

PAULA HARVEY: THE ONE ITEM ON YOUR AGENDA, THIS WILL BE ITEM H-1, WAS REQUESTED BY COMMISSIONER NORMAN. IT IS IN RESPONSE TO A REPORT AND PRESENTATION THAT WAS GIVEN TO THE BOARD OF COUNTY COMMISSIONERS AT YOUR LAST LAND USE MEETING. I HAVE HAD DISTRIBUTED AROUND THE DAIS TO YOU A -- ANOTHER COPY OF THAT REPORT AS IT WAS PRESENTED TO YOU. THERE WAS NEVER ACTUALLY AN ACTION THAT WAS TAKEN, BUT YOU RECALL THAT COMMISSIONER NORMAN HAD ALSO -- AND WE INCLUDED FOR YOUR CONSIDERATION A MEMORANDUM DATED MARCH THE 24th WHEREIN HE HAD ASKED THAT THERE BE A DIRECTION FROM THE BOARD TO GO BACK AND LOOK AT SOME OF THE ISSUES THAT HE HAD BROUGHT FORWARD IN HIS MEMORANDUM. HE THEN AGAIN PREPARED ANOTHER MEMORANDUM TO BE CONSIDERED AT THIS MEETING TO ALLOW FOR FURTHER DISCUSSION ABOUT THE I-4 CORRIDOR STUDY.

KEN HAGAN: COMMISSIONER NORMAN.

JIM NORMAN: BOARD MEMBERS, THE ONLY THING I WANTED TO DO TODAY IS PREVIOUS TO OUR DIALOGUE FOR A COUPLE YEARS, THE FACT THAT -- WHAT THE REPORT THAT CAME BACK THAT WE READ -- I MEAN, VERY SPECIFICALLY IT'S -- IT'S LIKE THERE'S NO DEVELOPMENT EAST -- THERE'S NO -- THERE'S ABSOLUTELY NO CORRIDOR ESTABLISHED EAST OF I-4 -- I-75. IF YOU -- IF YOU READ THE COMMENTS HERE, EVEN THE SITES THAT ARE OFF ARE LIKE FIVE MILES OFF OF I-4. IT DOESN'T LOOK LIKE TO ME THIS IS A REALISTIC STUDY FOR THE IMPLEMENTATION OF A CORRIDOR ALONG I-4, A REALISTIC STUDY, AND WHAT I WOULD LIKE TO JUST REFER OVER NOT TO -- YOU KNOW, IF -- IF OUR -- IF OUR THREE WHAT I PERCEIVE AS EXPERTS WILL TAKE THIS REPORT, LOOK AT ANALYZING THE PREVIOUS I-4 CORRIDOR STUDIES -- AND I WAS TALKING ABOUT GENE GRAY, PAULA HARVEY, MR. GRIFFIN -- TO TAKE THAT REPORT, ANALYZE IT, AND SEE IF WE'RE GOING DOWN THE RIGHT DIRECTION BECAUSE -- I MEAN, IF YOU WANT ME TO -- TO READ - - IT LOOKS LIKE IT HAS EVOLVED FROM AN ECONOMIC DEVELOPMENT STUDY OF OPPORTUNITIES ALONG I-4 CORRIDOR TO THE STUDY OF ECONOMIC DEVELOPMENT OPPORTUNITIES IN THE INCORPORATED AREAS OF THE COUNTY. IT APPEARS THAT TEN OF THE 12 IDENTIFIED AREAS ARE OUTSIDE THE ORIGINAL CORRIDOR STUDY AREA, ONE MILE -- ONE MILE NORTH AND SOUTH OF I-4. THERE ARE NO AREAS IDENTIFIED EAST OF I-75 THAT HAVE FRONTAGE ON I-4. NONE OF THE AREAS AROUND I-4 INTERCHANGES WERE INCLUDED AS SITES FOR POTENTIAL DEVELOPMENT. THE TWO SITES LOCATED BETWEEN I-75 AND PLANT CITY ARE AT LEAST FIVE MILES FROM THE INTERSTATE. IN ADDITION, BOTH SIDES ARE IDENTIFIED ON THE MATRIX AS BEING INCONSISTENT ON THE ONGOING COMMUNITY-BASED PLANS IN

BOTH THOSE AREAS. I MEAN, IT -- THAT'S THE STUDY THAT YOU-ALL ARE COMFORTABLE WITH? MY POINT IS I THINK WE SHOULD HAVE OUR EXPERTS LOOK AT IT, THEY SHOULD -- I WOULD LIKE THE THREE AGENCIES TO PUT THEIR HEADS TOGETHER, SEE IF THIS IS THE DIRECTION THAT WOULD BRING ECONOMIC DEVELOPMENT TO THIS COMMUNITY, TO SEE IF -- AND I'M TALKING ABOUT WORKING WITH THE COMMUNITY -- IF THEY CHANGE EVERYTHING AND WANT TO BRING BACK A DIFFERENT REPORT THAT IT GOES OUT TO THE COMMUNITY, BUT THIS IS BASICALLY SAYING WE'RE NOT GOING TO HAVE ANY ECONOMIC DEVELOPMENT IN A VERY POSITIVE WAY ALONG I-4, AND THAT'S ONE OF THE MOST LARGEST CORRIDORS IN THIS COUNTY.

I MEAN, EITHER WE'RE GOING TO HAVE IT REALLY LOOKED AT SERIOUSLY OR WE'RE NOT, AND THIS REPORT TO ME HAS NOT SERIOUSLY LOOKED AT IT, SO I'D LIKE TO REFER IT OVER AND I'LL MAKE A MOTION TO REFER IT OVER TO HAVE SERIOUS MEETINGS BETWEEN THOSE THREE INDIVIDUALS, GENE GRAY, PAULA HARVEY -- OR THOSE -- BASICALLY THOSE DEPARTMENTS, GENE GRAY, PAULA HARVEY, AND MR. GRIFFIN, THAT THEY WOULD MEET ON THIS REPORT AND BRING BACK A SYNOPSIS OF THEIR THOUGHTS.

KEN HAGAN: COMMISSIONER HIGGINBOTHAM.

AL HIGGINBOTHAM: YEAH, I'VE GOT SOME COMMENTS AND WOULD LIKE TO AMEND THAT MOTION. FIRST OFF, THIS REPORT SHOULD NEVER HAVE IDENTIFIED JUST POCKETS. IT SHOULD BE AN OVERLAY. IT SHOULD BE A TOOL WHETHER IT HAS FRONTAGE ON THE INTERSTATE OR NOT, BUT THIS SHOULD BE AN OVERLAY THAT IS A TOOL TO, NUMBER ONE, STOP THE SPRAWL BECAUSE IF WE DON'T DO ANYTHING, IT WILL CREATE AN URBAN SPRAWL WITH THE CURRENT ZONING THAT WE HAVE THERE AND THE WAY FOLKS COULD BUILD HOUSES PATCHWORK, AND WE DON'T WANT THAT. WE DON'T -- WE DON'T WANT TO CREATE ANOTHER PROBLEM LIKE WE HAVE IN BRANDON, AND I HEAR FROM THE FOLKS IN BRANDON ALL THE TIME ABOUT THE TRAFFIC ISSUES. I HEARD FROM THEM YESTERDAY. BUT I WOULD LIKE TO LOOK AT THIS AS A POLICY RATHER THAN PARCELS, AND -- AND THE PARCEL IS NOT JUST A FRONTAGE ON THE INTERSTATE OR THESE CIRCLES BUT IT'S THE OVERLAY, AND TO COME BACK TO US WITH AN OVERLAY, GET RID OF THIS PARCEL ATTITUDE. I DON'T THINK THAT WE SHOULD HAVE A DOMINO EFFECT WHERE WE START AT ONE END AND SAY, WELL, YOU CAN DEVELOP THIS ONE AND THEN YOU'VE GOT TO GO TO THIS ONE AND THEN YOU'VE GOT TO -- THE MARKET NEEDS TO SET THAT. THAT'S NOT OUR JOB. WE NEED TO HAVE THE PHILOSOPHY AND GIVE THE PEOPLE IN ECONOMIC DEVELOPMENT THE TOOLS TO BRING THAT IN, BUT I KNOW THESE THREE FOLKS YOU'VE MENTIONED HAVE BEEN INVOLVED IN THE STUDY AND THEY JUST NEED CLEAR DIRECTION AND I SUPPORT THAT, BUT I WOULD ALSO LIKE TO AMEND YOUR MOTION, IF YOU'RE

OPEN TO IT, TO SEND THIS TO OUR ECONOMIC STIMULUS TASK FORCE, MR. NORMAN, AND LET THEM GIVE US SOME INPUT AS WELL AND THEN BRING THAT BACK. I DON'T KNOW WHAT KIND OF TIME FRAME, BUT IF I COULD AMEND IT TO INCLUDE THEM AND –

JIM NORMAN: SURE, I'LL ACCEPT THAT, BUT ALSO THESE WERE OUR DEPARTMENTAL EXPERTS PER SE.

AL HIGGINBOTHAM: RIGHT. I SPENT A LOT OF TIME ON IT, AND I'M FINE WITH IT. I WANT TO SEE US STAY ON TRACK AND KEEP THIS AS A TOOL TO, AS I SAY, ONE, STIMULATE THE ECONOMY, USE IT FOR OUR ECONOMIC FOLKS IN OUR ECONOMIC DEPARTMENT, AND TWO, NOT CREATE ANOTHER PROBLEM WITH THE URBAN SPRAWL.

