

**CITY OF HALLANDALE BEACH
AD HOC PARKING COMMITTEE**

FINAL REPORT

June 29, 2010

ANTHONY MUSTO
Chair

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Vice-Chair

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**APPENDIX TO
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I PROCEEDINGS

The City of Hallandale Beach Ad Hoc Parking Committee was created to examine the parking situation in several specified areas of the City and to make recommendations regarding problems encountered by residents and businesses. Over the months, the Committee determined that some areas of the City not encompassed by the Committee's original charge also warranted examination and it therefore expanded its framework.

The Committee met on 20 occasions, including a January 28, 2010, joint meeting with the City Commission, at which an interim report was presented. Public participation was encouraged at all times and any member of the public who appeared at any meeting was offered the opportunity to participate. In addition, information was obtained through a questionnaire that was circulated to all condominiums in the City.

At its meetings subsequent to the joint meeting with the Commission, the Committee considered the valuable input from the Commission and has given that input great weight in submitting this, its final report.

II MEMBERSHIP

Members who served on the Committee throughout its existence were Anthony Musto, who chaired the Committee, Jerry Jensen, who was the Vice-Chair, Melanie Campbell, Ed Demeny, Bonnie Gusky, and Richard Shan. Art Clark, an original member of the Committee, was replaced by Alexander Lewy during the process. The police liaisons to the Committee were, in succession, Ken Cowley, Paul Winters, and Sonia Quinones. The City's liaison was Rick Labinsky.

III OVERVIEW

Over the past half century or so, we, as a society, have become more dependent on the automobile. There was a time when most individuals, couples, families, or households had but one car. That is seldom the case today. Thus, condominiums built to provide one space per unit can find themselves with overflowing parking lots if they do not take steps to increase their number of spaces. That overflow spills into our streets and, as a result, on-street parking can become difficult to find.

Here in Hallandale Beach, we have many condominiums that were built at a time when one space per unit did not create major problems. Some of those condominiums have adapted over the years. Too many have not and their failure to act aggravates the shortage of public parking. The problems of course become more severe during the winter, when our population swells with seasonal residents.

The condominiums that have not adapted show little interest in doing so. For the most part, they want the City to solve the problems, to pay for solving the problems, and to refrain from passing along any of the cost to them. The responses to the questionnaires sent out by the Committee reflect a strong reluctance to think beyond the property lines.

There are things the City can do, but the parking problems can only truly be addressed if all parties—the City, the condominiums, and future developers—work together. The Committee has identified numerous ways in which this can occur and its conclusions as to these approaches form the crux of this report.

IV SUMMARY OF FINDINGS

The parking problems in Hallandale Beach are real, but they are not as severe as many people may think. In fact, they are probably not as severe as most members of the Committee thought before thoroughly reviewing the matter.

The problems can be addressed in part by increasing the amount of parking. Such an approach can lead to significantly greater parking in some areas of the city and to minimal improvement in others. Fortunately, the area most in need of attention can receive the increase it requires. What many people may find surprising is the fact that the area with the greatest need is Atlantic Shores Boulevard.

The Committee does not believe that increasing parking alone will be sufficient to completely deal with the parking situation. Rather, steps need to also be taken to stop long term on-street parking, to foster cooperation from and among the condominiums in addressing the matter, to assist businesses in increasing on-site parking, to insure that future development becomes part of the solution, not an added burden, and to create an ongoing entity to keep an eye on the situation and adapt to needs as they arise.

V INCREASED PARKING

The Committee determined that in many areas of the City, there are ways to increase the amount of parking. These approaches were discussed with the Commission at the joint meeting and were detailed in the Committee's interim report. A copy of the interim report, which provides pictures demonstrating each of the recommendations detailed below regarding increased parking, is attached as an appendix to this report.

A GOLDEN ISLES DRIVE

Most members began their service on the Committee with the expectation that the parking problems would be the most severe in this area of the City. That did not prove to be the case. It became clear, from questionnaire responses from area condominiums, personal observations of Committee members, and an appearance by Ed Napolitano, the President of the Golden Isles Condominium Master Association, that, while circumstances are not ideal, residents of the area are coping reasonably well.

