# City of Fort Lauderdale

*City Hall*
*100 North Andrews Avenue*
*Fort Lauderdale, FL 33301*
*www.fortlauderdale.gov*

# Meeting Minutes - APPROVED

**Tuesday, April 5, 2016**

**1:30 PM**

**City Commission Conference Room**

## City Commission Conference Meeting

***FORT LAUDERDALE CITY COMMISSION***

***JOHN P. "JACK" SEILER Mayor - Commissioner***
***ROBERT L. McKINZIE Vice Mayor - Commissioner - District III***
***BRUCE G. ROBERTS Commissioner - District I***
***DEAN J. TRANTALIS Commissioner - District II***
***ROMNEY ROGERS Commissioner - District IV***

***LEE R. FELDMAN, City Manager***
***JOHN HERBST, City Auditor***
***JEFFREY A. MODARELLI, City Clerk***
***CYNTHIA A. EVERETT, City Attorney***

Meeting was called to order at 1:41 p.m. by Mayor Seiler.

## ROLL CALL

**Present:** 5 - Mayor John P. "Jack" Seiler, Commissioner Romney Rogers, Commissioner Bruce G. Roberts, Commissioner Dean J. Trantalis and Vice-Mayor Robert L. McKinzie

**Also Present:** City Manager Lee R. Feldman, City Auditor John Herbst, City Clerk Jeffrey A. Modarelli and City Attorney Cynthia A. Everett, Sergeant at Arms Anthony Gnisci

No public comments were submitted by email for this meeting.

### Events and Matters of Interest

*The Mayor and members of the Commission announced recent and upcoming events and may raise matters of interest or concern.*

## CITY COMMISSION REPORTS

**Mayors' Prayer Breakfast**

Commissioner Roberts noted the success of the 54th annual Fort Lauderdale Mayors' Prayer Breakfast at the Broward Conventions Center on Thursday, March 31, 2016. Mayor Seiler acknowledged the efforts involved in moving the traffic entrance for those attending the Prayer Breakfast at the Broward Convention Center back to Port Everglades. He stated this allowed the 1,500 attendees to arrive and depart with virtually no traffic complaints. He also noted the acknowledgment at the breakfast of City Attorney Everett as being among the women who have helped shaped the City's community.

**Traffic and Taxi Transportation in the City**

Commissioner Roberts stated he would be attending a field trip to review all taxi providers within the County. It will be a review of the taxi fleet and their facilities to get more information in order to make a more informed decision about ensuring a level playing field for transportation options within the City. It was noted the County regulates taxis within the City. Further discussions ensued regarding having more competition, vehicle safety issues, regulations, dispatching services, and the general need to address traffic concerns and options within the City.

**Public Safety Communications**

Commissioner Roberts requested an update from City Manager Feldman regarding dispatching issues and updating the system for the City. City Manager Feldman gave an update stating they had initiated an interdepartmental task force chaired by ITS, the entity that houses the City's radio system, and working closely with both the police and fire departments, as well as Human Resources to address staffing issues and develop a plan. Further discussions ensued on a dispatch center and other issues relating to public safety communications, location, staffing, and costs. Commissioner Roberts requested City Manager Feldman give the Commission bi-weekly status updates.

**Police Body Cameras within the Community**

Commissioner Roberts asked for an update from City Manager Feldman regarding Police Body Cameras within the Community. City Manager Feldman stated City Staff is in the process of developing the Request for Proposals (RFP) for a Police Body Cameras Pilot Program. The RFP is expected to be on the street within 2-3 weeks. City Manager Feldman stated the City is in discussions with the FLPD on the policies, and they have a meeting scheduled for next week. There will also be public input focusing on the Assistant Police Review Board and the Council of Civic Associations. Commissioner Trantalis asked City Manager Feldman about the number of cameras that would be in the pilot program. City Manager Feldman stated the pilot program will consist of approximately 40-50 police body cameras. Further discussions ensued on the possible use of Motorola's newest body camera noting its availability should be in June of this year and the procurement process.

**City Administration Concerns**

Commissioner Trantalis stated he was very distressed over the recent dismissal of a City employee. He addressed City Manager Feldman stating his concern over what is going on in the City's system citing examples of directors leaving, and mid-level people being let go. Additionally, there are still over 170 unfilled staff positions, some of which result in delays and frustrations from citizens trying to obtain building permits. CommissionerTrantalis stated, after speaking with those who have left the City, the reason for their departure is due to the climate regarding the working conditions within the City.

Vice-Mayor McKinzie agreed with Commissioner Trantalis' statements stating the actual issues are not being addressed, and this is sending the wrong message. Further discussions ensued on the City's administration about items such as the allocation of funds from one fund to another, CRA funds, water and sewer funds, and the City's general decision-making process. City Manager Feldman addressed the Commission's concerns. Further discussions ensued focusing on the City's building permit process. Vice-Mayor McKinzie noted during 2009, 2010, and 2011 the City's building permitting process was working well. Additionally, Vice-Mayor McKinzie noted City's best interests are not being addressed when work is outsourced to third parties. He also stated he will keep monitoring the Department of Sustainable Development until it gets back to the previous success levels that occurred from 2009-2011.

Commissioner Roberts asked City Manager Feldman and City Attorney Everett to work together to come up with ordinance changes to enable the City's process to run more efficiently and smoothly in order to streamline the process and alleviate systemic issues Further discussions regarding issues on topics affecting the City's administration, addressing the reasons for attrition in City Departments where people leave for other positions, and improving the Human Resources function as it relates to hiring and the exit interview process.

It was hoped that City Manager Feldman would take today's input from the Commission and take a different policy direction and a corrective position going forward. Mayor Seiler stated it is important to know why employees are leaving the City when they do so at their choosing. Moreover, it is important to find out what the City can do to retain good employees because starting over with new employees is costly to the City.

Mayor Seiler asked City Attorney Everett, City Manager Feldman and the City's other Charter Offices to bring to the Commission ideas that will allow the City to run in a more efficient manner. Further discussions ensued on this general topic.

**Sistrunk Park Monument Unveiling**

Vice-Mayor McKinzie attended the successful unveiling ceremony of The Trailblazers of Broward County's historical monument at Sistrunk Park, located at 200 West Sistrunk Boulevard. The monument, a six-foot bronze sculpture of a Sankofa bird perched atop an elegant base with cascading water and honors Fort Lauderdale's past and pays tribute to the many pioneers who made significant contributions to the progress and advancement of the entire City and its African American community.

Mayor Seiler and Vice-Mayor McKinzie asked City Manager Feldman if there is a security camera at this location to prevent vandalism to the expensive sculpture. City Manager Feldman stated he would find out if a security camera is located at the monument.

**Police Roll-Call in the Community**

Vice-Mayor McKinzie commented on the positive aspect of police roll call in District III's community, stating it goes a long way to enhance the communities' relationships with the police department. It also builds positive community relationships similar to the results achieved when the City's Police Officers and Code Enforcement Officers attend District III's Home Owners Association meetings. As a result, there is often a timely resolution of issues because citizens can give first-hand, pertinent facts and more information directly to those responsible for addressing these issues thus allowing them to zero in on the target and address the situation.

Vice-Mayor McKinzie thanked Assistant City Manager Chris Lagerbloom and City Manager Feldman for effectively addressing Code Enforcement issues in District III stating the City is now headed down the right road to address Code Enforcement issues effectively. Vice-Mayor McKinzie also thanked the Police Department for bringing the Police Roll-Call opportunity to his attention and encouraged all those in his community to host voluntarily a Police Roll Call.

Vice-Mayor McKinzie recommended to Commissioner Trantalis he may wish to also institute a Police Roll-Call as a good way to address issues in the 13th Street area of District II. Further discussion and questions ensued on this topic.

