

**LAKE WORTH COMMUNITY REDEVELOPMENT AGENCY
SPECIAL MEETING
LAKE WORTH CITY HALL COMMISSION CHAMBERS
MONDAY, MAY 12, 2008
4:00 P.M.**

I. ROLL CALL:

The Chair called the meeting to order at 4:00 p.m. on the above date in the Commission Chambers located at 7 North Dixie Highway, Lake Worth, Florida.

Present were CRA Members Brendan Lynch, Matt Constantine, Wayne Marcinkoski, Mark Rickards & Shanon Materio.

Also present was CRA Director, Joan Oliva

II. PLEDGE OF ALLEGIANCE:

III. AGENDA – ADDITIONS/DELETIONS/REORDERING:

Action: Motion was made by Mrs. Materio to accept the agenda as is seconded by Mr. Constantine.

Vote: All Ayes

IV. PUBLIC PARTICIPATION ON NON-AGENDAED ITEMS (3 minute limit):

V. ACTION AGENDA:

a. Treasure Coast Regional Planning Council Charette- Request for funding

Planning efforts are underway for the expansion and improvement of transit on the FEC and CSX rail corridors in southeast Florida, including Palm Beach County. The Treasure Coast Regional Planning Council is working with a number of cities in the County to coordinate efforts that will, in turn, improve the competitiveness of receiving federal funding for the project. The TCRPC is performing Charrettes (multi-day planning workshops) in the cities that will be affected by the rail expansion project and helping each to develop a Master Plan that will provide a blueprint for TOD development in the South Florida region.

For the last several years in Lake Worth, we have heard about TOD or Transit Oriented Development. TOD is more than a zoning category. It is a way to optimize the use of transit by locating it near residential, commercial and other uses. These development/ transit nodes lead to efficient utilization of land, more mixed-use, in-fill development, less automobile use, increased ridership on public transportation and less congestion and pollution.

CRA and Planning Staff met with Kim Delaney from the TCRPC a few weeks ago and since that time, we have developed a product that we feel will benefit all the parties involved. The coordination of a Charrette is the first step in creating a plan for the area. Although the Charrette will focus on planning for transit service and station or stop locations, parking and pedestrian linkages, it will also help establish some other immediate and long-term priorities for the CRA and City. The Plan will include the vital information needed to provide a framework for future improvements and development. This will assist the CRA and City in prioritizing projects, provide the development community with a level of predictability and communicate the vision for the future of the area.

Goals of the Charrette include but are not limited to:

- Providing an evaluation of land use, transportation, economic, and other issues in the downtown (particularly along the FEC Corridor and its relationship to the heart of downtown Lake Worth) as well as the western area surrounding the current Lake Worth Tri-Rail station
- Identifying locations for future transit station(s) along the FEC Corridor in the City of Lake Worth
- Gaining an understanding of the market potentials for ancillary transit-oriented development in conjunction with future transit stations (particularly with regards to retail, office, mixed-use and residential uses)
- Developing a conceptual development programs for TOD districts in conjunction with the current Tri-Rail and future FEC stations, including potential building sizes, heights, locations; parking locations; civic uses; and multi-modal opportunities.
- Evaluating general parking conditions and needs in downtown Lake Worth and their relationship to a future potential FEC corridor station (as well as the opportunities for satellite parking)
- Developing methods to improve traffic circulation, multi-modal connectivity, bicycle/pedestrian linkages
- Evaluating transitions between station areas and surrounding neighborhoods and districts and recommend strategies to improve transitions and relationships

Specific information that will be of immediate use to the CRA includes:

- The initial components for a parking and circulation strategy for the downtown area and Dixie Highway
- The identification of key properties for use in a redevelopment program focusing on the western area
- A development program for TOD districts
- A preliminary retail analysis of existing and expected conditions in Lake Worth for use in attraction and expansion
- An evaluation of neighborhoods within the CRA to assist with grant and capital improvement program priorities

The cost for the Design Charrette is \$170K. The CRA is being asked to contribute \$20K. The target dates for the Charrette are Saturday, June 21 through Friday, June 27, 2008.

Staff recommended that the Board enter into an agreement with the Treasure Coast Regional Planning Council for the development of an area Master Plan and allocate \$20K from the Economic Development line item, where \$112K is available. The CRA, in conjunction with the City Planning Department, will act as the lead agency for the administration of the Charrette and will help facilitate the focus groups and meetings.

