

Roll call showed:

Present: Mayor John P. "Jack" Seiler arrived as noted
Vice Mayor Charlotte E. Rodstrom
Commissioner Bruce G. Roberts
Commissioner Bobby B. DuBose
Commissioner Romney Rogers

Absent: City Manager Lee R. Feldman

Also Present: Assistant City Manager Susanne Torriente
City Auditor John Herbst
City Clerk Jonda K. Joseph
City Attorney Harry A. Stewart

Vice Mayor Rodstrom called the meeting to order at 6:03 p.m. She went on to elaborate upon history concerning the barrier island and master planning.

BUS-1 CENTRAL BEACH MASTER PLAN PUBLIC IMPROVEMENT PROJECT
EASIBILITY STUDIES: 1) Oceanside Plaza; 2) Las Olas Beach Plaza; 3)
Sebastian Lot; 4) Almond Avenue; 5) State Road A-1-A Westside Streetscape; 6)
State Road A-1-A Eastside Promenade and 7) Intracoastal Promenade - Marina
Expansion

Donald Morris, Assistant to the City Manager, beach area Community Redevelopment Agency, highlighted historical information in Commission Agenda Memorandum 12-2295 and reviewed slides on this topic. A copy of the slides is attached to these minutes. At Vice Mayor Rodstrom's request, Mr. Morris explained how funding has been provided through establishment of the CRA and that it needs to be encumbered by 2019 when the CRA sunsets or it is returned to the applicable taxing agencies. Mayor Seiler arrived at approximately 6:12 p.m. during this presentation.

Bernard Zyscovich, of Zyscovich Architects, continued with review of Slides 5-22. Of the three projects, it was felt that Oceanside Plaza (Oceanside) was worthy of significant expenditure because it is the iconic entry point to the beach. The plaza would serve to enhance area retail businesses and begin to weave them together. There would also be a better quality public space. Instead of surface parking, there would be a park and plaza.

Alan Ward, FASLA, Principal of Sasaki, continued with review of Slides 23-68. Almond Avenue proposed improvements include undergrounding of utility lines. Concerning A-1-A Beachfront Promenade, there are significant environmental issues associated with the first two options, but the last two options are viable and could be incorporated into the Florida Department of Transportation improvements planned for A-1-A. There is space for a parking garage in the future, but there is not sufficient demand and associated revenue to effectively bond construction of a garage. Demand over 365 days of the year is actually only ten percent at this time.

Earl Prizlee, Engineering Design Manager, continued with review of Slides 74 and 75.

Gary Nemeth, of URS Corporation, continued with review of Slide 76.

In response to Vice Mayor Rodstrom, Mr. Prizlee advised that the marina improvements are being financed by grant funds from Florida Inland Navigation District (FIND) bond issue with debt service being paid with revenues from the marina itself along with grant funds from Florida Inland Navigation District (FIND).

Mr. Prizlee concluded with review of Slides 77-79. In response to Mayor Seiler, Mr. Prizlee indicated that the City is working with Florida Department of Transportation on a grant for A-1-A Westside Streetscape. A justification report is being prepared.

Mayor Seiler opened the floor for public comment.

Ina Lee, member of A-1-A Beach Redevelopment Board (BRB), emphasized the public input process the BRB has undergone since the studies began, and the consultants utilized that input. These projects will make the beach a world class destination that continues to draw tourism. She expressed support of creating the lot on A-1-A and Las Olas to serve as a flex-space for art and music events.

Larry Burnette, President of Venetian Condominium, expressed support of continuing to develop the beach area as a destination as well as pedestrian promenades and interconnecting the beach and the Intracoastal. He thought additional surface parking is needed, rather than parking garages. Also, open spaces should be maintained; it is not necessary to build on every beach area space. He read a prepared statement opposing Oceanside Plaza which is attached to these minutes.

Shirley Smith, member of the Parks, Recreation and Beaches Board, indicated that beach parking is costly, and plentiful on weekdays but scarce on weekends. She opposed the water feature and the garage on A-1-A and Las Olas. Instead, the City should work with what it has by improving Beach Place and holding events there, as well as D.C. Alexander Park. The sidewalk lighting is too dark in the beach area. The International Swimming Hall of Fame should have been better maintained.

Jack Newton, resident of the Venetian Condominium, noted his experience and credentials in the field of economics. He read a prepared statement opposing the Oceanside parking garage which is attached to these minutes. This is the worst investment he has ever seen, though he supported almost all of the projects recommended in the Sasaki Study.

Robert Walsh, 401 E. Las Olas Boulevard, opposed this item. The garage should be moved either north or south, and not located directly on A-1-A and Las Olas. Also, restroom facilities should not be placed on Sebastian Street. Further, A-1-A should not be widened as the beach is already too narrow.

Barry Flanigan, Chair of the Marine Advisory Board (MAB), elaborated upon measures MAB took to keep Fort Lauderdale the yachting capital of the world, however, the City continues to lose dock space to other interests. He elaborated upon what brought about the idea to expand the marina. The marina expansion concept was brought to various associations, boards, and the Commission, and about 25 letters of support were received. This will be a positive statement

for the City. He thought the plan can be tweaked. He elaborated upon the scaled sketch and the revisions it includes.

Lester Zalewski, 545 S. Fort Lauderdale Beach Boulevard, recalled the parking study's indication that additional parking is not necessary. With regard to the Sebastian Parking Garage, the City has not acquired the two privately owned parcels due to cost; but prices will only increase over time. The proposed A-1-A and Las Olas location poses a safety issue for children. He supported a parking area on Sebastian rather than Seabreeze, but only property for parking should be acquired, rather than building. He supported the marina expansion. The City's focus should be on infrastructure and safety.

Fred Carlson, 625 Orton Avenue, indicated that this matter bypassed the CBA (Central Beach Alliance). He opposed the garage on A-1-A and Las Olas as it will cause severe traffic congestion. The City should wait until the Fort Lauderdale Aquatic Complex is built before adding beach area parking. He contended that the garage is opposed by a majority, and none in support reside at the Venetian. He thought the developer has communicated poorly with residents. He was generally supportive of the other projects.

A.J. Yaari, member of the Beach Redevelopment Board and Beach Business Improvement District Advisory Committee, expressed support of the garage on A-1-A and Las Olas as it will resolve traffic issues related to drivers searching for parking. Further, the garage is in accordance with the Central Beach Master Plan that was supported by residents. It is necessary to build the City for the future.

Jordana Jarjura, member of the Beach Redevelopment Board, expressed support of these projects which are based upon the Central Beach Master Plan, as well as the Redevelopment Plan and the Sasaki Study, all of which included public input. The Oceanside Plaza will grow with and meet the City's needs. Originally three parking garages were desired. Measures were taken to avoid redundancy among the projects. She urged the public to examine the accuracy of the handout provided tonight as a feasibility study was conducted to determine whether this is a revenue generating project.

Manny Veleza, resident of the Venetian Condominium, opposed the garage on A-1-A and Las Olas as it will obstruct views of the beach. As for concerns about the beach CRA's sunset in 2019 and where the funds will go if this garage is not built, the funds will simply be returned to the taxing agencies.

Frank Herhold, member of the Marine Advisory Board (MAB), expressed support of dredging and expansion of the marina. There is about \$500,000 in economic impact each time a mega yacht visits, regardless of the length of stay; and the City has about 1,500 visits per year. He elaborated upon a successful mega dock in Charleston, South Carolina. The marina expansion will benefit the Boat Show. The expansion should include at least 6,000 square feet of linear dockage.

Dev Motwani, 416 NE 9 Avenue, noted the many interests involved and the difficulty in pleasing everyone. He expressed support of the marina expansion project. Without speaking to a specific component, he urged the Commission to move forward with something as this is an opportunity to enhance the City as a destination.

Art Seitz, 1905 N. Atlantic Boulevard, elaborated upon the City's growth in the next ten years. He thought developers will focus on monetary gain rather than the public's desires. He expressed disappointment with the International Swimming Hall of Fame project, and that the Commission has not followed up with components of the Sasaki Plan. He contended that the Central Beach Alliance is a not-for-profit organization, and not a civic association.

Anthony Abbate, member of the Beach Redevelopment Board, noted his credentials as an architect and urban designer. He has had no objection to most elements of the Central Beach Master Plan projects except the Oceanside Plaza. Given the history and opportunity afforded by that site, the idea of a parking garage is fundamentally flawed. Great cities work toward urban design and public art that emphasizes people and not cars. The site calls for world-class design and there is still time and money available. The community's long-term economic viability should be considered.

Bradley Deckelbaum, Chair of the Beach Redevelopment Board, expressed satisfaction with all of the designs, though none are perfect as many interests and uses must be balanced. As for Oceanside Plaza, the desire was to create an attractive ground-level park, but it was necessary to replace the parking. The Plaza is a world-class iconic design that also provides an entertainment venue. He believed the garage can be built for substantially less than the conservative cost estimate that has been discussed.

Vicki Mowrey, resident of the Venetian Condominium and member of the Cemetery System Board of Trustees, indicated that the Oceanside Plaza and garage is not visible from her apartment. However, it is foolish to build a water feature 50 yards away from the beach. She was concerned about views from the beach being obstructed, as well as about the upkeep of these projects. She inquired about the maintenance budget. She expressed support of the Intracoastal promenade. If cost overrides occur, she asked what funds will be utilized to complete the projects. The lack of beach area lighting is dangerous. She urged the Commission to obtain a definitive answer as to whether more parking is needed at the beach.

Carol Lewandowski, 125 N. Birch Road, indicated that she lives near the proposed parking lot site on Birch and Sebastian. She felt the beach area is boring, and feels hopeful about the proposed plan. There is no law that prevents views of beach area residents from being obstructed. She expressed concern about the maintenance cost for these projects. She inquired as to what contingency there is in the event of another economic recession. There are security measures that can be taken for safety in the parking garage.

There was no one else wishing to speak.

Mayor Seiler noted that Vice Mayor Rodstrom brought to his attention that on September 3, 1997, the Commission adopted an ordinance restricting the use of the Oceanside property to a parking facility not to exceed four stories, open space or park use unless an alternative use is approved by referendum which was approved by the voters. In response to Vice Mayor Rodstrom, Greg Brewton, Director of Sustainable Development, advised that generally there is 10-11 feet per story.

In response to Vice Mayor Rodstrom, Assistant City Manager Torriente indicated that the City Manager has been consistent with respect to maintenance in that he would not recommend building something the City cannot afford to maintain.

Vice Mayor Rodstrom supported the marina concept and would only have a concern about parking mitigation. She liked the streetscapes, but noted maintenance has to be kept in mind. She liked the idea of moving the trees and a colored bike lane on A-1-A including narrowing the road. She liked the promenade including the connectivity.

Vice Mayor Rodstrom believed the garage violates existing deed restrictions. She felt the first floor venue space should be elsewhere and offered the possibility of D.C. Alexander Park. She liked the plaza component and only some parking. She raised the idea of enlarging the plaza instead of parking. She wanted to focus on activating the park. She believed there will already be plenty of parking.

The following information was provided in response to questions raised by Commissioner Rogers: Diana Alarcon, Director of Transportation and Mobility, indicated that she has not separated out parking needs for the CRA area. It was broken into the Galt, Sunrise Lane and Central Beach as a whole. However, the study showed there was an over-supply of parking on the central beach area, but a majority of the over-supply is under the control of private entities and there is a lack of public or affordable parking. The study recommended a 50/50 mix. Commissioner Rogers felt the best place for a parking garage would be adjacent to a bridge and the Sasaki plan provides for such a future use. With respect to dredging and the marina, Mr. Nemeth indicated during the last survey there were no resources/grasses observed but previous surveys have shown the presence of grass. This particular grass moves; it is an annual type. The intent is to move these aspects to permitting to clearly identify the type of mitigation required. The fact that it was not observed this past season does not suggest it is not a problem. If mitigation is required, he estimated \$350,000 to \$1 million per acre. Mitigation options have not yet been identified. He explained the process and noted a recommendation is four to five months away. Mr. Zyscovich noted landscaping proposed for Las Olas Beach Plaza for Commissioner Rogers. He went on to provide more detail as to what is included for the \$600,000. In further response, Mr. Ward advised that Almond Avenue would only be open for service vehicles in the morning, therefore the fourteen foot lane is usable for pedestrians and bicyclists. In addition there are sidewalks on both sides. This applies up to Banyan Street. Mr. Morris indicated that staff is looking to find a primary user for Channel Square. It will ultimately come forward to the Beach Redevelopment Board and Commission.

Commissioner Rogers supported the marina idea. He felt parking and a garage could be situated in this area at some point in time. He also thought Sunrise Lane would be a good location for a garage. He appreciated comments to leave the Oceanside site open. Net revenue from the existing surface parking lot is \$900,000 whereas the proposed garage net revenue would be \$145,000. If money is saved from not building a garage, he felt it should be devoted to the marine facility and Channel Square.

