

City of Fort Lauderdale

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



Meeting Minutes

Tuesday, August 20, 2019

1:30 PM

City Commission Conference Room

City Commission Conference Meeting

FORT LAUDERDALE CITY COMMISSION

DEAN J. TRANTALIS Mayor

ROBERT L. McKINZIE Vice Mayor - Commissioner - District III

HEATHER MORAITIS Commissioner - District I

STEVEN GLASSMAN Commissioner - District II

BEN SORENSEN Commissioner - District IV

CHRIS LAGERBLOOM, City Manager

JOHN HERBST, City Auditor

JEFFREY A. MODARELLI, City Clerk

ALAIN E. BOILEAU, City Attorney

CALL TO ORDER

Mayor Trantalis called the meeting to order at 1:40 p.m.

QUORUM ESTABLISHED

Also Present: City Manager Chris Lagerbloom, City Clerk Jeffrey A. Modarelli, City Attorney Alain E. Boileau, City Auditor John Herbst and Sergeant at Arms Luan Malushi

[19-0725](#)

Communications to the City Commission - (Commission Districts 1, 2, 3 and 4)

**LauderTrail Working Group (*LauderTrail*)
August 9, 2019**

A copy of this communication is attached to these minutes.

City Manager Lagerbloom explained that this communication recommends the *LauderTrail Working Group* and *Mockingbird Trail Working Group (Group)* work as one combined project. Commission members concurred. It was confirmed that *wayfinding signage* and the *Rails-to-Trails* goals would be included within the scope of work for the *Group*.

Mauricio Hernandez, Planner II - Transportation and Mobility Department, confirmed ongoing work with the *Group*. Results of these efforts would be presented to the Commission at the September Commission Conference Meeting. He confirmed meetings with Florida East Coast Railroad (FEC) and the *Group*, noting its large amount of synergy. Mr. Hernandez discussed items and recommendations that would be presented at an upcoming Commission meeting, confirming that Commission input would be requested at that time.

In response to Vice Mayor McKinzie's question, Mr. Hernandez confirmed *wayfinding signage* would be included in the September Commission presentation. Further comment and discussion ensued on conversations regarding utilizing a public/private partnership (P3). Mr. Hernandez discussed an example of a P3 partnership with a non-profit organization for this type of project in the City of Indianapolis. Further discussion ensued on ensuring that the Uptown area and *Rails-to-Trails* are included in these efforts.

Mr. Hernandez discussed details related to comments from FEC regarding where greenways could be added. Vice Mayor McKinzie expounded on this topic, requesting Mr. Hernandez include all topics discussed in the upcoming presentation. Mr. Hernandez confirmed, commenting on details regarding FEC and proposed greenways.

Commissioner Sorensen discussed the importance of exploring the trails having a pathway for pedestrians and bicycles to cross the New River. Discussions ensued on ways to address this need. City Manager Lagerbloom discussed the request to reopen the State's Study on a Pedestrian Crossing across the New River. Further comment and discussion ensued.

City Manager Lagerbloom suggested moving forward and requesting the State reopen its Project Development and Environment (PD&E) Study to narrowly explore the possibility of a pedestrian crossing adjacent to an existing bridge over the New River for pedestrian, bicycle and scooter use. Further comment and discussion ensued. City Manager Lagerbloom requested permission to approach the State to explore this suggestion. Mayor Trantalis confirmed. Further comment ensued.

CITY MANAGER REPORTS

City Manager Lagerbloom gave a summary update regarding the circumstances involved in a recent water-related event, expounding on details. The breach located near Fort Lauderdale Executive Airport (FXE) has been repaired and water service has been restored.

In response to Commissioner Sorensen's question regarding the timeline of ongoing mapping, Paul Berg, Public Works Director, explained details regarding wastewater infrastructure mapping and funding, which is anticipated to be completed in September 2020. Additional mapping will take longer and will require additional funding.

Vice Mayor McKinzie commented on the need to be proactive when notifying the public, i.e., having a prepared public statement. He expounded on recommendations.

In response to Vice Mayor McKinzie's request, Mr. Berg explained details related to mapping challenges when managing infrastructure assets. Mapping the entire system is expected to be a 2 to 3-year process. Once completed, addressing these types of events can be resolved more efficiently.

In response to Mayor Trantalis, Mr. Berg confirmed that ongoing public

works efforts include bringing online new technology that would provide an alert system to identify infrastructure needs, expounding on related details.

Vice Mayor McKinzie commented on the current process, two recent water events and past practices. He discussed the need for improved public communications, citing examples. Further comment and discussion ensued.

In response to Commissioner Moraitis' question, City Attorney Alain Boileau confirmed that a Declaration of an Emergency does not suspend Sunshine Law regulations regarding the discussion of City business, expounding on details. Further comment and discussion ensued.

Vice Mayor McKinzie confirmed the responsibility of the Office of City Manager, the Police Department and Fire-Rescue Departments when responding to a Declared Emergency. City Manager Lagerbloom recommended having a presentation from Chaz Adams, Manager of Strategic Communications, at a September 2019 Conference Meeting to establish a protocol for crisis communications.

Mayor Trantalis gave a brief overview of the response to this recent water event. Further comment and discussion ensued on the protocol for Emergency Management, operational response communications and automated phone calls to residents.

City Manager Lagerbloom confirmed he was out of the country during this emergency event. In response to Commissioner Sorensen's concerns, Interim Assistant City Manager Rhonda Mae Kerr confirmed that the automated phone call message would have been approved by the Assistant City Manager on duty at the Emergency Operations Center. Ms. Kerr explained the rationale behind the automated call sent to residents to proactively address the situation. Further comment and discussion ensued. Ms. Kerr noted that follow-up communications should have been sent to members of the Commission. It was confirmed that residents can sign-up for Code Red notifications on the City's website and can make a selection regarding how to be notified, i.e., via email, phone call, or text.

City Attorney Boileau offered to update the Commission on the status of his recent water event investigation. Mayor Trantalis commented on concerns regarding sharing information and unresolved legal matters. Further comment ensued.

City Manager Lagerbloom updated the Commission on the water event in the Las Olas Boulevard area. He expounded on details related to determining the cause, water testing and the methodology for flushing the system post repair. Further comment and discussion ensued.

Commissioner Moraitis asked about budgeting for Staff to test aspects of underground infrastructure, i.e., valves, as done in the past. Mr. Berg confirmed that before the recession, crews performed these types of maintenance activities on the water and sewer systems, expounding on details. He established the need to reinstitute these practices. City Manager Lagerbloom confirmed the ongoing work to develop a utility action plan which would be presented to the Commission on October 1, 2019, expounding on details.

CITY COMMISSION REPORTS

Members of the Commission announced recent and upcoming events and matters of interest.

Commissioner Moraitis commented on working with EDSA on the landscaping design for the City portion of the Lockhart Stadium Site (Site). She confirmed that EDSA is designing the Inter-Miami portion of the Site. Commissioner Moraitis recommended the City utilize Inter-Miami's architects and builders for designing and building the Community Center structure. She explained that using the same architects and builders would create synergy, expounding on details and citing examples. Further comment and discussion ensued on the Parks Bond funding to be used for the Site, proper procedures and having a separate agreement for building the Community Center.

City Attorney Boileau confirmed this could be done should the Commission decide it is in the best interest of the public, expounding the procedure and related details. He confirmed there would be separate agreements for the architectural design and building of the Community Center. Further comment and discussion ensued on input from the community and moving forward with the design and construction of the Community Center in an expeditious manner.

Mayor Trantalis suggested having a skateboard facility on the City's portion of the Site. Further comment and discussion ensued. Commissioner Moraitis confirmed there is room for a skateboard facility on the Site. Vice Mayor McKinzie commented on other municipal amenities that include bandshells and related opportunities. Further comment and discussion ensued on incorporating these amenities into the Site. Commissioner Moraitis confirmed that this topic would be

presented at the next Commission Meeting.

Commissioner Glassman said that he and Broward County Commissioner Lamar Fisher became ex officio Board Members of Bonnet House. Commissioner Glassman noted that Northside Elementary School improved its score to a "C". He requested that the 2020 Commission Calendar be done as quickly as possible, explaining related details.

Commissioner Sorensen requested revisiting the Commission Goal Setting Session, questioning the need for an outside facilitator. Vice Mayor McKinzie concurred with Commissioner Sorensen, expounding on details. City Manager Lagerbloom confirmed the ability of Staff to provide the Goal Setting Session materials and input previously done by the contracted facilitator.

Mayor Trantalis suggested having a one-day Goal Setting Session by consolidating the format. City Manager Lagerbloom confirmed the Goal Setting Session could be held in one day. He requested that the Commission hold the two currently scheduled dates and he would advise.

Commissioner Glassman asked if any pet shops in the City sell iguanas. He commented on the involvement of local wildlife organizations related to this topic. City Manager Lagerbloom confirmed he would research and provide an update.

Commissioner Glassman requested a status update regarding input from The Corradino Group (Corradino) to enable the Las Olas Mobility Working Group to move forward expeditiously. City Manager Lagerbloom confirmed ongoing work with Corradino. Costs related to the scope of work are being addressed. He expounded on related details. Discussion ensued on the next Las Olas Mobility Working Group meeting. Commissioner Glassman noted efforts to coordinate the next meeting with the involvement of Corradino. City Manager Lagerbloom confirmed a recommendation or decision would coincide with the September 3, 2019 Budget Meeting.

Vice Mayor McKinzie commented on Board appointments and representation. Discussions ensued on the decision to have two Board member appointees per District Commissioner and the Mayor having one appointee. Further comment and discussion ensued.

Vice Mayor McKinzie commented on the poor condition of the City-owned building on Northwest 7th Avenue occupied by the U.S. Post

Office and the need for improved maintenance, expounding on details. He requested City Manager Lagerbloom address this situation.

Vice Mayor McKinzie requested a detailed analysis related to health care costs and funding. He asked for a full understanding of costs to administer the health plan. City Manager Lagerbloom commented on the allocations. Vice Mayor McKinzie commented on the financial burden on employees to ensure family health care coverage. Further comment and discussion ensued.

Vice Mayor McKinzie confirmed that all scheduling requests related to his calendar should go through his assistant. Further comment and discussion ensued. He commented on a specific request related to social media. Vice Mayor McKinzie commented on 8th-floor office operations. Further comment and discussion ensued.

Commissioner Sorensen commented on the recent removal of old-growth trees in Riverside Park, details regarding strengthening the related tree Ordinance and the possible need for greater protection. He requested Staff present suggestions and recommendations to the Commission. City Manager Lagerbloom gave an overview of the current tree Ordinance, what is allowed and what is not addressed, expounding on details and possible modifications. Further comment and discussion ensued on previous similar situations.

Vice Mayor McKinzie commented on Board members, including those who are on Quasi-Judicial Boards, communicating with Staff, expounding on details and concerns. Further comment and discussion ensued.

Mayor Trantalis discussed working with developers to address workforce housing needs and recent State legislation impacting these opportunities. He discussed changing the current unlimited building height allowed in the downtown regional activity center (RAC) and allowing developers to purchase increased height to address workforce housing needs.

Mayor Trantalis commented on the previous \$50,000 donation offered from the Citgo Petroleum Corporation and its mandated use for emergency or disaster services. It was confirmed that there is no interest in pursuing this grant, and this topic would be tabled. In response to Vice Mayor McKinzie's question, Mayor Trantalis explained details. Further comment and discussion ensued.

Mayor Trantalis commented on the recent court decision regarding

allowing The Gun Show on City-owned properties. He asked members of the Commission about any desire to extend the prohibition of carrying firearms on any City property. Comment and discussion ensued. City Attorney Boileau reviewed and commented on past policy regarding carrying firearms at City Hall, expounding on details regarding rights as proprietors of City buildings.

In response to Mayor Trantalis' request, City Attorney Boileau confirmed that he would bring forward a Commission item addressing firearms at City-owned properties. Further comment and discussion ensued. Commissioner Moraitis commented on her position in opposition. Vice Mayor McKinzie commented on the need to keep parks safe and associated challenges.

OLD/NEW BUSINESS

BUS-1 [19-0665](#)

Uptown Urban Village Master Plan and Form Based Code
Presentation - (Commission Districts 1, 2, 3 and 4)

Anthony Fajardo, Director of the Department of Sustainable Development, and Jim Hetzel, Principal Urban Planner - Department of Sustainable Development, spoke briefly. Discussions ensued on moving this item to the next Commission Meeting. Commissioner Moraitis commented on her perspective on this item. It was confirmed that this item would be heard at the next Commission Conference Meeting.

BUS-2 [19-0640](#)

Breakers Avenue Streetscape Update - (Commission District 2)

Catherine Prince, Planner II - Department of Transportation and Mobility, gave a presentation entitled *Breakers Avenue Streetscape Project Update*.

A copy of the presentation is attached to these minutes.

Ms. Prince introduced the design team, Victor Dover of Dover, Kohl & Partners and Betsy Jeffers of T.Y. Lin International.

Mr. Dover continued the presentation focusing on the *Concept Design Summary*, confirming that Phase one has been completed and expounding on details as illustrated in the presentation.

Mayor Trantalis commented on his perspective that the designs are not nautical or beach themed. Comment and suggestions ensued. It was noted that the amount of greenspace is being increased and the amount of parking spaces is being decreased.

Ms. Prince reviewed the cost details and efforts to value engineer the project. In response to City Manager Lagerbloom's question regarding funding and ways to address funding gaps, Ms. Prince explained potential options, including:

1. Phasing the project in four block segments;
2. Reach out to Broward County for Surtax funding; and
3. Increasing the area of the Beach Improvement District (BID) currently in place.

Ms. Prince confirmed the engagement of all property owners in the conversation. She reviewed the timeline moving forward and next steps as noted in the presentation.

Mayor Trantalis recognized Gregar Nilzen, 3003 Terra Mar, designated representative of Friends of North Beach. Mr. Nilzen noted his support of this project.

Mayor Trantalis recognized Christine Sposa, 842 SW 10th Street. Ms. Sposa confirmed her support of this project, explaining how it will enhance the community and encourage visitors to remain on the barrier island during the evenings.

Mayor Trantalis recognized Tom McManus, 632 Intracoastal Drive and on behalf of Friends of North Beach Village. He thanked Commissioner Glassman for his efforts, requesting the Commission address the needs in the North Beach area.

Mayor Trantalis recognized Johana Nieto, 3004 N. Birch Road. Ms. Nieto confirmed her support of this project, encouraging the Commission to move forward with the proposed project.

Mayor Trantalis recognized Dev Motwani, 2415 Del Mar Place. Mr. Motwani confirmed his support and progress regarding this item, thanking Commissioner Glassman and Staff for their efforts.

Mayor Trantalis commented on previous discussions regarding an assessment to fund improvements, similar to what was done in Dolphin Isles. He noted resident input from constituents on Bayshore Drive during his previous term as the District II Commissioner, expounding on details.

Commissioner Glassman noted preliminary, brief conversations regarding a possible assessment. He confirmed ongoing conversations

with the County and area stakeholders. Commission Glassman noted the ability to introduce a conversation regarding an assessment for adjacent areas resulting from the City's significant investment in the Breakers Avenue project. Comment and discussions ensued on the preferred concept, funding gaps, program funding opportunities and the timeline.

Commissioner Glassman commented on the concept designs, input by stakeholders and the need to move forward. He thanked Staff and consultants for their efforts.

In response to Commissioner Glassman's question, Ms. Prince confirmed the next step is the Engineering Design, which would begin next month. Staff will come back to the Commission in October with the awarding of the Construction Manager At Risk (CMAR) Construction Contract. Ms. Prince confirmed this would be done concurrently with the search for funding sources.

Commissioner Glassman noted that the dynamic of this area changed when the Bonnet House opened its southern gate. Further comment ensued on activating the backsides of area businesses and large area hotels.

In response to Commissioner Sorensen's question regarding MPO funding, Ms. Prince confirmed this project was included in the Surtax request to the MPO.

In response to Mayor Trantalis' inquiry regarding a standard MPO program for this project such as *Compete Streets*, Christine Fanchi, Engineering Design Manager, Transportation and Mobility Department, explained details regarding previous outreach to the MPO for grant funding. That request did not meet requirements of *Complete Streets*, due to existing sidewalks in the area. Further comment and discussion ensued.

In response to Vice Mayor McKinzie's question, Ms. Prince confirmed this is not a design-build project, explaining related details. Vice Mayor McKinzie commented on the opportunity for local developers to assist in the cost management of this project, which could address the funding gap. Further comment and discussion ensued on aspects of Birch Road and the beautification of the North Beach Village area.

BUS-3 [19-0836](#)

Discussion - General Employees' Retirement System
Cost-of-Living-Adjustment - (Commission Districts 1, 2, 3 and 4)

City Manager Chris Lagerbloom gave a brief overview regarding the

consideration of a cost of living adjustment (COLA) for General Employees Retirement System (GERS) retirees. Should the Commission decide to proceed with a cost-of-living adjustment, it would continue annually. The yearly cost to implement an annual 1.5 percent (1.5%) COLA increase would range from \$6,000,000 to \$10,000,000. He reviewed the additional option of a one-time thirteenth check to GERS recipients, related costs and the funding sources

City Attorney Alain Boileau reviewed details regarding the option for a thirteenth check, stating his opinion that this is not permitted due to it being additional compensation that is not allowed under Florida Statutes (Statutes). Further discussion ensued on this topic.

City Auditor John Herbst commented on compensation to retirees from City funds. He discussed ways to achieve this by having the Commission consider the pension plan paying a thirteenth check. This would be a new benefit, triggering provisions of the bond covenants. City Attorney Boileau commented on the Statutes prohibiting the providing of compensation after service has been rendered, expounding on details. City Auditor Herbst explained additional details regarding ad hoc COLAs for the GERS.

Further comment and discussion ensued. City Manager Lagerbloom confirmed that the current proposed budget does not include this funding, expounding on related details. Further comment and discussion ensued on the legality of a thirteenth check and funding.

Mayor Trantalis recognized Eve Bazer, 3020 NE 32nd Avenue. Ms. Bazer commented on her perspective regarding retirees receiving a COLA and related history. Mayor Trantalis confirmed a COLA was not part of previous contract agreements.

Mayor Trantalis recognized Peter Partington, 1521 NE 53rd Street. Mr. Partington commented on the performance of the GERS fund and his support of a COLA increase.

Mayor Trantalis recognized Hattie Brinson, 23328 SW 58th Avenue, Boca Raton. Ms. Brinson commented on her support of a thirteenth tiered check as deferred compensation, requesting Commission support of this item and expounding on related details.

City Auditor Herbst addressed the topic of deferred compensation, expounding on details. Plan assets can no longer be used to grant additional benefits.

Mayor Trantalis recognized Jeanne Raymond, 4634 SW 38th Way, and Ronnie Lakatos 8521 NW 51st Court. Both Ms. Raymond and Ms. Lakatos spoke regarding their support of a COLA for GERS recipients.

Mayor Trantalis recognized Nick Schiess, GERS Pension Plan Administrator. Mr. Schiess explained the difference between a COLA and a thirteenth check. He recommended that GERS legal counsel contact City Attorney Boileau to address legal aspects. Further comment and discussion ensued on funding sources and previous COLAs for retirees.

Commissioner Glassman noted his support of a COLA, urging the Commission to move forward with a continued review. Commission Sorensen noted his position that a COLA should apply to all retirees, noting the need for a full legal and financial analysis. Further comment and discussion ensued on each retiree group meeting criteria for a COLA.

Mayor Trantalis requested City Manager Lagerbloom return with financial details and related criteria regarding all eligible retirees receiving a COLA. Further comment and discussion ensued on the financial impact of a COLA on retirees and the City.

BUS-4 [19-0794](#)

Special Events Policy Discussion - (Commission Districts 1, 2, 3 and 4)

Mayor Trantalis confirmed this item would be rescheduled to another Commission Conference Meeting.

CONFERENCE REPORTS

CF-1 [19-0792](#)

Emergency Purchase for 42-Inch Diameter Raw Water Main Repairs at the Fort Lauderdale Executive Airport - David Mancini & Sons, Inc. and Core & Main LP - \$364,612.93 - (Commission Districts 1, 2, 3 and 4)

City Manager Lagerbloom explained that this item serves to meet the requirements of the Code to inform the Commission of this purchase officially.

ADJOURNMENT

Mayor Trantalis adjourned the Commission Conference Meeting at 4:23 p.m.



