

# City of Delray Beach

100 NW 1st Avenue - Delray Beach, Florida 33444

Phone: (561) 243-7000

[www.delraybeachfl.gov](http://www.delraybeachfl.gov)



## Minutes - Draft

Tuesday, June 2, 2026

3:30 PM

Workshop Meeting 3:30 PM

Delray Beach City Hall or Watch on YouTube:

<https://www.youtube.com/@cityofdelraybeachfl/streams>

## City Commission

*Mayor Thomas F. Carney, Jr.*

*Vice Mayor Angela Burns*

*Deputy Vice Mayor Tom Markert*

*Commissioner Judy Mollica*

*Commissioner Juli Casale*

Pursuant to Section 3.12 of the Charter of the City of Delray Beach, the Mayor has instructed me to announce a Workshop Meeting of the City Commission to be held for the following purposes:

The June 2, 2026 Workshop Meeting was called to order at 3:34 p.m.  
Alexis Givings, City Clerk, called the roll and the following were present:

**Present: 5** - Mayor Thomas F. Carney, Jr., Vice Mayor Angela Burns, Deputy Vice Mayor Tom Markert, Commissioner Juli Casale and Commissioner Judy Mollica

Others present were:  
Terrence Moore, City Manager  
Lynn Gelin, City Attorney  
Alexis Givings, City Clerk

#### WS.1. PUBLIC COMMENTS

Mayor Carney opened the floor to anyone who wished to provide public comment.

Shelly Likosar, DDA Visitor Information Center Coordinator and resident, 33483

Supported expanding free ride services, particularly to Tri-Rail. She noted international visitors often cannot use Uber due to phone number format issues and would benefit from direct transit access. She also encouraged expanding service to nearby downtown neighborhoods to reduce local car use.

William Mattiello, owner of Mattiello House of Lasagna

Supported food trucks as small businesses that create jobs, activate underused areas, and expand dining options. He requested additional designated locations where food trucks could legally operate, noting they are not seeking special treatment but opportunity to operate. He stated expanded locations would support residents, events, and the local economy, and that food trucks and brick-and-mortar restaurants can coexist.

Chuck Ridley, 33444

Requested expansion of the entertainment district and restoration of West Atlantic Avenue's historic role in entertainment. He asked that the same rules and policies apply east and west of Swinton to avoid competitive advantages, and urged removal of barriers to west-side business growth. He also encouraged maintaining consistent downtown policies across both areas.

Jim Chard, 33483

Supported food trucks as entrepreneurship, jobs, and affordable dining. He described Federal Highway's growing variety of options and compared it to a tourist food truck park in Austin, Texas. He stated food trucks could attract families and visitors, "light up Federal," and reflect Delray's diverse character and outdoor social culture.

Fred Kent, 11201

Spoke on street food and suggested adding small stall-style markets in downtown, citing London's Southbank Centre Food Market as a successful example. He stated stalls could increase vendor opportunities and cultural diversity and may be more suitable than trucks in the downtown core, while supporting a "win-win" with both stalls and food trucks coexisting.

Jose, founder of Ukelele

Spoke on food trucks and Venezuelan outdoor dining in Delray Beach, stating the concept began in 2022 with a small trailer and \$3,000 investment. He referenced other corridor food businesses as part of a growing cultural dining area and noted the operators are compliant with city and state inspections. He added the area has become more active and pedestrian-oriented and requested the city consider it a "pilot already proven."

Marcelo Ross, 33444

Stated he began a food truck concept in Delray Beach six years ago that grew into Rossanos, that attracts residents and visitors. He stated operations are compliant with city and state regulations and contribute to evening activity and economic vitality. He proposed an organized model allowing a limited number of concepts per property while respecting traffic, parking, and neighborhood quality of life, and requested continued collaboration with the City.

Eddie Estevez, Don Eddie's Kitchen

Stated food trucks provide affordable, varied dining and strong community connections. He noted nearly 10 months of operation, award recognition for his sandwiches, and expressed appreciation for serving the community.

Logan McLeod, ProKel Mobility 92108

Supported Freebie expansion and connecting services to Tri-Rail and other transit as first-and-last-mile solutions, complementing Palm Tran. He recommended an RFP process to attract additional mobility providers to reduce congestion and improve transportation options, and stated his company would be interested in participating.

Kayhan, Rokka Turkish Cuisine

Stated he moved to the area one year ago and opened a small food truck.

He described the location and community as welcoming and family-oriented, and said customers appreciate more affordable dining options compared to expensive restaurants.

James Jannotta, 33483, owner of Angel Street Antiques

Stated the food trucks on the property create a beneficial hybrid model by bringing customers to both the trucks and the shops. He requested reconsideration of current regulations, stating the existing restrictions, including limited operating days and required removal from the property, are too restrictive and should be reviewed.

Seeing no one else present, Mayor Carney closed public comments.