The Committee was pleased to learn that the problems were not as bad as most members had anticipated, not just because it is good when problems are smaller than expected, but also because the options to increase parking in the area are quite limited. Wholesale changes could occur only through the expenditure of a tremendous amount of money as they would have to involve purchasing property and/or constructing a parking structure above the roadway. Such an approach, the Committee believes, would be fiscally irresponsible, probably at any time, but especially in difficult economic times such as those now being faced by the City.

Nonetheless, the Committee has identified some manners in which some gains can be made with regard to the amount of on-street parking. Such parking is limited to a great extent because of the tremendous number of driveways providing access to the condominiums there. Most properties have two driveways, some have three or four, and one even has six. Each driveway requires the creation of a sight triangle, which prohibits parking for some distance on each side of driveway, thus reducing the space available for vehicles.

The limitations created by the sight triangles can be reduced by allowing only right turns for vehicles exiting from driveways on the left side of the street as one drives from Hallandale Beach Boulevard. Doing so would eliminate the need for a sight triangle on the right side of

each driveway. Triangles would of course still be necessary for the left side of each driveway. It is not believed that a right turn only requirement would impose a significant hardship on residents, as virtually all exiting traffic will be turning right (toward Hallandale Beach Boulevard) anyway. The only vehicles not doing so will be ones going from one condominium to another condominium located further away from Hallandale Beach Boulevard. The inconvenience to this relatively minimal number of drivers would seem to be more than outweighed by the additional seven parking spaces this approach would create.

The sight triangles can also provide relief in another respect. The Committee noticed that it is not unusual for existing parking spaces to be taken up by motorcycles. On one occasion, four spaces were so occupied at the same time. It was learned that motorcycle spaces can be placed within the sight triangles, so the Committee recommends creating such spaces and banning motorcycle parking in the full sized spots.

Another change that can increase the amount of parking is to create four-way stops at two locations at which sight triangles now exist and City engineers have determined that such stops are feasible. Because four-way stops do not require sight triangles, additional parking spaces could be added. This approach, which requires approval by Broward County, would result in four new spaces. It would also have the added benefit of slowing down traffic. Residents have indicated that the speed at which vehicles pass through the area is a major concern.

One additional factor should also be noted. As will be detailed below, the Committee is suggesting changes that will increase parking in the Diana Drive area. If these changes are realized, the additional spaces will be available for overflow parking from the Golden Isles area. The Committee has learned that Diana Drive is now being used for that purpose, so more parking there should benefit residents of both areas.

B THREE ISLANDS

The Committee believes that there is sufficient on-street parking in this area and that, as a result, there is no need to incur the expense of creating additional spaces.

C DIANA DRIVE

The unusual layout of this area allows for a significant increase in the amount of on-street parking. After considering several possible approaches, and realizing that certain suggestions would not work due to Florida Power and Light lines and potential problems with some condominiums in the area already encroaching into the City's right of way, the Committee suggests creating a median, with parallel parking on each side and with traffic on each side proceeding in one direction only. This approach would add 72 parking spaces and would help beautify the area.

The Committee does wish to point out that, as noted above, it learned that some of the condominiums on the south side of Diana Drive appear to be encroaching into the City's right of way. Although the proposed median project is not affected by this fact, the City may wish to look into this matter and determine if some sort of legal proceeding or some sort of agreement with the condominiums might be appropriate.

D 12th AVENUE AND 14th AVENUE

In 2008, 14th Avenue was reconfigured in manner that increased and maximized on-street parking. Prior to the creation of the Committee, the City intended to make similar changes to 12th Avenue, but put those plans on hold pending the Committee's recommendations. The

Committee endorses the approach taken on 14th Avenue and suggests that the City proceed with its plans for 12th Avenue. Doing so will result in the creation of an additional 17 spaces.