CITY OF FORT LAUDERDALE

UPTOWN URBAN VILLAGE

PROPOSED MASTER PLAN AND FORM BASED CODE

AUGUST 20, 2019
CITY COMMISSION CONFERENCE MEETING
DEPARTMENT OF SUSTAINABLE DEVELOPMENT

BACKGROUND AND PROJECT HISTORY

2014-2015 • Envision Uptown, Inc. initiated input and ideas

AUGUST 2014 • Urban Land Institute (ULI)
- Technical Advisory Panel Report

MARCH 2015 • Cypress Creek Mobility Hub Study
- Broward MPO

OCTOBER 2015 • City Commission Resolution 15-215
- Accepting recommendations from the ULI Report

OCTOBER 2016 • Commission Annual Action Plan (CAAP)
- Commission set this project as high priority

DECEMBER 2016 • Project Start
- Procure consultant, land use, zoning, transportation analysis

2016-2019 • Draft Master Plan and Form Base Code Document

2016-2019 • Public Outreach

PUBLIC OUTREACH AND PARTICIPATION

STAKEHOLDERS

- General Public
- Envision Uptown
- South Florida Regional Transit Authority (SFRTA)
- Broward MPO
- City of Fort Lauderdale
- City of Oakland Park
- Broward County Planning Council
- Broward County Traffic Engineering
- Broward County Transit
- FDOT
- Citrix
- Bosch
- Marble World
- Keith and Schnars, P.A.
- Pinnacle LLC
- Other Businesses

SUMMARY OF MEETINGS

Date	Meeting Type	Number of Attendees	Attendee Group
August 25, 2016	Project Start Meeting	4	Envision Representatives
September 16, 2016	Status Meeting	8	Envision Representatives, Interested Parties
December 9, 2016	Public Open House	44	Envision Representatives, Interested Parties, General Public
May 25, 2017	Status Meeting	4	Envision Representatives
June 14, 2017	Status Meeting	9	Envision Representatives
March 8, 2018	Public Open House	32	Envision Representatives
June 20, 2018	Stakeholder Meeting	4	Stakeholders
February 8, 2019	Status Meeting	8	Envision Representatives
April 30, 2019	Status Meeting	9	District Commissioner, Staff, Envision Representatives
May 2, 2019	Public Open House	26	Interested Parties, General Public

VISION STATEMENT AND PROJECT INFORMATION

FUTURE VISION

“Uptown Urban Village”

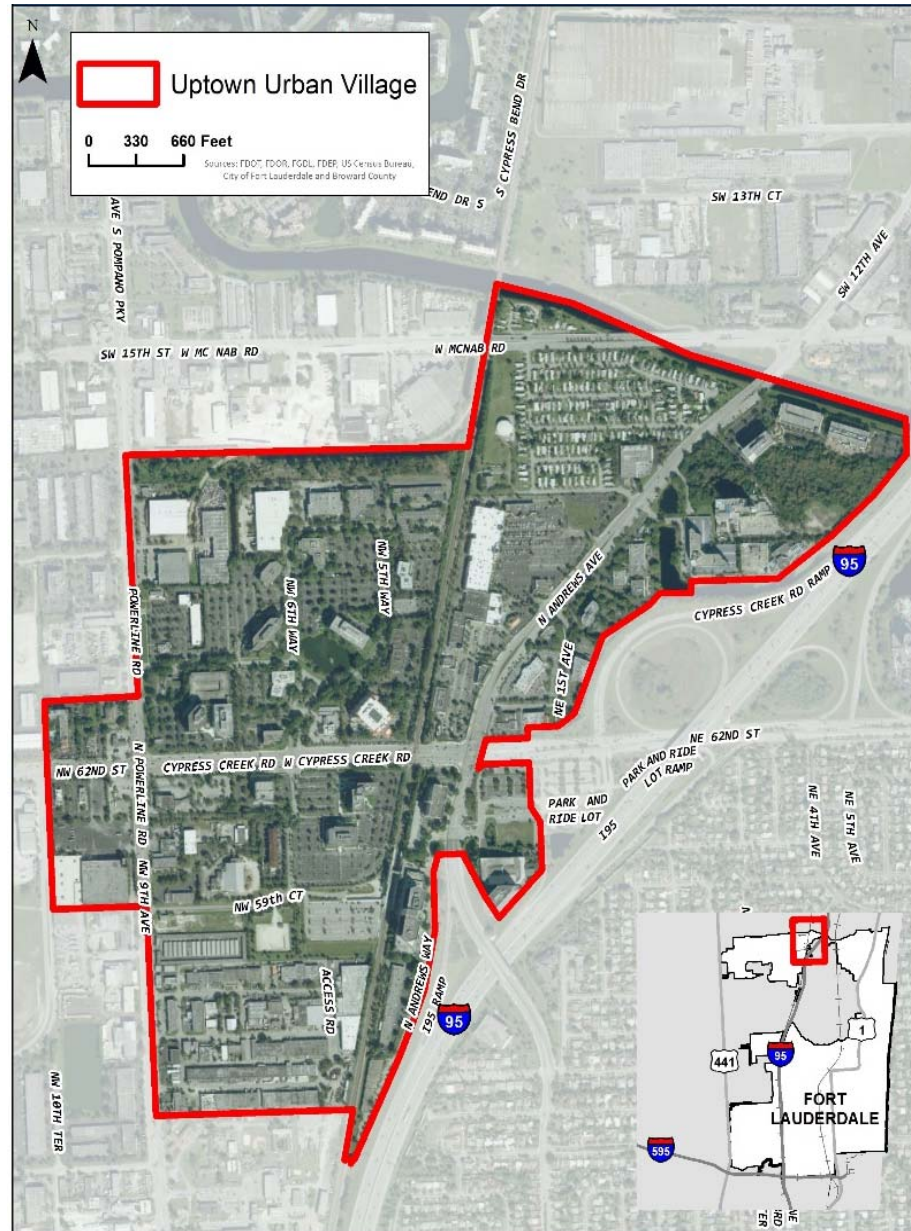
- Transit-oriented urban neighborhood
- Composed of offices, residences, retail, hospitality, civic, and educational uses;
- Built environment supports multi-modal transportation choices;
- Enhanced pedestrian experience
- Easy access to surrounding businesses, local services and amenities, parks and open spaces

PROJECT BOUNDARIES

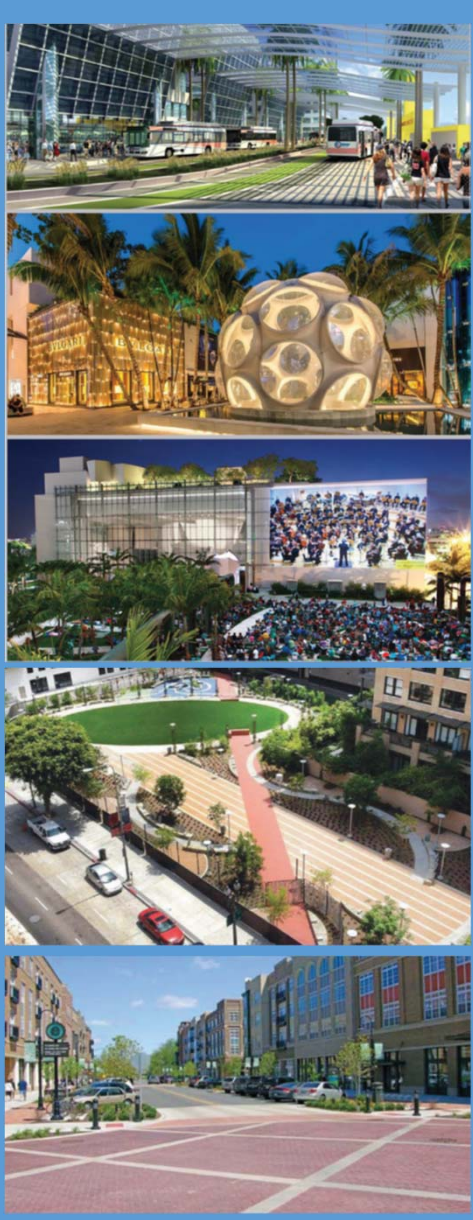
- McNab Road and C-14 canal to the north
- 57th Street to the south
- Powerline Road to the west
- I-95 to the east

PROJECT SIZE

- 353 acres



MASTER PLAN DOCUMENT STRUCTURE



1

INTRODUCTION

History, previous planning efforts, how to use the document

2

THE VISION

Vision statement, planning themes

3

CONTEXT

Regional location and access, market sectors, demographics

4

PLAN FRAMEWORK

Intent and purpose, character areas, principles, connectivity

5

FORM BASED CODE

Dimensional standards, open space, building design standards

6

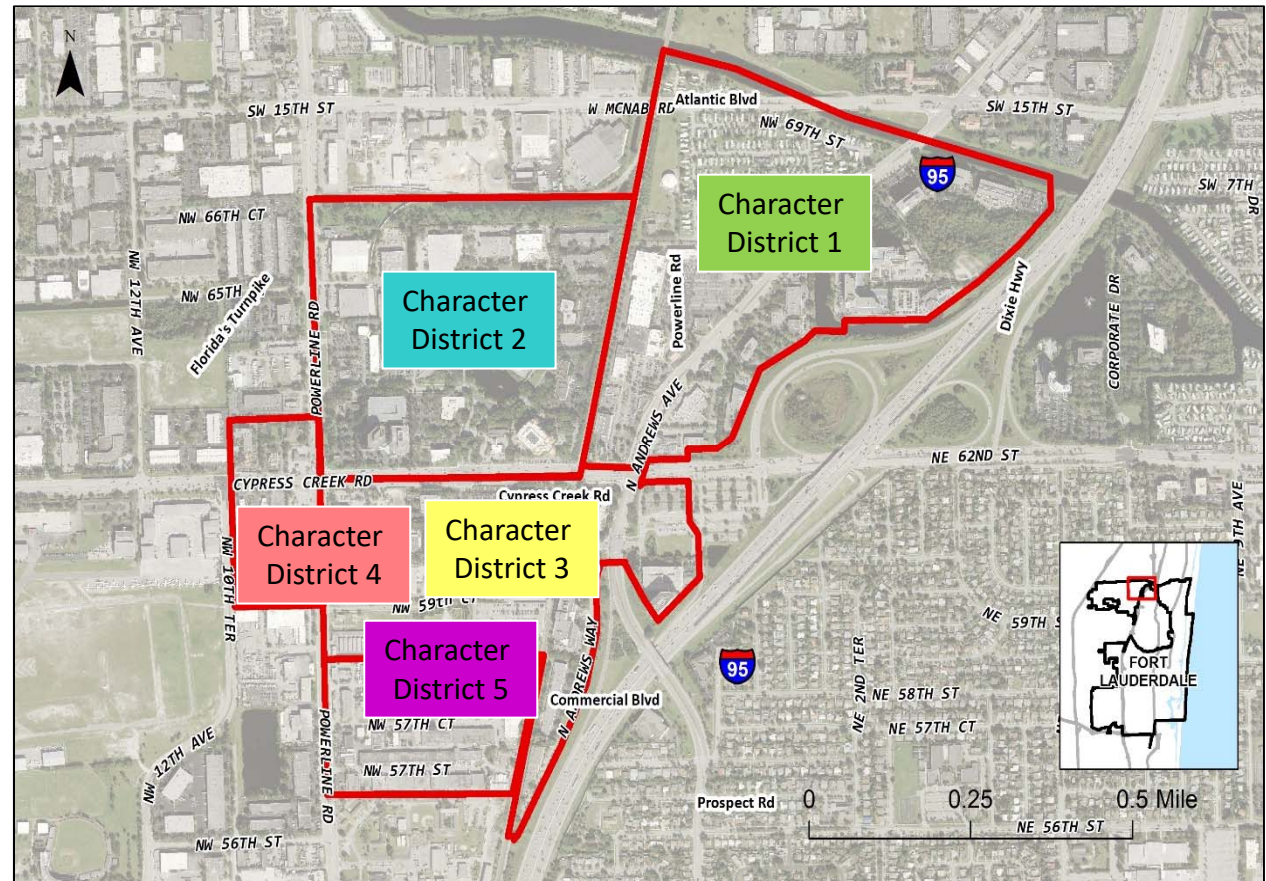
IMPLEMENTATION

History, previous planning efforts, how to use the document

UPTOWN MASTER PLAN FRAMEWORK

-Character Districts

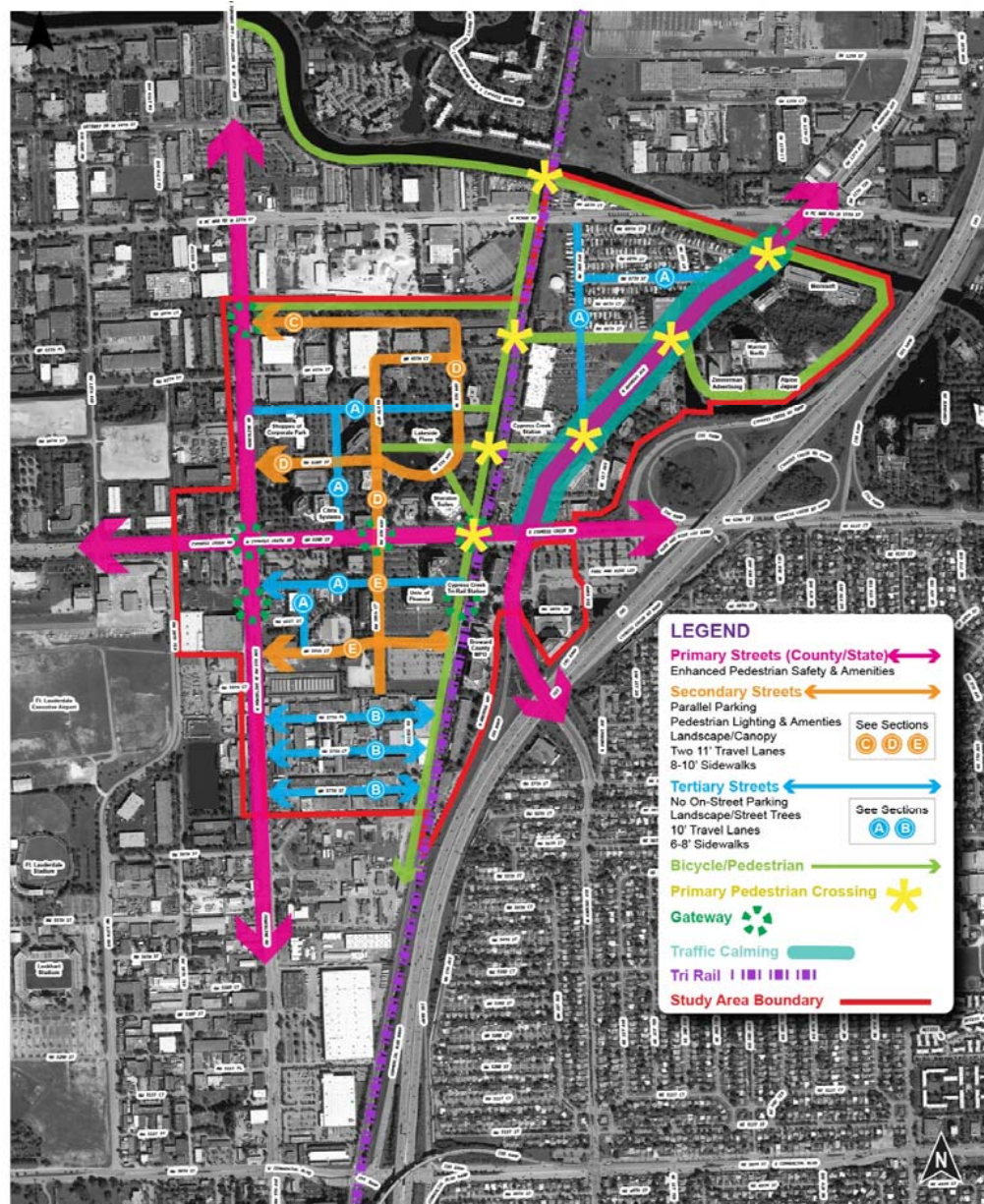
- Multi-modal Connectivity
- Parks and Public Realm
- Branding
- Conceptual Vision Plan



1	2	3	4	5
<ul style="list-style-type: none"> • Commercial and Office • Mobile Home Park • Preservation Area • Extensive Surface Parking 	<ul style="list-style-type: none"> • Corporate Offices, Industrial and Warehouse, • Limited Commercial • Corporate Office Park 	<ul style="list-style-type: none"> • Office, Industrial • Government uses • SFRTA property • Tri-Rail Station • Broward MPO 	<ul style="list-style-type: none"> • Commercial and Industrial 	<ul style="list-style-type: none"> • Industrial with small pockets of Commercial

UPTOWN MASTER PLAN FRAMEWORK

- Character Districts
- Multi-modal Connectivity**
- Parks and Public Realm
- Branding
- Conceptual Plan



UPTOWN MASTER PLAN FRAMEWORK

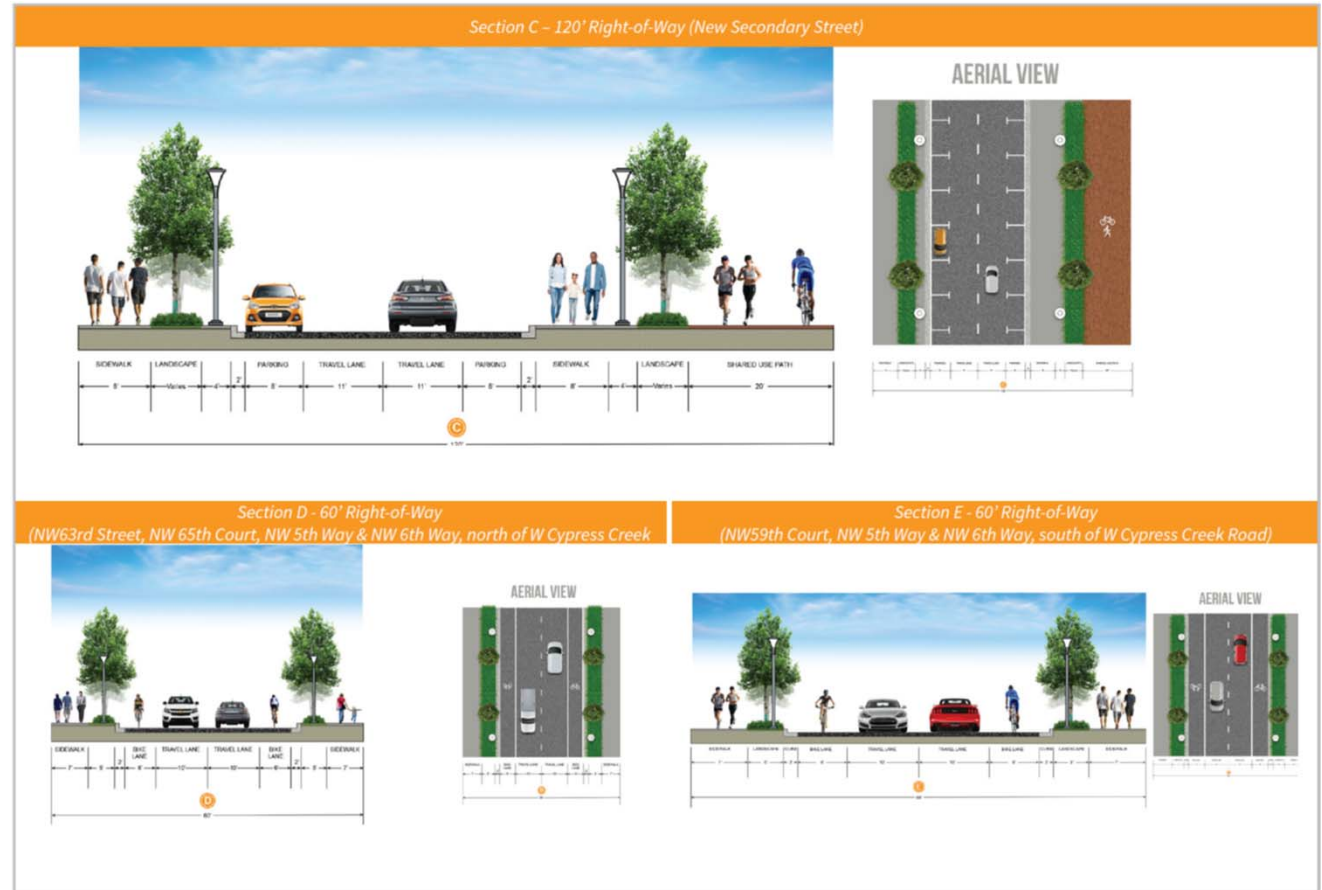
-Character Districts

**-Multi-modal
Connectivity**

-Parks and Public Realm

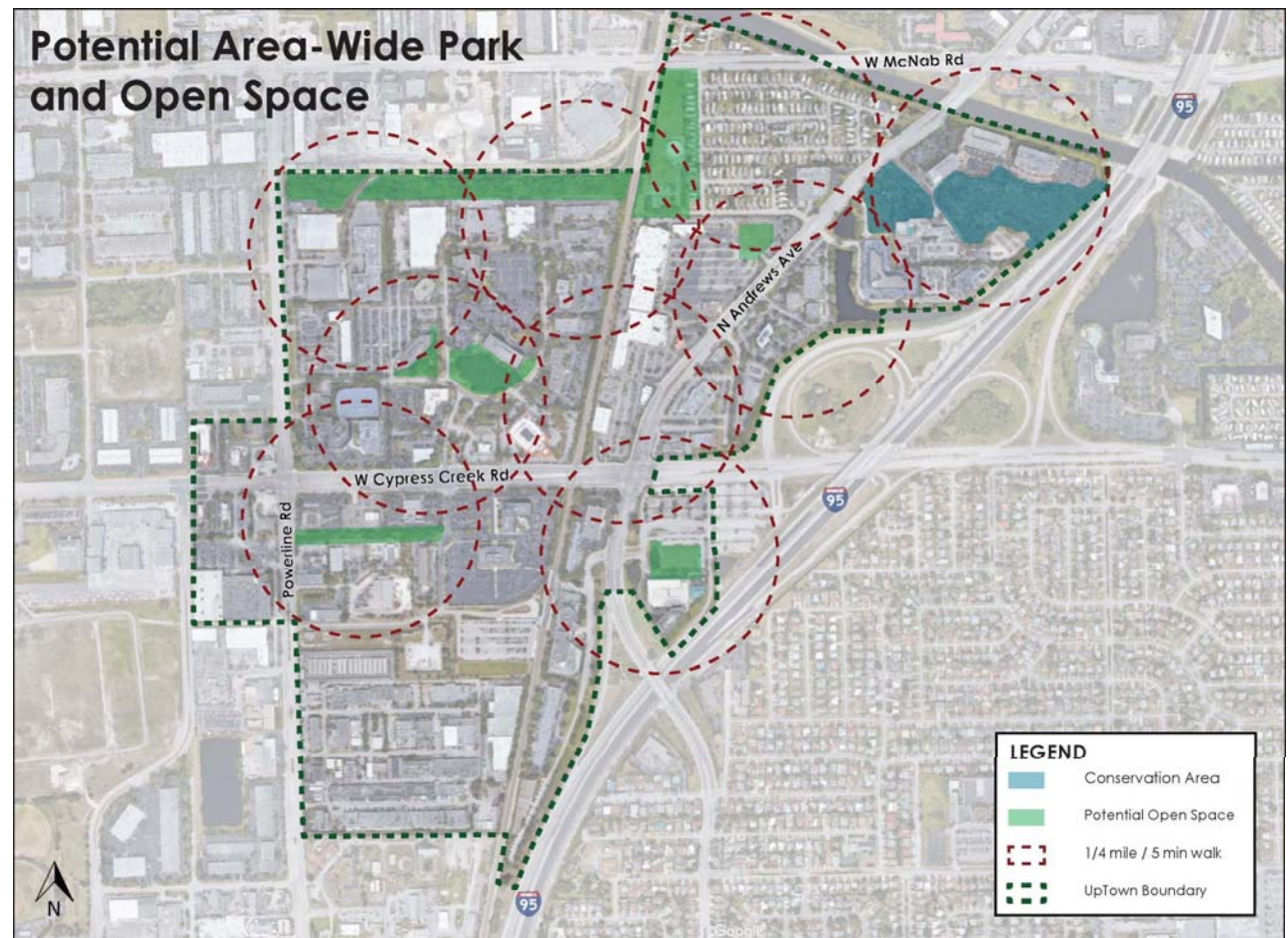
-Branding

-Conceptual Plan



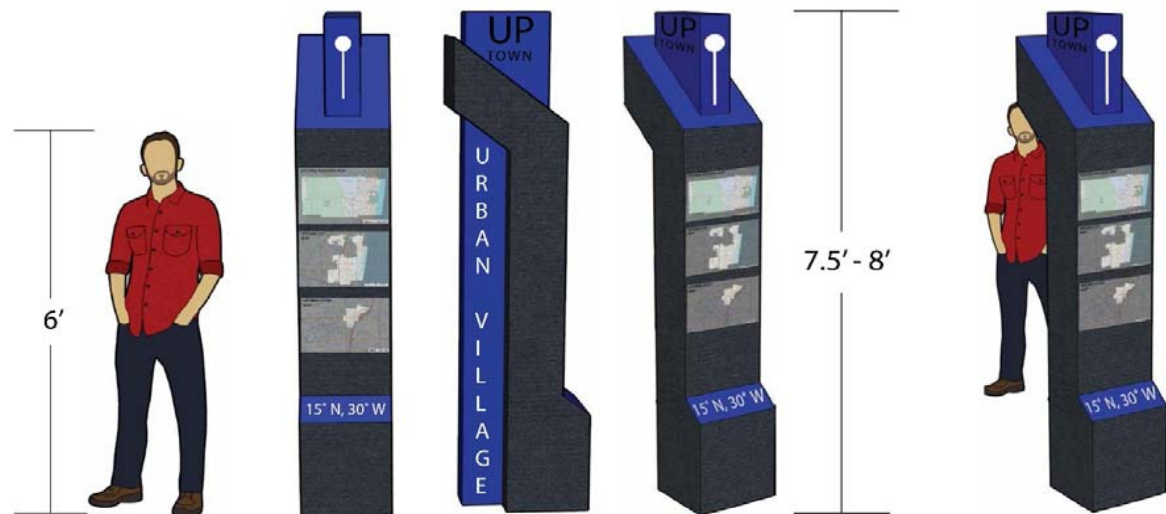
UPTOWN MASTER PLAN FRAMEWORK

- Character Districts
- Multi-modal Connectivity
- Parks and Public Realm**
- Branding
- Conceptual Plan