## WS.2.

### DISCUSSION REGARDING MOBILE FOOD TRUCKS

**Sponsors:** City Manager Department

**Attachments:** [Agenda Cover Report](#)

[CHAPTER 120.](#)

[OPERATION AND SALE OF FOOD FROM MOBILE FOOD TRUC](#)

[KS](#)

[Full City Food Truck Distribution Map](#)

Development Services Director, Anthea Gianniotis, requested direction on food truck regulations following vendor feedback. She noted food trucks are prohibited in residential areas, allowed in most commercial areas, and more restricted in the Central Business District (CBD). She highlighted current limits including a 200-foot separation from brick-and-mortar restaurants, time/day restrictions, six-hour maximum stays, and one truck per location. She questioned whether rules should be enforced as written or revised, noting some seating has been added without complaints or code enforcement issues. She suggested the CBD boundary may be too limited and could be expanded, and referenced potential use of West Atlantic vacant parcels and public spaces consistent with the Set Master Plan, supporting pop-ups and food trucks. She proposed considering a pilot program to test expanded locations or relaxed restrictions, with basic site plans or agreements to manage seating, parking, and operations.

Commissioner Casale supported food trucks and called for a pilot program. She recommended keeping the 200-foot separation rule, allowing seating, expanding hours earlier than 9:00 a.m.- midnight, permitting more than one truck per location, and removing the four-day limit. She also supported expansion to 3rd Avenue and West Atlantic and stated the concept reflects small-business success that can grow without harming downtown businesses.

Commissioner Mollica supported revising food truck rules that are widely

un-enforced. She recommended allowing multiple trucks per lot, removing duration-of-stay requirements, allowing seating and limited lighting with controls on sprawl, and eliminating daily move requirements. She also suggested exploring the use of vacant lots and possibly church properties, pending permission.

Vice Mayor Burns expressed support for expanding food truck services and stated she supports small business and entrepreneurship. She recommended reviewing operational restrictions to support business success, including allowing seating, noting no complaints have been received. She also supported relaxing restrictions and allowing use of vacant lots for food trucks.

Deputy Vice Mayor Markert stated he supports for food trucks and seating, noting a sketch plan may be needed to prevent overuse. He supported seven-day operations and had no issue with duration of stay as long as trucks remain actively operating. He recommended staff draft revised rules for review with stakeholders.

Mayor Carney supports food trucks and seating, noting positive local experiences and support for multiple trucks per site where space allows. He opposed use of public parking lots but supported private and church lots, and stated the code is outdated and should be updated. He supports expansion with sensitivity to residential impacts on West Atlantic. Ms. Gianniotis requested clarification on whether West Atlantic on-street parking spaces could be used under a City agreement, noting they are often open and acknowledged liability considerations.

Mayor Carney requested that staff return with guidance on which rules should be applied or exempted.

### **WS.3.** FOLLOW-UP CONSIDERATIONS REGARDING FREE RIDE SERVICES

**Sponsors:** City Manager Department

**Attachments:** [Agenda Cover Report](#)  
[Agreement - Beefree, LLC. dba Freebee](#)  
[Renewal Agreement RFP No. 2022-031](#)  
[Service Area](#)  
[Delray Beach Freebee Pamphlet](#)

Missie Barletto, Public Works Director, provided the Freebie program history, noting it began in 2019, transitioned from the Community Redevelopment Agency (CRA) to the City's control after a 2022 Request for Proposal (RFP), where Freebie was the sole bidder, and has maintained the current service boundary since Commission direction in

2022. She stated the program uses five low-speed vehicles restricted to roads under 35 mph, limiting service to the downtown core and preventing Tri-Rail access. Current operations require pickups and drop-offs within the core area. She reported April rider-ship of 4,056 trips, 90% app-based requests, 52% wait times under 15 minutes, a 4.9 rider rating, and primary usage along East Atlantic Avenue with most riders ages 21-50. She presented service area mapping and noted prior approval of vehicle advertising to offset costs. Ms. Barletto noted Freebie is introducing Volkswagen ID. Buzz vehicles with greater range, capacity, safety, climate control, and expanded service flexibility, and that the platform can support additional app-based features and promotional tools, with optional fare/discount structures available. She presented options to expand service, including replacing the current fleet and extending service to Atlantic Avenue through Congress Avenue and the Tri-Rail station. She stated the current program costs approximately \$508,000 annually, with a proposed expansion increasing costs by about \$71,000, and requested Commission direction for inclusion in the upcoming budget.

Commissioner Mollica supported expanding the program, including potential Tri-Rail service and parking hubs to reduce congestion, and stated no objection to a fare-based system. She recommended an RFP to evaluate additional providers, costs, and options beyond the current model, and supported exploring expanded transportation solutions.

Commissioner Burns stated interest in expanding the program to Tri-Rail and referenced additional ideas from others, including connecting to bus schedules, enabling pre-scheduled rides, and identifying available parking locations. She questioned whether the current annual cost of \$508,000 reflects the best price and supported exploring other available options.