In response to Commissioner DuBose, Mr. Ward clarified the A-1-A streetscape on the west side is to move the trees that are in the middle of the sidewalk zone for clear walking space and plant palm trees near the curbside with a 2 1/2 foot setback as a buffer to the street. Those trees that are on private property would remain (beyond the 13 foot setback). It creates a clear 8 1/2 foot minimum walking zone and 13 feet where there are no trees. Precise locations will be refined in the design stage. On the east side, there are two options. One is to just widen the bike lane by borrowing space from the vehicular lanes and coloring the bike lane for definition. The other option included moving trees on the sidewalk zone. Both were recommended by the

Beach Redevelopment Board, dependent upon funding. Mr. Morris explained the Board's recommendation was modified based on lack of funding. If funding becomes available, the Board wanted to proceed with relocating the trees on the east side from the sidewalk.

Commissioner DuBose was not supportive of a water feature for children at the Oceanside Plaza because they are already at the beach and ocean. He felt there could be something more with a wow effect at the Beach Plaza without blocking the view. He referred to the streetscape presented at the October 2 conference meeting in the Broward Boulevard Gateway Plan where there is the sidewalk, bike lane, right of way, trees and then the road. He felt it was a safe design because the bikes are removed from the competition of the vehicles.

Commissioner Roberts commented that although he has not given up entirely on the idea, he felt the Oceanside Plaza's parking garage blocks the ocean view too much. Perhaps, it would be best to wait. He did not favor it as presented. He supported Las Olas Beach Plaza particularly removing the mast arms. In fact he would like to see the traffic signalization approach in more areas of the city. He liked the idea of improving the parking in the Sebastian area and deferring construction of a parking garage. For southbound A-1-A approaching the Sebastian area, there is need for enhanced crosswalks and warning to vehicular traffic so that people can get across. It is not safe. He thought the fourteen foot roadway in the Almond Avenue area could be narrowed for vehicles and designated for pedestrians. As to streetscape for the west side of A-1-A, he agreed that the trees need to be moved. He wanted to see the trees moved closer to the street on both sides. He agreed with Commissioner DuBose with respect to the promenade and having greenery next to the bike lane to avoid competition between bikes and vehicles. He supported the marina idea. If the marina expansion is not possible, he asked that the walkway along the Intracoastal be widened to twenty to twenty-four feet. He as well as Mayor Seiler asked that the City Auditor review the financial information furnished this evening by Dr. Newton.

Mayor Seiler felt any retail at Oceanside Plaza would violate the Charter and ordinance that was adopted. He did not want to see the ocean view from Las Olas Boulevard bridge impacted. He raised the idea of a more narrow, smaller building perhaps. He liked the idea of an observation deck and a water feature either at D.C. Alexander Park or Las Olas and A-1-A. He believed there is need for more affordable public parking. If a garage is placed at Oceanside Plaza, it needs to be thinner, smaller and to the right in order to not block the view and care taken to minimize shadow. There needs to be public restrooms worked into the plan. He liked the understated concept for Las Olas Beach Plaza. He agreed with Commissioner Roberts' comments about traffic signalization mast arms. He did not want any enhanced landscaping to block the view. He liked the idea of having a promenade area for events on the ocean. He liked the Sebastian Street concept but agreed with Commissioner Roberts with respect to improving crosswalk safety and warning to vehicles. He liked the Almond Avenue concept as presented. He supported the streetscape recommendations, but wanted ground cover to be low-maintenance. For the A-1-A Beachfront Promenade, he supported Option 3. For the Intracoastal Promenade, he supported Option 2. He suggested a garage in the bridge area of the same height. He did not want a restaurant use incorporated into the Intracoastal Promenade and preferred to keep the space open for public use. There should be a pedestrian pier in the marina area. He supported the floating docks concept. He wanted to see the marina cost come down. Although the garage design is spectacular, he did not think the location is correct.

CITY COMMISSION WORKSHOP
CENTRAL BEACH MASTER PLAN – PUBLIC IMPROVEMENT PROJECT
FEASIBILITY STUDIES

10/9/12 - 7

Mayor Seiler asked that the feedback provided this evening be organized in a memorandum for the matter to be presented at a future conference meeting. If anyone would like to provide additional input, he asked it be submitted in writing and provided to the full Commission.

The meeting adjourned at 9:02 p.m.

CITY COMMISSION WORKSHOP

9 October 2012



Oceanside Plaza
Las Olas Beach Plaza
Sebastian

ZYSCOVICH

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

SASAKI

Funding Scenarios

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Central Beach Master Plan Meeting Schedule

- December 15, 2009 ✓ City Commission Conference Meeting – City Commission Gave Tentative Approval for Public Improvement Portion of Central Beach Master Plan.
- November 9, 2010 ✓ Joint City Commission / Beach Redevelopment Advisory Board (BRAB) Meeting to Discuss Beach CRA Work Plan and Funding Priorities.
- November 15, 2010 ✓ BRAB Meeting - Discussed Central Beach Master Plan Project Priorities.
- December 9, 2010 ✓ BRAB Meeting - Further Discussed Beach CRA Work and Funding Priorities.
- December 15, 2010 ✓ BRAB Meeting - Recommended Central Beach Master Plan Project Priorities and Funding Plan to the City Commission.
- February 15, 2011 ✓ Community Redevelopment Agency Board of Directors (City Commission) Meeting - Approved the Recommended Master Plan Project Priorities, and Authorized Staff to Proceed With the CCNA Process.



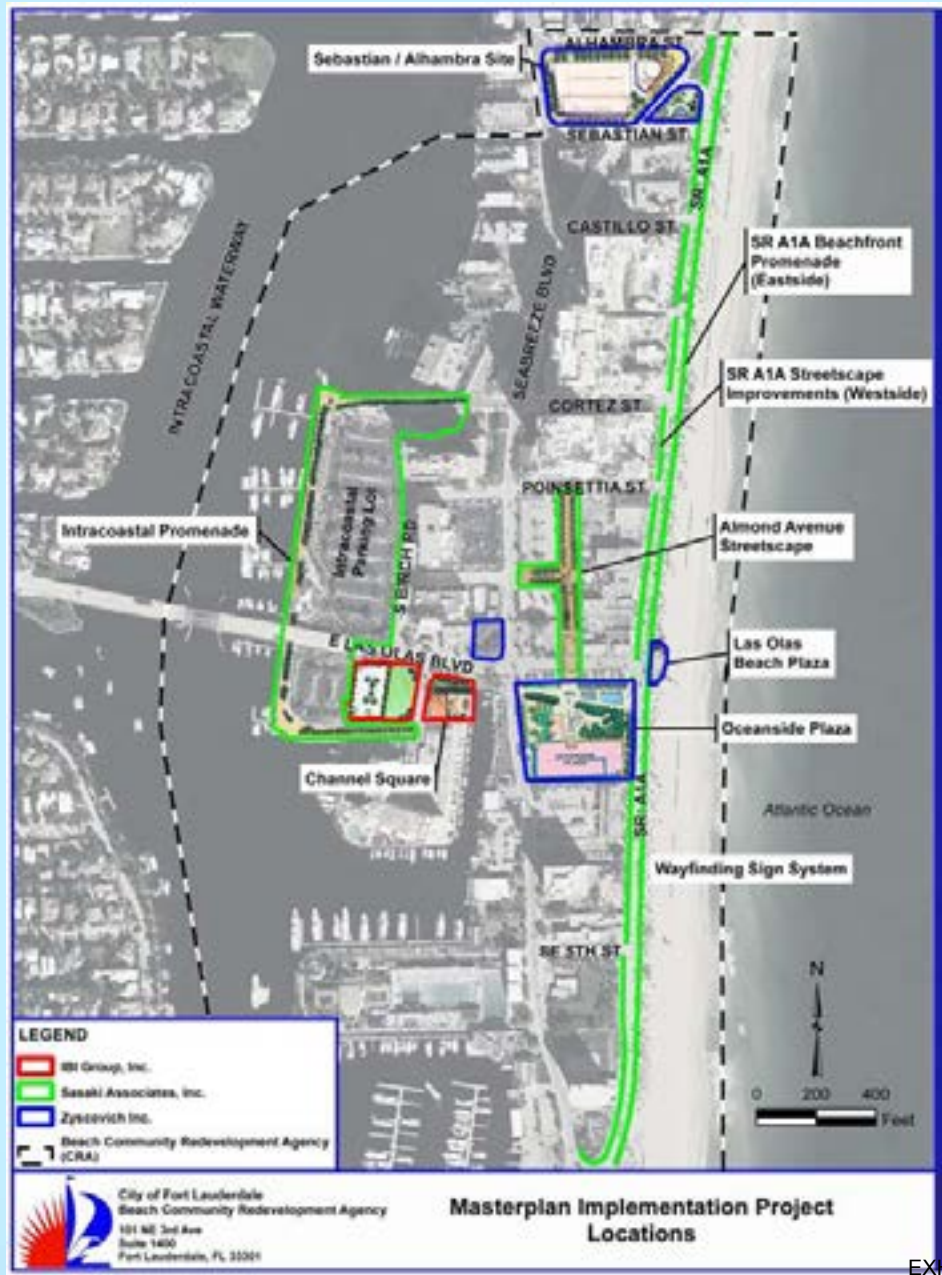


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Project Locations

Where we are in the process:

Tentative Feasibility Study Project Schedule 2012

- | | |
|---|--|
| February 21 st
24 th | ✓ City Commission Meeting – Task Order / Contracts
✓ Project Kick-Off Meeting |
| March – April | ✓ Contracts / Data Collection / Survey / Concepts |
| May 7 th | ✓ BRAB Public Meeting – Preliminary Design Concepts |
| June 18 th | ✓ BRAB Public Meeting – Feasibility Study Updates |
| August 20 th | ✓ BRAB Public Meeting – Feasibility Study Updates |
| September 19 th | ✓ Public Open House Meeting at Aquatics Center / ISHOF |
| October 9th | ✓ City Commission Workshop – Feasibility Study Presentation |





Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

**Project Costs Summary +
Funding Scenarios**

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WATER FEATURE: 1,500 SF

**OCEANSIDE PLAZA:
FLEXIBLE EVENT VENUE:
900 - 1,900 PEOPLE**

STAGE: 1,500 SF

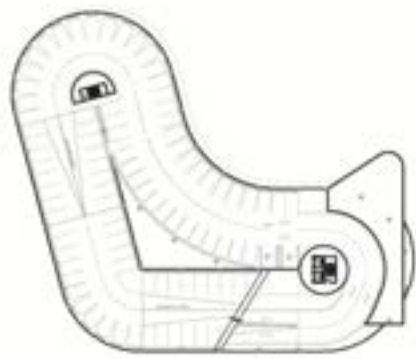
**PUBLIC MULTI-USE SPACE
AND RESTROOMS: 6,500 SF**

**PARKING GARAGE:
375 SPACES**

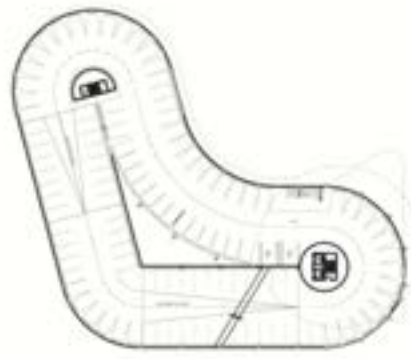
**EXISTING SURFACE LOT:
242 SPACES**

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Plaza Level Floor Plan Oceanside Plaza



2ND LEVEL FLOOR PLAN



3RD LEVEL FLOOR PLAN



4TH LEVEL FLOOR PLAN



ROOF TERRACE LEVEL FLOOR PLAN



BELOW GRADE FLOOR PLAN



PLAZA LEVEL FLOOR PLAN



VIEW TERRACE: 10,000 SF

**OCEANSIDE PLAZA:
FLEXIBLE EVENT VENUE:
900 - 1,900 PEOPLE**

WATER FEATURE: 1,500 SF

**PARKING GARAGE:
375 SPACES**

**POTENTIAL COVERED
FLEX SPACE: 20,000 SF
345 SPACES**

**EXISTING SURFACE LOT:
242 SPACES**





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**Project: Oceanside
Existing Spaces 242, Proposed Spaces 375**

2012 Parking Services Net Revenue = \$380,000; 2013 Parking Services Net Revenue = \$922,000
Increase due to final bond payment from land acquisition.

