funds, a portion of which, according to Commissioner Roberts, was already being used on MPO plans.

Commissioner Newell pointed out that the site would be ideal for the city hall if the Banyan Boulevard plan fell through. Ian Lockwood, the City of West Palm Beach transportation planner, stated that:

- C The original multi-modal plan used up most of the land on the east and west ends of the track.
- C City staff realized that the scope of the project was greater than needed.
- C County and city staffs worked on a more efficient design on the downtown side of the track.
- C The design became more understandable, reduced costs, and made available a huge redevelopment opportunity.
- C The multi-modal centre was the key to any future transportation demand management program the county and city might undertake.
- C Because it would be located at the west end of the downtown, the multi-modal centre would serve as a west-end anchor to the city, providing a 10-minute walk to the proposed city hall and to county buildings.

C In the long run, the shuttle service scheduled to begin in about eight months could be expanded to the multi-modal centre.

**IV.A. MULTI-MODAL CENTRE - CONTINUED**

C The center would bring together Palm Tran, Greyhound, Amtrack, Tri-Rail, cars, bicycles and pedestrians and would become an valuable site in the downtown area.

Commissioner McCarty said she did not see the center as a county priority but it would make selling some of the land for a profit to the county more feasible.

Mr. Cary said the city had an interest in seeing a lot of development happen. He suggested a corporate partnership agreement with the county since they owned portions of the property.

John (Jeff) Koons, an MPO member and former city commissioner, stated that \$5 million was already in place for the site. He said the MPO was moving forward and the federal government would like a public/private partnership on the project. He located the site as in the west end of the City, adjacent to the County surplus property. He stated that the western end of downtown needed to be developed and county surplus land needed to get back on the tax roll.

Commissioner McCarty inquired if monies were available to operate the center and Mr. Koons answered that the private sector would provide funds if an RFP was obtained. He stated that the county would have to give federal money back if the property was sold. He explained that if the county entered a land lease with the private sector, it would not be found to deal with the Community Redevelopment Agency (CRA). The city would be partner with the county and provide five percent of the operating cost, he suggested. If the private sector was involved, he continued, it would contribute to all the costs, including operating costs, and would provide development opportunity for the county's surplus property. He encouraged the commissioners to focus on developing the west end of West Palm Beach.

Commissioner Moss suggested the city assume a lead role in this endeavor and pursue the RFP for a public/private partnership. He said the federal money would be invested, a private company would pay the operational costs, and both entities would get an inter-modal site with all the benefits and linkages to other transportation areas. He concluded that the city would take the lead role if the county would allow the opportunity.

Mr. Weisman said county staffing was inadequate to address the convention center, city hall, and this project at the same time. He said he was unopposed to the city exercising the lead role.

Commissioner McCarty cautioned that the project was less important to the county than to the city. She said if the

project would impact the budget, it would have to get in line with other projects, countywide.

**IV.A. MULTI-MODAL CENTRE - CONTINUED**

Mr. Koons explained that the project was fully funded and that the county's 20 percent match to the federal dollars was in place. He urged the commissioners to look at what a private/public development would accomplish.

The consensus was for the issue to be reviewed further and brought back.

Mr. Koons also asked the county to have its staff research how people would be transported to and from cruise terminals, the airport, the convention center and, the multi-modal centre, which will all be under construction.

Commissioner McCarty responded that although county staff was extremely busy, the commission would welcome documentation of the findings.

**IV.B. CITY SHUTTLE**

City Transportation Planner Lockwood said that:

- C The city was attempting to discourage car use by people who visit the downtown. If public transportation was used, people would be able to get around easily from the point of leaving their cars, he stated.
- C The initial cost for the shuttle was funded mostly by local businesses associated with CityPlace and the Downtown Development Authority.
- C The route will be concentrated on the Rosemary Avenue and Clematis Street corridors.
- C The project was in the study phase and Requests for Proposal were currently being accepted.
- C A five to seven minute response time was being envisioned to allow riders to walk to the route and be able to get immediate service.

Commissioner Marcus commented that employees would adapt to the shuttle service if they could ride and accomplish several activities during the lunch period.

Commissioner Newell said that the objective was to reduce county routes westward and those in the U.S. 1 corridor. He asked the status on the U.S. 1 corridor.

Perry Maull, Palm Tran executive director, reported that:

- C The U.S. 1 Route was the best route on the system, servicing 20 percent of ridership with 20 buses.

- C The frequency was reduced from 30 to 20 minutes.
- C Today the county commission approved the application for extending late night hours to 10 p.m., including Congress Avenue and Military Trail routes.
- C No funding sources were available for expansion of service.

