



The Galt Mile News

"An Official Publication of the Galt Mile Community Association"

JANUARY 2008



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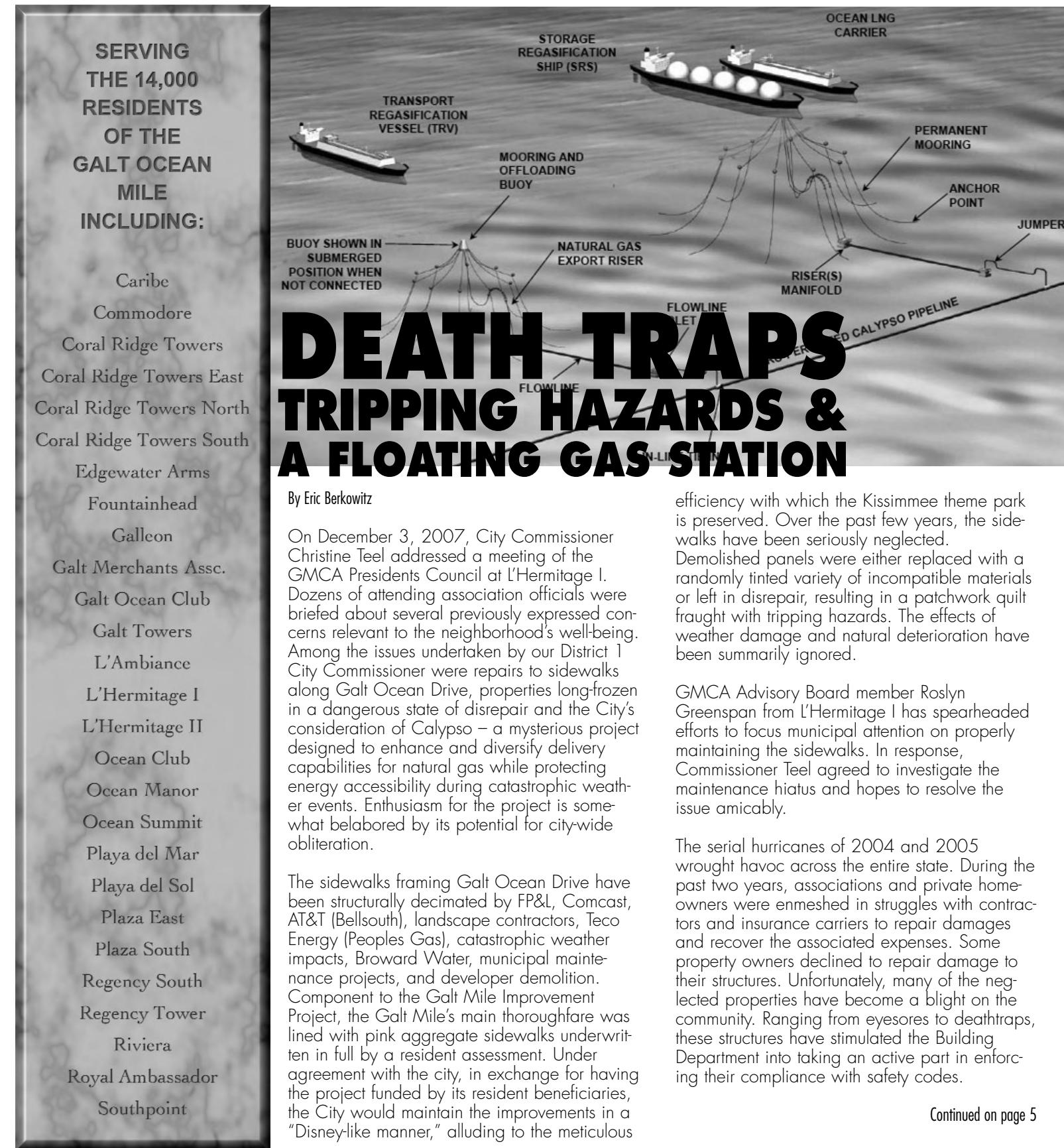
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Death Traps...Continued

While there are several good reasons for the development of improved energy access, why this floating service station is being located adjacent to our beach is far from clear. It would be logical to position the Port closer to the latitude of its Port Everglades landfall instead of several miles north. After her attempt to clarify the project issues for a thoroughly surprised audience, Commissioner Teel realized that her Galt Mile constituency – despite their proximity to the proposed construction – was largely uninformed about the new deepwater port and the decisions surrounding site selection. When asked about whether the project would mar the ocean view from the beach, while the 8-mile distance to the DWP should place it on the horizon, it would still be clearly visible. Although vaporous gas leaks dissipate harmlessly into the atmosphere, an inquiry about a natural gas leak while in a liquefied state was left unanswered. Understandably, concern was expressed about a tanker full of material cryogenically stored at -260 degrees spilling into the surrounding ocean environment.