**Department of Sustainable Development**

Vice Mayor McKinzie raised the question of where does the City go from here concerning the Department of Sustainable Development after the resignation of its Director. He encouraged the City to put the correct safeguards in place to find the right person to run this department and give it all the tools necessary to succeed.

**City Employee Picnic**

Commissioner Rogers and the Commission noted the success of the City's Employee Picnic despite the inclement weather.

**17th Street Traffic Issues**

Discussions ensued on traffic issues in the SE 17th Street area and the recommendation that traffic coming from the south (from the airport) and west (via State Road 85 and Interstate 595) accessing 17th Street to do so via the Port Everglades entrance rather than Federal Highway to assist in alleviating traffic congestion. It was suggested that this could reduce traffic by 10 to 20 percent. Further discussions ensued on the topic of security challenges at Port Everglades. Commission Rogers

encouraged the rest of the Commission members to speak with the Broward County Commissioners on this subject to achieve and prioritize this issue.

**Florida Department of Transportation (FDOT)**
Commissioner Rogers stated that FDOT was looking into installing a traffic light at the corner of SW 4th and 28th Street. He noted there will be a Public Workshop on Tuesday, April 13, 2016, from 5:00 pm – 7:00 p.m. on this topic. Currently, there is a four-way stop at this intersection. It was noted there is not much traffic during the weekend, but traffic is primarily an issue during the week at rush hour.

**Victoria Park**
Mayor Seiler commended Victoria Park for its citizens' efforts in controlling traffic safety issues during their Easter Egg Hunt Event.

**City of Hollywood Meeting**
Mayor Seiler thanked City Auditor John Herbst for joining him in a meeting with the City of Hollywood to assist in their efforts regarding understanding the importance of the role of a City Auditor.

**Tortuga Festival Event Parking**
It was noted by City Manager Feldman off-site parking for the Tortuga Festival will be the City Parking Garage with buses that will take participants within walking distance of the Tortuga Festival.

**Sun Trolley Usage During the Season**
Mayor Seiler stated his desire to encourage more use of the Sun Trolley system by making the public aware of the increased number of routes and additional vehicles in use during the season. Commissioner Rogers stated any changes need to come before the Commission for a vote and also must include a public hearing. Further discussions ensued on this topic noting the need for better ridership from year-round residents and funding issues to address as the community's transportation needs and options.

## CITY COMMISSION CONFERENCE REPORTS

### CF-1 16-0414 Central Beach Master Plan Public Improvement Projects Update

City Manager Feldman outlined the Central Beach Master Plan Public Improvement Projects' Update Report. Mayor Seiler requested City Manager Feldman put the Aquatic Center on the April 13, 2016, Workshop Agenda.

Commissioner Trantalis commented on his concern with those living on the beach and efforts to reduce the total number of parking options on the beach. He suggested the Commission move forward at the next workshop holistically identifying what the total parking facilities will be on the beach including the Las Olas Corridor. Mayor Seiler agreed and said the parking should not be reduced, and there should be additional parking. Further discussions ensued on this topic.

Abby Laughlin, 425 Bayshore Drive, addressed the Commission on the parking issue stating she could not agree more with the comments from Commissioner Trantalis regarding the need for parking at the beach. Ms. Laughlin handed out to the Commission an essay written about what has happened to the great urban design projects and stating the City is no longer building bold or courageously.

Ms. Laughlin recommended building the cost of maintenance into pricing and funding stating the lack of doing this has resulted in the current situation, specifically with regard to the facility assessment report for the Aquatic Center. She noted the fact that so much of it is due to neglect.

Ms. Laughlin also stated the issue is not just the amount of parking, but where the parking is located on the beach. There must be more parking at the Aquatic Center. Additionally, funding parking should not be an issue because parking garages provide income, and the City could "bond it out." Ms. Laughlin also stated the City should keep the parking on the A1A parking lot and revisit the original design for the Aquatic Center incorporating 345 parking spaces. Ms. Laughlin provided additional recommendations and comments to the Commission.

Count Rosenthal, 1234 NW 4th Avenue, addressed the Commission providing his concerns and ideas regarding this item and recommending the Bahia Mar developers assist and subsidize the Aquatic Center's costs and parking costs in the beach area for the City.

Paul Chittle, 200 S. Birch Road, addressed the Commission noting three items regarding the Las Olas Corridor Improvement Project: 1) the height of the parking structure at 75 feet being twice the height of the Las Olas Bridge (36 feet tall mid-span); 2) the loss of parking; 3) the logistical problem of the north parking lot when the Las Olas Bridge goes up twice an hour.

Charles King, 105 N. Victoria Park Road, addressed the Commission expressing his concerns regarding the expense of the proposed parking lot and the need for the Aquatic Center.

## OLD/NEW BUSINESS

### BUS-1 16-0419 HDR Facility Analysis - Police Department

City Manager Feldman gave a brief outline of this item regarding a new Police Department facility and HDR's Analysis. City Manager Feldman stated he would like direction from the Commission as to how to proceed on this item.

David Bostwick, a principal with HDR, addressed the Commission introducing J.P. Perez, Vice President of HDR, and stating HDR undertook a needs assessment for City Hall and the Police Headquarters in 2008. A few months ago HDR was asked to update the needs assessment for the Police Department only. HDR toured the facility, met with each department head and developed overall space needs for a new facility that would have a planned horizon date of 2035 along with the associated construction costs. The project would include the Police Headquarters and a parking deck for the staff vehicles, police vehicles, and tactical vehicles.

***A copy of HDR's presentation to the Commission is attached to these minutes.***

The Commission members' questions, comments, and discussions ensued with the representatives of HDR regarding a new Police Department facility.

**BUS-2 16-0405** Public Works Departmental Presentation

Paul Berg, the interim Public Works Director, addressed the Commission sharing information about issues the Public Works Department is responding to and planning for in the areas of sea level rise and storm water management in the City. Mr. Berg noted the Public Works Department is responsible for managing the infrastructure cylinder in the City's Strategic Plan with a goal of being a sustainable and resilient community by reducing flooding and adapting to sea level rise through efforts related to storm water management and resilience planning.

Dr. Nancy Gasman began the presentation with issues relating to the City's efforts on sea level rise.

Alan Dodd, Assistant Public Works Director for the City's Engineering Department, continued the presentation addressing items the City is doing in storm water management.

The presentation included questions, comments regarding both sea level rise and storm water management from the Commission along with comments from City Manager Feldman.

***A copy of the City's Public Works Department presentation is attached to these minutes.***

Mayor Seiler temporarily adjourned the City Commission Conference Meeting at 5:42 p.m. and reconvened the City Commission Meeting at 9:27 p.m.

## BOARDS AND COMMITTEES

**BD-1 16-0416** Board and Committee Vacancies

Please see regular agenda item R-1.

## CITY MANAGER REPORTS

None.

## ADJOURNMENT

There being no further business before the City Commission, Mayor Seiler adjourned the City Commission Conference Meeting at 9:35 p.m.

4/5/2016 CF-1
Provided by
ABBY LAUGHLIN

THE MARTIAN
7 ACADEMY AWARD NOMINATIONS
INCLUDING
BEST PICTURE
SIMON KINBERG
RIDLEY SCOTT
MICHAEL SCHAEFER
MARK HUFFAM

The New York Times http://nyti.ms/1XoHP3u

The Opinion Pages | CONTRIBUTING OP-ED WRITER

# What Happened to the Great Urban Design Projects?

Allison Arieff FEB. 12, 2016

*On any given day, painters are repainting some part of the [Golden Gate] bridge. They use 10,000 gallons of paint a year. It is crazy that people repaint a bridge all year ... The Golden Gate Bridge, which is orange, is the best-known and best-loved bridge in the world. It is best known because it is bold and courageous and unusual and even strange. It is best loved because it is bold and courageous and unusual and even strange.*

— Dave Eggers, "This Bridge Will Not Be Gray"

This new book, a collaboration between Eggers and the artist Tucker Nichols, who created the deceptively simple paper cutout illustrations, is a love letter to infrastructure. Eggers's proclamation that the Golden Gate is beloved because it's outrageous and weird may fly in the face of just about everyone's attitude about infrastructure, but it also gets at exactly what we should be feeling about bridges and tunnels.