Funding Sources	Beach CRA	Bonding	Total	
Parking Garage Construction	\$	\$19,360,833	\$19,360,833	
Bond Issuance Fees	\$	\$2,945,957	\$2,945,957	
Site / Plaza / Garage Enhancements	<u>\$10,697,845</u>	<u>\$0</u>	<u>\$10,697,845</u>	
	\$10,697,845	\$22,306,789	\$33,004,634	
Annual Revenues				
Annual Parking Revenue	\$1,950,469			
Total		\$1,950,469		
Annual Expenditures				
Debt Service (30Yrs at 5% Int)	\$1,443,401			
Garage Operations & Reserve	<u>\$361,250</u>			
Total		\$1,804,651		
	Net Revenue	145,818		





Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

Project Costs Summary +
Funding Scenarios

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ZYSCOVICH
ARCHITECTS







ENHANCED LANDSCAPING

REBUILD EXISTING WALLS

IMPROVED PAVER SURFACE
AND PROVIDE ENHANCED
ELECTRICAL INFRASTRUCTURE
UNDERGROUND FROM
OCEANSIDE SITE

REPLACE TRAFFIC SIGNALS



Project: Las Olas Beach Plaza

Funding Sources	Beach CRA	Total		
Site / Plaza / Landscape /Electric Upgrades	\$600,000	<u>\$600,000</u>		





Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

Project Costs Summary +
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ZYSCOVICH
ARCHITECTS





EXISTING PARKING LOT:
75 SPACES

ALHAMBRA STREET

BIRCH ROAD

SEBASTIAN STREET

SEABREEZE BLVD

NORTH ATLANTIC BLVD--ATA





- EXPANDED OPEN SPACE
- SURFACE LOT: 140 SPACES
EXISTING LOT: 75 SPACES
- BEACH AMENITIES
- PEDESTRIAN CONNECTION
- OPEN ROAD ACCESS

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BRAB Preferred Option: Surface Lot Sebastian



SURFACE LOT: 140 SPACES
EXISTING LOT: 75 SPACES

EXPANDED OPEN SPACE

BEACH AMENITIES

OPEN ROAD ACCESS

PEDESTRIAN CONNECTION

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**Project: Sebastian
Option 1 – Surface Lot
Existing Spaces 72, Proposed Spaces 140**

Existing Parking Services Net Revenue \$105,000

Funding Sources	Beach CRA	Bonding	Total	
Parking Lot Construction	\$2,217,420	\$	\$2,217,420	
Bond Issuance Fees	\$	\$		
Site / Plaza / Enhancements	<u>\$1,278,890</u>	<u>\$</u>	<u>\$1,278,890</u>	
	\$3,496,310	\$	\$3,496,310	
Annual Revenues				
Annual Parking Revenue	\$341,000			
Total		\$341,000		
Annual Expenditures				
Operations & Reserve	<u>\$149,350</u>	<u>\$149,350</u>		
	Net Revenue	\$191,165		



**OVERALL NET INCREASE
= 409 PARKING SPACES**

SEBASTIAN PARKING
Existing : 75
Proposed : 140

Beach Place: Privately Owned

ALMOND PARKING:
Privately Owned

PROMENADE PARKING
Existing : 513
Proposed : 249

**OCEANSIDE PLAZA
PARKING**
Existing : 242
Proposed : 375

AQUATIC CENTER
Existing : 104
Proposed : 579

Fort Lauderdale Beach Park
Existing: 438

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Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

Project Costs Summary +
Funding Scenarios

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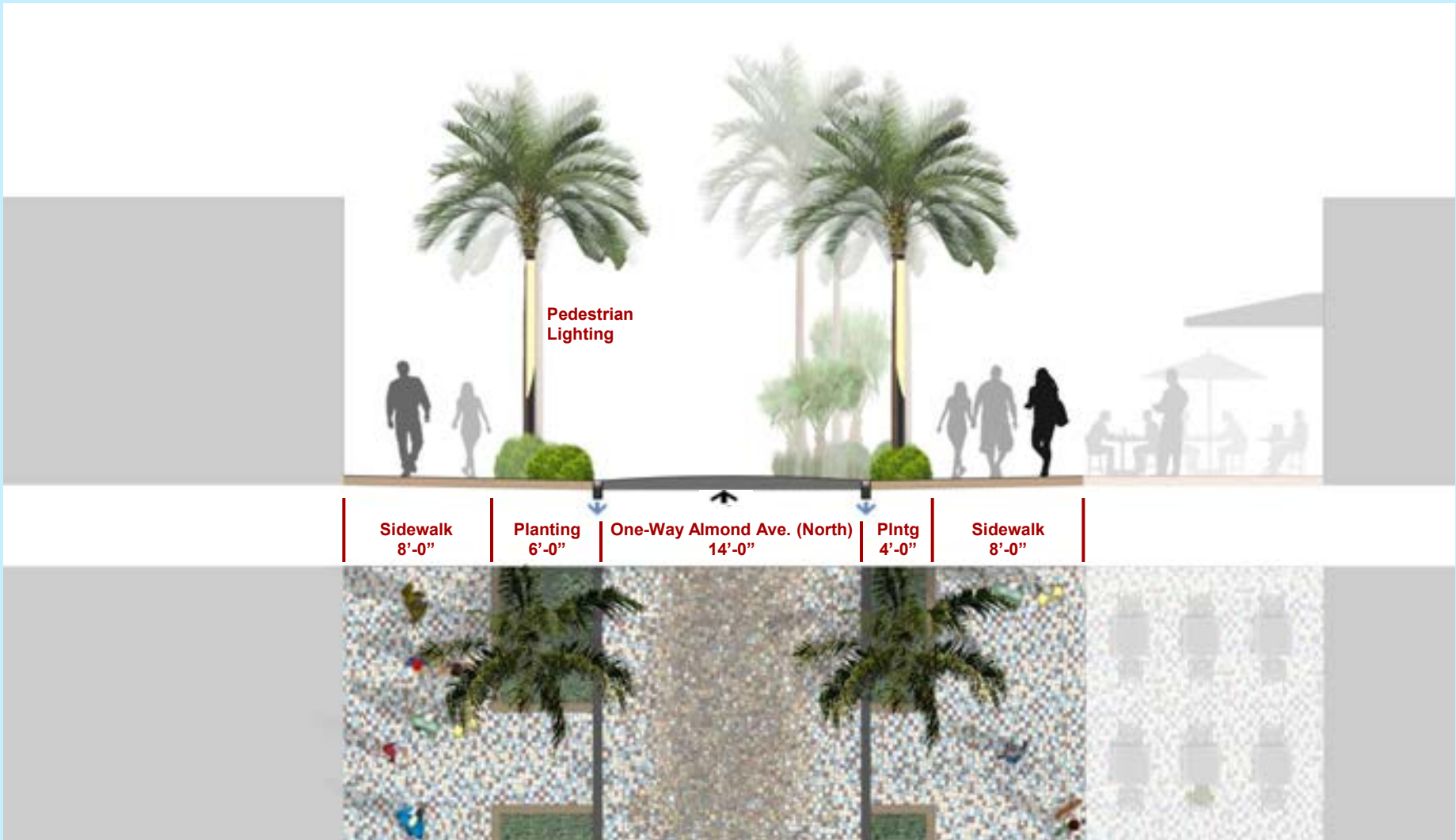


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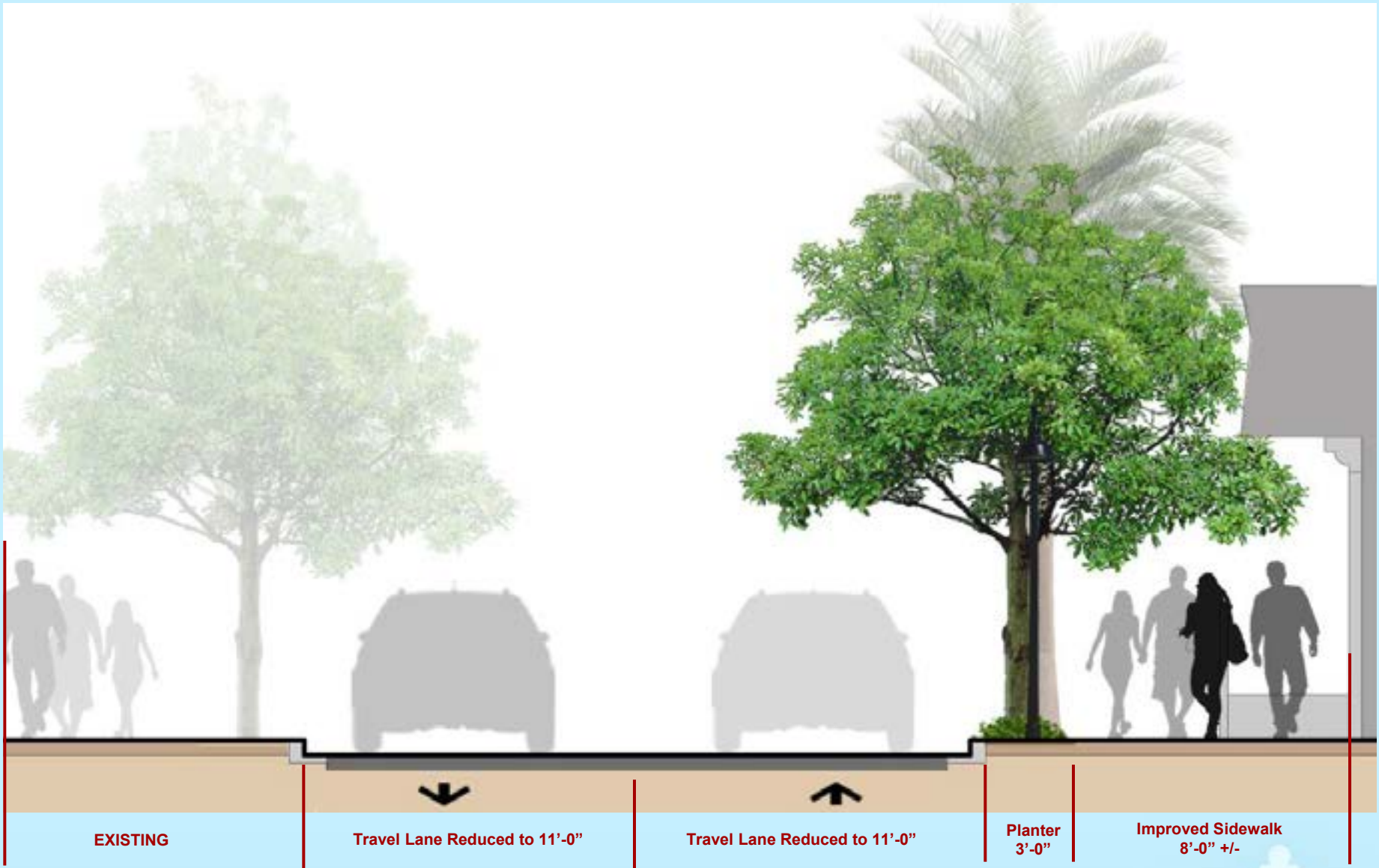


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Section 3: Poinsettia Sidewalk Almond Avenue Streetscape



PROJECT	PROGRAMMED CRA FUNDS	OPTION/AREA	CRA	TOTAL CONSTRUCTION COST
Almond Avenue Streetscape	\$2,600,000	Banyan St. Almond Ave. to Seabreeze/A1ASB	\$200,000	\$2,000,000
		Almond North of Banyan Banyan St. to Poinsettia St.	\$500,000	
		Almond South of Banyan St. Banyan St. to East Las Olas Blvd	\$800,000	
		Poinsettia Street A1A NB to Seabreeze/A1ASB	\$500,000	



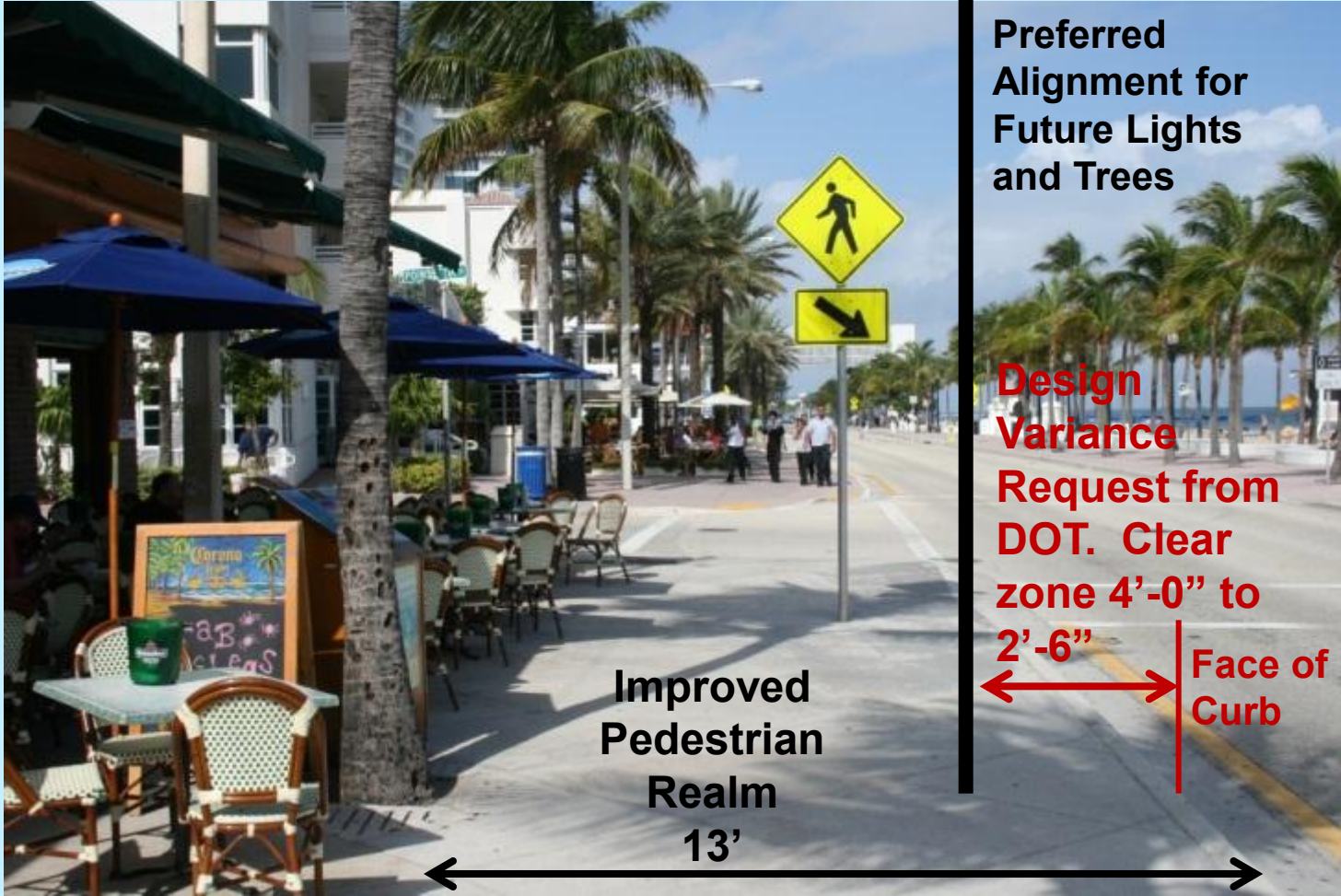


Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
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Project Costs Summary +
Funding Scenarios



