Solicitation 12739-1031

Las Olas Corridor Design Consultant Services (CCNA)

Bid Designation: Public

CITY OF FORT LAUDERDALE

City of Fort Lauderdale

Bid 12739-1031
Las Olas Corridor Design Consultant Services (CCNA)

Bid Number	**12739-1031**
Bid Title	**Las Olas Corridor Design Consultant Services (CCNA)**
Bid Start Date	**Jan 17, 2023 2:16:55 PM EST**
Bid End Date	**Mar 8, 2023 2:00:00 PM EST**
Question & Answer End Date	**Feb 13, 2023 5:00:00 PM EST**
Bid Contact	**Erick Martinez** **Senior Procurement Specialist** **Finance** **954-828-4019** **emartinez@fortlauderdale.gov**
Contract Duration	**One Time Purchase**
Contract Renewal	**Not Applicable**
Prices Good for	**120 days**
Pre-Bid Conference	**Jan 26, 2023 10:00:00 AM EST** **Attendance is optional** **Location: Huizenga Plaza** **32 E Las Olas Blvd** **Fort Lauderdale, FL 33301** **(We will meet by the stage area by SE 1st Avenue.)**
Bid Comments	**The City of Fort Lauderdale, FL (City), is actively seeking qualified, experienced, and licensed firm(s) to provide design services to submit Statements of Qualifications (SOQs) for the Las Olas Boulevard corridor phase 1 segment from South Andrews Avenue to Southeast 17th Avenue as further described in Section III – Scope of Services. Those firms which are interested in submitting proposals in response to this Request for Qualifications (RFQ) shall comply with Section IV– Submittal Requirements.** **This work shall be based on the Las Olas Conceptual Design Vision Master Plan (Western and Eastern Corridor) prepared by The Corradino Group in June 2021. The referenced segment for this design RFQ will include descriptions, existing conditions, recommended design criteria, scope of work and other conditions as needed for 1) Downtown, 2) The Shops and 3) Colee Hammock up to Southeast 17th Avenue. The goal of the City is to award to one qualified Consultant through this RFQ. The successful proposer of this RFQ will enter into a professional contract with the City.** **Added on Feb 10, 2023:** **Addendum 1 is being issued to post the Pre-Proposal Conference Sign-In Sheet.** **Added on Feb 22, 2023:** **Addendum No. 2 is being issued to extend the Proposal Due Date to Wednesday, March 1, 2023 at 2:00PM Local Time.** **Added on Feb 23, 2023:** **Addendum 3 is being issued to add the following documentation: 1. Summary of Plan Modifications 2. Las Olas Vision Plan Western Corridor (Revised)** **Added on Mar 1, 2023:** **Addendum No. 4 is being issued to extend the Proposal Due Date to Wednesday, March 8, 2023 at 2:00PM Local Time.**

Addendum # 1

New Documents	**12739-1031 - Las olas Corridor Design Consultant Addendum 1.pdf**

Addendum # 2

New Documents	**12739-1031 - Las Olas Corridor Design Consultant Addendum 2.pdf**		
Previous End Date	**Feb 22, 2023 2:00:00 PM EST**	New End Date	**Mar 1, 2023 2:00:00 PM EST**

Addendum # 3

New Documents	**12739-1031 - Las Olas Corridor Design Consultant Addendum 3.pdf**

Addendum # 4

New Documents	**12739-1031 - Las Olas Corridor Design Consultant Addendum 4.pdf**		
Previous End Date	**Mar 1, 2023 2:00:00 PM EST**	New End Date	**Mar 8, 2023 2:00:00 PM EST**

Item Response Form

Item	**12739-1031--01-01 - Design Consultant Services**
Quantity	**1 lot**

Prices are not requested for this item.

Delivery Location **City of Fort Lauderdale**

No Location Specified

Qty 1

Description
Las Olas Corridor Design Consultant Services

Request for Qualifications

RFQ # 12739-1031

LAS OLAS CORRIDOR DESIGN CONSULTANT SERVICES

Pursuant to Section 287.055
Consultants' Competitive Negotiation Act (CCNA)

City of Fort Lauderdale

Kristin Thompson
Program Manager II

Erick Martinez
SENIOR PROCUREMENT SPECIALIST
Telephone: (954) 828-4019 E-mail: emartinez@fortlauderdale.gov

SECTION I – INTRODUCTION AND INFORMATION

1.1 Purpose

The City of Fort Lauderdale, FL (City), is actively seeking qualified, experienced, and licensed firm(s) to provide design services to submit Statements of Qualifications (SOQs) for the Las Olas Boulevard corridor phase 1 segment from South Andrews Avenue to Southeast 17th Avenue as further described in Section III – Scope of Services. Those firms which are interested in submitting proposals in response to this Request for Qualifications (RFQ) shall comply with Section IV– Submittal Requirements.

This work shall be based on the Las Olas Conceptual Design Vision Master Plan (Western and Eastern Corridor) prepared by The Corradino Group in June 2021. The referenced segment for this design RFQ will include descriptions, existing conditions, recommended design criteria, scope of work and other conditions as needed for 1) Downtown, 2) The Shops and 3) Colee Hammock up to Southeast 17th Avenue. The goal of the City is to award to one qualified Consultant through this RFQ. The successful proposer of this RFQ will enter into a professional contract with the City.

1.2 BidSync

The City uses www.bidsync.com (BidSync) to administer the competitive solicitation process, including but not limited to soliciting bids, issuing addenda, posting results and issuing notification of an intended decision. There is no charge to register and download the RFQ from BidSync. Proposers are strongly encouraged to read the various vendor Guides and Tutorials available in BidSync well in advance of their intention of submitting a response to ensure familiarity with the use of BidSync. The City shall not be responsible for an offeror's inability to submit a response by the end date and time for any reason, including issues arising from the use of BidSync. There is no charge to bidders/construction managers to register and participate in the solicitation process, nor will any fees be charged to the awarded proposer.

It is the sole responsibility of the proposer to ensure that its bid is submitted electronically through BidSync at bidsync.com no later than the time and date specified in this solicitation. **PAPER BID SUBMITTALS WILL NOT BE ACCEPTED. BIDS MUST BE SUBMITTED ELECTRONICALLY VIA** bidsync.com.

1.3 Electronic Bid Openings

This solicitation will be opened electronically via bidsync.com at the date and time indicated in the solicitation. All openings will be held on the bidsync.com platform. Once the Procurement Specialist opens the solicitation, the bid tabulations (where applicable) may be viewed immediately on a computer, laptop, cell phone, or any other device with WiFi access.

Anyone requesting assistance or having further inquiry in this matter must contact the Procurement Specialist indicated on the solicitation, via the Question and Answer (Q&A) forum on bidsync.com before the Last Day for Questions indicated in the Solicitation.

1.4 Pre-Proposal Meeting

A pre-proposal meeting will be held on January 26, 2023, local time, at 10:00am.

Location: Huizenga Plaza
32 E Las Olas Blvd
Fort Lauderdale, FL 33301
(We will meet by the stage area by SE 1st Avenue.)

While attendance is not mandatory, it is strongly suggested that all proposers attend the pre-proposal conference. It will be the sole responsibility of the proposer to inspect the City's locations and become familiar with the scope of the City's requirements and systems prior to submitting a proposal.

1.5 Point of Contact

City of Fort Lauderdale, Procurement Services Division
Attn: Erick Martinez, Senior Procurement Specialist
100 N. Andrews Avenue, 6th Floor
Fort Lauderdale, FL 33301
Telephone: (954) 828-4019
E-mail: emartinez@fortlauderdale.gov

For all inquiries concerning this RFQ, questions, and requests for additional information, please utilize the Q&A platform provided by BidSync at bidsync.com. Questions of a material nature must be received prior to the cut-off date specified in the RFQ. Material changes, if any, to the scope of services or bidding procedures will only be transmitted by written addendum. (See addendum section of BidSync Site). **Consultants please note:** Proposals shall be submitted as stated in PART IV – Submittal Requirements. No part of your proposal can be submitted via FAX. Submission of a proposal will be considered evidence that the proposer has familiarized itself with the nature and extent of the work, and the equipment, materials, and labor required. The entire proposal must be submitted in accordance with all requirements contained in this solicitation. The questions and answers submitted in BidSync shall become part of any contract that is created from this RFQ.

1.6 Debarred or Suspended Bidders or Proposers

The proposer certifies, by submission of a response to this solicitation, that neither it nor its principals and sub-consultants are presently debarred or suspended by any Federal department or agency.

1.7 Prohibition Against Contracting with Scrutinized Companies

Subject to *Odebrecht Construction, Inc., v. Prasad*, 876 F.Supp.2d 1305 (S.D. Fla. 2012), *affirmed*, *Odebrecht Construction, Inc., v. Secretary, Florida Department of Transportation*, 715 F.3d 1268 (11th Cir. 2013), with regard to the "Cuba Amendment," the Contractor certifies that it is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and that it does not have business operations in Cuba or Syria, as provided in Section 287.135, Florida Statutes (2021), as may be amended or revised. The Contractor certifies that it is not on the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2021), as may be amended or revised, and that it is not engaged in a boycott of Israel. The City may terminate this Agreement at the City's option if the Contractor is found to have submitted a false certification as provided under subsection (5) of Section 287.135, Florida Statutes (2021), as may be amended or revised, or been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2021), as may be amended or revised, or is engaged in a boycott of Israel or has been engaged in business operations in Cuba or Syria, as defined in Section 287.135, Florida Statutes (2021), as may be amended or revised.

