

GALT MILE NEWS

OCTOBER 2011

THE OFFICIAL NEWSLETTER OF THE GMCA



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By Eric Berkowitz

REPRESENTATIVE GEORGE MORAITIS:

Roadmap to a Port Everglades Windfall

"In his September 2011 Newsletter, District 91 Statehouse Representative George Moraitis brings focus to a critically important financial opportunity that, if managed properly, will inject \$billions into the local economy, funnel truckloads of tax revenue into state and regional coffers, and pluck thousands of local residents from the unemployment rolls. When the Panama Canal is reconfigured to accommodate supersized transports, tankers and cruise ships in less than three years, plummeting shipping costs will significantly alter international patterns of commerce. Port Everglades will have to compete with other East Coast and Gulf ports for an impending trade windfall that could amp up a steroidal jerk to the State and local economic recovery. Moraitis intends to bag the financing required for implementing a County "Master Plan" to prepare the Port for this bonanza.

The Panama Canal Authority has operated the Panama Canal since the 1977 Torrijos-Carter Treaties ceded sovereignty from the United States to Panama on December 31, 1999 - following a twenty year interim period of joint U.S. - Panamanian administration. An autonomous agency of the Panamanian government, the canal authority is managing a \$5.25 billion expansion project that will double the annual volume of cargo through the century-old 51-mile shortcut connecting the Atlantic and Pacific oceans. Although far from the world's largest infrastructure project, the Authority's Executive Vice President Jorge L. Quijano noted, "but this is the one that has the most foreign impact. And I think it has the most impact on the United States."

The canal's two lanes, which are each bookended by sets of three locks on both coasts, can currently accommodate ships up to 965 feet long and 106 feet wide — a configuration called "Panamax". Despite operating at peak throughput of about 35 to 40 ships per day, dozens of ships are perpetually moored off the Atlantic and Pacific coasts, each awaiting its turn to enter the canal. In addition to handling another 15 ships a day, an enlarged third lane and surrounding locks planned in the expansion will handle ships that are 25% longer, 50% wider and with a deeper draft. To differentiate the new supersized configuration from its Panamax predecessor, oceangoing monsters dimensionally designated as "post-Panamax" or "New Panamax" will carry twice to three times the cargo of more modest Panamax vessels.

Although it's impossible to accurately predict the overall economic impact of this project, by providing faster and cheaper shipping of goods between the United States and Asia, it will allow American farmers and manufacturers to better compete with South Ameri-

can and European counterparts, including providers that currently benefit from cheap labor and primitive, low-maintenance infrastructure. However, before the United States can actualize this trade advantage, U.S. ports in the Gulf and along the east coast that hope to compete must first deepen their harbors and expand their cargo handling facilities.

In preparation for the projected August, 2014 completion of the canal's expansion, Savannah, Georgia plans to deepen the Savannah River from 42 feet to 48 feet; New Orleans is in the second phase of a three-part \$500 million improvement project, the Virginia Port of Norfolk and the port city of Baltimore, Maryland are currently the only East Coast ports that offer a 50 to 55 foot channel depth. Brownsville, Texas has a \$90 million upgrade in the works. The Port of Charleston in South Carolina has allocated \$1.3 billion to fund the structural and operational improvements required to berth and offload megavessels. The Port of South Louisiana, the tonnage king of U.S. ports, is at ground zero for deepwater access to the Mississippi River, 4 interstate highways, 4 Class I Railroads and two airports.

In the coastal marathon between South Florida's most promising entries, although Miami nosed out Port Everglades in cruise passengers and containers (TEUs), Port Everglades handled three times as much cargo.

One of the three busiest cruise ports worldwide, Port Everglades is an invaluable regional economic powerhouse. With more than 4,200 ship calls annually, it is also one of Florida's leading container ports. A self-supporting Enterprise Fund of Broward County government with operating revenues of approximately \$117 million in Fiscal Year 2008, the total value of economic activity at Port Everglades is nearly \$18 billion annually. The 200,000 Florida jobs supported by the Port provide \$7 billion in yearly wages and pay local and State treasuries with \$623 million in annual tax revenues.

Despite its world class assets, unless a Master Plan approved by the Broward Board of County Commissioners adapts Port Everglades' infrastructure to process post-Panamax shipping, it will never realize its potential. When the Army Corps of Engineers reviewed and enumerated the port's competitive shortcomings, Port Everglades Director Phil Allen summarized the regional goal, stating "This is a two-pronged plan to expand berth capacity and increase operating depths that points to the comprehensive strategy to meet future service demands. We are pleased with the Army Corps' recent

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GALT Winn-Dixie

Gets Gatekeeper and Green Clean

By Eric Berkowitz

Although not among the high priority issues that ordinarily preoccupy members of the Galt Mile Community Association (GMCA) Advisory Board, nagging questions about the neighborhood Winn-Dixie surface on a regular basis. Notwithstanding divergent opinions about the store's service and product lines, raw convenience prompts almost every Galt Mile resident to cruise the aisles on a regular basis.

Winn-Dixie Stores, Inc. (Winn-Dixie) currently operates 484 stores in five southeastern states (Florida, Alabama, Georgia, Louisiana and Mississippi) including the grocery warehouse stores operating under the SaveRite banner since 2002, which are being converted to Winn-Dixie Supermarkets. While all of the company's stores offer grocery, meat, seafood, produce, deli, bakery, floral, health & beauty and other general merchandise items, the corporate network includes 401 pharmacies, 80 liquor stores and five fuel centers.

Under intense competitive pressure from rivals including Wal-Mart and Publix Super Markets, the company filed for Chapter 11 protection on February 21, 2005. To stem the flow of red ink, Chairman, President, and CEO Peter Lynch – snatched from Albertson's in 2004 – retrenched Winn-Dixie by exiting noncore markets and selling retail and manufacturing assets, including more than 500 supermarkets. It emerged from the bankruptcy reorganization on November 21, 2006 with \$725 million in exit financing as a new company with a new Board of Directors. Number 324 in the Fortune 500 and no longer traded as "WIN" on the New York Stock Exchange (NYSE), the restructured company resurfaced on the NASDAQ exchange under the ticker symbol "WINN".

Its status as a neighborhood institution engenders both concern and curiosity. Having survived a diatribe of rumored health code violations, a reorganizational bankruptcy and a battalion of light-fingered local customers, the Galt Ocean Mile Winn-Dixie has recently made some improvements that should enhance its credibility with local patrons as well as the community at large. Some of the store's Managers recently addressed questions originally posed by local residents to their Advisory Board representatives.