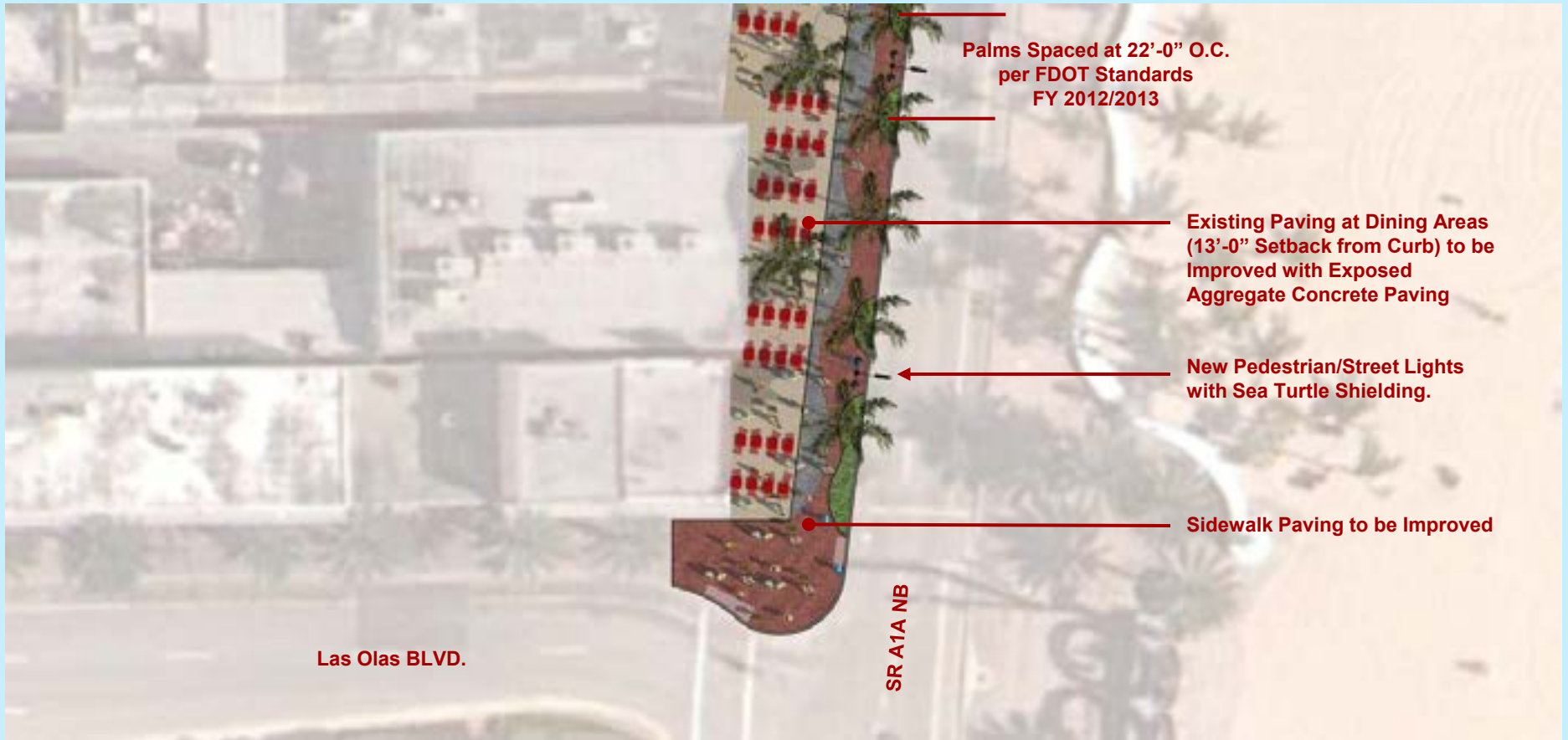


Preferred Alignment for Future Lights and Trees

Design Variance Request from DOT. Clear zone 4'-0" to 2'-6"

Face of Curb

**Improved Pedestrian Realm
13'**



Palms Spaced at 22'-0" O.C.
per FDOT Standards
FY 2012/2013

Existing Paving at Dining Areas
(13'-0" Setback from Curb) to be
Improved with Exposed
Aggregate Concrete Paving

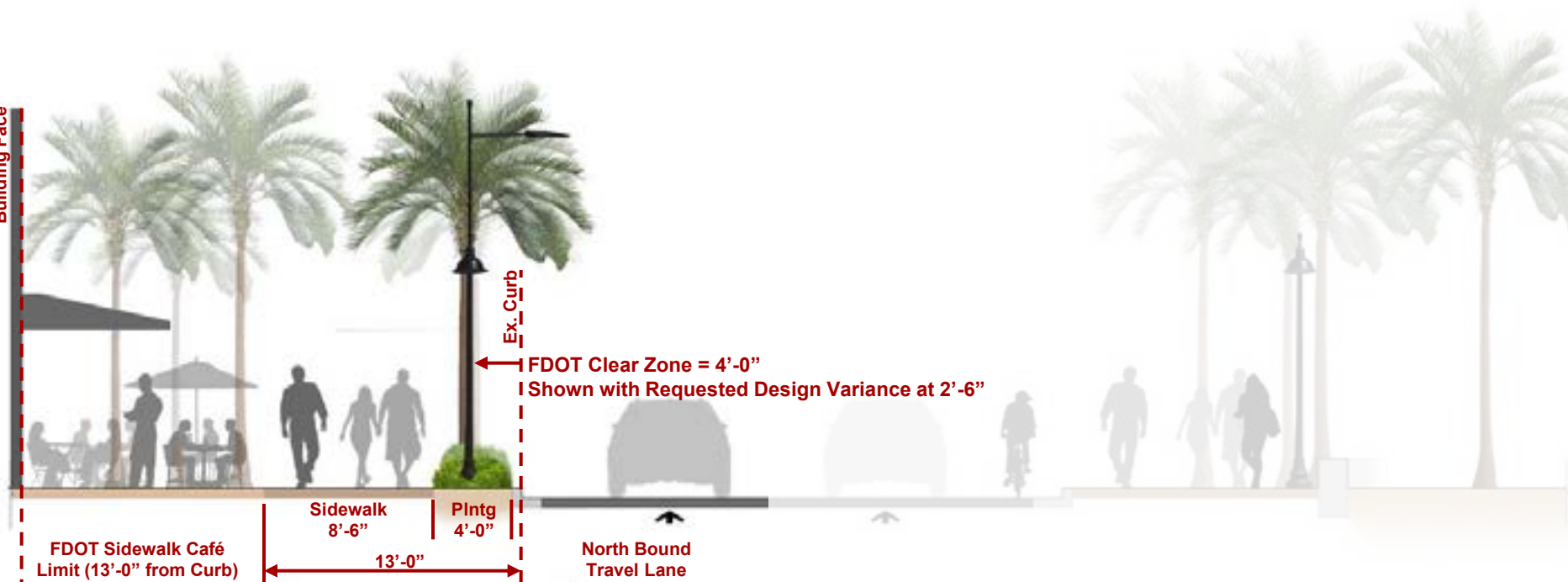
New Pedestrian/Street Lights
with Sea Turtle Shielding.

Sidewalk Paving to be Improved

Las Olas BLVD.

SR A1A NB

Building Face



Sidewalk Café Paving

Sidewalk Paving





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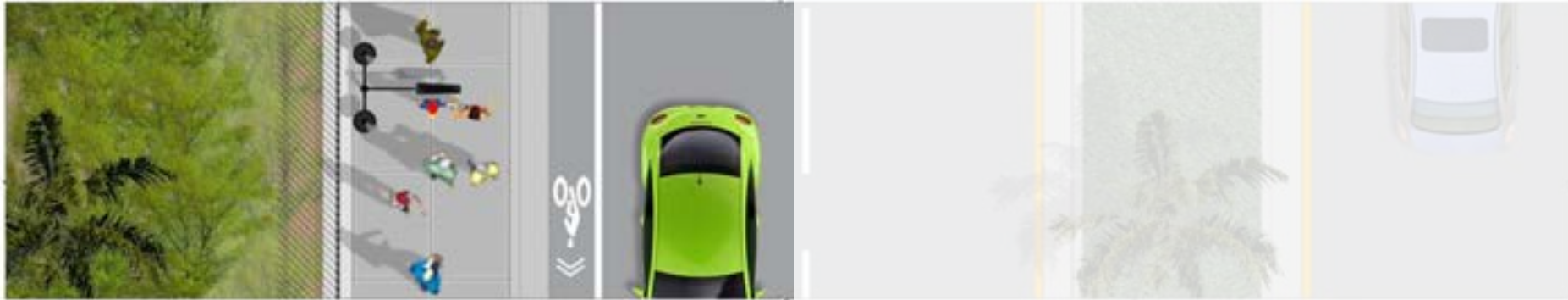


**Proposed
Lighting**

**Existing
Sidewalk**

**Existing
Bike Lane**

**South Bound
Travel Lane**



**Bonnet House
Museum & Gardens**

**Existing
Sidewalk**

**Existing
Bike Lane**

Typical Proposed Cross Section at Bonnet House Museum & Gardens SR A1A West Side

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**SR A1A West Side Improvements - Regulatory Agency
Concerns
(USFWS, FDOT, FDEP BBCS, FWCC, Broward County)**

**Coastal Construction Control Line Permit (CCCL)
Required
Turtle Compliant Lighting
FDOT Clear Zone Variance Approval
FDOT Lighting Variance**

CCCL Permitting: 90-120 days from Completed Application

ERP Permitting: 90-120 days from Completed Application



PROJECT	PROGRAMMED CRA FUNDS	OPTION/AREA	CRA	UNFUNDED (FDOT)	TOTAL CONSTRUCTION COST
A1A West Side	\$5,000,000	Oasis Café to Alhambra St.	\$3,600,000		\$4,600,000
		Alhambra St. to Sunrise Blvd.		\$1,000,000*	