By submitting a proposal or response, the company, principals, or owners certify that it is not listed on the Scrutinized Companies with Activities in Sudan List or listed on the Scrutinized Companies

with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

END OF SECTION

SECTION II – GENERAL TERMS AND CONDITIONS

2.1 Addenda, Changes, and Interpretations

It is the sole responsibility of each firm to notify the point of contact utilizing the Q&A forum provided by Bidsync and request modification or clarification of any ambiguity, conflict, discrepancy, omission or other error discovered in this competitive solicitation. Requests for clarification, modification, interpretation, or changes must be received prior to the Q&A deadline. Requests received after this date may not be addressed. Questions and requests for information that would not materially affect the scope of services to be performed or the solicitation process will be answered within the Q&A forum provided by Bidsync and shall be for clarification purposes only. Material changes, if any, to the scope of services or the solicitation process will only be transmitted by official written addendum issued by the City and uploaded to Bidsync as a separate addendum to the RFQ. Under no circumstances shall an oral explanation given by any City official, officer, staff, or agent be binding upon the City and should be disregarded. All addenda are a part of the competitive solicitation documents, and each firm will be bound by such addenda. It is the responsibility of each to read and comprehend all addenda issued.

2.2 Changes and Alterations

Consultant may change or withdraw a proposal at any time prior to the proposal submission deadline; however, no oral modifications will be allowed. Modifications shall not be allowed following the proposal deadline.

2.3 Consultants' Costs

The City shall not be liable for any costs incurred by consultants in responding to this RFQ, including costs incurred in connection with evaluation and award proceedings.

2.4 Mistakes

The consultant shall examine this RFQ carefully. The submission of a proposal shall be prima facie evidence that the consultant has full knowledge of the scope, nature, and quality of the work to be performed; the detailed requirements of the specifications; and the conditions under which the work is to be performed. Ignorance of the requirements will not relieve the consultant from liability and obligations under the Agreement.

2.5 Acceptance of Responses/Minor Irregularities

2.5.1 The City reserves the right to accept or reject any or all responses, part of responses, and to waive minor irregularities or variances to specifications contained in responses which do not make the response conditional in nature, and minor irregularities in the solicitation process. A minor irregularity shall be a variation from the solicitation that does not affect the price of the contract or does not give a respondent an advantage or benefit not enjoyed by other respondents, does not adversely impact the interests of other firms or does not affect the fundamental fairness of the solicitation process. The City also reserves the right to reissue a Request for Qualifications.

2.5.2 The City reserves the right to disqualify Consultant during any phase of the competitive solicitation process and terminate for cause any resulting contract upon evidence of collusion with intent to defraud or other illegal practices on the part of the Consultant.

2.6 Responsiveness

In order to be considered responsive to the solicitation, the firm's response shall fully conform in all material respects to the solicitation and all of its requirements, including all form and substance.

2.7 Responsibility

In order to be considered as a responsible firm, firm shall be fully capable to meet all of the requirements of the solicitation and subsequent contract, must possess the full capability, including financial and technical, to perform as contractually required, and must be able to fully document the ability to provide good faith performance.

2.8 Minimum Qualifications

Firms shall be in the business of producing Design Criteria Packages and have experience in similar public traffic and transportation projects including roadway, hardscape, landscape, drainage, lighting, signalization, signs, pavement markings, utilities, public relationships and other similar scope in the State of Florida for at least **TEN (10)** years, and must possess sufficient financial support, equipment and organization to ensure that it can satisfactorily perform the services if awarded a contract. Firms must demonstrate that they, or the principals assigned to the project, have successfully provided services with similar magnitude to those specified in the scope of services to at least one city similar in size and complexity to the City of Fort Lauderdale or can demonstrate they have the experience with large scale private sector clients and the managerial and financial ability to successfully perform the work.

Additionally, all team members assigned to this project must have a minimum of **TEN (10)** years of experience in the specific design specialties. Team members and firm shall submit proof of designing experience for a minimum of three (3) projects of similar scope and scale (or larger) within the last 7 years and shall, for each project listed, identify location; dates of construction; project name and overall scope; scope of work that was self-performed by Contractor; and client's name, address, telephone number and e-mail address.

Firms shall satisfy each of the following requirements cited below. Failure to do so may result in the proposal being deemed non-responsive.

2.8.1 Proposer or principals shall have relevant experience in producing Design Criteria Packages and have experience in similar public traffic and transportation projects including roadway, hardscape, landscape, drainage, lighting, signalization, signs, pavement markings, utilities, public relationships, dean other similar scope in the State of Florida. Project manager assigned to the work must have **TEN (10)** years' experience in management of design and delivery of design packages, and has served as project manager on similar projects.

2.8.2 Before awarding a contract, the City reserves the right to require that a firm submit such evidence of its qualifications as the City may deem necessary. Further, the City may consider any evidence of the financial, technical, and other qualifications and abilities of a firm or principals, including previous experiences of same with the City and performance evaluation for services, in making the award in the best interest of the City.

2.8.3 Firm or principals shall have no record of judgments, pending lawsuits against the City or criminal activities involving moral turpitude and not have any conflicts of interest that have not been waived by the City Commission.

2.8.4 Neither Firm nor any principal, officer, or stockholder shall be in arrears or in default of any debt or contract involving the City, (as a party to a contract, or otherwise); nor have failed to perform faithfully on any previous contract with the City.

2.8.5 Consultant(s) must be appropriately licensed and registered in the State of Florida in the required field of service required.

2.9 Lobbyist Ordinance

ALL CONSULTANTS PLEASE NOTE: Any consultant submitting a response to this solicitation must comply, if applicable, with City of Fort Lauderdale Ordinance No. C-11-42 & Resolution No. 07-101, Lobbying Activities. Copies of Ordinance No. C-11-42 and Resolution No. 07-101 may be obtained from the City Clerk's Office on the 7th Floor of City Hall, 100 N. Andrews Avenue, Fort Lauderdale, Florida 33301. The ordinance may also be viewed on the City's website at https://www.fortlauderdale.gov/home/showdocument?id=6036.

2.10 Protest Procedure

2.10.1 Any proposer who is not recommended for award of a contract and who alleges a failure by the City to follow the City's Procurement Ordinance or any applicable law, may follow the protest procedure as found in the City's Procurement Ordinance within five (5) days after a notice of intent to award is posted on the City's web site at the following link: https://www.fortlauderdale.gov/government/departments-a-h/finance/procurement-services/notices-of-intent-to-award

2.10.2 The complete Protest Ordinance may be found on the City's web site at the following link: https://library.municode.com/fl/fort_lauderdale/codes/code_of_ordinances?nodeId=COOR_CH2AD_ARTVFI_DIV2PR_S2-182DIREPRAWINAW

2.11 Public Entity Crimes

In accordance with the Public Crimes Act, Section 287.133, Florida Statutes (2021), as may be amended or revised, a person or affiliate who is a contractor, consultant or other provider, who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to the City, may not submit a bid on a contract with the City for the construction or repair of a public building or public work, may not submit bids on leases of real property to the City, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with the City, and may not transact any business with the City in excess of the threshold amount provided in Section 287.017, Florida Statutes (2021), as may be amended or revised, for category two purchases for a period of thirty-six (36) months from the date of being placed on the convicted vendor list. Violation of this section by Contractor shall result in cancellation of the City purchase and may result in Contractor debarment.

2.12 Sub-Consultants

2.12.1 A Sub-Consultant is an individual or firm contracted by the Consultant or Consultant's firm to assist in the performance of services required under this RFQ. A Sub-Consultant shall be paid through Consultant or Consultant's firm and not paid directly by the City. Sub-Consultants are permitted by the City in the performance of the services pursuant to the Agreement. Consultant must clearly reflect in its proposal, the major Sub-Consultant(s) to be utilized in the performance of required services. The City retains the right to accept or reject any Sub-Consultant proposed in the response of Successful Consultant(s) or prior to contract execution. Any and all liabilities regarding the use of a Sub-Consultant shall be borne solely by the successful consultant and insurance for each Sub-Consultant must be

maintained in good standing and approved by the City throughout the duration of the Contract. Neither Successful Consultant nor any of its Sub-Consultants are considered to be employees or agents of the City. Failure to list all Sub-Consultants and provide the required information may disqualify any proposed Sub-Consultant from performing work under this RFQ.

2.12.2 Consultants shall include in their responses, the requested Sub-Consultant information and include all relevant information required of the Consultant. In addition, within five (5) working days after the identification of the award to the successful Consultant(s), the Consultant shall provide a list confirming the Sub-Consultant(s) that the successful Consultant intends to utilize in the Contract, if applicable. The list shall include, at a minimum, the name, and location of the place of business for each Sub-Consultant, the services Sub-Consultant will provide relative to any contract that may result from this RFQ, Sub-consultants' hourly rates or fees, any applicable licenses, insurance, references, ownership, and other information required of Consultant.

2.13 Local Business Preference – Not Applicable.

2.14 Disadvantaged Business Enterprise Preference – Not Applicable.

2.15 Insurance Requirements

As a condition precedent to the effectiveness of this Agreement, during the term of this Agreement and during any renewal or extension term of this Agreement, the Consultant, at its sole expense, shall provide insurance of such types and with such terms and limits as noted below. Providing proof of and maintaining adequate insurance coverage are material obligations of the Consultant. The Consultant shall provide the City a certificate of insurance evidencing such coverage. The Consultant's insurance coverage shall be primary insurance for all applicable policies. The limits of coverage under each policy maintained by the Consultant shall not be interpreted as limiting the Consultant's liability and obligations under this Agreement. All insurance policies shall be through insurers authorized or eligible to write policies in the State of Florida and possess an A.M. Best rating of A-, VII or better, subject to approval by the City's Risk Manager.

The coverages, limits, and/or endorsements required herein protect the interests of the City, and these coverages, limits, and/or endorsements shall in no way be relied upon by the Consultant for assessing the extent or determining appropriate types and limits of coverage to protect the Consultant against any loss exposures, whether as a result of this Agreement or otherwise. The requirements contained herein, as well as the City's review or acknowledgement, are not intended to and shall not in any manner limit or qualify the liabilities and obligations assumed by the Consultant under this Agreement.