Awe.

American infrastructure is deferred home maintenance on a massive scale. We just keep putting it off until something major — and often

catastrophic — happens, and then it ends up costing twice as much as it would have had we taken care of it proactively. This is a bad strategy — yet it's the strategy that seems to define United States infrastructure.

There is no awe. There are issues of structural integrity. There are mind-blowing cost overruns. Accidents. Sinkholes. Problems with bolts.

The first design proposed for the Golden Gate was, writes Eggers, "the strangest, most awkward and plain old ugly bridge anyone had every seen ... people compared it to an upside-down rat trap." (Here is what it looked like.) The public demanded something better — and they got it.

A century later, we've lost our collective faith in the power of great projects like the Golden Gate, not to mention our trust in the government to fix a pothole on time and on budget, let alone create an inspiring bridge. How can we restore that faith in possibility?

Let's take some inspiration from Atlanta — yes, Atlanta! — which is putting the finishing touches on the Atlanta BeltLine, one of the largest, most wide-ranging urban redevelopment programs currently underway in the United States.

The BeltLine is a 22-mile loop of old railroads encircling downtown Atlanta that connects 45 neighborhoods. The project repurposes this historic rail corridor as a new transit greenway, featuring streetcars that connect to existing rail and 11 miles and counting of trails for running, walking and biking. Mostly underutilized industrial properties surround it. These are now becoming perfect sites for new mixed-use, dense projects, including 5,600 units of affordable housing.

The Atlanta BeltLine began as a master's thesis project. (I don't know about you, but my master's thesis project is in a cardboard box in the garage.)

Ryan Gravel, a designer and planner, graduated from Georgia Tech in 1999 and went to work at an architecture firm that was involved in urban development and master plan projects. He brought his thesis project up at a meeting, and to his surprise, his co-workers were intrigued. "The more people

we talked to, the more people wanted to talk about it," he says. By the summer of 2001, when Cathy Woolard, who was then the chair of the City Council's Transportation Committee took interest, others got onboard.

Ryan and his expanding group of partners were able to develop an unprecedented community-oriented grass-roots movement around the project, which got the attention of other elected officials, regional planners and developers. With their support, the project took on a life of its own, expanding beyond transit, trail and economic development to include new parks, affordable housing, an arboretum and more. This further empowered political leadership, who then enabled the creation of a tax increment finance district in 2005 and a new agency assigned to build it.

The timing and politics were right. Atlanta, which had been losing population until the 1990s, was growing faster than any of the suburban neighborhoods. "People saw the change coming, saw new apartments coming, saw it was bringing a better economy to the city, so they were excited about the project," says Gravel. "The BeltLine became the tool for that change. It would help protect quality of life in the face of growth. In the south or west, where there was nothing new, this was a great new source of investment.

"BeltLine was a compelling vision," he continues. "It wasn't just a trail, wasn't just a transit line. It was a catalyst. Everybody could be part of it. It tapped into the ambition that the city had for itself, that it could be a great city."

This level of enthusiasm seemed utterly foreign to me, living as I do in the Bay Area, which is having trouble coming to any agreement on how to manage growth and address change (and the success or failure of that growth has a lot to do with investing in not just new, but the right, infrastructure). Nimbyism and dissent are ascendant. Gravel's description of working together toward a common goal was enviable — so full of awe, so short on arguing.

I described "This Bridge Will Not Be Gray" to him, emphasizing Eggers's observations about infrastructure needing to be bold and courageous and how that certainly wasn't how infrastructure was being conceived of today. We

agreed that needs to change, something he understands deeply — he just wrote a book on it: "Where We Want to Live: Reclaiming Infrastructure for a New Generation of Cities," in which he makes a passionate case for infrastructure as catalyst, arguing that our collective imaginations and energy can transform the places we live in.

"It's an added layer of beauty to the BeltLine that it is built on railroad," Gravel says. "Atlanta is a railroad town, it's why it exists. It's a loop, it ties people together across divides and there's something beautiful about it."

Yet engineers, planners and policy makers tend to focus on wonky stuff like percentage of parkland per person. They're awash in acronyms like V.M.T. (vehicle miles traveled), too reliant on planning terms like modeshare that don't resonate with the general public. These things may be useful in measuring the metrics of a city, but they sure don't get to the reasons people want to live there. You don't move to one city because it has 35 percent more parkland per person than another city. You move there because you fall in love with it, or with someone there, or you get a job there, or your family is from there. We need to address metrics, but the bigger goal is to make cities that we love.

Los Angeles, a seemingly even more unlikely candidate to bring awe to infrastructure, is nevertheless doing it, with a dazzlingly ambitious transportation plan (the city's mayor, Eric Garcetti, has even publicly crooned for road improvements), and also by rediscovering the long-neglected (and abused, frankly) river it was built around. Now, the once largely paved-over 51-mile L.A. River, like the BeltLine, has taken on this mantle of the future again.

Elon Musk's fanciful Hyperloop may never be built, but let's give him credit for capturing our collective imaginations. (For a look at other examples of bold, courageous and unusual infrastructure that do, see the slide show.) We can take a lesson from Musk and from Gravel, too, that infrastructure shouldn't be viewed as an obstacle or a headache but something to behold. That it's part of something bigger. "People don't love the physical thing of the BeltLine," says Gravel. "They love that it's changing the city. It allows us to

look beyond the shortcomings of the city and look ahead to the future and be excited about that."

In an age of cost overruns, project delays, safety risks and the other, seemingly infinite obstacles to infrastructure, this all might sound awfully reductive, even naïve. But keeping our eye on what's possible is certainly as important as fixating on what isn't.

A writer on architecture and design and a contributing opinion writer.

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# City of Fort Lauderdale

## New Police Headquarters

HDR

CAM 16-0419
Exhibit 4
Page 2 of 21

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# AGENDA

Existing Conditions

Current & Future Needs

Cost

# EXISTING CONDITIONS

- Headquarters constructed in 1958 (58 years old)
- Functionally obsolete
  - Space needs exceed current 85,000 GSF
  - O&M is expensive
- Does not meet current standards & practice for police facilities
- Current conditions negatively affect staff work practice and efficiencies
- Physically the building is too old and equipment is original
  - Elevators do not meet current code
  - Bathrooms do not comply with ADA
- Renovation & Continued investment is not financially prudent.
- Current building does not allow for the department to meet future population growth needs
  - 19.3% growth by 2035

# CURRENT VS. FUTURE NEEDS (BUILDING)

| | Departmental Gross Square Feet | | | |
|---|---|---|---|---|
| Existing | Existing | Current Need | Future Need | |
| Office of the Chief | | 8,587 | 10,817 | |
| Support Services | | 57,144 | 61,571 | |
| Investigative Bureau | | 15,697 | 20,734 | |
| Operations Bureau | | 16,166 | 19,992 | |
| Building Support Spaces | | 36,675 | 39,988 | |
| Sub Total | 85,000 | 134,269 | 153,102 | |
| Bldg Gross Factor | | 1.10 | 1.10 | |
| TOTAL | | 147,696 | 168,412 | |
| | | | | |
| | | | | |
| Note: Building Gross Factor includes space for circulation, partitions etc. | | | | |