*** Potential \$1.5 M Grant from FDOT for Lighting only**





Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

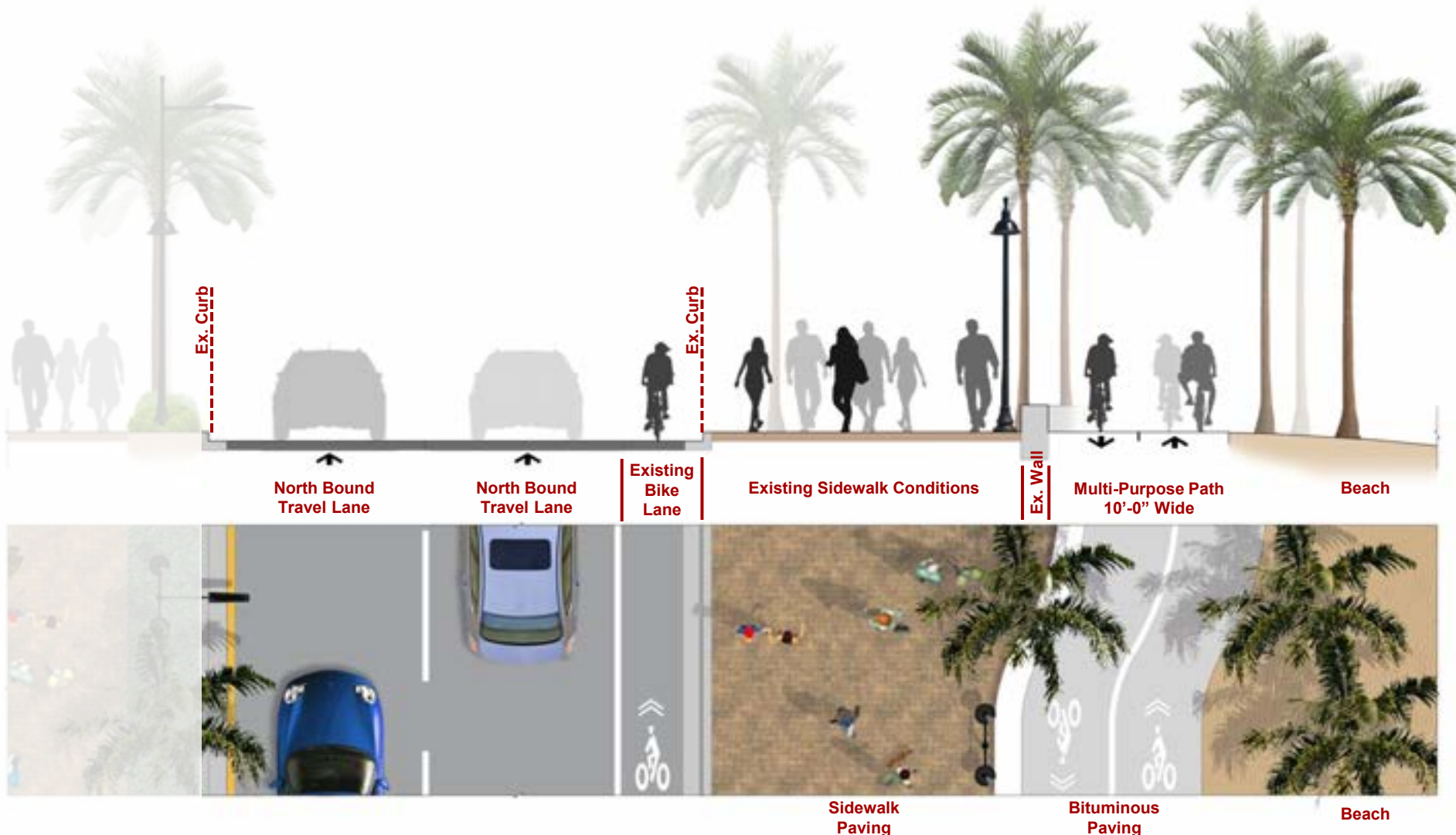
Project Costs Summary +
Funding Scenarios



A1A Beachfront Promenade **Design Option 1**

Environmentally Infeasible





Environmentally Infeasible

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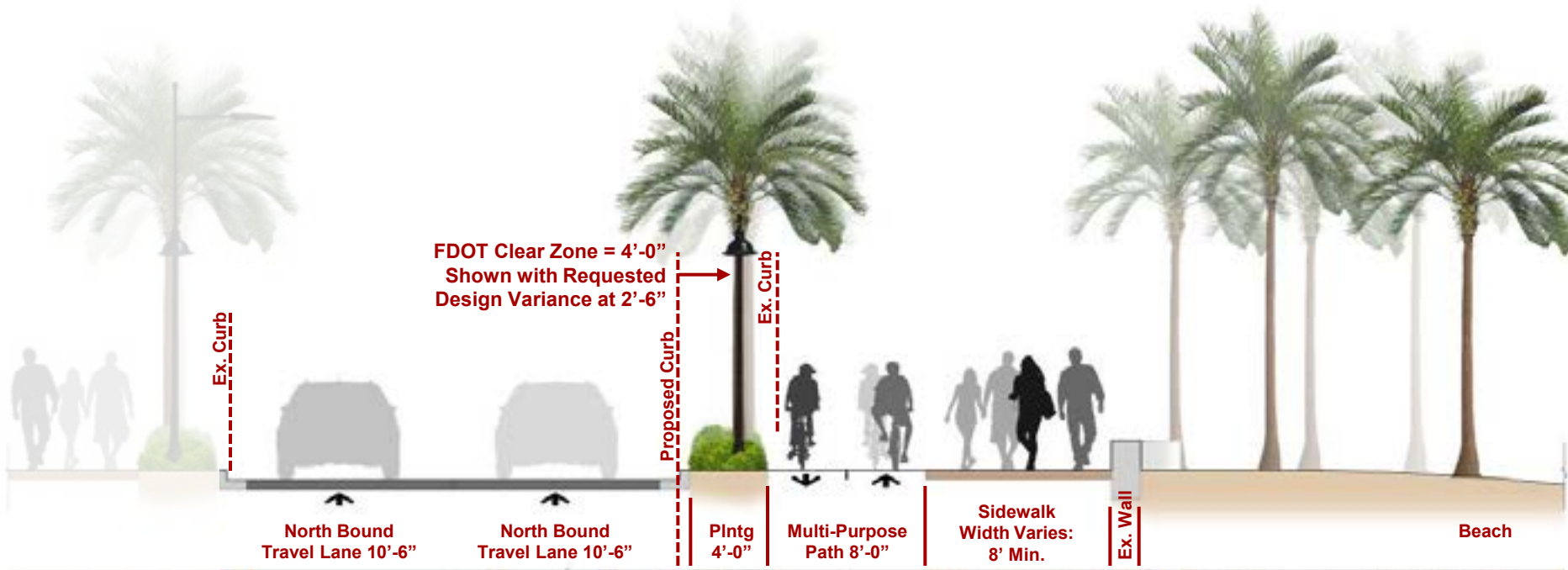
**Multipurpose Path Option 1 at One Way Northbound
SR A1A Beachfront Promenade**

A1A Beachfront Promenade

Design Option 2

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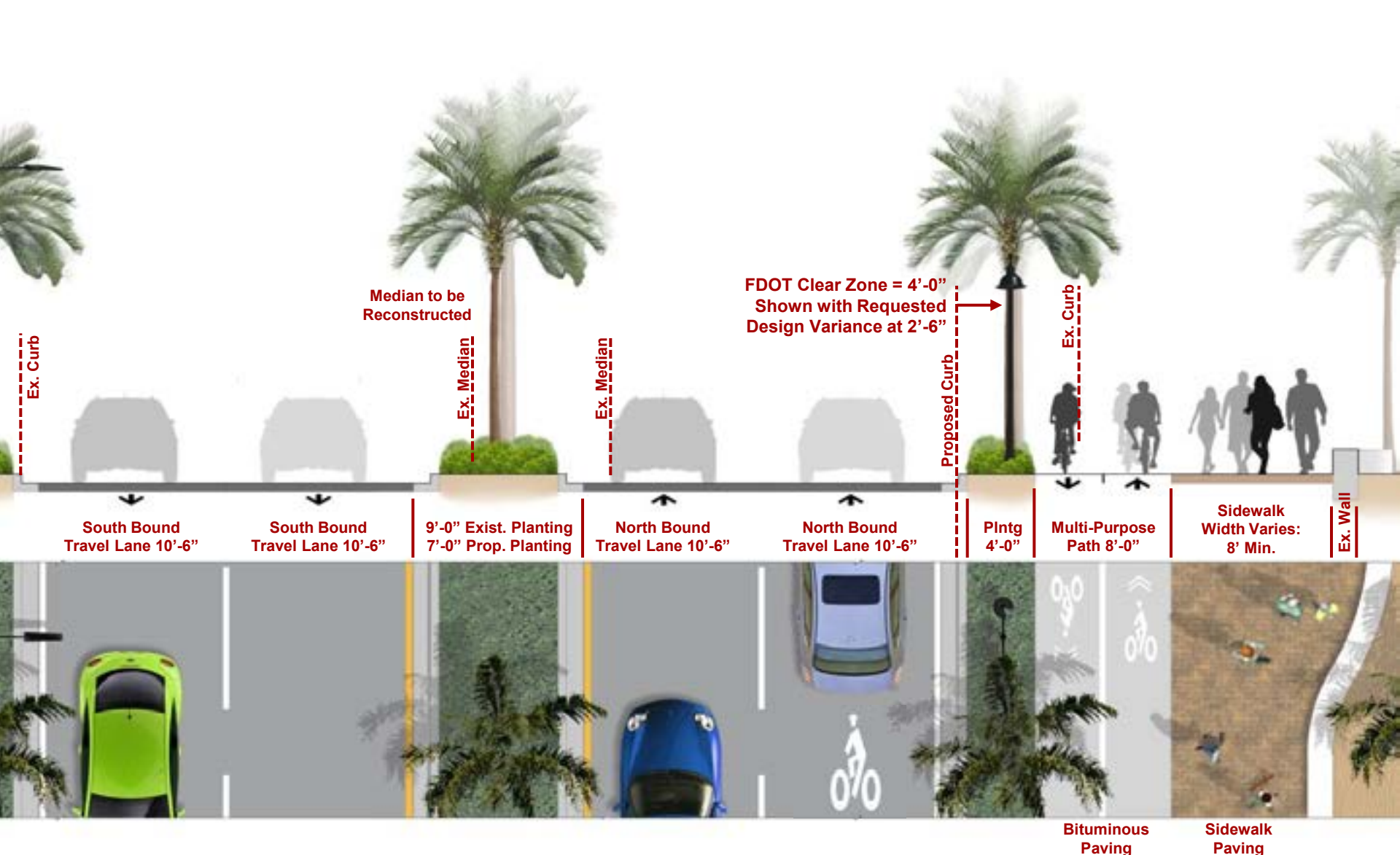


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Complete Section - Option 2 at Two Way SR A1A Beachfront Promenade





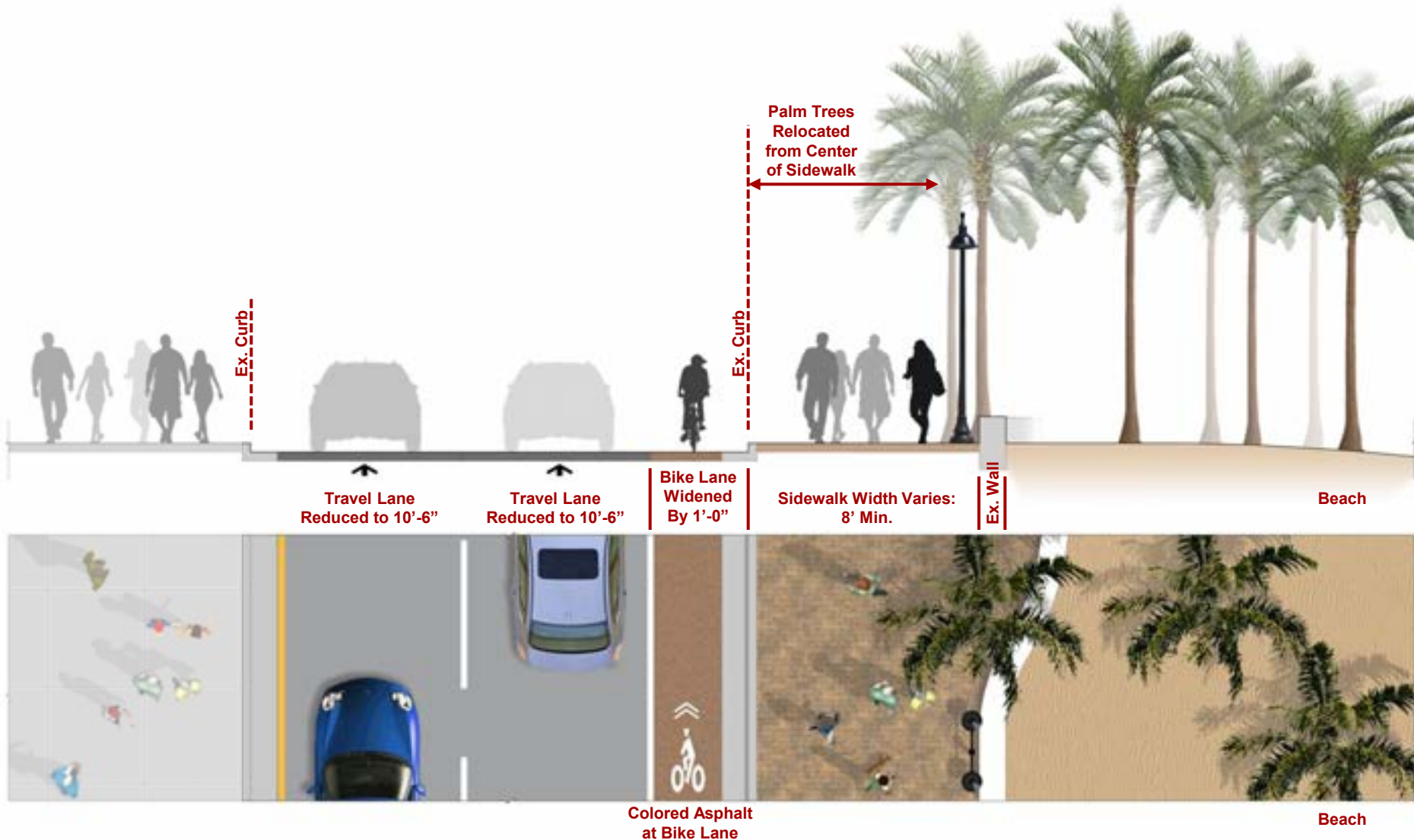
Scheme 2 Requires Beach Wall to be Relocated between 2'-6" and 4'-6" to the East for Approximately 1500 Linear Feet