Disappearing Carts Dilemma

Community concerns fall into three title issues; shopping carts, health standards and product lines. Shopping carts have historically been a double edged sword. Residents who wheeled their groceries from the store to their kitchens before depositing the cart in the adjacent hallway created problems for the store, their associations and the commu-

nity. Associations do not have extra personnel available to return the carts. Some implemented rules requiring anyone who wheels one in to subsequently wheel it out. Unfortunately, this often resulted in carts accumulating on the sidewalk in front of the building. Other Associations prohibited the carts from their premises - requiring residents to transfer their packages from the Winn-Dixie cart to an association cart upon entering the building. These carts also wound up on the sidewalk.

The dilemma this created for Winn-Dixie was far worse. At any given time, a sizable number of carts were unavailable to shoppers. To compensate for these cart-jackings, a former store Director made arrangements with former landlord Danebelt Management to collect the carts from the street as well as those strewn about the adjacent 2-block long commercial parking lot. When the underlying real estate was acquired first by Woolbright Development of Boca Raton and then by Palm Beach Gardens-based Kitson & Partners, the store was forced to recruit additional staff to retrieve the carts. Since their property's 45% vacancy rate forced Kitson into a \$59.2 million refinancing this past March, good will tenant perks are not in the cards. The cart inventory required to adequately service customers had to be significantly expanded to offset those stranded "off-property". Unlike the \$60 to \$80 plastic carts commonly used by associations, replacing the pirated steel carts cost the store about \$200 apiece. Adding to the store's headache is a thriving black market for these items. Where do you think the carts sold in flea markets, swap shops and online auction sites come from?

Galt Mile pedestrians objected to the carts cluttering their sidewalks, associations didn't want them inside their premises and the City could pop out a containment ordinance on short order. Winn-Dixie grew increasingly frustrated by their constant battle to retrieve or replace carts taken off property. Despite the prospect of alienating customers, management nervously conceived a deterrent. With the support of the neighborhood association, they posted signs warning that anyone responsible for removing the carts from their property would be prosecuted.

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While the threat of jail time and a sizable fine had some impact, it didn't stem the casual thievery. One flustered shift Manager said, "Many customers who complain about the lack of carts roll their groceries down the block without a thought. Strangely enough, some of them even accuse us of being negligent for not actively prosecuting scofflaws."

In 2006, former Store Director Timothy Haas said that the company was preparing to affix devices to the carts that would incapacitate them once outside a designated perimeter. When a defined catchment area is penetrated, one or more wheels on the cart would cease to turn, immobilizing the cart. Having proven very effective in their Jacksonville stores and other outlets, Mr. Haas asserted that the immobilization devices would soon protect carts at the Galt Mile store.

Instead, years passed without the required approval from corporate headquarters in Jacksonville. In the interim, the local store implemented a customer service based alternative. After loading the carts at checkout, they would accompany the customers' groceries to their vehicles, unload and return the empty carts, along with others snagged in the parking lot. While it slowed the losses, carts continued to populate local sidewalks, association garages and the walk-in closets of Galt Mile kleptomaniacs.

CartControl Curtails Crisis

Five years later – in the summer of 2011 – the Galt Ocean Mile Winn-Dixie installed "CartControl", a shopping cart theft prevention system developed by Gatekeeper Systems. Based in Irvine, California, the company specializes in cart containment technology. According to Gatekeeper Systems' marketing communications manager Karryn Gleckner, the average cost per store is \$18,000. However, the actual cost ranges from \$6,000 to \$50,000 per location, depending on the size of the store's parking lot and the number of carts integrated into the system.

To dampen confusion, store employees are proactively educating customers about how the new system works. An antenna encased in a 1/4-inch cable is embedded in the perimeter around the store's parking field and entrance walkway. A transmitter in the store broadcasts a digitally encoded radio signal through the antenna. When the cart reaches the perimeter, a receiver in the cart picks up the dedicated radio frequency and triggers a lock affixed to one of the cart's wheels. Using a hand held transmitter called a Cart Key, Front End Store Manager Araceli Serna demonstrated how an employee can release the locked wheel and return the cart to service.

At the Galt Mile store, the perimeter is marked by a yellow line that crosses the store's entrance walkway and a sign on the adjacent wall warning shoppers not to take carts past the line. Grocery Manager Jean Cothière said "The cart doesn't have to be in contact with the ground for the lock to work." Even if lifted over the line, the wheel fitted with the locking device will still receive the signal and freeze within 2.2 seconds. The system draws on some of the technology used by the keyless entry systems recently installed by many local associations; only the radio signal is substantially stronger.

In hundreds of cities and counties across the country (including Dania Beach, Deerfield Beach, Hallandale, Oakland Park, Wilton Manors, Miami-Dade County, Tampa and 18 other Florida jurisdictions), cart containment systems are required by ordinance. Carts located on Miami-Dade public property are impounded. If the owner fails to retrieve them within ten days, they are discarded. Incredibly, a customer caught wheeling a groceries-filled cart across the street without written permission from the store can do a year in the slammer (Sections 8A-76 and 8A-76.1. Shopping Carts – Miami-Dade County Code of Ordinances).

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In municipalities run by a strong City Manager, when a new chief cook and bottle washer takes the reins, the first few months approximate life in a Cuisinart. When the City Commission narrowed the field of City Manager candidates to 3 finalists, Commissioner Bruce Roberts applauded future City Manager Lee Feldman for his Olympian work ethic, stating "He's already started doing this job in my opinion, and I gave him the edge for effort. I think he would be running with the ball right away." Roberts nailed it.

Once Feldman started officially punching the clock in City Hall, in addition to his daily management duties (which include wrestling with the toughest budget since the 2002 municipal fiscal implosion) and clearing out the backlog of hot (and sticky) potatoes that accumulate between administrations, Feldman embarked on the time-tested tradition of reshaping his universe.

To enhance their tenures, effective municipal administrators will build management teams by blending their predecessors' residual talent with new blood. On June 30th, Feldman orchestrated the transfusion by adding two star-quality assistants to his City Hall machinery. New Assistant City Managers Stanley Hawthorne and Susanne Torriente collectively bring more than 45 years of relevant experience to Feldman's table.

When Feldman announced having bagged Hawthorne and Torriente, their bios appeared on the City's website. The next day, their backgrounds were rehashed in the Sun Sentinel. In his late summer newsletter, Commissioner Bruce Roberts also offered a peek at City Manager Lee Feldman's new right and left arm. Those of you who follow Broward politics may recognize Susanne Torriente. When long-time Broward County Administrator Roger Desjarlais retired, his shoes were filled by Pam Brangaccio in 2006. To duck an ego-bruising job review, the high-strung Brangaccio also hit the road in 2007, setting up a controversial contest for the vacant seat.