# CURRENT VS. FUTURE NEEDS (PARKING)

| | Parking Needs (Sqaure Feet) | | | |
|---|---|---|---|---|
| | | Current Need | Future Need | |
| Support Vehicles | | 26,606 | 29,184 | |
| Specal Vehicles | | 26,272 | 35,342 | |
| Passenger Vehicles | | 231,000 | 308,000 | |
| Sub Total | | 283,878 | 372,526 | |
| Bldg Gross Factor | | 1.05 | 1.05 | |
| TOTAL | | 298,072 | 391,152 | |
| | | | | |
| | | | | |
| Note: Building Gross Factor includes space for circulation, stairs , exterior envelope | | | | |

# PRELIMINARY COST

| Preliminary Cost Estimate | | | |
|---|---|---|---|
| | | | |
| Construction Cost | | $ 69,088,244 | |
| | Building | | $ 51,428,984 |
| Parking Structure | | | $ 17,659,260 |
| | | | |
| Design Service Fee(8.3%) | | $ 5,726,661 | |
| | | | |
| Furniture, Fixtures & Equipment | | $ 6,000,000 | |
| | | $ 80,814,905 | |
| | | | |

# COMMENTS/QUESTIONS

- Slides beyond this point not used

# ENFORCEMENT

We work to drive innovation that helps fulfill economic, environmental and social development.