A1A Beachfront Promenade

Design Option 3

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BRAB Preferred Option if Funding Available

Widened Bike Lane Option 3 at One Way Northbound SR A1A Beachfront Promenade

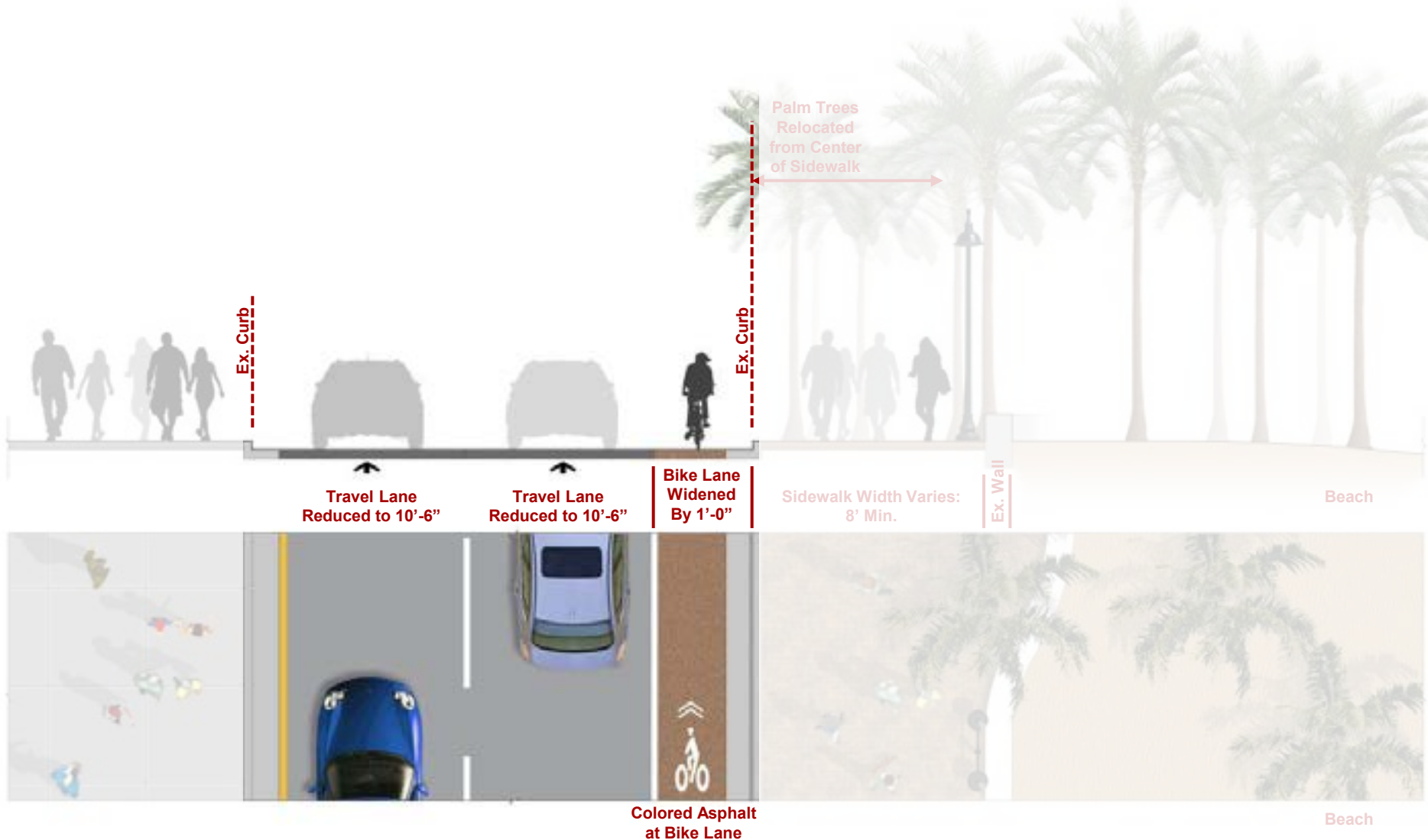
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A1A Beachfront Promenade **Design Option 3 Limited**

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BRAB Preferred Option

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Bike Lane Improvements Only Option 3 Limited
SR A1A Beachfront Promenade

PROJECT	PROGRAMMED CRA FUNDS	OPTION/AREA	CRA	UNFUNDED (Outside CRA)	TOTAL CONSTRUCTION COST
A1A Beachfront Promenade Oasis Café to Sunrise Blvd.	\$3,000,000 (\$1,500,000 CRA \$1,500,000 Other)	Option 2	\$1,800,000	\$3,700,000	\$6,400,000
		Option 3	\$700,000	\$1,400,000	\$2,400,000
		Option 3 Limited (bike lane improvements only)	Incorporate in FDOT milling and resurfacing project		





Oceanside Plaza
Las Olas Beach Plaza
Sebastian

Almond Avenue Streetscape
SR A1A West Side
SR A1A Beachfront Promenade
Intracoastal Promenade

Project Costs Summary +
Funding Scenarios





Intracoastal Existing

- Existing Docks:**
= 3400 LF
- Existing Parking:**
= 513 plus under bridge
- Existing Open Space:**
= 105,000 SF

Intracoastal Option 1

- Existing Docks:**
= 3400 LF
- Existing + Proposed Parking:**
= 378
- Proposed Open Space:**
= 180,000 SF

Intracoastal Option 2

- Proposed Docks:**
= 5025 LF
- Proposed Parking:**
= 249
- Proposed Marina Building:**
= 6,600 SF
- Proposed Open Space:**
= 190,000 SF

Intracoastal Promenade **Design Option 1**

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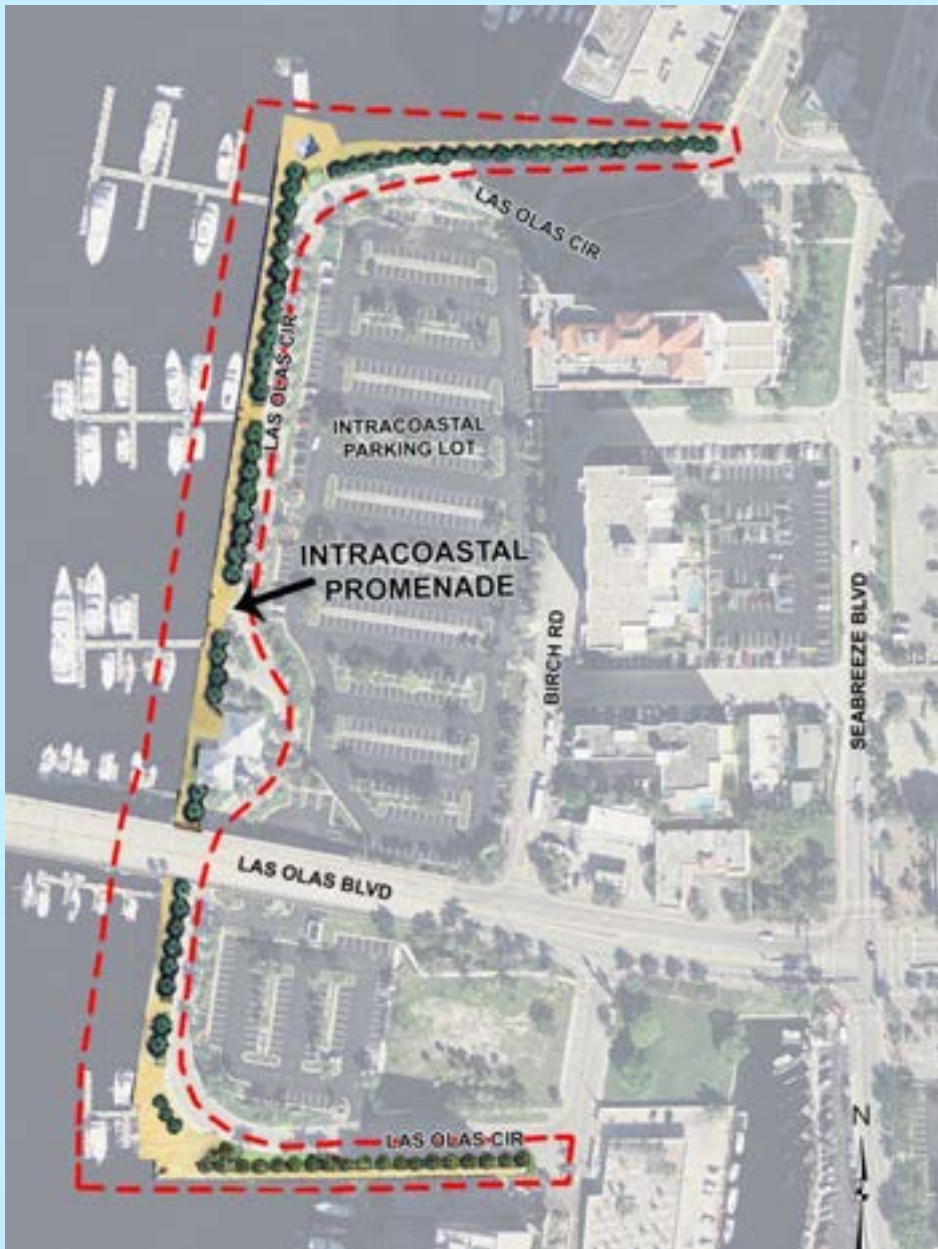
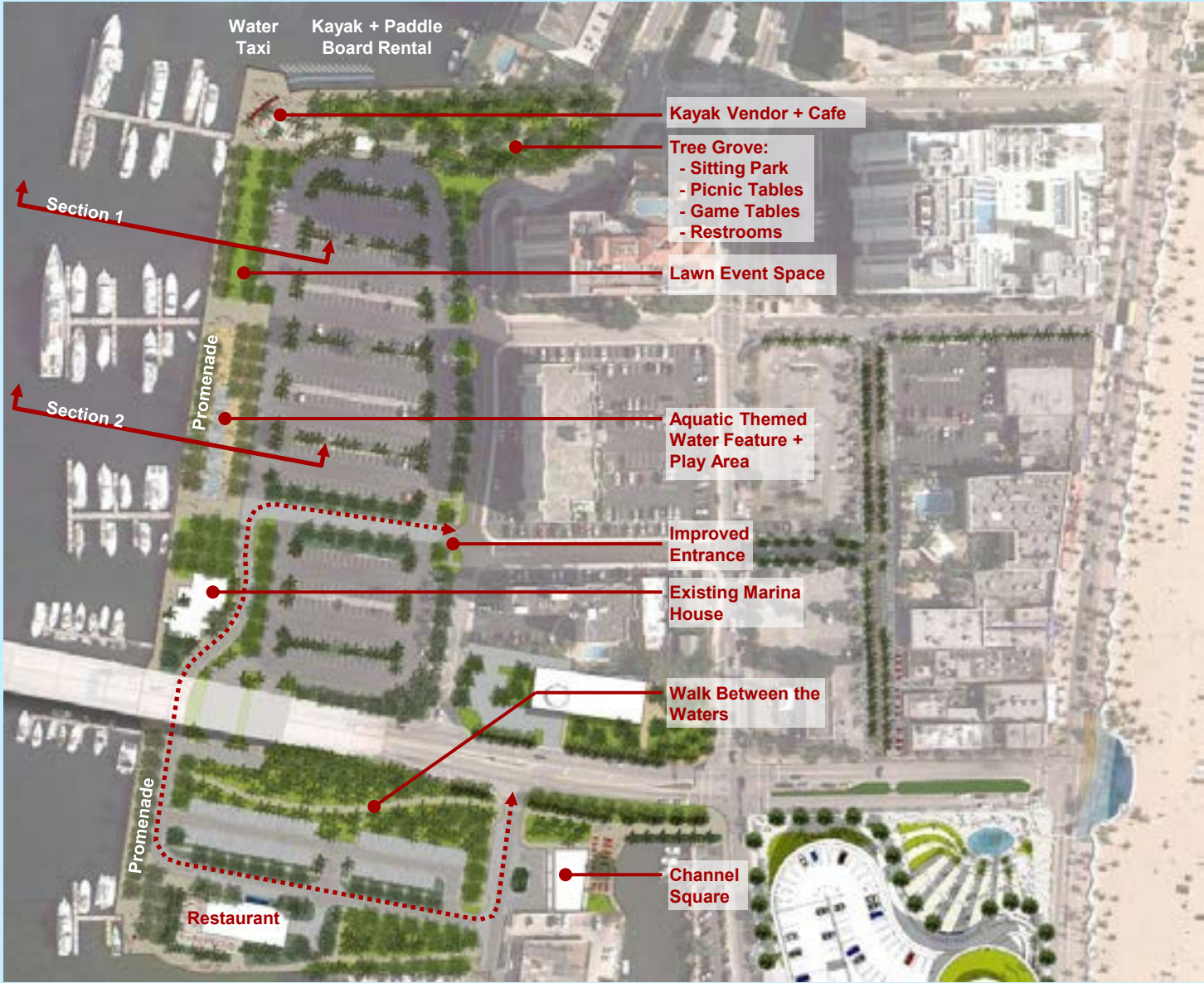