The following insurance policies and coverages are required:

Commercial General Liability
Coverage must be afforded under a Commercial General Liability policy with limits not less than:

- $2,000,000 each occurrence and $2,000,000 aggregate for Bodily Injury, Property Damage, and Personal and Advertising Injury
- $2,000,000 each occurrence and $2,000,000 aggregate for Products and Completed Operations

Policy must include coverage for contractual liability and independent contractors.

The City, a Florida municipal corporation, its officials, employees, and volunteers are to be covered as an additional insured with a CG 20 26 04 13 Additional Insured – Designated Person or Organization Endorsement or similar endorsement providing equal or broader Additional Insured Coverage with respect to liability arising out of activities performed by or on behalf of the Consultant. The coverage shall contain no special limitation on the scope of protection afforded to the City, its officials, employees, and volunteers.

Professional Liability
Coverage must be afforded for Wrongful Acts in an amount not less than $2,000,000 each claim and $2,000,000 aggregate.

Consultant must keep the professional liability insurance in force until the third anniversary of expiration or early termination of this Agreement or the third anniversary of acceptance of work by the City, whichever is longer, which obligation shall survive expiration or early termination of this Agreement.

Business Automobile Liability
Coverage must be afforded for all Owned, Hired, Scheduled, and Non-Owned vehicles for Bodily Injury and Property Damage in an amount not less than $1,000,000 combined single limit each accident.

If the Consultant does not own vehicles, the Consultant shall maintain coverage for Hired and Non-Owned Auto Liability, which may be satisfied by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy.

Workers' Compensation and Employer's Liability
Coverage must be afforded per Chapter 440, Florida Statutes. Any person or entity performing work for or on behalf of the City must provide Workers' Compensation insurance. Exceptions and exemptions will be allowed by the City's Risk Manager, if they are in accordance with Florida Statute.

The Consultant waives, and the Consultant shall ensure that the Consultant's insurance carrier waives, all subrogation rights against the City, its officials, employees, and volunteers for all losses or damages. The City requires the policy to be endorsed with WC 00 03 13 Waiver of our Right to Recover from Others or equivalent.

The Consultant must be in compliance with all applicable State and federal workers' compensation laws, including the U.S. Longshore Harbor Workers' Act and the Jones Act, if applicable.

Insurance Certificate Requirements

a. The Consultant shall provide the City with valid Certificates of Insurance (binders are unacceptable) no later than ten (10) days prior to the start of work contemplated in this Agreement.
b. The Consultant shall provide to the City a Certificate of Insurance having a thirty (30) day notice of cancellation; ten (10) days' notice if cancellation is for nonpayment of premium.
c. In the event that the insurer is unable to accommodate the cancellation notice requirement, it shall be the responsibility of the Consultant to provide the proper notice. Such notification will be in writing by registered mail, return receipt requested, and addressed to the certificate holder.

d. In the event the Agreement term or any surviving obligation of the Consultant following expiration or early termination of the Agreement goes beyond the expiration date of the insurance policy, the Consultant shall provide the City with an updated Certificate of Insurance no later than ten (10) days prior to the expiration of the insurance currently in effect. The City reserves the right to suspend the Agreement until this requirement is met.
e. The Certificate of Insurance shall indicate whether coverage is provided under a claims-made or occurrence form. If any coverage is provided on a claims-made form, the Certificate of Insurance must show a retroactive date, which shall be the effective date of the initial contract or prior.
f. The City shall be named as an Additional Insured on all liability policies, with the exception of Workers' Compensation and Professional Liability.
g. The City shall be granted a Waiver of Subrogation on the Consultant's Workers' Compensation insurance policy.
h. The title of the Agreement, Bid/Contract number, event dates, or other identifying reference must be listed on the Certificate of Insurance.

The Certificate Holder should read as follows:
City of Fort Lauderdale
100 N. Andrews Avenue
Fort Lauderdale, FL 33301

The Consultant has the sole responsibility for all insurance premiums and shall be fully and solely responsible for any costs or expenses as a result of a coverage deductible, co-insurance penalty, or self-insured retention; including any loss not covered because of the operation of such deductible, co-insurance penalty, self-insured retention, or coverage exclusion or limitation. Any costs for adding the City as an Additional Insured shall be at the Consultant's expense.

If the Consultant's primary insurance policy/policies do not meet the minimum requirements, as set forth in this Agreement, the Consultant may provide evidence of an Umbrella/Excess insurance policy to comply with this requirement.

The Consultant's insurance coverage shall be primary insurance as respects to the City, a Florida municipal corporation, its officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, a Florida municipal corporation, its officials, employees, or volunteers shall be non-contributory.

Any exclusion or provision in any insurance policy maintained by the Consultant that excludes coverage required in this Agreement shall be deemed unacceptable and shall be considered breach of contract.

All required insurance policies must be maintained until the contract work has been accepted by the City, or until this Agreement is terminated, whichever is later. Any lapse in coverage shall be considered breach of contract. In addition, Consultant must provide to the City confirmation of coverage renewal via an updated certificate should any policies expire prior to the expiration of this Agreement. The City reserves the right to review, at any time, coverage forms and limits of Consultant's insurance policies.

The Consultant shall provide notice of any and all claims, accidents, and any other occurrences associated with this Agreement to the Consultant's insurance company or companies and the City's Risk Management office, as soon as practical.

It is the Consultant's responsibility to ensure that any and all of the Consultant's independent contractors and subcontractors comply with these insurance requirements. All coverages for independent contractors and subcontractors shall be subject to all of the applicable requirements stated herein. Any and all deficiencies are the responsibility of the Consultant.

NOTE: CITY PROJECT NUMBER, PROJECT NAME AND BID NUMBER MUST APPEAR ON EACH CERTIFICATE, AND THE CITY OF FORTLAUDERDALE MUST BE NAMED ON THE CERTIFICATE AS AN "ADDITIONAL INSURED" ON REQUIRED LIABILITY POLICIES.

A Sample Insurance Certificate shall be included with the proposal to demonstrate the firm's ability to comply with insurance requirements. Provide a previous certificate or other evidence listing the insurance companies' names for all required coverage, and the dollar amounts of the coverage.

2.16 Insurance - Subconsultants

Consultant shall require all of its sub-consultants to provide the aforementioned coverage as well as any other coverage that the consultant may consider necessary, and any deficiency in the coverage or policy limits of said sub-consultants will be the sole responsibility of the consultant.

2.17 Award of Contract

A Contract (the "Agreement") will be awarded in accordance with Florida Statutes, by the City Commission. The City reserves the right to execute or not execute, as applicable, a contract with the Consultant(s) that is determined to be in the City's best interests. The draft agreement is provided herein as an attachment to this RFQ. The City reserves the right to award a contract to more than one Consultant as is in the City's best interest.

2.18 Modification of Services

2.18.1 While this contract is for services provided to the department referenced in this Request for Proposals, the City may require similar work for other City departments. Successful Proposer agrees to take on such work unless such work would not be considered reasonable or become an undue burden to the Successful Proposer.

2.18.2 The City reserves the right to delete any portion of the work at any time without cause, and if such right is exercised by the City, the total fee shall be reduced in the same ratio as the estimated cost of the work deleted bears to the estimated cost of the work originally planned. If work has already been accomplished and approved by the City on any portion of a contract resulting from this RFQ, the Successful Proposer shall be paid for the work completed on the basis of the estimated percentage of completion of such portion to the total project cost.

2.18.3 The City may require additional items or services of a similar nature, but not specifically listed in the contract. The Successful Proposer agrees to provide such items or services, and shall provide the City prices on such additional items or services. If the price(s) offered are not acceptable to the City, and the situation cannot be resolved to the satisfaction of the City, the City reserves the right to procure those items or services from other vendors, or to cancel the contract upon giving the Successful Proposer thirty (30) days written notice.

2.18.4 If the Successful Proposer and the City agree on modifications or revisions to the task elements, after the City has approved work to begin on a particular task or project, and a budget has been established for that task or project, the Successful Proposer will submit a revised budget to the City for approval prior to proceeding with the work.

2.19 No Exclusive Contract

Proposer agrees and understands that the contract shall not be construed as an exclusive arrangement and further agrees that the City may, at any time, secure similar or identical services from another vendor at the City's sole option.

2.20 Unauthorized Work

The Successful Consultant(s) shall not begin work until a Contract has been awarded by the City Commission and a notice to proceed has been issued. Consultant(s) agree and understand that the issuance of a Purchase Order and/or Task Order shall be issued and provided to the Consultant(s) following Commission award.

2.21 Payment Method

The City shall make payment to the Consultant through utilization of the City's P-Card Program. The City has implemented a Purchasing Card (P-Card) Program utilizing the MasterCard and Visa networks. Purchases from this contract will be made utilizing the City's Purchasing Card. Consultant will receive payment from the purchasing card in the same manner as other credit card purchases.

Accordingly, Consultant must presently have the ability to accept these credit cards or take whatever steps necessary to implement the ability before the start of the contract term, or contract award by the City. All costs associated with the Consultant's participation in this purchasing program shall be borne by the Consultant. The City reserves the right to revise this program as necessary.

2.22 Payment Card Industry (PCI) Compliance

Consultant agrees to comply with all applicable state, federal and international laws, as well as industry best practices, governing the collection, access, use, disclosure, safeguarding and destruction of Protected Information.

Consultant and/or any subconsultant that handles credit card data must be, and remain, PCI compliant under the current standards and will provide documentation confirming compliance upon request by the City of Fort Lauderdale, failure to produce documentation could result in termination of the contract.

2.23 Prohibition Against Contingent Fees

The architect (or registered surveyor and mapper or professional engineer, as applicable) warrants that he or she has not and will not employ or retain any company or person, other than a bona fide employee working solely for the architect (or registered surveyor and mapper, or professional engineer, as applicable) to solicit or secure an agreement pursuant to this competitive solicitation and that he or she has not and will not pay or agree to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the architect (or registered surveyor and mapper or professional engineer, as applicable) any fee, commission, percentage, gift, or other consideration contingent upon or resulting from an award or making of an agreement pursuant to this competitive solicitation.