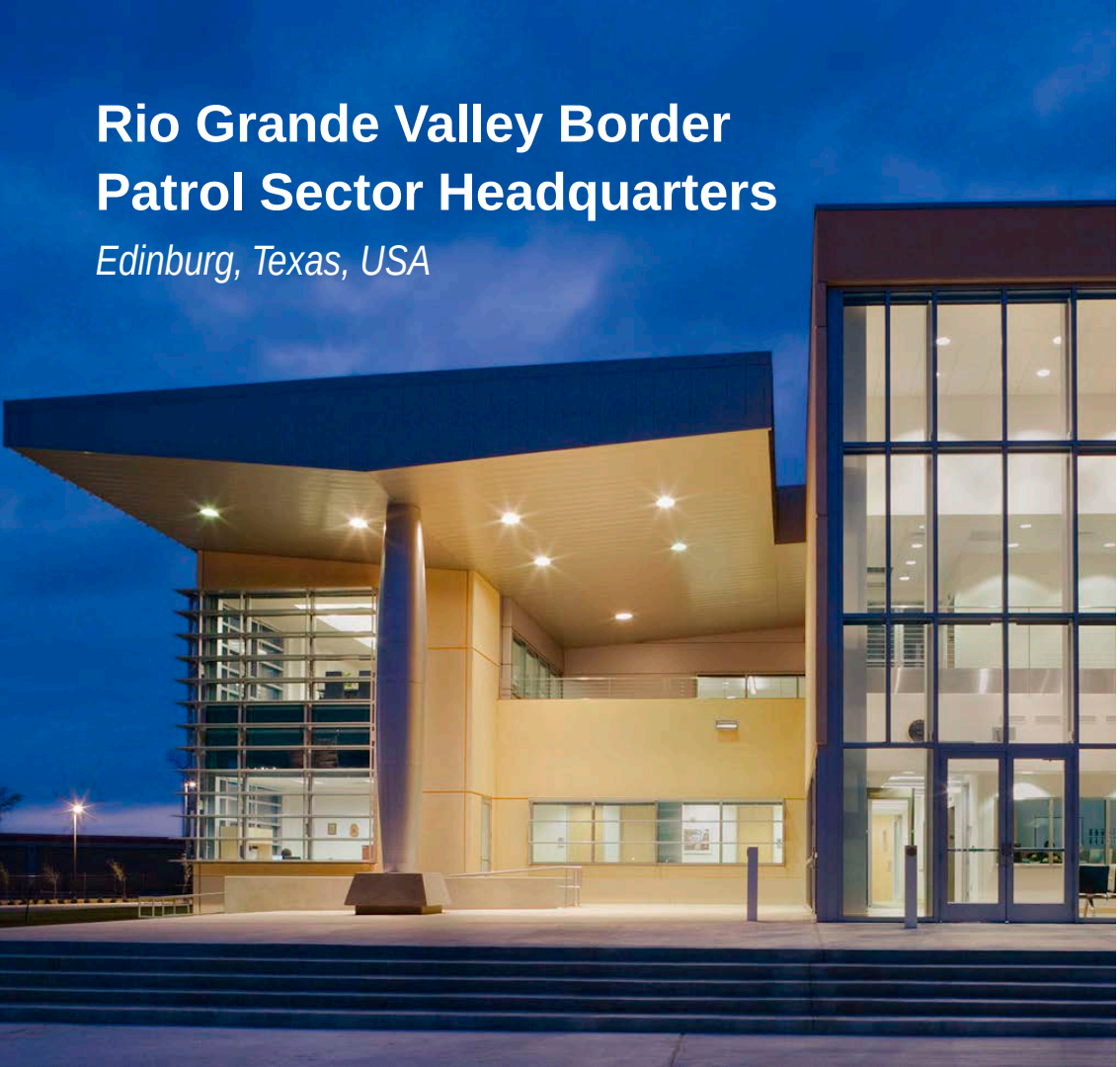
LEE COUNTY

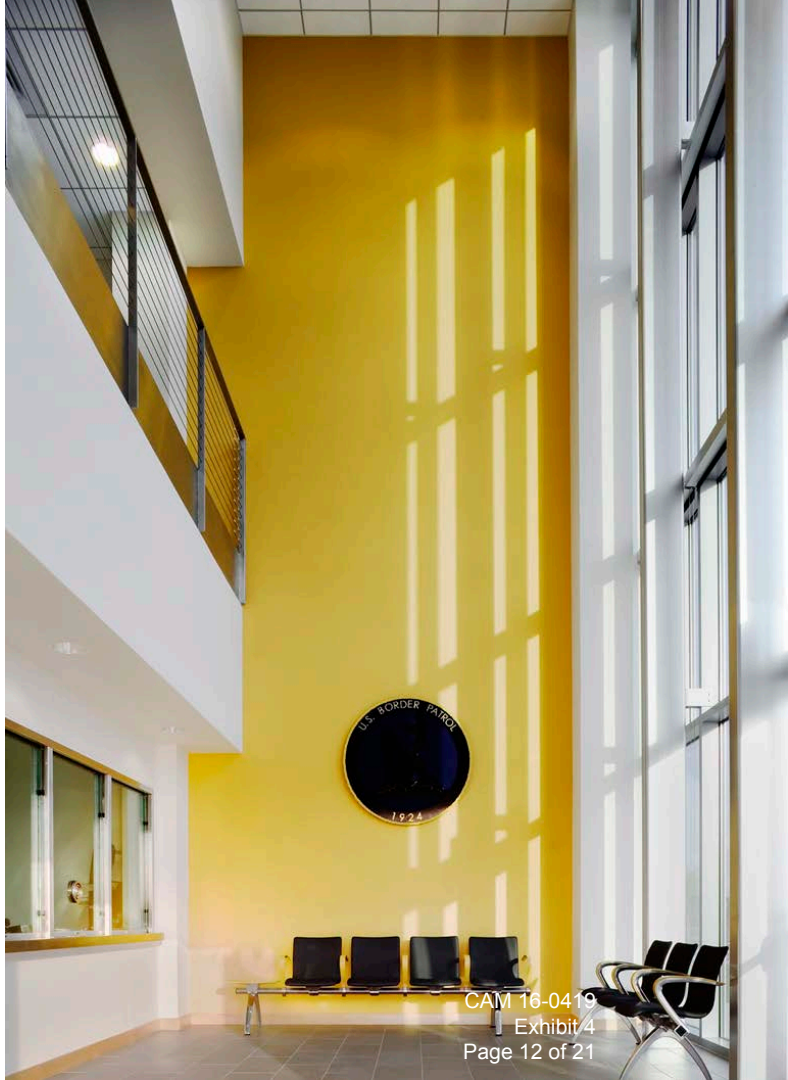
# T.K. Davis Detention Center Expansion

*Opelika, Alabama, USA*

# Rio Grande Valley Border Patrol Sector Headquarters

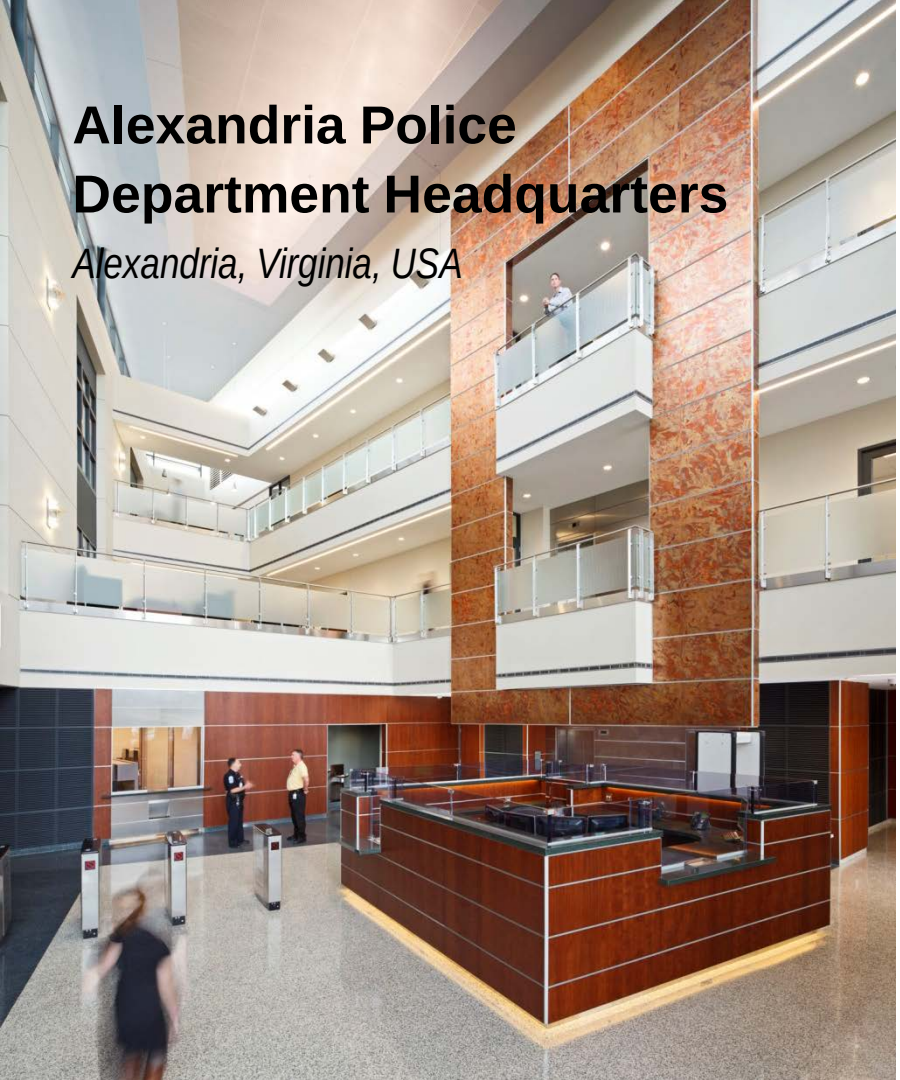
*Edinburg, Texas, USA*





# Alexandria Police Department Headquarters

*Alexandria, Virginia, USA*



# Palm Desert Sheriff's Station

*Riverside, California, USA*

# Ajo Border Patrol Station

*Why, Arizona, USA*

# SECURITY & INTELLIGENCE

The art of creating a safe and secure facility begins by examining and identifying tiers or layers of security.

# Communications Security Establishment Canada (CSEC) Long-Term Accommodation Project

*Ottawa, Ontario, Canada*

## Tucson Border Patrol Sector Headquarters

# Intelligence and Operations Coordination Center

*Tucson, Arizona, USA*

# USSTRATCOM Command and Control Facility

*Offutt AFB, Omaha, Nebraska, USA*

DEPARTMENT OF DEFENSE

# Pentagon Military Command Centers

*Arlington, Virginia, USA*

# Eagle Pass Border Patrol Station

*Eagle Pass, Texas, USA*

# PUBLIC WORKS DEPARTMENT

## April 5, 2016

WE BUILD COMMUNITY

CITY OF FORT LAUDERDALE

PUBLIC WORKS DEPARTMENT

# In City's Infrastructure Cylinder, we have a goal to be a Sustainable and Resilient Community

INFRASTRUCTURE

## We do this, in part, by:

- Reducing flooding and adapting to sea level rise through multiple efforts related to stormwater management and resilience planning

# Sea Level and King Tides in the Venice of America

# Strategic Connections

WE ARE
FORT LAUDERDALE,
A COMMUNITY
OF CHOICE, THE
CITY YOU NEVER
WANT TO LEAVE.

**GOAL 2: Be a sustainable and resilient community.**

**FY 2016 Commission Priority Initiatives:**

- Stormwater Management Plan $CIP
- Wastewater Infiltration and Inflow $CIP

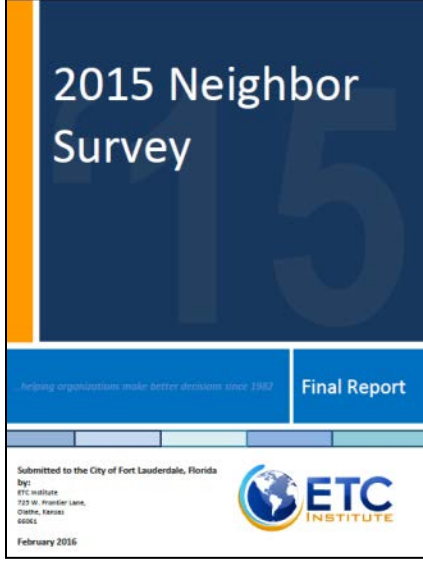
**GOAL 7: Be a well-positioned City within the global economic and tourism markets of the South Florida region, leveraging our airports, port, and rail connections.**

**FY 2016 Commission Priority Initiatives:**

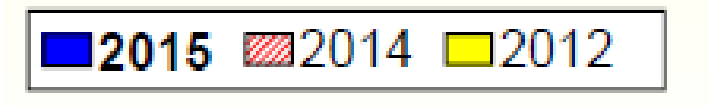
» Beach Renourishment (Vision Idea #383)