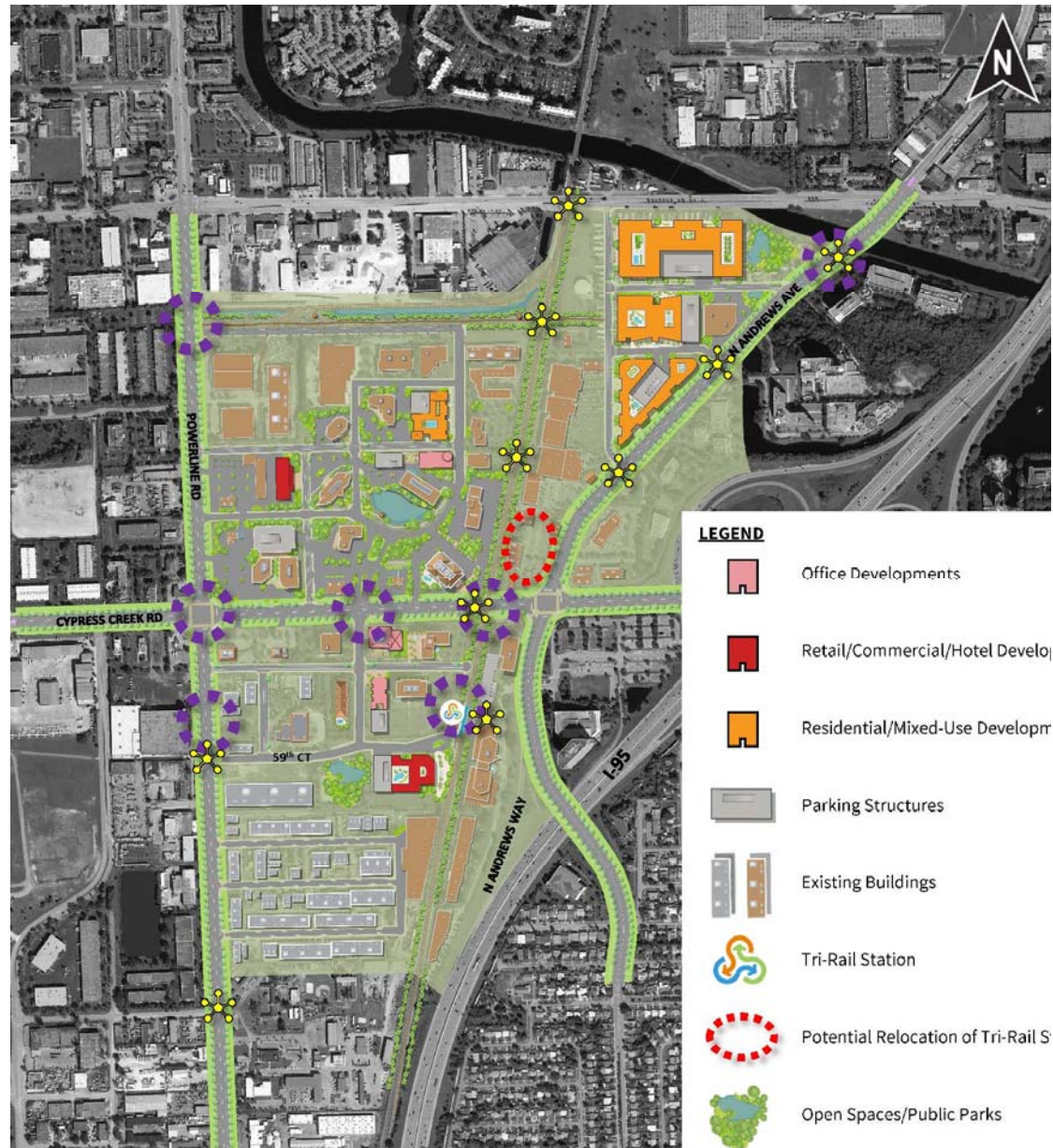
UPTOWN MASTER PLAN FRAMEWORK

- Character Districts
- Multi-modal Connectivity
- Parks and Public Realm
- Branding**
- Conceptual Plan



UPTOWN MASTER PLAN FRAMEWORK

- Character Districts
- Multi-modal Connectivity
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- Conceptual Vision Plan**

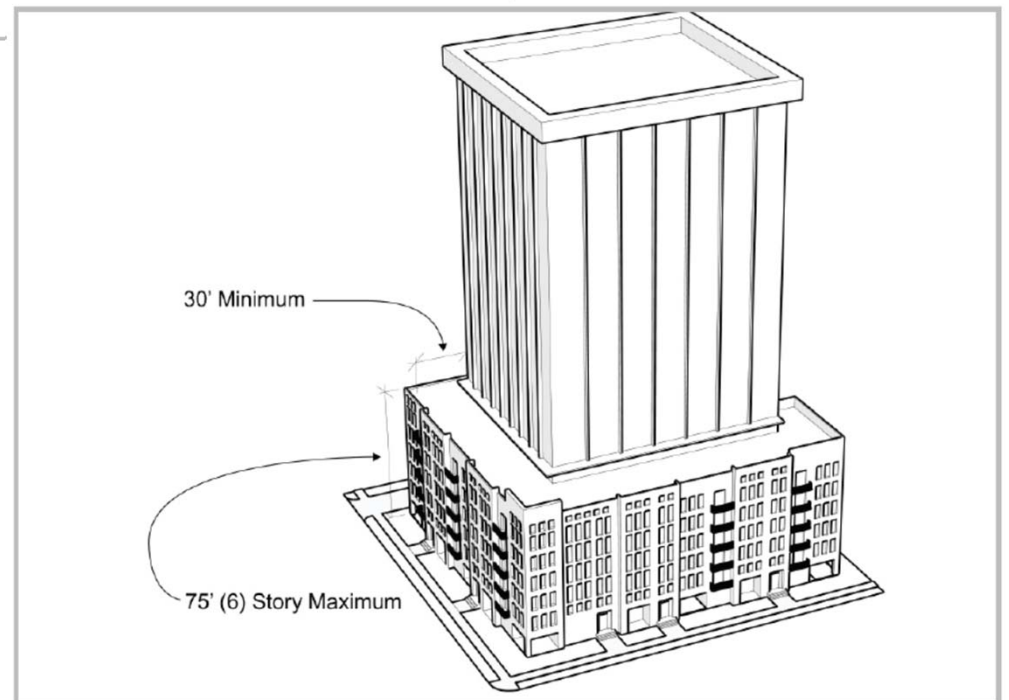
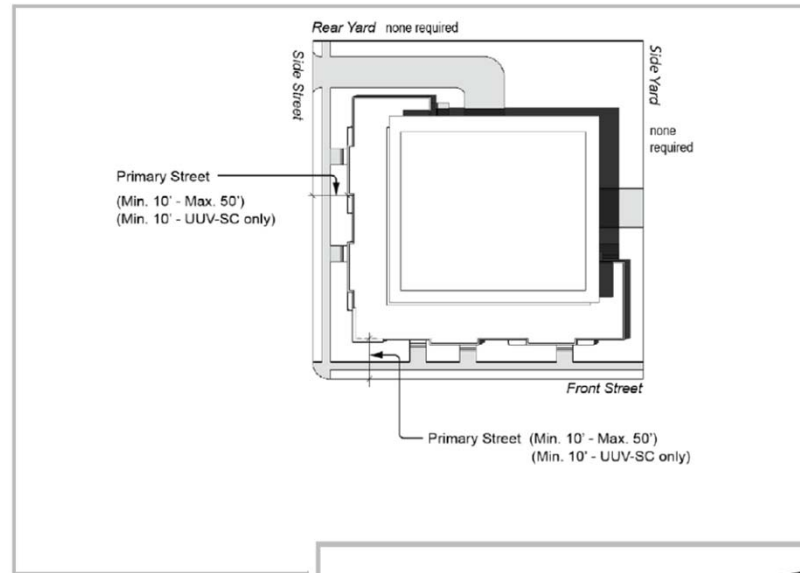


UPTOWN MASTER PLAN AND FORM BASED CODE

FORM BASED REGULATIONS

Intent: To establish dimensional standards and requirements that result in a built form consistent with the vision:

- Building Height
- Density
- Minimum Unit Size
- Building Floorplates
- Tower Separation
- Minimum Lot Size and Width
- Maximum FAR
- Setbacks
- Podium Height



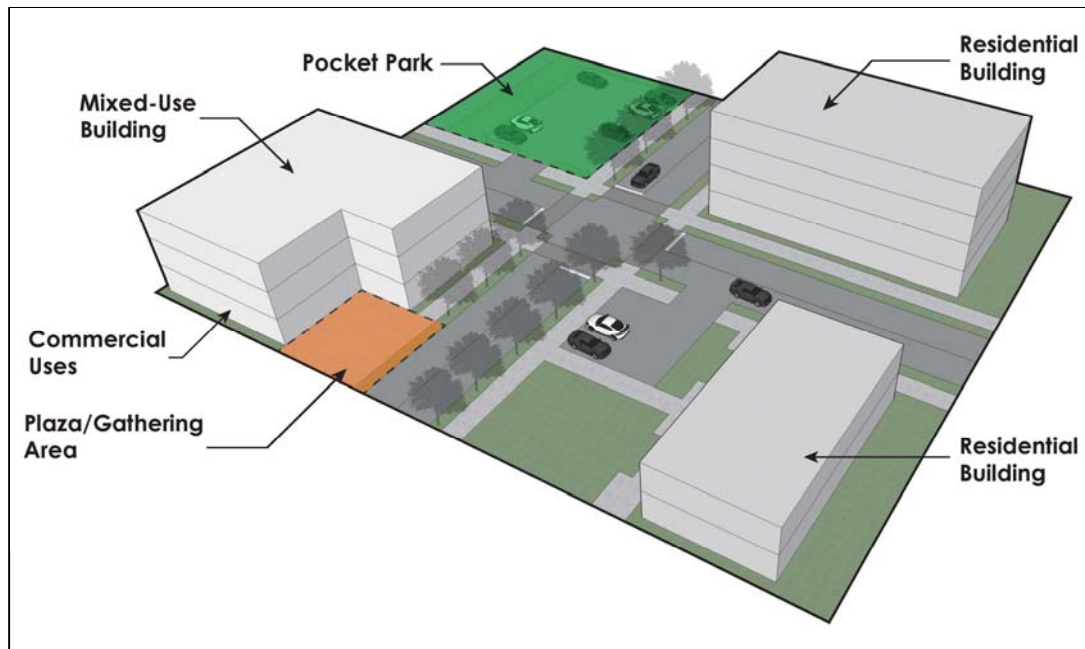
UPTOWN MASTER PLAN AND FORM BASED CODE

FORM BASED REGULATIONS

Intent: Ensure adequate open space and plazas for future population

- Pocket Parks
- Private Communal Space (micro units)
- Plaza/Gathering Areas

	Pocket Park (sf)	Communal Space (sf)	Plaza/Gathering Area (sf)
Residential and Mixed Use			
50 units or less	200 per unit	-	-
51 units to 150 units	150 per unit	-	-
151 units or more	100 per unit	-	-
Residential			
Project with 50% or less of the units at 450 sf	-	1,500 (min)	-
Project with 51% or more of the units at 450 sf	-	3,000 (min)	-
Mixed Use or Commercial			
10,000 to 30,000 sf	-	-	1,000 to 3,000
30,000 sf or greater	-	-	3,000 to 5,000



UPTOWN MASTER PLAN AND FORM BASED CODE

FORM BASED REGULATIONS

Intent: To guide the physical quality of buildings, enhance the pedestrian experience, promote arrangement of uses, and regulate design of parking facilities.

- Building Orientation
- Building Design
- Quality of Materials
- Permitted Uses
- Parking
- Landscaping
- Signage
- Sense of Place Elements



Building Orientation



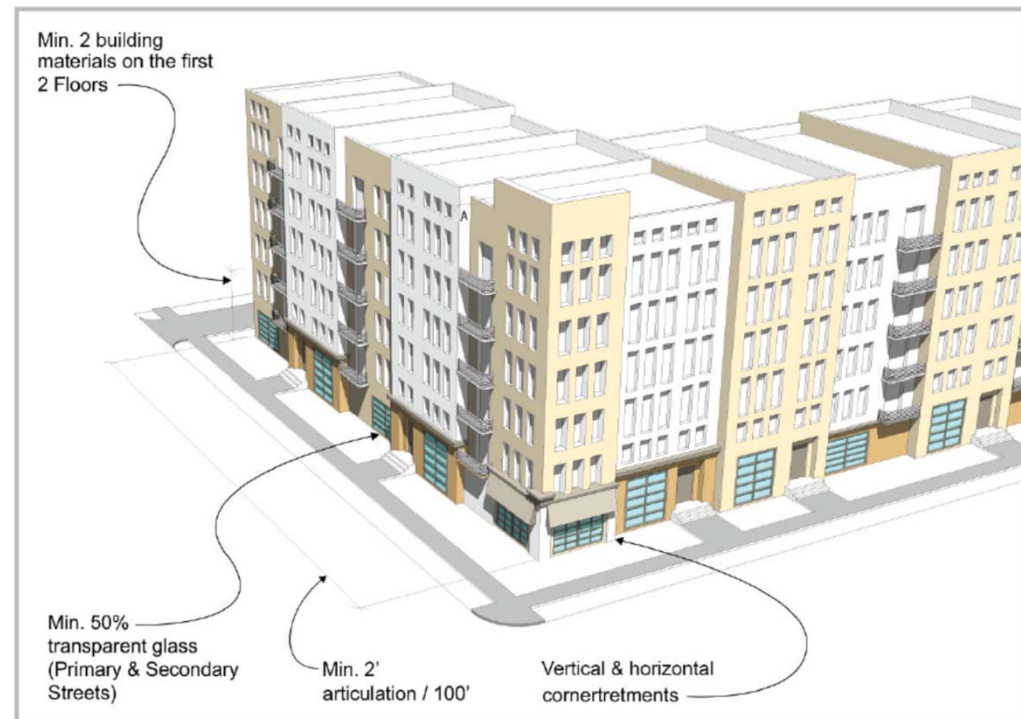
Architectural Glass



Metal Siding



Textured Stucco



UPTOWN MASTER PLAN AND FORM BASED CODE – FUTURE STEPS

IMPLEMENTATION

To identify a variety of strategies to implement the project vision.

- **Land Use Plan Amendment (LUPA)**
- **Approach to Rezoning**
- Development Review
- Mobility Concept
- **Connectivity Plan**
- Potential Relocation of Tri-Rail
- Planning Initiatives/Studies
- **Future Multi-Agency Coordination**
- Summary of Implementation
- Recommendations

LUPA

- Currently on hold, vision can still be achieved with the master plan and zoning
- Future LUPA consideration based on additional analysis of DRI entitlements and area uses

Approach to Rezoning

- Property owner/Applicant initiates site rezone
- Future policy direction re: area-wide rezoning effort

Connectivity Plan

- Macro level; Connect core project area to Lockhart Site, FXE, Downtown and other parts of the City
- Micro level; Connect area through Multi-modal options i.e. Tri-Rail, BCT, Bicycle, etc.

Multi-Agency Coordination

- Jurisdictional control of certain roads
- Tri-Rail (Potential relocation North of Cypress Creek Rd. to promote accessibility, possible P3)
- Broward MPO – funding opportunities

UPTOWN MASTER PLAN AND FORM BASED CODE



NEXT STEPS / PROJECT TIMELINE

CC Conference Meeting	August 20, 2019
PZB Meeting	August 21, 2019
CC First Public Meeting	September 3, 2019
CC Second Public Meeting	September 17, 2019



CITY OF FORT LAUDERDALE

DISCUSSION

AUGUST 20, 2019
DEPARTMENT OF SUSTAINABLE DEVELOPMENT
URBAN DESIGN AND PLANNING DIVISION



BREAKERS AVENUE PROJECT UPDATE

Commission Conference- August 20, 2019

PROJECT OVERVIEW

PROJECT OBJECTIVES:

- IMPROVE PEDESTRIAN SAFETY
- INCREASE SHADE CANOPY
- UPGRADE UTILITY INFRASTRUCTURE
- REDUCE EXCESSIVE PAVEMENT
- INCREASE SEATING AREAS
- FORMALIZE GATHERING & EVENT SPACE

PROJECT SCOPE:

- STREETSCAPE DESIGN
- PARKING DESIGN
- CREATE LANDSCAPE/SEATING SPACES
- PUBLIC OUTREACH & OWNER OUTREACH
- COST ESTIMATING
- PRELIMINARY DESIGN LAYOUT

PROJECT SEQUENCING

STREETSCAPE, LIGHTING,
STORMWATER, WATER, SEWER, LANDSCAPE
IRRIGATION, UNDERGROUND OVERHEAD
UTILITIES DESIGN &
CONSTRUCTION DOCUMENTS, PERMITTING,
ENGINEERING COST ESTIMATES