#### **IV.B. CITY SHUTTLE - CONTINUED**

Commissioner Newell inquired about the city's cooperation with the county and Municipal Planning Organization to build shelters along the routes.

Mr. Maull stated that:

- C The MPO had funded a \$250,000 program for passenger shelters with a matching grant program from the city.

Commissioner Zucaro said the city's position is to find possible ways to build bus shelters within the city.

Commissioner Newell contended that the program would help the shuttle service if city staff began the process and gave locations of where these shelters would be placed.

Mr. Lockwood said six shelters were planned as part of the Rosemary Avenue project and matching funds would be pursued.

Since U.S. 1, Dixie Highway, Broadway, and Olive Avenue had construction scheduled to begin, bus shelters should be part of the plans, Commissioner Newell said.

Commissioner Roberts suggested mushroom or umbrella-type shelters which required the least amount of space and would address some right-of-way problems.

#### **IV.C. TRANSPORTATION DEMAND MANAGEMENT (TDM)**

City Transportation Planner Lockwood said that:

- C The fully funded multi-modal centre was an exciting venture from the Transportation Demand Management(TDM) perspective.
- C The proposed land use changes likewise were important to reduce prior dependency.
- C Housing initiatives are being reviewed to enable employees to have viable residential choices.



- C Sidewalks along Olive Avenue and Dixie Highway are being widened to promote pedestrian traffic.
- C Public transit services were being promoted by starting shuttle operations on the multi-modal centre. A group was attempting to get light rail down the Florida East Coast corridor in the long run.
- C A parking study on revamping the city's parking strategies was done and was being reviewed.
- C Employee-based TDM programs had not yet been considered but groundwork was being done.

**IV.D. IMPACT OF REDUCING LANES ON OLIVE AVENUE**

City Transportation Planner Lockwood stated that:

- C Olive Avenue, at the south end of the city, had one lane in each direction north of a five-laned section and one lane in each direction, south of a five-laned section.
- C It was reasonable to think that one lane in each direction between the five-laned section would be adequate.
- C The Florida Department of Transportation (DOT), city consultants and staff were comfortable with the two lane configuration because it matched on either end.
- C Olive Avenue ran through a neighborhood that has two elementary schools and a city park.
- C Crossing the street to get to the waterfront was sometimes dangerous for pedestrians.
- C The street was aesthetically unpleasant and the proposal approved by the DOT would reduce the impervious space and would reduce run-off into the lagoon.
- C The result would increase the quality of life and property value in the south end of the city.

Commissioner Newell praised the city for adding a left-turn lane to St. Juliana's School. He said he accepted Olive Avenue being two lanes but that he had noticed the radii to individual streets were reduced drastically. He expressed concern about the 24-foot wide roads being reduced to eighteen feet at the intersections at Olive Avenue. He said the decrease and configuration would cause rear-end accidents.

Mr. Lockwood responded that:

- C There would be landscaping between the sidewalks and the street. Some streets were very wide and the intent was to narrow the streets from 35 to 40 feet to comparable sizes found elsewhere in the neighborhood.
- C The intent is to shorten the crossing distance on school routes for pedestrians so the exposure to automobile traffic would be reduced.
- C City staff was operating at a comfortable level acceptable to DOT and the radii were increasing on most of the side streets.

Commissioner Newell cautioned that all the proposals had been tried in The City of Lake Worth and problems had been developed because people were unable to park, enter, and exit the streets. He said although the paper draft might be appealing, the routes which were made wide because bus routes were proposed, would become problematic.

**IV.D. IMPACT OF REDUCING LANES ON OLIVE AVENUE - CONTINUED**

Mr. Lockwood responded that:

- C Once the opportunity for overtaking was removed, the overall speeding would be reduced.
- C Parking on the streets would continue to be denied.
- C The cross sections were wide enough to add bike lanes in the future.

Commissioner Brandenburg acknowledged District Secretary for the Florida Department of Transportation Rick Chesser. She commented that a park was located across the street from the St. Juliana's School. She asked Mr. Chesser to consider installing a push button traffic signal to allow children access to cross the street to the park.

Commissioner Marcus also requested the lights be made functional to accommodate pedestrians in the downtown streets as well. She said she experienced difficulty crossing the street from city hall to the governmental center because the lights were not synchronized.