2.24 Indemnity/Hold Harmless Agreement

The Consultant agrees to protect, defend, indemnify, and hold harmless the City and its officers, employees and agents from and against any and all losses, penalties, damages, settlements, claims, costs, charges for other expenses, or liabilities of every and any kind including attorney's fees, in connection with or arising directly or indirectly out of the work agreed to or performed by Consultant under the terms of any agreement that may arise due to the bidding process. Without

limiting the foregoing, any and all such claims, suits, or other actions relating to personal injury, death, damage to property, defects in materials or workmanship, actual or alleged violations of any applicable statute, ordinance, administrative order, rule or regulation, or decree of any court shall be included in the indemnity hereunder.

2.25 Substitution of Personnel

It is the intention of the City that the Proposer's personnel proposed for the contract will be available for the contract term. In the event the Proposer wishes to substitute personnel, he shall propose personnel of equal or higher qualifications and all replacement personnel are subject to City approval. In the event substitute personnel are not satisfactory to the City and the matter cannot be resolved to the satisfaction of the City, the City reserves the right to cancel the Contract for cause. See Section 5.09 General Conditions.

2.26 Ownership of Work

The City shall have full ownership and the right to copyright, otherwise limit, reproduce, modify, sell, or use all of the work or product produced under this Contract without payment of any royalties or fees to the Consultant above the agreed hourly rates and related costs.

2.27 Canadian Companies

In the event Consultant is a corporation organized under the laws of any province of Canada or is a Canadian federal corporation, the City may enforce in the United States of America or in Canada or in both countries, a judgment entered against the Consultant. The Consultant waives any and all defenses to the City's enforcement in Canada, of a judgment entered by a court in the United States of America. All monetary amounts set forth in this Contract are in United States dollars.

2.28 Instructions

Careful attention must be given to all requested items contained in this RFQ. Proposers are invited to submit responses in accordance with the requirements of this RFQ. Please read the entire solicitation before submitting a proposal. Firms must provide a response to each requirement of the RFQ. Responses should be prepared in a concise manner with an emphasis on completeness and clarity. Firm's notes and comments may be rendered on an attachment, provided the same format of this RFQ text is followed. All responses shall be submitted electronically through Bidsync as stated in Section 4.1.

2.29 Discrepancies, Errors and Omissions

Any discrepancies, errors, or ambiguities in the RFQ or addenda should be reported in writing to the City's Procurement Services Division. Should it be necessary, a written addendum will be incorporated to the RFQ. The City will NOT be responsible for any oral instructions, clarifications, or other communications.

END OF SECTION

SECTION III - SCOPE OF SERVICES

3.1 Purpose

The City of Fort Lauderdale, FL (City) is seeking the services of a qualified consulting firm to provide Professional Services related to a contract for design consultant services. The following is a list of services that may be required. This list shall not be construed as an exclusive list of activities that successful firm(s) may be engaged in. City shall have the right, in its sole and absolute discretion, to require additional services that are consistent with the scope of services and those activities typically performed by architects, engineers, and surveyors pursuant to Section 287.055 Florida Statutes, and for which the firm(s) are experienced, qualified, and able to perform the services specified in this Scope of Services.

3.2 Scope of Services

The City is actively seeking Proposals from qualified, experienced, and licensed firm(s) to provide design services to submit Statements of Qualifications (SOQs) for the Las Olas Boulevard corridor segment from South Andrews Avenue to Southeast 17th Avenue as further described in Section III – Scope of Services. Those firms which are interested in submitting proposals in response to this Request for Qualifications (RFQ) shall comply with Section IV– Submittal Requirements.

This work shall be based on the Las Olas Conceptual Design Vision (Western and Eastern Corridor) master plans prepared by The Corradino Group in June 2021. The referenced segment for this design RFQ will include descriptions, existing conditions, recommended design criteria, scope of work and other for 1) Downtown, 2) The Shops and 3) Colee Hammock up to Southeast 17th Avenue. The goal of the City is to award to one qualified Consultant through this RFQ. The successful proposer of this RFQ will enter into a professional contract with the City.

3.3 Background

Las Olas Boulevard is not only Fort Lauderdale and Broward County's most famous street, it is one of the most iconic streets in all of Florida. For decades it has served as a major employment center at the heart of Downtown, a major attraction with historic retail, a plethora of restaurants, year-round events and festivals, as well as being a prized residential destination. Las Olas Boulevard attracts visitors from across the region and around the world. Over time, the Corridor has evolved with the City, retail and commercial spaces have continued to adapt, vehicle traffic has impacted community character and quality of life, landscaping and street furniture are in need of refreshing, and climate change impacts make it necessary to rethink the civil engineering of underground infrastructure. Click here to enter text.

3.4 Tasks

The tasks for this project include, but are not limited to the following:

- Review, analyze, and provide recommendations relating to this project.
- Provide updates on changes or proposed changes to laws/regulations that may impact City's scope of work of this project.
- Prepare feasibility and conceptual planning documents.
- Provide research, attendance at meetings, and preparation of presentation materials, reports, and correspondence.
- Prepare and/or assist with the preparation of grant applications and attendance at meetings with grant officials if required.

- Assist in the review and development of ordinances.
- Provide public education/notification assistance.
- Provide milestone presentations at Commission meetings as needed.
- Prepare Design Criteria Package 60% detailing engineering designs, calculations, plans and specifications, contract bid documents, phasing plan and cost estimates per phase.
- Prepare base maps, preliminary layouts, estimates of probable costs, engineering analysis and alternatives as requested.
- Submit construction documents as needed to the City and other required agencies having an interest or jurisdiction over the project.
- Prepare short-term and long-term planning documents, based on previous City's master plans, capital improvement program, and maintenance needs.
- Participate in construction administration as required by the City.
- Prepare formal or informal feasibility studies as necessary to assist the City in responding capital improvement needs.
- Analysis of existing infrastructure and available capacity to serve proposed capital improvement projects.
- Prepare legal descriptions, exhibits, and surveys.
- Provide expert witness testimony.
- Prepare appropriate permitting documents and obtain and/or assist the City in obtaining permits from applicable agencies.
- Represent the City with regulatory agencies.
- Prepare periodic project status reports.
- Prepare and furnish bidding documents and assist the City in the preparation of other related documents.
- Attend bid openings, prepare bid tabulation sheets, and assist the City in the evaluation of bids or proposals.
- Issue addenda as appropriate to clarify, correct, or change the bidding documents.
- Participate in pre-construction conference as requested by the City.
- Review and determine acceptability of construction submittals, including shop drawings, progress schedule, schedule of values, etc.
- Review and provide recommendations to request for information, request for changes, and claims to the City arising during construction activities.
- Make periodic construction site visits for the purpose of determining general compliance with the approved drawings, plans, and specifications as requested by the City.
- Review as-built drawings provided by the construction contractor and provide written comments to the City.
- Provide services related to construction management and inspections, and/or specialty inspection.

- Provide project management services and act as an extension of the City's project management staff for the design, bidding, and construction management of municipal projects.

- The consultant or its sub consultants shall be familiar with different agency's permitting regulations and requirements and the City's design criteria, standards, and specifications.

3.5 Quality Assurance/Quality Control

It is the intention of the City that the design consultant is held responsible for the quality control (QC) of their work and of its sub-consultants. All sub-consultant documents and submittals shall be submitted directly to the consultant for their independent QC review. The City shall only accept submittals for review and action from the consultant.

The consultant is responsible for the professional quality, technical accuracy and coordination of all pre-design services, designs, drawings, specifications, cost estimates and other services furnished by the consultant and their sub-consultants. It is the consultant's responsibility to independently and continually QC their plans, specifications, and all other project deliverables. Upon City request, the consultant shall provide the City with a marked up set of plans and specifications showing the consultant's QC review. The mark-ups submittals shall include the names of the consultant's staff that performed the QC review for each component or functional area (e.g., structures, roadway, drainage, etc.).

3.6 Deliverables

The city is anticipating the overall project deliverables as follows:

- Survey Information
- Subsurface Utility Engineering (SUE)
- Renderings and schematic Design Criteria Package 30%
- Design Criteria Package 60%
- Permits 60%

3.7 Schedule

The city is anticipating the overall project schedule as follows:

- Design Phase: 18 months
- Permitting: 4 months
- Bidding: 6 months
- Construction: TBD according to proposed phasing and budget

Please note, in your Proposal, you are required to provide a proposed (realistic) schedule from Notice to Proceed until the construction drawings are issued. The City expects this project to be completed expeditiously and the City reserves the right to make adjustments to this schedule as necessary. Your firm’s ability to meet the City’s completion time requirements will be used for evaluation purposes. In your Proposal, you must identify how many days or months your firm will need to complete this project.

END OF SECTION

SECTION IV – SUBMITTAL REQUIREMENTS

4.1 Instructions

4.1.1 The City uses BidSync (bidsync.com) to administer the competitive solicitation process, including but not limited to soliciting proposals, issuing addenda, responding to questions/requests for information. There is no charge to register and download the RFQ from BidSync. Proposers are strongly encouraged to read the various vendor Guides and Tutorials available in BidSync well in advance of their intention of submitting a proposal to ensure familiarity with the use of BidSync. The City shall not be responsible for a proposer's inability to submit a proposal by the end date and time for any reason, including issues arising from the use of BidSync.

All proposals must be submitted electronically.

4.1.2 Careful attention must be given to all requested items contained in this RFQ. Proposers are invited to submit proposals in accordance with the requirements of this RFQ. Please read entire solicitation before submitting a proposal. Proposers must provide a response to each requirement of the RFQ. Proposals should be prepared in a concise manner with an emphasis on completeness and clarity. Notes, exceptions, and comments may be rendered on an attachment, provided the same format of this RFQ text is followed.

