

PALM BEACH COUNTY  
CITIZENS TASK FORCE

Thursday, June 5, 2003  
2:18 p.m. ? 3:25 p.m.  
100 South Australian Avenue  
West Palm Beach, Florida

Reporting:  
Shirley King  
Notary Public

## ATTENDEES

Wesley Blackman, Chair  
Joanne Davis  
Stephen Dechert  
Bruce Kaleita  
Maury Jacobson  
Rosa Durando  
Carmela Starace  
Frank Palen  
Steven Bruh  
Barbara Noble  
Wayne Larry Fish

Aimee Carlson, Senior Planner, Zoning Division  
Jon MacGillis, Zoning Administrator  
Lenny Berger, Esquire, Assistant County Attorney  
Dan Weisberg, Assistant Traffic Director  
Barbara Alterman, Executive Director PZ&B  
Isaac Hoyos, Senior Planner  
Allen Trefry, Environmental Resource Management  
Peggy Smith, Secretary

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## PROCEEDINGS

CHAIRMAN BLACKMAN: We are now approximately at 10 people so we will get started.

This is the Citizens Task Force. This is June 5th, 2003, and the secretary will call the roll.

MS. SMITH: Joanne Davis.

MS. DAVIS: Here.

MS. SMITH: David Carpenter.

(No response.)

MS. SMITH: Rick Burns.

(No response.)

MS. SMITH: Karl Kahlert.

(No response.)

MS. SMITH: Barbara Noble.

MS. NOBLE: Here.

MS. SMITH: Isabella Fink.

(No response.)

MS. SMITH: Kevin Rader.

(No response.)

MS. SMITH: Stephen Dechert.

MR. DECHERT: Here.

MS. SMITH: Dee Primm.

(No response.)

MS. SMITH: David Self.

(No response.)

MS. SMITH: Bruce Kaleita.

(No response.)

MS. SMITH: Robert Bentz.

(No response.)

MS. SMITH: Ron Last.

(No response.)

MS. SMITH: Mark Williams.

(No response.)

MS. SMITH: D.J. Snapp.

(No response.)

MS. SMITH: David Horine.

(No response.)

MS. SMITH: Wesley Blackman.

CHAIRMAN BLACKMAN: Here.

MS. SMITH: Rosa Durando.

MS. DURANDO: Here.

MS. SMITH: Carmela Starace.

MS. STARACE: Here.

MS. SMITH: Maury Jacobson.

MR. JACOBSON: Here.

MS. SMITH: Wayne Larry Fish.

MR. FISH: Here.

MS. SMITH: Steve Bruh.

MR. BRUH: Here.

MS. SMITH: Frank Palen.

MR. PALEN: Here.

CHAIRMAN BLACKMAN: Okay, we do have a quorum. And we expect Bruce Kaleita around two-thirty, I guess.

(Additions, Substitutions and deletions.)

CHAIRMAN BLACKMAN: Any additions, substitutions and/or deletions?

MS. CARLSON: Yes, there is one. Item B.1, Article 1, we are pulling that item. That article will come back as part of when you look at the entire Code in a couple of weeks to do the consistency, so you don't need to review it at this time.

CHAIRMAN BLACKMAN: So should we hold on to our backup material or is that going to be replaced?

MS. CARLSON: It will be replaced.

(Motion to adopt agenda.)

CHAIRMAN BLACKMAN: Is there a motion to accept the agenda --

MR. JACOBSON: So moved, Mr. Chairman.

CHAIRMAN BLACKMAN: Motion.

MR. BRUH: Second.

CHAIRMAN BLACKMAN: Second by Steve.

Discussion?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, those in favor, aye.

BOARD MEMBERS: Aye.

CHAIRMAN BLACKMAN: Those against, same sign.

(No response.)

CHAIRMAN BLACKMAN: Motion passes.

(Excused absences.)

CHAIRMAN BLACKMAN: Excused absences. Do we have a motion to accept those people who have indicated that they were not going to be here and are not here as excused absences?

MR. JACOBSON: So moved.

MR. BRUH: Second.

CHAIRMAN BLACKMAN: Discussion?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, those in favor, aye.

BOARD MEMBERS: Aye.

CHAIRMAN BLACKMAN: Those against, same sign.

(No response.)

CHAIRMAN BLACKMAN: Motion passes.

(ULDC Amendments - Article 6 (Parking))

CHAIRMAN BLACKMAN: Under ULDC Amendments, Article 6, Parking.

MS. CARLSON: This will be presented by Jon MacGillis.

MR. MACGILLIS: Minor changes made to the parking. It'll be the new Article 6 in the Code.

The green sheet shows you a summary of actual changes that were done other than reformatting consistent with the rest of the Code.

One of the things that Staff checked, in looking at the use chart, was in the current Article 6 the use chart -- to make sure all the uses were actually identified in our -- the matrix we have in parking. So all uses are actually identified in there, so that was taken care of.

We also added clarification on camping cabins. That's on Chapter A, Section 1.B.3. There was no reference to camping cabins. We added that.

Chapter A, Section 1.B.3, off-street loading, we amended that to add Dog Day Care. That's one of the uses that was added to current 6.5. It was not in the parking matrix.

And Chapter A, Section 1.C.7, we added provisions for golf cart parking, especially for the planned developments, which seems to be a big issue.

CHAIRMAN BLACKMAN: Okay. Any questions of Staff regarding the Parking Article?

MR. MACGILLIS: One last thing. As you see, here is the errata sheet. When the parking code was sent to you, there was some minor changes Staff requested to be added. If you want me to read those in or go over them. . .

CHAIRMAN BLACKMAN: We have them in front of us.

Are there any questions of Staff?

Steve.

MR. BRUH: We've got this, which says you're changing this thing, but we don't have what you changed, we don't have the language.

MR. MACGILLIS: This will be -- what's on the green sheet? Yes, that's the summary. That would be in your documents you were presented.

The only thing that wouldn't be in your documents you got is what's on the gold sheet.

MR. BRUH: Dog Day Care is in this package we got?

MR. MACGILLIS: In the matrix. When you look at the matrix, it should be in there.

CHAIRMAN BLACKMAN: These are the burning issues of our time.

Any other questions of Staff?

Frank.

MR. PALEN: Jon, how do you handle compact car spaces?

CHAIRMAN BLACKMAN: Compact car spaces.

MR. PALEN: Is it gone, I hope?

MR. MACGILLIS: On page 26 is the thing, only if you're going with different-angled parking, because the size of your parking space change. It's not like the City of West Palm Beach. Some of the cities actually have smaller spaces. Ours is standard for residential --

MS. STARACE: I just have a question. It's not even a concern. You have the walls for the screening purpose of vehicles. It says, the wall shall be of a height necessary to screen vehicles from view. Let's see -- I'll get sarcastic -- if I have a Volkswagen, I only need a certain amount of feet. If I have a big truck or a van, it's going to be higher.