Broward Commissioners were divided between 8-year Assistant County Administrator Bertha Henry and two imported candidates; Susanne Torriente and Lee Trotter (the former deputy county administrator of Ohio's Cuyahoga County – which includes Cleveland). Torriente represented Henry's only real competition. Kept in the running solely to mitigate the perception that the contest was really a showdown between pro and anti-Henry forces on the County Commission, Trotter was little more than a ringer. Although Henry and Torriente held comparable positions in adjacent counties, Henry stressed her intimate familiarity with Broward's growing budgetary dilemma to overcome opposition by Commissioners Lois Wexler and John Rodstrom and nail down the top job.

Susanne Torriente headed back to Dade County, where her value as a public service asset continued to skyrocket. When former Miami-Dade Mayor Carlos Alvarez was sweating out the threatened loss of his management startlet to a \$427 million budget deficit in 2009, he named her director of a one-year-old county department called the Office of Sustainability. As such, her hefty \$206,783 salary would be picked up by a \$12.5 million federal grant meant to fund green initiatives, shielding Torriente from the blowback of an administration promise to trim County management by 10%.

In 2010, life soured for the Miami-Dade mayor. Burdened by record high 12% unemployment, plunging property values and a torrent of foreclosures, the once popular Alvarez euthanized his political career when he blindsided his 2.5 million county constituents with a 14% property tax increase. Alvarez' contention that the tax hike was needed to fund police and public schools went down the rabbit hole when he tripped over a \$350 million deal to build a new stadium for the Florida Marlins in Little Havana. Tax crusading automobile magnate Norman Braman used two political action committees to bankroll a \$million petition drive to recall Alvarez.

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FELDMAN SHAPES HIS UNIVERSE

By Eric Berkowitz

Winn-Dixie Green Clean Solution

While OSHA, the U.S. Department of Agriculture, the EPA and the FDA enforce a broad range of regulations governing sanitary in-store conditions, once your food is placed in a cart or basket, you're on your own. The store's carts bounce around the parking lot, navigate local streets, sidewalks, association garages and when left in front of buildings – are often parked next to dumpsters filled with festering bacteria. Not surprisingly, local residents sent emails to GMCA officials inquiring about the sanitary condition of these carts. Their concerns proved neither unique nor unjustified. In a study conducted at the University of Arizona, handles from shopping carts sampled from four different states were examined for dangerous microorganisms. 61 of the 85 carts tested (72%) were rife with fecal bacteria. In another sample, half tested positive for *Escherichia coli* (E.Coli). An earlier study revealed that children riding in shopping carts were predisposed to bacterial infections from salmonella and campylobacter. University of Arizona microbiology professor and lead researcher Charles Gerba warned that if reusable shopping bags aren't regularly washed, they become bacterial swamps. "It's like wearing the same underwear every day," said Gerba. Given their close proximity to much of the food we consume, health concerns about carts and other in-store equipment spread rapidly across the country, prompting large chains to implement grocery safety programs.

In early spring, Winn-Dixie contracted with a Pompano Beach company called Green Secure Solutions to sanitize their carts. "This service protects our customers' health by using an environmentally safe product that continues to kill bacteria and other microorganisms for six months between treatments," said Winn-Dixie marketing VP Mary Kellmanson. The patent-pending process is applied like a car wash. Supermarket equipment handled by consumers such as shopping carts, hand baskets, handicap carts and food trays are passed through a high-temperature, pressurized shower and sterilized with hydrogen peroxide and ultraviolet light. Once the carts are dry, technicians from the Pompano Beach company apply a water-based highly durable coating called MaxGreen Protection, a proprietary chemical envelope that forms a covalent bond to equipment surfaces and remains effective for months.

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NEXT STOP

Port Everglades Sand Bypass

By Eric Berkowitz

Six years after the Army Corps of Engineers finalized its environmental impact statement for Broward's beach renourishment, the Mayors of Hollywood, Hallandale and Dania Beach threw a celebratory event marking commencement of the long delayed South Broward part of the Broward Shore Preservation project (Segment III) on May 6, 2005.

Following completion of the Segment III renourishment in March of 2006, academics from Nova Southeast University Oceanographic Center and a coalition of marine engineering firms joined county scientists to begin examining the environmental effects of repairing the County's coast from the Dade County line to John U. Lloyd State Park Beach. After an 18-month monitoring period, their report documented two species of coral in the catchment area that the federal government designated as "threatened" in 2006.

A May 2007 project summary that reviewed the environmental and fiscal fallout of Segment III (south Broward beaches) and the outlook for Segment II (north Broward beaches) also touched on the Port Everglades Inlet Sand Bypassing Project – a separate but related adjunct to the County's overall shore preservation strategy.

Broward's former Beach Administrator Stephen Higgins reported, "The County is investigating the feasibility of moving between 50,000 and 90,000 cubic yards of excess sand from the upland beach north of Port Everglades to a hot-spot location along south Hollywood and north Hallandale Beach." Performing smaller, more frequent sand placements at erosion hot-spots would only require what he called "sands of opportunity," relieving pressure on thinning dredge sites. Higgins also anticipated using erosion control structures to slow erosion along other coastal hot-spots. He said, "The County is currently monitoring the equilibration of the beach fill to ascertain any impacts that might occur to the nearshore hardbottoms from migrating sand."

The sand bypass had a larger purpose. In contrast with past beach projects that were largely neglected once completed, the County planned a maintenance component to ensure the extended health of the rehabilitated beaches, thereby postponing the need for (and expense of) future renourishments. Although sand naturally migrates south along the coast, intermittent special attention to certain "erosion hot spots" that evacuate at an accelerated rate could slow the need for future full scale renourishments.

By interrupting the alongshore movement of sand, stabilized inlets such as the Hillsboro Inlet and the Port Everglades entrance channel are responsible for 85% of beach erosion in Florida. Sand bypassing is a process by which sand is artificially captured on the updrift side of the inlet and transferred to downdrift beaches. The Port Everglades Sand Bypass Project will modify the Port Everglades inlet by constructing a 7.1-acre sand trap on the north side of the Port entrance channel to a depth of - 49 feet (below mean sea level), a depth comparable to that of the existing Port channel.

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Registered with the U.S. Environmental Protection Agency and approved by the U.S. Department of Agriculture for use in food preparation areas, MaxGreen Protection eliminates and inhibits the growth of mold, mildew, fungus and microorganisms. Describing the process benefits, Green Secure Solutions' CEO Max Ozgercin said "Our system is the most advanced and environmentally safe technology available. There is no harmful waste water or chemicals running through a parking lot or getting into a storm sewer. Everything is self-contained in our mobile units." According to a Winn-Dixie store manager, carts and baskets at the Galt Mile store have already been sanitized and are scheduled for regular treatments.