KEN HAGAN: COMMISSIONER SHARPE.

MARK SHARPE: MR. GRIFFIN, WHAT IS THE -- AND PAULA, BOTH, WHAT IS THE PROCESS THAT WE'RE USING RIGHT NOW? I MEAN, I UNDERSTAND THAT WE HAVE BEEN MEETING FOR HOW LONG? AND I'M NOT ASKING -- THESE ARE NOT LEADING QUESTIONS, SO I'M NOT CHARGING ANYBODY HERE. I'M JUST TRYING TO GET SOME ANSWERS. HOW LONG HAVE WE BEEN MEETING ON THIS?

PAULA HARVEY: WELL, SINCE -- GO AHEAD, STEVE.

MARK SHARPE: PAULA.

PAULA HARVEY: SINCE -- ACTUALLY, COMMISSIONERS, WE'VE BEEN -- WE SET UP A PROCESS TO START CONDUCTING MEETINGS SHORTLY AFTER THE BOARD OF COUNTY COMMISSIONERS APPROVED THE UPDATE TO THE COMPREHENSIVE PLAN BECAUSE PART OF YOUR DIRECTION WAS WE MOVE FORWARD TO TRY TO COME UP WITH SOME DEVELOPMENT SCENARIOS OR OPPORTUNITIES ALONG I-4, SO REALLY WE'VE BEEN MEETING SINCE THE FALL. WE HAD PLANNED ON CONCLUDING IN LATE SPRING OF THIS YEAR. WE CAME TO THE BOARD INITIALLY WITH A PROPOSAL FOR A MAKEUP OF A WORK COMMITTEE THAT INCLUDED INTERESTS THAT WERE REALLY QUITE BROAD, FROM THE MUNICIPALITIES THAT WERE ADJACENT TO I-4, INCLUSIVE OF CITIZENS WHO MIGHT BE INTERESTED, CERTAIN STAFF MEMBERS HAD BEEN INVOLVED IN IT, THE ACTUAL DAY-TO-DAY WORKING OF GETTING ALL THE MEETINGS AND EVERYTHING SET UP AND THE PRESENTATION MATERIALS WERE PRIMARILY DONE BY JOE INCORVIA OF OUR STAFF AND STEPHEN GRIFFIN FROM THE PLANNING COMMISSION, AND WE SET UP A PROCESS TO CONTINUALLY UPDATE YOU AS WE WENT ALONG.

MARK SHARPE: RIGHT.

PAULA HARVEY: WHICH WE HAVE DONE THUS FAR.

MARK SHARPE: RIGHT.

PAULA HARVEY: THE LATEST RESULT BEING THE PRESENTATION OF WHAT WERE 12 SITES THAT HAD BEEN IDENTIFIED BY THAT WORKING GROUP AS HAVING THE POTENTIAL FOR BRINGING ECONOMIC -- NEW ECONOMIC DEVELOPMENT OPPORTUNITIES INTO THE COUNTY. WHAT WE HAVE NOT DONE IS CONCLUDED THAT EXERCISE. THERE IS STILL MORE WORK TO BE DONE. WE HAVE HAD CONTINUING CONVERSATIONS ABOUT THINGS SUCH AS OVERLAYS. THERE HAVE BEEN EXPRESSED INTEREST BY SOME OF THE DEVELOPMENT REPRESENTATIVES THAT ATTENDED THE MEETINGS THAT THEY WERE NOT SATISFIED WITH THE WORK OF THE GROUP. THERE ARE STILL CONCERNS THAT ARE EXPRESSED BY THE CITIZENS IN THE COMMITTEES ABOUT HOW THIS IS GOING TO IMPACT THEIR COMMUNITIES AND NEIGHBORHOODS, SO WE'RE NOT FINISHED AND WE HAVEN'T COME TO ANY FINAL CONCLUSION REGARDING RECOMMENDATION, BUT I THINK THE WORKING GROUP IS GETTING THAT -- GETTING THERE. NOW, STEVE, YOU MIGHT WANT TO GIVE YOUR OBSERVATION OF THAT.

JIM NORMAN: [INAUDIBLE]

MARK SHARPE: MR. GRIFFIN.

STEVE GRIFFIN: I AGREE WHOLEHEARTEDLY WITH PAULA. WE HAVE BEEN MEETING SINCE PROBABLY MARCH OF 2008 WHEN YOU FIRST GAVE US THAT DIRECTIVE, AND WE'RE STILL IN THE WORKING PROGRESS. WE'RE STILL LOOKING AT POTENTIAL SCENARIOS FOR DEVELOPMENT. ONE AS COMMISSIONER HIGGINBOTHAM SPOKE TO WAS AN OVERLAY LOOKING AT SPECIFIC GEOGRAPHIC AREAS ALONG THE I-4 CORRIDOR TO ALLOW FOR POTENTIAL DEVELOPMENT. WE'RE STILL MEETING WITH THE BUSINESS AND GOVERNMENT PEOPLE AND THE CITIZENS, SO WE'RE STILL PROGRESSING THROUGH THE PROCESS. CERTAINLY THE 12 AREAS THAT WE HAVE INDICATED ARE NOT THE END-ALL OF WHAT WE'RE GOING TO BE RECOMMENDING. THOSE ARE AREAS THAT WE CONCLUDED HAD SOME POTENTIAL FOR ECONOMIC DEVELOPMENT OPPORTUNITIES, SO WE'RE WORKING THROUGH THAT PROCESS. ONE OF THE THINGS THAT WE DID DISCOVER AS WE WERE STUDYING THE I-4 CORRIDOR IS, YOU KNOW, THIS COMMUNITY HAS SOME VERY IMPORTANT ASSETS ALONG THE CORRIDOR THAT DON'T FRONT RIGHT ON I-4. THEY ARE A PART OF THE AREA. SPECIFICALLY THE UNIVERSITY OF SOUTH FLORIDA AND THE TAMPA EXECUTIVE AIRPORT, TWO VERY IMPORTANT ECONOMIC ENGINES TO

OUR COMMUNITY THAT ARE INTEGRAL AS WE LOOK AT ECONOMIC DEVELOPMENT ALONG THAT CORRIDOR, SO THOSE ARE CONCLUSIONS THAT WE WANT TO BRING BACK TO YOU THAT'S GOING TO EMBODY WHAT WE'RE LOOKING AT, YOU KNOW, ALONG THE WHOLE CORRIDOR. IN ADDITION, WE HAVE THE PORT OF TAMPA THAT HAS INFLUENCE ON THE I-4 CORRIDOR AND POTENTIALLY THE CROSSTOWN/I-4 CONNECTOR THAT WILL BE HAPPENING SOMETIME HOPEFULLY IN THE FUTURE, SO THERE ARE CERTAIN ECONOMIC ENGINES THAT WE FEEL ARE IMPORTANT TO ECONOMIC DEVELOPMENT ALONG THE CORRIDOR, BUT WE ARE STILL A WORK IN PROGRESS, AND WE HAVEN'T FINISHED OUR WORK. WE'RE GOING TO BE TALKING TO THE VARIOUS GROUPS IN THE COMMUNITY ALONG WITH THE CITIZENS AND THE BUSINESS PEOPLE, SO WHAT PAULA HAS CONCLUDED IS CORRECT. WE'RE STILL A WORK IN PROGRESS, AND WE HOPEFULLY WILL HAVE SOMETHING TO YOU IN THE VERY NEAR FUTURE, PROBABLY IN THE NEXT MONTH OR SO.

MARK SHARPE: IT'S MY FEELING THAT -- AND I'VE HAD A CHANCE TO TALK WITH BOTH PAULA AND WITH YOU, MR. GRIFFIN, AND I'VE TALKED WITH MR. HUNTER AS WELL, AND THERE -- THERE HAS BEEN A SENSE SOMETIMES THAT THERE'S NOT MAYBE A CLEAR UNDERSTANDING OF MAYBE WHERE THE BOARD WANTS TO GO OR WHAT THE BOARD -- YOU KNOW, THE BOARD'S DIRECTION, AND I -- AND I SHARED SOME OF THE CONCERNS.