4.1.3 All information submitted by proposer shall be typewritten or provided as otherwise instructed to in the RFQ. Proposers shall use and submit any applicable or required forms provided by the City and attach such to its response. Failure to use the forms may cause the proposal to be rejected and deemed non-responsive.

4.1.4 Proposals shall be submitted by an authorized representative of the firm. Proposals must be submitted in the business entity's name by the President, Partner, Officer or Representative authorized to contractually bind the business entity. Proposals shall include an attachment evidencing that the individual submitting the proposal, does in fact have the required authority stated herein.

4.1.5 In the event of Contract award, all documentation produced as part of the Contract shall become the exclusive property of the City. The Proposer's response to the RFQ is a public record pursuant to Florida law, which is subject to disclosure by the City under the State of Florida Public Records Law, Florida Statutes Chapter 119.07 ("Public Records Law"). The City shall permit public access to all documents, papers, letters or other material submitted in connection with this RFQ and the Contract to be executed for this RFQ, subject to the provisions of Chapter 119.07 of the Florida Statutes.

Any language contained in the Proposer's response to the RFQ purporting to require confidentiality of any portion of the Proposer's response to the RFQ, except to the extent that certain information is in the City's opinion a Trade Secret pursuant to Florida law, shall be void. If a Proposer submits any documents or other information to the City which the Proposer claims is Trade Secret information and exempt from Florida Statutes Chapter 119.07 ("Public Records Laws"), the Proposer shall clearly designate that it is a Trade Secret and that it is asserting that the document or information is exempt. The Proposer must specifically identify the exemption being claimed under Florida Statutes 119.07. The City shall be the final arbiter of whether any information contained in the Proposer's response to the RFQ constitutes a Trade Secret. The City's determination of whether an exemption applies shall be final, and the Proposer agrees to defend, indemnify, and hold

harmless the City and the City's officers, employees, and agent, against any loss or damages incurred by any person or entity as a result of the City's treatment of records as public records. In addition, the proposer agrees to defend, indemnify, and hold harmless the City and the City's officers, employees, and agents, against any loss or damages incurred by any person or entity as a result of the City's treatment of records as exempt from disclosure or confidential. Proposals purporting to be subject to copyright protection in full or in part will be rejected. The proposer authorizes the City to publish, copy, and reproduce any and all documents submitted to the City bearing copyright symbols or otherwise purporting to be subject to copyright protection.

EXCEPT FOR CLEARLY MARKED PORTIONS THAT ARE BONA FIDE TRADE SECRETS PURSUANT TO FLORIDA LAW, DO NOT MARK YOUR RESPONSE TO THE SOLICITATION AS PROPRIETARY OR CONFIDENTIAL. DO NOT MARK YOUR RESPONSE TO THE SOLICITATION OR ANY PART THEREOF AS COPYRIGHTED.

IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT PRRCONTRACT@FORTLAUDERDALE.GOV, 954-828-5002, CITY CLERK'S OFFICE, 100 N. ANDREWS AVENUE, FORT LAUDERDALE, FLORIDA 33301.

Consultant shall:

1. Keep and maintain public records required by the City in order to perform the service.

2. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes (2021), as may be amended or revised, or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of this Agreement if the Consultant does not transfer the records to the City.

4. Upon completion of the Agreement, transfer, at no cost, to the City all public records in possession of the Consultant or keep and maintain public records required by the City to perform the service. If the Consultant transfers all public records to the City upon completion of this Agreement, the Consultant shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Consultant keeps and maintains public records upon completion of this Agreement, the Consultant shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

4.1.6 By submitting a response Proposer is confirming that the firm has not been placed on the convicted vendors list as described in Section §287.133 (2) (a) Florida Statutes; that the only person(s), company or parties interested in the proposal as principals are named therein; that

the proposal is made without collusion with any other person(s), company or parties submitting a proposal; that it is in all respects fair and in good faith, without collusion or fraud; and that the signer of the proposal has full authority to bind the firm.

4.2 Contents of the Proposal

The City deems certain documentation and information important in the determination of responsiveness and for the purpose of evaluating responses. Responses should seek to avoid information in excess of that requested, must be concise, and must specifically address the issues of this RFQ. The City prefers that responses be no more than 100 pages. in one complete pdf document. The proposals should be organized, divided and indexed into the sections indicated herein. These are not inclusive of all the information that may be necessary to properly evaluate the proposal and meet the requirements of the scope of work and/or specifications. Additional documents and information should be provided as deemed appropriate by the respondent in proposal to specific requirements stated herein or through the RFQ.

Note: Do not include pricing - Compensation will be requested and considered only during the competitive negotiations process.

4.2.1 Table of Contents

The table of contents should outline in sequential order the major areas of the submittal, including enclosures. All pages should be consecutively numbered and correspond to the Table of Contents.

4.2.2 Executive Summary

Each proposer must submit an executive summary that identifies the business entity, its background, main office(s), and office location that will service this contract. Identify the officers, principals, supervisory staff and key individuals who will be directly involved with the work and their office locations. The executive summary should also summarize the key elements of the proposal.

4.2.3 Firm Qualifications and Experience

Respondents must provide documentation that demonstrates their ability to satisfy all of the minimum qualification requirements. A Standard Form 330 may be used to provide this information. Indicate the firm's number of years of experience in providing the professional services as it relates to the work contemplated. Provide details of past projects for agencies of similar size and scope, including information on your firm's ability to meet time and budget requirements. Indicate the firm's initiatives towards its own sustainable business practices that demonstrate a commitment to conservation. Indicate business structure, i.e. Corp., Partnership, LLC. Firm should be registered as a legal entity in the State of Florida; Minority or Woman owned Business (if applicable); company address, phone number, fax number, e-mail address, web site, contact person(s), etc. Relative size of the firm, including management, technical and support staff; licenses and any other pertinent information shall be submitted.

Provide a comprehensive summary of the experience and qualifications of the individual(s) who will be selected to serve as the project manager(s) for the City.

Provide information of the firm's experience on projects of similar type, size, function, and complexity. Describe no more than ten (10) and no less than seven (7) projects, in order of

most relevant to least relevant, which demonstrate the firm's capabilities to perform the project at hand.

4.2.4 Qualifications of the Project Team

- Describe your firm's proposed organization for the design team. Please designate all specific individuals and their roles on your team by submitting an organizational chart for the project: At a minimum, the project organization chart shall show the names of key designers and staff; descriptions of responsibilities for all proposed staff.
- Provide for each of the above personnel current resumes listing experience and percentage of the person's time to be committed to this project.
- Identify the individual who, from project start to finish, will be the leader of your team and the principal point of contact between your firm and the City. Provide detailed information on the qualifications of this individual and the direction, authority, and management tools that will be provided to the individual by the firm. This individual's competence, his/her leadership, and his/her ability to achieve customer satisfaction will be heavily considered in the selection.
- Provide examples of your team's recent experience in similar projects, including the following information:
    - Provide detailed information on the three most recent relevant projects your firm has completed with proposed team members working together. Include the total value of the project, dates of the project, quantity of change orders or amendments to the contact and net total cost increase. Summarize the actual schedule performance relative to the initial project schedule. For each project, provide the name of Client's representative (with a current phone number) who is most familiar with your performance on the project. Summarize successes achieved and problems encountered with the project.
    - Provide a reference from the Client and any other stakeholders (with current phone numbers) familiar with your performance on each of the above projects.
    - List the individuals who served as the Principal, lead designers, project manager, and other key roles on the project.
    - Please note whether these individuals are still employed with your firm. Identify and provide detailed information on projects in which all or any combination of members of the proposed team has worked together on.
    - Provide detailed information on the level of experience team members have incorporating traffic safety into past projects.

4.2.5 Approach to Scope of Work

- Provide in concise narrative form, your understanding of the City's needs, goals and objectives as they relate to the project, and your overall approach to accomplishing the project.
- Give an overview on your proposed vision, ideas and methodology. Describe your proposed approach to the project. As part of the project approach, the firm shall

propose a scheduling methodology (timeline) for effectively managing and executing the work in the optimum time.

- Also provide information on your firm's current workload and how this project will fit into your workload. Describe the firm's current and anticipated workload. Include a summary of current projects and anticipated completion timeframes. Describe how City tasks will be prioritized within your organization, and the availability of the project team to commit towards this project.

- Describe available facilities, technological capabilities and other available resources you offer for the project.

- Provide a proposed (realistic) schedule from Notice to proceed until the construction drawings are issued. The City expects this project to be completed expeditiously and the City reserves the right to make adjustments to this schedule as necessary. Your firm's ability to meet the City's completion time requirements will be used for evaluation purposes. In your Proposal, you must identify how many days or months your firm will need to complete this project. Please note Section 5.2.3 - Weighted Criteria below.

- Explain how your firm will meet the City's Budget Requirements. Please note Section 5.2.3 - Weighted Criteria below.

4.2.6 References

Provide at least three references, preferably government agencies, for projects with similar scope as listed in this RFQ. Information should include:

- Client Name, address, contact person telephone and e-mail address (E-mail will be primary means of contact).
- Description of work.
- Year the project was completed.
- Total cost of the construction, estimated and actual.

Note: Do not simply include City of Fort Lauderdale work or staff as references to demonstrate your capabilities. The Committee is interested in work experience and references other than the City as well.

4.2.7 Minority/Women (M/WBE) Participation

If your firm is a certified minority business enterprise as defined by the Florida Small and Minority Business Assistance Act of 1985, provide copies of your certification(s). If your firm is not a certified M/WBE, describe your company's previous efforts, as well as planned efforts in meeting M/WBE procurement goals under Florida Statutes 287.09451.

4.2.8 Sub-consultants

Consultant must clearly identify any sub-consultants that may be utilized during the term of this contract.