- Beach Community Redevelopment Area $CIP

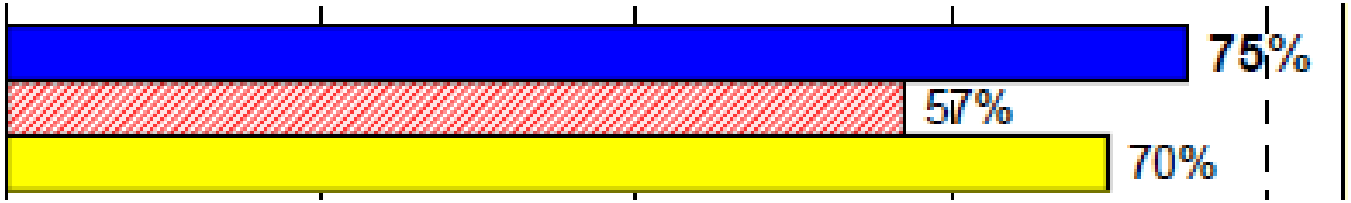
# Neighbor Survey



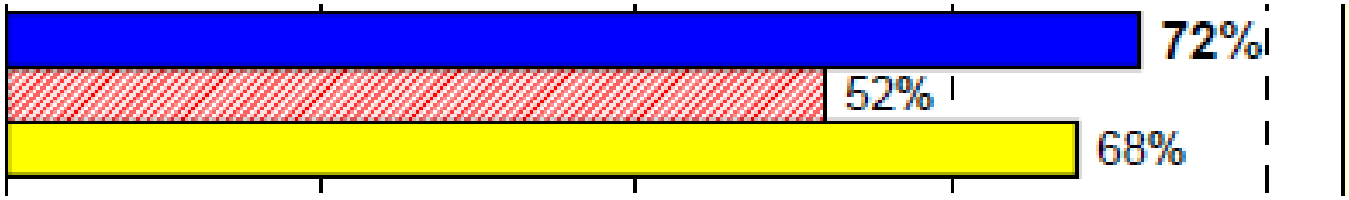

## Level of Agreement with Various Aspects of Sustainability - 2012 to 2015



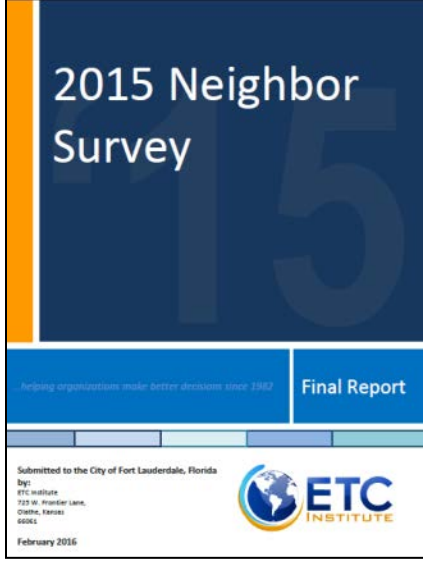

**I have observed coastal water level increases**




**I have observed increased flooding**



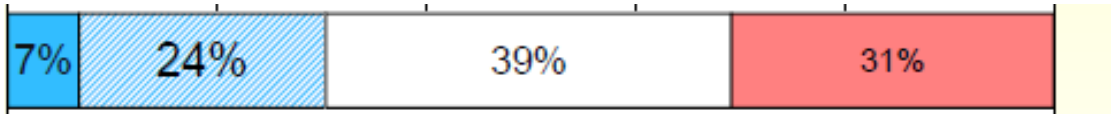
# Neighbor Survey



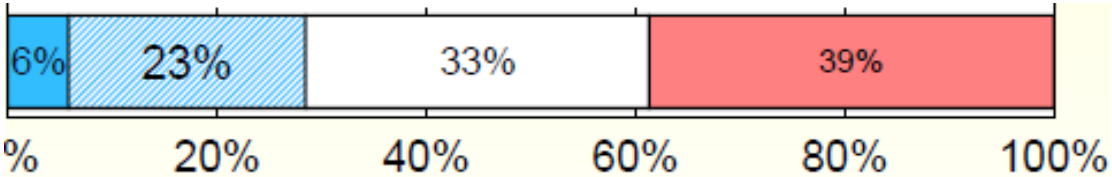

Q22. Satisfaction with Water, Wastewater, Waterways, Flooding, and Sanitation

by percentage of respondents (excluding "don't know")