I THINK WHEN I SAW THE FIRST REPORT THAT COMMISSIONER NORMAN HAD, WHICH SEEMS LIKE IT WAS KIND OF GOING NORTH AND SOUTH AND REALLY NOT GOING ALONG THE CORRIDOR BUT LOOKING AT KIND OF ECONOMIC DEVELOPMENT IN THIS -- NOT ALONG A WELL-DEFINED CORRIDOR BUT ALONG IN A REGION -- AND I -- AND I WENT BACK OUT ON FRIDAY AND DROVE UP AND DOWN. ERIC AND I WENT DOWN, WENT OFF OF, YOU KNOW, 92, AND LOOKED ALL ALONG FOR ME -- AND I HAD THIS CONVERSATION WITH MR. HUNTER REITERATED -- I SAW AND MR. HUNTER HIMSELF HAS TOLD ME HE SEES WHAT OTHERS HAVE SAID, WHICH IS THE CONNECTION ULTIMATELY BETWEEN TAMPA, PLANT CITY, OUT TO ORLANDO WOULD OVER THE NEXT 50 YEARS, A HUNDRED YEARS BEGIN TO SOLIDIFY AND THAT THAT CONNECTION WOULD FORM -- YOU KNOW, I HATE TO USE THE TERM "MEGALOPOLIS," BUT A MEGALOPOLIS, AND WE'RE ONE OF TEN, AND SO -- AND THAT THE CORRIDOR WOULD INCLUDE AN INTERSTATE, AND AT SOME POINT I THINK IT'S GOING TO INCLUDE HIGH-SPEED RAIL OR SOME OTHER FORM OF TRANSPORTATION CONNECTING ORLANDO WITH TAMPA, AND IT SHOULD, AND SO RATHER THAN -- YOU LOOK AT THE DEVELOPMENT ALONG I-75 SOUTH, AND WHEN YOU GET OFF, BASE YOU CANNILY WHAT YOU SEE ARE LARGE -- BASICALLY WHAT YOU SEE ARE LARGE RESIDENTIAL DEVELOPMENTS, LOTS OF RESIDENTIAL, AND WHEN I

WENT ALONG 92, WHAT I SAW WAS A MISHMASH OF EVERYTHING, NO REAL PATTERN, NO REAL PLAN, JUST -- AND VERY NARROW ROADS, AND AT 4:00 AND 5:00 IN THE AFTERNOON THOSE NARROW ROADS GET CROWDED, SO THE THOUGHT WAS, OKAY, LET'S -- RECOGNIZING THAT THERE'S GOING TO BE THIS GROWTH PATTERN BETWEEN TAMPA AND ORLANDO AND THAT WE WANT -- AND IN MY MIND, YOU KNOW, RECOGNIZING THAT THE DAYS OF LARGE, GIANT OFFICE PARKS AND RESEARCH PARKS WHERE WE HAVE HUNDREDS OF ACRES OF LAND THAT SIT OUT NOWHERE AND WE -- AND WE -- AND WE DEVELOP THEM FOR MANUFACTURING OR FOR OTHER FORMS OF HIGH-PAYING JOBS -- THIS CORRIDOR MIGHT SERVE AS A NATURAL LINK WHERE WE HAVE MANUFACTURING COMPANIES AND BIOTECH COMPANIES AND OTHERS -- IT DOESN'T HAVE TO -- I ALWAYS MENTION BIOTECH, IT DOESN'T HAVE TO BE BIOTECH BUT THAT ARE INTERCONNECTED THEMSELVES AND WHERE PEOPLE WHO WORK THERE HAVE AN OPPORTUNITY TO GET ON AND OFF THE INTERSTATE OR OTHER FORM -- AT SOME POINT WAY IN THE FUTURE PERHAPS RAIL BUT USE THAT AS A WAY OF GETTING TO WHERE WE HOPE THE MANUFACTURING WILL GO, NOT LARGE RESIDENTIAL WHICH HAS IMPACTS WHICH WE CAN'T BEAR, BUT MANUFACTURING WHICH MIGHT BRING A BENEFIT TO THE COMMUNITY FINANCIALLY AND -- BUT ALSO HELP OUR ECONOMIC DEVELOPMENT TEAM THAT'S LOOKING FOR NEW LOCATIONS TO GROW, AND I DIDN'T SEE THAT IN THIS ORIGINAL PLAN, BUT WHERE I DIFFER WITH MR. NORMAN IS THAT I THINK THAT THERE'S AN OPPORTUNITY --

HERE'S MY CONCERN, COMMISSIONER NORMAN.

I THINK THAT IF WE TAKE THIS AWAY FROM THE PROCESS THAT WE HAVE NOW AND HAND IT TO SOMEONE ELSE AND SAY, YOU GO FIGURE IT OUT, I'M NOT SURE ANYBODY'S GOING TO BE SATISFIED WITH WHAT COMES FROM IT, AND WE ALREADY HAVE IN THIS GROUP THAT YOU'VE MENTIONED, THE PLANNING COMMISSION, OUR STAFF, AND THE ECONOMIC DEVELOPMENT TEAM -- I BELIEVE THE ECONOMIC DEVELOPMENT TEAM HAS BEEN PARTICIPATING IN THESE MEETINGS. MAYBE WHAT WE DO IS JUST GIVE THEM CLEARER DIRECTION AS TO WHERE WE OUGHT TO GO OR WHERE WE THINK IT SHOULD GO BUT KEEP THE CITIZENS -- KEEP EVERYBODY THAT'S BEEN INVOLVED SO THEY CAN ALL SEE WHAT WE'RE TRYING TO DO BECAUSE JUST WITH THIS LAST PROJECT THAT I VOTED DENIAL WHERE I DID NOT THINK WE SHOULD BE EXTENDING WATER AND SEWER, AT SOME POINT ALONG THIS I-4 CORRIDOR I THINK WE NEED TO EXTEND IT BUT ONLY IF IT'S WELL PLANNED, OTHERWISE WHAT WE'RE GOING TO SEE IN THE NEXT 50 YEARS IS THE GROWTH, BUT IT'S GOING TO BE POORLY PLANNED GROWTH. THERE WILL BE NO -- IT WILL JUST BE A MISHMASH OF PROJECTS, AND I WOULD HOPE THAT WHAT WE'RE GOING HAVE IS A PLAN. AND MR. HUNTER CONCURRED THAT GROWTH IS GOING TO TAKE PLACE AND IT NEEDS TO BE PLANNED, AND I TALKED -- AND SO I THINK

WHAT WE DO IS -- YOU KNOW, THERE ARE TIMES WHEN YOU MEET AND YOU MEET FOR A LONG TIME AND YOU COME BACK WITH SOMETHING THAT WE -- THAT THE POLICYMAKERS DON'T LIKE OR DON'T UNDERSTAND OR DON'T WANT, AND WE SAY, JUST GO BACK, AND I DON'T SEE THE RUSH BECAUSE REALLY WITH OUR FINANCIAL CHALLENGES NOW, OUR ABILITY TO SUSTAIN GROWTH NOW ALONG THAT CORRIDOR, I DON'T THINK WE HAVE THE ABILITY ANYWAY, SO LET'S JUST GET IT RIGHT. LET'S GO BACK, AND IF IT TAKES ANOTHER YEAR -- I DON'T KNOW WHAT THE COST IS FOR HAVING THESE MEETINGS, BUT I WOULD HOPE MINIMAL, AND WE JUST GO BACK AND SAY ALONG THE CORRIDOR, AND HOW DO YOU DO THAT AND THEN NOT HAVE A DETRIMENTAL IMPACT ON 92? AND IS THERE A WAY TO DO THIS IN A WAY THAT PEOPLE WHO ALREADY ARE LIVING THERE NOW OR THOSE WHO HAVE THEIR COMMUNITY PLANS, THAT WE WON'T INJURE THE COMMUNITY PLANS WHILE WE'RE DOING THAT. I MEAN, THERE'S A WAY TO DO THOSE THINGS. CAN WE MARRY -- I MEAN, CAN WE BUILD -- I MEAN, I'M NOT EVEN ABSOLUTELY CERTAIN THAT WE CAN DO WHAT I'D LIKE TO DO, BUT I THINK THERE'S A WAY TO HAVE, YOU KNOW, INTERCONNECTED MANUFACTURING, RESEARCH, JOB CENTERS ALONG THAT CORRIDOR WELL SPACED WITH HOTELS AND COMMERCIAL THAT WOULD SUPPORT THE TRAVEL ALONG I-4 ALL THE WAY TO ORLANDO BUT IN A WELL -- BUT IN A PLANNED FASHION, AND THAT'S -- SO THAT'S WHY I REALLY THINK, COMMISSIONER NORMAN -- I KNOW WHAT YOUR CONCERNS ARE, BUT I BELIEVE THAT IF WE TAKE IT AWAY FROM THE -- THE COMMITTEE THAT WE HAVE NOW, I'M AFRAID WE MIGHT INJURE THE PROCESS, AND MR. ALUOTTO, I DON'T KNOW IF YOU WANTED TO SPEAK TO THIS.

PETER ALUOTTO: IF YOU DON'T MIND, PETER ALUOTTO --

KEN HAGAN: QUICKLY.

PETER ALUOTTO: -- PLANNING AND GROWTH MANAGEMENT. I JUST HAD A QUESTION JUST FOR CLARITY IN MY MIND. AT THE RESULT -- AT THE CONCLUSION OF THIS PROCESS, DO YOU WANT TO SEE PERMIT-READY SITES?

MARK SHARPE: NO. I DID NOT ASK FOR THAT, NO.

PETER ALUOTTO: OKAY. BECAUSE RIGHT NOW MY UNDERSTANDING IS WE HAVE 50 ACRES TOTAL -- AM I RIGHT, JOE? -- 50 ACRES --

MARK SHARPE: NOT PRECLUDING IT, I'M JUST NOT SAYING -- THAT'S NOT WHAT I WAS LOOKING FOR. I WAS LOOKING FOR STAFF TO COME BACK WITH --

PETER ALUOTTO: ALL RIGHT. I WANTED TO GET CLARITY BECAUSE THAT'S IMPORTANT. BECAUSE IF WE WANT TO HAVE PERMIT-READY, WANT TO STIMULATE THE ECONOMY, WANT TO BE READY WHEN PEOPLE COME TO TOWN IN TERMS OF PRODUCT INVENTORY, LAND THAT WE CAN SHOW THEM, YOU KNOW, THAT'S IMPORTANT TO KNOW. IF YOU DON'T NEED PERMIT-READY SITES, THEN THAT HELPS ME A GREAT DEAL BECAUSE THEN WE CAN, YOU KNOW -- WE CAN APPROACH THIS A LITTLE DIFFERENTLY.