You don't want to stipulate anything; you just want to leave it like that?

MR. MACGILLIS: Which provision are you referring to?

MS. STARACE: Off-street parking, location of spaces, loading areas, loading docks and similar areas shall be screened by an opaque wall architecturally compatible with the adjacent structure -- which is scary. God knows what the adjacent structure looks like -- but the walls shall be a height necessary to screen vehicles from view.

MR. MACGILLIS: Right. That's in the Code now. It's depending on what you do have. If it's a docking area or a large dumpsters and stuff, it either has to be adequate to screen that use from the parking lot, so it could vary, the wall. It could go up to eight feet, it could be totally enclosed, depending on the nature of what their --

MS. STARACE: So it's treated individually.

MR. MACGILLIS: Yes.

MS. STARACE: That's what I was wondering, why there was no numbering.

CHAIRMAN BLACKMAN: Any other questions of Staff regarding parking, this article?

Steve.

MR. BRUH: On Sheet 5 -- on page 5, congregate living, you talk about loading and you call it a "C" use. And I say, shouldn't it be a "D"? We have these letters, right, somewhere? The first thing might be just placement of that little table about what A, B, C, D are. Somehow I kept looking for it in the front, but it's all the way in the back.

MS. NOBLE: Page 37.

MR. BRUH: So these got to do with a space for each 50 beds for all facilities containing 20 or more beds.

You know, I mean, it just seems like a congregate living facilities is one of those things you talk about beds. I'm surprised that it doesn't have a loading based on "D" rather than the "C".

MR. MACGILLIS: Okay. We can look into that.

CHAIRMAN BLACKMAN: Any other questions of Staff?

MR. BRUH: I'm not finished.

CHAIRMAN BLACKMAN: Go ahead. All right.

MR. BRUH: I guess one of the things would be fundamentally. When they set up these ratios, I kept saying to myself, what were they thinking? And I couldn't come up with any kind of consistency as to what I thought you guys were thinking.

For instance, you know you got a C-type loading on day labor employment service. That's a day labor employment. Do I think they have trucks delivering stuff? Not really. You know, I mean, guys obviously come and go in vehicles, but that would be considered just regular parking. So why would there even be a loading requirement for day labor employment services?

On the other hand, you've got a flea market enclosed and you've got the same thing, "C". Now to me the flea market has got a lot of loading and unloading. Why does it have so few?

So there's a lot of like -- a lot of this stuff seems like very inconsistent in that way; that the business really didn't seem to necessarily match what you had as a loading condition.

Restaurants, "C" loading. Now restaurants get a lot of loading; every day they have stuff come and go. For instance, if you're in a shopping center with a lot of restaurants, we're talking about for one space for the first ten thousand and then for every hundred thousand, if I have three restaurants, I'm in trouble; I got one loading space. So, you know, I got troubles with that.

Office business or professional. Well, they all get supplies. I work in an office building; the fax guy comes, the guy comes to deliver office products. There's always some delivery truck in that parking lot and yet there's no requirement that there's a loading spot.

Retail sales general; I had a little trouble with that, trying to figure out how that relates to a shopping center, which you have that shopping center is a separate entity.

So, again, just things worth re-looking at to see what you really had in mind then.

CHAIRMAN BLACKMAN: Is that taken care of in the definition section, what is general retail versus what is shopping?

MR. MACGILLIS: Yes.

MR. BRUH: They are, but I'm not sure they're not necessarily have one without the other or you can't have both together, I don't know.

MR. MACGILLIS: We can re-look at the one Steve's bringing up.

Once again, the parking code we were just reformatting. A lot of this hadn't been comprehensively updated back in the late '90s, so it's more of a reformatting.

CHAIRMAN BLACKMAN: So none of the standards have changed then --

MR. MACGILLIS: No.

CHAIRMAN BLACKMAN: -- per se, just a new formatting.

MR. MACGILLIS: Just reformatting.

Again, we find the concerns with the parking or loading through the public hearing process or through DRC, where agents -- I know for a while they were coming in with a stand-alone movie theater and stuff. They were trying that concept and we didn't have provisions. So it usually was a function of our variances or through our process we realized where we would have to amend our parking code. But we can look at some of those loading areas.

MR. BRUH: Then we have, on swimming pools and tennis courts, one bicycle parking rack.

Is there a definition of how many spaces are in the rack?

MR. MACGILLIS: Yes, that is clarified.

MR. BRUH: On Sheet 816 on 2 you call for Section 6.B, 1.D.2, but there is no D.2,

right?

MR. MACGILLIS: Right. Some of these references we got to go back through these once the whole Code is finalized and we bring back the final edition to you. A lot of these references are all going to be cleaned up.

MR. BRUH: I know you only expect us to read these things necessarily.

CHAIRMAN BLACKMAN: You're serving to inspire us all.

MR. BRUH: On the errata sheet stuff you gave us, 36 errata, subsequent to that one, what is the definition of a sports vehicle?

CHAIRMAN BLACKMAN: Where is this?

MR. BRUH: On page -- on the errata sheet -- you have these four sheets of errata.

CHAIRMAN BLACKMAN: I'm looking at it, but what number?

MR. BRUH: Thirty-six, five -- under five, outdoor storage. Plus sports vehicles.

What are sports vehicles?

MR. MACGILLIS: Usually don't refer to it as a sports vehicle. It should be recreational vehicle. But that's just a definition for a recreational vehicle.

CHAIRMAN BLACKMAN: But not for a sports vehicle.

MR. MACGILLIS: No.

CHAIRMAN BLACKMAN: Rosa, did you have a --

MS. DURANDO: No.

MS. STARACE: You have one Rosa?

MS. DURANDO: No.

MR. BRUH: Then I got, let's see, 5.A.2, skip that one.

Why is -- Number 6 it says, vehicles on navigable waterways shall be exempt from the outdoor storage standards, which means they can park in their front yard if they happen to be on the waterway? Is that what that means?

MS. DURANDO: That doesn't seem fair, if you can't park your camper.

MR. BRUH: On 36, 5.A.6.

MS. DURANDO: Prejudicial.

MR. MACGILLIS: Once again, we didn't change this language, so it's currently in the Code.

MS. DURANDO: Who read it --

MR. BRUH: I read I can have a RV, plus sports vehicle, plus anything else I want anywhere I want because I'm exempt.

ASSISTANT COUNTY ATTORNEY BERGER: Did you guys mean boats?

