



LAS OLAS BOULEVARD MOBILITY PROJECT WESTERN CORRIDOR

DDA Board and Property Owners Meeting

 **Location:** 201 E Las Olas Boulevard, 10th Floor
 **Date:** 09/24/2025
Time: 9:00 AM-11:00 AM ET

Attendees

Jenni Morejon	President & CEO, DDA	Charlie Ladd	Barron Real Estate; Chair, DDA Board
Milos Majstorovic	Director, Transportation & Mobility, City of Fort Lauderdale	Ken Stiles	CEO, Stiles; Treasurer, DDA Board
Catherine Prince	Consultant Project Manager, WSP	Steve Hudson	Hudson Capital Group; Secretary, DDA Board
Greg Corning	Stormwater & Water Resources Engineer, WSP	Stephanie Toothaker	Vice Chair, DDA Board
Walter Rodríguez Meyer	Landscape/Urban Design Lead, Local Office (WSP team)	David Moret	Highline Real Estate Capital (401 East Las Olas)
Greg Brewton	Greg Brewton & Associates; DDA Board (former Planning Director, City of Fort Lauderdale)	Alan Hooper	Hooper Construction; Urban Street Development
Alec Bogdanoff	Project Engagement and Outreach lead, Brizaga (WSP team)	Scott MacLaren	President, Stiles
Erica Echeverri	Outreach Manager, Brizaga (WSP team)	Joshua Morris	GM, Hyatt Centric Las Olas
Mike Weymouth	The Las Olas Company	Bonnie Clearwater	NSU Art Museum Fort Lauderdale

Jay Caplin	Stakeholder/Property Owner	Megan Purdue	Stakeholder/Property Owner
Laurel Oswald	Stakeholder/Property Owner	Nancy Tybor	Stakeholder/Property Owner
Lauren Bourgeois	Stakeholder/Property Owner	Scott Webb	Stakeholder/Property Owner
Marti Brown	Stakeholder/Property Owner	Tessa Truex	Stakeholder/Property Owner
Matthew Lilly	Stakeholder/Property Owner	Tessa Allen	Long Story Short PR
Andy Mitchell	Fairlead Commercial RE	Elizabeth Van Zandt	Executive Vice President, DDA

Meeting Summary

I. Introduction and Opening Remarks

- a. **Jenni Morejon, Downtown Development Authority (DDA)**, opened the workshop, welcomed participants, and noted that it was conducted under Florida Sunshine requirements. She explained the purpose: to review preliminary design concepts for the Downtown portion of the Las Olas Corridor Design Project (Andrews Avenue to Tunnel Top Park) and gather feedback from key stakeholders.
- b. **Milos Majstorovic, Director, Transportation and Mobility (TAM)**, then provided project background. He described the Las Olas Vision Plan process launched in 2017, community working groups, the Commission's adoption of the corridor vision in 2021, and the 2024 contract awards to WSP and Kimley-Horn. For the western corridor, led by WSP, he emphasized the goal of moving the preliminary design for Commission review by the end of 2025.

II. Project Overview

- a. **Catherine Prince, WSP Consultant Project Manager**, reviewed the project history.
 - i. 2017–2021: Vision Plan developed with the community and Commission adopted the Las Olas Blvd Vision Plan.

- ii. 2017–2021: Vision Plan developed with the community, and the Commission adopted the Las Olas Blvd Vision Plan.
 - iii. 2024: Design contracts awarded to WSP and Kimley-Horn.
 - iv. 2025–2026: Preliminary design phase; Commission presentation planned for the end of 2025; final design package 2026.
- b. She outlined the three corridor segments: Downtown (Andrews Avenue to US-1), Shops (US-1 to SE 12th Avenue), and Colee Hammock (SE 12th Avenue to SE 17th Avenue). This meeting addressed only the Downtown section between Andrews Avenue and Tunnel Top Park.

III. Presentation and Highlights

a. Huizenga / NSU Block

- i. The block between Andrews Ave and SE 1st Ave would be raised. There are two proposed options on the raised section: 1) a flush, curbless plaza connecting Huizenga Park with the NSU Art Museum frontage, providing for a multi-use space; 2) a curbed street with landscape groundcover, with a traditional travel lane and sidewalk space.
- ii. Addition of approximately three times the canopy than existing — 92 shade trees and 41 flowering trees — to dramatically increase shade and improve aesthetics.
- iii. Discussion of tree species resilient to brackish groundwater and long-term maintenance.

b. Crossings and Medians

- i. Proposed new mid-block crossings with pedestrian refuge medians to improve safety. Use of Rectangular Rapid Flashing Beacons (RRFBs) for safety at high-use crossings such as SE 4th Avenue.
- ii. The city removed the existing signals and replaced them with an RRFB at SE 1st Avenue.