KEN HAGAN: COMMISSIONER NORMAN.

JIM NORMAN: FRANKLY, THAT SHOULD BE THE GOAL BECAUSE WHILE -- WHILE THE ECONOMY'S IN THE STATE THAT IT'S IN, THAT SHOULD BE THE GOAL BECAUSE WHEN THINGS START TO TURN AROUND, IF OUR COMMUNITY IS AHEAD OF THE CURVE AND WE'RE PERMIT READY, WE RECOVER QUICKER. I MEAN -- I MEAN, COME ON, FOLKS. YOU KNOW, COMMISSIONER SHARPE'S SAYING THAT'S NOT MY GOAL, NOT MY THOUGHT. THAT'S -- IF WE -- LET ME JUST TELL YOU WE HAVE FAILED. SINCE 2000 -- SINCE '99 WE HAVE FAILED AS A BOARD. THE THINGS I'M TELLING YOU TODAY I WAS SAYING BACK IN '99, 2000, 2004. WE'VE DONE NOTHING. WE HAVE FAILED THIS COMMUNITY BY NOT HAVING -- EVERYBODY TALKS ABOUT PLANNING, EVERYBODY TALKS ABOUT GETTING IT RIGHT. WE GOT A PLANNING COMMISSION THAT'S BEEN HERE SINCE THE BEGINNING OF TIME, AND WE DON'T HAVE A CORRIDOR SET FOR PERMIT-READY -- BOB HUNTER -- MR. HUNTER, LOVE HIM TO DEATH, YOU KNOW, SAYS WE NEED TO HAVE A PLAN. HE'S BEEN THERE FOR 20 YEARS, AND WE DON'T HAVE A PLAN. MY POINT --

MARK SHARPE: [INAUDIBLE]

JIM NORMAN: LET ME FINISH. WE FAILED. WE FAILED BECAUSE WE DON'T HAVE A CORRIDOR OVERLAY LIKE COMMISSIONER HIGGINBOTHAM WAS JUST MENTIONING THAT SETS IT UP -- SETS OUR COMMUNITY UP FOR THE -- THE MOST HIGHEST RETURN ON INVESTMENT ECONOMIC DEVELOPMENT THAT CAN HAPPEN. YOU KNOW WHY WE DO NOTHING? WE GOT HIGH SCHOOLS GOING ALONG I-4. WE GOT THAT KIND OF DEVELOPMENT, BUT YET IF YOU GO ALONG WITH THE THINGS THAT GOT BROUGHT FORWARD IN THIS PLAN, YOU GOT BIG TRUCKS NOW RUNNING ALL UP AND DOWN NEIGHBORHOODS REACHING THESE SITES FIVE MILES OFF OF I-4, DISSECTING COMMUNITIES. YOU KNOW, NOW WE HAVE TO RE-CREATE A TRUCK ROUTE PLAN TO GET THESE PEOPLE AWAY FROM -- THEY CAN'T EVEN GET A DIRECT DEAL TO I-4 BECAUSE WE DIDN'T PLAN AND DO IT RIGHT. WE DIDN'T PUT THE RIGHT DEVELOPMENT ON I-4 THAT WOULD HAVE DIRECT ACCESS AND DO NOT KILL NEIGHBORHOODS WITH

ALL THIS HIGH-END TRAFFIC GOING TO THE PORT, GOING TO ALL THESE KIND OF PLACES BECAUSE WE'RE NOT DOING THE RIGHT THING, AND THAT'S THE KIND OF PLAN AND STUDY THAT WE ALL, YOU KNOW, MAKE GREAT POLITICAL STATEMENTS ABOUT BUT NEVER DO, AND, YOU KNOW, THE REASON I BROUGHT THIS BACK HERE TODAY IS THIS PLAN -- THIS REPORT WAS GOING IN THE WRONG DIRECTION, WAS DOING NOTHING AS USUAL, AND IT'S DISAPPOINTING TO ME. YOU KNOW, WE'RE GOING TO GO ALONG WITH SOME MORE STUDY, WE'RE GOING TO TAKE IT FOR FIVE MORE YEARS, AND ONCE AGAIN WE'LL FAIL AND FAIL AGAIN BECAUSE THIS REPORT, AS I IDENTIFIED THESE POINTS, ONCE AGAIN DO NOTHING, AND IF WE ACCEPTED THAT REPORT THE WAY WE DID LAST WEEK AND JUST, OH, WE'RE GOING TO READ THE FIRST TWO SENTENCES AND THAT'S ALL WE'RE GOING TO DO, LET'S MOVE ON, THEY'RE GOING IN THE RIGHT DIRECTION, THAT'S WRONG.

MARK SHARPE: BUT COMMISSIONER --

JIM NORMAN: ARE WE EVER GOING TO DO SOMETHING RIGHT ON THIS?

MARK SHARPE: COMMISSIONER NORMAN -- AND JUST TO ANSWER YOUR QUESTION -- I UNDERSTAND YOUR PASSION AND I KNOW WHAT YOU'RE SAYING, BUT HERE'S WHERE -- IT'S NOT SO MUCH A DISAGREEMENT, I JUST THINK IT'S A PROCESS. I AGREE THAT THIS IS A CORRIDOR THAT WE SHOULD HAVE BEEN FOCUSING ON, AND IF YOU DRIVE IT, YOU'LL RECOGNIZE THERE IS NO PATTERN, AND EVERYONE FROM THE GREAT, YOU KNOW, THINK TANKS UP IN WASHINGTON TO DOWN TO HERE LOCALLY RECOGNIZE THE OPPORTUNITY TO DEVELOP A REALLY WELL-PLANNED CORRIDOR FOR ECONOMIC GROWTH. MY POINT IS THAT WE ARE WHERE WE ARE. I CAN'T -- WE CAN'T -- I DON'T WANT TO UNDO THE LACK OF ACTION WITH -- WITH RASH, IRRESPONSIBLE ACTION NOW, EVEN WHEN WE'RE TRYING TO DO GOOD, AND I'M NOT SAYING THAT WHAT YOU'RE GOING TO DO IS RASH OR IRRESPONSIBLE, I'M SIMPLY STATING BECAUSE OF THE FRUSTRATION BUT ALSO RECOGNIZING OUR LIMITATIONS -- AND THE FACT THAT I THINK THERE HASN'T BEEN CLARITY IN WHAT WE'VE ASKED FOR, OR MAYBE WE'VE -- I MEAN, I FEEL I KNEW WHERE I THOUGHT WE SHOULD GO, BUT EVEN IN TALKING WITH STAFF, I RECOGNIZE THEY DIDN'T GET THIS SENSE. I TALKED WITH THE CITIZENS, AND THE CITIZENS ARE JUST REAL CONCERNED, WHAT ARE YOU TRYING TO DO? WELL, THIS IS A VERY SENSITIVE ISSUE, SO IF IT'S SENSITIVE, THEN I THINK THAT WE HAVE AN OBLIGATION, EVEN WHEN WE ARE CERTAIN OF -- OF HOW RIGHT WE ARE, TO WALK CAREFULLY. I MEAN, LET'S TAKE -- I MEAN, NO HISTORY LESSONS, BUT IF

YOU'LL LOOK AT NATIONAL OBJECTIVES, SOMETIMES WE'RE CERTAIN WE'RE RIGHT AND WE RUSH IT AND WE JUST MESS IT UP, SO I'M SAYING, MR. -- COMMISSIONER NORMAN, THAT WE OUGHT TO GIVE CLEARER DIRECTION, BUT I STILL HAVE FAITH THAT THE PLANNING COMMISSION AND THAT OUR STAFF AND THAT THE ECONOMIC DEVELOPMENT TEAM AND THAT THE CITIZENS WHO'VE BEEN INVOLVED IN THIS PROCESS CAN WORK THROUGH THESE CHALLENGES, BUT IF WE START MAKING DEMANDS -- EVEN THE DEMAND THAT WE COME BACK WITH, YOU KNOW, PERMIT-READY -- SURE I'D LIKE TO SEE THAT, BUT I'M STILL TRYING -- I MEAN, I AM TRYING TO CREATE BEFORE WE GET LOST IN THE TREE THE LARGE VISION. I AM LOOKING AT THE 35,000-FOOT LEVEL, LOOKING DOWN, HOW WILL THIS LOOK, HOW WILL THIS WORK, IS THERE A WAY TO DO THIS?

BUT IF WE START SAYING, WELL, QUICKLY, LET'S FIND A COUPLE OF AREAS THAT WE CAN PERMIT, I'M NOT SURE IF WE'RE GOING TO ACHIEVE OUR OVERALL OBJECTIVE, WHICH IS CREATING THIS CORRIDOR WHICH WILL MAKE SENSE.