MR. MACGILLIS: I'm not sure if this means the vehicle that's actually in the waterway is exempt.

ASSISTANT COUNTY ATTORNEY BERGER: Yes, unless your RV floats. It would be better, instead of using vehicle, you say, boat, because you talk about that in outdoor storage.

MR. FISH: How about a watercraft?

ASSISTANT COUNTY ATTORNEY BERGER: The introductory paragraph says RV, plus sports vehicles or boat. And I guess they were just trying to exempt --

MR. DECHERT: A boat with a company trailer.

ASSISTANT COUNTY ATTORNEY BERGER: But the trailer wouldn't be on the water.

I think this is like along Flagler, where you have -- you've got a little dock right in front of your house and the boat's there on the dock.

MR. DECHERT: On the waterway, correct.

MR. FISH: But it should say what it is, not vehicles, because that could be an RV as

well.

MR. DECHERT: As long as you're within your space.

MS. DURANDO: Are people allowed to spend the night or several nights who live on these boats?

MR. PALEN: That should be a different section.

MS. DURANDO: You're allowed to live on a boat in front of a house?

MR. BRUH: Number 4 says, not used for living, sleeping or housekeeping purposes.

ASSISTANT COUNTY ATTORNEY BERGER: But there are other Codes that talk about --

MS. DURANDO: Does that apply to the boats also?

MR. BRUH: Well, they're saying it's exempt. I guess it doesn't apply to the boat if it's on the waterway.

MR. MACGILLIS: If it's in the waterway, the Zoning doesn't regulate it anyway.

MR. BRUH: So why is this in here?

ASSISTANT COUNTY ATTORNEY BERGER: This is like your dock. If the boat's just anchored out in the middle of the Intercoastal, people are living there --

MR. MACGILLIS: It's like the dock attached to the land, which is what we regulate because it's usually part of the law. But out in the waterways we don't regulate.

(Chairman Blackman leaves room.)

MR. PALEN: Any other comments on this?

MR. BRUH: Let me move on to C.1, one vehicle, which does not meet the requirements of this subsection may be approved by special permit upon demonstration that: The property owner, family member or legal tenant has a physical disability which requires a vehicle which cannot meet these requirements.

What kind of vehicle would that be? Or is it so ordinated-up that it's all defined somehow in all these 16 ordinances?

MR. MACGILLIS: Once again, it's been in the Code since '98 and no one's applied for a special permit for this. I mean, if it's some special vehicle that somebody had sopped-up or something to have on their yard to get a wheelchair in or something that was out of the ordinary, not fitting into our regular definitions, and Code Enforcement went out there, they could cite the person and they would come into the Zoning Division and get approval for that.

MR. PALEN: The charitable exception.

MR. BRUH: Just one of these kind of word things, you know, in a lot of this stuff; like, for instance, 37 uses the words "loading space" and "loading berth", and apparently they're interchangeable. I'm not sure you shouldn't clean up that language and use one or the other, because you switch back and forth. You start thinking they're different animals, but I don't believe you want them to be different animals.

MR. MACGILLIS: Usually the berth would be more general, whereas the space is actually defined as what's within the line, the actual dimensions, whereas berth is a more general term. It could be encompassing more area outside the line, like a parking space, you have outside lines.

MR. PALEN: The joys of zoning interpretation.

MR. BRUH: On Number 3, location spaces, directly adjacent, which means you got to park it right up next to the building. Is that what you're trying to say? You know, you can't always park up against the building. I'm not sure that's a very good idea, to have them directly adjacent to the building.

MR. PALEN: Well, one could argue that adjacent is always directly.

MR. MACGILLIS: On the other hand, you don't want it in the parking lot 25, 30 feet

from the building where it's not conducive to people taking supplies in the building without crossing a stacking lane or something either.

MR. BRUH: Well, I'm not sure if that's true, especially when you have requirements like the space -- to get to the loading space, it's got your same size; now you're talking about 110 feet of run, you've got to have 55 for the space, 55 for the space behind it so you can get into the space. You know, I mean, I certainly had lots of situations where that putting it directly against the building was not the best answer. And frankly, I'm not so sure that that's the -- that the fact that you have to cross a traffic lane is that bad for whatever you're trying to accomplish.

MR. MACGILLIS: I don't think we've ever gotten a situation through the permit process or anything -- usually when the architect, whoever lays it out on the site plan, usually they know the tenant, how it's going to function, how it's going to work. I've never come across where this has been a problem that they couldn't meet this Code requirement. And once again, as I said, none of this language has been changed. This has been in here since '98.

MR. BRUH: Well, you know, we get back to the same thing; it was bad before, it's still bad. Now is a good opportunity to change it.

(Chairman Blackman returns to room.)

MS. STARACE: Sounds like a committee waiting to happen to me. Get it out of here.

CHAIRMAN BLACKMAN: Was this reviewed by subcommittee --

MR. MACGILLIS: No.

CHAIRMAN BLACKMAN -- these changes?

MR. MACGILLIS: No.

CHAIRMAN BLACKMAN: Anything else, Steve?

MR. BRUH: Well, I guess I just -- not really. Just generally I think you're right, it needs another look at. I think there's a lot of things in there that should be massaged, could be massaged, to make it better.

MR. PALEN: A project for 2004.

CHAIRMAN BLACKMAN: Larry.

MR. FISH: Page 19, thank you for adding the golf cart parking. That's a particular issue with country clubs when they go to redo their clubhouses, when they can't meet parking consideration. If they're not concerned about the parking, I'm not sure the County needs to be concerned about the parking. This provides a lot of relief for me and a couple of clubhouses are already able to expand their operations. Thank you for doing that.

CHAIRMAN BLACKMAN: Okay. Any other questions of Staff?

(No response.)

CHAIRMAN BLACKMAN: Any public here to address this item?

(No response.)

CHAIRMAN BLACKMAN: What is our pleasure? Do we still have a quorum with Joanne missing?

MR. JACOBSON: She's here.

CHAIRMAN BLACKMAN: Again, we're going to see these in toto once everything is completed and then we'll get to review everything once more.

MR. BRUH: What does that mean exactly?

CHAIRMAN BLACKMAN: More paper.

MR. MACGILLIS: I think we can -- I mean, I don't see why we can't go in here and address some of the stuff on the loading and some of the other concerns you have. I think Staff can clean it up. When you get the final thing back, every article will have the errata

sheet of the things that were brought up and how Staff addressed them.

MR. FISH: I think Steve is correct, though, we should make changes -- for things that we don't understand, don't make sense, that's what we're doing here, so let's get that cleaned up.

MS. DAVIS: It needs to be in plain language that anybody can read. I've been saying this for years. It needs to be in plain language that anybody can read.