c. Stormwater

- i. Downtown segment designed to meet Level of Service (LOS) for an 8.5"/24-hour storm.
- ii. Shops and Colee Hammock segments modeled at 22"/72-hour storm and meet LOS. All western corridor sections meet minimum stormwater LOS through 2070.

d. Hardscape and Materials

- i. Proposed: cast-in-place paving, precast concrete seating, modular lighting for flexibility and maintenance.
- ii. Alternative: interlocking movable paving slabs, precast seating, modular lighting — slabs used successfully in New York City can be removed for utility work.
- iii. City staff indicated preference for precast concrete due to ease of maintenance.
- iv. Discussion about coloring existing sidewalks versus replacing them entirely.

e. Lighting

- i. Pedestrian-scale lighting will be retained.
- ii. Outdated "shoebox" fixtures may be selectively replaced, coordinated with the City's lighting masterplan.

f. Construction / Phasing

- i. Acknowledged potential disruption, referencing Coral Gables' Miracle Mile project, which took two-and-a-half years and caused merchant disruption.
- ii. Commitment to phased construction to preserve business access, ADA routes, and reduce disruption.
- iii. Commitment to develop a phasing plan with stakeholder input prior to construction.

g. Technical Inputs

- i. Walter Meyer (WSP team): Presented shade modeling showing extensive shaded coverage once trees mature; explained structural soil and expanded soil volume to ensure tree longevity; emphasized balancing aesthetics, maintenance, and long-term resilience.
 - ii. Greg Corning (WSP team): Presented stormwater model for the Downtown section, confirming drainage levels meet or exceed City standards.
- h. Additional Considerations Presented
- i. Discussion of adding bollards at block ends to deter intentional vehicle access onto widened sidewalks.
 - ii. A Clematis-style IKE kiosk was mentioned as a potential model for Las Olas Blvd.

QUESTION AND ANSWER

Question 1 – Lane Configuration

- **Scott MacLaren, President, Stiles:** Which traffic lanes are proposed to change? Will the project eliminate any existing dedicated left-turn lanes?
- **Answer. Catherine Prince, WSP:** No dedicated left-turn lanes will be removed.
Catherine Prince, WSP team: No dedicated left-turn lanes will be removed. Current through and turn lanes remain in place. To ensure clarity, the design team will prepare plan view for easy comparison.

Question 2 – Corridor Limits

- **Charlie Ladd, Barron Real Estate; DDA Chair:** Does the project extend beyond Tunnel Top Park?
- **Answer. Catherine Prince, WSP team / Answer. Milos Majstorovic, Director, TAM:** Today's presentation covers only Andrews Avenue to Tunnel Top Park. However, the project will include the Shops (US-1 to SE 12th Avenue) and Colee Hammock (SE 12th Avenue to SE 17th Avenue) segments.

Question 3 – Lighting

- **Charlie Ladd:** The DDA pedestrian light fixtures along Las Olas were installed about 25 years ago at significant cost. They remain functional, provide adequate pedestrian lighting, and should not be ripped out. Wholesale replacement would be wasteful.
- **Answer. Walter Meyer, WSP team:** The project does not intend to remove all fixtures. Instead, lighting will be modernized selectively and coordinated with the

City's lighting masterplan. Improvements will focus on filling gaps, enhancing aesthetics, and ensuring long-term ease of maintenance.

Question 4 – Hardscape Consistency and Maintenance

- **Stakeholder:** Will the corridor have consistent hardscape materials?
Answer. Catherine Prince, WSP team: Yes. Design standards will unify materials across the corridor while allowing adaptation to block context. Operations and maintenance will guide final material decisions.
- **Alan Hooper, (Urban Street Development) - Comment :** The recent Tunnel Top Park improvements were poorly maintained; long-term care must be prioritized.
- **Answer. Milos Majstorovic, Director TAM:** Agreed. Maintenance-friendly designs are a priority and inform material selection.

Question 5 – Sidewalk Design and Longevity

- **Charlie Ladd:** Avant-garde paving designs should be avoided. The community needs timeless designs that last. Many existing sidewalks remain in good condition and do not need replacement.
- **Steve Hudson, Hudson Capital Group:** Hardscape should be simple and durable.
- **Bonnie Clearwater, NSU Art Museum:** Visitors notice lighting and canopy more than paving.
- **Answer. Walter Meyer, WSP team:** Modular paving systems are under evaluation. These are ADA-compliant, durable, and can be removed and reset if underground utilities require work. The design team referenced Coral Gables' Miracle Mile and New York examples as proof of long-term flexibility and resilience.

Question 6 – Accessibility Concerns

- **Bonnie Clearwater, NSU Art Museum:** Will proposed paving patterns create illusions that pose problems for people with depth-perception issues?
- **Answer. Walter Meyer, WSP team:** If patterns are used, they will be applied in a way that appears solid at walking level, avoiding trip hazards and maintaining ADA compliance.