Mr. Lockwood responded that:

- C During the Transportation Concurrency Exemption Area (TCEA) negotiations with the county, transportation issues were modeled to build CityPlace and various offices gearing toward the future.
- C More modeling was needed around city hall to assure the plan would work with the county.
- C Originally Dixie Highway and Olive Avenue were proposed to be two-way roads in the downtown area, but according to the TCEA negotiations, it was agreed to leave Dixie Highway between Lakeview Avenue and Banyan Boulevard and Olive Avenue between Lakeview Avenue and Quadrille Boulevard, one way each.
- C The streets were envisioned to be more business oriented with pedestrian traffic because of the wider sidewalks.
- C Other features introduced in the streets should slow traffic somewhat.
- C A special feature was installed signalization at most of the intersections. Drivers tend to focus on the signals and were surprised when synchronization did not occur.

- C During the city's modeling process, it was discovered that some of those signals were unwarranted and, as a part of the project, they would be removed.
  
- C People would be allowed to go at their own pace and not at a designed speed. The practice would be good for businesses and pedestrians.

**IV.D. IMPACT OF REDUCING LANES ON OLIVE AVENUE - CONTINUED**

Commissioner Marcus contended that if some signals were removed, pedestrians would have to walk farther to a traffic light to get across the street instead of crossing at the designated pedestrian crossing.

Mr. Lockwood said that:

C The pedestrian crossing would be raised to sidewalk level, crossing distance would be shorter, and traffic would be traveling at a slower pace as well.

**V. LANDSCAPING PARTNERSHIP - OKEECHOBEE BOULEVARD (WEST OF FLORIDA TURNPIKE)**

County Administrator Weisman said the County was seeking the cooperation of the City of West Palm Beach to get landscaping done on Okeechobee Boulevard, west of the Florida Turnpike.

Commissioner Marcus suggested that bougainvillea not be used for street landscaping in the downtown area because not only did that type of plant attract weeds, but it did not flower beautifully.

County Engineer George T. Webb stated that:

C The county was in the process of awarding a contract to design eight lanes on Okeechobee Boulevard west of the Turnpike, including expanding the bridge over the Turnpike.

C As part of the expansion, gutters would be curbed, enabling the county to landscape heavily.

C Commissioner Lee sent a letter to Mayor Daves requesting joint participation to landscape and maintain the roadway. Some of the existing developments in the area would also participate.

C The city had jurisdiction on the northern side from the Turnpike to State Road 7.

C There were some state funds available for trees only, but the County would like to add adequate landscaping in that corridor.

Commissioner Roberts inquired about agreements with other entities, and Commissioner McCarty recommended copying the Boca Raton model. Mr. Webb suggested that the county pay capital costs and cities assume maintenance responsibilities.

City Administrator Mitchell said the city had about three

miles on the northern side in the section to maintain. He said he would be interested in a partnership that allowed the city to pay a per-mile amount on the capital costs for landscaping improvements. He said he did not want to use city workers to maintain both sides of the road.

Commissioner Roberts pointed out that discussions were addressing construction of a median and holding that the southern side of the boulevard belonged to the county. She offered to send Mr. Mitchell letters from residents who had requested beautification in the area, but he said he was in receipt of the same letters.

**V. LANDSCAPING PARTNERSHIP - CONTINUED**

Mr. Webb resumed by saying that:

C The county's Conditions of Approval on a development require the developer to be responsible for maintenance. Those conditions exist with AutoNation of Palm Beach and with the self storage site.

C The city could negotiate with developers on the northern side of the road to get their participation.

Commissioner Roberts thought it would be unfair to fund the entire project without an agreement with the city. She said the county had been successful in working with other cities. She pointed out that the stretch of roadway was the entrance to West Palm Beach. She asked the city to consider becoming a good neighbor and consider maintaining the median.

Commissioner Lee suggested Palm Beach Lakes Boulevard be added to the list. Other commissioners suggested Northlake Boulevard as well. Commissioner McCarty contended that each district had a separate budget under the Beautiful Palm Beaches Grant, so there were avenues to take but a commitment was needed from the City of West Palm Beach in order for the project to go forward.

Commissioner Zucaro said the city was considering the possibility of a legislatively created district to enhance Palm Beach Lakes Boulevard from Okeechobee Boulevard to Federal Highway.

Commissioner Zucaro stated that he had experienced discontent from constituents within the private community over the issue of double taxation. He said the private community contended that because they chose to live behind a gated fence, they were being charged fees city residents paid. He said they were also resentful over paying an additional amount for landscaping and maintenance for the swales of their development.

Commissioner McCarty said in order to prioritize who would be served with the limited funds, those who agree to

participate in the beautification program, would be added to the top of the list.

Commissioner Zucaro commented that some developers were making inadequate disclosures to buyers at the time of sale. He said he would have the city legal staff review the county's disclosure ordinance in an attempt to adopt a similar document.