I'M NOT INTERESTED IN -- HONESTLY, RIGHT NOW I'M NOT THINKING ABOUT THIS YEAR, NEXT YEAR, OR FIVE YEARS FROM NOW. I'M THINKING ABOUT 25 AND 50 YEARS, BUT I DO BELIEVE WE'VE GOT TO GET GOING. I AGREE WITH COMMISSIONER NORMAN ON THIS POINT, WHICH IS WE CAN PLAN AND PLAN AND PLAN AND GO NOWHERE AND RUN IN CIRCLES, AND I DON'T WANT TO DO THAT EITHER. I THINK WE'RE REALLY ON THE PATH, AND I THINK YOU'VE HEARD THE URGENCY WITH WHICH HE HAS EXPRESSED HIMSELF, AND I SHARE SOME OF THAT URGENCY, BUT I'M JUST SIMPLY SAYING WHEN IT'S SO IMPORTANT, I THINK WE OUGHT TO GET IT RIGHT, AND I'M PREPARED TO SAY -- I DON'T WANT TO PUT A TIME FRAME AND I DON'T WANT TO SAY COME BACK IN SIX MONTHS WITH FIVE PERMIT SITES -- PERMITTED SITES. LET'S -- LET'S GET THE BUY-IN, LET'S GET THE COMMUNITY BUY-IN, WHICH I THINK WE CAN GET IF WE DO THIS THING IN A PROCESSED MANNER. THAT'S ALL I WOULD ASK, COMMISSIONER NORMAN.

KEN HAGAN: COMMISSIONER HIGGINBOTHAM IS NEXT.

I'M GOING TO MAKE A QUICK COMMENT, THEN I'VE GOT TO LEAVE. I SUPPORT THE DIRECTION THAT COMMISSIONER NORMAN IS GOING DOWN. I THINK WE SHOULD BE IN A POSITION TO HAVE PERMITTED-READY PARCELS WHEN THE ECONOMY IMPROVES. WE NEED TO BE WELL POSITIONED TO TAKE ADVANTAGES OF THE OPPORTUNITIES THAT THAT ARISE, SO WITH THAT, I'VE GOT TO TAKE OFF. COMMISSIONER HIGGINBOTHAM NEXT.

AL HIGGINBOTHAM: YEAH. PERMIT READY BUT NOT TO THE EXCLUSION OF OTHERS. THERE NEEDS TO BE SOME -- THIS IS AN OVERLAY, AND MARK -- AND I USE THE INFORMAL RATHER THAN -- I'VE GOT A LOT OF TIME IN THIS AND I'VE WORKED VERY HARD ON THIS, AND I DON'T WANT TO SEE IT OFF TRACK, AND WHEN WE START GETTING THIS PARCEL -- THIS PHASE AND THESE PARCELS IN THERE, I FELT LIKE WE WERE -- WE WERE OFF TRACK, YOU KNOW. THERE'S BEEN A LOT OF COMMUNITY DISCUSSIONS, AND THE FEEDBACK I HAVE IS -- IS ACTUALLY MORE POSITIVE THAN I EVER THOUGHT IT WOULD BE. I WILL SUPPORT THE MOTION -- AND I DON'T KNOW IF THERE'S A SECOND. I KNOW I AMENDED IT, BUT I'LL MAKE THE SECOND ON THIS MOTION, BUT ALSO, MARK, THE PEOPLE THAT COMMISSIONER NORMAN IS DISCUSSING, THEY'RE ON THIS -- THEY'RE ON THIS STUDY GROUP NOW, AND IF ANYBODY HAS THIS AT HEART TO MAKE SURE THAT WE'RE MOVING FORWARD -- WE ALL DO, BUT I'VE WATCHED THIS CLOSELY BECAUSE IT'S -- YOU KNOW, I USE TWO OF THOSE EXITS TO COME AND GO HOME EVERY DAY, SO I'D LIKE TO SEE SOMETHING HAPPEN RIGHT THERE. I DON'T WANT TO SEE THE SPRAWL, AND THIS IS A WAY TO DO IT, BUT WE'VE GOT TO HAVE THE OVERLAY RATHER THAN TARGET IN, USE IT AS A TOOL THAT WILL ASSIST AND MAYBE SOME PERMIT READIES AND SOME NOT, BUT YOU'RE RIGHT, STAFF NEEDED CLEAR DIRECTION. I THINK THEY GOT CLEAR DIRECTION. WE DON'T WANT TO SEE THOSE DOTS, WE WANT TO SEE THE OVERLAY, AND WE WANT TO MAKE SURE THAT THIS IS GOING TO MOVE IN A POSITIVE DIRECTION THAT WILL BE A TOOL, ONE, TO HELP US ATTRACT GOOD INDUSTRY, HIGH-PAYING JOBS, AND TWO, IT'S GOING TO GET US OUT OF THE SPRAWL BUSINESS, SO YOU HAVE A SECOND.

MARK SHARPE: COMMISSIONER FERLITA.

ROSE FERLITA: MR. CHAIRMAN, THANK YOU. JUST A COUPLE OF COMMENTS ON THIS. PERHAPS MAYBE THE EXPANDED CONVERSATION ABOUT THIS ISSUE ON I-4 CORRIDOR CAN GIVE THE COMMITTEE THAT WE'VE PUT TOGETHER AN IDEA OF WHAT OUR FRUSTRATION IS. CERTAINLY IF THEY READ THIS TRANSCRIPT, THEY'LL KNOW THAT. I THINK THAT IF -- IF WE LOOK AT SOMEBODY ELSE COMING IN TO OVERSEE WHAT THE ESTABLISHED COMMITTEE IS DOING OR NOT DOING, THAT KIND OF OVERRIDES THE TIME AND THE EFFORT THAT THEY'VE PUT IN IT. I THINK WE'RE EMPHASIZING DIFFERENT THINGS TODAY, BUT I DON'T THINK THAT THERE'S A NEED TO BRING THE SAME PEOPLE FROM THAT COMMISSION -- COMMITTEE INTO ANOTHER COMMITTEE, SO I THINK WE CAN ACCOMPLISH THAT. IN TERMS OF PERMIT READY, THAT WOULD BE WONDERFUL, BUT FINANCIALLY I DON'T THINK WE CAN JUST DO A GENERAL PERMIT-READY ENVIRONMENT THROUGH THE WHOLE I-4 CORRIDOR, AND IN

TERMS OF THE OVERLAY, FINE, AN OVERLAY, BUT PERHAPS WITH CERTAIN EXEMPTIONS FOR CERTAIN AREAS. AND YOU'RE GOING TO FIND THAT MAYBE MORE AREAS WILL BE ENCOURAGED TO DEVELOP WITH PARTNERSHIPS WITH TEMPLE TERRACE AND PARTNERSHIPS WITH PLANT CITY, SO THOSE ARE CHALLENGES FOR ALL OF US.

ONE THING I'D LIKE TO ASK IS WHY IS IT NOT -- OR WHY HAVE WE NOT DONE THIS -- AND STEVE, I JUST TALKED TO YOU BRIEFLY A WHILE AGO. INSTEAD OF US WORKING THIS OUT AND THEN COMING UP WITH A FINAL PLAN, HAVE WE MADE THE OPPORTUNITY TO TALK TO DCA AND PERHAPS LET THEM KNOW ABOUT OUR CHALLENGES AND CHANGES WE WANT TO MAKE AND GET SOME INPUT FROM THEM?

AND PAULA, MAYBE YOU MIGHT WANT TO WEIGH IN ON THAT TOO.

STEVE GRIFFIN: COMMISSIONER, AT THIS POINT WE HAVEN'T CONTACTED DCA. WE WERE PLANNING TO CONTACT THEM ONCE WE GOT TO A POINT WHERE WE HAD SOME GENERAL IDEAS OF WHAT DIRECTION WE WERE GOING TO BE MOVING TO GET THEIR INPUT AND FEEDBACK AS WHETHER THIS DIRECTION WOULD BE GOOD OR WHETHER THAT DIRECTION WOULD BE GOOD, SO THAT'S -- THAT WAS SOMETHING WE WERE PLANNING ON DOING PRIOR TO COMING TO YOU IN OUR FINAL RECOMMENDATION.

ROSE FERLITA: WELL, BUT WHY DON'T WE DO IT MAYBE EARLIER AND THEY CAN SAVE SOME OF THAT HOMEWORK?
I MEAN, WE'VE GOT ALL KIND OF ADDITIONS AND PROBLEMS, PLAN AMENDMENTS, REZONINGS, STANDARD REZONING, AND THAT'S GOING TO MAKE THESE THINGS NOT AVAILABLE THAT MUCH FURTHER OUT, AND I THINK WE MAYBE OUGHT TO ASK FOR THEIR INPUT.

STEVE GRIFFIN: CERTAINLY.

ROSE FERLITA: WHAT HARM WOULD IT DO?

STEVE GRIFFIN: WE CAN DO THAT.

ROSE FERLITA: THAT MIGHT BE A RECOMMENDATION TO THAT COMMITTEE.

STEVE GRIFFIN: SURE, WE CAN DEFINITELY CONTACT THEM AND GET THEIR DIRECTION. PERHAPS THEY CAN GIVE US SOME CLARITY OF WHAT OTHER COMMUNITIES HAVE DONE AROUND THE STATE IN REGARD TO THIS MATTER.

ROSE FERLITA: WELL, I THINK THAT'S GOOD EXPERIENCE, AND THEN WE CAN BENEFIT FROM THE HISTORY THAT THEY HAVE.

MARK SHARPE: COMMISSIONER NORMAN.