On December 4th, Commissioner Teel sent an email expressing what she considered to be good news. She said, "Today at our Commission Conference meeting I asked for the Calypso Gas project to be presented to us at a soon-to-be-arranged meeting which will include the public. I hope to have a date soon to share with you and hope to have the meeting held at the Beach Community Center. The Mayor also wants to include Lauderdale-By-The Sea."

At the December 20th GMCA Advisory Board meeting, President Pio Ieraci asked Broward Commissioner Ken Keechl about the County's participation in the Calypso Project. Keechl confirmed that since the County wasn't party to the project's development, he was unaware of its adverse impacts. Given the reluctance of local communities to risk living with these volatile, untested technologies, Administration-backed Federal laws created to govern licensing procedures for the establishment of LNG facilities deliberately minimize local input. In fact, an amendment to a recent energy bill that empowered Governors to veto LNG projects located within their jurisdictions was defeated with Administration assistance. President George W. Bush and Federal Reserve Chairman Ben S. Bernanke called for the development of additional LNG capacity to enable more efficient access to global natural gas resources. On May 18, 2001, President Bush signed Executive Order 13212 ("Actions to Expedite Energy-Related Projects"), requiring all executive departments and agencies to "expedite their review of authorizations for energy-related projects and to take other action necessary to accelerate the completion of such projects." As the official licensing agencies, the Coast Guard and the Maritime Administration must consider input from the Federal Energy Regulatory Commission (FERC), the Environmental Protection Agency and local residents. They can fulfill their obligation to post official notice of relevant hearings by inserting highly technical monuments to confusion in the Federal Register and local papers. Residents that serendipitously stumble across such notices are apt to interpret the Calypso project as a multicultural dance program instead of a potential source of municipal self-annihilation.

As to the project's underlying financial motivations, in 2004 the Florida Power & Light Resource Group opted to partner with

SENA in sponsoring the Calypso pipeline and deep water port. They sought to buy into the company's planned local LNG operations. After analyzing project costs and other potential "liabilities", FPL withdrew one year later, stating that participation "would not be in the financial interests of their customers." Not a bad call in view of the cost increase for residential natural gas from \$10 per thousand cubic feet in 2004 to \$17 in 2007. Decidedly, sharing the blame for a potential city-wide disaster would send the stock into a tailspin and create a chronic – possibly terminal – public relations ulcer. It appears as if there is a lot more to this frozen gas anathema than has been revealed.

When Commissioner Teel notifies us about the public meeting date, it will be sent to each association and posted on the Galt Mile web site. Perhaps we will discover Calypso LNG LLC's depth of experience with operating LNG Deepwater Port facilities, the consequences of a full-vessel cryogenic liquid discharge, why SENA decided to park their gas pump next to our beach despite the incremental negative environmental impact and whether an onshore wind can carry an ignitable gas cloud 7 miles to the Galt Mile beach and the "Venice of America".

For additional information about the Calypso Deepwater Port Projects advantages and dangers of liquid natural gas (LNG) and the Calypso Pipeline, go to the GMCA website (www.galt-mile.com) and click on the article headline for "Death Traps, Trip Hazards and Calypso?" located in the center column of the home page. Scroll down to "Information and Response Links" following the article to access a broad spectrum of relevant data including the Draft Environmental Impact Statement (DEIS) for the Calypso DWP.

The Galt Mile News

The Galt Mile News is the official newsletter of the Galt Mile Community. Published 12 times a year, this publication is designed to educate the Galt residents of neighborhood-oriented current events and issues, and to offer residents Galt-specific discounts from various local merchants.