MS. DURANDO: The dumbing-down of the CTF.

MS. DAVIS: It has nothing to do with dumbing-down. It can be as complicated as you want to make it, but somebody needs to be able to pick it up and read it and say, oh, I understand. That has nothing to do with dumbing-down.

MS. STARACE: Other than a lawyer.

MR. JACOBSON: I agree completely with that statement. I think you're absolutely right.

CHAIRMAN BLACKMAN: What is the pleasure of the Task Force?

MS. DURANDO: If we're going to get it back, there's nothing left to vote on.

MR. PALEN: I'll make a motion that we give preliminary approval to this draft subject to the discussions we've had.

MR. JACOBSON: I'll second that.

CHAIRMAN BLACKMAN: A motion and a second.

Discussion on the motion?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, those in favor, aye.

BOARD MEMBERS: Aye.

CHAIRMAN BLACKMAN: Those against, same sign.

(No response.)

CHAIRMAN BLACKMAN: Motion passes.

(ULDC Amendments ? Wellfield Protection Changes.)

CHAIRMAN BLACKMAN: So we're on to Item 3, Wellfield Protection Changes.

MR. TREFRY: For the record, my name is Allen Trefry, Environmental Resource Management.

I do not have a presentation for you today. This is a normal, routine wellfield changes as requested by the various utilities in Palm Beach County.

CHAIRMAN BLACKMAN: And we are absent a map it seems, but there is a list.

MR. TREFRY: I can show you a map. It's all in these pretty colors. The map was attached to your agenda item.

MS. NOBLE: Not ours.

CHAIRMAN BLACKMAN: We have a list, but no map.

MR. TREFRY: I can give you a map real quick.

CHAIRMAN BLACKMAN: Could you just review what changes there are and their

significance.

MR. TREFRY: Well, again, you have a list. This list is every change that we've got. Every section that you see right here is a map change.

CHAIRMAN BLACKMAN: And what does this mean, for example, Acme Improvement District?

MR. TREFRY: That means there is a physical change on that map as far as adding or deleting wells, moving wells, reduced pumping or increased pumping of wells.

CHAIRMAN BLACKMAN: On the whole, are these as a group getting larger or smaller, more area covered, less area covered?

MR. TREFRY: Certainly the County areas are smaller. And then moving through other County areas that are larger, in the Jupiter, Sea Coast, West Palm Beach Wellfield, it's a significant increase in wellfields and pumping capacity.

CHAIRMAN BLACKMAN: Are these ever disputed by property owners?

MR. TREFRY: Oh, yes.

CHAIRMAN BLACKMAN: And there's a public process by which they're notified?

MR. TREFRY: We've sent out notifications -- sent out or hand-delivered notifications to about 3700 property owners.

MR. JACOBSON: What is the footage -- what is the maximum -- at what point do you not send out notices? Is it based upon the closeness --

MR. TREFRY: It's anything that changes a parcel. Whether the wellfield touches it at all, we sent out a notice, whether it's reduced or increased. If it's a quarter of an inch, we send out a notice.

MR. BRUH: What kinds of responses do you generally get on that?

MR. TREFRY: A lot of questions. We have one person that's in the middle of one of the new wellfields up in Jupiter that's not terribly satisfied that he's going to be in the business, but that's the way it is. We have -- I would say we probably right now answered between 50 and 75 telephone questions. We also alerted them to our website so they could go in there and find out exactly where their parcel is on the website, so we've become fairly sophisticated in the last 16 years about doing this, and then the phone calls. We do usually have about 10 to 20 sit-down sessions with somebody that comes around and talks to us.

MR. JACOBSON: There's never an error in your judgment?

MR. TREFRY: We don't do the judgment. The computer does the judgment.

MR. JACOBSON: All right.

MR. TREFRY: This is just input data into a computer model. The computer model tells us exactly where the lines are drawn on the map based on the information --

MS. DURANDO: Pure science.

MR. JACOBSON: That's interesting. I didn't realize the computer never really created a glitch.

MR. TREFRY: Oh, it definitely does. Garbage in, garbage out.

CHAIRMAN BLACKMAN: And these are updated annually?

MR. TREFRY: No, sir. They're updated annually, but we have already started updating the maps for the next update. However, we do not present them annually. Anytime that the new information is coming in, which it is coming in right now on certain other wellfields, we are updating that on a daily basis or weekly basis. But we bring these forward to the Board of County Commissioners anywhere from annually to every two and a half years, depending on how many we have. We don't want to do it annually if we only have a few. And then about the time we're getting ready to bring them to the Board of County Commissioners, then we'll have a whole slug of 15 new wells, so that's very costly to

do this. This job that you're seeing before you takes about four people seven or eight months to accomplish, so you're talking about a horrendous manpower work and we only have four people working on the entire program.

MR. BRUH: Haven't we gone through this in recent time in wellfield?

CHAIRMAN BLACKMAN: We have seen this before.

MR. TREFRY: In 2001, February 2001. We're all getting younger, Steve.

MS. NOBLE: Do you need a motion?

CHAIRMAN BLACKMAN: Yes. Anything else?

MR. TREFRY: That's it.

CHAIRMAN BLACKMAN: Any other questions of the Staff?

(No response.)

CHAIRMAN BLACKMAN: Okay. Thank you.

And any other public?

MS. STARACE: Move to accept Staff's presentation.

CHAIRMAN BLACKMAN: There's a motion.

MS. NOBLE: Second.

CHAIRMAN BLACKMAN: And a second.

Discussion on the motion?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, those in favor, aye.

BOARD MEMBERS: Aye.

CHAIRMAN BLACKMAN: Those against, same sign.

(No response.)

CHAIRMAN BLACKMAN: Motion passes.

(Convene as the Land Development Regulations Commission - Proof of Publication.)

CHAIRMAN BLACKMAN: We are now moving on and convening as the Land Development Regulations Commission. And do we have proof of publication?

MS. CARLSON: Yes, we do.

CHAIRMAN BLACKMAN: And do we have a motion to accept publication?

MR. JACOBSON: So moved.

MS. DAVIS: Second.

CHAIRMAN BLACKMAN: Discussion?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, those in favor, aye.

BOARD MEMBERS: Aye.

CHAIRMAN BLACKMAN: Those against, same sign.

(No response.)

CHAIRMAN BLACKMAN: Motion passes.

(Consistency Determinations.)

CHAIRMAN BLACKMAN: We have to make consistency determination.  
Is this only on the Wellfield Protection Changes?

MS. CARLSON: Yes.

CHAIRMAN BLACKMAN: Do we have a motion -- or we need to hear from Planning.