E ATLANTIC SHORES BOULEVARD

As discussed above, most Committee members began their work overestimating the problems in the Golden Isles area. By the same token, most underestimated the problems in this area. The Committee learned that Atlantic Shores Boulevard presents not only difficult circumstances, but ones that are unique to the rest of the City.

Some of the condominiums here do not have parking at all, so their residents park in the street. In assessing the circumstances at this location, therefore, it has to be realized that the issue is not just one of how to deal with excess parking, but one relating to where residents park their primary vehicles.

When the condominiums here were built, there really was not a major problem with parking because, as discussed in the Summary of this report, most units had just one car and the number of spaces was therefore sufficient to handle the number of cars owned by residents. That is clearly no longer the case, at least during the winter months when population is at its peak. As a result, during those months, residents are not only filling the spaces, but are doubling up by parking one car behind another in the pull-in spots. This results in cars sticking out into the street and in less space for traffic to pass. Their acceptance of this practice seems to be consistent with an attitude expressed by many residents of the area, one that reflects a belief that the public parking directly in front of a condominium somehow belongs to its residents. The Committee believes that it is important for the City to disabuse residents of this notion, but that it is equally important to make every effort to serve the residents' parking needs.

Fortunately, the street is quite wide. This means that the doubling up generally does not stop traffic totally. It also means that there is a significant opportunity to increase the amount of on-street parking.

The Committee suggests keeping the existing pull-in spaces and adding a median, with parallel parking along the median on each side, and traffic on each side proceeding in one direction only. Accepting this recommendation would result in an increase of 137 spaces.

If the desire were simply to maximize parking, it would also be possible to have two lanes of pull-in parking in the middle of the street, with parallel parking where the pull-in parking now exists. Doing so would yield 163 new spaces. The Committee believes that the minimal increase in parking over and above that provided by the recommended approach would not outweigh the more aesthetically pleasing aspects of the median. Moreover, the Committee believes that the 137 space increase it is recommending would be sufficient to address the problem. It should also be noted that the Committee's recommendation is consistent with prior planning by the City.

A hybrid approach could also be taken, with the pull in parking being in the center on some blocks and in the existing area on others. Doing so would allow for maximizing parking where the problems are most acute. The amount of increase parking would of course depend on what was being done on each block.

F DIPLOMAT PARKWAY

Much of Diplomat Parkway offers no on-street parking. A significant number of spaces can be created in the swale area. The Committee was very concerned that this process not cause

the loss of trees and determined that 72 new spaces can easily be added without the need to eliminate any trees.

G THE BEACH

The Committee determined that there are not significant problems with regard to parking for most residents of this area. Moreover, it determined that except when special events are being held, there is not a major problem for non-resident beachgoers. The south beach parking lot is seldom full, even on weekends. While spaces are scarce when there are concerts, fireworks displays, or other events, it is unrealistic to expand parking to provide space for everyone in attendance. Shuttle buses from other locations should be used instead on such occasions.

The Committee noted that some City plans contemplate an eventual construction of a parking garage in the south beach area. The Committee recommends rejection of this concept. As noted above, there is no indication that such a structure is needed. In addition, our beach itself is at or near capacity in terms of number of swimmers, sunbathers, and other beachgoers. More parking will bring more people and significantly decrease the quality of the experience for those who are there. Further, the Committee recognizes that our south beach area is the last break from development and the only remaining throwback to the old days of Hallandale Beach when trees, plants, and vegetation provided a buffer between the road and the beach. The Committee would hate to see this last bit of greenness lost to the ages.

It should be pointed out that, although, as stated above, most beach residents are not facing major parking problems, there is a shortage of parking at the Beach Club. The Committee believes, however, that those problems are primarily the result of a lack of foresight (or possibly a disregard for consequences) by the developer of that property. The Committee recognizes that

as the result of protracted litigation, the developer had some rights not shared by others. Having a right and exercising it are two different things, however. Whether doing so to increase the space available for residential units or for some other reason, the developer chose to provide insufficient parking. Moreover, it appears possible that when the original plans were changed to provide for three towers of residential units, instead of two such towers, with the third being primarily devoted to a hotel, the parking may not have been redesigned to accommodate for the increased number of vehicles. Further, the choice to limit parking is particularly egregious given the nature of the residents of the property, as the Committee was informed by the Beach Club's General Manager, Jerry Bleiweiss, that many of those residents have three or four vehicles.