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Information provided by Eastside Properties, 954-565-7644

Eight more properties were sold in the Galt Ocean Mile Community:

L'Hermitage 1 #2801

(4/5)
List: \$3,900,000
Sold: \$3,400,000
closed 12/10/07

Plaza East #20K&L

(4/4)
List: \$769,000
Sold: \$650,000
closed 10/02/07

Commodore #1203

(1/.5)
List: \$235,000
Sold: \$196,000
closed 11/07/07

Playa Del Mar #508

(1/.5)
List: \$299,000
Sold: \$276,500
closed 10/31/07

Coral Ridge Towers #903

(1/1)
List: \$169,000
Sold: \$130,000
closed 12/12/07

Playa Del Mar #1712A

(1/1.5)
List: \$299,000
Sold: \$263,000
closed 11/16/07

Plaza South #22D

(1/.5)
List: \$375,000
Sold: \$310,000
closed 11/20/07

Plaza East #7D

(2/2)
List: \$449,000
Sold: \$400,000
closed 10/25/07



Death Traps...Continued

For instance, the structure at 3365 Galt Ocean Drive in the strip mall at the southern end of the block has languished in a state of disrepair for years. Commissioner Teel explained that she has been following this case religiously since fielding complaints from neighboring businesses and pedestrians concerned about the unstable roof and a suspected mold infestation. Formerly occupied and still owned by Rohan Kelley, an attorney whose name continues to grace the property, she understated his tepid attempts to rehabilitate the property in describing his efforts as "foot-dragging". Long-term failure to meet safety codes has attracted the attention of the Special Magistrate. Evidently, the permit to repair the roof was approved on November 9, 2007. The remaining permits are still in the review process. She recommended that concerned residents contact Mr. Kelley, "encouraging him to move ahead as soon as possible to begin the work."

She is also monitoring a parcel on the west side of North Ocean Boulevard (A1A) opposite Plaza East. The dozens of dangerous rusting metal support rods that extend up from ground level are suggestive of an eerie crop of wild rebars. Concrete structural elements strewn randomly about the property add to the alien appearance of the environment. Another property on the east side of A1A a few blocks south, 3408 North Ocean Boulevard, sports a dangling roof overhang from which chunks of wood and metal occasionally drop to the sidewalk frequented by unsuspecting pedestrians. Commissioner Teel reported that the property owner was scheduled to appear before the Special Magistrate on December 6th to face violations for ignoring repeated orders to cure structural problems with the fascia, soffits and facade.

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Continued on page 7



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Death Traps..Continued

Florida's forecasted 2014 demand for gas-fired electricity generation will require approximately 1.2 billion cubic feet per day of additional natural gas according to FPSC. The Calypso U.S. Pipeline is designed to supply 832,000 MMBtu of natural gas per day or two thirds of the state's projected 2014 demand. That's enough fuel to produce approximately 5000 megawatts of electricity, which, according to the Florida Public Service Commission, will satisfy about 40 percent of the state's planned increase in total electric generation capacity over the next 10 years.

Natural gas is the cleanest, most environmentally friendly of all the major fossil fuels. It is colorless, odorless and non-toxic. A chemical, ethyl mercaptan, is injected into the gas flow of pipelines and distribution companies to give the gas an identifiable odor. This is done as a safety factor, so that leaking gas can be detected by the smell. The combustion of natural gas results in virtually no atmospheric emissions of sulfur dioxide or particulate matter. Although it does emit carbon dioxide, reactive hydrocarbons and nitrogen oxides, its atmospheric impact is less dangerous than those of other fossil fuels.

Liquefied natural gas (LNG) is the same natural gas used by millions of Americans for heating and cooking, only in a liquid form. When chilled to -260 degrees Fahrenheit, natural gas liquefies. Although it is not compressed, in its liquid form LNG occupies 1/600 of its gaseous volume, allowing it to be more efficiently transported by ship and stored in tanks. It is re-vaporized to its gaseous form and sent to customers via pipeline. The danger posed by transporting, storing and otherwise handling liquefied natural gas is comparable to most other liquid fossil fuels. The United States was the world's fourth

largest importer of liquefied natural gas in 2006, after Japan, South Korea and Spain.

Florida is currently 100% dependent on Gulf Coast sources for its natural gas supply. This lack of diversity can expose Florida customers to unexpected shortages, particularly during hurricane season. The installation of another facility on the Atlantic coast would geographically diversify access for Calypso's ship-based deliveries of LNG. If operations were disrupted in one location, the other would continue to be available for fuel deliveries. Since the transport vessels are designed to rapidly detach from the buoy and move out of harm's way in the event of severe weather conditions, disruption of energy deliveries during hurricanes will be minimized. After a storm passes, Calypso's ships will reconnect to the buoys and immediately resume pumping natural gas into the pipeline system.