JIM NORMAN: COMMISSIONER SHARPE, LET ME SAY TO YOU WHAT I -- IF -- AND, COMMISSIONER HIGGINBOTHAM -- AND I DO APPRECIATE YOU -- YOUR PASSION ON THIS ALSO. THE -- IF YOU GO BACK AND LOOK AT THE '99, 2000 -- THE TRANSCRIPTS AND WHATEVER, I WAS AS PASSIONATE BACK THEN ABOUT TRYING TO DO THIS. THIS IS OUR -- YOU HEARD THE IDEAS ABOUT THE PORTS AND ALL OF THOSE KIND OF THINGS. THE DEVELOPMENT ALONG THAT CORRIDOR REALLY SAVES NEIGHBORHOODS WHERE YOU DON'T DEVELOP FIVE MILES OFF AND HAVE THOSE KIND OF NECESSARY DEVELOPMENTS LATER WHEN YOU HAVE LOST OPPORTUNITIES ALONG AN I-4 OVERLAY CORRIDOR. IF -- IF WE'D HAVE DONE THIS TEN YEARS AGO, YOU PROBABLY WOULDN'T HAVE A HIGH SCHOOL THERE, YOU KNOW. AND THE LONGER WE HAVE INACTION, THE LONGER IT GOES LIKE THAT, WE LOSE MORE AND MORE OPPORTUNITIES. AND COMMISSIONER FERLITA, I DIDN'T WANT TO -- AND I DIDN'T WANT YOU TO MISCONSTRUE THIS. I DIDN'T WANT IT PERMIT READY FOR THE WHOLE CORRIDOR. I THINK THAT SITE-SPECIFIC -- MAYBE WE COULD ONLY GET ONE OR TWO, BUT IF WE WERE READY -- ONE OF THE GOALS THAT MR. GRAY KNOWS OVER THE YEARS WAS TRYING TO AMASS LAND, AND WE HAVE A VERY SMALL INVENTORY RIGHT NOW OF BEING ABLE TO DO ANYTHING WITH RELOCATIONS, AND THAT'S WHAT I MEANT ABOUT IN A WAY PERMIT READY TO START TRYING TO SAY PARCELS THAT COULD, LIKE, BE A REAL -- YOU KNOW, SCRIPPS IS MAYBE THE WRONG PROBABLY COMPARISON, BUT A REAL JEWEL THAT WE COULD BRING HERE THAT COULD BE ALONG I-4, A LOT OF JOBS, A LOT OF HIGH-PAYING JOBS, THAT KIND OF THING, SO IT'S NOT A RUSH, COMMISSIONER SHARPE. I MEAN, THERE IS NO WAY THIS IS A RUSH WHEN WE'VE BEEN DOING THIS FOR TEN YEARS. WE'VE GONE THROUGH MULTIPLE BOARDS. I MEAN, IT JUST -- THEY JUST KEEP ROLLING OVER, AND THERE'S NOTHING, AND WE JUST KEEP FAILING ON I-4. WHAT MY -- COMMISSIONER, WHAT I READ IN THIS REPORT, YES, THEY'RE GOING TO CONTINUE ON THEIR STUDY, BUT IF I READ THIS REPORT RIGHT -- AND I TRIED TO GIVE POINTS -- I THINK THEY'RE GOING IN THE WRONG DIRECTION. I THINK THAT'S WHAT, COMMISSIONER SHARPE, WE NEED TO GIVE BETTER DIRECTION. YOU'RE GOING IN THE WRONG DIRECTION, AND THAT'S WHY I BROUGHT IT BACK IS I THOUGHT THE -- THE LEADERSHIP, THE THREE LEADERS COULD HEAR WHAT WE'RE BASICALLY TRYING TO GET ACCOMPLISHED HERE, AND MAYBE WE COULD FINALLY GET SOMETHING DONE, AND THEN YOU COULD GO BACK TO THE FULL COMMITTEE AND START WORKING AGAIN ONCE YOU GOT OUR -- HOW WE AS A BOARD ARE THINKING ABOUT AN OVERLAY ON I-4 OR DIRECTION ON I-4, SO THAT WAS WHY I WANTED YOU THREE TO MEET AGAIN AND SAY --

HEAR THE BOARD'S COMMENTS AND MAYBE REDIRECT IT A LITTLE BIT, IF YOU WILL.

AL HIGGINBOTHAM: AND YOU'RE --

MARK SHARPE: COMMISSIONER HIGGINBOTHAM.

AL HIGGINBOTHAM: AND YOU'RE RIGHT, MR. NORMAN, AND WE HAD THE DISCUSSION IN HERE -- I WAS OVER THERE AND YOU WERE ON THIS SIDE OF THE ROOM -- ABOUT THIS IS NOT GOING TO TURN INTO A STUDY THAT'S GOING TO COLLECT DUST, AND WE CAN'T KEEP CONTINUING TO DO THAT, AND SO I JUST THANK YOU FOR YOUR SUPPORT ON THIS, AND LET'S MOVE FORWARD.

MARK SHARPE: COMMISSIONER BECKNER.

KEVIN BECKNER: THANK YOU, MR. VICE CHAIR. I CAN CERTAINLY SEE AND APPRECIATE THE CHALLENGES THAT OUR PLANNING COMMISSION FACES BECAUSE WE HAVE SEVEN OF US UP HERE PROBABLY WHO HAVE VERY DIFFERENT IDEAS OF HOW THE I-4 CORRIDOR SHOULD BE DIRECTED, AND I KNOW WHAT -- YOU KNOW, WHEN WE -- WHEN I'VE TALKED WITH STAFF, YOU KNOW, SOME OF THE CHALLENGES ARE, WELL, ONE COMMISSIONER SEES THIS, ANOTHER COMMISSIONER SEES THAT, SO THEY'RE TRYING TO PIECE EVERYTHING TOGETHER, SO I'M JUST WONDERING IF IT'S PRUDENT THAT MAYBE AS COMMISSIONERS WE SHOULD HOLD A COUPLE OF WORKSHOPS OURSELVES AND AS A COMMISSION DECIDE WHAT DIRECTION AND LET'S ALL OF US BRING OUR IDEAS TO THE TABLE OF WHAT WE SEE FOR THE I-4 CORRIDOR, HOW THAT'S DEFINED, AND -- BECAUSE THAT'S WHAT I REALLY SEE AS THE CHALLENGE HERE, AND, YOU KNOW, JUST THE SHORT TIME I'VE BEEN ON THE COMMISSION I HEAR A LOT OF DIFFERENT SIDES OF THE STORY, AND THERE'S VALID POINTS EVERYWHERE, BUT I THINK WE AS A COMMISSION NEED TO COME UP WITH A VISION, AND MAYBE IT'S A COUPLE DIFFERENT PLANS FOR THEM TO STUDY, YOU KNOW, BEFORE WE CONTINUE TO HAVE THEM SPIN THEIR WHEELS, SO I'M JUST GOING TO THROW THAT OUT AS A SUGGESTION THAT MAYBE WE HAVE A COUPLE OF WORKSHOPS OURSELVES AND COME TO THE TABLE AND JUST START PUTTING OUR IDEAS OUT AND LET'S GET THE VISION FIRST AS A COMMISSIONER AND THEN PLAN THAT ON TO THE PLANNING COMMISSION.

MARK SHARPE: COMMISSIONER FERLITA.

ROSE FERLITA: MR. CHAIRMAN, THANK YOU. I THINK AS A GROUP WE HAVE TO LOOK AT ALL KIND OF DIFFERENT WAYS TO GET THIS FINE-

TUNED, BUT I THINK, MR. BECKNER, WE OUGHT TO GO ONE STEP AT A TIME. MR. NORMAN HAS CERTAINLY PHRASED HIS CONCERNS LOUD AND CLEAR TODAY, AND I THINK WE'LL WORK THROUGH THIS PROCESS, AND THEN IF THE BOARD THINKS THAT WE SHOULD HAVE A WORKSHOP AFTER THAT, MAYBE WE CAN DO THAT TO INTERACT SOME MORE, BUT WHAT I WAS THINKING PERHAPS WAS KIND OF THE SAME PLAYERS BUT STAGE IT DIFFERENTLY SO THERE IS NO OFFENSIVE IMPLICATION TO THE COMMITTEE THAT'S A SITTING COMMITTEE NOW. PAULA, WE COULD MAYBE LOOK AT WHAT -- I DON'T EVEN KNOW WHAT THE MOTION IS ANYMORE BECAUSE IT'S BEEN AMENDED AND REAMENDED, BUT MAYBE HAVING YOU GUYS BE A SUBCOMMITTEE OF THAT SAME COMMITTEE, BRING THIS DISCUSSION TO MATURITY AT THAT COMMITTEE, AND THEN COME BACK WITH MAYBE SOME CHANGES.

JIM NORMAN: THAT'S WHAT I'M TALKING ABOUT. THEY WOULD RELOOK AT THAT REPORT.

ROSE FERLITA: OKAY. BUT IT SOUNDED LIKE IT WAS GOING TO BE THIS COMMITTEE IS GOING TO LOOK AT IT. YOU-ALL ARE PART OF THIS COMMITTEE, SO WHY NOT WE ASSIGN YOU GUYS AS A SUBCOMMITTEE TO GO BACK TO YOUR COMMITTEE AND YOU CONTINUE WORKING BUT PERHAPS MAYBE PERHAPS WITH A DIFFERENT FOCUS IN THE DIRECTION THAT WE'VE KIND OF LED YOU TO TODAY, AND THEN WE'LL SEE WHAT PRODUCT THAT COMES UP WITHING, AND THEN MAYBE WE CAN CONSIDER WHAT MR. BECKNER'S DOING --

JIM NORMAN: THAT'S COOL. THAT'S WHAT I MEAN.

ROSE FERLITA: THAT'S FINE.

JIM NORMAN: THEY WOULD RELOOK AT THE DIRECTION AND TAKE IT BACK TO THE COMMITTEE.