Trying to add parking to assist the Beach Club under these circumstances would be to send the wrong message, the message that the City will bail out developers who fail to provide sufficient parking. It would start the City down a slippery slope and lead to future developers saying that they would want the same treatment given to the Beach Club.

The Committee does believe, however, that it might be appropriate to allow for the use of the City's metered spaces by guests of Beach Club residents during the late evening hours. Doing so would not have a detrimental effect on the City or on the parking situation and would provide the City with some revenue. Such guests should be required to vacate such spaces by sunrise, however, with vehicles remaining after that point being routinely towed.

H FOSTER ROAD

The Committee heard from merchants along Foster Road, who indicated that people seeking to patronize their businesses did not have on-street parking. Visual inspections of the area by Committee members corroborated what the merchants said. The Committee notes that

the City has purchased a number of properties in the area for redevelopment purposes and suggests that at least one such property, located within reasonable walking distance of as many affected business as possible, be paved and made available for business customers. Such an approach could create approximately 20 spaces. Should that amount prove insufficient, additional paving could follow.

I CITY HALL COMPLEX

While parking at the City Hall complex is adequate on most days, it is not when special events, including Commission meetings of general interest, are held. It is suggested that when such events are occurring, City vehicles and the personal vehicles of City employees be parked at some other location to provide additional public parking. Depending on the timing, it might be possible to have an arrangement with Gulfstream Park to use its lot on the other side of Federal Highway. If such an arrangement will not work, shuttle buses from other City facilities should be employed.

J TOTAL INCREASE

Following all of the Committee's recommendations would increase the number of parking spaces in the city by 541. If parking is maximized on Atlantic Shores Boulevard, that number would increase to 567.

VI OTHER RECOMMENDATIONS

Increasing the amount of available parking is clearly a significant step in addressing the City's parking problems. It is not the only thing that can, or should, be done, however. The Committee therefore also offers the following recommendations:

A PREVENTING LONG TERM ON-STREET PARKING

It became very apparent to the Committee that some people park a car on the street and just leave it there for long periods of times, perhaps weeks or even months. It is likely that most of the people doing this are couples or families with two cars who have just one assigned space in a condominium's lot. Rather than pay for a second spot, they essentially store a car on the street, using the one they park in the condominium lot exclusively except when they are in situations in the use of two cars is necessary. This practice blocks off the space the stored car is using and thereby reduces the number of available on-street spots.

The Committee believes that policies should be put into effect that would require that spaces be turned over on a regular basis. This can be accomplished by limitations on hours during which parking is allowed. The easiest approach would be to have street sweeping on a regular, designated, basis (perhaps twice a week), with signs indicating that no parking would be allowed during the time periods indicated. This approach will only prove effective, however, if vehicles that remain parked on the street during the time periods are routinely towed.

B ENCOURAGING COOPERATION FROM CONDOMINIUMS

It has become very apparent to the Committee that many of the condominiums in this City operate essentially as independent fiefdoms, with no interest in the condominium or fiefdom

next door or down the block. It has also become apparent to the Committee that cooperation among condominiums could go a long way toward resolving parking problems.

Some condominiums can increase their number of spaces by restriping their parking lots to provide for slightly smaller spaces. In some instances, the width of the spaces is much wider than what is really needed.

Another area in which cooperation can have a significant impact is for condominiums to work together, where appropriate, to reduce the number of driveways, an approach that would reduce the number of sight triangles, as well as create more spaces on the properties themselves. Neighboring condominiums with two or three driveways each could work together to create one driveway on the property line, with vehicles turning left or right upon entry.

In addition, the Committee encountered situations in which a condominium has plenty of unused spaces, while one nearby is severely lacking in parking. There should be a way for these condominiums to work out something that will benefit everyone. Perhaps, the one that needs parking can rent spaces from the one that has it. Perhaps, it can offer the use of some facilities in return of the use of spaces.