The pipeline will transport natural gas from proposed liquefied natural gas (LNG) regasification facilities – the Calypso Deepwater Port (DWP) – being developed by Calypso LNG LLC, another SENA affiliate. The Calypso DWP will serve as an offshore delivery point for connection to specially built LNG tankers. The LNG tankers will vaporize stored LNG and send it through the buoy system into the Calypso U.S. Pipeline, which will transport the natural gas onshore to Florida customers.

Continued on page 8

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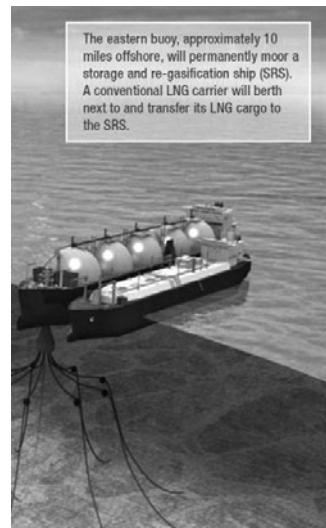
Death Traps...Continued

The thrust of that study admonished that huge energy concentrations (as typified by LNG facilities) were significant security risks. Released as a book in 2001 after the 9/11 devastation at "ground zero", it focused on the vulnerability of LNG installations to concerted terrorist attack. This prospect elicits questions about the quality and cost of planned facility security and the limits of liability for the owners of the installation, the tankers and the pipeline.

Although existing laws protect foreign LNG vessel owners and the corporate LNG deepwater port operators, they ignore the City and its residents. All LNG vessel owners are protected by The Limitation of Vessel Owner's Liability Act, 46 U.S.C. § 181, et seq. (enacted by Congress in 1851 to provide U.S. ship owners a chance to be competitive with foreign-flagged vessels whose liability was limited under European seafaring codes); which limits the owner's liability to the post-disaster value of the vessel and its cargo contents. The U.S. Supreme Court has long held that when a ship sinks after a calamity, the sinking marks the termination of both the voyage and the vessel's value – thus severely limiting the ship owner's liability. This means that an LNG tanker disaster that results in the total loss of the vessel and total loss of its cargo would result in minimal financial liability for the LNG vessel owner – notwithstanding prospective widespread damage to property or infrastructure in the \$billions. The vessel owner's financial liability in such a scenario for all property damage would be zero, and for loss of life and bodily injuries would be limited to just \$420 per vessel ton. LNG deepwater port facility operators are protected by the Deepwater Port Act's financial liability limitation of \$350 million. The Maritime Transportation Security Act of 2002 (MTSA) amended the Deepwater Port Act (DWPA) of 1974, 33 United States Code 1501, et seq., to include natural gas. The damages limitation was created for offshore oil ports contemplating sufficient liability for an oil spill and cleanup costs, not LNG

storage and processing facilities capable of incinerating entire communities. In essence, if circumstances go awry, we will have to foot the bill.

It seems that the only group with standing whose input was neglected are the people who live closest to proposed facility – us! Few people peruse the Federal Register or can claim familiarity with the applicable technology. Although notice requirements were legally met, attempts to realistically elicit constituent input were woefully inadequate. ENTRIX, the third party contractor hired by the Coast Guard, was responsible for preparing the Public Notices and coordinating public meetings. Whoops!



LNG tanker discharging LNG cargo into storage and regasification ship (SRS) which then transfers natural gas through eastern buoy to pipeline.

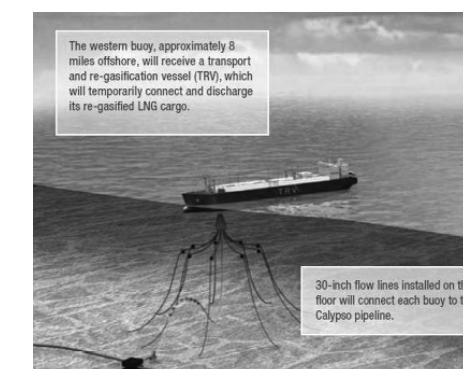
Continued on page 18

Death Traps...Continued

Surprise! You had until a week before Christmas Eve to share your feelings about the installation of a floating gas station about 7 miles seaward of the Galt Mile beach. Three sites were considered for this floating gas pump. Instead of the buoys being located 8 to 10 miles from the Florida coast, the other locations would have placed the buoys only 7 miles out to sea. They would have been closer to their Port Everglades landfall, required a shorter pipeline span to bring the gas onshore and therefore would have created proportionately less environmental disruption. The length of pipeline required to connect the Calypso DWP to its onshore target is 5 miles for the proposed project location while it is only 4.1 miles and 3.5 miles for the two rejected alternative sites. The plan's Executive Summary admits that "the total area of sediment disturbed during construction at Alternative Port Locations 1 and 2 would be less than the proposed action, which would result in less turbidity during construction." In short, since locating the DWP off the Galt Mile beach requires the longest pipeline span, it portends proportionately more disruption to the surrounding ocean environment.