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Master Plan Scope Intracoastal Promenade





Intracoastal Existing
Existing Docks:
 = 3400 LF
Existing Parking:
 = 513 plus under bridge
Existing Open Space:
 = 105,000 SF

Intracoastal Option 1
Existing Docks:
 = 3400 LF
Existing + Proposed Parking:
 = 378
Proposed Open Space:
 = 180,000 SF

Intracoastal Option 2
Proposed Docks:
 = 5025 LF
Proposed Parking:
 = 249
Proposed Marina Building:
 = 6,600 SF
Proposed Open Space:
 = 190,000 SF

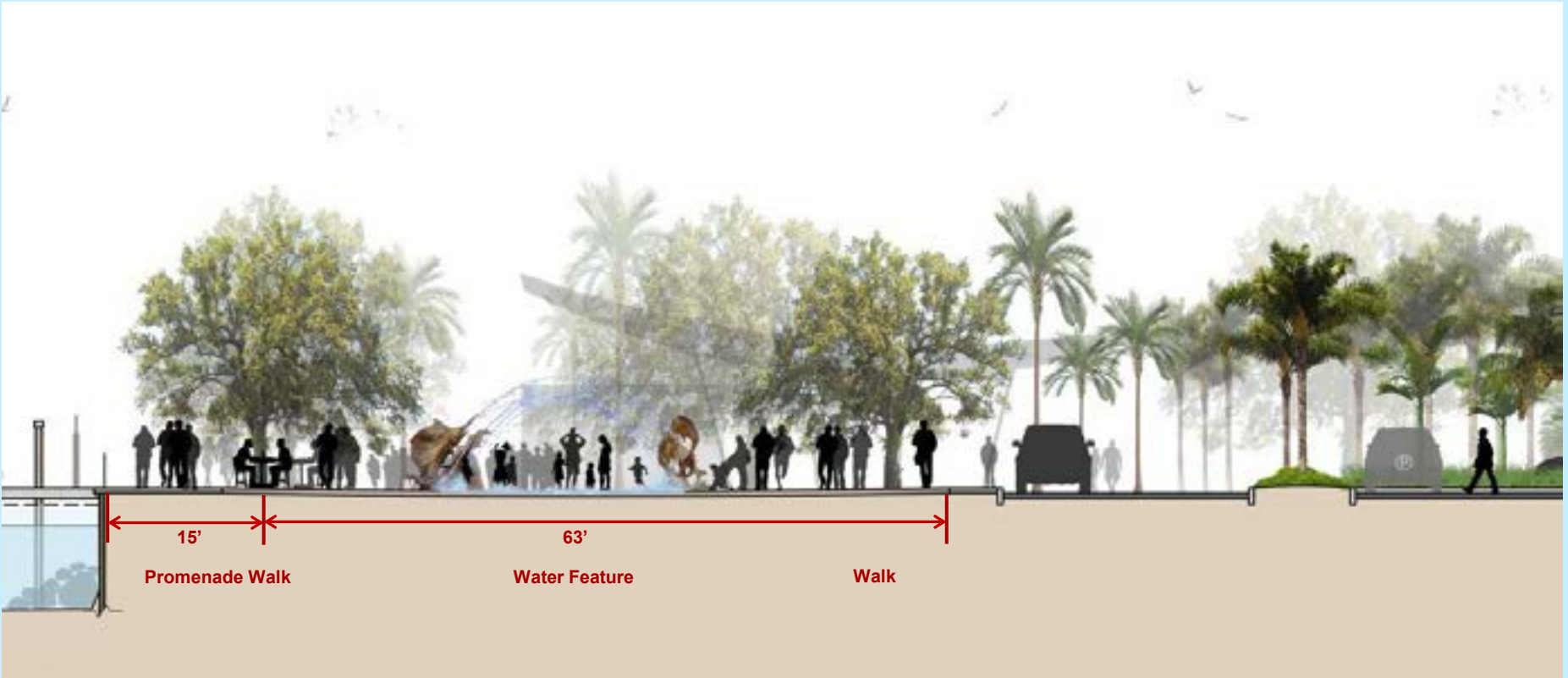


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Intracoastal Promenade

Design Option 2

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Intracoastal Existing
Existing Docks:
 = 3400 LF
Existing Parking:
 = 513 plus under bridge
Existing Open Space:
 = 105,000 SF

Intracoastal Option 1
Existing Docks:
 = 3400 LF
Existing + Proposed Parking:
 = 378
Proposed Open Space:
 = 180,000 SF

Intracoastal Option 2
Proposed Docks:
 = 5025 LF
Proposed Parking:
 = 249
Proposed Marina Building:
 = 6,600 SF
Proposed Open Space:
 = 190,000 SF

BRAB Preferred Option if Financially + Environmentally Feasible, pending mega-yacht demand study, sea-grass mitigation cost, and environmental permitting

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Proposed seagrass mitigation

Section 1

Section 2

Restaurant

Tree Grove:
 - Sitting Park
 - Picnic Tables
 - Game Tables
 - Restrooms

Aquatic Themed Water Feature + Play Area

Lawn event space

New marina dredged to 15'

Surface Parking

Fish feeding pier

Walk Between the waters

Intracoastal Existing
Existing Docks:
 = 3400 LF
Existing Parking:
 = 513 plus under bridge
Existing Open Space:
 = 105,000 SF

Intracoastal Option 1
Existing Docks:
 = 3400 LF
Existing + Proposed Parking:
 = 378
Proposed Open Space:
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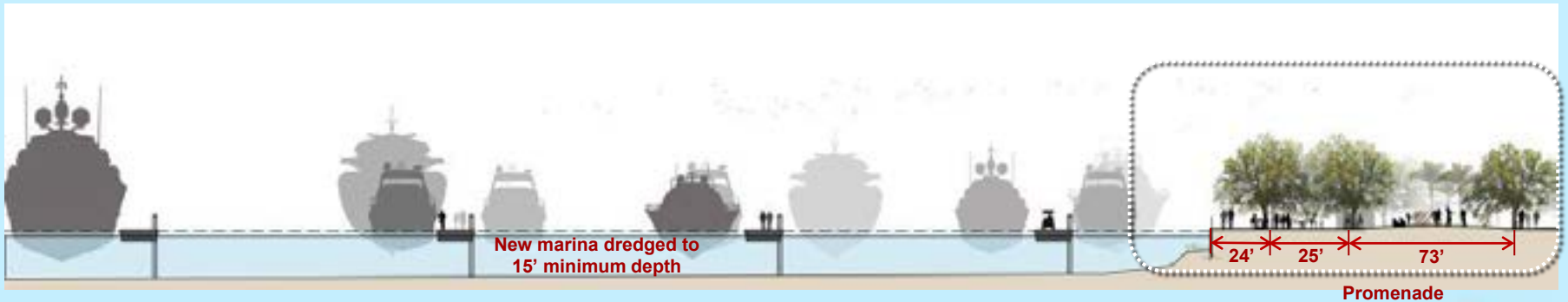


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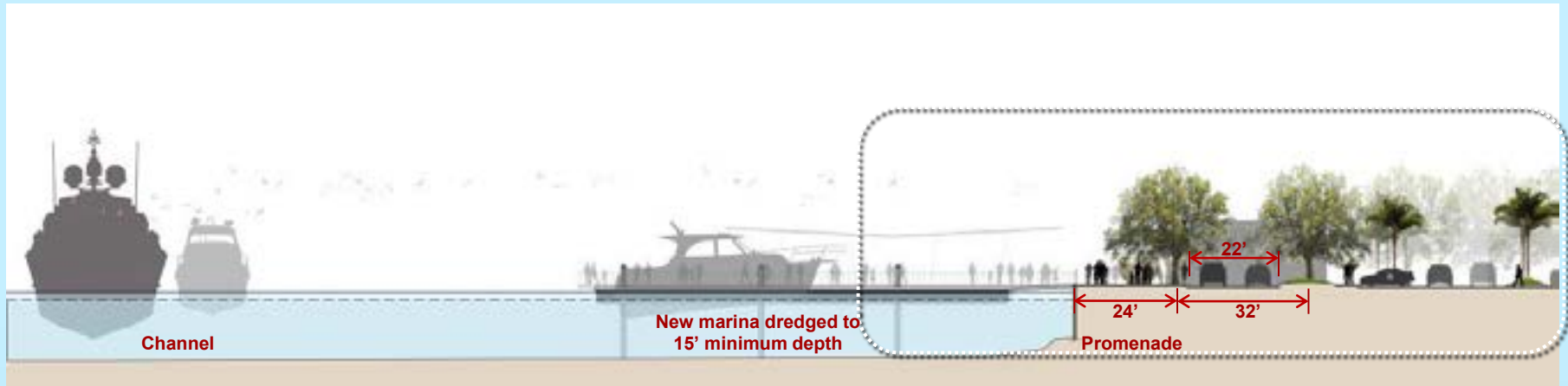
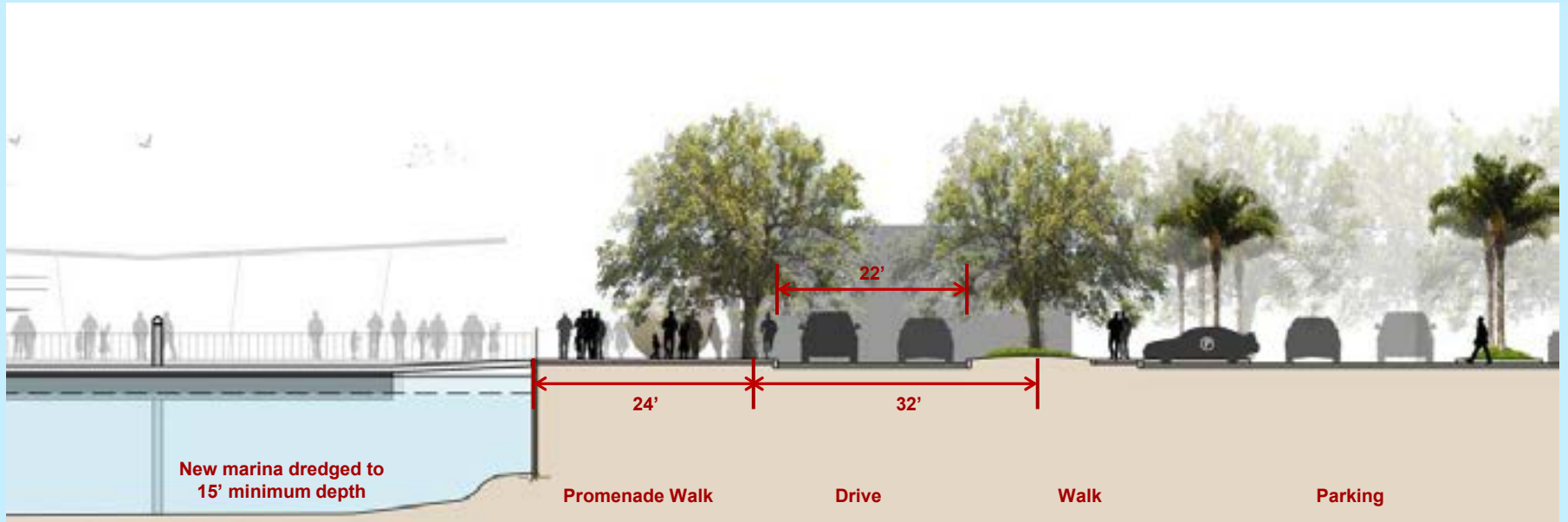


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Architecture Precedents Intracoastal Promenade





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Agency Concerns – Las Olas Marina (Option 2)

(Conference Call with the Corps, FDEP, NMFS, FWCC, Broward County on 31-May-12)

Minimization and avoidance - must demonstrate seagrass habitat impact minimization and avoidance measures through design considerations, including alternatives analysis

Sloughing effects – identify impacts to seagrass habitat from relocation of bulkhead

Impact considerations of peninsula feature – provide rationale for water dependency

Hydrologic effects – demonstrate effects on flow and flushing characteristics in ICWW from new basin design



Seagrass Mitigation – Las Olas Marina Expansion

Mitigation of seagrass will only be considered once all efforts have been exhausted to avoid and minimize impacts

Broward County DERD said last 3 seagrass mitigation projects have failed

Demonstration of a successful mitigation plan will require early coordination with agencies

Mitigation sites must be protected

Cumulative effects – agencies will consider impacts to seagrass habitats from all proposed projects

Manatee Protection Plan – Dependent upon size of impact area

Review by county and state to be scheduled

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Other Anticipated Monitoring/Mitigation Requirements – Las Olas Marina Expansion

During Construction

Turbidity Monitoring

West Indian Manatee Observations

Small-tooth Sawfish Construction Practices

In-water Construction Practices for West Indian Manatees

Post-construction

Seagrass mitigation and/or restoration sites



Total Estimated Time for all Applicable Permits + Mitigation Planning = 1.5 yrs

FL Department of Environmental Protection
Environmental Resource Permit (ERP) *Approximately 1 year*