PHASE ONE CONCEPT & PUBLIC INPUT

JANUARY
2019

NEIGHBORHOOD MEETINGS
PROPERTY OWNER MEETINGS
CITY DEPARTMENT MEETINGS
ONLINE SURVEY
PRELIMINARY COST ESTIMATES

SEPT.
2019

PHASE TWO ENGINEERING DESIGN

PHASE THREE CONSTRUCTION

SEPT.
2020

FINAL BID PRICE
CONSTRUCTION

CONCEPT & PUBLIC INPUT

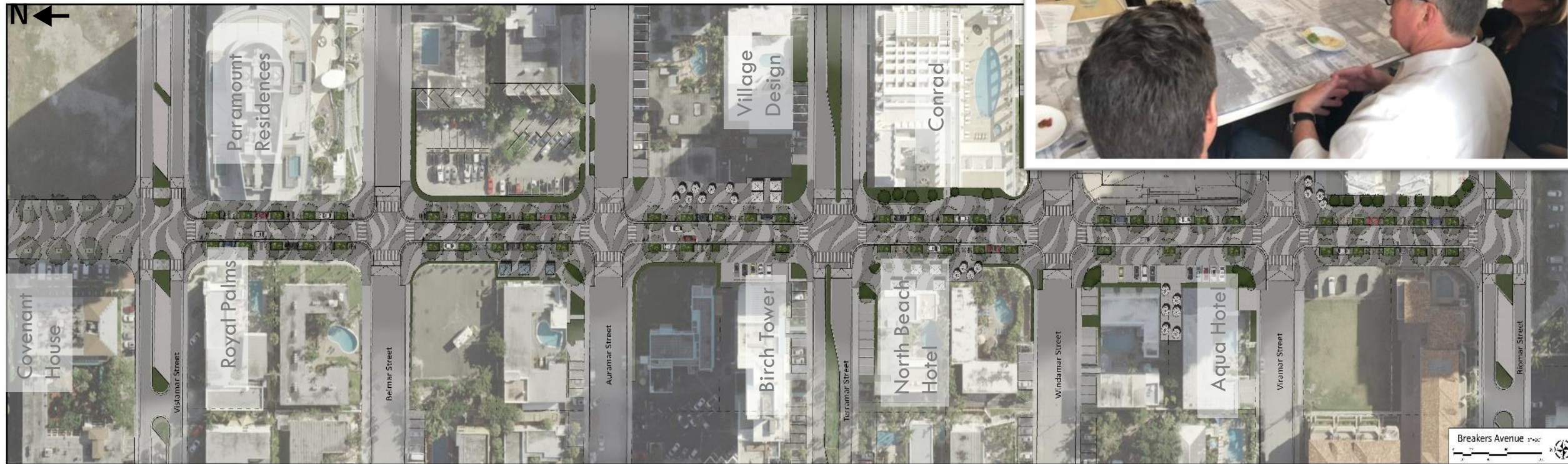
PUBLIC MEETING #1



PREFERRED CONCEPT

CONCEPT & PUBLIC INPUT

PUBLIC MEETING #2



Vistamar

Belmar

Auramar

Terramar

Windamar

Viramar

CONCEPT & PUBLIC INPUT

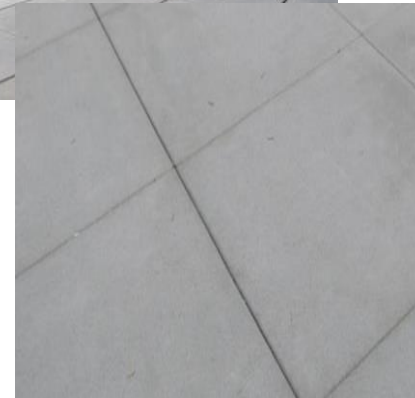
PREFERRED MATERIALS



ROADWAY



ROADWAY EDGES



SIDEWALKS



CROSSWALKS

CONCEPT & PUBLIC INPUT

PREFERRED FURNISHINGS

BOLLARDS



BENCHES

LIGHTING



PROJECT DESIGN

OTHER CONSIDERATIONS

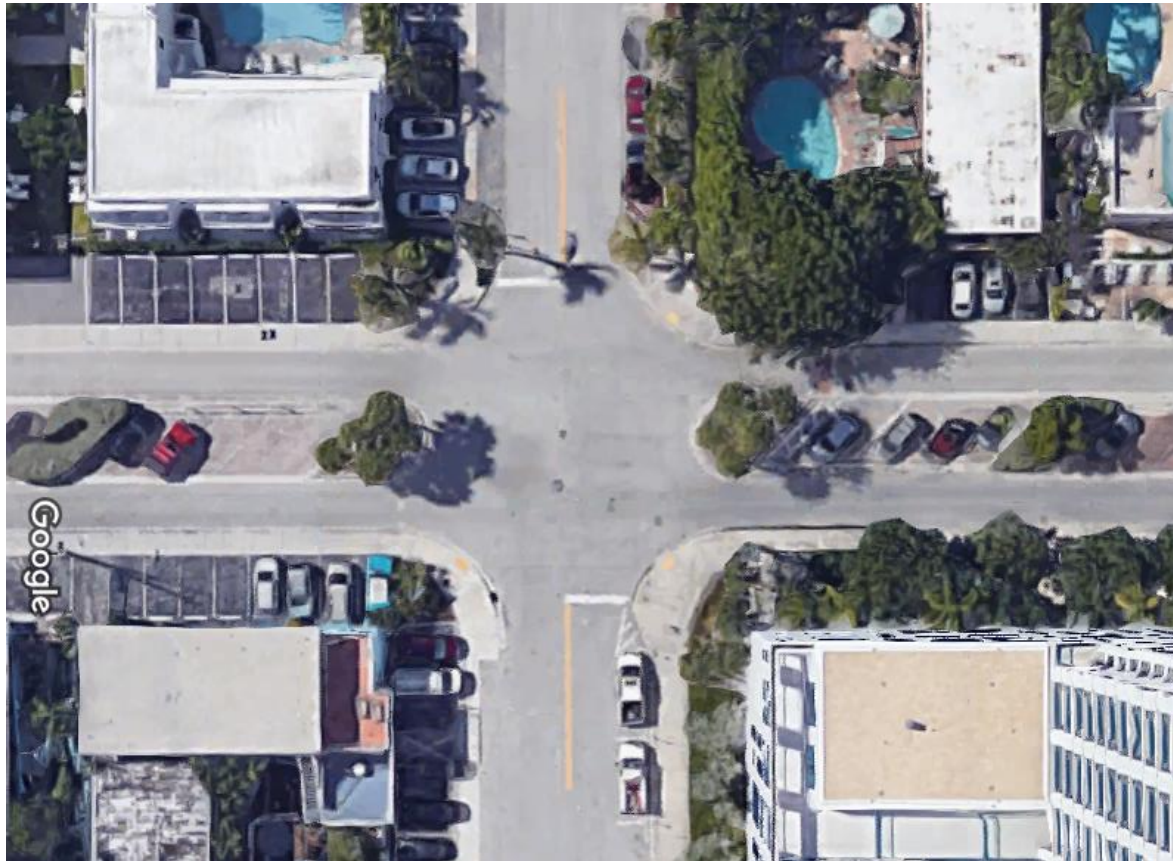
○ TREES & LANDSCAPING LAYOUT

- 57 NEW TREES
- 21 PUBLIC GATHERING AREAS
- 7 PRIVATE GATHERING AREAS

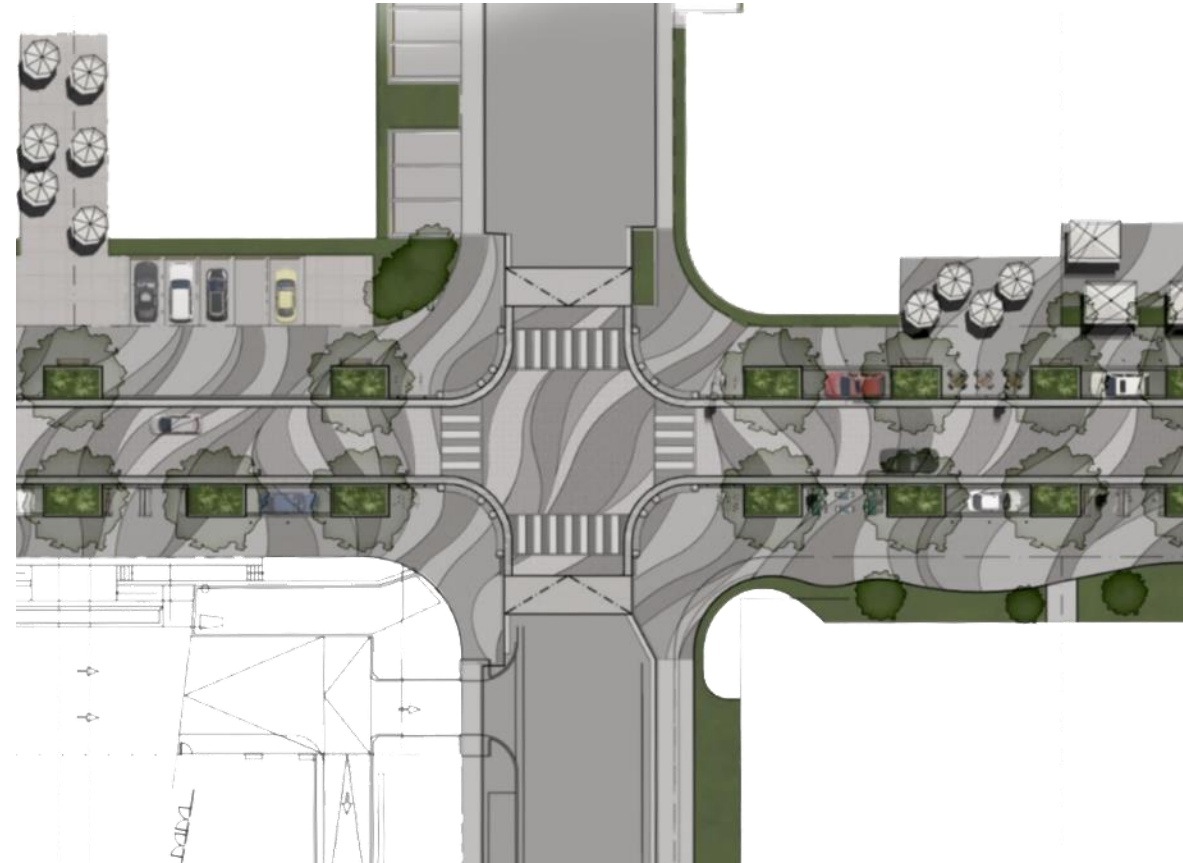
○ PARKING IMPACT

- 21 PARALLEL PARKING SPACES
- 18 PULL-IN PARKING SPACES
- NET LOSS OF 33 PARKING SPACES

COMPARATIVE DESIGN #1



EXISTING CONDITIONS



PROPOSED CONCEPT

COMPARATIVE DESIGN #2

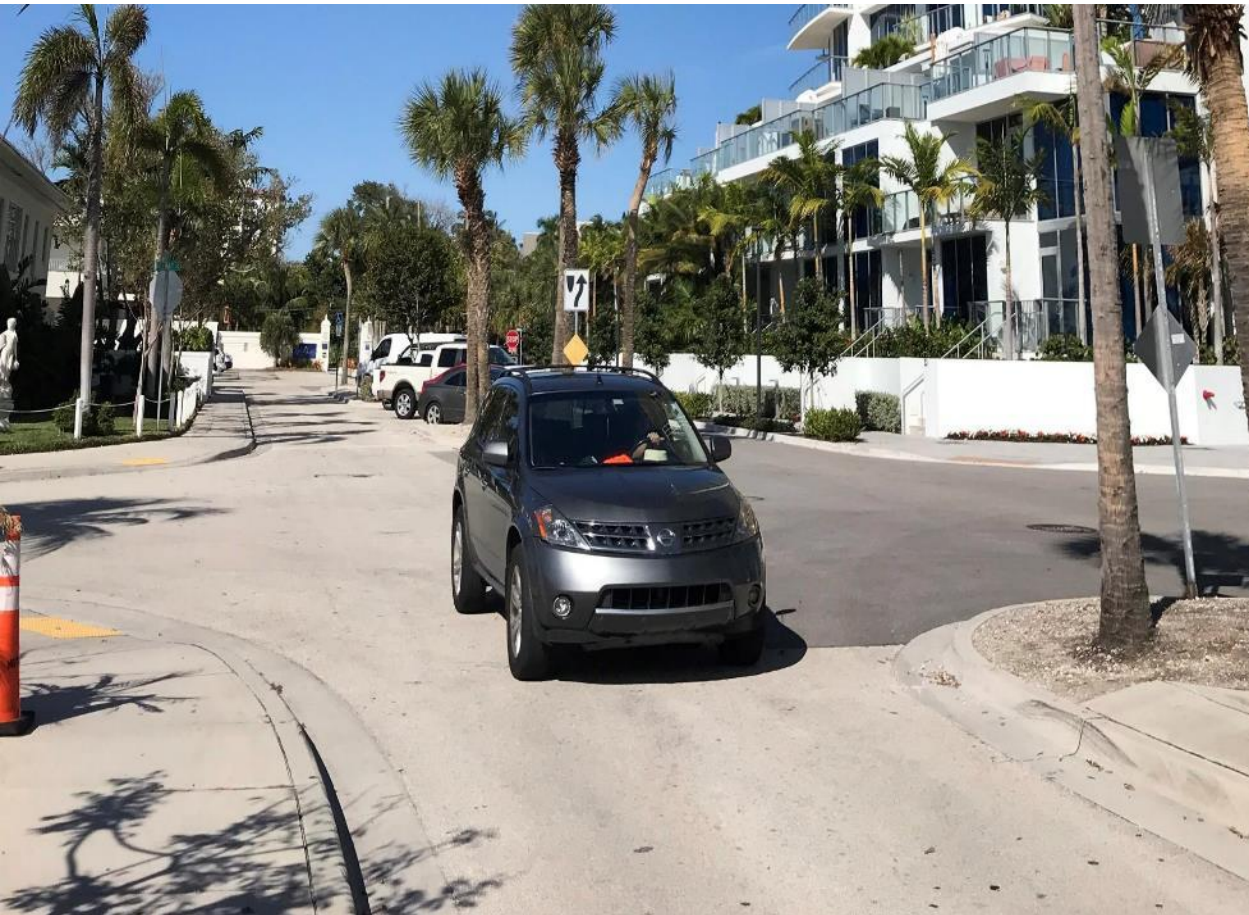


EXISTING CONDITIONS



PROPOSED CONCEPT

COMPARATIVE DESIGN #3



EXISTING CONDITIONS



PROPOSED CONCEPT

COMPARATIVE DESIGN #4



EXISTING CONDITIONS



PROPOSED CONCEPT

FINANCIAL CONSIDERATIONS

GENERAL FUND:	AVAILABLE	ESTIMATE	GAP
○ PREFERRED CONCEPT	\$2.9M	\$9.5M	\$6.6M
○ ALTERNATIVE 1*	\$2.9M	\$7.7M	\$4.8M
○ ALTERNATIVE 2**	\$2.9M	\$6.3M	\$3.4M
UTILITY FUND:	\$2.1M	\$2.1M	\$0

*ALTERNATIVE 1: THREE BLOCKS OF PREFERRED CONCEPT. REMAINDER WITH ASPHALT STREETS & CONCRETE SIDEWALKS

**ALTERNATIVE 2: CONCRETE DECORATIVE PAVERS ON SIDEWALK AND STREET

TIMELINE & NEXT STEPS

- SEPTEMBER 2019 – FINALIZE CONCEPT PLAN, BEGIN ENGINEERING DESIGN
- OCTOBER 2019 – AWARD CMAR CONSTRUCTION CONTRACT
- **JANUARY 2020 – 60% ENGINEERING DESIGN REVIEW**
- MAY 2020 – 100% DESIGN REVIEW
- JUNE 2020 – CONTRACTOR GUARANTEED MAXIMUM PRICE
- **AUGUST 2020 – AWARD CONSTRUCTION CONTRACT**
- **SEPTEMBER 2020 – CONSTRUCTION BEGINS**



CITY OF FORT LAUDERDALE

REIMAGINING BREAKERS AVENUE: CONCEPT DESIGN SUMMARY

T.Y. Lin International
Dover, Kohl & Partners

July 16, 2019



Project Overview

Breakers Avenue lies at the center of the North Beach district in Fort Lauderdale Beach, FL. The North Beach district is blossoming and has the opportunity to become a more desirable destination for tourists and locals alike. Breakers Avenue is situated adjacent to A1A, stretching from Riomar St. to Vistamar St., behind the hotels and restaurants that front the beach. New business and development is encouraging Breakers Avenue to become a more important corridor for pedestrian and vehicular traffic. With the reinvigoration and personalization of Breakers Avenue's street design, it can not only increase the desirability of the North Beach District, but also return breath life back into its artistic community. The new design of Breakers Avenue will keep tourism, history, and the arts in mind to design a street that improves the existing transportation and infrastructure. The goal of the project is to make Breakers Avenue comfortable, connected, safe, and a memorable destination experience. Breakers Avenue, will become a complete street that reduces the excess pavement, formalizes the seating and gathering spaces, and creates event spaces with the use of street trees, varied seating options, a unified material design, and a pedestrian friendly approach.

Existing Studies

Crash Data

Crash data obtained from SignalFour Analytics for a five-year period from 2014-2018 indicates that 15 crashes occurred in the Breaker Avenue corridor ([Appendix, page 11](#)).

Below are highlights of key characteristics discernible from crash data analysis:

- None of the crashes involved pedestrian or bicyclist. Further, two out of 15 crashes (approximately 13% of total crashes) were injury crashes. There have been no fatal crashes in the corridor.
- One crash out of 15 crashes involved driving under influence. Further, majority of the crashes (13 crashes, which is approximately 87%) occurred during daytime and only two (approximately 13%) occurred during night time. One of the two crashes that occurred during night time was alcohol related and involved an injury.
- Approximately 40% crashes (6 crashes) resulted when vehicle backed out.. Three crashes (approximately 20%) occurred at intersections while other 13 crashes (approximately 20%) occurred in the corridor.

Albeit, few injury (approximately 13%) crashes and no fatalities have occurred in the Breakers Avenue corridor, the frequency of crashes has increased from two crashes in 2014 to five crashes in both 2017 and 2018.



Relevant Planning Documents & Studies

The project team reviewed the following documents and studies completed in the past five years to develop a better understand planning context and stakeholders' vision for Breakers Avenue.

- Breakers District Streetscape, TBG, June 2016
- Central Beach Master Plan, North Beach Village Streetscape Design Review, January 2017
- Botanizing the Asphalt of North Beach Village: Integrating Art and Resilient Design, School of Architecture, FAU; City of Fort Lauderdale, April 2017
- Citywide Parking Study, City of Fort Lauderdale, July 2018
- Central Beach Master Plan Update, Department of Sustainable Development, City of Fort Lauderdale, October 2018
- Antioch Avenue Design (Rendering), Florida Atlantic University
- Terramara Drive Improvements (Rendering)

Design Concepts

Breakers Avenue was conceptualized in a variety ways that balanced the desire for parking, public gathering space, future flexibility, and the pedestrian experience. See diagrams in [Appendix, pages 16-18](#).

- Existing Condition - Breakers today is a two-way street that is divided down the center by a 20 ft wide diagonal parking island. Measuring 48 ft from sidewalk edge to sidewalk edge, the street has excessive pavement at the intersections and longer-than-neccesary crosswalks.
- Concept 1 was imagined as a two-way street with on-street parallel parking, street trees, and wider sidewalks. Concept 1A features a curbed design that accommodates more parking, but is less flexible and inviting for pedestrians and potential future public gatherings. Concept 1B is similar to 1A with the difference lying in its curbless design. While the curbless design accommodates less parking than the curbed design and could create conflicts between communal space, it allows for some parking, it can support more shade trees and bioswales, and it a creates seamless, flexible pedestrian experience.
- Concept 2 is centered around a central Rambla design. Breakers Ave. would still be a two-way street, but alternatively have very-limited parking, a center alley of street trees that surround a large central area for public gathering, furnishing, dining, and art. This concept has room creates shade, has room for bioswales, and encourages the use of the central Rambla.
- Concept 3 is a one-way street with an asymmetrical Rambla on the east side. This design contains a low curb with the opportunity to go curbless, three rows of street trees and bioswales, and on-street parking on one side. It maintains a large area for pedestrian gathering space and further divides pedestrian and vehicular traffic.
- Other proposed concepts integrated Concept 1a and 2 to employ the Rambla design only from Windamar to Auramar Street.



Proposed Design

The preferred option, as selected by the community and stakeholders, is Option 1b. The curbless design allows Breakers Avenue to exceed its potential as it accommodates pedestrian and vehicular traffic, but can easily be transformed into an event space.

AutoTurn Analysis

The project team used Transoft Solution's AutoTurn software application to conduct vehicle swept path analysis for evaluating adequacy of turning radii at the intersections to accommodate a 95-foot mid-mount aerial fire truck engine, which is the largest fire truck the City operates. **Appendix pages 12-15** includes plan sheets showing vehicle swept path at each intersection along Breakers Avenue. This analysis indicated that proposed design concept accommodated turn radius to allow easy maneuverability for City's fire trucks. The analysis was reviewed and approved by City staff and fire chief during April 18, 2019 meeting. While the turning radii was adequate, the project team acknowledge that the pavement width (20 feet) would require motorist to yield to fire trucks.

On-Street Parking

The proposed on-street parking is less than Option 1A, but still maintains 22 public parallel parking spaces and 10 private head-in parking spaces. This results in a net loss of 32 public parking spaces. Additional parking solutions can relieve the pressure of on-street and instead promote the usage of existing garages or vacant surface parking lots. The parking division has agreed to review the proposed alternatives to mitigate the loss of parking. The alternatives include:

1. Short and Long-Term Pricing Strategies: Changes in policy that work to rebalance the demand and supply of parking by lowering the cost of a parking in areas with excess supply and increase cost in areas with excess demand.
2. Public-Private Partnership: A negotiation between the owners of private garages with excess parking and the City of Fort Lauderdale to reserve a pre-defined number of parking spaces in those garages to be shared with or leased by the city.
3. Redevelopment with Built-In Parking: A longer-term solution that encourages or requires the inclusion of public parking as a part of future redevelopment in large opportunity sites.
4. Temporary Parking: A short-term solution whereby the temporary fire station on Vistamar provides a new public parking area; the initial site plan already includes a surface parking lot outside of the fire-station parking area that can accommodate up to 79 cars.



Drainage

The drainage options balance the factors of maintenance, cost, and stormwater capacity to ensure the longevity and safety of Breakers Avenue.

The three design concepts considered to manage these concerns were a trench drain, a concrete valley gutter, and a valley gutter with pavers. Both valley gutter options assume a french drain below the roadway, while the trench drain considers a system of connected bioswales for drainage which can also connect to an outflow if necessary.

The proposed design uses a french drain system underneath the roadway with injection wells to make it an independent drainage system. The design also specifies valley gutters on both roadway edges built with traditional rectangular pavers. This is a cost-effective option that is easy to construct.

Materials

Material considerations take into account durability, use, cost, and aesthetic to create an unified overall vision of an appealing public space that safely moves pedestrian and vehicular traffic.

The streetscape aesthetics were divided into three options: contemporary, transitional, and traditional. Among all the options, contemporary was preferred by the residents and is the basis for the material choices. The roadway is recommended to be made out of three tones of tumbled concrete cobble pavers; the crosswalks and valley gutter out of rectangular concrete pavers; and the roadway edges out of tactile pavers. Providing a textural contrast to the roadway, the sidewalk will be made of out three tones of tinted, poured-in-place concrete slabs. Colors for both the street and the sidewalk will be three contrasting tones of grey. Rectangular or square pavers can be used as a more economical alternative to the poured concrete and the tumbled cobble pavers. More detail is provided in **Appendix pages 34-35**.

Landscape

The landscaping will consist of 58 new trees and planting areas, not counting the potential future Bonnet House Plaza. Recommended street trees include Mahogany, Gumbo Limbo, Wild Tamarind, and Live Oak, all of which are native Florida species of varying size that are all salt-water tolerant and provide ample shade. Gumbo Limbos and Live Oaks would require more involved pruning to ensure proper proportions as the trees grow. Planting areas surrounding the trees contain local grasses, shrubs, and flowers and are designed with a low concrete curb and at least two drainage cuts to allow water to filter through them during rain events.



Proposed Design

Street Furnishings

Street furnishings are recommended to enhance the pedestrian experience, adding life and comfort to the sidewalk, and making Breakers a destination for visitors and locals to safely gather.

Seating options include street benches made of wood and concrete, durable enough to last and serving as a place where pedestrians can sit and rest. Benches are oriented toward views of people walking by and towards each other to encourage interactions between people. Concrete and retractable steel bollards line portions of the street that are not protected by vegetation. Bollards are crash-resistant and are an attractive and non-intrusive alternative to other barriers that harden the division between pedestrian and motorized traffic. Breakers Ave. will become an after-dark destination with contemporary LED Street Lighting. LED lighting is a sustainable and energy efficient option. Better street lighting is proposed to ensure safety and improve activity after-dark.

Other design components include festival/string lighting, interactive elements, public art, public fountains, shade structures, pedestrian and vehicular lighting, community Wi-Fi, EV charging stations, and pedestrian way finding signage. Interactive elements and public art add a personalization and signature to the street that creates a sense of place. Wayfinding signage is an important element of safety and allows tourists to feel safe and in control in an unfamiliar space.

Renderings

Project renderings, featured in the **Appendix, pages 24-26**, demonstrate the realized concept for Breakers Avenue from a ground-level view.

- Rendering 1 depicts the enhancement of the walking and outdoor dining experience on Breakers Ave. The new multi-colored sidewalk is shaded and blends seamlessly into the street. It is surrounded by planted areas and places to sit. The sidewalk is sheltered by the vertical bollards that further ensure the safety of the pedestrian experience.
- Rendering 2 looks out onto the street, now paved and shaded. The brightly-colored public art on the facade of the adjacent building reinforce the visual cue that Breakers Avenue is indeed in the Arts District of Fort Lauderdale. Also feature is the on-street outdoor dining option and the opportunity for multi-modal transit with bicyclists and bike racks street side.
- Rendering 3 offers a view of the intersection of Breakers and Belmar Street. The change in color from the sweeping gray gradient of pavers on the rest of the street to the traditional striped safely indicates a pedestrian crossing to motorists. The circular bollards on each street corner provide an additional layer of protection for pedestrians from vehicular traffic.



Cost Estimates

The Breakers Avenue proposed streetscape design was priced out in its full scope, as well as two reduced cost options, as described in the summary table below.

The Proposed Design Option uses the originally intended material selections and encompasses the full scope of the project. Cost Reduction Option 1 fulfills the project's intended extent, but reduces overall project costs by substituting the tinted concrete slabs in the sidewalks for pavers of the same color and by swapping out the concrete cobble pavers on the street for rectangular pavers that are less costly to install. Cost Reduction Option 2 reduces the extent of the paving pattern design to each intersection and the central three blocks of Breakers Avenue, centered on Terramar Street and extending one and a half blocks north and south. For this portion of the corridor, the original materials would be used, with the remainder of the street constructed in asphalt and concrete.