Product Pot Luck

It was a bit more difficult to accurately frame the third issue. After all, who can tell what supernatural force is responsible for the store being out of whatever anyone needs at the time that they need it? When asked how they determine which items to stock, one helpful Manager (who's name I promised to omit) explained that purchasing parameters are handled by Winn-Dixie corporate. They contract with an assortment of vendors and distributors, each of which provides a variety of products. When ordering stock satisfactory to its clientele, the local store is limited to contractually available products. What does this mean to us? If you've seen a product on the shelf, unless it's been discontinued, you can get it. The same manager said, "If we run out of a product that we ordinarily carry, we can get it for you very quickly. If anyone wants something they don't see, they can ask me or another manager about the item and we will order it. It will likely be here within a couple of days. If corporate has no relationship with the vendor, we can let you know." He explained, "As a rule, if you've purchased it here before, we can get it for you."

Galt vs. Galt

Some Galt Mile residents remember facing a crossroads a few decades back, at which time the neighborhood booted an opportunity to establish a Publix Supermarket at the present Winn-Dixie site. Dreaming instead about a rolling arboreal greenspace directly across the street, an extremely vocal minority of neighborhood residents nixed the project.

In 1987, a Fort Lauderdale developer planned an 118,000 sq. ft. commercial project on the northern end of the property bounded by State Road A1A and Galt Ocean Drive from 36th Street to 40th Street, the site currently occupied by the Galt Ocean Marketplace. Although the property was zoned for commercial development, Southern Centers Associates – who purchased the property from Coral Ridge Properties, Inc. for \$4.37 million – sought neighborhood approval to build a supermarket and open-air promenade retail center.

While the Galt Mile Community Association was negotiating with the developer, a group of megalomaniacal yahoos decided that a supermarket would disturb their Karma. Claiming a fictitious right to decide what the developer must build, a group of owners headed by Barnett Daniels formed The Galt Owners Association Inc. and scammed neighbors into believing that noise and pollution from the supermarket would be intolerable. Praying on retiree fears, they raised \$117,000 to finance a nuisance suit against Southern Centers.

The event marked one of the few times the neighborhood association fell asleep at the wheel. The development included a Publix supermarket, a two-story, open-air shop & restaurant promenade and a three-story bank and office building. Fearful of alienating local residents, the developer or the cage-rattling demagogues at meetings organized by the developer to discuss the plans, then President Dick Tymeson of Galt Mile Community Association sat idly by as this small but vocal group commandeered the agenda and squelched a residential majority supportive of the project.

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When a Broward Circuit Court judge dismissed the lawsuit as capricious in 1988 and the Galt Owners Association delivered nothing for the hundred grand it soaked from unit owners, newly elected former GMCA President Robert Rozema negotiated an agreement with architect Derek Vander Ploeg that provided for underground parking and an underground delivery access from A1A, shielding Galt Ocean Drive from traffic and noise. Rozema also negotiated home delivery for disabled and elderly residents. Unfortunately, it was too late. The damage was done.

After Publix decided to forego further abuse and bug out, no supermarket would even consider the project. Once the case against SouthernCenters was tossed, the developer sued Galt Owners Association President Barnett Daniels and 3 others over the loss of Publix. GMCA's past President Rozema expressed regret over Daniels' quixotic belligerence and the loss of Publix, lamenting "It's like winning the battle and losing the war. Publix is a pretty upscale supermarket and now a less formidable grocery store could take its place." Years later, when the Galt Ocean Marketplace developer convinced Winn-Dixie to anchor the shopping center in 1992, the same miscreants who splashed the original project demanded that neighborhood officials crawl back to Publix and apologize to the chain's Lakeland executives. Again during Winn-Dixie's 2006 brush with bankruptcy, residents filled with regret at having chased off Publix entertained the prospect of luring the company back. Not a chance of a snowball in hell! With thriving outlets a mile north (at Sea Ranch Lakes) and a mile west (at Coral Ridge Mall), Publix expressed an unwavering disinterest in resurrecting a relationship.

Winn-Dixie Bounces Back

Given the current reality, directing our efforts towards improving the Winn-Dixie is our best option. A few years ago, reeling from corporate financing problems, the store appeared to be operating as if they were conducting a garage sale. Products were left in boxes strewn about the premises. Shelves were half empty and employees behaved as if they were impatiently awaiting sever-

ance checks. Since then, they have made a remarkable transformation.

The store is better organized and corporate has made a palpable commitment to its modernization. Areas that appeared perpetually dirty have been cleaned up. After months of teaching shoppers how to use newly installed self-service checkout technology, the aggravating checkout lines have all but disappeared. In August, Winn-Dixie purchased 6000 IBM SurePOS 700 systems w/software, SurePoint infrared touch displays and SureMark thermal impact printers to further enhance checkout in the 484 stores. Installation of the high-tech cart containment system is reasonably indicative of a corporate decision to stop treating the Galt Mile store like a red-headed stepchild. Winn-Dixie also exercised industry leadership by committing to a "Green" cart cleanup solution. Since the issue concerning product lines is largely subjective, it may be some time before Winn-Dixie cobbles together a successful formula for ordering stock. On the bright side, one strategic objective of a recently initiated corporate program to "transform stores" is to better tailor each outlet to its surrounding neighborhood. Hopefully, it will empower individual stores to more closely match product offerings to local consumer preferences. The manager conceded that they need to deliver what their customers want. He explained that the old ideas about product lines are slowly changing as new corporate management is given greater latitude to experiment. He commented, "I agree that we have a long way to go but I believe we are on the right track."

For all of its historical bumps, the vast majority of Galt Mile residents appreciate the convenience of having the supermarket close at hand. Residents dissatisfied with Winn-Dixie's product shortcomings simply make an occasional trip to the Publix or Whole Foods down the block! Corporate and on-site efforts to improve the store are convincing many previously alienated customers to return. If you haven't shopped there for a while, you will likely be pleasantly surprised if you choose to give Winn-Dixie another shot. Who knows? Maybe they'll even fix their product lines and save us those twice monthly trips to Publix. •

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The purpose of the project is to reduce sand accumulation in the federal navigational channel and provide an opportunity to transport the sand to the beach south of the Port Everglades inlet by dredging the sand trap at 2 to 4 year intervals. After being transferred to the John U. Lloyd State Park beach, the sand would continue migrating down the coast.

Hollywood & Hallandale Cove Segment II Sand

In November of 2008, former District 1 Commissioner Christine Teel forwarded an email to GMCA officials about an agenda item from the November 13, 2008 Broward County Commission meeting. Entitled "Beach Erosion," it divulged 1) how a sand shortage could delay the Fort Lauderdale (Segment II) renourishment, 2) the need to "reevaluate the Segment II project in the context of current economic and environmental conditions" and 3) a study update about "erosion control structures to be employed along the County's shoreline to reduce the rates of erosion and help sustain our beach nourishment projects."