The Draft Environmental Impact Statement was charged with considering the full compliment of positive and negative project ramifications. How the port would affect the ocean environment, noise levels, air and water quality, local hard bottom, marine life, coral proliferation and a host of other factors were weighed on balance. Stringent criteria had to be met as required by Federal and State Environmental, Maritime and Wildlife agencies. The DEIS claims that natural gas is difficult to ignite, non-toxic and disperses rapidly by rising into the atmosphere, unlike leaks of heavier petroleum products such as oil. It declares that gas leaks do not result in the same environmental devastation as seen with other fossil fuels.

On the down side, the history for Deepwater Port LNG facilities is paper thin. We will be "beta testing" this strategy for the industry, transforming Fort Lauderdale into a LNG laboratory in which residents serve as lab rats. Ominously, the first onshore LNG facility in America suffered a major accident, incinerating one square mile of Cleveland in 1944, killing 131 and leaving 680 people homeless. Although findings confirm that leaks are mostly absorbed into the atmosphere and dilute to the extent that ignition is unlikely, if a tanker discharged its full cargo, the gaseous "spill" could travel for miles before reaching its ignitable dispersion level. A 1977 Oxnard, California Environment Impact Report determined that a LNG accident in which a full tanker's contents were released would send an ignitable gaseous vapor cloud some 30 miles before dissipation defused the threat of ignition. Since the energy content of a typical 125,000 cubic meter LNG tanker is equivalent to seven-tenths of a megaton of TNT, or 55 Hiroshima bombs (as per a 1982 Lovins & Lovins Pentagon study entitled "Brittle Power: Energy Strategy for National Security"), any miscalculation inherent in this untested technology could instantly transform Fort Lauderdale into one of Jupiter's moons.



Transport and regasification vessel (TRV) discharging regasified LNG cargo into western buoy.

Continued on page 12

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27	28	29	30	31	1 Florida Panthers vs. Vancouver Canucks BankAtlantic Center 7:30 p.m. Tix.: 954-835-7825	2
3  Sunday Jazz Brunch Riverwalk, Downtown FL 11 a.m. to 2 p.m. Info.: 954-828-5985	4 Vice Mayor Teel Pre-Agenda Meeting Beach Community Center 6 p.m. Info: 954-828-5033	5	6	7	8 Jazz on the Square The Village Grille Commercial Blvd. & A1A 7 p.m. Info.: 954-776-5092	9 Benefit Flea Market Flamingo Gardens 9 a.m. to 2 p.m. Florida Renaissance Festival Quiet Waters Park (Through 3/9) 10 a.m. to sunset-weekends only Info.: 954-776-1642
10	11	12	13	14	15	16

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Van Halen with Ky-Mani Marley
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February 13 - March 2
Tony 'n' Tina's Wedding
Broward Center
Tix.: 954-462-0222

February 14
Valentine's Day at Fairchild -A Romance of Jazz
and Modern Art
Fairchild Tropical Gardens, 7 p.m.
Tix.: 305-667-1651, ext. 3358

February 15 - March 31
Orioles Spring Training 2008
Fort Lauderdale Stadium
Tix.: 954-776-1921

February 17
A1A Marathon
Las Olas Blvd to Hillsboro Inlet
Info.: 561-241-3801

February 28
Tosca, Florida Grand Opera
Broward Center
Tix.: 954-462-0222

March 1 - 2
Las Olas Art Fair
Las Olas Blvd.
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Info.: www.artfestival.com

March 8
31st Annual Waterway Cleanup
9 a.m. to 1 p.m.
Info and site locations.: 954-524-2733

Death Traps...Continued

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The Calypso DWP (the proposed regasification facility) is a submerged offloading buoy and anchoring system that will reside approximately 120 feet below the ocean surface when not in use and serve as an offshore delivery point for natural gas. The Deepwater Port project is proposed to be located approximately 8 to 10 miles offshore from Port Everglades, and connect directly to the Calypso Pipeline.