The following discussion summarizes T.Y. Lin International's (TYLI) team's approach to develop planning level construction cost estimate for the Breakers Avenue project. The project team used a combination of unit costs for various pay items or line items based on Florida Department of Transportation's (FDOT) Item Average Unit Cost, Broward County's construction bids for roadway projects received in 2018/2019 through the County's General Engineering Consultant (GEC) contract and as built construction costs from the Clematis Street Streetscape project for the City of West Palm Beach completed in early 2019. The quantities for various pay items were based on conceptual design plans. Both the quantities and unit costs were placed in a cost stream format to compute construction costs for Breakers Avenue improvements.

Conservative cost estimates were included for landscaping and undergrounding overhead utilities. Cost estimates for water and sewer infrastructure improvements in the Breakers Avenue corridor provided by the City's Public Works Department were incorporated 'as is.'

To account for uncertainties and limitations in developing cost estimates given the conceptual level of design, the project team added design contingency (20%). As such for the purpose of this study water and sewer improvement was considered as a separate scope. A detailed cost breakdown, and supporting images are included in the [Appendix, pages 37-41](#).

Cost Estimates	Proposed Design	Cost Optimization 1	Cost Optimization 2
Street Design & Construction	\$8,719,491	\$5,570,982	\$6,694,839
Undergrounding Utilities	\$750,000	\$750,000	\$750,000
Total Project Cost	\$9,469,491	\$6,320,982	\$7,714,839
Current Available Funding	\$2,979,417	\$2,979,417	\$2,979,417
Funding Gap	\$6,490,074	\$3,341,565	\$4,735,422



Community Outreach

Dover, Kohl, & Partners hosted a variety of community outreach meetings to communicate the design process to and receive feedback from all stakeholders in order to better understand their needs and wants. All information public information was made available on a dedicated city web page for the project from beginning to end. Project meetings and times included:

- Kick-Off Meeting - January 9, 2019
- City Departments & Owners Meeting 1 - February 6, 2019
- Public Open House 1 - March 20, 2019
- City Departments & Owners Meeting 2 - April 18, 2019
- Public Open House 2 - May 8, 2019
- Owners Meeting 3 - May 30, 2019

The design was presented to the City and Stakeholders in three separate meetings, all of which were sensitive to the City's expectations and design considerations. These meetings delineated precedents, goals, and project schedules, while receiving feedback through open discussion and follow-up correspondence with city staff and owners. During these meetings, the firm asked specific questions concerning usage, future development, parking needs, maintenance, and overall design.

Dover, Kohl, & Partners also hosted two open houses where the public was invited to see draft work, give feedback through interactive exhibits, and voice their opinions and concerns. The first open house introduced the public to the initial design concepts and let them vote on their preferred concept and aesthetic preferences. The second open house showcased the full proposed design and initial cost estimates and welcomed input from residents for any other considerations or elements they wanted to see incorporated. In both meetings, Victor Dover and his team walked the the public through the street design concepts, pros, cons, and opportunities for future plans.

The team also assembled and released an online survey, which was live from April 26th to May 11th, to identify the community's priorities for the corridor. It asked respondents to rank design elements under the three plan goals: 'Community Identity & Placemaking', 'Health & Sustainability', and 'Safety & Access'. The survey link was advertised on social media, as well as during Public Open House 2. It received 80 responses, with the most highly ranked design elements being:

1. Shade Trees
2. Social Spaces
3. Bury/Underground Power Lines
4. Flexible Street Design & Usage (Festivals/Events)
5. Better Lighting



Appendix

1. Existing Studies

Crash Data

2. Initial Design Concepts

3. Proposed Design

Street Section

Illustrative Plan

Diagrams

Technical Drawings

4. Materials

Lighting

Street Furnishings

Softscape

Hardscape

Educational Elements

5. Renderings

6. Cost Estimates

Proposed Design Detailed Cost Estimates

Detailed Cost Optimization Options

7. Community Outreach

Public Open House 1 Results

Online Survey Results

Meeting Minutes





Existing Studies

Crash Data Map

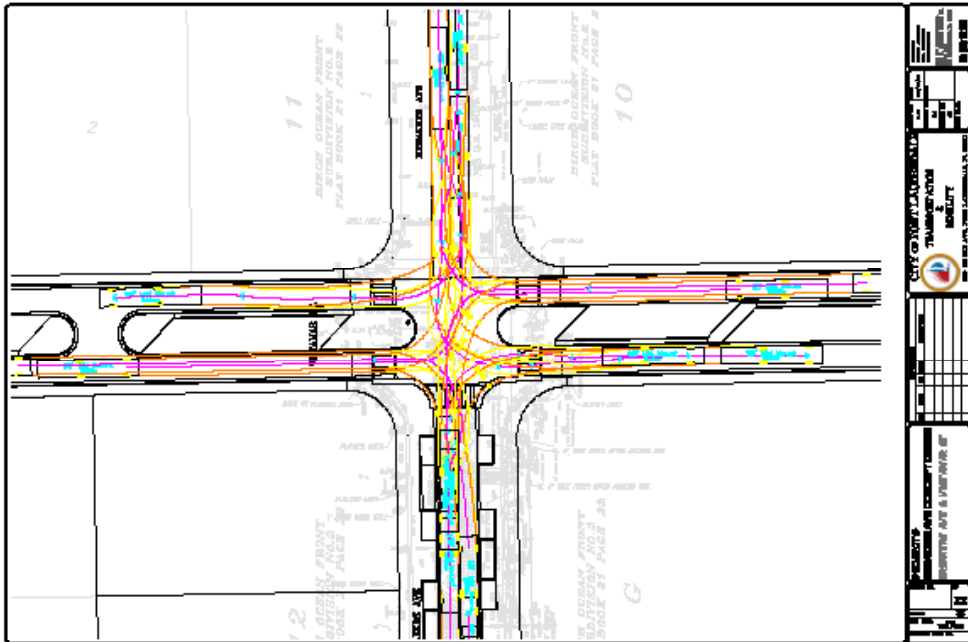


Crashes in Breakers Avenue Corridor,
2014-2018 (Signal Four Analytics)

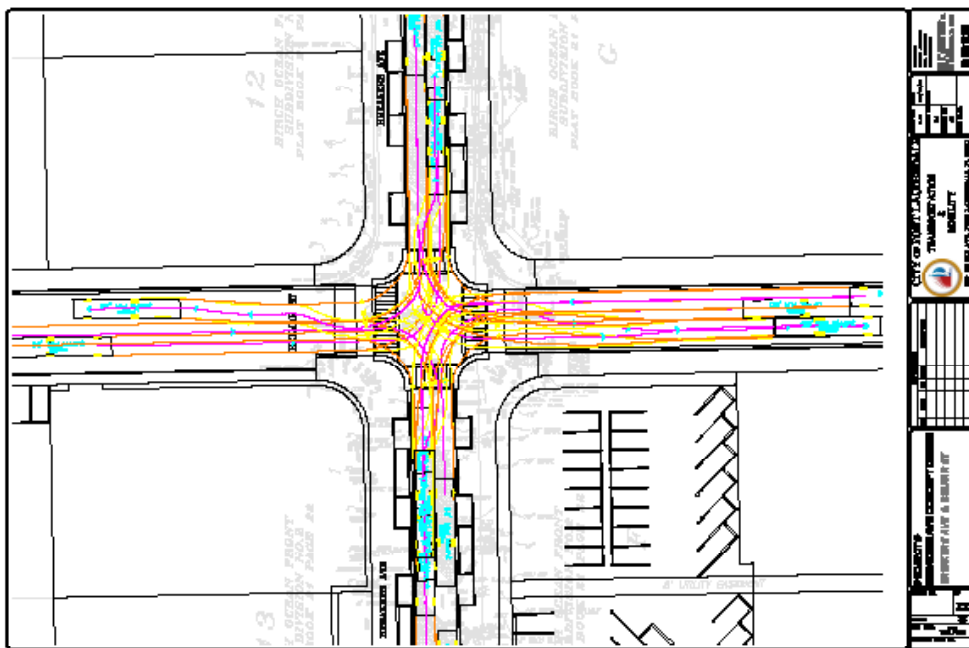


Auto Turn Plans

Vistamar & Breakers Intersection

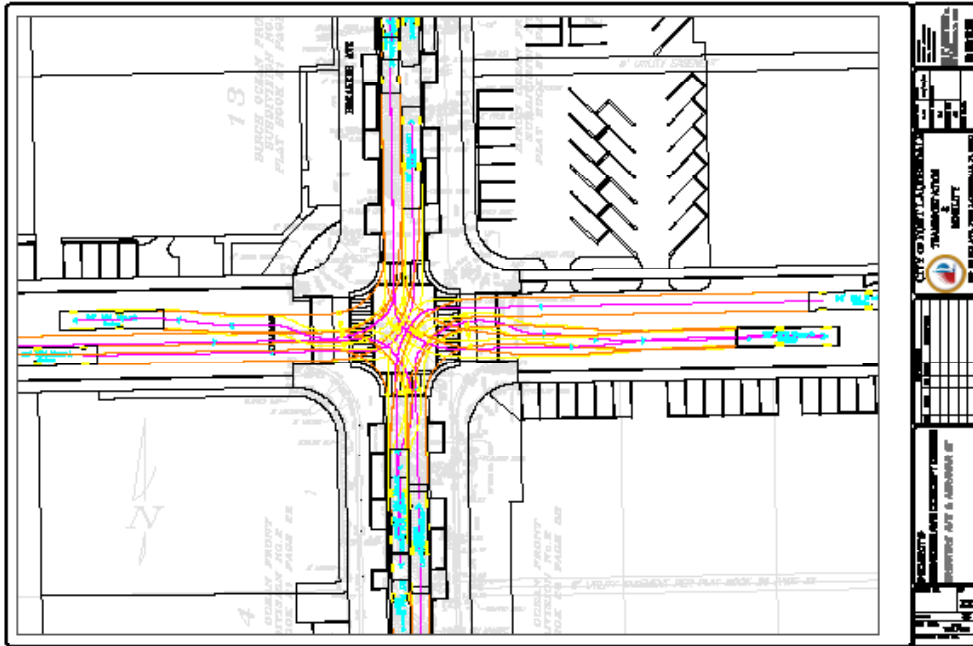


Belmar & Breakers Intersection

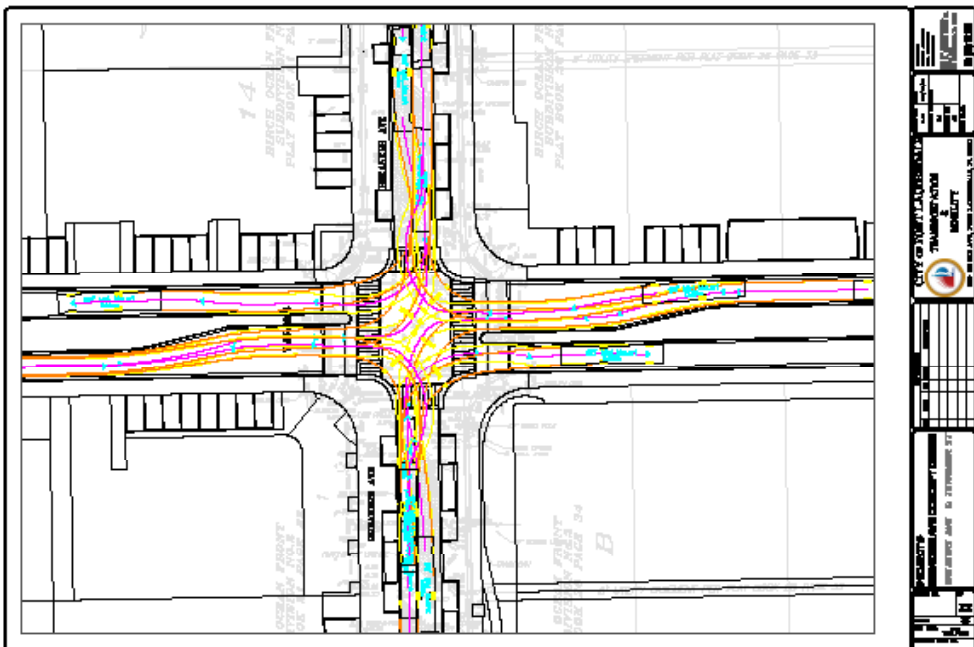




Auramar & Breakers Intersection

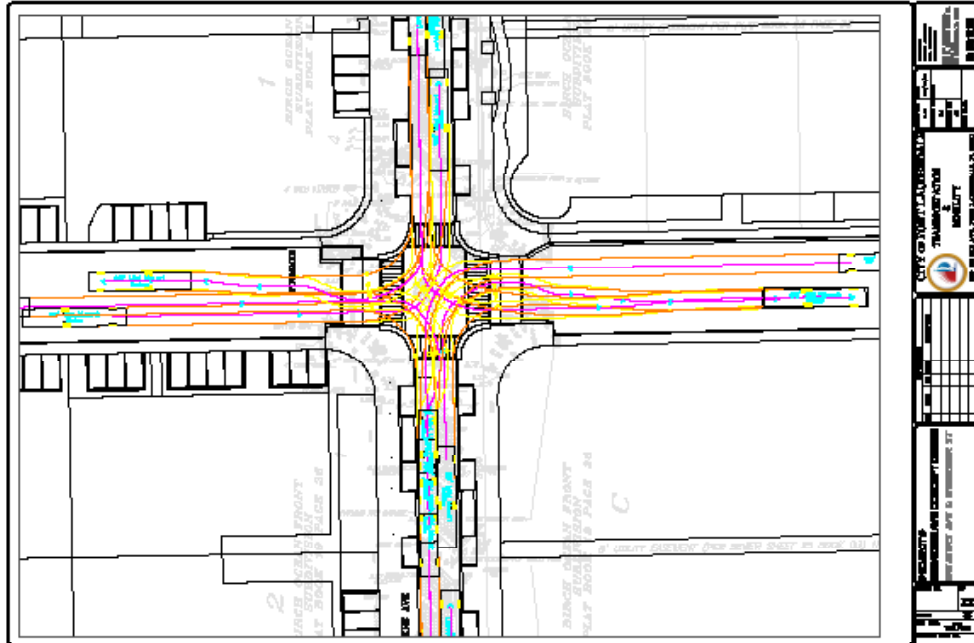


Terramar & Breakers Intersection

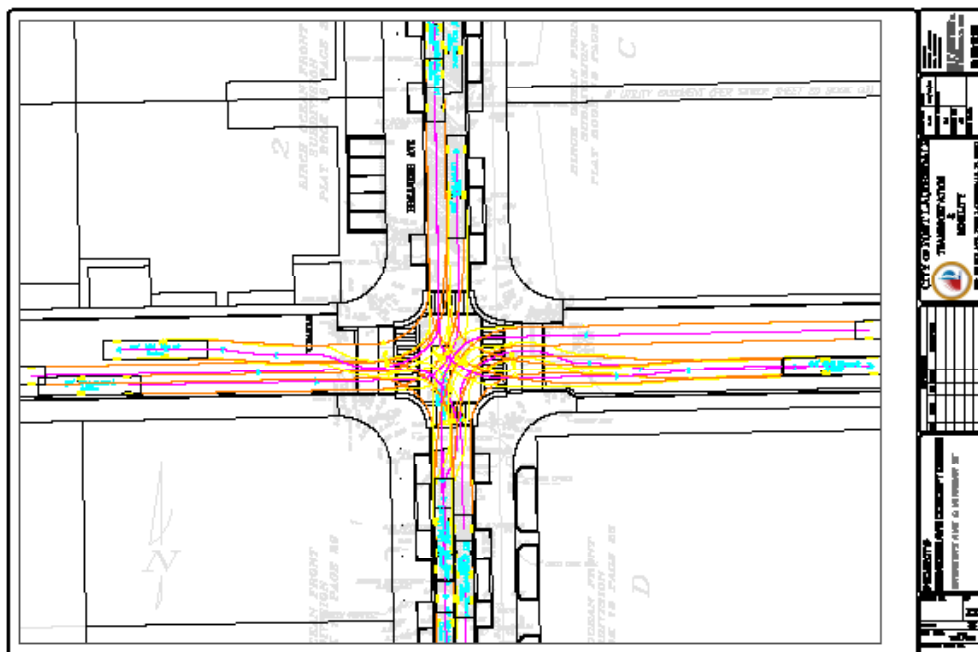




Windomar & Breakers Intersection

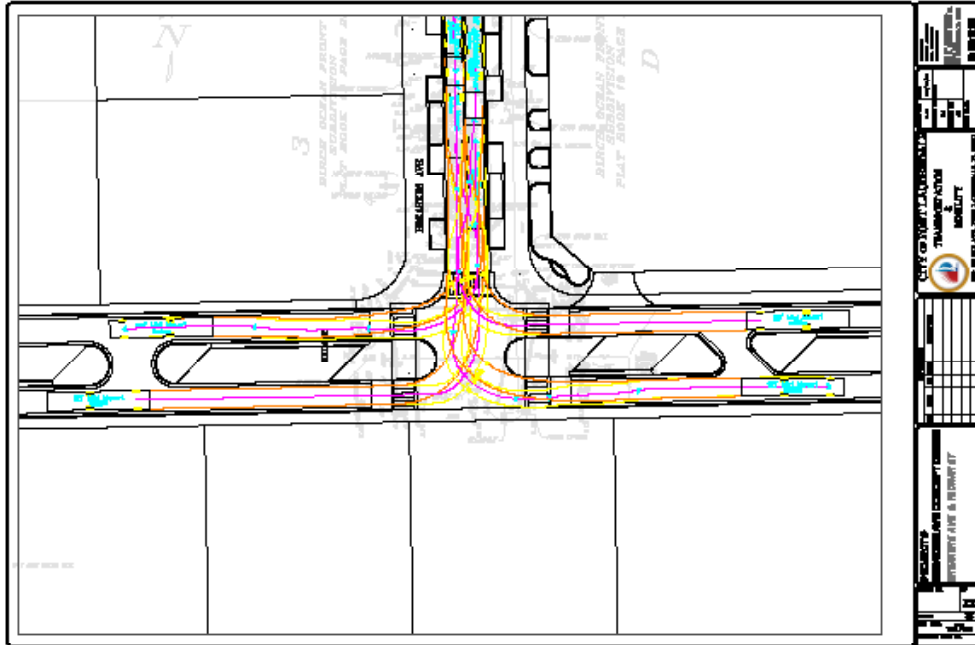


Viramar & Breakers Intersection





Riomar & Breakers Intersection





Initial Design Concepts



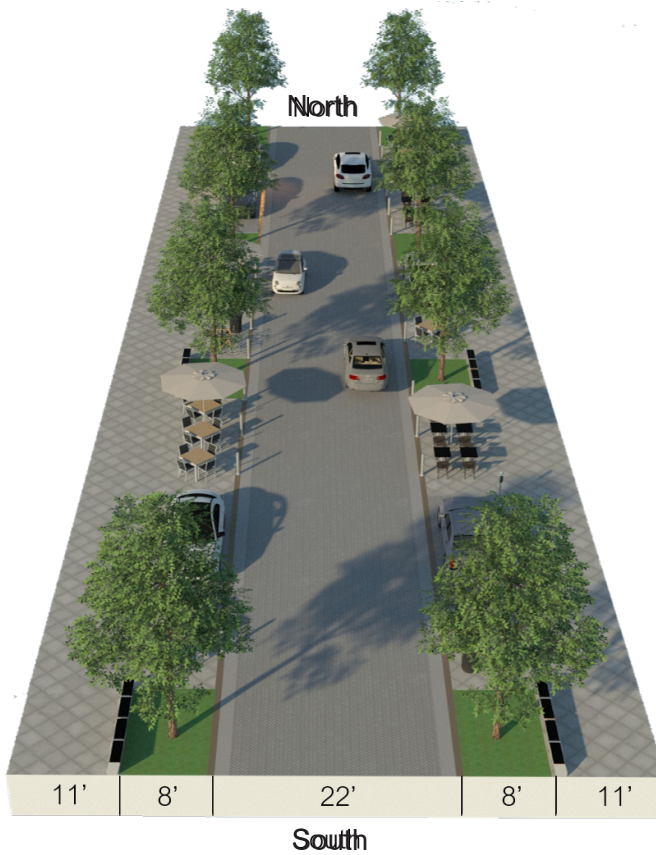
Concept 1a

Two-Way Street
On-Street Parallel Parking
Street Trees
Wider Sidewalks
Curbed Design

Existing Conditions

Two-Way Street
Central Diagonal Parking Island
No Shade Trees
Curbed



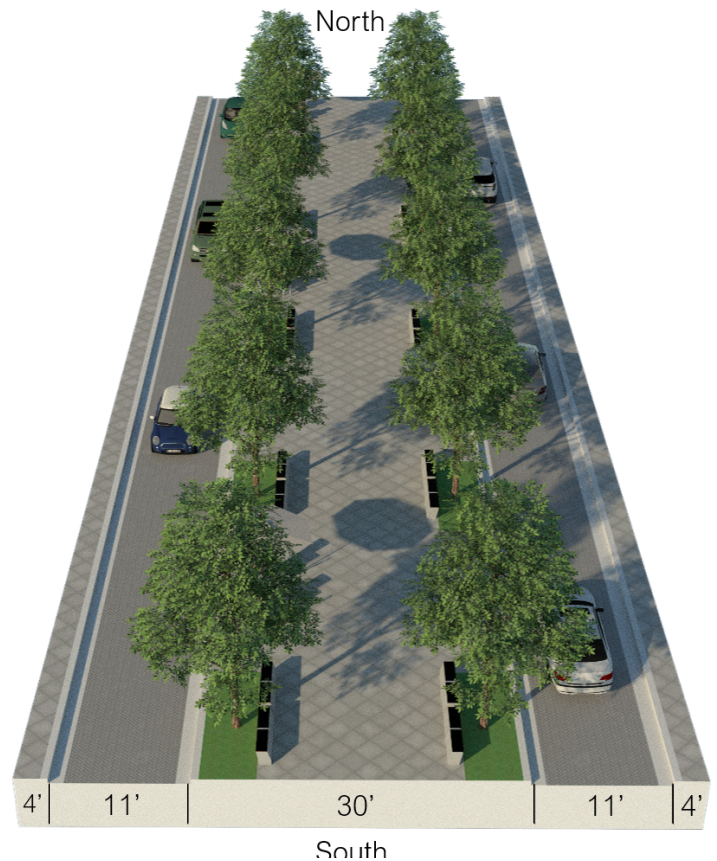


Concept 1b

Two-Way Street
On-Street Parallel Parking
Street Trees
Wider Sidewalks
Curbless Design