4.2.9 Required Forms

a. Sample Insurance Certificate

Demonstrate your firm's ability to comply with insurance requirements. Provide a previous certificate or other evidence listing the Insurance Companies' names for both Professional Liability and General Liability, and the dollar amounts of the coverage.

b. Local Business Preference Certification [if applicable]

c. Disadvantaged Business Enterprise Preference Certification [if applicable]

d. Non-Collusion Statement
This form is to be completed, if applicable, and inserted in this section.

e. Non-Discrimination Certification Form

f. E-Verify Affirmation Statement

g. Contract Payment Method [if applicable]
This form must be completed and returned with your proposal. Proposers must presently have the ability to accept these credit cards or take whatever steps necessary to implement acceptance of a card before the start of the contract term, or contract award by the City.

h. Bid/Proposal Certification
Complete and attach the Certification

4.3 By submitting a proposal, each firm is confirming that the firm has not been placed on the convicted vendors list as described in Section §287.133 (2) (a) Florida Statutes.

4.4 Before awarding a contract, the City reserves the right to require that a firm submit such evidence of its qualifications as the City may deem necessary. Further, the City may consider any evidence of the financial, technical, and other qualifications and abilities of a firm or principals, including previous experiences of same with the City and performance evaluation for services, in making the award in the best interest of the City.

END OF SECTION

SECTION V - EVALUATION AND AWARD

5.1 Evaluation Procedure

5.1.1 Evaluation of the submittals will be conducted by an Evaluation Committee, consisting of a minimum of three members of City Staff, or other persons selected by the City Manager or designee. All committee members must be present at scheduled evaluation meetings. Submittals shall be evaluated based upon the information and references contained in the proposals as submitted. Evaluation procedures shall be regulated by F.S. § 287.055, referred to as Consultant's Competitive Negotiations Act (CCNA). Any firm(s) involved in a joint venture in its proposal will be evaluated individually, as each firm of the joint venture would have to stand on its own merits.

5.1.2 The Committee shall short list no less than three (3) submittals, assuming that three or more submittals have been received, that it deems best satisfy the weighted criteria set forth herein and attempt to select the best qualified firm(s) for the particular discipline. The Committee shall then hold discussions, conduct interviews, and/or require oral presentations with all short-listed firms. The Committee shall then re-rank the short-listed firms based upon the information provided in interviews and/or presentations, the materials presented, the firm's responses to the RFQ, and deliberations of the Evaluation Committee at publicly advertised evaluation meetings. The City may request, and the firm shall provide, additional information deemed necessary by the Evaluation Committee to conduct evaluations.

5.1.3 If the City manager or his/her designee is unable to negotiate a satisfactory contract with the first ranked firm, negotiations with that firm shall be formally terminated. Upon termination of said negotiations, negotiations shall then be undertaken with the second ranked firm, with this process being repeated until an agreement is reached which is then recommended and formally approved by the City Commission or until the short-list is exhausted in which case a new Request for Qualifications may be undertaken.

5.2 Evaluation Criteria

5.2.1 Per Florida Statute 287.055, in determining whether a firm is qualified, the agency shall consider such factors as the ability of professional personnel; whether a firm is a certified minority business enterprise; past performance; willingness to meet time and budget requirements; location; recent, current, and projected workloads of the firms; and the volume of work previously awarded to each firm by the agency, with the object of effecting an equitable distribution of contracts among qualified firms, provided such distribution does not violate the principle of selection of the most highly qualified firms. The agency may request, accept, and consider proposals for the compensation to be paid under the contract only during competitive negotiations.

5.2.2 The City uses a mathematical formula to determine the scoring for each individual responsive and responsible firm based on the weighted criteria stated herein. Each evaluation committee member will rank each firm by criteria, giving their first ranked firm as number 1, the second ranked firm a number 2, and so on. The City shall average the ranking for each criterion, for all evaluation committee members, and then multiply that average ranking by the weighted criteria identified herein. The lowest average final ranking score will determine the recommendation by the evaluation committee to the City Manager.

5.2.3 Weighted Criteria

Criteria	Percentage
Firm Qualifications, Experience, History, Past Performance and References	35%
Project Team Experience and Qualifications	25%
Methodology, Approach to Scope of Work, and MBE Participation and ability to meet time and budget Requirements	40%
TOTAL:	**100%**

5.3 Contract Award

5.3.1 The City reserves the right to award a contract to that Consultant who will best serve the interest of the City. The City reserves the right, based upon its deliberations and in its opinion, to accept or reject any or all submittals. The City also reserves the right to waive minor irregularities or variations of the submittal requirements and RFQ process.

5.3.2 Upon award of a Contract by the City Commission, the City Manager is authorized to execute the Contract on behalf of the City.

5.3.3 The City Manager shall appoint a contract administrator or project manager for each contract to assure compliance with the contract and applicable law. The contract administrator or project manager shall review all pay requests or deny same as required prior to approval by the City Manager.

END OF SECTION

AGREEMENT

between

City of Fort Lauderdale

and

COMPANY NAME

for

LAS OLAS CORRIDOR DESIGN CONSULTANT SERVICES

RFQ No. 12739-1031

DRAFT CONTRACT

AGREEMENT

THIS IS AN AGREEMENT made and entered into this ___day of _____, 202__, by and between:

CITY OF FORT LAUDERDALE, a Florida municipality, (hereinafter referred to as "CITY")

and

(COMPANY NAME)., a _____ (company/corporation) authorized to conduct business in the State of Florida, (hereinafter referred to as "CONSULTANT")

WHEREAS, the City Commission of the City of Fort Lauderdale, Florida at its meeting of (COMMISSION DATE) authorized by motion the execution of this Agreement between CONSULTANT and CITY authorizing the performance of Las Olas Corridor Design Consultant Services, RFQ No. 12739-1031, incorporated herein, (the "Agreement"); and

WHEREAS, the CONSULTANT is willing and able to render professional services for such project for the compensation and on the terms hereinafter set forth;

NOW, THEREFORE, in consideration of the mutual covenants, agreements, terms, and conditions contained herein, the Parties hereto, do agree as follows:

ARTICLE 1
DEFINITIONS AND IDENTIFICATIONS

For the purposes of this Agreement and the various covenants, conditions, terms and provisions which follow, the DEFINITIONS and IDENTIFICATIONS set forth below are assumed to be true and correct and are therefore agreed upon by the Parties.

1.1 AGREEMENT: Means this document between the CITY and CONSULTANT dated (COMMISSION DATE), 202_, and any duly authorized and executed Amendments to Agreement.

1.2 BASIC SERVICES: Services performed by CONSULTANT for authorized scope of work for the Project phase described in this Agreement and listed in Exhibit "A," Scope of Services.

1.3 CONSULTANT'S PERIODIC ESTIMATE FOR PAYMENT: A statement by CONSULTANT based on observations at the site and on review of

DRAFT CONTRACT

documentation submitted by the Contractor that by its issuance recommends that CITY pay identified amounts to the Contractor for services performed by the Contractor on the Project.

1.4 CHANGE ORDER: A written order approved by the CITY authorizing a revision of this Agreement between the CITY and CONSULTANT that is directly related to the original scope of work or an adjustment in the original contract price or the contract time directly related to the original scope of work, issued on or after the effective date of this Agreement.

The CONSULTANT may review and make recommendations to the CITY on any proposed Change Orders, for approval or other appropriate action by the CITY.

1.5 CITY: The City of Fort Lauderdale, a Florida municipality.

1.6 CITY MANAGER: The City Manager of the City of Fort Lauderdale, Florida.

1.7 COMMISSION: The City Commission of the City of Fort Lauderdale, Florida, which is the governing body of the CITY government.

1.8 CONSTRUCTION COST: The total construction cost to CITY of all elements of the Project designed or specified by CONSULTANT.

1.9 CONSTRUCTION COST LIMIT: A maximum construction cost limit established by the CITY defining the maximum budget amount to which the final construction documents should be designed so as not to exceed.

1.10 CONSTRUCTION DOCUMENTS: Those working drawings and specifications and other writings setting forth in detail and prescribing the work to be done, the materials, workmanship and other requirements for construction of the entire Project, including any bidding information.

1.11 CONSULTANT: (CONSULTANT'S NAME), the CONSULTANT selected to perform professional services pursuant to this Agreement.

1.12 CONTRACT ADMINISTRATOR: The Transportation and Mobility Director of the City of Fort Lauderdale, or his designee. In the administration of this Agreement, as contrasted with matters of policy, all parties may rely upon instructions or determinations made by the Contract Administrator.

1.13 CONTRACTOR: One or more individuals, firms, corporations, or other entities identified as such by a written agreement with CITY ("Contract for Construction") to perform the construction services required to complete the Project.

DRAFT CONTRACT

1.14 DEPARTMENT DIRECTOR**:** The Director of the Transportation and Mobility Department for the City of Fort Lauderdale.

1.15 ERROR: A mistake in design, plans and/or specifications that incorporates into those documents an element that is incorrect and is deficient from the standard of care that a professional engineer in similar circumstances, working on a similar project and location would have exercised. Also includes mistakes in design, plans, specifications and/or shop drawings review that lead to materials and/or equipment being ordered and/or delivered where additional costs are incurred.

1.16 FINAL STATEMENT OF PROBABLE CONSTRUCTION COSTS: A final cost estimate prepared by CONSULTANT during the Final Design Phase of the Project, based upon the final detailed Construction Documents of the Project.

1.17 NOTICE TO PROCEED: A written Notice to Proceed with the Project issued by the Contract Administrator.

1.18 OMISSION: A scope of work missed by CONSULTANT that is necessary for the Project, including a quantity miscalculation, which was later discovered and added by Change Order and which is deficient from the standard of care that a professional engineer in similar circumstances, working on a similar project and location would have exercised. Also includes design that was wrong, but was corrected after award to the Contractor, but before the construction process was materially affected.

1.19 ORIGINAL CONTRACT PRICE: The original bid and/or contract price as awarded to a Contractor based upon CONSULTANT'S final detailed Construction Documents of the Project.