The Calypso DWP project's sponsors are well positioned to accomplish their objectives. SENA's parent, SUEZ Energy International, has global experience in engineering, construction and operation of LNG facilities and gas pipelines. It is currently the only major energy company that – in addition to a diversified LNG supply portfolio – owns and operates LNG facilities on both sides of the Atlantic Ocean (at Everett, Massachusetts, serving the New England market, and at Zeebrugge, Belgium, serving the central European market). As the second largest importer of LNG into the U.S., SENA claims to be uniquely qualified to safely and efficiently build and operate the pipeline.

Basically, we are facing the installation of a floating gas station. It's submerged "gas pumps" float up to meet specialized ships that carry the fuel – liquefied natural gas. The liquid is vaporized (returned to a gaseous state) and fed into the pipeline through which it is pumped to shore and connects with another pipeline that distributes it throughout the region.

Using the submerged unloading buoy system, the DWP will be capable of servicing two types of LNG vessels simultaneously; a storage and regasification ship (SRS) and a transport and regasification vessel (TRV). The westernmost buoy (West Buoy) would be sited approximately 7.7 miles from shore in 805 feet of sea water (FSW) and would connect to the sea floor with eight mooring lines, using six suction piles and two gravity anchors. The easternmost buoy (East Buoy) would be sited approximately 10.3 miles from shore in 932 feet of sea water (FSW) and would connect to the sea floor with nine mooring lines, using six suction piles and three gravity anchors. Except during severe weather conditions, to perform maintenance or for inspection, the SRS would remain moored "semi-permanently" to the East Buoy. Conventional LNG carriers would call on Calypso DWP and transfer LNG to the SRS approximately every two days. TRVs would call on Calypso DWP and moor to the West Buoy every 4 to 7 days (averaging once every 5 days).

When not connected to an SRS or a TRV, the unloading buoy would remain submerged about 100 feet below the sea surface, supported by buoyancy elements. When the SRS or TRV arrives at the DPW, a marker buoy and retrieval line would be used to locate and recover the unloading buoy. The unloading buoy and its attached riser pipeline would be retrieved from its submerged position and hoisted to the forward part of the SRS or TRV and attached to a mating cone within the hull. Both SRS and TRV would be equipped to vaporize LNG cargo to natural gas through an onboard closed-loop shell-and-tube vaporization system before odorizing and metering gas for send-out through the unloading buoys.

On March 1, 2006, Calypso filed a Deepwater Port License Application (Docket number USCG-2006-26009) with the U.S. Coast Guard, which has jurisdiction for the permitting, operation and security for such facilities located in federal waters. However, when the application was deemed incomplete on March 22, 2006, a list of data gaps was provided to the applicant. A revised application was submitted to the Maritime Administration (MARAD) and the Coast Guard (USCG) for review on September 25, 2006. MARAD and USCG deemed the application complete on October 13, 2006. The Coast Guard secured a third party contractor (ENTRIX, Inc.) to begin an environmental review and develop an Environmental Impact Statement (EIS). The initial meeting to scope public input was held on December 6, 2006 in the Fort Lauderdale Marriott North (6500 North Andrews Avenue in Fort Lauderdale) which resulted in the Maritime Administration issuing a stop clock letter on January 26, 2007. The "Stop Clock" letter was lifted on August 31, 2007. The Draft Environmental Impact Statement (DEIS) – a preliminary impact instrument – was placed on the docket for public comment, with notice posted in the Federal Register on November 2nd. A 45-day public comment period closed on December 17, 2007. Upon receipt of a November 1st notice by the Coast Guard that their license application is deemed complete, president and CEO of SUEZ Energy North America Zin Smati remarked, "The receipt of the Coast Guard's letter is an important project milestone because it sets in motion a defined timetable for the regulatory review process. We can now be confident that the project will remain on schedule so we are ready to be the first project to deliver an important new source of energy to the Florida market in early 2010."