ROSE FERLITA: SO NO TWO SEPARATE COMMITTEES?

JIM NORMAN: NO, THEY WOULD LOOK AT THAT AND MAYBE REFOCUS THEM TO A FULL COMMITTEE OR SOMETHING. YEAH, EXACTLY.

MARK SHARPE: MR. ALUOTTO, THERE'S NO OTHER SPEAKER, I WAS GOING TO ASK YOU A QUESTION. CAN YOU ADDRESS A COUPLE OF ISSUES? ONE, SOMEONE -- I THINK COMMISSIONER HIGGINBOTHAM DISCUSSED THIS CREATION OF AN OVERLAY DISTRICT. ARE WE WORKING TOWARDS THE CREATION OF AN OVERLAY DISTRICT?

PETER ALUOTTO: THAT WAS ONE OF THE OPTIONS THAT WE WERE

CONSIDERING.

MARK SHARPE: AND WITH RESPECT TO PERMIT READY, WHAT ARE SOME OF THE ISSUES?

PETER ALUOTTO: WELL, I THINK AT THE CONCLUSION OF THIS AFTER A YEAR, I THINK YOU'D WANT TO HAVE SOME OUTCOME WHERE YOU ARE GOING TO HAVE SOME PERMIT-READY SITES BECAUSE WHEN -- AND I'LL HAVE THE ECONOMIC DEVELOPMENT PEOPLE ADDRESS THIS. WHEN SOMEONE COMES TO TOWN AND THEY WANT TO DO A PROJECT, THE FIRST THING THEY ASK IS, YOU KNOW, WHAT DO WE HAVE AVAILABLE, AND THE WHOLE NOTION OF THIS WAS TO SHORTEN THE DEVELOPMENT -- DEVELOPMENT PROCESS, TO HAVE INVENTORY TO SHOW THEM. NOW, THE DIFFICULTY IS THAT OUR INITIAL STUDY AREA WAS LIKE 55 SQUARE MILES, AND WHEN YOU ADD THE PART THAT WE DID BY USF, IT'S MORE LIKE 70 SQUARE MILES. ALL THE STUDIES INDICATE THAT IN TERMS OF NEED, NEED TILL 2025 IS ABOUT A THOUSAND ACRES. WE HAVE IDENTIFIED 6,000 ACRES WHERE THESE -- THESE PROJECTS COULD TAKE PLACE IMMEDIATELY. NOW, LONGER THAN PAST 2025, YOU KNOW, ELSEWHERE IN THE CORRIDOR, YOU KNOW, IT WILL FILL IN, THERE'S NO QUESTION ABOUT IT, IT WILL FILL IN, BUT WE ALSO TOOK INTO CONSIDERATION SCADS OF DATA REGARDING, YOU KNOW, WHERE THE PIPES AND INFRASTRUCTURE ARE, WHAT ROADS HAVE TO BE DONE, WHAT THE IMPACT WOULD BE ON THE ROADS, THE COST, WHO PAYS. I MEAN, WE'VE CONSIDERED A LOT OF INFORMATION, SO IT DOESN'T ALL HAVE TO BE PERMIT READY, BUT I THINK AT THE CONCLUSION THERE NEEDS TO BE SOME PERMIT READY --

JIM NORMAN: RIGHT. EXACTLY.

PETER ALUOTTO: OTHERWISE WE'VE SPENT A YEAR AND A HALF --

JIM NORMAN: YOU'VE GOT TO.

MARK SHARPE: WELL, I APPRECIATE THAT, BUT THAT'S AT THE DISCRETION, I WAS HOPING, OF THE COMMITTEE, NOT THAT THE BOARD WAS GOING TO GIVE US FIVE OR SIX PERMIT-READY SITES, BUT MY CONCERN WAS WHAT WE WERE DOING IS WE WERE BEGINNING TO LOOK AT SITES THAT WERE KIND OF OFF THE BEATEN PATH, SO TO SPEAK, WE WERE HEADING AWAY FROM THE I-4 CORRIDOR, AND I WAS HOPING THAT WE WOULD GET BACK TO LOOKING, EVEN IF IT'S MORE DIFFICULT -- BECAUSE THE ECONOMIC DEVELOPMENT TEAM IS LOOKING AT AREAS OFF THE I-4 CORRIDOR. WE'RE LOOKING EVERYWHERE, UNDER EVERY STONE FOR POTENTIAL LAND, BUT THIS IS REALLY AN ANALYSIS OF THE I-4 CORRIDOR, AND WHAT I WAS CONCERNED ABOUT WAS THAT WHEN WE BEGAN THIS

PROCESS, THIS REALLY BECAME A BATTLE OVER SHOULD WE OR SHOULDN'T WE EXTEND THE URBAN SERVICE BOUNDARY RATHER THAN A DISCUSSION ABOUT HOW GROWTH WILL OCCUR REGARDLESS OF WHETHER WE WANT IT OR NOT, HOW IT'S GOING TO OCCUR OVER THE NEXT 100 YEARS BETWEEN THESE TWO BIG POINTS AND HOW WE BRING IT TOGETHER SMOOTHLY.

PETER ALUOTTO: CORRECT.

MARK SHARPE: ARE WE HEADING -- CAN WE --

PETER ALUOTTO: I BELIEVE WE ARE.

MARK SHARPE: OKAY. SO THEN, PERHAPS -- DO WE HAVE TO -- DO WE HAVE TO DO ANYTHING OR COULD WE CONTINUE THE PROCESS OR EXTEND THE PROCESS IF YOU NEED MORE TIME TO ALLOW US TO CONTINUE THE CONVERSATIONS AS THEY'VE BEEN GOING TO SEE IF WE CAN THEN COME BACK WITH SOMETHING MORE SUITED WITH WHAT WE THOUGHT THE ORIGINAL DISCUSSION WAS, WHICH WAS ALONG THE I-4 CORRIDOR AND NOT OFF INTO OTHER DIRECTIONS?

PETER ALUOTTO: THAT'S A LITTLE DIFFICULT TO ANSWER BECAUSE -- NOT THAT I'M TRYING TO SKIRT THE ISSUE, IT'S JUST THAT WE HAD A LOT OF PLAYERS INVOLVED, WE'VE HAD BUSINESS AND INDUSTRY, WE'VE HAD CITIZENS, WE'VE HAD THE CITIES, WE'VE HAD A LOT OF PEOPLE INVOLVED IN IT, AND SO, YOU KNOW, WE COULD DO -- GO ABOUT JUST ANY DIRECTION THAT YOU WANT TO DO, BUT THE AREAS THAT WE'VE FOCUSED ON WERE CHOSEN FOR A REASON, THEY WEREN'T AT RANDOM, WE DIDN'T THROW DARTS. YOU KNOW, WE KNOW -- AND ECONOMIC DEVELOPMENT CAN TELL YOU WHEN PEOPLE COME TO TOWN WHAT THEY LOOK FOR. WE'VE HAD PEOPLE ADVISE US WHAT -- WHAT'S IMPORTANT TO THEM WITH RESPECT TO SITES AND WHAT PRICES THEY'D PAY, SO, YOU KNOW, WE DID LOOK AT THAT STUFF, AND THEN EVENTUALLY, YOU'RE RIGHT, IT WILL FILL IN. THE SPEED AND DIRECTION IS UP -- IS UP TO YOU-ALL.

MARK SHARPE: MAYBE THEN -- AND I'LL SAVE THE REST OF MY QUESTIONS FOR -- IN THE BACK, YOU KNOW, WHEN WE HAVE A CHANCE TO TALK AT LENGTH, BUT MAYBE PHILOSOPHICALLY I'M OFF BASE BECAUSE MY THOUGHT ALL ALONG WAS WE WEREN'T JUST LOOKING FOR SITE-READY PLACES, PERMIT-READY SITES IN THE REGION TO ASSIST ECONOMIC DEVELOPMENT. I'VE -- WE'VE BEEN ON THAT MISSION FROM THE GET-GO.

PETER ALUOTTO: THAT'S TRUE.

MARK SHARPE: IT WAS REALLY ABOUT HOW DOES A REGION SUCH AS OURS DEVELOP A CORRIDOR, AND SOME OF THAT IS GOING TO INVOLVE TRANSPORTATION ISSUES, WHICH YOU WEREN'T TASKED WITH LOOKING AT, BUT A LOT OF OTHER THINGS, AND WE ONLY HAVE A SMALL SEGMENT OF IT.

PETER ALUOTTO: RIGHT.

MARK SHARPE: I MEAN, WE ONLY HAVE CONTROL OVER A SMALL AREA, SO REALLY IT MIGHT MEAN AS WELL TALKING TO ORLANDO AND ALL THOSE IN BETWEEN. YOU KNOW, HOW DO WE BRING THIS ALL TOGETHER, AND MAYBE FOR ME IT WAS MORE PHILOSOPHICAL. I MEAN, I'M LOOKING FOR PERMIT READY, BUT I'M REALLY LOOKING FOR A PLAN AND A VISION THAT WE CAN SHOW ALONG THAT ENTIRE AREA.