1.20 PLANS AND SPECIFICATIONS: The documents setting forth the final design plans and specifications of the Project, including architectural, civil, structural, mechanical, electrical, communications and security systems, materials, lighting equipment, site and landscape design, and other essentials as may be appropriate, all as approved by CITY as provided in this Agreement.

1.21 PRELIMINARY PLANS: The documents prepared by CONSULTANT consisting of preliminary design drawings, renderings and other documents to fix and describe the size and character of the entire Project, and the relationship of Project components to one another and existing features.

1.22 PROJECT: An agreed scope of work for accomplishing a specific plan or development. This may include, but is not limited to, planning, architectural, engineering, and construction support services. The services to be provided by CONSULTANT shall be as defined in this Agreement and further

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detailed in Task Orders for individual projects or combinations of projects. The Project planning, design and construction may occur in separate phases and Task Orders at the CITY's discretion.

1.23 RESIDENT PROJECT REPRESENTATIVE: Individuals or entities selected, employed, compensated by and directed to perform services on behalf of CITY, in monitoring the Construction Phase of the Project to completion.

1.24 STATEMENT OF PROBABLE PROJECT COSTS: A document to be prepared by CONSULTANT that shall reflect a detailed statement of the total probable costs.

1.25 SUBSTANTIAL COMPLETION: The CITY will consider the work substantially complete when the Contractor submits 100% complete deliverables (i.e. Drawings, Specifications, Reports, Renderings) as described in this Agreement to the satisfaction of the City.

1.26 TASK ORDER: A document setting forth a negotiated detailed scope of services to be performed by CONSULTANT at fixed contract prices in accordance with this Agreement between the CITY and CONSULTANT.

1.27 TIME OF COMPLETION: Time in which the entire work shall be completed for each Task Order.

ARTICLE 2
PREAMBLE

In order to establish the background, context and frame of reference for this Agreement and to generally express the objectives and intentions of the respective parties hereto, the following statements, representations and explanations shall be accepted as predicates for the undertakings and commitments included within the provisions of this Agreement which follow and may be relied upon by the parties as essential elements of the mutual considerations upon which this Agreement is based.

2.1 Pursuant to Section 287.055, Florida Statutes, CITY has formed a Committee to evaluate CONSULTANT'S statement of qualifications and performance data to ensure that CONSULTANT has met the requirements of the Consultants' Competitive Negotiation Act, as set forth in Section 287.055, Florida Statutes, and has selected CONSULTANT to perform services hereunder.

ARTICLE 3
SCOPE OF SERVICES

3.1 The CONSULTANT shall perform the following professional services: the referenced segment for this design RFQ will include descriptions, existing conditions, recommended design criteria, scope of work and other for 1)

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Downtown, 2) The Shops and 3) Colee Hammock up to Southeast 17th Avenue as more specifically described in Exhibit "A," Scope of Services, attached hereto and incorporated herein, and shall include, but not be limited to, services as applicable and authorized by individual Task Orders for the individual projects in accordance with Article 5 herein. CONSULTANT shall provide all services set forth in Exhibit "A" including all necessary, incidental, and related activities and services required by the Scope of Services and contemplated in CONSULTANT'S level of effort. CONSULTANT will perform the Services in accordance with standard industry practices, with the care, knowledge and skill expected of similar engineering firms. No other warranties, express or implied are made or intended.

3.2 CITY and CONSULTANT acknowledge that the Scope of Services does not delineate every detail and minor work tasks required to be performed by CONSULTANT to complete the Project. If, during the course of the performance of the services included in this Agreement, CONSULTANT determines that work should be performed to complete the Project which is in CONSULTANT'S opinion, outside the level of effort originally anticipated, whether or not the Scope of Services identifies the work items, CONSULTANT shall notify Contract Administrator and obtain written approval by the CITY in a timely manner before proceeding with the work. Notice to Contract Administrator does not constitute authorization or approval by CITY to perform the work. The CITY shall not pay for any work that is not approved by the Contract Administrator in writing. If CONSULTANT proceeds with said work without notifying the Contract Administrator, said work shall be deemed to be within the original level of effort, whether specifically addressed in the Scope of Services. Notice to Contract Administrator does not constitute authorization or approval by CITY to perform the work. Performance of work by CONSULTANT outside the originally anticipated level of effort without prior written CITY approval is at CONSULTANT's sole risk.

ARTICLE 4
GENERAL PROVISIONS

4.1 Negotiations pertaining to the rates for professional design, engineering, architectural and project management services to be performed by CONSULTANT have been undertaken between CONSULTANT and CITY representatives pursuant to Section 287.055, Florida Statutes, and this Agreement incorporates the results of such negotiation.

4.2 CONSULTANT shall include CITY'S specific Task Order number as part of the heading on all correspondence, invoices and drawings. All correspondence shall be directed specifically to the Contract Administrator.

ARTICLE 5

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PRIORITY OF PROVISIONS

5.1 The Contract Documents are intended to include all items necessary for the proper execution and completion of the work by CONSULTANT. Any labor, services, materials, supplies, equipment or documentation that may reasonably be inferred from the Contract Documents or trade usage from prevailing custom as being required to produce the indicated result will be provided whether or not specifically called for, at no additional cost to CITY. The Contract Documents are complementary, and wherever possible the provisions of the Contract Documents shall be construed in such manner as to avoid conflicts between provisions of the various Contract Documents. In the event of any inconsistency in the Contract Documents, where such inconsistency is not clarified by change order, addendum or amendment, the Contract Documents shall be construed according to the following priorities:

First priority: Approved Change Orders, Addenda or Amendments to all related documents.

Second priority: Specifications (quality) and Drawings (location and quantity) of CONSULTANT.

Third priority: This AGREEMENT.

Fourth priority: City of Fort Lauderdale Request for Qualifications (RFQ #12739-1031).

Fifth priority: CONSULTANT'S response to City of Fort Lauderdale Request for Qualifications (RFQ #12739-1031).

5.2 Anything shown on the drawings and not mentioned in the specifications and now shown on the drawings, shall have the same effect as if shown or mentioned respectively in both. In the event of a conflict among the Contract Documents, the latest, most stringent, and more technical requirement(s), including, but not limited to, issues of quantities or cost of the Work shall control.

Reference to standard specifications, manuals, rules, regulations, ordinances, laws or codes of any governmental authority, whether such reference be specific or by implication, shall mean the latest standard specification, manual, rule, regulation, ordinance, law or code in effect at the time of permit submittal.

ARTICLE 6
TASK ORDERS

6.1 The Project will be divided into "Tasks."

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6.2 Task Orders shall be jointly prepared by the CITY and CONSULTANT defining the detailed scope of services to be provided for the Project. Each Task Order shall be separately numbered and approved in accordance with this Agreement and all applicable CITY code requirements.

ARTICLE 7
TERM OF AGREEMENT; TIME FOR PERFORMANCE

7.1 CONSULTANT shall perform the basic services described in Exhibit "A". The Project Activities and Time Schedule shall be automatically incorporated into this Agreement. Said time periods shall commence from the date of the Notice to Proceed for such services.

7.2 Prior to beginning the performance of any services under this Agreement, CONSULTANT must receive a Notice to Proceed. CONSULTANT must receive written approval from the Contract Administrator prior to beginning the performance of services in any subsequent phases of the Agreement. Prior to granting approval for CONSULTANT to proceed to a subsequent phase, the Contract Administrator may, at his or her sole option, require CONSULTANT to submit itemized deliverables for the Contract Administrator's review.

7.3 In the event CONSULTANT is unable to complete the above services because of delays resulting from untimely review by CITY or other governmental authorities having jurisdiction over the Project, and such delays are not the fault of CONSULTANT, or because of delays which were caused by factors outside the control of CONSULTANT, CITY shall grant a reasonable extension of time for completion of the services and shall provide reasonable compensation, if appropriate. It shall be the responsibility of the CONSULTANT to notify CITY promptly in writing whenever a delay in approval by a governmental agency is anticipated or experienced, and to inform CITY of all facts and details related to the delay.

7.4 In the event Contractor fails to substantially complete the Project on or before the substantial completion date specified in the project schedule with CITY or if Contractor is granted an extension of time beyond said substantial completion date, and CONSULTANT'S services are extended beyond the substantial completion date, through no fault of CONSULTANT, CONSULTANT shall be compensated in accordance with Article 7 for all services rendered by CONSULTANT beyond the substantial completion date.

7.5 The time for the performance of services described in the Task Orders Scope of Services and supplemental Task Orders shall be negotiated by the CITY and CONSULTANT as the services are requested and authorized by the CITY.

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7.6 The term of this Agreement shall be limited to the time duration required to complete the basic services of the aforementioned project and any additional project related Task Orders for additional services.

ARTICLE 8
COMPENSATION AND METHOD OF PAYMENT

8.1 AMOUNT AND METHOD OF COMPENSATION

8.1.1 Not-To-Exceed Amount Compensation

CITY agrees to pay CONSULTANT as compensation for performance of basic services as related to Exhibit "A" required under the terms of this Agreement up to a Not-to-Exceed Amount of **(AGREEMENT TOTAL IN WORDS) ($AGREEMENT TOTAL IN NUMBERS)**. It is agreed that the method of compensation is that of "Not-to-Exceed Amount" which means that CONSULTANT shall perform all services set forth in Exhibit "A" for total compensation in the amount of or less than that stated above. Compensation to be in accordance with the Cost Schedule and hourly billing rate schedule shown in Exhibit "B."

Except as required and provided for by the Florida Local Government Prompt Payment Act, City shall not be liable for interest for any reason, whether as prejudgment interest or for any other purpose, and in furtherance thereof Consultant waives, rejects, disclaims and surrenders any and all entitlement it has or may have to receive interest in connection with a dispute or claim based on or related to this Agreement.

A Not-to-Exceed proposal shall be accompanied by the CONSULTANT's estimate. The estimate shall detail the direct labor costs by categories of employees, work hours, and hourly rate; overhead; direct non-salary expenses and profit, or as required by individual Task Order.