One month earlier, Higgins attended an unpublicized meeting in Hollywood. Complaining that their recently renourished beaches had lost a few feet of sand, powerful South Broward business leaders and politicians pressed Higgins to leapfrog the project schedule and give their marginal erosion deficit priority over the Segment II renourishment. When Galt Mile residents learned that their sand was covertly coveted by Hollywood officials, they went ballistic.

In 2002, the south county Segment III part of the project was facing fierce opposition from pseudo-environmental groups hastily recruited by the Scuba Industry (which stood to lose \$millions during the project's planned temporary reef closures). Former Hollywood Mayor Mara Giuliani, District 6 Broward Commissioner Sue Gunzburger and Hollywood legislator Eleanor Sobel (former Statehouse Representative now in the Florida Senate) pleaded with Barrier Island beach communities to help them convince Tallahassee of the project's necessity.

The only substantial response came from the Galt Mile Community Association. On April 30, 2002, more than 150 residents of the Galt Ocean Mile (2 busloads) descended on a public hearing at the Hollywood Beach Community Center in support of the Army Corps of Engineers plan to renourish the County's shrinking beaches. On May 13, 2003 (one year later), a contingent of eight Galt Mile residents flew to Tallahassee and testified at a Florida Cabinet hearing convened to ascertain whether the project should include Fort Lauderdale's eroded beaches and if beach community homeowners supported the County plan. Their overwhelmingly favorable testimony elicited the Cabinet's unanimous approval.

Indebted to their Galt Mile neighbors for the impending rescue of their eroded beaches, grateful South County officials promised to return the favor by pledging their support for Segment II (in Fort Lauderdale). In a bald-faced act of betrayal, these same politicians later launched a stealth campaign to hijack the sand earmarked for Fort Lauderdale's beaches.

Anger over the attempt to usurp Segment II renourishment resources was exacerbated by the fact that it was perpetrated by the community's supposed "allies". Empathetic with Galt Mile civic leaders, on January 6, 2009, the Fort Lauderdale City Commission passed Resolution 9-11, Section 2 of which "requests that construction of the Segment II beach renourishment project be completed prior to any permit being issued for the construction of the Port Everglades Entrance Sand Bypass Project."

Beach Project Derailed

Things soon got worse. When Higgins mysteriously failed to respond to inquiries about Segment II delays in 2008 and 2009, GMCA officials contacted then Florida Department of Environmental Protection (FDEP) Secretary Michael Sole, who confirmed that Higgins' Broward Biological Resources Division also hadn't responded to State Departmental inquiries for more than a year. While the two agencies were locked in this eerie limbo, the Federal and State permits authorizing the project expired.

Continued on page 13

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Seemingly overnight, long-standing institutions began toppling like Dominoes. Alvarez was recalled by angry taxpayers in March, 2011. The Miami-Dade County Manager position that was held by Torriente's former boss – George Burgess – was slated for dissolution by the Miami electorate. Finally, former Miami-Dade County Commissioner Carlos Gimenez – a staunch adversary of the deposed Alvarez administration – beat former Hialeah Mayor Julio Robaina (not the former Statehouse Representative behind the ill-conceived Condo Killer bills) to win the Mayor's seat by a paper thin 1% vote margin on June 28th. When Torriente tendered her resignation at 2:54 PM the next day, she abandoned a salary that exceeded \$214,000. Monitoring the political carnage in Dade, Lee Feldman grabbed his gold card and stepped to the plate. 48 hours later, the Fort Lauderdale City Manager announced that Torriente would bring her considerable organizational skill set to Fort Lauderdale.

In contrast, Hawthorne's exit from Lakeland was orderly, if not collegial. On June 20th, the departing Lakeland Assistant City Manager announced having accepted the job in Fort Lauderdale effective July 5th, explaining "I welcome this new opportunity and I look forward to the challenges that may lie ahead but it has been a great honor serving the Citizens of Lakeland." Hawthorne's former boss, Lakeland City Manager Douglas Thomas, recognized Hawthorne's achievements during their six years together before concluding "We wish Stanley well in his new endeavor as Assistant City Manager in Fort Lauderdale and I will truly miss him as an integral member of my management team." Thomas didn't meet Hawthorne in Lakeland. While Hawthorne was initiating his public service career in Saginaw, Michigan, Thomas served as City Manager in Alma, Michigan, about 60 miles down the road.

Feldman's next team-building hurdle is to blend his new free agents with some very effective existing home-grown talent. He went a long way to accomplishing this when he recently announced that Julie Richards would remain as Assistant to the City Manager. Richards played an integral part in resolving many municipal issues of concern to Galt Mile residents.

Following his election two years ago, Commissioner Roberts and GMCA officials developed a vehicle for expediting the City response to local issues. When the Galt Mile Advisory Board presents the District 1 Commissioner with evidence of a problem, commission assistant Robbi Uptegrove sends the complaint to Richards, who redirects it to the appropriate City, County or State agency and hammers away until a scheduled repair, improvement or reasonable explanation is forthcoming. Richards sends the response back to Uptegrove who traditionally pops "Hooray, we did it" into the subject line and forwards the outcome to the neighborhood association.

In the past year alone, the process manned by Roberts, Uptegrove and Richards was used to successfully correct issues with street maintenance, noise complaints, erratic traffic signals on Galt Ocean Drive, landscaping neglect, utility graffiti, fading traffic lines, sidewalk and paver damage, dangerously dilapidated neighborhood storefronts and race night on A1A. Ironically, the infamous homeless Galt Mile bench dweller whose entrenchment (and celebrity) increases with every handout has successfully eluded their purview.

Richards' munificence isn't limited to District 1 neighborhood issues. As City Commissioners in every district (and/or their aides) call the City Manager's office for assistance with neighborhood problems, unless they are complicated by some political or legal consequence, they're often cured by Richards. Along with City officials and neighborhood association representatives, Richards has historically been accessible to any City resident. As Assistant to the City Manager, Richards oversees the gateway to Lee Feldman. By combining the juice of her office with intuitive networking skills, Richards cultivated a reputation for effectively cutting through the bureaucratic obstacles that ordinarily fluster both residents and City Hall insiders. Her propensity for resolving issues without burdening the City Manager's tight schedule made her an indispensable asset to the office. Since her contributions were credited to her boss, she has been largely invisible to the general public – until now.