Continued on page 9



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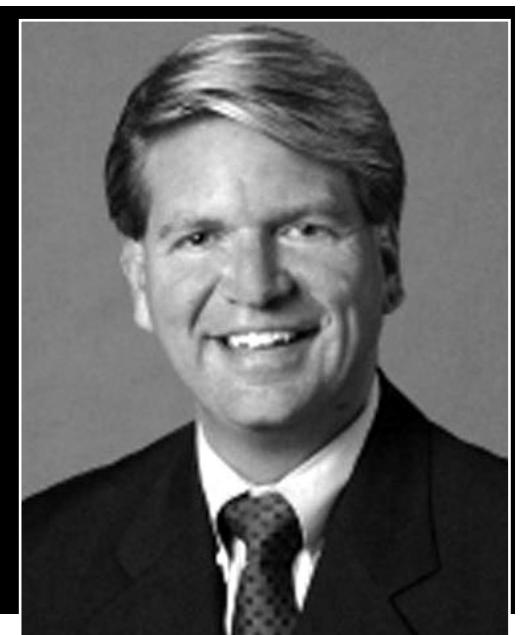
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COMMISSIONER KEECHL'S DECEMBER NEWSLETTER



Broward County dodged a slew of political and fiscal bullets this year. The Broward Board of County Commissioners faced down a sizable budget deficit and met the newly legislated State Tax Reduction parameters without precipitating the County's predicted demise! In his November/December Newsletter, County Commissioner Ken Keechel reviews his first year of public service. He rightfully exhibits pride in having successfully pursued the fiscal and environmental objectives he defined during his 2006 campaign for the District 4 commission seat. Performing the political equivalent of ice skating uphill, Commissioner Keechel persistently pressured his commission peers to offset an anticipated \$54 million 2008 budget deficit with spending cuts. Following the recent redevelopment of nine Broward golf courses portending a loss of 700 acres of dwindling green space, the Commissioner fought to legally deter the developer-driven conversion of golf courses into "McMansions" by toughening land use regulations. His votes to relieve both airport congestion and the insufficient number of County boat slips were accompanied by strong environmental caveats. Not surprisingly, when he opted to support enhancing the regulatory business climate, Commissioner Keechel also acted to insure that economic growth didn't carry an environmental price tag. - [editor]

"County Commissioner Keechel's First Year"

I know it's hard to believe, but it has been a year since I became your County Commissioner. Without a doubt, the last year has been the most fulfilling and exciting time of my life. Thank you again for your vote of confidence in me. I believe that we are making progress in creating a Broward County that is environmentally sensitive, fiscally responsible, and business friendly.

As your representative on the Broward County Commission, I have been a watchdog for your tax dollars and I have consistently voted against unnecessary expenditures. When you first elected me, most of my colleagues didn't agree with me when I suggested cutting 50 million dollars from next year's budget. However, after much prodding, my colleagues and I cut appropriately 90 million dollars from next year's budget. And guess what? The world didn't end.

Here is my promise to you: Last year was only the beginning. I will continue to advocate for fiscal restraint and without hurting those residents who rely on County services as a "safety net." And I will continue to insure that when the County Commission does spend your tax dollars, we do it wisely and carefully.

During the next twelve months, I will also continue on my mission to protect our dwindling golf courses from residential and commercial development. As I discussed in an earlier newsletter, my colleagues have agreed, in concept, to amend the County's Comprehensive Land Use Plan to "strongly" discourage the conversion of golf courses to non-recreational uses. The legal process is time consuming, but the final vote will occur next year. Already, my colleagues are being courted by high powered lobbyists and developers to change their position on this issue. I have repeatedly reminded them of their previous vote, and I will continue to encourage them to remain committed to the protection of our precious green and open spaces. I am confident that soon we will be victorious.

Lastly, I recognize that a strong economy is necessary for Broward County to thrive and, as a result, the Broward County Commission must be business friendly. Without a healthy economy, tax revenues will fall and higher employment will be inevitable. As a result, I have voted in favor of proposals to assist in the expansion of our local economy, while, at the same time, minimizing any collateral negative environmental effects. As I discussed in an earlier newsletter, I voted for the expansion of the southern runway at Ft. Lauderdale International Airport. After studying the FAA's various reports, I concluded that this step was necessary to avoid future gridlock and, in the long run, was environmentally advantageous. I also voted in favor of a "boat siting plan" that created an additional 4,392 boat slips throughout Broward in response to an overwhelming commercial and residential demand. However, I voted for this plan after insuring that it contained a strong manatee protection element—funded solely by the users of the additional boat slips and not your property taxes.

Again, thank you for your support. I look forward to the year ahead. As always, if you have any questions or concerns, or would like me to speak to your homeowners' or civic association, please feel free to contact me at kkeechl@broward.org or 954-357-7004.