MR. HOYOS: Good afternoon. Isaac Hoyos from Planning, for the record. There's also a letter that I sent to Jon MacGillis with my findings.

The Wellfield Protection is addressing the conservation element and the utility (ph) element of the Comprehensive Plan and we are recommending the ULDC to find this amendment consistent with the Comprehensive Plan.

CHAIRMAN BLACKMAN: Thank you.

Any questions of Staff?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, do we have a motion?

MR. JACOBSON: So moved to accept.

MS. NOBLE: Second.

CHAIRMAN BLACKMAN: A motion and a second by Barbara.

Discussion on the motion, motion to accept the findings?

(No response.)

CHAIRMAN BLACKMAN: Seeing none, those in favor, aye.

BOARD MEMBERS: Aye.

CHAIRMAN BLACKMAN: Those against, same sign.

(No response.)

CHAIRMAN BLACKMAN: Motion passes.

(Reconvene as the Citizens Task Force - TPS issues for discussion.)

CHAIRMAN BLACKMAN: We are now reconvening as the Citizens Task Force. And this is a content-rich topic perhaps, TPS issues for discussion; formulate list of issues for joint meeting with the TPS Committee.

MS. CARLSON: And this is based on the comments a couple of weeks ago, the

CTF indicated they wanted to have a joint meeting with the TPS Committee. So we thought if we could sort of get together and actually list out the topics, that would facilitate the meeting. Dan Weisberg is not in the room yet. He will be joining us shortly so he can hear your discussion. And the idea is, we would take down notes today and then write -- actually type them up and send them over to the TPS Committee. I can't really give you a date now when that would be scheduled; probably sometime in July.

Also, as part of that request, I think Bruce had requested a map be provided with the links of the roadways that were affected by the recent changes. In talking to the Engineering Department, their feeling was that those changes have been made, they are actually in effect now, the map is not really -- we don't really want to be discussing something that's been done already, let's look to the future, so we are not providing a map at this time.

CHAIRMAN BLACKMAN: Carmela.

MS. STARACE: I'm not hitting on Staff, but I didn't ask for the map, but I just think that if someone asked for the map, whether he's going to discuss it or he's not going to discuss it wasn't the question, the man asked for the map and that he shouldn't be able to get the map is not, I don't think, the decision that the Staff should make. If someone of us ask for something, it's public disclosure, we should be able to get it. If you don't want to discuss what the map says, that's fine, but -- you know where I'm coming from? But to tell the gentleman, well, we just didn't feel we wanted to discuss it so you can't have the map, doesn't -- but that's not my fight.

MS. CARLSON: Just for point of clarification, the map was going to graphically depict something that had been provided in a tabular (ph) format earlier to the CTF.

(Bruce Kaleita arriving at 2:53 p.m.)

MS. CARLSON: So I'm sure that if Bruce wanted to work with George and Dan to make like a public record, they would provide it to him.

MR. KALEITA: Somebody talking about me?

MS. STARACE: Bruce, you asked for that map. They're saying that the map already -- the roads that you asked for were already done, so there is no changes to it so you don't need the map. And I'm just saying that I just don't think it's right to tell me what I need and what I don't need. If I asked for a map of roads, whatever I'm going to discuss about them has nothing to do with the issue, but you would like to know.

MR. KALEITA: I would concur. I was told by this agency that I didn't need to see their records and I told them it was not for them to make that decision and they changed their mind.

And if the information exists, the organization that I represent really would like to see it. And if it has to do with the roadways that are benefited versus adversely affected -- am I right? --

MS. STARACE: Um-hum.

MR. KALEITA: -- by the change in the method of determining the radius of influence, and I do think that the industry that I represent does want to know that. Allow me to say that I don't mistrust anybody in county government, but by golly they've got a different spin on things than we do in the private sector and we need to take that spin into account, so where's the map? Can we get it? Who do I talk to?

MS. CARLSON: I would suggest talking to Dan when Dan gets here. Dan is supposed to be here about three o'clock. He had a previous appointment.

MS. STARACE: You were supposed to be here at two-thirty.

MR. KALEITA: The court system doesn't respect the meeting dates of the CTF.

CHAIRMAN BLACKMAN: We can continue our discussion while we wait for a resolution of the map issue and Dan to come, as far as other issues. But I think a good

resource, and I hate to waste our time -- not necessarily waste our time, but redo things we have done before, there was one meeting where Joanne had a series of excellent questions that were asked and we have a meticulous minute keeping procedure now and I think it would help us to go back to that meeting, actually, and actually refer Staff to that meeting where Joanne was asking a lot of very content-appropriate questions and some of the underlying assumptions that went into the TPS.

Yes, Carmela.

MS. STARACE: Also, Aimee, I gave you a list of questions that I have so you have that already. July will be good. When it said here, late this year, I was getting kind of nervous, because already the County has gone to DCA with the population methodology and made their presentation and everything and now all the other organizations that don't thoroughly agree are going forward. But at first I was kind of nervous because supposedly they had said they were going to get information back by Monday or Tuesday. I don't think that's going to work that way now. So the County is moving forward very quickly and I need to know the connectivity of that with some of the things that the TPS are discussing. So, you know, no later than July would be great for me.

CHAIRMAN BLACKMAN: Yes, Steve.

MR. BRUH: The question is, do you have anything on this list of the previous things asked? Do we have it available to us so that if we went through that maybe, and then add or subtract to it?

MS. STARACE: We just have to go back to the minutes I'm sure.

MR. KALEITA: If I can --

CHAIRMAN BLACKMAN: Bruce.

MR. KALEITA: -- and I realize I'm late. I'm sorry, this may have been said already, but I've been watching traffic control in this County since I arrived here in '78 and I've been on this board since '88 or '89 and I really do see this latest gyration in traffic measurement as having an aspect to it that is not scientific or attractive, but rather political. And therefore, that is part of my interest in seeing the data which shows the effect of these changes --

(Maury Jacobson leaving at 3:00 p.m.)

MR. KALEITA: Since this is an outcome-oriented piece of legislation, that data certainly would show the outcome, or at least enough of it for me to make the decision, so that's why I'm concerned. And if it turns out this is outcome-oriented legislation, it is of course not rationally based. And if it's not rationally based, it would therefore be technically challengeable. And for those of you who haven't been around as long as some of us have, my association, in the late '70s, challenged the very first Traffic Performance Standard Ordinance adopted in Palm Beach County, so it's not like they do not have an active interest involved or anything. I really would like to see that information. And if it turns out that that influences them to put input into the public meeting that improves the system, so much the better. I think it's a good idea. You know, it's kind of like the Commissioners asking for backup. You've heard that at meetings, where's the backup? I only got it last Friday. Well, we need backup here too. Basically because the organizations that appointed us trust us to ask for it. And sometimes don't even know what it is we should be asking for and they depend on us to get that too. There must be probably 10,000 people represented by the various organizations here when you think about it. And that's why we're asking for it; we need a little help. And maybe, Zoning, you're in a tough spot. Maybe that's why you're going on to greener pastures, I don't know. But sometimes it's your job to kind of ask these agencies, hey, County Department; CTF asked for this, when can you have it? And it happened with impact fees; we kind of didn't get any documentation when we asked for it. It happened with the change in the impact fees expenditure zones.