At times, a condominium, or a resident thereof, is hosting some event that causes the available parking to be inadequate for an evening. In situations like this, there should be a way that neighboring condominiums can offer spaces, with the understanding that they will receive reciprocal treatment when needed.

The Committee has seen very little effort from the condominiums to work together in manners such as these. It recognizes that because individual residents, and the condominiums themselves, have certain property rights, such cooperation cannot be mandated. The City can, however, encourage such efforts. In addition to the existing program which offers assistance to

condominiums in determining how their parking can be redesigned, it could consider providing incentives like tax breaks, expedited inspections, or fee waivers, to condominiums that do take steps to increase their own parking or to work with other condominiums to achieve that goal. Such an approach may help to obtain the sort of cooperation that will produce significant results.

C COMMERCIAL BUSINESS ASSISTANCE

There are times when businesses are hamstrung by existing requirements from adding parking on their premises. The Committee believes that occasions exist in which the need for the parking is greater than the need to strictly comply with provisions that, while well intended and generally appropriate, might not be absolutely necessary under the circumstances of the particular situation. Thus, the Committee recommends allowing for flexibility with regard to matters such as landscaping, site coverage, size of spaces, and use of compact spaces, when doing so to increase parking is in the best interests of the general public. Also, the Committee suggests extending to businesses the program now available to assist condominiums in redesigning their parking.

D FUTURE DEVELOPMENT

Although development is presently slow due to the economy, there seems little doubt that the time will come when future development of residential units will occur here in Hallandale Beach. The Committee suggests that consideration should be given to the impact such development will bring to the parking situation and that steps should be taken to see that it does not aggravate the situation.

For instance, the Committee believes the City should increase the number of parking spaces required per unit for new multi-unit development. Presently, the requirements call for 1.25 spaces per efficiency unit, 1.5 spaces per one bedroom unit, 1.75 spaces per two bedroom unit, with .25 space added for each additional bedroom. This formula is proving insufficient to meet current parking realities. Moreover, the problems arising from its insufficiency are aggravated by the fact that many older condominiums are not in compliance with even these inadequate criteria. Indeed, the parking available in the condominiums responding to the Committee's questionnaire worked out to just 1.14 spaces per unit, less than what would be required if all units were efficiencies.

Additionally, sizable future development should be required to provide a reasonable amount of public parking if located near areas with parking problems or areas, such as commercial establishment, parks, or the beach, where there is a need for such parking.

Further, development by the City itself in the form of new or expanded parks or facilities should be accompanied with adequate parking.

VII COSTS AND PRIORITIES

The Committee is well aware that it is easy to suggest change and not as easy to pay for it. Moreover, the Committee knows that the City must deal with competing interests and must decide how much of its limited funds should be used to address parking problems and how much should be allocated to other concerns. In making such determinations, the City should be aware of the costs of the Committee's recommendations and the priorities the Committee feels should be assigned to the recommendations relative to each other. The Committee of course does not take a position as to how addressing parking should be prioritized relative to other needs.

In any event, the construction costs of the Committee's recommendations, as estimated by City staff, are as follows: Golden Isles Drive, \$2,000; Diana Drive, \$249,045; 12th Avenue, \$76,927; Atlantic Shores Boulevard, \$1,013,144; Diplomat Parkway, \$219,119; Foster Road, \$15,000 for 20 spaces. It is the Committee's understanding that, because its recommendations as to 12th Avenue and Atlantic Shores Boulevard dovetail with the City's existing plans, some or all of the money for those projects may have already been budgeted. The Committee also suggests that CRA funding be utilized for the 12th Avenue and Foster Road projects.

With regard to priorities, it is the Committee's belief that the highest priority in terms of need is Atlantic Shores Boulevard, with 12th Avenue next. Because the cost is relatively minimal regarding Golden Isles Drive and Foster Road, however, the Committee believes that those areas should also be given a high priority. The Committee also notes that the need for additional parking on Diplomat Parkway is far greater at its southern end, near Hallandale Beach Boulevard, than elsewhere. If it makes sense economically, therefore, the City might wish to break that project up, with the area of most need being given a higher priority than the rest of the project. The Committee is of the opinion that the southern end of Diplomat Parkway should be prioritized ahead of Diana Drive.