Question 7 – Tree Canopy

- **Mike Weymouth, The Las Olas Company:** Newly planted trees should be at least 12-inch caliper to provide immediate canopy and visual impact.
- **Ken Stiles, Stiles and Alan Hooper, Urban Street Development:** Agreed. Funding should prioritize canopy and lighting over specialty paving.
- **Answer. Walter Meyer, WSP team:** Approximately 92 shade trees and 41 flowering trees will be added. Species will be selected for resilience to brackish groundwater and urban stressors. Structural soils and expanded soil volumes are being incorporated to ensure long-term growth and shade coverage.

Question 8 - SE 5th Avenue Crossing

- **Patrick Campbell, Property Owner:** The proposed crossing near SE 5th Avenue is not truly mid-block, and eliminating unsignalized left turns will negatively impact residents. Can this be reconsidered?
- **Answer. Milos Majstorovic, Director TAM:** The parking lane on SE 5th Avenue will remain. Data collection is underway to finalize a safe mid-block crossing location. Funding is set aside for this improvement. Milos added that SE 5th's T-intersection poses unique design challenges, but adjustments are possible. The team will evaluate retaining the dedicated EB left turn lanes and shifting the mid-block crossing.

Question 9 - Museum to Huizenga Park Crossing

- **Bonnie Clearwater, NSU Art Museum:** Each year, more than 3,000 students cross between the NSU Art Museum and Tunnel Top Park during school field trips. The current crossing is unsafe.
- **Answer. Catherine Prince, WSP team:** Improvements include new RRFB crossings and pedestrian refuge medians to address this safety concern.

Question 10 – Sidewalk Replacement Extent

- **Scott MacLaren:** Will all sidewalks between Andrews and Tunnel Top be replaced?
- **Walter Meyer, WSP team:** No. The team intends to retain sidewalks in good condition and replace only failing or non-ADA-compliant sections.

Question 11 – Funding and Phasing

- **Patrick Campbell:** What are the funding sources, and how will phasing be managed?
- **Answer. Milos Majstorovic, Director TAM:** Funding includes approximately \$1M in City capital, \$1M secured through State appropriation, an additional \$5M requested from the State, and \$3.8M annually from the County surtax. Estimated costs: ~\$5M for the Downtown, and ~\$7.5M for the Shops sections. Construction will be phased, with Commission guidance on priorities.

Question 12 - Traffic Control Adjustments

- **Stakeholder:** What if traffic studies later warrant changes after RRFB installation at SE 1 Avenue?
- **Answer. Milos Majstorovic, Director TAM:** If warrants indicate a stop condition is needed, RRFBs would be removed and replaced with stop control. The design allows for this flexibility.

Question 13 - Public Engagement and Exhibits

- **Jenni Morejon, DDA – Comment:** Label the exhibits with direction of view. Also, the DDA property owners would like to see the plan layout and cross section.

- **Answer. Project Team:** The team will update the presentation. Also, the Fall 2025 Open House will provide detailed labeled exhibits, typical cross-sections, and interactive stations for feedback.

Question 14 - Parking Revenue

- **Alan Hooper, Urban Street Development:** – Question: How will the project address potential loss of parking revenue from reduced on-street spaces? Could extending parking hours to 24/7 offset losses?
- **Answer. Milos Majstorovic, Director, TAM:** The team will conduct a quick analysis of parking revenue impacts and potential 24/7 offsets and present the findings at a future meeting.

Question 15 - Mature Trees

- **Comment:** Stakeholders emphasized the need to budget for mature trees to achieve immediate canopy impact; private sector support may follow.
- **Answer. Project Team:** The team agreed and noted that mature tree planting will be prioritized in budget planning.

Other Comments - Visitation Metrics

- **Comment:** Stakeholders requested that the project track visitation metrics to measure corridor use.
- **Answer. Project Team:** The team agreed and will include metrics collection in the outreach/operations plan.

CLOSING REMARKS AND TIMELINE

Closing Remarks

- **Jenni Morejon, DDA,** summarized key takeaways: prioritize shade and large trees, maintain existing DDA pedestrian lighting fixtures, reduce hardscape replacements, preserve parking, and ensure phased construction to minimize disruption.
- **Catherine Prince, WSP team,** confirmed that an Open House is planned for Fall 2025 and that a Commission presentation will follow by the end of 2025.

Project Next Steps

- **Fall 2025:** Open House (Downtown, Shops, Colee Hammock sections).
- **End 2025:** Commission presentation (preliminary design + cost estimates).
- **2026:** Final Design Package.
- **TBD:** Phased construction, subject to funding and merchant coordination.