That's why it came as no surprise when Feldman handed Richards his new "Office of Neighbor Support". On the City website, Feldman states "She is responsible for coordinating City services, responding to neighbor-initiated requests, and reaching out to civic, neighborhood and homeowners associations." Instead of creating a new bureaucracy to help residents and their elected officials resolve community concerns, he simply formalized what Richards has been doing for years into an agency. To his credit, Feldman actualized the adage, "If it ain't broke, don't fix it."

– [editor]* •

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Prior to proceeding with Segment II, Broward beach officials would first have to repeat the environmental testing required for a new federal permit. Since Michael Sole – by training an accredited Marine Biologist – worked with Higgins in Broward County prior to his FDEP appointment, he was familiar with the project's scientific and engineering parameters. While a painful repetition of the federal permit process was unavoidable, Secretary Sole granted Higgins a 5-year State permit extension through June 4, 2014, saving County beach officials months of bureaucratic tedium. The extension proved to be a parting gift. A year later, Sole stepped down as FDEP chief while overseeing the State's response to the Deepwater Horizon fiasco and accepted an offer from Florida Power & Light to serve as Vice President of their Governmental Affairs Department. Welcome to Florida!

When public officials in Fort Lauderdale, Lauderdale-by-the-Sea, Pompano Beach and other Segment II project stakeholders learned that the County fell asleep at the wheel, they went looking for scalps. Hoping to quell the exploding rancor, Broward County Administrator Bertha Henry sent a beach renourishment update to former Fort Lauderdale City Manager George Greisas on May 27, 2010. She concluded her summary of beach project issues with the comment "Broward County-conducted beach construction in Segment II is targeted for November of 2011, pending completion of the engineering/design and permitting processes in a timely fashion." Shortly afterwards, Beach Administrator Higgins announced that he would retire in 2011. Although he would continue as a consultant, his primary duties would be assumed by his boss, Deputy Director Eric Myers of Broward's Environmental Protection and Growth Management Department.

Enter Eric Myers

Apologizing for his predecessor's enigmatic behavior, Myers twice told GMCA officials attending the February and May Presidents Council meetings "I understand that you have repeatedly been told that the project is scheduled for late 2011. I don't believe that's possible. Since we must first complete the Federal permit process and collect the State and Federal funds allocated to the project, a far more realistic target date is late 2013."

Myers has also worked to diffuse local animosities and refocus the feuding parties' objectives to rehabilitating the County's beaches. Since 2008, City officials have repeatedly stonewalled County requests to implement the bypass project. With time, the angry reaction by Galt Mile officials to south county duplicity took a back seat to our shared objective - restoring the beach.

Rather than repeatedly relocate mountains of sand whenever tidal erosion shrinks the beach, planners engineered the project around sustainability. Designed to mesh with the natural southerly migration of sand along the shore, each of the interdependent plan segments lends stability to the overall shoreline. The soundness of each segment depends on the integrity of adjacent segments with special attention to "erosion hot spots". In short, since Hollywood sand migrates from Fort Lauderdale, delaying Segment II also threatens Hollywood's beaches.

The Bottom Line

When Myers pitched the bypass at the May 17, 2011 Fort Lauderdale City Commission meeting, Commissioners salted some additional factors into the County formula. Commissioner Bruce Roberts told Myers that Galt Mile residents – whose staunch project advocacy was grounded in the belief that a healthy beach was critical to the area's economy – have been waiting since 1998 for the County to make good on promises to renourish the Segment II beaches. Roberts insisted that its economic impact on both tourism and area businesses be incorporated into project protocols for cost effectiveness. Recalling that the last load of sand was deposited on the Diplomat Hotel beach, Commissioner Romney Rogers concluded that Fort Lauderdale should receive the next available infusion of sand.

According to President Deborah Flack of the Florida Shore and Beach Preservation Association, Commissioner Bruce Roberts is on the money. Flack confirms that every dollar spent on beach restoration yields an \$8 return in tourism income. Roberts' recommendation recognizes that beach-driven tourism is one of the healthiest sectors of the State's unstable economy.

Continued on page 14

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And then came Charlotte. Instead of locating a sand catchment device north of the inlet, Commissioner Rodstrom suggested using the Port's entrance channel as a sand trap - which could be dredged when shipping began piling up in the increasingly impacted channel. Senior Engineer and Vice President Christopher Creed of Olsen Associates, Inc., a specialty engineering firm retained by Broward County, diplomatically exclaimed "I am not aware of any federal navigation channels that are used in that way."

After almost four years of infighting, it appears that north and south county beach municipalities finally realize that the alternatives to working together are unacceptable. Since the initial rift in 2008, Hollywood Mayor Peter J.M. Bober offered two reasons why Hollywood won't benefit from placing their interests above those of Fort Lauderdale. While admitting that there are places in Hollywood where the ocean abuts the seawall, sand conserved from the bypass wouldn't reach them for years. Stressing the importance of maintaining municip-

pal collegiality, he added "Hollywood is not interested in doing anything that would give us any unfair advantage or cause any detriment to Fort Lauderdale residents or the City's reputation." The politically correct rhetoric aside, Bober knows that if the project is frozen by another conflict, everyone loses.

If the parties fail to reunite behind assurances from Eric Myers, Fort Lauderdale and Pompano beaches will remain skeletal and beaches in Hollywood and Hallandale will quickly surrender their newly infused sand to tidal erosion. Accessing ever-tightening Federal funds and circumventing a Tallahassee Administration that all but purged renourishment funds from the State budget will require the combined political muscle of every stakeholder. In addition to rehabilitating Broward's mud-died credibility and coalescing coastal municipalities behind the project, Myers is actively lobbying support from every beachfront neighborhood.

One of the informational meetings about the sand bypass was scheduled for 7 PM on August 17th in the St. Sebastian Parish Hall at 2000 SE 25th Avenue in Fort Lauderdale. While Myers detailed the project's overview, construction methods and environmental protections, attendees were focused on the oversized storyboards behind the speaker. They dramatically contrast the healthy beach north of the inlet with the limp ribbon of sand to the south. The stated purpose of these meetings is "to review the current status of the project and ongoing efforts of determining the best way to construct the sand trap and jetty improvements."

Myers' larger missive is simple. There are only two alternatives to the full scale beach renourishments in Broward County. One is to watch the shoreline disappear - along with the local economy. The other is to complete the remaining Segment II renourishment of Broward's North County beaches - restoring a healthy overall County coastal system. Simultaneously, install erosion control devices at the inlets responsible for 85% of the tidal erosion. The quickest and most economical way to achieve coastal stability is to address both projects simultaneously.