VIII OPEN AND FREE PARKING

The Committee gave a great deal of consideration to the question of whether parking should be open to anyone or limited in some respect, and to whether it should be free or subject to some sort of charge. The Committee began its study with a strong inclination that parking should be open and should be free. It concluded its study with the same belief. In considering other options, the Committee took into account the fact that the City might wish to utilize

parking as a revenue source to fund some long term project, such as a centrally located parking garage, designed to address the parking problems. Thus, the Committee considered alternatives such as parking meters, fees for stickers, and parking coupons. After the joint meeting with the Commission, the Committee came away with the belief that the Commission is not thinking in terms of any long term parking projects. The Committee, which agrees with the Commission's apparent feelings on the matter, therefore abandoned its consideration of approaching parking as a revenue generating resource.

The Committee did give some consideration to the possibility of utilizing some sort of system of requiring parking stickers, such as the one previously used on Three Islands. After much discussion, it decided to recommend that no such system be employed and that the one now in use be discontinued. It is believed that the increased parking recommended by the Committee will deal with the majority of parking concerns and that the administrative problems and difficulties any sticker system would entail would outweigh whatever benefit it might provide. It was noted that the previous system on Three Islands has resulted in many vacant parking spaces that could otherwise be available for general use.

The Committee does note that there did seem to be at least some level of interest at the joint meeting from the Commission regarding the possibility of using stickers. The Committee therefore offers the following suggestions regarding stickers, should there be a determination that they should be used. First, they should be color coded for areas of the City, so that residents will only be able to use them to park in the areas in which they live. Second, Golden Isles Drive and Diana Drive should have the same color in light of that fact that the additional spaces suggested for Diana Drive are intended to serve residents of both areas. Third, stickers should be limited to one per address and should issue only if two or more vehicles are registered to an individual or

individuals residing at that address. Fourth, stickers should be renewed on an annual basis, with all stickers coming due at the same time. Fifth, stickers should carry some easily noticeable indication as to when they expire, such as large numbers or a different shape each year, so that the police will be able to see from their vehicles when a sticker is out of date. The specific manner of designation should be left to the discretion of the police. Sixth, stickers should be issued by the City, not by individual condominiums. The idea of having the condominiums issue them was raised at the joint meeting. The Committee believes that such an approach would be an invitation to disaster, as different condominiums might take inconsistent approaches to issuing the stickers and personal considerations might come into play. Seventh, the cost of stickers should be limited to the amount necessary to administer the program. Eighth, the City should consider making residents of condominiums which refuse to cooperate with efforts to address the parking problems ineligible to receive stickers.

IX ONGOING ENTITY

The Committee recognizes that no one knows what the future will bring and that new policies or adjustments to existing policies may well become appropriate at some time. Rather than allowing matters to develop to the point at which a comprehensive study, such as the one the Committee undertook, might become necessary again, the Committee suggests the creation of an ongoing entity, such as a parking committee or a parking authority. Such an approach will allow for immediate response when necessary and will avoid the need to recreate the wheel, as the entity will retain an institutional memory of prior discussions, considerations, and results.

X CONCLUSION

The members of the Committee wish to express their appreciation to the City Commission for giving them the opportunity to serve their community in what they all believe to have been a very worthwhile and important endeavor. The Committee commends the Commission for its concern with the significant issues relating to parking in the City. The Committee also expresses its appreciation to its police advisors, each of whom provided it with outstanding input and guidance throughout its existence, and to its City liaison, Rick Labinsky, who did a yeoman's job of providing information, producing visual manifestations of the concepts discussed by the Committee, and responding to the Committee's needs and questions in a professional, courteous, and efficient manner. The Committee hopes that this report will aid the City in the process of improving our hometown and making the future brighter for all its residents.