Remember that. It's been happening a lot lately and I bet I wouldn't want your job, if it were offered to me.

MS. STARACE: She doesn't want her job either.

CHAIRMAN BLACKMAN: Well, to be fair to Staff, though, they are providing us an opportunity to formulate a list and get together with TPS and actually have a substantive discussion that is beyond the realm of just traffic engineering and maybe looking at planning and broader land use issues as it relates to TPS.

MR. KALEITA: Are we on that list right now? Can we talk about it?

CHAIRMAN BLACKMAN: Yes, that's the item.

MR. KALEITA: Have we put on that list yet whether or not a net improvement or increase or decrease in carrying capacity of County highways is accomplished by this change?

CHAIRMAN BLACKMAN: Any others?

MR. KALEITA: And second, does it increase the accuracy of measurement or correct a deficiency in the current Code?

Now I'm talking too much, I guess, and I apologize, but I have a master's degree in this field and I have a lively interest in it.

One of the things that occurs to me, when you change a method by which you analyze the impact of development, it either is relevant, in that it increases the measurement, decreases the measurement, or, it's not relevant because it has no net effect. If it's not relevant and has no net effect, then (inaudible). However, if it is relevant and it has net effect, I think the CTF has a right to know what that net effect is.

Now one of the concerns that came up for us, and came up on the subcommittee when we were discussing aggregation, is the fact that the system is designed to measure arriving trips at retail and commercial and it's also designed to measure departing trips from residential and returning trips to residential. But whether or not the overlap, that is, a trip departing residential and arriving at commercial, is counted once or twice was a concern. And if it is counted more than once, is that a valid measurement? And if it is, why? And does this measurement take that into account and address it or not? Much has been said about trips that aren't counted and should be. But what I'm concerned about is whether the trips are counted more than they should be. And if I remember correctly, the ITE Manual does have a capture rate for that as well, in that pass-bys are taken into consideration. And I would like to know whether this test magnifies or counts two pass-bys that perhaps should not be counted at a greater distance. I mean, if I set out in the western communities to go to a retail outlet in the eastern community, am I a pass-by in the eastern communities or am I a trip? And does the current ordinance come like that?

And those indicia, I think, lead to a decision as to whether or not this is outcome-oriented legislation or an improvement in the existing law. I don't know what it is yet; my jury's out. But I'd like to look at this stuff before I have this joint meeting. I'll help if Staff would like me to go to Engineering and, guys, can I have this stuff like today, I'll do it.

MR. FISH: Well, I think you're pretty bold and you already asked for it, frankly.

CHAIRMAN BLACKMAN: And what we're doing today is flushing out these issues so that they can be addressed in some logical manner.

MR. KALEITA: I'd also be interested to know whether, in connection with this change, whether a similar effort has been made -- and, again, I apologize for talking too much -- but whether a significant effort has been made to address whether the County has met the foreseeable demand for new highway space in its five-year Comprehensive Plan in as stringent and as diligent a manner as it now wishes to measure the impacts of future growth.

CHAIRMAN BLACKMAN: I think one of the overarching things we need to examine is whether or not it is a realistic goal that land use and road capacity ever be in balance. I think that was held out as the potential Holy Grail for quite a long time. And I think the perception is that we are oversold and that that goal is really impossible now. And if we even achieve it, is it even desirable? Should we be looking at other modes of transportation to add additional capacity to the roads and eventually have -- what is our ultimate goal? Is it a societal change, where we go about in multi modal transit vehicles and use mass transit alternatives exclusively? And if so, then the TPS Ordinance is not a way to get us there; it's a way to keep us in our single-passenger automobile.

MR. KALEITA: If I could -- again, I apologize, but these are valid points and we've discussed this extensively in industry meetings -- this County to date, to my knowledge, has built exactly one highway which could be called a limited access highway, that is, it is in the process of for the first time, to my knowledge, constructing something similar to that and that's Southern Boulevard. I had a discussion with Commissioner Masilotti about this issue and I pointed out to him that that is not actually a limited access highway at all; it is, in fact, a hybrid, and he agreed.

I don't think that looking at only demand for highway growth is inherent in its process. But also, whether the methods being used by Palm Beach County to address foreseeable traffic from land development that is also foreseeable should include new methods that up until now have been the exception rather than the rule. And I believe, therefore, that limited access highway construction, which made an effort and flopped with the east-west expressway, but which came to both Broward and Dade Counties, whether that ought now to be a part of what we consider. Because let's face it, if we take those trips off the local roads, the local roads suddenly sore in their available capacity because all of a sudden those trips --

CHAIRMAN BLACKMAN: I'd like to recognize Barbara Alterman. She is wanting to say something.

MS. ALTERMAN: Yes, thank you. Wes, I just wanted to address a couple of things. First of all, some of the questions you're asking are also the same kinds of questions that the Land Use Advisory Board has been asking about the balance between land use and roads and all of those issues, so obviously they are very valid questions. And I'm just trying to, while I'm listening to your conversation, trying to determine what forum is the right way to approach all of these things. And in conjunction with that, I'm not quite sure, Bruce, whether you're asking the Zoning Staff to bring back answers to some of the questions you're asking now before you have this joint meeting. If that's the case, I'm not sure that we can provide you with those answers or whether those are questions you want to discuss with the TPS Committee and have them -- I mean, they're the experts, they're the ones who have been working in this area, if you want to have those discussions with them. I don't know that it's Zoning Staff's role or expertise to bring you back these kinds of answers.

MR. KALEITA: The context in which this arose was that in anticipation of a meeting with that board and this board. But we wanted information that would help us to frame the issue so that we could go back to our organizations and say, look, if we support or oppose this measure to make a more accurate -- if that's what it is -- of traffic impact, it can only be if the County also acknowledges the deficiencies in other areas of its traffic planning, and that includes, perhaps, the areas we might discover, where we compare capacity creation to capacity usage. And I think that's doable. And we had asked, not the Zoning Division and certainly not the Executive Director's Department, to furnish us information on those issues. And what we hear back was, oh, that's already been thought about by the Traffic Performance Standard Committee and you don't need to worry about it. But I'm not aware

that an effort was made to put on that committee the same composition (ph) that's on this one.