**Prevention of tidal-related flooding**

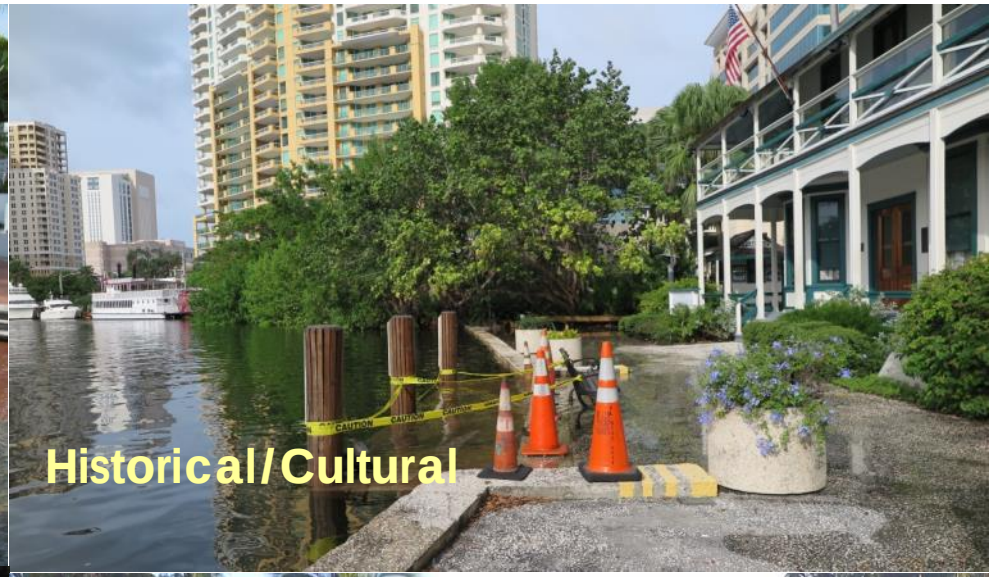


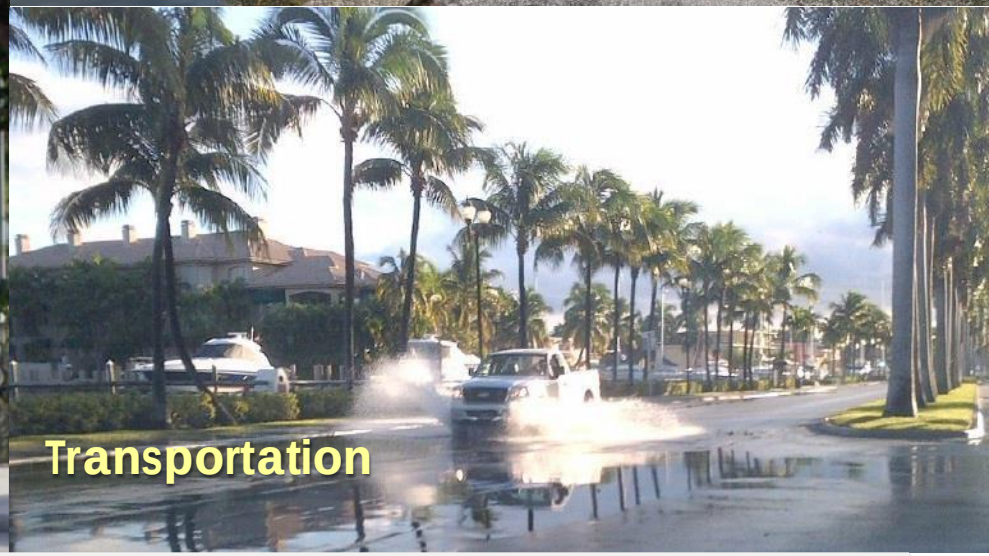

**Prevention of storm water-related flooding**



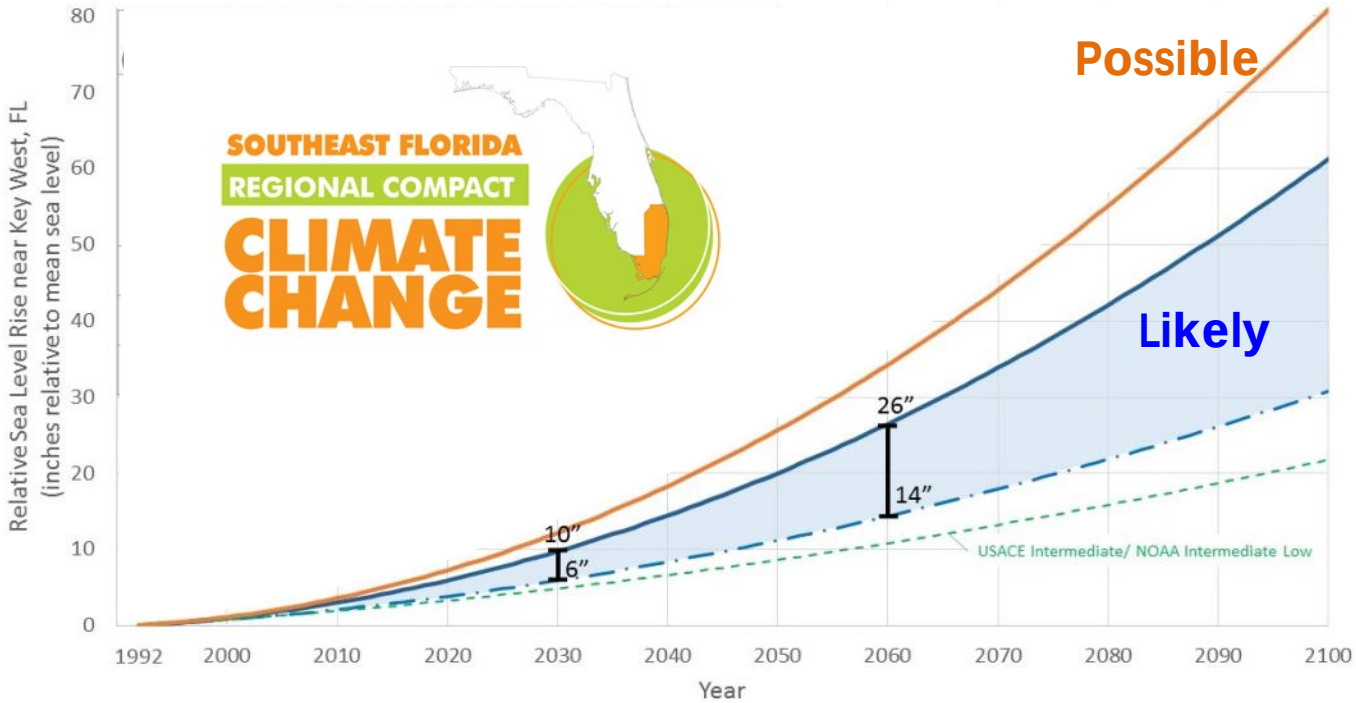

Very Satisfied (5) | Satisfied (4) | Neutral (3) | Dissatisfied (2,1)

# Sea Level Rise Impacts: Tidal Flooding





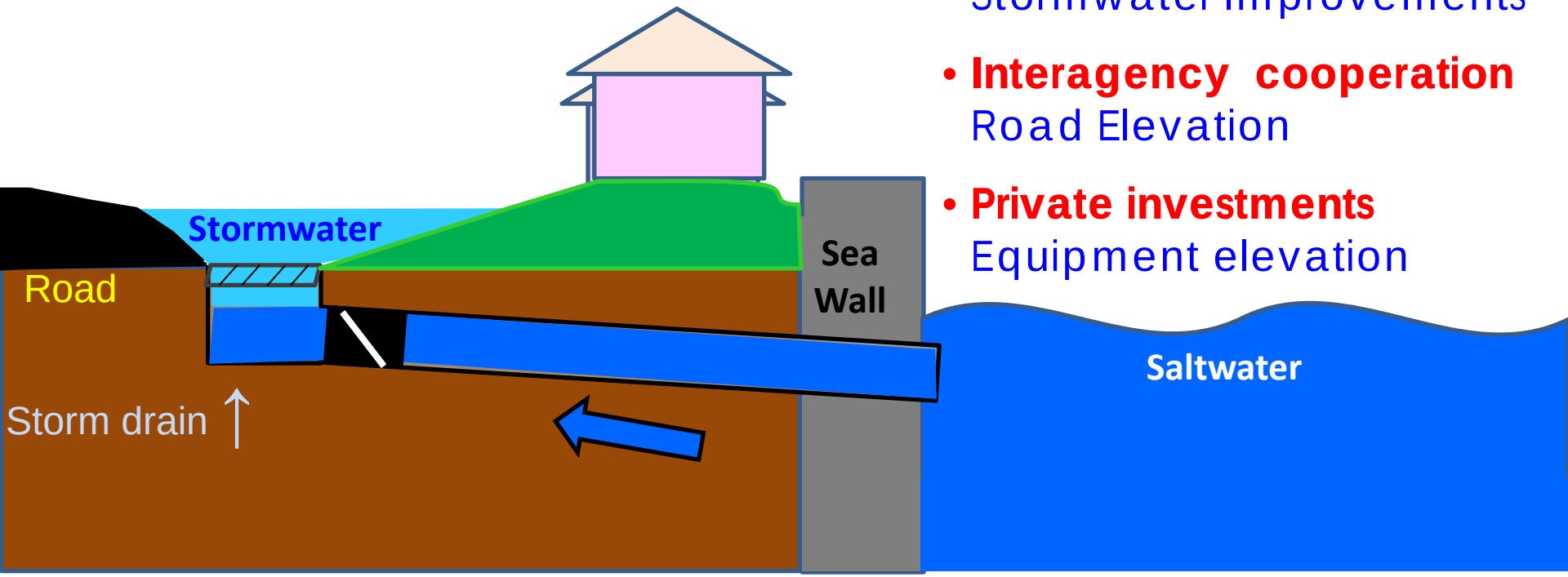
# 2015 Unified Sea Level Rise (SLR) Projection for SE Florida




- 3" SLR since 1992
- 2030: 6-10" SLR
- 2060: 14-26"
- Orange line for long term projects with low risk tolerance (2060: 34")

# Comprehensive and Varied Approach

- **Policy**
  Adaptation Action Areas
- **Regulations**
  Floor Elevation, Seawalls
- **Infrastructure**
  Stormwater Improvements
- **Interagency cooperation**
  Road Elevation
- **Private investments**
  Equipment elevation



# Becoming a Resilient Community Requires:

- Adequate resources and a comprehensive, incremental approach
- Traditional and emerging technologies
- Interagency cooperation
- Continuous Neighbor awareness and engagement

# Stormwater Management

## Storm and Tidal Flooding Challenges:

- High groundwater table
- Low-lying residential streets
- Sea level rise
- Low and deteriorating seawalls
- Aging infrastructure
- Absence of stormwater infrastructure
- Lack of green space

# Improvement Features

BIOSWALES

RECHARGE DRAINAGE WELL

EXFILTRATION TRENCH

TIDAL CONTROL VALVES

PERVIOUS PAVERS & PAVEDRAIN

SEAWALL REPAIRS & UPGRADES

STORMWATER PRESERVES

PUMPING STATIONS

# Stormwater Master Plan

A three phased approach to address stormwater and tidal flooding:

**Phase I**: 37 local projects

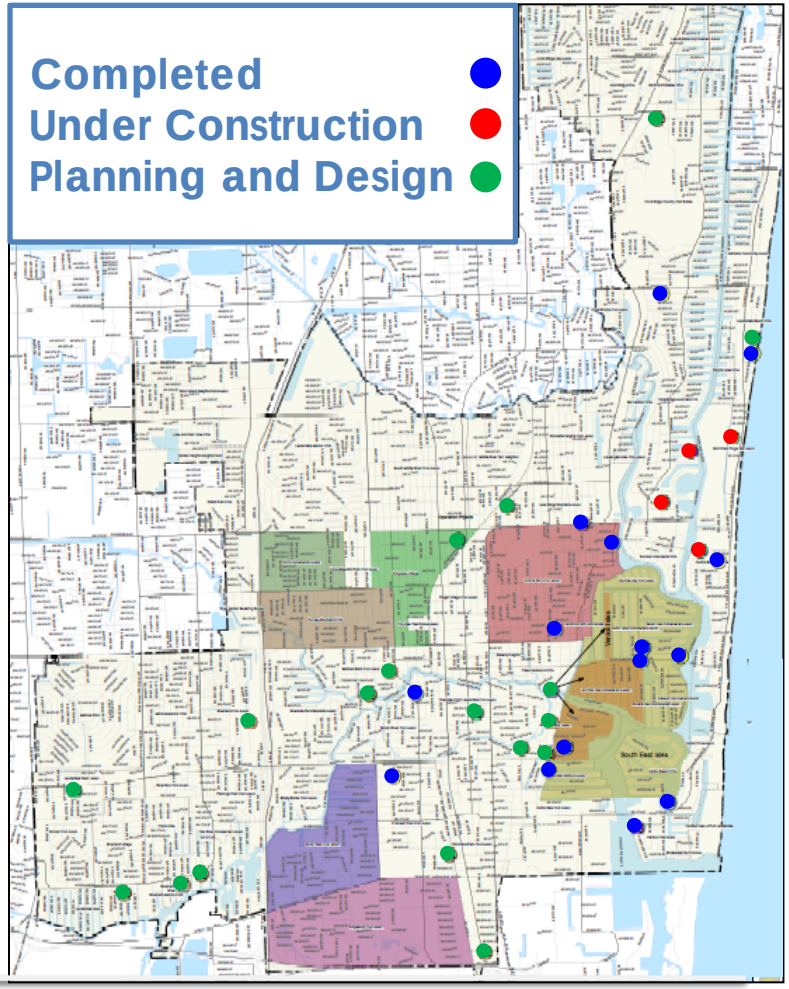
**Phase 2**: Seven neighborhoods with insufficient infrastructure

**Phase 3:** Citywide long term solutions to sea level/level of service using comprehensive modeling

# Stormwater Master Plan
# Phase 1

**PHASE I:** Design and construction of 37 localized stormwater projects:

- Previously Completed: 11 Projects
- Projects Completed FY2016 **($260,000)**
  - *1000 North East 17th Way*
  - *Rio Vista Hemmingway Landing, South East 11th Court at Cordova Road*
  - *Del Mar Street at South East 23 Avenue*
  - *2100 South East 18th Street*
- Projects Under Construction **($1,023,000)**
  - *2771 North East 15th Street*
  - *3301 North East 16th Street*
  - *777 Bayshore Drive*
  - *2625 NE 11th Court*
- 18 Projects in Planning & Design
  - *FY2016: 4* • *FY2017: 5* • *FY2018: 5* • *FY2019: 4*

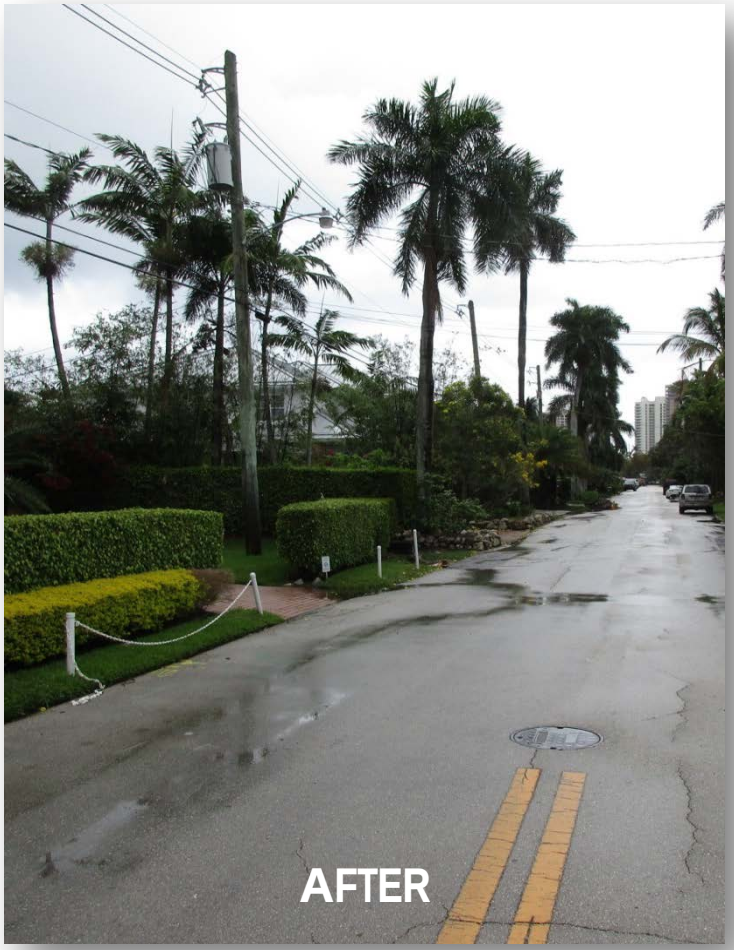



PUBLIC WORKS DEPARTMENT

# 1000 North East 17th Way

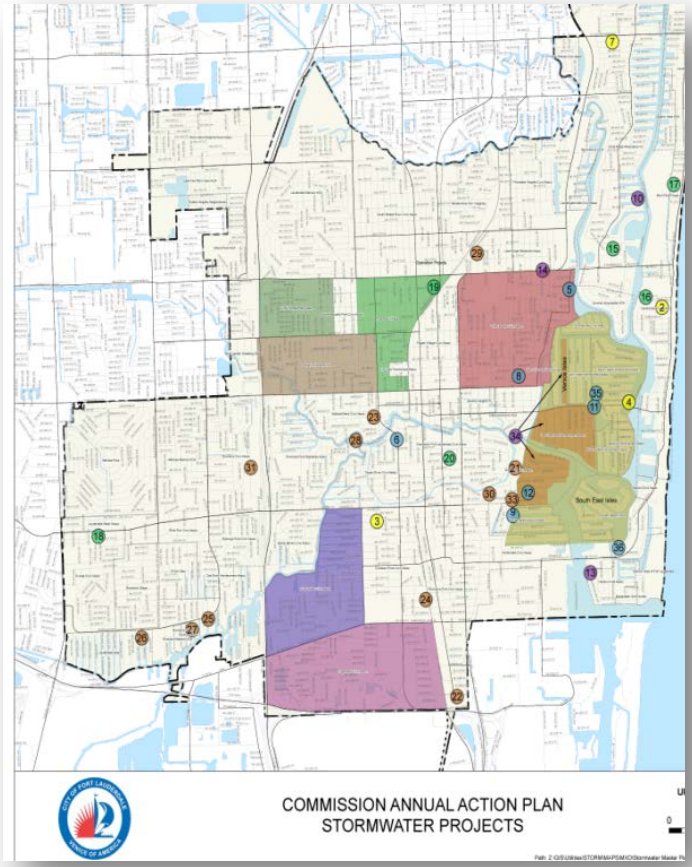
# Rio Vista Hemmingway Landing, South East 11th Court at Cordova Road

# Del Mar Street at South East 23 Avenue



# Stormwater Master Plan
# Phase 2

- **Hydrologic/Hydraulic Model of the City**
  - Database of stormwater infrastructure
  - **Lidar** topographic survey of the City
- **Updated and Revised Engineering Stormwater Details and Specifications**
- **Final Engineering Construction Plans for Phase II Projects in Seven Neighborhoods**
- **Construction Cost Estimates for Bonding Purposes**
- **Asset Management Software**
- **Stormwater Rate Structure Proposal**



# PUBLIC WORKS WEEK

## May 15-21, 2016