PETER ALUOTTO: RIGHT. WE COULD CERTAINLY DO THAT. I THINK THE -- BUT THE ISSUE THAT YOU HAVE TO BEAR IN MIND IS THIS: IF WE -- IF WE -- I MEAN, AN OVERLAY MIGHT WORK, BUT IF WE PUT MORE ON THE MAP THAN WE KNOW THAT WE CAN ABSORB, THEN WHAT'S GOING TO HAPPEN IS THERE'S GOING TO BE PRESSURE FROM PEOPLE TO CHANGE THE DESIGNATION BECAUSE WHILE THEY'RE WAITING FOR INDUSTRIAL AND OFFICE TO HAPPEN, YOU KNOW, THERE'S GOING TO BE PRESSURE ON THEM TO CHANGE IT TO SOMETHING ELSE BECAUSE THEY CAN'T WAIT THAT LONG, AND THEN THE PRESSURE COMES ALL BACK TO YOU TO CHANGE IT.

MARK SHARPE: WELL, MR. NORMAN ALSO BROUGHT UP A POINT REGARDING THE PORT AND THE FACT OF THE WHOLE ISSUE THE PORT'S EXPANDING, WE'RE GOING TO SEE EXPANDED TRADE, THERE'S GOING TO BE A NEED FOR BETTER MOVEMENT LOGISTICALLY OF GOODS AND SERVICES, AND EVEN THAT AREA, ARE YOU LOOKING AT THOSE THINGS AS WELL, HOW WE --

PETER ALUOTTO: YES. WE'VE HAD THE PORT, YES, WE'VE HAD ALL THOSE PEOPLE.

MARK SHARPE: BECAUSE THAT'S IN ITSELF ANOTHER HUGE QUESTION. OKAY. COMMISSIONER FERLITA.

ROSE FERLITA: YOU KNOW, MR. CHAIRMAN, WE ALL HAVE IDEAS ABOUT WHAT WE WANT TO HAPPEN HERE, AND LET'S GIVE CREDIT WHERE CREDIT IS DUE. MR. NORMAN HAS STRUGGLED WITH THIS LONGER THAN WE HAVE. WE CAME IN WITH SOME OF THOSE DIFFERENT OPINIONS, KEVIN, THAT YOU JUST TALKED ABOUT, SO WE HAVE TO FIND SOME WAY

TO GEL IT. FIRST OF ALL, LET ME APOLOGIZE PUBLICLY BECAUSE WHEN MR. NORMAN WAS NOT ABLE TO BE HERE ON I GUESS IT WAS MARCH 24th, HE ASKED SIMPLY THIS, AND NONE OF US PAID HIM THE COURTESY OF DOING IT, MYSELF INCLUDED, AND I APOLOGIZE FOR THE OVERSIGHT. IN HIS ABSENCE HE SAID, I WOULD LIKE TO REFER THIS REPORT TO THE PLANNING AND GROWTH MANAGEMENT AND THE ECONOMIC DEVELOPMENT DEPARTMENT FOR THEIR REVIEW. I WOULD LIKE FOR THEM TO CREATE A REPORT ON HOW THEY WOULD ADDRESS THE AREAS ALONG THE ORIGINAL I-4 CORRIDOR STUDY AREA AND REPORT BACK AT THE NEXT BOARD MEETING. THANK YOU. BASICALLY WE'VE BEEN TALKING AROUND THIS ISSUE. HE HAS ALREADY ASKED. AND YOU KNOW, WE EACH HAVE OUR DIFFERENT INITIATIVES. AS FAR AS I'M CONCERNED HE HAS BEEN WORKING ON THIS INITIATIVE LONGER. WE HAVE EQUAL RIGHTS IN TERMS OF INPUTTING OUR OPINIONS, BUT THERE IT IS. HE ASKED -- WE DIDN'T -- AND I OVERLOOKED THIS, AND I APOLOGIZE, JIM, IN PUBLIC, BUT HE ASKED THIS, AND THAT OBVIOUSLY VIEWS HIS FRUSTRATION AT WHERE WE ARE AND WHERE HE WANTS US TO GO. I THINK WE'VE DELIBERATED ABOUT THIS FOR A WHILE --

JIM NORMAN: [INAUDIBLE] THE PLANNING COMMISSION TODAY AND I FELT THAT WAS AN OVERSIGHT.

ROSE FERLITA: THAT'S FINE, BUT WE ARE TALKING ABOUT THE SAME THING, AND WE NEED TO SUPPORT WHATEVER'S BEST FOR THIS TYPE OF DEVELOPMENT. HE HAS SET THE GROUNDWORK FOR HIS CONCERNS. TODAY'S CONVERSATION GIVES MORE AGENDA ITEMS TO BE AVAILABLE TO OUR EXISTING COMMITTEE WITH SOME INPUT FROM THEM BECAUSE THEY'RE HERE FIRSHTHAND, SO LET'S MAKE THAT -- MAKE NO MISTAKE, MR. NORMAN HAS BEEN LOOKING AT THIS FOR A LONG TIME, AND I FEEL THAT ONCE WE ALL EXPRESS OUR OPINIONS, WE CAN GET TO SOMETHING THAT'S PROFITABLE, THAT SATISFIES YOU FROM THE STANDPOINT OF WHERE YOU'VE TRIED TO GO, SATISFIES US AND GIVES MR. ALUOTTO SOME IDEA ABOUT WHAT WE CAN DO AS OPPOSED TO JUST HAVING EVERYTHING PERMIT READY, AND YOU'VE DEFINED THAT, BUT WE HAVE TO HAVE A PLAN. WE'VE BEEN LOOKING FOR A PLAN. MAYBE THIS ADDITIONAL CONVERSATION TODAY WILL GIVE THAT COMMITTEE THAT'S BEEN PUTTING IN A LOT OF TIME MORE IDEAS ABOUT WHERE THEY WANT TO GO, AND THAT'S ALL I HAVE TO SAY. I MEAN, REGARDLESS OF MY COMMENTS, YOUR COMMENTS, MR. HIGGINBOTHAM'S COMMENTS, NORMAN HAS WORKED ON THIS FOR A LONG TIME. WE'RE ADDING OUR INPUT, BUT LET'S -- LET'S -- LET'S GET THIS CLARIFIED AND LOOK AT IT FROM A DIFFERENT DIRECTION, FROM A DIFFERENT CAPACITY, AND SEE WHAT WE CAN GET DONE THAT MAKES SENSE FOR I-4 CORRIDOR DEVELOPMENT.

SO I THINK THAT'S WHERE WE ARE.

MARK SHARPE: SO WITH THAT SAID –

ROSE FERLITA: THERE'S NOTHING ELSE TO SAY.

MARK SHARPE: -- WOULD THE MAKER OF THE MOTION LIKE TO RESTATE HIS MOTION WITH ALL THE –

JIM NORMAN: VERY SIMPLY I SAW THE LAST REPORT, I CREATED THE LETTER WHICH MADE ME BELIEVE THAT THE OVERALL STUDY COMMITTEE WAS -- NEEDED SOME FURTHER DIRECTION, AND ACTUALLY, COMMISSIONER SHARPE, YOU HAD MENTIONED THAT TODAY TOO, BUT TO REFER IT OVER TO THE LEADERSHIP AFTER HEARING A LOT OF OUR CONVERSATIONS, THAT THE EMBODIMENT OF THOSE THREE DEPARTMENTS WOULD HAVE SORT OF A SUBCOMMITTEE SIDE GROUP THAT WOULD RELOOK AT WHERE THIS I-4 CORRIDOR DIRECTION WAS GOING AND THEN TAKE JUST THEIR WORK BACK TO THE FULL COMMITTEE, WHICH INCLUDES ALL THE CITIZENS AND EVERYONE, TO ONCE AGAIN CREATE THEIR -- BECAUSE I BELIEVE YOU'RE GOING DOWN A STUDY PATH AND I BELIEVE WE DEVIATED. I BELIEVE WE NEED TO GET MORE FOCUSED ON A CORRIDOR, AN OVERLAY CORRIDOR THAT WOULD BE THE BEST ECONOMICS FOR OUR COMMUNITY. THAT'S –

MARK SHARPE: COMMISSIONER FERLITA.

ROSE FERLITA: AND I DON'T WANT TO CONFUSE MORE AMENDMENTS TO AMENDMENTS TO AMENDMENTS, BUT AT THE SAME TIME I REALLY WOULD LIKE TO SEE SOME EFFORT TO MAKE SOME CONTACT WITH DCA, SEE IF THEY HAVE SOME OPINIONS FOR US TO BENEFIT FROM, OKAY?

MARK SHARPE: COMMISSIONER HIGGINBOTHAM.

JIM NORMAN: AND ACCEPT COMMISSIONER HIGGINBOTHAM'S ABOUT THE OVERLAY. RIGHT.

AL HIGGINBOTHAM: AND SENDING IT TO THE ECONOMIC DEVELOPMENT TASK FORCE FOR INPUT AS WELL.

JIM NORMAN: YES, THAT'S WHAT I MEANT, ACCEPTING THAT THEY WOULD ALSO TAKE THAT REPORT TO THE ECONOMIC TASK FORCE.

ROSE FERLITA: WOULD YOU REPEAT THAT MOTION, PLEASE.

[LAUGHTER]

MARK SHARPE: AND WHO'S THE SECOND FOR THIS MOTION?
IS IT COMMISSIONER HIGGINBOTHAM?
WE HAVE A MOTION BY COMMISSIONER NORMAN AND A SECOND BY
COMMISSIONER HIGGINBOTHAM.
PLEASE RECORD YOUR VOTE.

JIM NORMAN: THAT WAS EASY. [LAUGHTER]

RECORDING SECRETARY: MOTION CARRIED 6-0.