

# MINUTES

## SPECIAL JOINT PARKLAND CITY COMMISSION/ PLANNING & ZONING BOARD WORKSHOP

JUNE 7, 2006

6:00 P.M.

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**I CALL TO ORDER** 6:10 p.m.

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**Present:**

Vice Mayor Mimi Ribotsky  
Commissioner Jay D. Smith  
Commissioner Jared E. Moskowitz  
Commissioner Tracey McGilvray  
Mayor Michael Udine

**Planning & Zoning Board Members**

Lynne Fenoglio  
Murray Zweig  
Larry Litow  
David Rosenof  
David Ofstein  
David Frand  
Mario Mangone  
Ryan Johnson  
Walt Schwarz

**Also Present:**

Mark Lauzier, City Manager  
Caryn Gardner-Young, Assistant City Manager  
Andrew Maurodis, City Attorney  
Charles DaBrusco, City Engineer

Brian Archer, Environmental Resource Director

Sandra Couzzo, City Clerk

**II PURPOSE:**

**1. DISCUSSION: DESIGN OF HOLMBERG ROAD**

City Manager Mark Lauzier commented that Holmberg Road has been a long-standing issue in the City; it was included in the Comprehensive Plan as a country road and was the core of Parkland's character. The City's submission of the Evaluation and Appraisal Report (EAR) of the Comprehensive Plan to the Department of Community Affairs (DCA) triggered questions of the transportation component and Holmberg Road's ability to handle the traffic of the community. He noted that, approximately two years ago, the Planning and Zoning Board had reviewed potential options for Holmberg Road, including three lanes. Mr. Lauzier indicated that the City must provide an answer to the DCA, and Assistant City Manager Caryn Gardner-Young would explain the four possible options. He favored a long-term concurrency management system that would plan concurrency issues on Holmberg Road by using alternatives.

Mr. Lauzier commented that the DCA was advised of this meeting to provide direction in order to continue the EAR and Comprehensive Plan through the process.

Ms. Gardner-Young explained this request had been made by the DCA as a result of the EAR, which was adopted in December and submitted to them. DCA determined that Holmberg Road was overcapacity, which would impact potential development approvals. She explained that any property without the proper land use designation would require a Comprehensive Plan amendment, and the State could find the City insufficient, placing the burden on the City. She noted that an amended EAR, based upon the DCA's comments, would be submitted for Commission approval. Ms. Gardner-Young indicated that the DCA had been advised that the City would evaluate its position, and she hoped for the guidance of the Commission and Board members as to how staff should proceed.

Mrs. Gardner-Young indicated there were four viable options:

- Option 1: Four lanes. While the City's Comprehensive Plan states that cannot be done, the County's Plans, however, show a 120-foot road right-of-way. Because it is on the County's trafficways plan, the City can attempt to obtain funding for the project. Four lanes would provide the most capacity and highest speeds. Disadvantages were that there could be no guarantee of County funding; right-of-way must be acquired and there would be no medians or left turn lanes.

At questions, City Engineer Charlie DaBrusco offered information about acquisition of the 27 feet needed for the right-of-way. On the north side, property owners were the Girl Scouts and FPL through its easement; on the south side, however, there were at least seven locations with right-of-way issues.

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- Option 2: Reducing level of service to “E” or “F”. The advantage was that it was a paper change and no physical improvements were necessary. The disadvantages were that it would not decrease traffic, additional development could worsen the situation, and County and State approval would be needed.  
A Board member recalled that Holmberg Road had been changed in the early 90’s to “E” or “F”. Ms. Gardner-Young said this would be investigated. She noted that Calvin, Giordano & Associates would assist staff with the traffic analysis.
- Option 3: A long-term concurrency management plan. The advantage was that no immediate action would be required, but the disadvantage was that there must be commitment to cover the plan funding. As it would be approved by the State, the City may not automatically change the plan. Ms. Gardner-Young stated this option had staff recommendation because it had the most flexibility.
- Option 4: Adding turn lanes. The advantage was that this third lane would fit within existing right-of-way, allow plantings within medians, and allow safer left turns. The disadvantages were that traffic speed would be limited to 30 miles per hour, sufficient room for sidewalks was questionable, and it was doubtful whether this would meet the level of service needed. Staff’s recommendation was that this option be placed within the long-term concurrency management plan and, along with other policies and procedures, it was believed that the City could meet DCA’s requirements.

Ms. Gardner-Young noted that the design on display had been that proposed by McMahan Associates in 2004.

Mayor Udine welcomed the Board’s comments, which would then be followed by those of the Commission. He hoped that a consensus could be reached.

Comments made by the Planning and Zoning Board members:

- Mr. Litow preferred Option 2. He believed that a four-lane road would destroy the character of the City and increase traffic, and he objected to obtaining additional right-of-way through eminent domain.
- Mr. Rosenof suggested a combination: lowering level of service and adding the third lane/median. He hoped that the bicycle and pedestrian trails would be comprehensively examined in relation to the stop bars at the same time.
- Mr. Zweig favored changing the level of service. He noted the roundabouts had been added to help maintain the road’s character. In improving the physical roadway, he hoped that, in repaving and improving the roadway, the issues of sewers and future water availability would be considered. He was not opposed to the center turn lanes, as long as it did not increase traffic flow and added to the beautification of the roadway.
- Mr. Frand agreed concerning changing the level of service. He believed widening of the Sawgrass would help alleviate some traffic. For safety reasons, he believed the third turning lane was important.

