



Martin County

Administrative Center
2401 SE Monterey Road
Stuart, FL 34996

Meeting Minutes

Local Planning Agency

Niki Norton, Chair, District 1, 11/2024
Thomas Campenni, District 2, 11/2026
Bob Thornton, District 3, 11/2024
James Moir, District 4, 11/2026
Rick Hartman, Vice Chairman, District 5, 11/2024
Juan Lameda, School Board Liaison, 12/2024

Thursday, August 1, 2024	7:00 PM	Commission Chambers
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CALL TO ORDER

Mr. Hartman, Vice-Chair, called the meeting to order at 7:00 pm. A quorum was present.

ROLL CALL

Present: Rick Hartman, Vice Chair
Bob Thornton
James Moir
Thomas Campenni
Juan Lameda – School Board Liaison

Absent: Niki Norton, Chair

Staff Present:

Deputy County Attorney Elysse Elder
Growth Management Director.....Paul Schilling
Comprehensive Planning Administrator.....Clyde Dulin
Planner..... Jenna Knobbe
Chief Project Engineer.....Lisa Wichser
Traffic Engineering Administrator.....Lukas Lambert
Agency Recorder/Notary.....Maria Harrison

MINU APPROVAL OF MINUTES

None.

NEW NEW BUSINESS

NPH-1 COMPREHENSIVE PLAN AMENDMENT 24-01, PREAMBLE

A proposed text amendment to Chapter 1, Preamble of the Comprehensive Growth Management Plan, Martin County Code, based on the 2024 Evaluation and Appraisal

Report (EAR).

Requested by: Paul Schilling, Growth Management Director

Presented by: Jenna Knobbe, Planner, Growth Management Department

Agenda Item: 24-1178

STAFF: Mr. Dulin introduced the item. Ms. Knobbe presented.

LPA: Mr. Moir asked why bringing up the language of the Secondary Urban Service Boundary within Indiantown is germane?

STAFF: Mr. Dulin explained that, after incorporating, the Village of Indiantown de-annexed a portion of the Secondary Urban Services District, the Little Ranch Estates subdivision and another small sliver of property. It is appropriate to recognize that this needs to be included in our residential capacity analysis calculations.

LPA: Mr. Moir asked about changing from 15 to 20 year horizon for capacity? It seems as though it's harder to predict further out and it make controlling growth considerably more difficult. Mr. Moir feels that projecting out 20 years for our capacity provides a certain amount of residential capacity in the near term that may not actually be real and he thinks it will be utilized to expand the Urban Services Boundary prematurely. Mr. Campenni asked how we address Mr. Moir's concern and whether we will be doing a 10 year plan.

STAFF: Ms. Knobbe and Mr. Dulin discussed that the Statute states that we will use planning periods of 10 and 20 years.

STAFF: Mr. Dulin responded that the 10 year planning period will still be a requirement and we'll be continuing to do that. Ms. Elder explained that we are required by Statute to include that 20 year plan. We have to, at least, do the first 10 year and the 20 year plan. We could do a 5 year plan and a 15 year plan to add onto it, but we have to do the 20 year plan, per Statute. We can do more, but we're required to do the 10 and 20. Ms. Knobbe and Mr. Dulin discussed that the Statute states that we will use planning periods of 10 and 20 years.

LPA: Mr. Moir stated that if the language that says we will have a 15 year horizon for our residential capacity doesn't change to conform with that, then we're changing the numbers midstream and it concerns him that it will be used as another way to move the Urban Service Boundary further out to Agricultural lands. Mr. Moir stated that a 5, 10, 15 and 20 year plan is the best we can do, but we need to change the language in there that our residential capacity is being reassessed every 5 years. Mr. Campenni asked when this EAR is due. He also asked how many years it takes to put a Residential Capacity Analysis together and what is the expense.

STAFF: Mr. Schilling and Mr. Dulin explained that the transmittals of all chapters need to be transmitted to the State Land Planning Agency before November 27th. The agency will then have 60

days to review and provide comments or objections, then we will bring it back to the Board of County Commissioners for adoption.

STAFF: Mr. Schilling answered that it is a complicated endeavor. Mr. Dulin explained that we put one together in 2023 and that it took the better part of 2023 to do so.