MS. ALTERMAN: And, again, isn't that the purpose of having a joint meeting, so that you can determine whether they've answered your questions. And if you have additional questions, maybe those are things they should be looking at. And that's why I'm saying; today might not be the forum to be asking -- to be formulating the issues so that you can discuss them with the joint committee is perfect; I think that's great. But to be asking our Staff to bring back the answers to those questions before you have this meeting, I don't know if that's really necessary.

CHAIRMAN BLACKMAN: I don't think we have that expectation today.

MS. ALTERMAN: I just wanted to verify.

CHAIRMAN BLACKMAN: I think this is an inventory of our concerns. And we're not expecting an answer from Staff.

MR. KALEITA: Let me clarify: I am expecting an answer from Engineering on the questions that were posed: How's the five-year plan doing? Is it meeting the foreseeable need or not? Will this test create capacity, delete capacity or have no net effect? Does it increase the accuracy of measurement of generation from anticipated development?

Those are pieces of information that I'm asking for from the Engineering Department. I would never be so loathsome as to expect zoners to know about engineering or engineers to know about zoning.

CHAIRMAN BLACKMAN: Yes, Carmela.

MS. STARACE: But what you're expecting from Engineering is something that you should go and find out so you'll have your answers when you philosophically discuss whatever we want to do with TPS.

MR. KALEITA: Dan, what's your fax number?

MR. WEISBERG: 478-5770.

MS. STARACE: And you'll be the only one who knows it and you can help us.

MR. WEISBERG: I have to tell you, we'll provide you everything we have. I'm not sure we're going to undertake a huge analytical task that I don't know where the beginning and end of it is.

MR. KALEITA: I'll give you beginning and an end and you can find everything that's in the middle.

MR. WEISBERG: That's not what I said.

I said, I'll be glad to provide you every bit of information that I presently have. I'm not sure I'm going to be able to undertake a huge analytical task to your liking.

MR. KALEITA: I'm not saying you have to satisfy -- I'm not a County Commissioner and I'm not that arrogant.

But I will tell you that the law doesn't say you have to create data that doesn't exist, but it does say that if it exists, you have to furnish it.

MR. WEISBERG: And I'm going to give you every bit of it.

MR. KALEITA: I know you are, Dan. I'm not attacking you.

But I will say this, if nobody knows whether the five-year plan is meeting anticipated growth, that itself is extremely relevant.

MR. WEISBERG: We have not sat down and specifically analyzed that. There has been some look at that through our five-year work program oversight committee in some fashion, but the task of the TPS Committee has not been to see if our five-year road program is meeting our expectations.

MS. STARACE: So why are we making any changes?

MR. KALEITA: So if it ain't broke, why do we fix it?

MR. WEISBERG: Why do we go to the peak hour standards?

MR. KALEITA: Those are the kinds of questions that will come up. And I'm saying, hey, give me more information. By golly I'll lose all the money that it takes me in lost earnings to figure this all out for myself. I haven't got my mind made up, but I am suspicious about the origin of this because it came out of what I consider to be public hysteria (ph).

CHAIRMAN BLACKMAN: Dan, do you want to make any presentation or just kind of

--

MR. WEISBERG: No.

CHAIRMAN BLACKMAN: Anyone else have any items that we can add to our list? I think it is important to go back and look at the minutes of the meeting where we did bring up a lot of issues related to the content of the TPS Ordinance.

MR. FISH: It's extremely important, because it also notes about where Bruce asked for the map.

MS. STARACE: And the connectivity that I asked for.

CHAIRMAN BLACKMAN: Is there anything else new we can bring to today's discussion or underline importance of that hasn't already been?

MS. STARACE: Just that, please, don't make it any longer than July if we can, because the County Commission has to move forward on their plans and we have to move forward on ours.

CHAIRMAN BLACKMAN: What is the TPS Committee working on right now?

MR. WEISBERG: Quarter master plans.

MS. STARACE: Right. And that's something I spoke to in some of the questions. I don't think you can attack them all at one time.

CHAIRMAN BLACKMAN: And their meeting schedule is weekly?

MR. WEISBERG: Pretty much weekly, with very few exceptions.

CHAIRMAN BLACKMAN: Yes, Frank.

MR. PALEN: Just on the question of balancing land use and traffic, you might, those that are interested, take a look at the traffic analysis in the Sector Plan study that just came out, because an effort was made there to balance land use and traffic. And also the public reaction, which doesn't appear to be particularly favorable regardless of how well balanced the relationship is between jobs and traffic generation. But as an academic study it's quite a good analogy.

CHAIRMAN BLACKMAN: Could that be made available to the Task Force?

MS. DURANDO: That Sector Plan?

MR. PALEN: Just the portion of the Sector Plan that deals with balancing land use and traffic.

MS. DURANDO: Some of us disputed that.

MR. PALEN: I didn't say it was going to be accepted. I just said it was an academic exercise that's a pretty good --

MS. STARACE: That isn't the one that made the presentation at the high school that Tony said stinks?

MS. DURANDO: Yes.

MR. KALEITA: The one nobody likes.

MS. STARACE: Those were his words, not mine.

CHAIRMAN BLACKMAN: Anything else today we can add to this?

(No response.)

CHAIRMAN BLACKMAN: So Staff will formulate the list with the help of reviewing the minutes from the previous minutes. And then will we see the list prior to going to the meeting? That might be helpful. And then we can establish a meeting schedule with TPS

at a mutually convenient time.

Anything else? We can move on?

(No response.)

(Staff Comments.)

CHAIRMAN BLACKMAN: Going on then to Staff comments. This is Aimee's last day.

MS. CARLSON: I just wanted to tell everybody that I've really enjoyed working with the CTF.

MR. KALEITA: So you've won the lottery?

MS. CARLSON: I'm going to be joining Centex Homes in their entitlement section working on due diligence work when they identify new parcels, finding out how many units can go on it and then coordinating the --

MS. STARACE: Where?

MS. CARLSON: Centex Homes.

MS. DURANDO: Can I give you a list of places to just keep out of?

MS. ALTERMAN: She's going to feed you this information under the table.

MS. CARLSON: Anywhere near Heritage Farms, right.

But, seriously, I've really enjoyed working with you guys. I've learned a lot from each of you. You bring a lot of skills and background to the table here and I've learned a lot and I hope to be working with you guys in the future.

And I leave you in good hands. And this project, it's on the heels of being finished, so much work has been done to date and Jon is going to be taking over. You'll have a couple more meetings; it's right at the end here.

CHAIRMAN BLACKMAN: We appreciate all the devotion and the extra hours that I know you've put in.