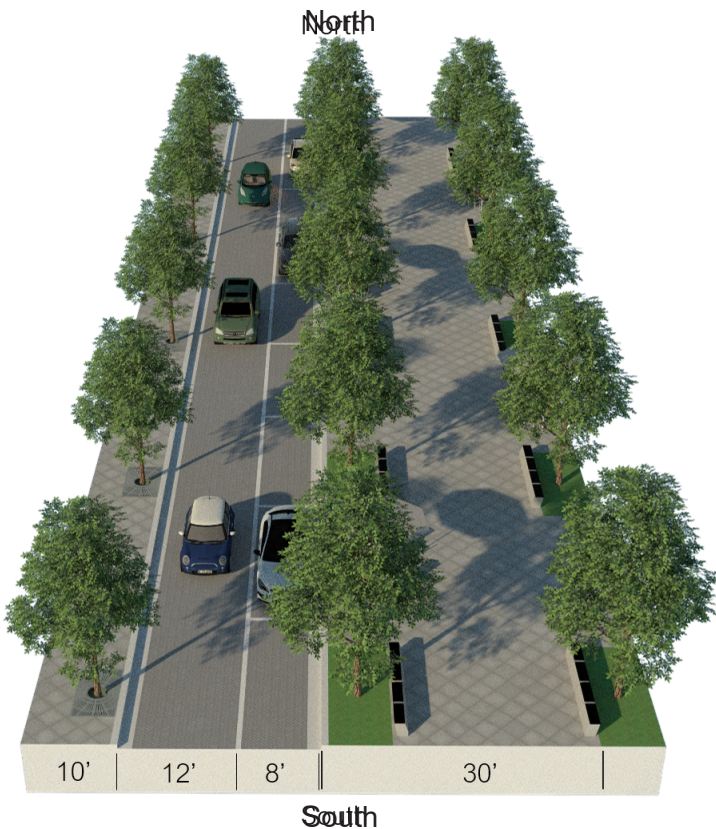
Concept 2

Two-Way Street
No or Very-Limited Parking
Center Rambla Design
Center Allee of Street Trees
Low Curb (with option to go curbless)





Initial Design Concepts Cont'd



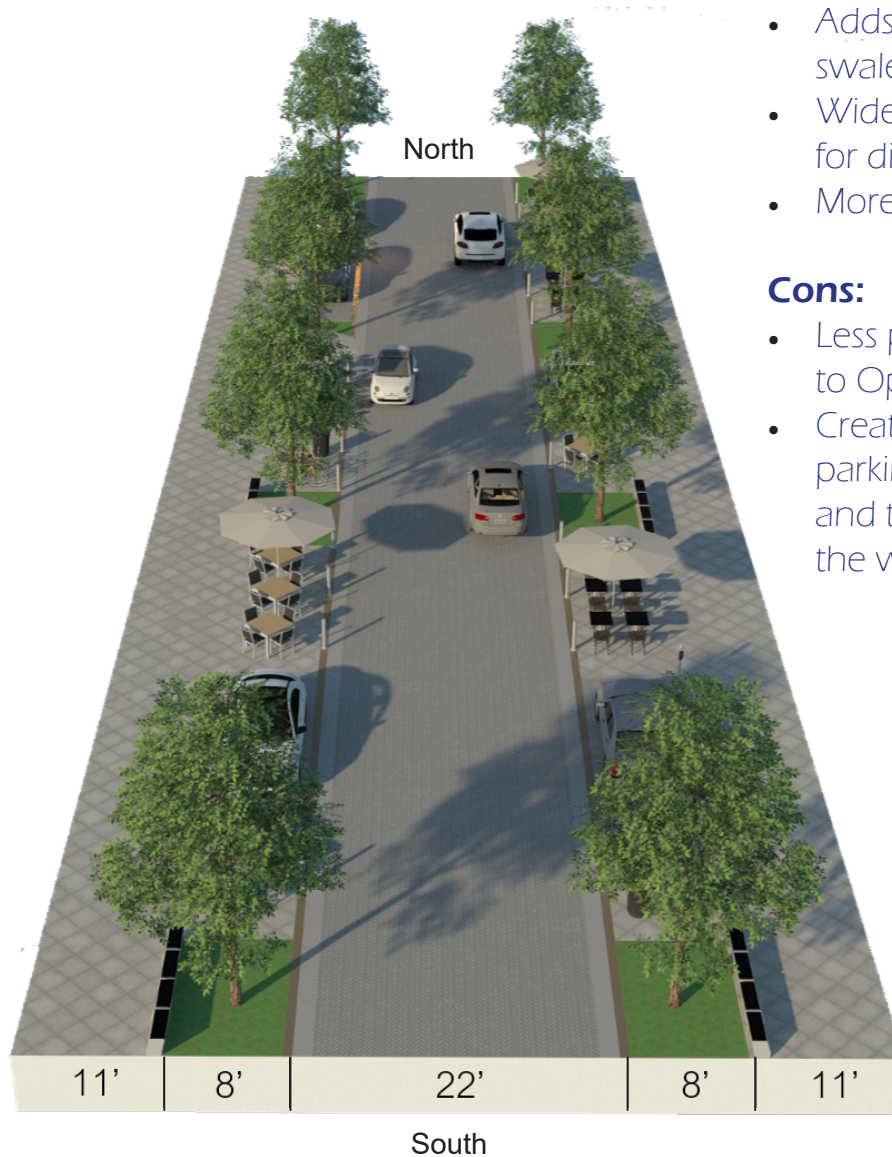
Concept 3

One-Way Street
On-Street Parallel Parking (One-Side)
Asymmetrical Rambla
Three Rows of Street Trees
Low Curb (with option to go curb-less)



Proposed Design

Street Section



Pros:

- Accommodates some parking
- Adds shade trees and room for bio-swales
- Wide sidewalks with separated spaces for dining/seating and walking
- More flexibility due to curbless design

Cons:

- Less parking accommodated compared to Option 1A
- Creates conflicts between designated parking, dining, and pedestrian space and the existing head-in parking along the west side



Illustrative Plan

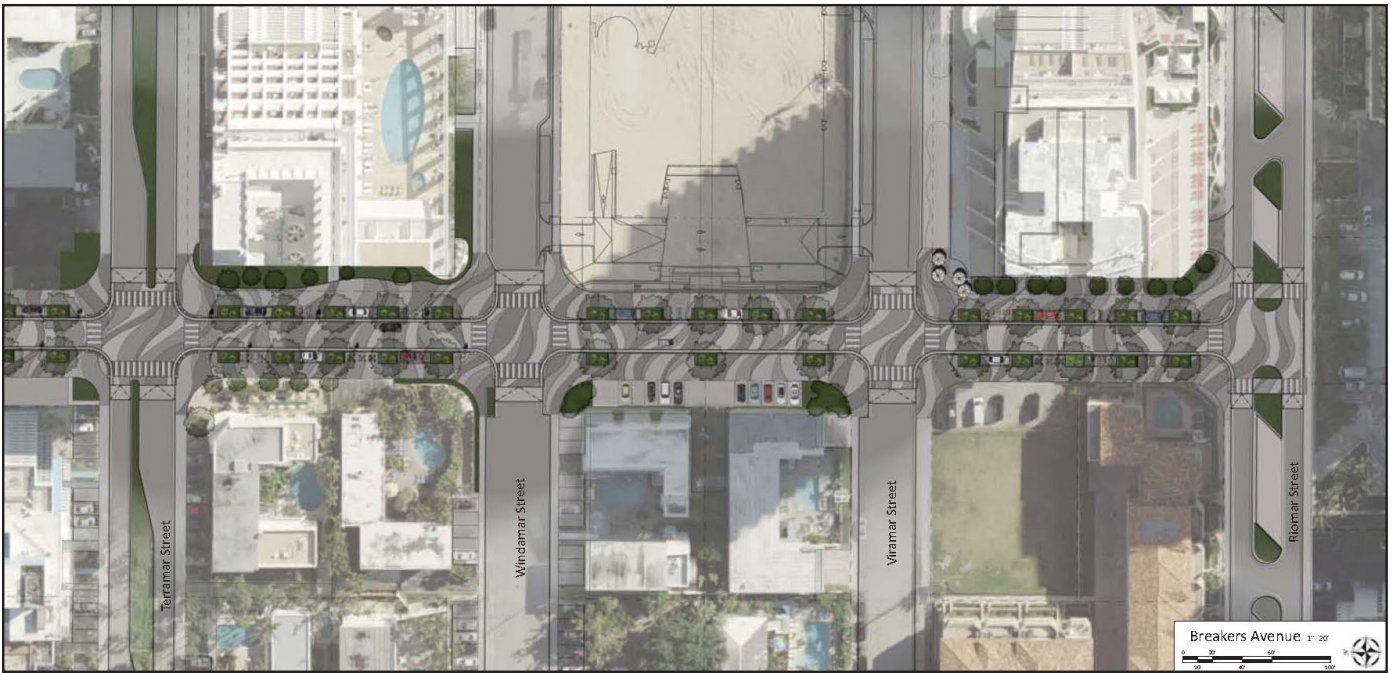


Vistamar St

Belmar St

Auramar St

Terramar St



Terramar St

Windamar St

Viramar St

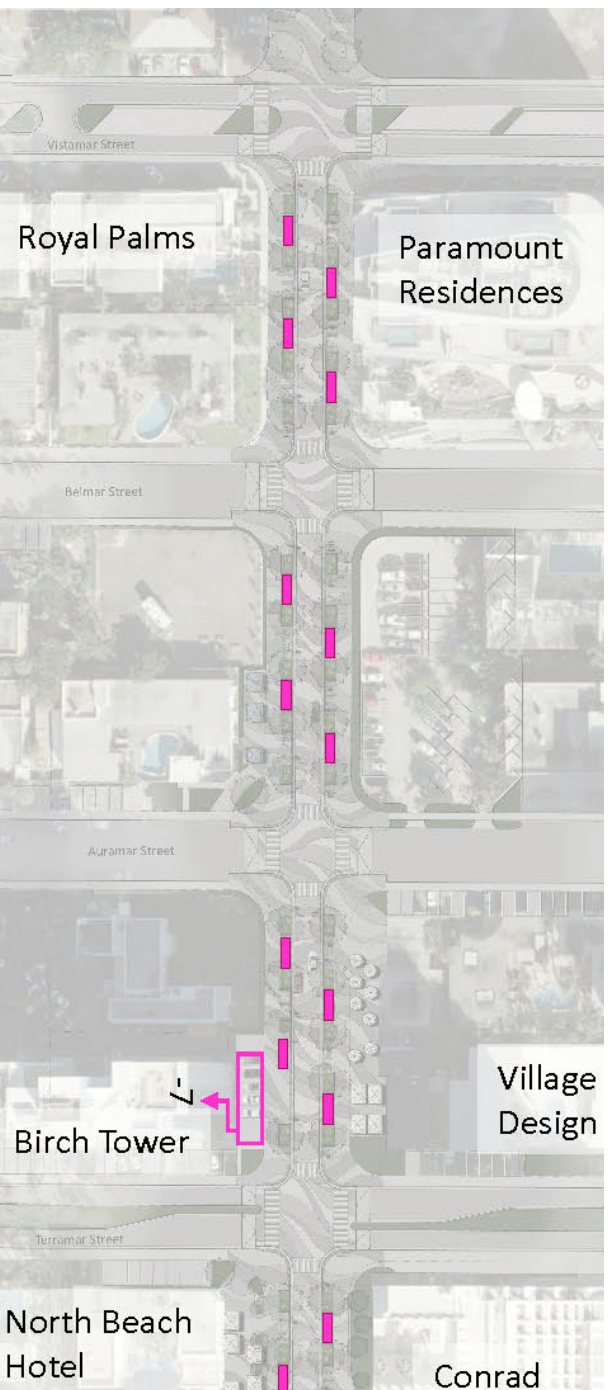
Riomar St



Street Trees and Seating



Parking Spaces





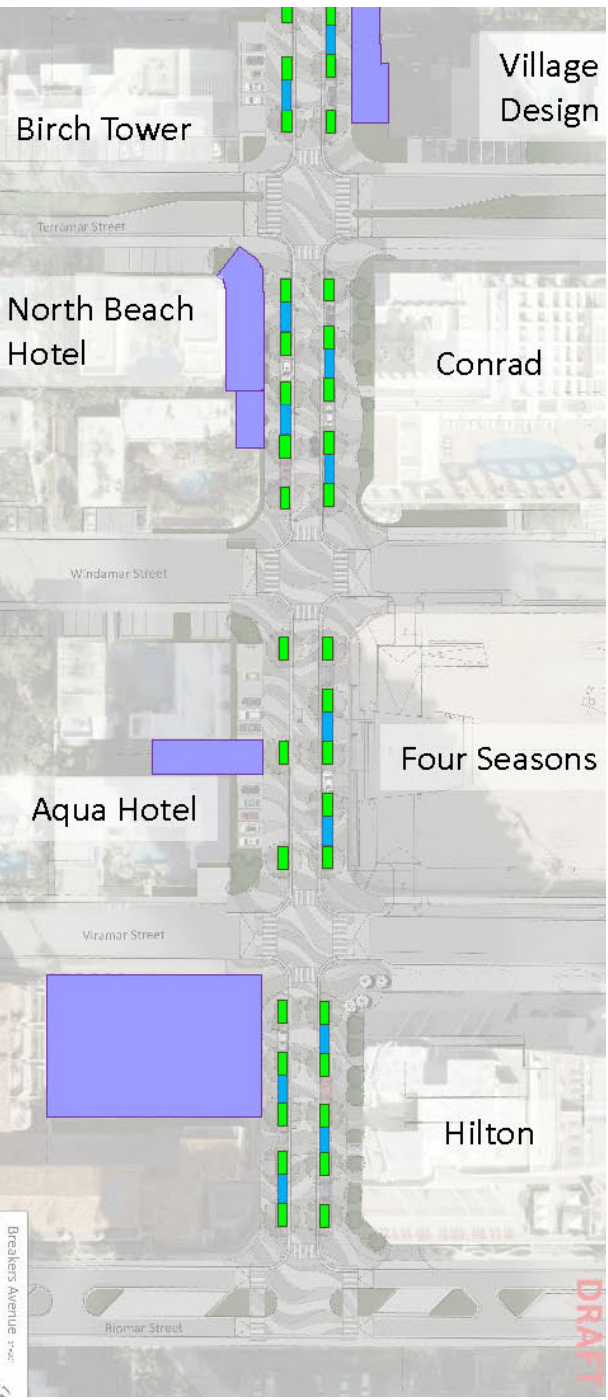
57 New Trees/Planting Areas (Not Counting Bonnet House Plaza)



Public Seating/Dining/Gathering Space



Private Seating/Dining/Gathering Space



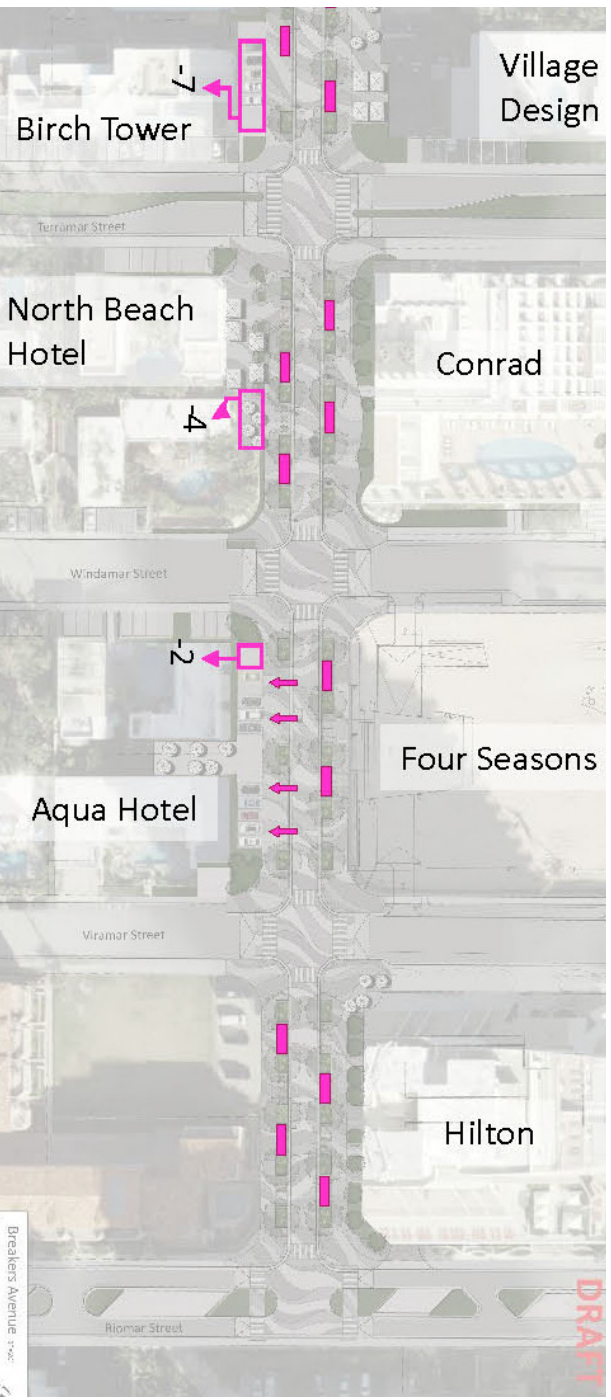
22 Public Parallel Parking Spaces



13 Private Head-In Spaces Converted to Seating/Gathering Space (not counting the long-term conversion of the Covenant House parking spaces into a new plaza)



Clear sidewalk for head-in parking and driveways





Renderings

Rendering 1



- Multi-colored paved street and sidewalk
- Shaded walking and sitting areas
- Vertical bollards securing on-street parking





Rendering 2



- Brightly colored public art
- Shaded outdoor dining
- Curbless street design
- Bike racks and safe bicycling





Renderings

Rendering 3



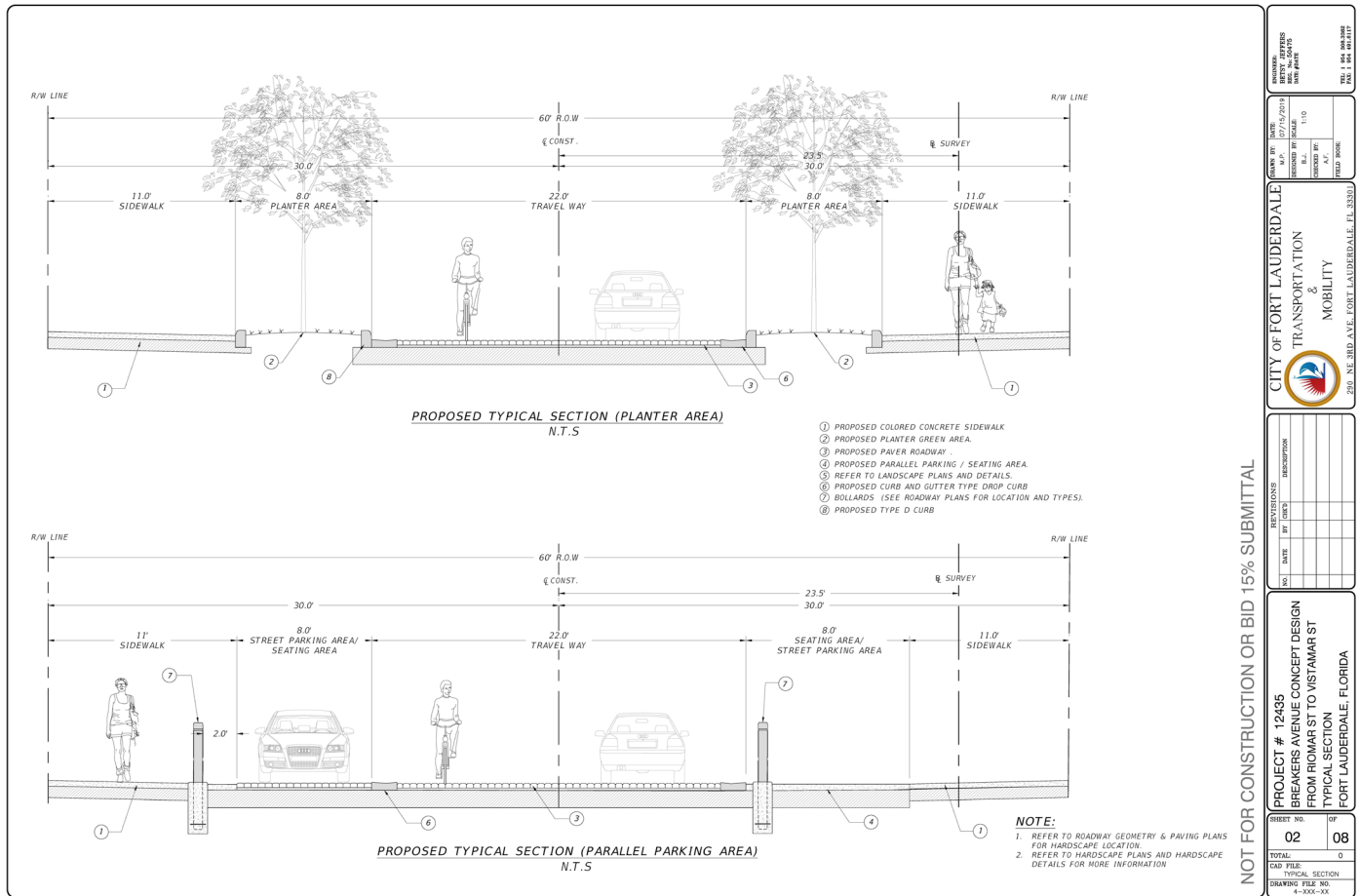
- Change in crosswalk pavers
- Integrated street design
- Circular bollards on intersection corners





Technical Drawings

Typical Street Sections



[illegible][illegible]