LPA: Mr. Campenni said that from what he's heard it takes to do, it would be one more report that nobody would read and it wouldn't be an accurate analysis. Mr. Moir respectfully disagreed, stating that he felt it was probably the reason that Newfield passed and that it would certainly be utilized by a lot of development interests to move our Urban Service Boundary in the very near term. Mr. Hartman stated that Newfield passed because it was time, it was a good location, and it was a good project. Mr. Moir stated that we should know what our residential capacity is on a regular basis.

PUBLIC: The following people spoke regarding this item: None.

MOTION: A Motion was made by Mr. Moir to put a 5 year window for our Residential Capacity. The motion failed due to no Second. A Motion was made by Mr. Campenni to approve staff's recommendation of approval; SECONDED by Mr. Thornton. The Motion CARRIED 3-1 with Mr. Moir opposed.

NPH-2 COMPREHENSIVE PLAN AMENDMENT 24-05, TRANSPORTATION ELEMENT

A proposed text amendment to Chapter 5, Transportation Element of the Comprehensive Growth Management Plan, Martin County Code, based on the 2024 Evaluation and Appraisal Report (EAR).

Requested by: Paul Schilling, Growth Management Department Director

Presented by: Samantha Lovelady, AICP, Principal Planner

Agenda Item: 24-1059

STAFF: Clyde Dulin, AICP, Comprehensive Planning Administrator, introduced the item on behalf of Ms. Lovelady and Lukas Lambert, Traffic Engineering Administrator, presented.

LPA: Mr. Moir commented that the proportional share was not terribly successful on Cove Road and Kanner Highway. Regarding level of service being qualitative, he feels we need to have a trigger that is clearly defined as a level of service that is unacceptable. Mr. Moir also asked whether we have a definition of what constitutes a motorized vehicle. Mr. Hartman stated that the Sheriff's Department has a definition of what is a vehicle and what can come on the road.

STAFF: Mr. Lambert discussed vehicles, touching on a single-occupancy vehicle, electric bicycles, etc. Ms. Wichser stated that any vehicle that's on a thoroughfare has to be registered. She pointed out that there are tables showing the set capacities of the roads and, if the measured traffic carried on the road exceeds that target, then it would go into an "E". What we put in here is that if it continues for several years, then we will call it a failing roadway.

LPA: Mr. Moir stated that the trouble is that we have seasonal use and without having the calculation in front of us we allow it to slide.

STAFF: Ms. Wichser stated that this is done every year and traffic is counted 24/7/365 and data is collected multiple times a year; Mr. Lambert noted that there is a peak season factor used.

LPA: Mr. Moir asked if that was referenced in the manual that that shall be done.

STAFF: Mr. Lambert stated no, Martin County collects our traffic volumes here and the Department of Transportation (FDOT) collects a lot of traffic vehicle data that is not really specified so that is why peak season factors are created. The FDOT's 24/7/365 count station is towards the base of Roosevelt Bridge. Both the FDOT and Martin County have multiples that are the constant survey for everyday of the year. We know when our high months are and when our low months are and when we need to apply the seasonal adjustment factors.

LPA: Mr. Moir said his concern is that there is a lot of detail in the Comp Plan, especially in this Element. Why aren't we saying that to the Public that may read the Comp Plan?

STAFF: Mr. Lambert explained that the Comp Plan is an overarching guide that tells us to do things and the Public Works Department produces reports that dive deeper into issues, including the roadway needs assessment and that when reviewing traffic analysis reports from developers the staff uses knowledge they have of the time of the year and events happening throughout the county.

LPA: Mr. Moir stated that it seems as though the language is just being changed to mean the same thing.

STAFF: Mr. Lambert stated that "level of traffic stress" is a fairly new concept. It was just published in the 2023 FDOT-QLOS Manual; therefore it is new in this concept. Ms. Wichser further stated that the revisions to the chapter set it up for the future and sets a goal.

LPA: Mr. Moir made a comment from a water quality perspective: the MPO's recommendations for dredging everywhere is not going to be good for water quality and will not be good for habitat health. He has a hard time supporting dredging everywhere in the St Lucie estuary to make recreation easier. It does not make it a healthier estuary and is very concerned that that is included. The idea of passenger ferries from Ft. Pierce to Stuart is pretty pie-in-the-sky and would directly compete with our recreational industry here if we had high-speed ferries moving from Ft. Pierce to Stuart.

LPA: Mr. Hartman said he would not like to see a blanket statement put on this; he believes there are some areas that do need dredging, such as the Manatee Pocket, to make the water quality better. Mr. Moir and Mr. Hartman then debated environmental dredging vs pipe operations.