Commissioner Markert supported expanding the service, stating it is well used and could be improved, and agreed that adding Tri-Rail service would help reduce downtown parking congestion. He requested staff evaluate all available options, including costs, and return with recommendations to determine the best partner.

Commissioner Casale supported expanding the service but noted it is funded by all taxpayers while only some use it. She cautioned that expansion with the same fleet could increase wait times, and supported a small fare option \$2-\$3 to improve utilization and include Tri-Rail service. She supported an RFP to evaluate other providers, referenced meeting with ProKal Mobility, and stated that while Freebie has provided strong service, alternatives should be explored for best cost and service.

Mayor Carney supported expanding the service citywide with

pickups/drop-offs focused on downtown to reduce parking demands. He supported a potential \$2-\$3 fare for trips entering or leaving downtown while considering free intra-downtown trips. He also supported Tri-Rail expansion and an RFP to evaluate providers, technologies, and cost structures, stating interest in comparing options and determining an appropriate fare model.

Ms. Barletto referenced Goal Setting on expanding service beyond the downtown core, asking whether there is interest in allowing pickup and drop-off zones in other city business areas. Mayor Carney stated support for issuing an RFP to obtain a proposal outlining projected wait times, costs, and service coverage for expanded transportation service.

Discussion ensued regarding the consideration of fare implementation and continued use of vehicle advertising/wraps and sponsorships to offset program costs. It was noted that advertising already offsets approximately 14% of costs. Commissioner Mollica requested exploration of parking hubs and Tri-Rail connections, including possible County parking partnerships and route-based service options.

Mr. Moore added the City would need to coordinate with Palm Beach County on any parking or Tri-Rail connections and could include these options in the RFP/selection process. He noted vendor input would help evaluate feasibility and that such arrangements may be achievable, pending coordination.

**WS.4.****DISCUSSION REGARDING THE EXPANSION OF THE ENTERTAINMENT DISTRICT**

**Sponsors:** Development Services Department

**Attachments:** [Agenda Cover Report](#)  
[35-25 Noise Ordinance](#)

Anthea Gianniotis, Development Services Director, clarified that the entertainment district only modifies noise levels and extends allowable evening hours “louder longer” and does not change permitted uses, zoning, or site plan review requirements. She stated businesses remain subject to all existing regulations, including conditional use requirements within 300 feet of residential zoning, bar separation requirements (750 feet between bars), and state-mandated separation from schools. She explained that expansion of the district would only extend the higher noise/late-hour allowances and would not remove underlying land use controls. She noted West Atlantic transitions more quickly into residential zoning, creating additional compatibility considerations compared to the downtown core. She added that many historic entertainment uses are no longer permitted

citywide and that any expansion must account for existing zoning structure and separation standards. She also noted that while waivers and case-by-case approvals are possible, the Commission could consider a streamlined or minor conditional use process for certain entertainment uses. She concluded that the policy decision is whether to extend “louder longer” entertainment district standards to West Atlantic, while maintaining all existing zoning and conditional use requirements.

Mayor Carney stated he was involved in the original creation of the Entertainment District, which was designed to bring activity downtown when there were no nearby residential properties. He noted West Atlantic is different, as it consists of long-established residential neighborhoods, and said it is not an “apples to apples” comparison. He expressed concerns about extending late-night noise and entertainment impacts into residential areas, stating residents did not move expecting nearby late-night music and activity. He stated he is not opposed to an entertainment district in West Atlantic but does not support adopting the same model as downtown, particularly weekday late-night operations. He emphasized protecting residential neighborhood integrity while still encouraging economic activity, and stated any expansion should carefully consider hours of operation and community impacts.

Commissioner Casale reiterated concerns previously raised about the entertainment district expansion, noting past complaints regarding music and noise. She asked how the City can encourage businesses while managing neighborhood impacts and sought clarification that expanding the district would only allow “louder longer” operations, while businesses would still require conditional use approval or a minor use.

Commissioner Mollica questioned if the community's desire for development has been gauged, and expressed confusion about the compatibility of residential and lively entertainment in the West Atlantic development.

Commissioner Markert shared feedback from past resident meetings, stressing the need for noise controls and respect for neighboring homes.

Deputy Vice Mayor Burns supports extending the entertainment district to West Atlantic Avenue to ensure fairness and equity for businesses and residents.

Ms. Gianniotis proposed collaborating with the Community Redevelopment Agency (CRA) to engage property owners and residents.

There being no further business to discuss, Mayor Carney adjourned the meeting at 4:59 p.m.

The City shall furnish appropriate auxiliary aids and services where necessary to afford an individual with a disability an equal opportunity to participate in and enjoy the benefits of a service, program, or activity conducted by the City. Please contact the Human Resources Department at (561) 243-7125 at least 24 hours prior to the program or activity for the City to reasonably accommodate your request. Adaptive listening devices are available for meetings in the Commission Chambers.