RAI(s) anticipated because of seagrass and dredging =
30 days agency review, 60 days applicant response cycle

US Army Corps of Engineers
Department of the Army Permit *Approximately 1 to 1.5 years*

Section 7 Consultation with USFWS and NMFS

Broward Co. Environmental Protection and Growth Management Dept.
Environmental Resource License *Approximately 1 year*

Surface Water Management License or General License
Complete applications processed approximately 30 days

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Marina (Reimbursement) Grant Opportunities

Florida Inland Navigation District (FIND)

- Broward County \$3.5M annually
- Project will qualify for phased funding (engineering and design, construction)
- Funds allocated on October 1 and have 3 years to perform work
- Typical 30% funding on reimbursement basis

Florida Boating Improvement Program (FBIP) – State program administered by FWC

- 2009-2010 state appropriated \$1.25M and matched by \$1.8M federal funds
- Received 39 applications and awarded 21 grants
- Requires minimum of 25% matching costs

Boating Infrastructure Grant Program (BIGP) – Federal program administered by the FWC

- Program for transient vessels ≥ 26 ft long
- Requires minimum of 25% matching costs
- Currently no funding caps (Tier 2), but likely to be limited to \$1.5M per project next year



PROJECT	PROGRAMMED CRA FUNDS	OPTION/AREA	CRA	BUILDING CONSTRUCTION COSTS	MARINA CONSTRUCTION + FINANCING COSTS	TOTAL CONSTRUCTION COSTS
Intracoastal Promenade	\$5,000,000	Option 1	\$5,800,000 \$9,350,000*	RFP Restaurant	\$0	\$5,800,000 \$9,350,000
		Option 2	\$8,500,000*	RFP Restaurant	\$28,820,000	\$37,320,000

* Includes additional features added to original Concept:

- Removal / relocation of existing marina utility buildings at dock entrances \$600,000
- Water Feature - \$1,560,000
- Floating Pier at Kayak Rental - \$300,000
- Kayak Rental Building - \$120,000
- Play Area - \$447,000
- Shade Structure - \$420,000



30-Year Bond Financing

Intracoastal Option 2: Marina Expansion - Full Expansion (Includes new 6,600 SF Marina Services Building)

Existing Dockage = 3,437 LF, Proposed Dockage = 5,025 LF, **Net New = 1,588 LF**

Marina Net Revenue \$482,295

Funding Sources	CRA Funding	FIND Grant (Typical 30% Reimbursement)	Bonding	Total
Marina Expansion Construction Costs		\$7,838,396	\$18,289,592	\$26,127,988
Bond Issuance Fees		=	<u>\$2,690,216</u>	<u>\$2,690,216</u>
<i>Seagrass Mitigation Cost TBD (\$200k-\$2Million) \$700k Budgeted at Right</i>		\$7,838,396	\$20,979,808	\$28,818,204
Intracoastal Promenade	\$8,500,000			\$8,500,000
				\$37,320,000
<i>(Overall Total Rounded to Nearest \$10k)</i>				
Annual Revenues				
Annual Dockage Fee Revenue		<u>\$2,212,322</u>		
Total			\$2,212,322	
Annual Expenditures				
Debt Service (30 Yrs at 5% Int)		\$1,299,778		
Personnel		\$231,829		
Parking Cost at \$50 per spot		\$50,250		
Maintenance/Service/Materials		<u>\$585,463</u>		
Total			<u>\$2,167,319</u>	
		Net Revenue	\$45,002	

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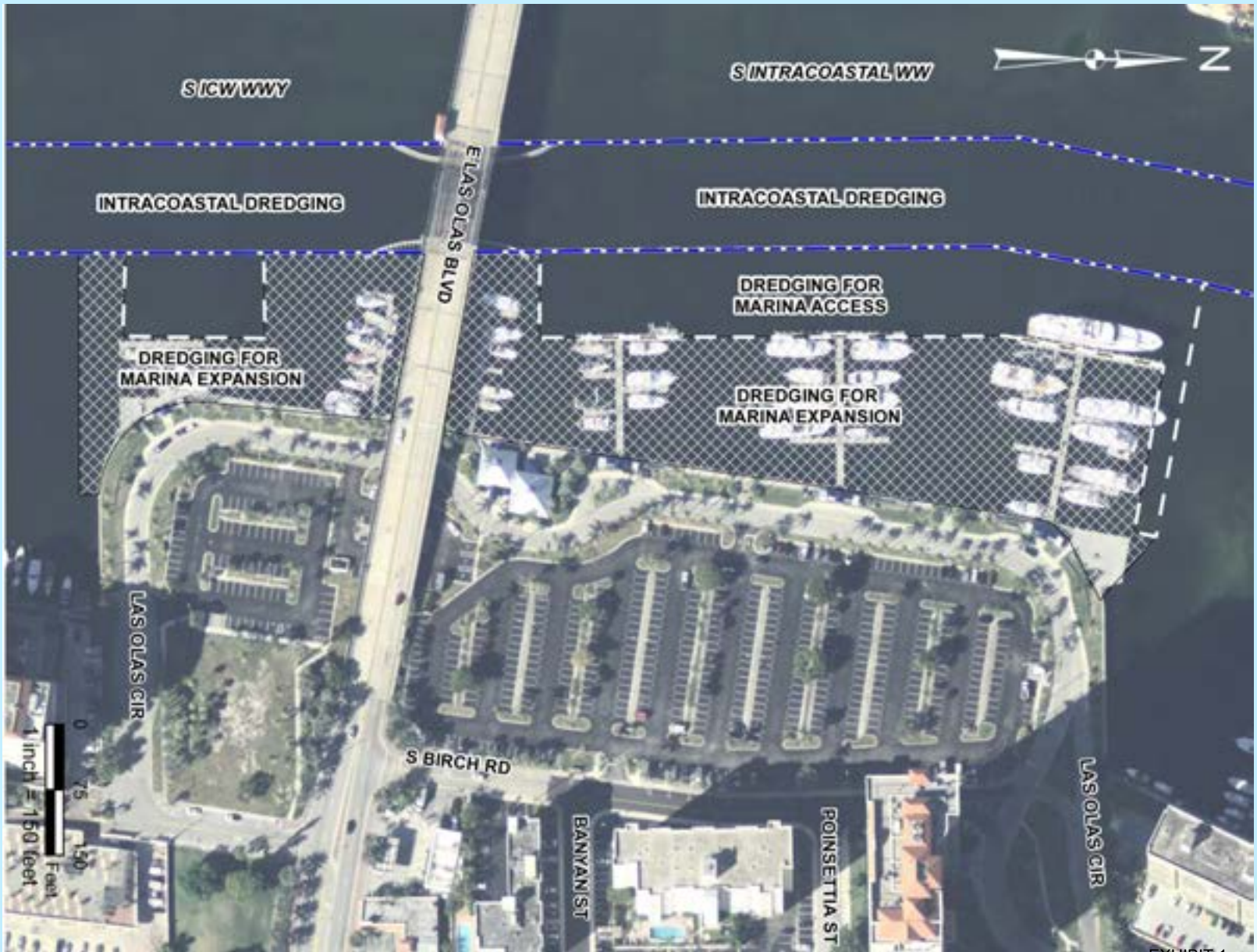


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Additional Studies Required to Expand the Las Olas Marina for Mega Yachts

Seagrass Mitigation Plan – *Can it be approved? How Much?*

Task order to piggyback on the current City contract with URS Inc. for the Seagrass Mitigation Study of Intracoastal Marina Access Dredging specifically for the proposed Las Olas Marina Expansion Project

Mega Yacht Demand and Economic Impact Analysis – *If we build it, will they come? How many will come? What is the anticipated revenue?*

Work order to Thomas J. Murray & Associates to update and refine the existing Broward, Dade and Palm Beach County Marina Industry Studies specifically for the proposed Las Olas Marina Expansion Project.



Project Funding / Estimates

Presented to the CRA Board of Directors / City Commission on February 15, 2011

Project	CRA Contribution	Parking	Unfunded	Total
Oceanside Plaza	\$9,200,000	\$18,100,000		\$27,300,000
SR A1A Westside Streetscape	\$5,000,000			\$5,000,000
Intracoastal Promenade (Perimeter Improvements Only)	\$5,000,000			\$5,000,000
Las Olas Beach Plaza	\$600,000			\$600,000
SR A1A Beachfront Promenade (Pathway Seaward of Wave	\$1,500,000		\$1,500,000	\$3,000,000
Wayfinding Signage	\$525,000	\$525,000		\$1,050,000
Almond Avenue Streetscape	\$2,600,000			\$2,600,000
Sebastian / Alhambra Site (Parking Garage)	\$6,000,000	\$16,400,000		\$22,400,000
Channel Square	\$4,050,000			\$4,050,000
Subtotal	\$34,475,000	\$35,025,000	\$1,500,000	\$71,000,000
New Aquatics Center	\$24,864,950	\$0	\$0	\$24,864,950
Total	\$59,339,950	\$35,025,000	\$1,500,000	\$95,864,950



BRAB Preferred Option Funding Scenario

Project	CRA Contribution	Parking	Marina	Unfunded	Total	Feasible
Oceanside Plaza (Curvy Garage w/ Plaza)	\$10,697,850	\$22,306,790			\$33,004,640	YES
Almond Avenue Streetscape	\$2,000,000				\$2,000,000	YES
Las Olas Beach Plaza	\$600,000				\$600,000	YES
Sebastian / Alhambra Site (Surface Lot w/ Restrooms)	\$3,500,000				\$3,500,000	YES
SR A1A Beachfront Promenade (Option 3 - Bike Lane Impr. Only)	\$0			\$0	\$0	YES - Incorporated into FDOT resurfacing Project
SR A1A Westside Streetscape	\$3,600,000			\$1,000,000	\$4,600,000	Within CRA -- YES Outside CRA -- Contingent upon FDOT \$1.5M Grant
Channel Square	\$4,050,000				\$4,050,000	TBD
Intracoastal Promenade (Marina Expansion)	\$8,500,000		\$28,820,000		\$37,320,000	TBD
Wayfinding Signage	\$442,550	\$442,550			\$885,100	YES
Subtotal	\$33,390,400	\$22,749,340	\$28,820,000	\$1,000,000	\$85,959,740	
New Aquatics Center	\$24,864,950	\$7,572,484	\$0	\$0	\$32,437,434	YES
Total	\$58,255,350	\$30,321,824	\$28,820,000	\$1,000,000	\$118,397,174	



PROVIDED BY
 VICE MAYOR RODSTROM
 OCT 9, 2012 FOR
JACK NEWTON

OCEANSIDE PARKING DECK --- ARITHMETIC ANALYSIS

A City Committee wants us to spend millions on a parking deck 200'-225' wide and 60' tall ---on the open parking lot across from the Elbow Room.

● COST OF GAINING 125 PARKING SPACES	Use of Beach CRA Funds.....	\$10,697,845
	City Bonds.....	\$22,306,789
	Total Estimated Build cost	\$33,004,634
	Interest on Bonds @5% for 30 years	\$33,460,182
	Est. Build cost---plus interest	\$66,464,816
	Yr. Est. Oper. Cost & Reserv. X 30 years	\$10,837,500
	GRAND TOTAL COST -- 30 years.....	\$77,302,316
	ESTIMATED BREAK-EVEN (spread sheet)	105 YEARS

● INCOME COMPARISON	Estimated Annual Net Income from Deck	\$ 145,818
	\$145,818/\$33,004,634 = RATE OF RETURN ..	00.0044%
	(Read: Four Thousandth of one percent)	

Est. Annual Net Income from Open Lot ...	\$ 1,305,365
Land, Demolish Holiday Inn, Paving, Bond Fee	\$ 7,000,000
\$1,305,365 / \$7,000,000 = RATE OF RETURN	18.65%

SHORTFALL \$1,305,365 -- \$145,818 = SHORTFALL / Yr. ... \$ 1,159,547
 To be made-up annually by the City Budget for 30 Yrs.

UTILIZATION: The present open parking lot is mostly vacant five days a week. With higher parking fees required for a Parking Deck, likely utilization would drop. A City Parking Study Estimated Peak use was 7 hours per day on Sat & Sun.

A 4-story Parking Deck has been approved for the Swimming Hall of Fame— impacting use of the proposed Parking Deck on the Beach. Additional parking is also planned for Alhambra.

LOCAL "LAS OLAS GATEWAY" would be destroyed by a 200'-225' Parking Deck
 IMPACT 60+ feet tall---casting a SHADOW on the beach during peak use. It would destroy ocean views and neighborhood character of four Condominiums immediately West of the Deck---Impacting values and assessments of approximately 450 residences---estimated value is ONE-QUARTER BILLION DOLLARS.

It would severely damage the "STREETCAPE" of A1A NB (Seabreeze Blvd.)

OUTDOOR MUSIC PAVILION--Source of noise and compete with bars & Restaurants.

20,000 s.f.new COMMERCIAL SPACE would compete with existing Bars and Restaur.
 There are numerous VACANT STORES now (e.g. Beach Place).
 To Build a Parking Deck on the Beach in the center of SPRING BREAK is Reckless.