STAFF: Ms. Wichser stated the reason that the language is in there now is because she did not see anything in the chapter regarding marine transportation, she then went back to the Waterway Plan which was done with Martin and St Lucie Counties and that is where this came from, the ferries are mentioned in the text there but are not a goal. The goal is to keep the inlet open and develop a group that would

identify other areas that could need to be dredged, etc. If different language is proposed by the Board that can be noted.

LPA: Mr. Moir and Mr. Hartman debated the language used.

STAFF: Mr. Lambert explained that the language came from an adopted MPO plan and that the document is available for review. Ms. Wichser stated that this discussion is more for the Coastal Element rather than the Transportation Element. Mr. Lambert clarified that the Transportation Element supports the Counties goals and explained that the MPO allows us to receive Federal and State funds, he also clarified that in large urban areas seaports are prioritized, however, that was not put in for our County as Martin County is not a deep-water port like St. Lucie County.

LPA: Mr. Campenni stated that he thinks our Public Transportation is ridiculous and thinks it is a shame to spend money on the Marty system to have no one ride it and that he feels a Comprehensive Plan is really a useless thing. He asked for clarification about a letter received from Mr. Morris Crady.

STAFF: Mr. Dulin explained that Mr. Crady was suggesting that the Comp Plan recognize the fact that there are sometimes two future land use designations on a property, residential and non, and that the infrastructure should be allowed to occur on both designations. Mr. Dulin further said this was really geared as much to Chapter 4 as Chapter 5 and he anticipates some language being brought forth on Chapter 4 later this year.

LPA: Mr. Moir noted that he did not see any reference to a train station in Martin County.

STAFF: Mr. Dulin stated that they try to identify fully backed projects and do not put language in for something that is not yet in place. Elysse Elder stated they could add language if the Board requests it.

LPA: Mr. Moir stated that he does not think the proportional contributions is a good idea.

STAFF: Ms. Wichser stated that the Proportion Share is added due to State Statute, if you have transportation concurrency language, which we do, it must be in there.

LPA: Mr. Moir made a Motion that this is moved forward for serious consideration of some of the Marine Elements that have been sticky...(he did not complete his motion).

LPA: Mr. Campenni made a Replacement-Motion for approval of staff recommendation with a mention of how the train station is tied into the plan and also when it comes to dredging that, if possible, it be done in the most environmentally sensitive way possible.

LPA: Mr. Moir Seconded the Motion.

STAFF: Ms. Elder clarified that they are voting on Mr. Campenni's Motion.

LPA: Mr. Hartman said he feels some language regarding dredging is redundant.

PUBLIC: The following people spoke regarding this item: Carol Ann Leonard spoke about Marty and suggested bike racks should be added near the bus stops and agrees with Mr. Moir regarding the dredging.

LPA: Mr. Campenni told Ms. Leonard about a service by United Way called Ride United and stated that what the County provides right now is not economically feasible.

STAFF: Mr. Schilling asked Mr. Moir for clarification regarding his earlier concern about the Train Station and if it was regarding arrivals and departures having transportation from the station in other words a bus, etc.?

LPA: Mr. Moir said that in order to be effective as Public Transportation it has be integrated. Mr. Campenni noted that the City of Stuart has stated they would provide trams to the hotel or downtown area.

LPA: Mr. Hartman called for a vote on the motion made by Mr. Campenni.

MOTION: The Motion CARRIED 4-0.

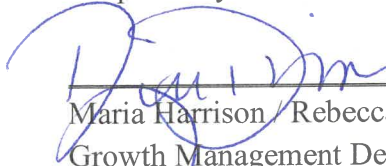
COMMENTS:

1. **PUBLIC** – None.
2. **STAFF** – Mr. Schilling reminded the Board members of the planned upcoming meeting schedules and the need for quorums to be present.
3. **LPA** – Mr. Campenni will not be at the Sept. 12th meeting but will be at the 19th, Mr. Moir believes he is available for both Sept. meetings. Mr. Hartman will not be available for the Sept. 19th meeting. Both Mr. Thornton and Mt. Moir noted they would be in attendance for the August 15th meeting.

ADJOURN:

The Local Planning Agency meeting of August 1, 2024, adjourned at 7:59 pm.

Respectfully Submitted:



Maria Harrison / Rebecca Dima
Growth Management Department
Agency Recorder/Notary
9/19/2024

Date Signed

Approved by:



Rick Hartman, Vice Chair
Tom Campenni for