Roadway Plans: Windamar to Terramar Streets

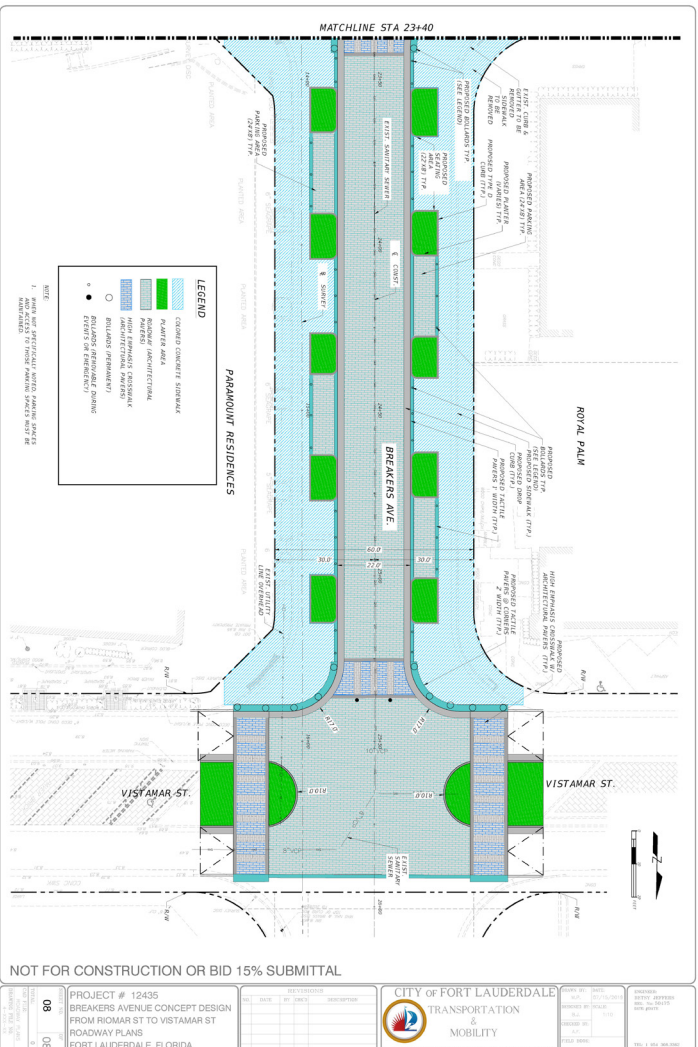


Roadway Plans: Terramar to Auramar Streets





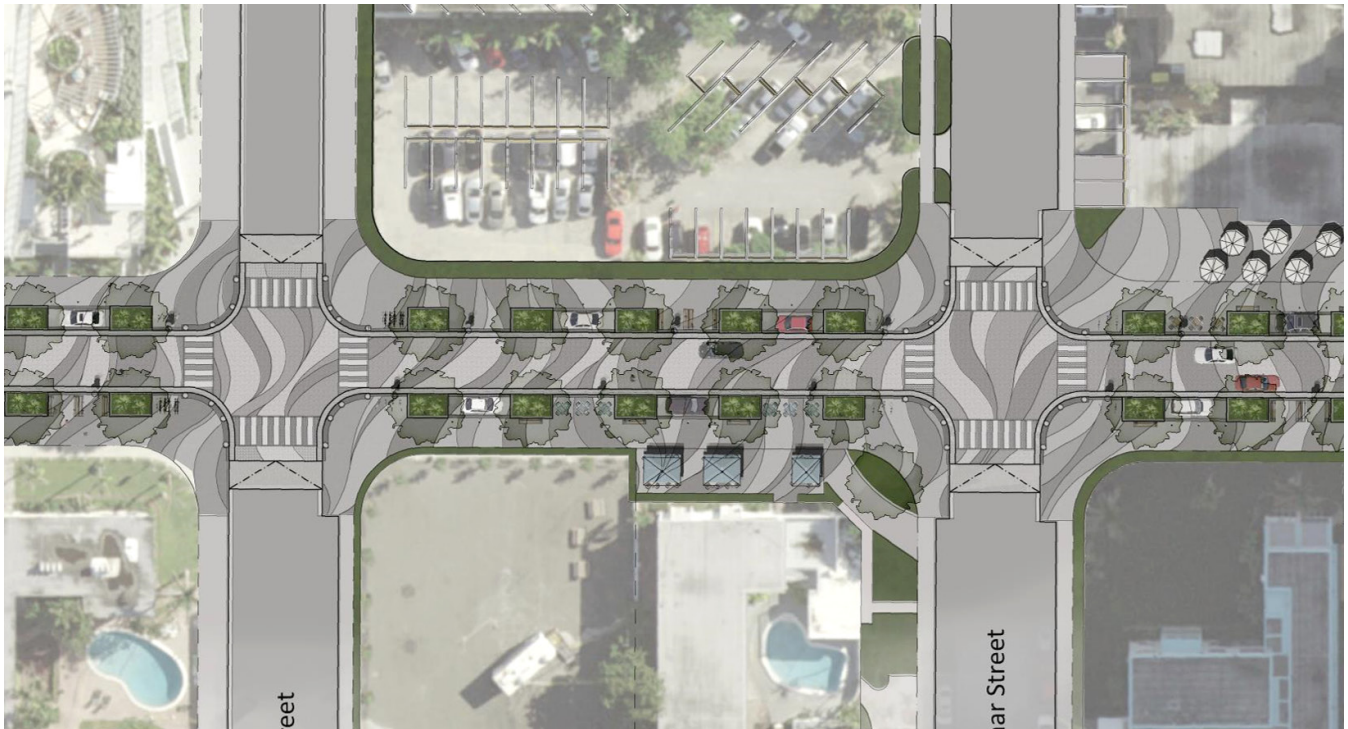
Roadway Plans: Belmar to Vistamar Streets



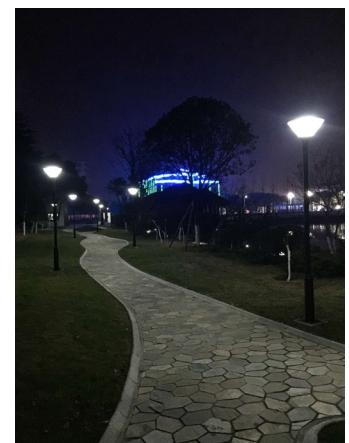


Material Selections

Illustrative Plan - A Closer Look



Lighting





Street Furnishings



Vertical Bollards



Circular Bollards

Street Benches





Landscaping



Mahogany
Native FL Species
Medium Salt Water Tolerance
Mature Size: 30x50'



Gumbo Limbo
Native FL Species
High Salt Water Tolerance
Mature Size: 35x60'
Requires Pruning



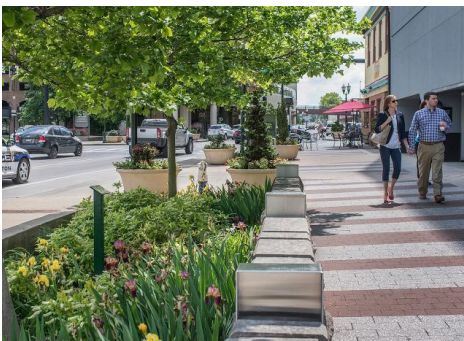
Wild Tamarind
Native FL Species
High Salt Water Tolerance
Mature Size: 25x50'



Live Oak
Native FL Species
High Salt Water Tolerance
Mature Size: 40x60'
Requires Pruning

Bioswale

Traditional Planting Area

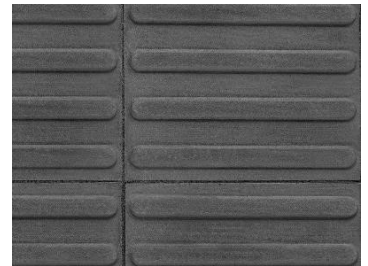




Hardscape



Rectangular Pavers for Crosswalk and Valley Gutter



Roadway Edges



Roadway - Tumbled Concrete Pavers





Sidewalks



Tinted Concrete



Scored Concrete

Educational Elements



Bioswale Educational Sign

Educational Parklet

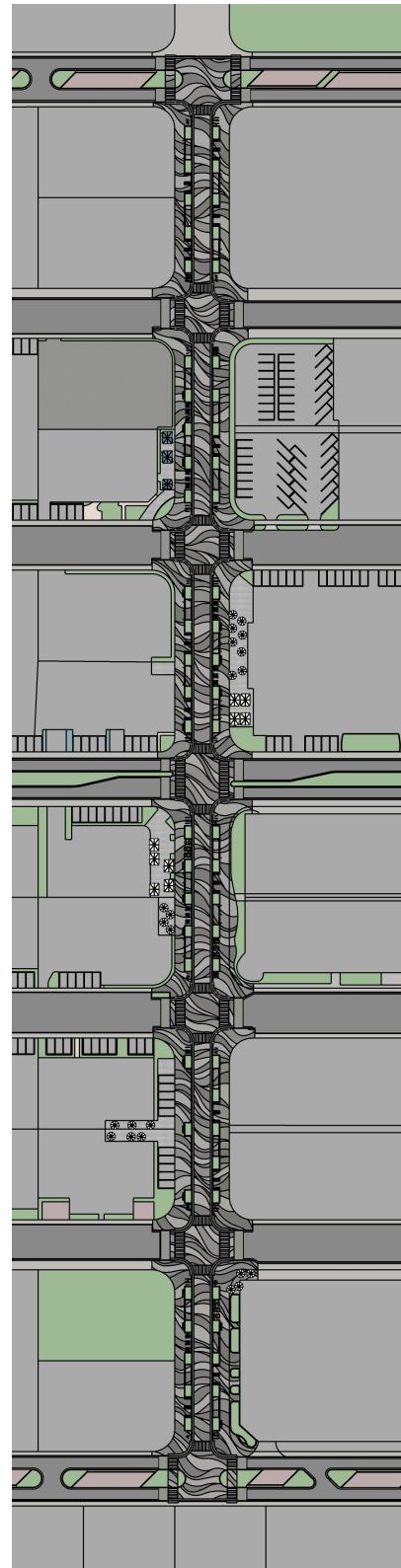


Phasing Diagram

Phase 2

Phase 1

Phase 3



Vistamar Street

Belmar Street

Auramar Street

Terramar Street

Windmar Street

Viramar Street

Riomar Street



Proposed Design Cost

Total Project Cost - \$9,469,491

P12435 Breakers Avenue Streetscape PRELIMINARY COST ESTIMATE

CONSTRUCTION COST**A DEMOLITION**

FDOT pay Item No.	Description	Quantity	Unit	Unit Price	Amount
	REMOVAL OF EXISTING CONCRETE PAVEMENT	1,889	SY	\$24.00	\$45,333.33
	CLEARING & GRUBBING	4	AC	\$15,000.00	\$58,500.00
	REGULAR EXCAVATION	4,593	CY	\$5.00	\$22,963.35
Sub Total A				=	\$126,796.68

B PAVING

FDOT pay Item No.	Description	Quantity	Unit	Unit Price	Amount
	TYPE B STABILIZATION	5782	SY	\$30.00	\$173,460.00
	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	933	SY	\$3.00	\$2,799.99
	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	250	TN	\$170.00	\$42,500.00
	TUMBLED PAVERS, ROADWAY	5782	SY	\$200.00	\$1,156,400.00
	CONCRETE CURB & GUTTER, TYPE F	4800	LF	\$26.00	\$124,800.00
	CONCRETE CURB TYPE D	4000	LF	\$17.00	\$68,000.00
	CIRCULAR PATTERN SIDEWALK, 6" THICK	6000	SY	\$270.00	\$1,620,000.00
	SIGNING AND MARKING	1	LS	\$10,000.00	\$10,000.00
Sub Total B				=	\$3,197,959.99

D LANDSCAPING (IRRIGATION)

No.	Description	Quantity	Unit	Unit Price	Amount
	LANDSCAPING	1	LS	\$500,000.00	\$500,000.00
	IRRIGATION	1	LS	\$200,000.00	\$200,000.00
Sub Total D				=	\$700,000.00

E STREET FURNITURE, LIGHTING (PEDESTRIAN + FESTIVAL LIGHTING)

No.	Description	Quantity	Unit	Unit Price	Amount
	LIGHTING	1	LS	\$540,000.00	\$540,000.00
	BOLLARDS	1	LS	\$122,050.00	\$122,050.00
	STREET FURNITURE	1	LS	\$208,000.00	\$208,000.00
Sub Total E				=	\$870,050.00

F UNDERGROUNDING (OVERHEAD) UTILITIES

No.	Description	Quantity	Unit	Unit Price	Amount
	UNDERGROUNDING OF OVERHEAD UTILITIES	1	LS	\$1,000,000.00	\$1,000,000.00
Sub Total F				=	\$1,000,000.00

Sub Total	=	\$5,894,807
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Mobilization (8 %)	=	\$471,585
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MOT (5 %)	=	\$294,740
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Contingency (20 %)	=	\$1,178,961
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Total Construction*	=	\$7,840,093
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*Includes Construction, MOT, Mobilization, and Contingency

Total Project Cost

	Construction Cost (including Contingency)	\$	7,840,093
	Consultant Fees (Engineering Design, post-construction-15%)	\$	1,178,014
	Construction Manager or Construction Administration Inspections (10%)	\$	784,009
	SUE, Soil testing, Survey	\$	85,000
	Total Project Cost	\$	9,885,116

Total Funding

TAM	Current Funding	\$2,979,417.00
	FUNDING GAP	\$6,905,699.09



Cost Optimization Option 1

Total Project Cost - \$6,320,982

P12435 Breakers Avenue Streetscape PRELIMINARY COST ESTIMATE

CONSTRUCTION COST**A DEMOLITION**

FDOT pay Item No.	Description	Quantity	Unit	Unit Price	Amount
	REMOVAL OF EXISTING CONCRETE PAVEMENT	1,889	SY	\$24.00	\$45,333.33
	CLEARING & GRUBBING	4	AC	\$15,000.00	\$58,500.00
	REGULAR EXCAVATION	4,593	CY	\$5.00	\$22,963.35
Sub Total A				=	\$126,796.68

B PAVING

FDOT pay Item No.	Description	Quantity	Unit	Unit Price	Amount
	TYPE B STABILIZATION	5782	SY	\$30.00	\$173,460.00
	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	250	TN	\$170.00	\$42,500.00
	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	933	SY	\$3.00	\$2,799.99
	STANDARD ROADWAY PAVERS WITH CIRCULAR PATTERN (ENTIRE LIMITS)	5782	SY	\$80.00	\$462,560.00
	CONCRETE CURB & GUTTER, TYPE F	4800	LF	\$26.00	\$124,800.00
	CONCRETE CURB TYPE D	4000	LF	\$17.00	\$68,000.00
	STANDARD BRICK PAVER SIDEWALK WITH CIRCULAR PATTERN (ENTIRE LIMITS)	6000	SY	\$70.00	\$420,000.00
	SIGNING AND MARKING	1	LS	\$10,000.00	\$10,000.00
Sub Total B				=	\$1,304,119.99

D LANDSCAPING (IRRIGATION)

No.	Description	Quantity	Unit	Unit Price	Amount
	LANDSCAPING	1	LS	\$500,000.00	\$500,000.00
	IRRIGATION	1	LS	\$200,000.00	\$200,000.00
Sub Total D				=	\$700,000.00

E STREET FURNITURE, LIGHTING (PEDESTRIAN + FESTIVAL LIGHTING)

No.	Description	Quantity	Unit	Unit Price	Amount
	LIGHTING	1	LS	\$540,000.00	\$540,000.00
	BOLLARDS	1	LS	\$122,050.00	\$122,050.00
	STREET FURNITURE	1	LS	\$208,000.00	\$208,000.00
Sub Total E				=	\$870,050.00

F UNDERGROUNDING (OVERHEAD) UTILITIES

No.	Description	Quantity	Unit	Unit Price	Amount
	UNDERGROUNDING OF OVERHEAD UTILITIES	1	LS	\$750,000.00	\$750,000.00
Sub Total F				=	\$750,000.00

Sub Total	=	\$3,750,967
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Mobilization (8 %)	=	\$300,077
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MOT (5 %)	=	\$187,548
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Contingency (20 %)	=	\$750,193
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Total Construction*	=	\$4,988,786
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*Includes Construction, MOT, Mobilization, and Contingency

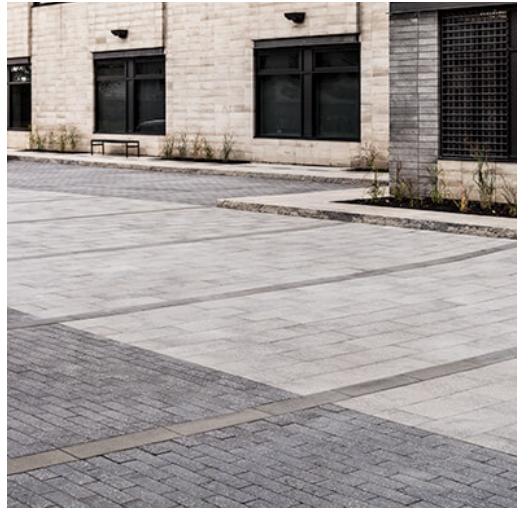
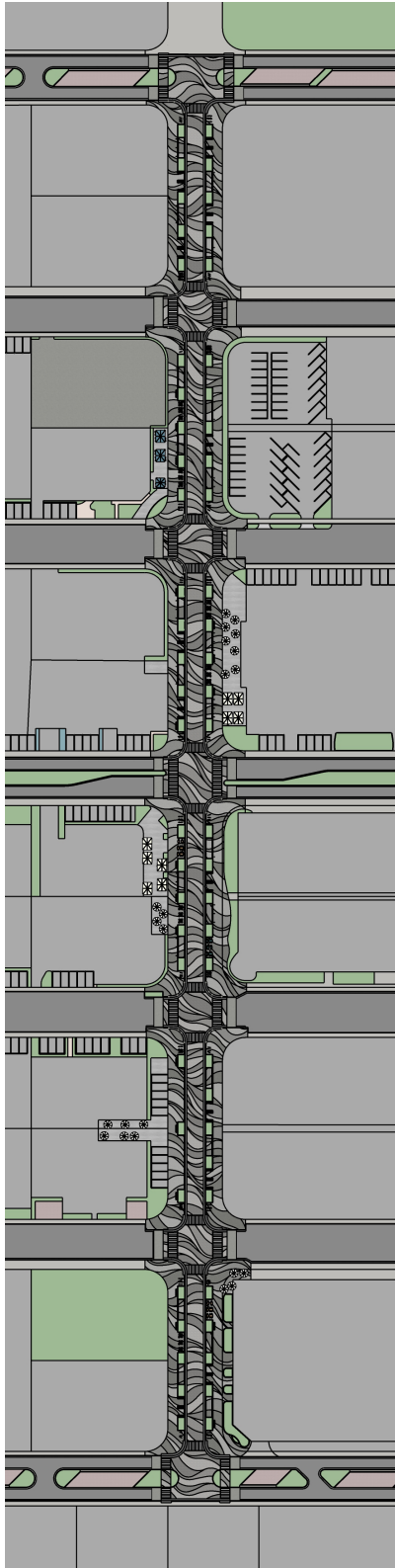
Total Project Cost

	Construction Cost (including Contingency)	\$ 4,988,786
	Consultant Fees (Engineering Design, post-construction-15%)	\$ 748,318
	Construction Manager or Construction Administration Inspections (10%)	\$ 498,879
	SUE, Soil testing, Survey	\$ 85,000
	Total Project Cost	\$ 6,320,982

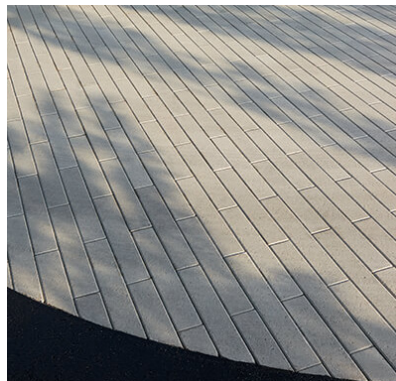
Total Funding

TAM	Current Funding	\$2,979,417.00
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FUNDING GAP	\$3,341,565.09
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- Roadway Pavers - Standard rectangular pavers in three tones



- Sidewalk Pavers - Standard long or larger square pavers in three tones



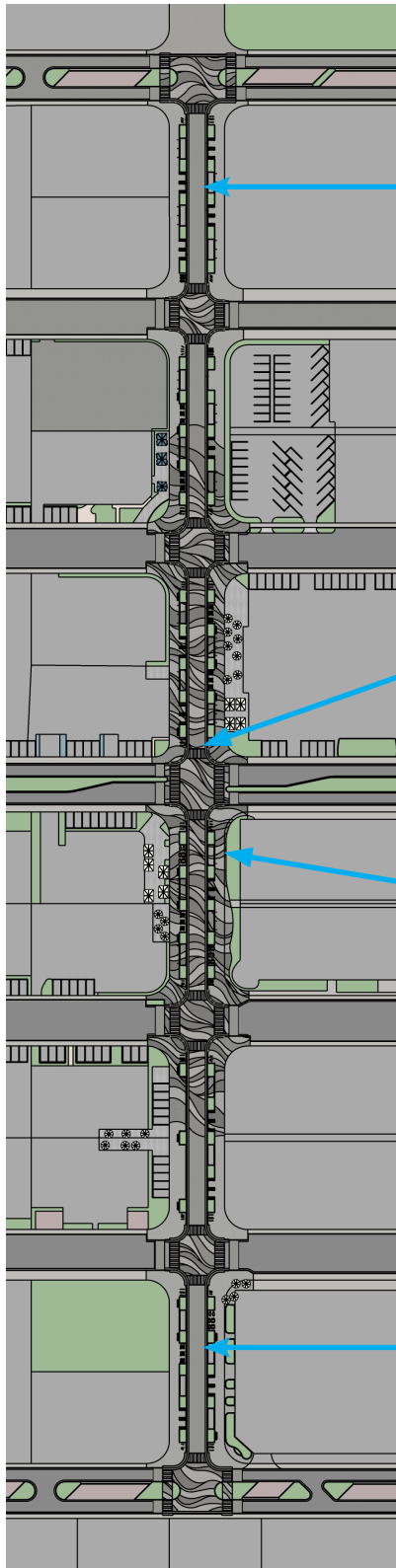
Cost Optimization Option 2

Total Project Cost - \$7,714,839

P12435 Breakers Avenue Streetscape PRELIMINARY COST ESTIMATE

CONSTRUCTION COST

A DEMOLITION					
FDOT pay Item No.	Description	Quantity	Unit	Unit Price	Amount
	REMOVAL OF EXISTING CONCRETE PAVEMENT	1,889	SY	\$24.00	\$45,333.33
	CLEARING & GRUBBING	4	AC	\$15,000.00	\$58,500.00
	REGULAR EXCAVATION	4,593	CY	\$5.00	\$22,963.35
Sub Total A					\$126,796.68
B PAVING					
FDOT pay Item No.	Description	Quantity	Unit	Unit Price	Amount
	TYPE B STABILIZATION	5782	SY	\$20.00	\$115,640.00
	OPTIONAL BASE GROUP 9	2500	SY	\$20.00	\$50,000.00
	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B (3 BLOCKS)	569	TN	\$170.00	\$96,730.00
	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	933	SY	\$3.00	\$2,799.99
	STANDARD ROADWAY PAVERS (CROSSWALKS + 3 BLOCKS)	2882	SY	\$80.00	\$230,560.00
	TUMBLER ROADWAY PAVERS (3 BLOCKS + ALL INTERSECTIONS)	2900	SY	\$200.00	\$580,000.00
	CONCRETE CURB & GUTTER, TYPE F	4800	LF	\$26.00	\$124,800.00
	CONCRETE CURB TYPE D	4000	LF	\$17.00	\$68,000.00
	CONCRETE SIDEWALK 6" THICK (3 BLOCKS)	3150	SY	\$30.00	\$94,500.00
	PATTERNED CONC SIDEWALK 6" THICK (3 BLOCKS)	2850	SY	\$270.00	\$769,500.00
	SIGNING AND MARKING	1	LS	\$10,000.00	\$10,000.00
Sub Total B					\$2,142,529.99
D LANDSCAPING (IRRIGATION)					
No.	Description	Quantity	Unit	Unit Price	Amount
	LANDSCAPING	1	LS	\$500,000.00	\$500,000.00
	IRRIGATION	1	LS	\$200,000.00	\$200,000.00
Sub Total D					\$700,000.00
E STREET FURNITURE, LIGHTING (PEDESTRIAN + FESTIVAL LIGHTING)					
No.	Description	Quantity	Unit	Unit Price	Amount
	LIGHTING	1	LS	\$540,000.00	\$540,000.00
	BOLLARDS	1	LS	\$122,050.00	\$122,050.00
	STREET FURNITURE	1	LS	\$208,000.00	\$208,000.00
Sub Total E					\$870,050.00
F UNDERGROUNDING (OVERHEAD) UTILITIES					
No.	Description	Quantity	Unit	Unit Price	Amount
	UNDERGROUNDING OF OVERHEAD UTILITIES	1	LS	\$750,000.00	\$750,000.00
Sub Total F					\$750,000.00
Sub Total					\$4,589,377
Mobilization (8 %)					\$367,150
MOT (5 %)					\$229,469
Contingency (20 %)					\$917,875
Total Construction*					\$6,103,871
*Includes Construction, MOT, Mobilization, and Contingency					
Total Project Cost					
	Construction Cost (including Contingency)			\$	6,103,871
	Consultant Fees (Engineering Design, post-construction-15%)			\$	915,581
	Construction Manager or Construction Administration Inspections (10%)			\$	610,387
	SUE, Soil testing, Survey			\$	85,000
	Total Project Cost			\$	7,714,839
Total Funding					
	TAM	Current Funding			\$2,979,417.00
		FUNDING GAP			\$4,735,421.72