However, the residents of Fort Lauderdale, Pompano and Lauderdale-by-the-Sea have drawn a line in the sand. Their public officials and civic leaders intend to hold the County to its promise that their beaches are next in line for rehabilitation. Distrustful of a project already burdened by two betrayals, they've been unwilling to approve any bypass until after their beaches are restored. Their fears are inflamed by a sand shortage and the dwindling availability of Federal and State funding for beach restoration. If the more complex Segment II renourishment can be completed before the sand or the money runs out, local solutions can still address the equally critical yet less expensive bypass projects.

By forcing a realization that the parties are playing in the same sandbox, Myers hopes to broker a compromise that could get both projects off the ground. In the meantime, the neighborhood association is engaging its City, County, State and Federal representatives to insure preservation of the project's material and financial resources through its late 2013 target date. Already aligned are State Senator Ellyn Bogdanoff, Statehouse Representative George Moraitis, Congressman Allen West, County Commissioner Chip LaMarca and City Commissioner Bruce Roberts. Florida CFO Jeffrey Atwater, our former State Senator, has also agreed to support this effort.

When Mayor Seiler opened the May 17th Commission meeting to public comment, Point of Americas resident Ina Lee (associate publisher of the Fort Lauderdale/Hollywood edition of Travelhost magazine) rattled off a spate of disparate reasons for the Commission to refute Myers' advocacy of the sand bypass, culminating with an exhortation against "interfering with mother nature," a strange admonition from someone who openly supports Broward's beach renourishment. Not surprisingly, the Point of Americas Condominium sits directly on the "healthy beach north of the inlet." Welcome to the wonderful world of NIMBY (not in my back yard).•



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findings because they justify the need for a deeper harbor at Port Everglades to handle the increase of ship traffic that we expect to see as a result of the Panama Canal expansion and the anticipated growth of the market in South Florida." In the following letter to constituents, Representative George Moraitis fleshes out the plan's priority objectives. — [editor]

Representative George Moraitis' September 2011 Newsletter

Dear Neighbors,

Your Florida Legislature is committed to doing what is necessary to stimulate job growth and improve the prosperity of our great State.

We have a great opportunity to take advantage of the expansion of the Panama Canal, which Panama has undertaken so that larger and heavier ships will be able to use the canal. With the widening of the Panama Canal, many ships which now unload their cargos on the west coast of the United States will instead be able to pass through the Panama Canal and unload their cargos in ports along the east coast, including Port Everglades.

In anticipation of the opportunities that this expansion will create for increased business in and around Port Everglades, the Broward County Board of Commissioners approved the Port Everglades 20 Year Master/Vision Plan. The information about the projects below comes from the Office of the Port Everglades Director Phillip Allen, who has done an outstanding job with his team planning for this great opportunity. Funding these projects outlined below will require a combination of state and federal dollars. Providing this funding will be my highest priority as we begin our next legislative session in January.

One of the plan's critical projects is the Southport Turning Notch Ex-

pansion, which will lengthen the existing deepwater turn-around area for cargo ships from 900 feet to 2,400 feet. This will allow five new cargo berths to be built. This project alone would be expected to increase the economic activity in our area by \$10.7 billion annually. This expansion would be expected to create approximately 2,220 construction jobs in the short term and an additional 5,529 regional jobs by 2027 if completed according to the Master Plan.

A second project is the U.S. Army Corps of Engineers Deepening and Widening Program. This project will deepen the channel to meet the needs of the larger ships with heavier loads that will be able to transit the Panama Canal. This will allow our port to reap the full benefits of the increased shipping traffic which will result from the expansion of the Panama Canal. Widening and deepening the channel at Port Everglades would be expected to create 4,659 construction jobs now and 1,491 regional jobs by 2027 if completed according to the Master Plan.

The third project is the development of an Intermodal Container Transfer Facility, which will be used to transfer international containers directly between ship and rail, instead of having the containers hauled to and from off-port rail terminals. This project is expected to create 767 construction jobs and should be completed by late 2013.

Port Everglades, with an approximate value of economic activity of \$14 billion, is already a powerful economic engine for this region. The expansion of the Panama Canal together with implementation of the Port Everglades 20 Year Master/Vision Plan will help ensure that this figure will only increase through the years. As stated, these projects will require a substantial commitment from our limited state and federal resources during these challenging times.

I am honored to represent you in Tallahassee as we fight to stimulate job growth and to strengthen our economy for a better future.

Sincerely,
George Moraitis, State Representative, District 91

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<p>9</p> <p>Urban Gourmet Market 1201 E. Las Olas Blvd. 9 a.m. to 4 p.m. Info.: 954-462-4166</p> <p>Making Strides Walk-A-Thon Huizenga Plaza Registration: 7:30 a.m., Walk: 9 a.m. Info.: 954-564-0880</p>	<p>10</p> <p>Columbus Day</p> <p>Citizens' Crime Alert City Hall, 7 p.m. Info.: 54-828-5377</p>	<p>11</p> <p>BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p>	<p>12</p> <p>BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p> <p>Celtic Thunder Hard Rock Live 7:30 p.m.</p>
<p>16</p> <p>Urban Gourmet Market 1201 E. Las Olas Blvd. 9 a.m. to 4 p.m. Info.: 954-462-4166</p>	<p>17</p> <p>Commissioner Bruce Roberts: Pre-Agenda Meeting Beach Community Center, 6 p.m.</p>	<p>18</p> <p>BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p> <p>Dolly Parton Hard Rock Live</p> <p>Fort Lauderdale City Commission Meeting City Hall, 6 p.m.</p>	<p>19</p> <p>BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p> <p>Broward National College Fair Broward County Convention Center</p>
<p>23</p> <p>Urban Gourmet Market 1201 E. Las Olas Blvd. 9 a.m. to 4 p.m. Info.: 954-462-4166</p>	<p>24</p>	<p>25</p> <p>BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p>	<p>26</p> <p>BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p>
<p>30</p> <p>Urban Gourmet Market 1201 E. Las Olas Blvd. 9 a.m. to 4 p.m. Info.: 954-462-4166</p>	<p>31</p> <p>Commissioner Bruce Roberts: Pre-Agenda Meeting Beach Community Center, 6 p.m.</p>	<p>1</p> <p>BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p> <p>Fort Lauderdale City Commission Meeting City Hall, 6 p.m.</p>	<p>2</p> <p>BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p>
<p>6</p> <p>Urban Gourmet Market 1201 E. Las Olas Blvd. 9 a.m. to 4 p.m. Info.: 954-462-4166</p> <p>Daylight Saving Time ends</p> <p>Sunday Jazz Brunch Riverwalk, Downtown FL 11 a.m. to 2 p.m. Info.: 954-828-5985</p>	<p>7</p>	<p>8</p> <p>BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p>	<p>9</p> <p>BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p>