**VI. COUNTY-OWNED PROPERTY IN DOWNTOWN AREA**

Director of Planning, Zoning, and Building Cary offered to assume the task of locating and classifying county surplus property in the downtown area. The County Commissioners agreed to allow Audrey Wolf, director of Facilities Development and Operation, to brief city staff as to the needs that must be met and the facilities that must be created, in an attempt to support the city's effort to compile the report.



**VII. OTHER ISSUES/COMMENTS**

**VII.A.**

HILLCREST GOLF COURSE. DISCUSSED 5-2-2000

Commissioner McCarty inquired about the status of the Hillcrest Golf Course.

City Planning, Zoning, and Building Director Cary informed the boards that the city would like to enter into a long term lease of the Hillcrest property from the county. He said the city would like to make a competitive bid. City Administrator Mitchell advised that the topic should not be discussed, however, because the city commission had not been updated on the issue. He said it would be discussed at the May 30, city commission meeting.

Commissioner Roberts noted that the deadline for completion of the course did not allow for a long process. She suggested 90 days for an agreement to be signed.

**VII.B.**

CITY OF WEST PALM BEACH TRUCK ROUTE MAP TO BE REVIEWED.  
DISCUSSED 5-2-2000

Commissioner Robinson said a review of the truck-route map revealed that a route on Australian Avenue, beginning at Palm Beach Lakes Boulevard to 45th Street, passed three schools and a major residential area. He said City Transportation Planner Lockwood wrote to the the county's senior transportation planner requesting alternatives.

Most Commissioners suggested trucks be directed onto Congress Avenue but, County Engineer Webb advised the board that county policy stated that anything on the thoroughfare plan was open to any vehicle except for very selected areas. Commissioner Marcus suggested the discussion be added to a regular agenda.

Commissioner Lee recalled earlier discussion where routing trucks to 25th Street and over to U.S. 1 was suggested.

Commissioner McCarty asked Mr. Webb to bring alternative routes back to the board.

County Administrator Weisman asked the City of West Palm Beach staff for a specific request outlining how the city proposed to serve the mid-industrial area or 25th Street if access by Australian Avenue was denied as a truck route. He commented that it probably would be the city's constituents who would be affected and not necessarily others.

(CLERK'S NOTE: County Administrator Weisman's comments were added during the Howard Park Redesign discussions. See Page

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**VII.C.**

COUNTY TO ASSIST WITH HOWARD PARK REDESIGN. DISCUSSED  
5-2-2000

Commissioner Newell asked for the county to participate in the Howard Park redesign. He said the street scene on Okeechobee Boulevard, approaching the convention center, would be dictated by how the park was redesigned, especially with landscaping and trees. He said he was interested in a theme that would entice people to want to move from the convention center over to the park. He also suggested easy access.

County staff was directed to work with city staff on the park redesign issues.

(CLERK'S NOTE: At this time County Administrator Weisman added comments regarding the Truck Route Map discussion. See Page 15.)

**VII.D.**

PARKER AVENUE TO BE MOVED. DISCUSSED 5-2-2000

Commissioner Newell said it had been rumored that Parker Avenue would be moved to the east, eliminating the sub canal to allow for double tracking.

City Transportation Planner Lockwood said that:

- C City staff was working on options. He said they were aware that double tracking would occur and more space would be needed.
- C City staff would like to keep the sub canal open and was considering the option of locating it on the western end of the park.
- C Parker Avenue had become an issue when the options of narrowing or relocating were considered. The project was in an exploratory stage.

Commissioner Newell asked that Parker Avenue redesign be included as part of the master plan, and Mr. Lockwood commented that everything was related.

Commissioner Roberts inquired about the city's plans for beautification of a portion of the canal south of the fire station.

Mr. Lockwood said in an attempt to make the canal and adjacent property more valuable, the city was exploring an ordinance to require future bridges to be build with a nine and one-half foot clearance above the water. That would make the canal navigable again in the long run, he added.

After a brief discussion on possibilities, City Planning, Zoning, and Building Director Cary promised to give a briefing on the relocation of Parker Avenue at a future meeting.

**VII.E.**

WEST PALM BEACH CITY MAYOR JOEL DAVES' COMMENTS. DISCUSSED  
5-2-2000

The City of West Palm Beach Mayor Joel Daves commented that the session was helpful and that he and the City commission had benefitted from the discussions. He hoped that the sessions would be done on a more regular basis, he said.

**VIII. ADJOURNMENT**

**The Chair declared the meeting adjourned at 5:20 p.m.**

ATTESTED:

APPROVED:

Clerk

Chair