Regular Asphalt Road and Standard Concrete Sidewalks



Roadway - Tumbled Concrete Pavers in three tones



Sidewalk Tinted & Scored Concrete in three tones

Regular Asphalt Road and Standard Concrete Sidewalks



Community Outreach

STREETSCAPE AESTHETICS: Select your top preference in each category					
PAVERS			BOLLARDS		
 Dots: 7	 Dots: 6	 Dots: 2	 Dots: 12	 Dots: 5	 Dots: 1
LIGHTING			BENCHES		
 Dots: 6	 Dots: 5	 Dots: 7	 Dots: 11	 Dots: 3	 Dots: 6
PLACE YOUR DOT: ● = MOST PREFERRED (1 DOT EACH TYPE, 4 TOTAL DOTS)					



CONCEPT 1A	
	<p>Pros:</p> <ul style="list-style-type: none">Accommodates more parkingAdds shade trees and room for bioswalesWider sidewalks than currently available <p>Cons:</p> <ul style="list-style-type: none">Less space for outdoor dining, festivals, art, and public furnishingLess flexibility to program the space due to curbsCreates conflicts between existing head-in parking and new designated parking, dining, and pedestrian spaces on the west side of the street <p>Thought? Let us know what you think!</p> <p>Score: Place a dot here to indicate your preference of this option over the others presented today. (4)</p>
Reimagining Breakers Avenue CITY OF FORT LAUDERDALE	

CONCEPT 1B	
	<p>Pros:</p> <ul style="list-style-type: none">Accommodates some parkingAdds shade trees and room for bioswalesWide sidewalks with separated spaces for dining/seating and walkingMore flexibility of uses due to curbside design <p>Cons:</p> <ul style="list-style-type: none">Less parking accommodated compared to Option 1ACreates conflicts between existing head-in parking and new designated parking, dining, and pedestrian spaces on the west side of the street <p>Thought? Let us know what you think!</p> <p>Score: Place a dot here to indicate your preference of this option over the others presented today. (44)</p>
Reimagining Breakers Avenue CITY OF FORT LAUDERDALE	

CONCEPT 2	
	<p>Pros:</p> <ul style="list-style-type: none">Adds shade trees and room for bioswalesLarge central area for public gathering, furnishing, dining space, and artBetter accommodates existing head-in parking along the west side, as pedestrians are encouraged to use the central Rambla <p>Cons:</p> <ul style="list-style-type: none">No parking - though a few handicapped spaces could be added <p>Thought? Let us know what you think!</p> <p>Score: Place a dot here to indicate your preference of this option over the others presented today. (9)</p>
Reimagining Breakers Avenue CITY OF FORT LAUDERDALE	

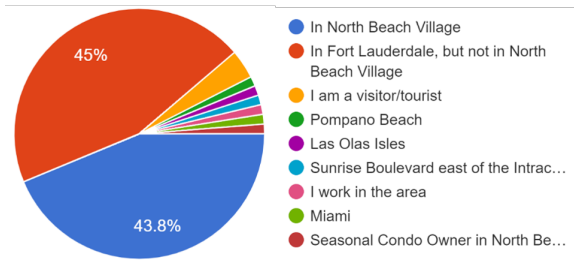
CONCEPT 3	
	<p>Pros:</p> <ul style="list-style-type: none">Includes on-street parkingAdds many shade trees and room for bioswalesLarge area for public gathering, furnishing, dining, and artBetter accommodates existing head-in parking along west side, as pedestrians are encouraged to use the wide, eastern walkway <p>Cons:</p> <ul style="list-style-type: none">One-way design limits traffic flow (though low traffic volumes suggests this may not be a significant issue) <p>Thought? Let us know what you think!</p> <p>Score: Place a dot here to indicate your preference of this option over the others presented today. (2)</p>
Reimagining Breakers Avenue CITY OF FORT LAUDERDALE	



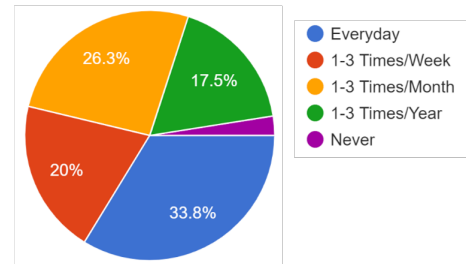
Survey Results

Open from April 27th - May 11th
80 Community Member Responses

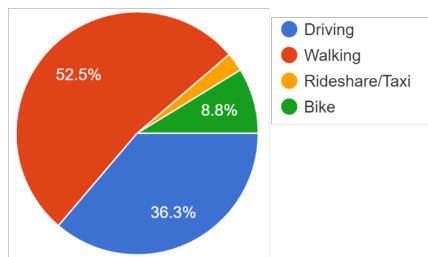
Where do you live?



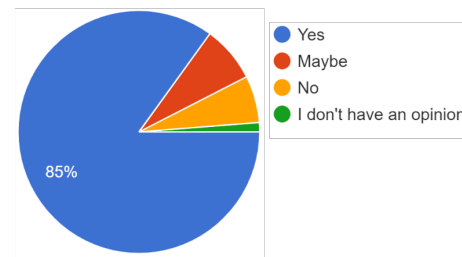
How often do you come to Breakers Ave?



How do you get to Breakers Ave?

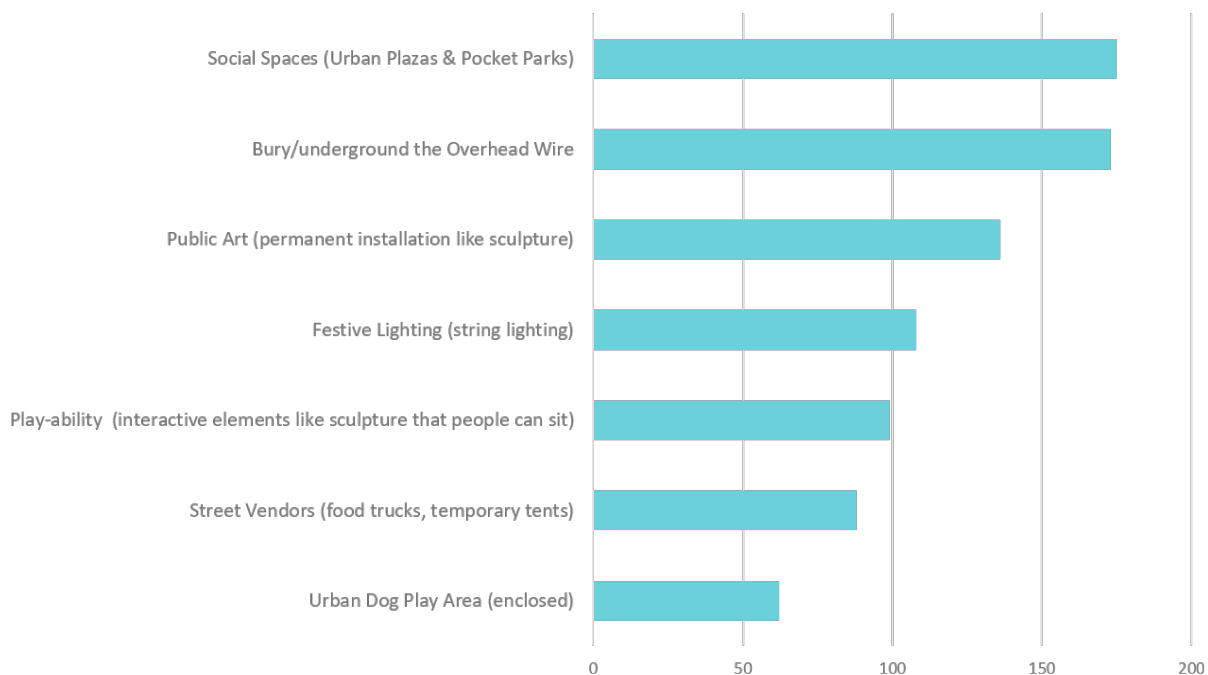


Do you want to see Breakers as a street that hosts public events like farmers markets, concerts, art shows, and other festivals?



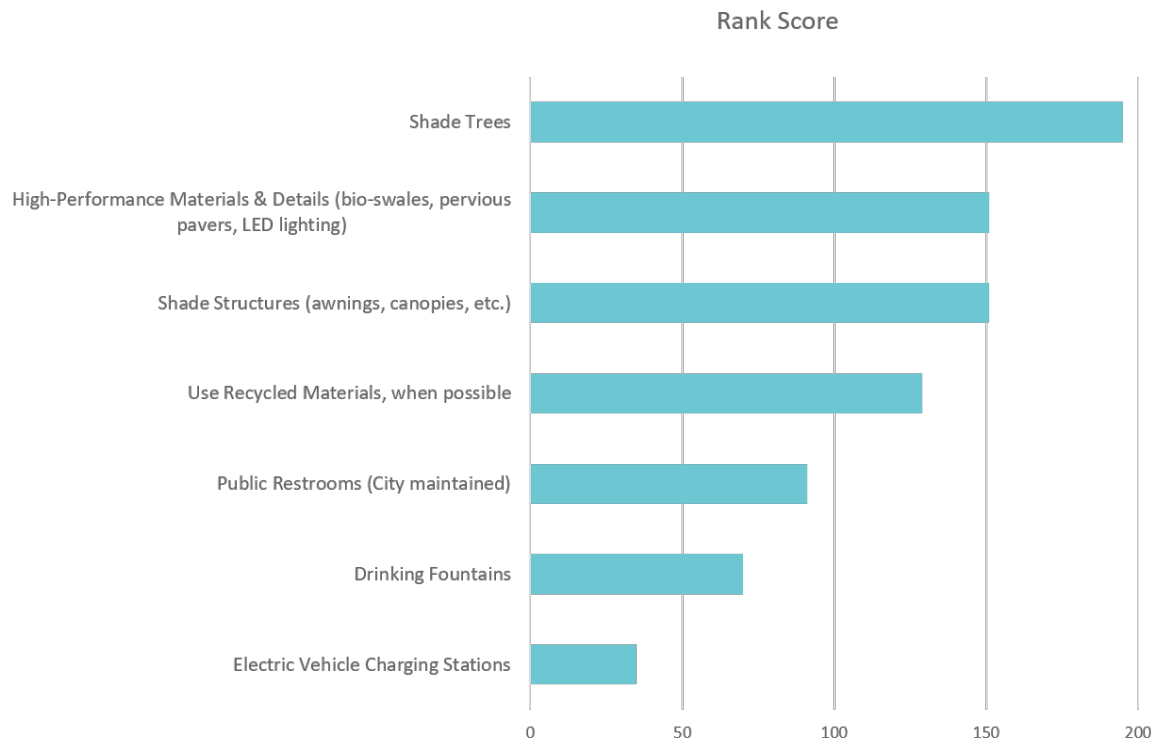
Goal 1: Community Identity & Placemaking

Rank Score





Goal 2: Health & Sustainability



Goal 3: Safety & Access





Meeting Minutes

Breakers Avenue Streetscape

Open House #1, Meeting Summary

Location: 600 Breaker Avenue, Fort Lauderdale, FL

Date and Time: 03/20/2019, 5:00 pm – 6:30 pm

Lightning Round:

- We need to better manage the traffic from East/West streets
- What about a movable barrier to screen the E/W wind tunnel effect?
- Would prefer to see all the parking moved off of Breakers Avenue – it could potentially go to Birch Road, instead.
- Concern that this is just another vacant exercise. Is this really going to happen?
- Intersections are uncomfortable to cross because you never know if the E/W traffic is going to stop.
- There a new free transportation service (FreeBee) that could help alleviate any car congestion, but no one knows about it. They can bring people from hotels, parking garages or other nearby areas.
- E-W cross street traffic is a problem
- How many blocks of Breakers Avenue are being considered?
- There are too many design options for the neighbors to provide their opinion. Wouldn't it just be better for the experts to do something that works?
 - Victor Dover, Consultant. Response: We are the experts and yes, we know what will technically work but the citizens know the culture of the neighborhood and how things need to be done together.
- Bury the electrical lines
- Can we keep at least some of the palm trees?
- The neighbor lives in the Isles. They walk a lot but rarely come down Breakers because it's not comfortable to walk down. They do like the breezes.
- Hopeful that it will become a real destination
- We should close the whole street
 - Victor Dover, Consultant. Response: We need to grow the street so that it is worth closing. It is a process of growth not switching a switch.
- The neighbor likes the center median 'Rambla' idea
- Would like it to be like Las Olas (lush) with the center walkway
- The neighbor likes the center walkway one but concerned that it may not be used enough
- The neighbor likes slowing the traffic because when you are in the City at a café the cars are a part of the experience.
 - Victor Dover Response: you can include cars without letting them dominate. Use the Disney example, even Main Street has cars
- Likes option 1B with wide sidewalks and shade trees



Meeting Minutes

Breakers Avenue Streetscape-Open House #1, Meeting Summary
Page 2 of 2

- The neighbor agrees that keeping car access helps to activate the street
- Can't eliminate parking totally
- Pavers help move water
- What are the plans for the lot near the Bonnet House?
 - Christine Fanchi, City. Response: The City has no long term plans for the City-owned, empty lot S-E corner of Bonnet house. During the construction of the fire station on Sunrise Boulevard the empty lot will be used to park firetrucks.
- Is there enough of a market to sustain all these new restaurants & retail?
- How does the economics of this work?
 - The neighbor mentioned that the City did an economic study a few years ago. She will send the Consultants a copy.
- What about the Tractor Trailers?
- Need to have the appropriate Retail, no more tattoo parlors. Who will do the retail mix?
- Landscaping needs to incorporate Palm Trees with Shade trees

Attendees: List of attendees is available upon request.



Meeting Minutes

Breakers Avenue Streetscape

Open House #2, Meeting Summary

Location: 600 Breaker Avenue, Fort Lauderdale, FL

Date and Time: 05/08/2019, 5:00 pm – 6:30 pm

Attendees: See Sign-in Sheets

Presentation by Victor Dover & Luiza Leite

Lightening Round Notes:

- Questions regarding the funding. City Staff and Commissioner Glassman explained the current funds available and briefly outlined the plans for funding the gap.
- Questions regarding the type of trees and plantings to be used. Open discussion regarding the final selection of trees.
- Concern with choosing plants that are not toxic to the dogs in the neighborhood.
- Request for a dog park, or a general park where people can gather.
- Suggestions to incorporate a water feature or fountain, perhaps in the plaza facing the Bonnet House.
- Interest in Art in Public Places and the ability to do Murals on the large empty walls.
- There was a general consent and enthusiasm for the overall design and the reduction of parking.
- There were some concerns about the project being implemented. These were addressed by the city staff and Commissioner Cunningham with the fact that there is already funding in place.
- There was conversation regarding phasing and the sequence of phasing.
- Question about parking formula used to reduce parking on Breakers Ave and suggested using same concept for parking reductions in other abutting streets.
- Question about parking quantities in parking garages and whether they are fully being utilized.
- Question about outdoor seating whether they will be owned by tenants or public.



Meeting Minutes

Breakers Avenue Streetscape

Walkthrough with Property Owners, Meeting Notes

Location: 600 Breaker Avenue, Fort Lauderdale, FL

Date and Time: 03/20/2019, 3:00 pm – 4:00 pm

The walk-through was not possible due to weather conditions. In lieu of the walk-through, City staff and City's Consultants discussed the following

- Breakers Avenue was a very seedy and dangerous area just 5-8 years ago. The neighbors have been committed to incrementally improving the street – inspired by tactical urbanism and creative place making.
- The tactical improvements are not just about the aesthetics but also the amenities and destinations provided along the street.
- The neighbors have been measuring the effects of their interventions – cars coming through and visitors.
- A1A is dark at night for a portion of the year because of the turtle ordinances. This presents an opportunity for Breakers Avenue to be street of the neighborhood with bright lights.
- The Bonnet House is disconnected with the rest of Breakers Avenue.
- Bonnet House would love to do more to engage Breakers Avenue – they can envision doing events at the end of Breakers outside of their entrance, like small concerts. Also, Covenant House will likely be moving.
Neighbors do not see much truck traffic or deliveries along Breakers Avenue because the loading/unloading areas for the big hotels happen along the side streets
- The City received funds from Art of Community Grant, Community Foundation of Broward to paint the intersections with the residents.
- The owners have considered artwork for the blank walls along Breakers – though they would prefer that it be very carefully curated and easily updated – perhaps a canvas installation as opposed to a wall mural
- Birch Tower recently completed a concrete restoration project. Birch Tower could potentially relocate the head-in parking spaces along Breakers and they have met with the City to see if it would be possible down the road to add a small retail component in place of those spaces

Attendees: List of attendees is available upon request.



Meeting Minutes

PROJECT #12435 Breakers Avenue Streetscape Improvements

600 Breakers Avenue, Fort Lauderdale.

1:30 p.m., Thursday, May 30, 2019

Meeting Summary

GOAL: Review the draft concept plan and identify project priorities within allocated funding to define project's phase-2 (Engineering Design).

1. Attendees: See Sign-in Sheets

2. REVIEW OF THE PROJECT, ON-LINE SURVEY RESULTS:

- Initial Cost Estimate: The recent addition of the Kimley-Horn team brought in the expertise of recent project at Clematis Street and additional information on cost of construction. The two expensive line items are- 1) Undergrounding of the overhead utilities; 2) cost of custom pavers, custom sidewalk colors and patterns. Cost estimate was verified by two engineering teams.
- Value-engineer design to bring the overall costs down.
- Work with FP&L for estimated cost of utility undergrounding. Consider designing the undergrounding in-house to expedite

3. DESIGN SCOPE, PROJECT PRIORITIES:

- Undergrounding the utilities is a high priority. The pattern is important to set the mood but is there a way to adjust is, keep the feel & lower the cost. Consider keeping the intersection design only to reduce cost
- Phasing the project

Bonnet House to Vistamar St- Consider construction after the temporary fire station and the Covenant house are redeveloped.

Vistamar to Belmar Streets - Phase 2

Belmar to Auramar Streets - Phase 2 / Phase 1

Auramar to Terramar Streets – Phase 1

Terramar to Windmar Streets- Phase 1

Windmar to Viramar Streets – Phase 3 Consider working with the Four Seasons to extend the streetscape.

Viramar to Riomar Streets - Phase 3



Meeting Minutes

- Consider clustering the construction vs. fanning the construction. Clustering would be less obstructive and more cost efficient.
- Design and construction within the City's right-of-way and not into the property line.
 - Owners want the autonomy of doing what is best for the current & changing market and for their particular use goals.
 - They are committed to the improvement in the area.
- Alternate sources or funding: Beach Improvement District (BID), County BID Tax, County Transportation Surtax
- Vested Parking ordinance to accommodate change of use in a blanket format, to make it easier for the permitting process.

4. OPPORTUNITIES FOR LONG-TERM SUCCESS:

- Maintenance – can BID maintain? Or a neighborhood association?

5. NEXT STEPS:

- Procure project phase 2 services (Engineering Design) by Mid-July. Scope to include sections within the right-of-way and between Vistamar to Riomar Streets.
- Value Engineer the paving pattern to reduce the cost (substantially)
- Update the City Commission on project progress
- Consider alternate project delivery method to value engineer during the design process, secure best costs of unconventional roadway materials, details, reduce construction delays and associated costs. Procure the services of Construction Manager at Risk.

ACTION ITEMS:

- **Dev Motwani**- Introduce the Four Season's point of contact. Consider construction of the block, section in front of their property.
- **Friends of N.B. Village**- Request the BID Board to expand boundaries, explore BOND with BID District
- **Commissioner Glassman** - Meet with B.C. Commissioner Lamar to discuss funding opportunities- BID Tax, County Transportation Surtax.





CITY OF FORT LAUDERDALE



Fort Lauderdale LauderTrail Working Group

Friday, August 9, 2019

1:00 PM –2:30 PM

City Hall (100 N Andrews Ave, Fort Lauderdale, FL 33301)

8th Floor Conference Room

Working Group Member	Attendance this Meeting	Cumulative Attendance 11/2/2018-9/30/2019	
		Present	Absent
Jay Shechtman	P	9	1
Eric Barton	A	6	4
George Bishopric	A	8	2
Karen Polivka	P	9	1
Shea Smith	P	8	2
Jesús Fuentes	P	3	1
Gregory McAloon	P	2	0

The LauderTrail Working Group consists of seven members, allowing four to constitute a quorum.

Roll was called at 1:02 PM and it was determined that a quorum was present.

Communication to City Commission

Jesús Fuentes made a motion, seconded by Gregory McAloon to communicate the following to the City Commission: the LauderTrail Working group recommends creating a public-private partnership between the Friends of Mockingbird Trail and City of Fort Lauderdale to work on a joint LauderTrail/Mockingbird Trail concept.

The motion passed unanimously by voice vote.

Staff Present:

Mauricio Hernandez, Planner II, Transportation and Mobility Department

Karen Warfel, Program Manager, Transportation and Mobility Department

Marie Pierce, Stormwater Operations Manager, Public Works

Monique Damiano, Senior Strategic Communications Specialist, Strategic Communications Division

Matthew McKirahan, Senior Management Fellow, Structural Innovation Division

Ingrid Kindbom, Asst. Structural Innovation Manager, Structural Innovation Division, Staff Liaison

Friends of Mockingbird Trail Present:

Tim Rubin

Tim Lane

Sarrah Davis

Ashley Turner

Terry Frank

Wanda Liebermann

April Kirk