MS. CARLSON: Thank you.

MR. KALEITA: I'd like to go a little further than that: Aimee has met a standard which before her arrival had not been met for quite sometime. And while I will not name names, I will say that Aimee has been one of the best we've had and it will be a distinct honor -- although maybe not for you -- if I were ever afforded an opportunity to serve as a reference. I don't know whether you -- you don't need me and you might not want me, but. . .

MS. CARLSON: Thank you.

MS. STARACE: I'd just like to ditto. I mean, not only has it been amazing to work with you, but, you know, I've learned a lot from you. It's just amazing that a young person such as yourself has the knowledge you have. Most of the time I don't see you even look in the book, I mean, you just come with the answers. And the one thing I like is that either communicating or education-wise, you've dealt with all of us, all these personalities, and you've dealt with us in a very professional manner and thank you for that.

CHAIRMAN BLACKMAN: Here, here.

MS. NOBLE: We gave her roses.

CHAIRMAN BLACKMAN: Anything else from Staff?

(No response.)

(Board Comments.)

CHAIRMAN BLACKMAN: Any board member comments?

MR. KALEITA: Who's your replacement?

MS. CARLSON: Jon.

MR. MACGILLIS: I'm temporarily filling in.

CHAIRMAN BLACKMAN: You'll probably be finishing up the project.

MR. FISH: I would like to discuss the schedule. I think you can see week by week you're wearing us down. I'm not sure that's not the intention, actually, is to wear us down. But do we have to have meetings every week? Do we have to do this? Can we space these every other week? Because I got six meetings between now and the end of the month.

CHAIRMAN BLACKMAN: And we just squeaked by today with a quorum.

MR. FISH: And then you see every week it's getting less and less; you got 11, you got nine, we had one cancelled already. Does this have to go this quick? And then you got vacations also and that's not helping as well.

CHAIRMAN BLACKMAN: I think Barbara is going to shed some light on it.

Barbara.

MS. ALTERMAN: I guess I'm the horse driving this train, or smoothing like that, whatever that may be.

And let me tell you first of all, we certainly appreciate all the time and effort that you all put into this and we understand that you all have real jobs and real clients and we certainly don't want to discourage your jobs or your clients.

We're really kind of on the homestretch of this. We're trying to get this done. You all know this has been in the process for years. We've got the Ag. Reserve commercial waiting for these regulations to be adopted so they can come in with their Comp. Plan amendments, we've got CCRT issues that are pending waiting for these amendments. If we absolutely have to, we may drop back a month. But really and truly we want to get this done so we can put it behind us, have a new Code, have a great Code that we can all begin to work on and live with, so I'm going to ask your indulgence a little bit more.

I guess our goal, Jon, is to go to permission to advertise with the Board the end of July, so we really are in the homestretch. We're talking about another month. If you can bear with us and get through it, we really would appreciate it. We'll be as understanding as we can of your schedules. I know it's tough. They're trying to get 38 people on this committee together to get quorums, so they're on the phone all the time. I don't know if you all know Georgia. Georgia is my secretary. And I think we ought to start putting Georgia

on the phone. She's very persuasive.

CHAIRMAN BLACKMAN: She's good in sales.

MS. ALTERMAN: She's very good in sales.

MS. STARACE: I think that one of the things that the only reason I'm having trouble with this schedule is I like this board, I like to serve on this board, and I don't want to be penalized to be taken off the board because I'm absent. And I think that's what everyone's worried about and that's the only thing.

MR. KALEITA: If I could clarify that point. I believe when this issue first came out it was agreed that an absence was only an absence from a "regularly scheduled one time a month monthly" meeting, and that it was not an absence --

MS. ALTERMAN: When it's actually scheduled.

MS. CARLSON: Actually, no, Bruce is correct. The attendance policy is only triggered -- I guess you're only affected by lack of attendance for regularly scheduled meetings.

MS. STARACE: So the first Thursday of the month?

MS. CARLSON: Exactly. Or in the case of if it was a holiday and it ended up being a second Thursday of the month. We did agree on that. And in fact, when the Commissioners did their new attendance policy that you're not operating under today, but you will be with the new Code, it is clarified in there as well, regular. Because I think they're trying to recognize people make a commitment to come to a meeting on the blankity-blank day of the month, not every week. And there are other boards that end up with a weekly schedule sometimes, too, like the LUAB.

MS. DURANDO: Was it ever clarified, if you had an alternate and they attended when you couldn't because of conflict or something, did that count as an absence or as long as your alternate is there you're --

MS. CARLSON: That has not been clarified.

MS. DURANDO: Because I thought the whole point -- different advisory boards -- if you had an alternate and they answered for you and communicated to you, that you were all right.

MS. ALTERMAN: Rosa, one of the things -- I guess one of the things is this is one of, I think, the few boards where you each have a specific alternate. Most boards there are just like two at large kind of alternates who just serve, so it's a little bit different from this board. And so as Aimee said, it's not really clear on this one, but I think we can -- we'll talk to the County Attorney's office about that issue, too, as long as there are specific alternates for each position.

MS. DURANDO: I would say if you've got a conscientious alternate. . .

MS. ALTERMAN: And remember, the idea is to make sure -- and what created that whole issue was that a lot of committees weren't having quorums, so they would call a meeting and then they weren't able to meet, so that was the purpose of that whole ordinance, that whole change.

(Joanne Davis leaving at 3:25 p.m.)

MS. ALTERMAN: But, again, we appreciate it. Please bear with us. Please try and come. We'll cram as much into a meeting as we can, I hope, so that your time won't be wasted and we'll get through it and then you can go back to your regular lives.

CHAIRMAN BLACKMAN: All right. Thank you.

Anyone else?

(No response.)

CHAIRMAN BLACKMAN: I guess we can go back to our real lives.

(At 3:25 p.m., the meeting was adjourned.)



**CERTIFICATE**

STATE OF FLORIDA )

COUNTY OF PALM BEACH )

I, SHIRLEY D. KING, Professional Court Reporter and Notary Public in and for the State of Florida at Large;

DO HEREBY CERTIFY that the above-entitled and numbered cause was heard as hereinabove set out; that I was authorized to and did report the proceedings and evidence adduced and offered in said hearing and that the foregoing and annexed pages comprise a true and complete transcription of the CITIZENS TASK FORCE.

I FURTHER CERTIFY that I am neither a relative nor employee of any of the parties or their counsel, nor financially interested in the action.

Witness my hand and official seal in Palm Beach County, Florida, this \_\_\_\_\_ day of July, 2003.

\_\_\_\_\_  
SHIRLEY D. KING,  
Professional Reporter  
Notary Public, State of Florida