Staff introduced Dr. Kim Delaney to answer any questions that the Board might have. Dr. Delaney stated that the FEC Corridor has been under analysis for two years. They have been administering a 3 county study that is funded by the 3 MPO's. They are trying to re-introduce transit over an 85 mile stretch. There will be four tracks, two for freight and two for passenger. There is room on the FEC for 6 tracks. Dr. Delaney stated that her understanding was that there is full support on behalf of the City's Administration. Dr. Delaney suggested that the Lake Worth Charrette take place Saturday, June 21st. The TCRPC would like to establish a steering committee as soon as possible in order to gain feedback. There will be a multi disciplinary team that will gather all of the data relative to Lake Worth and make a presentation at the end of the week with a work in progress. The final report will be delivered to the CRA and City Commission two weeks later. Regarding the placement of station and stop locations Dr. Delaney stated that a score was conducted based on the data gathered from the first tier study. Dr. Delaney stated that Lake Worth has the urban fabric necessary to encourage transit because everything is walkable.

Action: Motion was made by Mrs. Materio to enter into an agreement with the TCRPC to commit the \$20,000 for a charette seconded by Mr. Marcinkoski.

Dee McNamara- It should be possible that a specific plan be submitted for proposal to the City Commission.

Lynn Anderson- 3 or 5 year projection before the study is finished does this mean they are going to come back to our City and request additional funding.

Donna Ross- Best money ever spent this is a blessing. I beg someone to appoint me to the steering committee. We need this we want it.

Lawrence McNamara- We need to implement this quickly we have become aware globally about the need to decrease the dependency on cars.

Mr. Tolces stated that the extent that the project is funded is going to be within the CRA boundary.

Vote: All Ayes

b. Gateway's 10th Avenue North

Staff stated that in May 2005 the CRA was issued a loan for the purpose of financing capital projects, including transportation improvements, undergrounding of electrical utilities, water and sewer lines, storm drainage, landscaping and irrigation and lighting in connection with the beautification of 6th Avenue South and 10th Avenue North. Of the \$8M loan, \$40K was used to pay for expenses incurred in connection with the loan, leaving \$7,960,000 for the Gateway project.

Between October 2005 and September 2007, \$5.9M was expended for the design and construction of 6th and 10th Avenues. From October 2007 to date, an additional \$534K was spent for the design of 10th Avenue North. Total expenditures of loan proceeds have accumulated to approximately \$6.5 million as of March 2008.

Of the original \$7.9M in loan proceeds, \$1.47M remains to construct the 10th Avenue Gateway project as designed. An additional \$800K of interest earned on loan proceeds is also available to fund improvements (subject to possible arbitrage repayments to the Federal Govt.).

In 2007, the CRA budgeted \$7.385M for the completion of design and construction of Gateway Improvements along 10th Avenue North. Based on discussions and review of CRA accounts with the City's Finance Department the \$7.385M project could be funded as follows:

	<u>Direction</u>	<u>Available</u>
1)	Remaining available loan proceeds	\$1.47 million
2)	Unreserved fund balance	\$5.11 million
3)	Available interest earnings on proceeds	\$800K
	Total	<u>\$7.385million</u>

Because separate and distinct Gateway budgets were not developed or followed from the beginning of the 6th Ave. improvement project, this completed work consumed over 75% of the original loan proceeds. To fully complete the remaining balance of the 10th Ave. gateway improvements a use of available CRA accumulated Fund Balance is necessary.

Staff stated that the CRA Board has several options. These include but are not limited to:

1. The 10th Avenue Gateway project could be funded with the remaining loan proceeds, (\$1.47M loan and a new appropriation of accumulated interest earnings of \$800K) totaling \$2.2M. This would then be added to the planned use of \$5.1M from the CRA's accumulated Fund Balance.

2. The Board could reduce the scope of the 10th Ave. improvement project and allocate less than the planned budget of \$7.3M. This could provide for using the remainder of the loan proceeds (\$1.47M), an appropriation of interest earnings (\$800K) and using a smaller portion of Fund Balance.

3. The Board may consider spending the remainder of the loan proceeds on infrastructure for other roadways and not 10th Avenue North. Before the CRA can proceed, a determination for use of the funds would need to be made by Bond Counsel. Any change or modification to the loan agreement requires the prior written consent of the Bank and the CRA. The CRA would be responsible for all associated Bank fees.