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- Ms. Fenoglio favored Option 2 without the center turn lane. She believed the image of Holmberg Road was the “signature” of the City and its change a great loss.
- Mr. Ofstein also favored Option 2 but felt that the road was in need of repair. While he believed that turn lanes could be an asset in the long-term, he felt the overall traffic picture should be reviewed. He supported the development of County Line Road as an alternative. He acknowledged that Holmberg Roads would need major repair and, at that point, design options should be examined. He believed that the level of service should first be addressed, but look at all solutions and particularly Option 4 in a public process.  
Ms. Gardner-Young paraphrased that consideration would be the short-term solution of satisfying DCA, which the level of service reduction would probably address, or the long-term comprehensive approach, with which Mr. Ofstein agreed. He vehemently opposed a four-lane option.
- Mr. Mangone agreed that the level of service should be lowered to discourage the road’s use. He believed the use of the Sawgrass from one end of the City to the other would be encouraged by eliminating the toll. He suggested two left-turn lanes on Holmberg Road to head north on 441, which Mr. DaBrusco noted was already required for the Parkland Commons shopping center. Mr. Mangone believed that Holmberg Road could remain a country lane with landscaped medians. He suggested moving trees near the right-of-way now so that they would not be lost with any future widening.
- Mr. Johnson disagreed with changing the level of service, but he did not like the four-lane option and felt under-informed on the three-lanes. He suggested a traffic study to examine each option, including the potential effects of County Line Road.
- Mr. Schwarz favored Option 4, providing the third lane where left turns were required and landscaped medians in no-turn areas. He suggested other improvements to the traffic network, particularly another way for east-west traffic. In conjunction, he hoped for further consideration of the multi-use trail system, particularly on the north side of Holmberg Road as the south side was more compatible with equestrian traffic.  
Ms. Gardner-Young mentioned the grant application in process for Holmberg Road from 441 to Parkside Drive, which appeared very positive.

Comments made by the Commission:

- Commissioner McGilvray agreed with the majority of the comments made. She did not consider four lanes an option. With concern about University Drive as a major thoroughfare through the City, she believed Holmberg Road should be held “sacred”; she favored Option 3 as her first choice, but did not oppose Option 4.
- Commissioner Moskowitz believed it inevitable that University Drive would cross over into Boca Raton but the question was when and how big; FDOT had proposed six lanes, which he felt would be disastrous for the City – as would a four-lane Holmberg Road. Personally, he would like to see how traffic would be alleviated with the completion of County Line Road and University Drive and perhaps the country Holmberg Road could be left alone. He commented that, while he did not favor four-lanes, Option 1 should at least be discussed

because, in 10 years, the three lanes of Holmberg Road would not work. He felt four lanes should remain an option for discussion.

Ms. Gardner-Young commented that County Line Road was at least three years away.

- Vice Mayor Ribotsky suggested that four lanes for Holmberg Road, with acquiring right-of-way and funding, would take even longer to accomplish than County Line Road. She felt just changing numbers would be a disservice to residents. Believing Option 4 as part of Option 3, she believed a long-term concurrency plan should accomplish some improvements to Holmberg Road and perhaps bicycle lanes and multi-use trails. She recalled the original McMahon traffic study, and she believed that, aside from four lanes, Holmberg Road would remain a level “F” no matter what was done. She suggested that a long-term concurrency plan must have improvements for Holmberg Road and a plan for County Line Road, including use of eminent domain.
- Commissioner Smith noted that Holmberg Road would be used to access County Line Road, and he did not see it alleviating much traffic. While no one wanted to see four lanes, he believed that the best option would be Option 4 into Option 3 and was afraid that Option 2 would fail.
- Mayor Udine acknowledged there was a serious problem on Holmberg Road during part of the day. County Line Road was a number of years out and University Drive had many issues. He believed staff should present an Option 4 plan to give immediate relief because the community needed this improvement. He agreed with the Vice Mayor that Sawgrass tolls should be relieved, and he did not believe the County had the “muscle” for eminent domain for County Line Road. He agreed with Mr. Ofstein that Holmberg Road already had the lowest level of service possible.

Mr. Maurodis felt that it was important to maintain a requirement to have every parcel along Holmberg Road dedicate 27 feet to the right-of-way. Without the legal ramifications, he noted it was difficult to demand a dedication if the Comprehensive Plan indicated it would not be used. He believed that Option 4 would be a good way of preserving the City’s rights.

Mayor Udine stated he would like to see an Option 4 plan brought to the Planning and Zoning Board to “hash out.” He believed that decisions must be made as Holmberg Road was no longer a country road; there was a reason for its rating of “F”.

Mr. Zweig commented that, whatever the plan or decision made, plans for fire hydrants along Holmberg Road should be included and their funding budgeted.

Mr. Mangone asked regarding rights-of-way on University Drive to Loxahatchee Road, believing that even two lanes would help with traffic issues as a short-term solution. Ms. Gardner-Young confirmed that only the Hendrix land was missing. Discussion ensued.

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Commissioner Moskowitz agreed with Mr. Zweig about the fire hydrants, and he believed the costs should be taken into account. He also asked concerning figures for the turn lanes.

Ms. Gardner-Young indicated she had not seen an estimate for the third lane, keeping costs down until it was decided a viable option. She noted that a disadvantage of the long-term concurrency plan would be the necessity to hire an expert to analyze all roadways, the proper level of service, and impacts of potential roadways on existing roads. Comprehensive Plan, and perhaps zoning code, changes would result.

Ms. Gardner-Young summarized the approach to examine Option 4.

### **III ADJOURNMENT**

**MOTION** made by Vice Mayor Ribotsky to adjourned the meeting at 7:20 p.m. Seconded by Commissioner Smith.

**MOTION** passed unanimously.

ATTEST:

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SANDRA COUZZO, C.M.C.  
City Clerk

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