ADDITIONAL EVENTS

OCTOBER 13 - 15: Village of Horrors, War Memorial Auditorium, 7 p.m. to Midnight, Info.: 954-828-5380
 OCTOBER 20: G.M.C.A. Advisory Board Meeting, Nick's Italian Restaurant, 11 a.m.
 OCTOBER 21: 4th Annual Rocktoberfest, Esplanade Park, 5:30 to 10:30 p.m., Info.: 954-468-1541
 OCTOBER 22: 4th Annual Charity Benefit Car Show, Maroone Ford (1333 North Federal Highway), 11 a.m. to 4 p.m., Info.: 954-779-3898
 OCTOBER 22: Home Energy Saver Workshop, Cinema Paradiso, 4 to 7 p.m., Info.: 954-713-0940
 OCTOBER 22 - 23: 24th Annual Las Olas Art Fair, Las Olas Blvd., 10 a.m. to 5 p.m., Info.: 954-472-3755
 OCTOBER 22: 3rd Annual Coconut Creek Craft Festival at the Promenade, Lyons Road and Wiles Road, 10 a.m. to 5 p.m., Info.: 954-472-3755
 OCTOBER 22 - 23: Buckler's 21st Annual Craft Fair, Americraft Expo Center - South Florida Fairgrounds, Info.: 386-860-0092

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BankAtlantic Center, 7:30 p.m.
Tix.: www.bankatlanticcenter.com

November 15 - 27

Disney's Beauty & the Beast
Broward Center for the Performing Arts
Tix.: 954-462-0222

November 17 - 27

Annual Broward County Fair
Pembroke Pines City Center
Info.: 954-922-2224

November 19 - 20

37th "The Harvest" at Miami-Dade Fair Expo
Dade Fair Expo Center
Info.: 386-860-0092

November 26 - 27

12th Annual Lauderdale-by-the-Sea Craft Festival
A1A and Commercial Blvd., 10 a.m. to 5 p.m.
Info.: 954-472-3755

November 26 - January 14

Light Up Lauderdale
Downtown Fort Lauderdale
Info.: 954-468-1541

November 29

Christmas On Las Olas
Las Olas Blvd., 5 to 10 p.m.
Info.: 954-258-8382

13 BINGO
Southpoint's North Lounge
(3400 Galt Ocean Dr)
7 p.m.
\$5/person for 3 boards

2nd on 2nd Thursdays Block Party
200 Block SW 2nd Street
5 to 9 p.m.
Info.: 954-468-1541

20 BINGO
Southpoint's North Lounge
(3400 Galt Ocean Dr), 7 p.m.
\$5/person for 3 boards

Art Walk Las Olas
Las Olas Blvd (Museum of Art to SE 16 Ave)
5 to 9 p.m.
Info.: 954-258-8382

27 BINGO
Southpoint's North Lounge
(3400 Galt Ocean Dr), 7 p.m.
\$5/person for 3 boards

Ft Lauderdale Int'l Boat Show
(Through 10/31)
Info.: 954-764-7642

3

BINGO
Southpoint's North Lounge
(3400 Galt Ocean Dr)
7 p.m.
\$5/person for 3 boards

10 2nd on 2nd Thursdays Block Party
200 Block SW 2nd Street
5 to 9 p.m.
Info.: 954-468-1541

BINGO
Southpoint's North Lounge
(3400 Galt Ocean Dr)
7 p.m.
\$5/person for 3 boards

14 Jazz on the Square
The Village Grille
Commercial Blvd. & A1A
7 p.m.

21 Jazz on the Square
The Village Grille
Commercial Blvd. & A1A
7 p.m.
Info.: 954-776-5092

Ft Lauderdale Int'l Film Festival
(Through 11/11)
Info.: 954-760-9898, www.fliff.com

28 Jazz on the Square
The Village Grille
Commercial Blvd. & A1A
7 p.m.

Gross Out Halloween Weekend
(Through 11/30)
Museum of Discovery & Science
Noon to 4 p.m.
Info.:

4 Jazz on the Square
The Village Grille
Commercial Blvd. & A1A
7 p.m.

West Palm Beach Antiques Festival
(Through 11/6)
Americraft Expo Center
Info.: 941-697-7475

11 Jazz on the Square
The Village Grille
Commercial Blvd. & A1A
7 p.m.

Ft. Lauderdale Fall Home Design
& Remodeling Show
Broward County Convention Center
Info.: 888-353-3976

15 Riverwalk Urban Market
227 SW 2nd Ave.
8 a.m. to 1 p.m.
Info.: 954-298-5607

iViva Broward!
Seminole Hard Rock & Casino Hotel
Info.: 954-776-1642

22 Riverwalk Urban Market
227 SW 2nd Ave.
8 a.m. to 1 p.m.
Info.: 954-298-5607

Edible Garden Festival
(Through 10/23)
Fairchild Tropical Garden
9:30 a.m. to 4:30 p.m.
Info.: www.fairchildgarden.org

29 Riverwalk Urban Market
227 SW 2nd Ave.
8 a.m. to 1 p.m.
Info.: 954-298-5607

5 Riverwalk Urban Market
227 SW 2nd Ave.
8 a.m. to 1 p.m.
Info.: 954-298-5607

AAU Taekwondo Int'l Invitational
Championships
(Through 11/6)
Broward County Convention Center
Info.: www.ftlauderdalecc.com

12 Riverwalk Urban Market
227 SW 2nd Ave.
8 a.m. to 1 p.m.
Info.: 954-298-5607

ADDITIONAL EVENTS

OCTOBER 27: Where the Cars Are, Riverside Hotel Lawn, 6 to 9 p.m., Info.: 954-771-0729

NOVEMBER 1: Cirque de la Symphonie, Broward Center for the Performing Arts, 8:15 p.m., Tix.: www.browardcenter.org

NOVEMBER 5: Beach Cleanup: Lauderdale-By-The-Sea, Info.: 954-776-1000

NOVEMBER 10 - 12: Ft Lauderdale Fashion Week, Fort Lauderdale, Tix.: www.fortlauderdalefashionweek.org/tickets.php

NOVEMBER 11 - 13: Cajun-Zydeco, Seminole Hard Rock Hotel & Casino, Info.: www.cajun-fest.com/site/

Saturdays: Yoga @ Riverwalk, West side of Esplanade Park, 10:30 to 11:30 a.m., free, Info.: 954-732-0517

Saturdays: Cardio & strength training @ Riverwalk, Esplanade Park, 11 to 12 p.m., free, Info.: 954-732-0517

Wednesdays: Cardio & strength training @ Riverwalk, Esplanade Park, 6:30 to 7:30 p.m., free, Info.: 954-732-0517

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