The 6th Avenue Gateway project provided the CRA with a prototype streetscape that is not only functional, but attractive. The improvements, along with changes in zoning, make this roadway and surrounding area a prime location for redevelopment. The 10th Avenue Project will significantly change the look, feel and usefulness of the area. Furthermore, as stated in the CRA Redevelopment Plan, "Effective design of the streetscape system will dramatically improve the aesthetics of the community and establish a more attractive investment image to the private sector. Ultimately the private sector, through property investment for redevelopment and renovation, will have the greatest impact on the physical appearance of these roadways."

Thus, the Gateway improvements for 10th Avenue North will meet the goals of the redevelopment plan and provide the City with the impetus needed to attract redevelopment to the area, which in turn assists in increasing the tax base.

Staff stated that the completion of the 10th Avenue Gateway project is of significant importance to the revitalization of the City and should be adequately funded. Staff requested guidance from the Board as to the level of funding that is appropriate in light of the current balance of the loan.

Staff requested that the Board appropriate the interest earned to date towards the Gateway project. The Board also needs to determine the amount of unreserved fund balance it wishes to utilize to fund the remainder of the project.

CRA Board made the following comments:

- CIP states that this was an \$8 million project
- Both roadways were designed at the same time
- Just construction of 6th Avenue South was \$5.4 million
- 6th Avenue South did come in under budget
- Appropriate the interest earned on the loan to the proper section
- We must do the electrical undergrounding on 10th Avenue North
- The promise was made to the Commission to complete both gateways when the Commission approved the CRA getting the loan

Action: Motion was made by Mr. Marcinkoski to appropriate the 800k of interest to the 10th Avenue North Gateway's Project seconded by Mr. Constantine

Mr. Marcinkoski stated that if we do not decide to proceed with the project we can re-appropriate the money to something else. There has been no public input on this project in over four years. The CRA needs to have a charrette on 10th Avenue North. The public must be on board.

Staff stated that the Board needed to be aware of where the CRA stands as far as bond proceeds and unreserved accounts before moving forward with license and development agreements and the technical review committee comments.

Vote: All Ayes

Action: Motion was made by Mr. Lynch to table the discussion to an undefined date on 10th Avenue North until the Board has cost estimates from Burkhardt construction seconded by Mrs. Materio.

CRA Board made the following comments:

- Cost estimates
- Getting the public involved
- Clarification graphically
- Value engineering
- All City Commissioners must be involved
- The FEC contract is in legal right now for review this deadline is September
- Balance for capital projects can be carried over from one FY to the next
- Since the date that the loan was issued we had 3 years to spend the money before we calculate the arbitrage payments

Vince Burkhardt from Burkhardt Construction made the following comments:

- Plans at 100% design for 10th Avenue North
- These are ready for competitive bidding
- After competitive bidding is received we can come back with the prices
- We can have a menu of items that can be taken out
- This set of plans is not being approved for construction they are being approved for the beginning of an estimating process
- 30-45 days to come back with estimates of constructions and ideas of how to cut some costs
- If the plans are changed now there will be additional engineering fees incurred
- No additional costs if we work with the current set of plans
- 10th Avenue design plans matches what 6th Avenue is in existence
- 10th Avenue includes: 3 signalized intersections; eliminating one and adding two new ones and undergrounding of electrical lines and relocating the feeder to 11th Avenue North
- Landscape will be different than 6th Avenue; landscape costs have decreased
- Construction costs rose 14% since we began this project 4 years ago

Vote: All Ayes

VI. BOARD MEMBER COMMENT'S:

Brendan Lynch- No comment

Shanon Materio - No comment

Matt Constantine- No comment

Wayne Marcinkoski- Thanked staff for posting the agendas early on the web. We need to move forward with mass transit.

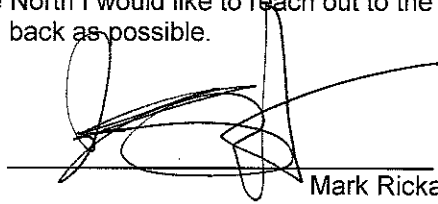
Mark Rickards- Regarding 10th Avenue North I would like to reach out to the neighborhoods and the elected officials to get as much feed back as possible.

VII. ADJOURNMENT:

Meeting adjourned at 5:32 p.m.

Minutes Approved

7.27



Mark Rickards
Chair, CRA Board



Emilia Theodossakos
Recording Secretary