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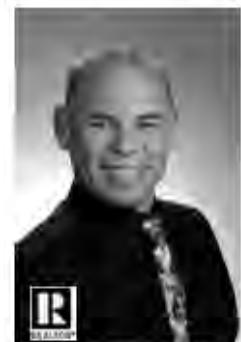


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CHARLES P. ROSSI FORMER GMCA DIRECTOR PASSES ON IN HAWAII



Former GMCA Director Charles P. Rossi passed away on November 6, 2007 at 87 years of age. A longtime resident of Coral Ridge Towers North, Charles moved to Hawaii several years ago. Before moving to Honolulu, Charles worked diligently for years to improve the Galt Mile neighborhood.

Charles Rossi carried a unique responsibility with regard to his position as a Director on the Galt Mile Community Association Board. Hailing from Coral Ridge Towers North, Charles was the sole representative to the Board of Directors of a Cooperative during his tenure. He fought to insure that the four cooperatives comprising the Coral Ridge Towers Complex were never neglected while designing community objectives. Rossi also saw to it that the Association included cooperatives while struggling to promote sensible Association rights and regulations.

A reserved and personable retired steel executive, Charles displayed an aptitude for putting events into their historical perspective – preferably with humor. In celebration of the Galt Mile Community's 50th birthday, he prosaically chronicled a timeline history of Galt Ocean Mile that enriched the Galt Mile Community Association newsletter and web site. Charles enjoyed reminding neighbors that Coral Ridge Towers, built just prior to the Condo Act of 1963, was "the first hi-rise cooperative financed by the FHA to have a swimming pool." The Coral Ridge Towers (CRT) complex, later expanded to include the North (Charles' home), South, and East buildings, was a blueprint for developers prospecting for amenities to include in their offerings.

Memorial services were held in Chicago, his place of birth (arrangements by Ultimate Cremation Services of Hawaii). Charles is survived by daughter Carole Lilleberg, son-in-law John Lilleberg and grandchildren Todd Lilleberg and Dana Sackar. He will be missed – and fondly remembered.

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Commissioner Christine Teel Parks Plan Newsletter

our residents, so they are encouraged to participate in the planning process.

We recently launched a Parks and Recreation Long Range Strategic Plan initiative to ensure that Fort Lauderdale has adequate green-space and recreational programs and activities for all age groups now and in the years ahead.

The City is conducting this planning initiative in partnership with its citizens and GreenPlay LLC, a nationally renowned parks and recreation consulting firm. The goal of the plan is to identify the City's parks, facilities, recreation, and open space needs, and create a long-term vision that proactively plans for and addresses these needs in the future.

Public involvement is a key component of this process. The City recently hosted two public meetings along with a series of focus groups to obtain input about our parks and recreation needs. More than 100 City residents, parks users, community leaders and recreation enthusiasts participated in the meetings. The groups were asked to respond to a variety of questions to assess customer satisfaction; parks, recreation and open space needs of the community; and other parks and recreation issues that they felt should be addressed in the comprehensive plan. The input received will be incorporated into the overall plan as we move forward.

In addition to the public meetings, the Parks and Recreation Long Range Strategic Plan will include an inventory and analysis of the City's existing facilities, an assessment of programming needs, as well as recommendations for changes to the parks system to meet these needs.

The plan will take into account the City of Fort Lauderdale's neighborhoods and residential areas, the Downtown, Northwest and South Regional Activity Centers, and the Barrier Island / Beach areas, and will reflect the City's historical context. Ultimately, the plan will seek to integrate with other City efforts to advance a common vision and create an active, diverse, livable and sustainable community that provides recreational opportunities that are relevant to the lifestyles and demographics of our community.

As with any plans for changes or improvements, there are always costs associated with them. We are challenged with prioritizing the wish lists and finding funding sources that don't hurt the very people we are trying to help. I will update you on our progress as the plans are further refined and the funding sources are identified.

Please feel free to contact me with any questions or suggestions. I can be reached at city hall at (954) 828-5004 or by e-mail at teel@fortlauderdale.gov



From the Desk of Commissioner Christine Teel

The City Commission and city staff routinely delve deeply into the services provided to the taxpayers. We look at all aspects of a particular service, including if it meets the needs of our citizens, how it can be improved, are there obstacles that need to be overcome, will it meet future needs and how will any changes or improvements be financed. These questions can only be answered with the help of

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