8.2 METHOD OF BILLING

8.2.1 Not-To-Exceed Amount Compensation

CONSULTANT shall submit billings, which are identified by the specific project number in a timely manner for all salary costs attributable to the Project. These billings shall identify the nature of the work performed for each phase, subtask, deliverable and item identified in the Exhibit "A" Scope of Services or Task Order, the total hours of work performed and the employee category of the individuals performing same. The statement shall show a summary of salary costs with accrual of the total and credits for portions paid previously. Sub-consultant fees must be documented by copies of invoices or receipts, which describe the nature

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of the expenses and contain a project number or other identifier, which clearly indicates the expense, as identifiable to the Project. Except for meals and travel expenses, it shall be deemed unacceptable for CONSULTANT to modify the invoice or receipt by adding a project number or other identifier. Internal expenses must be documented by appropriate CONSULTANT'S cost accounting forms with a summary of charges by category. When requested, CONSULTANT shall provide backup for past and current invoices that records hours and salary costs by employee category and sub-consultant fees on a task basis, so that total hours and costs by task may be determined.

8.3 REIMBURSABLES

8.3.1 Direct non-salary expenses, entitled Reimbursables, directly attributable to the Project will be charged at actual cost. Reimbursable expenses are in addition to the compensation for basic services and include actual expenditures made by the CONSULTANT and the CONSULTANT'S employees directly attributable to the Project and will be charged at actual cost, without reference to the professional service fees above. CITY shall not withhold retainage from payments for Reimbursable Expenses. CONSULTANT shall be compensated for Reimbursables associated with a particular Task Order only up to the amount allocated for such Task Order. Any reimbursable or portion thereof which, when added to the Reimbursables related to a particular Task Order previously billed, exceeds the amount allocated for such Task Order shall be the responsibility of the CONSULTANT unless otherwise agreed to in writing by the Contract Administrator. Travel and subsistence expenses for the CONSULTANT, his staff and subconsultants and communication expenses, long distance telephone, courier and express mail between CONSULTANT's and subconsultants' various offices are not reimbursable under this Agreement. Reimbursables shall include only the following listed expenses unless authorized in writing by the Contract Administrator:

A. Cost of reproduction, postage and handling of drawings and specifications which are required to deliver services set forth in this Agreement, excluding reproductions for the office use of the CONSULTANT. Reimbursable printing and photocopying expenses shall include only those prints or photocopies of original documents which are (i) exchanged among CONSULTANT, CITY and other third parties retained or employed by any of them or (ii) submitted to CITY for review, approval or further distribution. Documents, which are reproduced for CONSULTANT'S internal drafts, reviews, or other purposes, are not eligible for reimbursement.

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B. Identifiable testing costs and special inspections approved by Contract Administrator.

C. All permit fees paid to regulatory agencies for approvals directly attributable to the Project. These permit fees do not include those permits required for the construction Contractor.

D. Overnight Delivery/Courier Charges (when CITY requires/requests this service).

8.3.2 Reimbursable sub-consultant expenses are limited to the items described above when the subconsultant agreement provides for reimbursable expenses. A detailed statement of expenses must accompany any request for reimbursement. Local travel to and from the Project site or within the Tri-County Area will not be reimbursed.

8.3.3 It is acknowledged and agreed to by CONSULTANT that the dollar limitation set forth in each Task Order is a limitation upon, and describes the maximum extent of CITY'S obligation to reimburse CONSULTANT for direct, non-salary expenses, but does not constitute a limitation, of any sort, upon CONSULTANT's obligation to incur such expenses in the performance of services hereunder. If CITY or Contract Administrator requests CONSULTANT to incur expenses not contemplated in the amount for Reimbursables, CONSULTANT shall notify Contract Administrator in writing before incurring such expenses. Any such expenses shall be reviewed and approved by CITY prior to incurring such expenses.

8.4 METHOD OF PAYMENT

8.4.1 CITY shall pay CONSULTANT in accordance with the Florida Prompt Payment Act. To be deemed proper, all invoices must comply with the requirements set forth in this Agreement and must be submitted on the form and pursuant to instructions prescribed by Contract Administrator.

8.4.2 CITY will review CONSULTANT's invoices and, if inaccuracies or errors are discovered in said invoice, CITY will inform CONSULTANT within ten (10) working days by fax and/or by email of such inaccuracies or errors and request that revised copies of all such documents be re-submitted by CONSULTANT to CITY.

8.4.3 Payments are scheduled to be made by CITY to CONSULTANT using a credit card/CITY Procurement Card (P-Card).

8.4.4 Payment will be made to CONSULTANT at:

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(CONSULTANT'S ADDRESS)

ARTICLE 9
AMENDMENTS AND CHANGES IN SCOPE OF SERVICES

9.1 No modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written Amendment prepared with the same formality as this Agreement and executed by the CITY and CONSULTANT.

9.2 CITY or CONSULTANT may request changes that would increase, decrease, or otherwise modify the Scope of Services to be provided under a Task Order. Such changes must be contained in a written amendment, executed by the Parties hereto, with the same formality and of equal dignity herewith, prior to any deviation from the terms of the Task Order including the initiation of any additional services. CITY shall compensate CONSULTANT for such additional services as provided in Article 7.

9.3 In the event a dispute between the Contract Administrator and CONSULTANT arises over whether requested services constitute additional services, and such dispute cannot be resolved by the Contract Administrator and CONSULTANT, such dispute shall be promptly presented to the City Manager for resolution. The City Manager's decision shall be final and binding on the Parties for amounts in the aggregate under $100,000. In the event of a dispute in an amount over $100,000, the Parties agree to use their best efforts to settle such dispute. To this effect, they shall consult and negotiate with each other, in good faith and, recognizing their mutual interests, attempt to reach a just and equitable solution satisfactory to both Parties. If they do not reach such solution within a period of sixty (60) days, then upon notice to the other, either Party may commence litigation to resolve the dispute in Broward County, Florida. Any resolution shall be set forth in a written document in accordance with Section 8.2 above. During the pendency of any dispute, CONSULTANT shall promptly perform the disputed services.

ARTICLE 10
CONSULTANT'S RESPONSIBILITIES

10.1 The CONSULTANT, following the CITY's approval of the Construction Documents and of the Final Statement of Probable Construction Costs, shall, when so directed and authorized by the CITY, assist the CITY in estimating construction costs, reviewing proposals, and assist in awarding contracts for construction. If requested, CONSULTANT shall review and analyze the proposals received by the CITY and shall make a recommendation for any award based on the City of Fort Lauderdale Procurement Ordinance.

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10.2 Estimates, opinions of probable construction or implementation costs, financial evaluations, feasibility studies or economic analyses prepared by CONSULTANT will represent its best judgment based on its experience and available information. The CITY recognizes that CONSULTANT has no control over costs of labor, materials, equipment or services furnished by others or over market conditions or CONSULTANT'S methods of determining prices, and that any evaluation of a facility to be constructed or work to be performed is speculative. Accordingly, CONSULTANT does not guarantee that proposals, bids or actual costs will not vary from opinions, evaluations or studies submitted by CONSULTANT.

10.3 Should the lowest responsible, responsive proposal exceed the Final Statement of Probable Construction Costs by 10% or more, CONSULTANT shall, at the CITY'S direction, redesign each Project and/or work with the CITY to reduce the costs to within the Final Statement of Probable Construction Costs at no additional expense to the CITY. In such a circumstance, the CITY may at its sole discretion, exercise any one or more of the following options:

- CONSULTANT shall be required to amend at the sole cost and expense of CONSULTANT, the Construction Drawings, Technical Specifications and Supplemental Conditions to enable the project to conform to a maximum of ten (10%) above the Estimated Construction Costs of the project, such amendments to be subject to the written final acceptance and approval of same by the CITY;
- CONSULTANT shall be required to provide at the cost and expense of CONSULTANT re-bidding services and related items (including costs associated with regulatory review and approval of revised documents) as many times as requested by the CITY until the base bid of at least one "best value" bid falls within the factor of ten (10%) of the Estimated Construction Cost of the project;
- The CITY may approve an increase in the Estimated Construction Cost of the Project;
- The CITY may reject all bids or proposals and may authorize re-bidding;
- The CITY may if permitted, approve a renegotiation of the Project within a reasonable time;
- The CITY may abandon the project and terminate CONSULTANT'S work authorization and Services for the Project; or
- The CITY may select as many deductive alternatives as may be necessary to bring the award within ten percent (10%) of the Estimated Construction Costs of the Project.

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It is expressly understood and agreed that the redesigning services required to keep the Project within 10% of the Estimated Construction Cost shall not be considered additional services and CONSULTANT agrees that it shall not seek compensation from the CITY for such Services.

10.4 The CONSULTANT may be requested to provide the CITY with a list of recommended, prospective proposers.

10.5 The CONSULTANT may be asked to attend all pre-bid/proposal conferences.

10.6 The CONSULTANT shall recommend any addenda, through the Contract Administrator, as appropriate to clarify, correct, or change proposal/bid documents.

10.7 If pre-qualification of proposers is required as set forth in the request for proposal, CONSULTANT shall assist the CITY, if requested, in developing qualification criteria, review qualifications and recommend acceptance or rejection of the proposers. If requested, CONSULTANT shall evaluate proposals and proposers, and make recommendations regarding any award by the CITY.

10.8 The CITY shall make decisions on claims regarding interpretation of the Construction Documents, and on other matters relating to the execution and progress of the work after receiving a recommendation from CONSULTANT. CONSULTANT may also assist in approving progress payments to the Contractor based on each Project Schedule of Values and the percentage of work completed.

10.9 The CITY shall maintain a record of all Change Orders which shall be categorized according to the various types, causes, etc. that it may be determined are useful or necessary for its purpose. Among those shall be Change Orders identified as architectural/engineering Errors or Omissions.

10.9.1 Unless otherwise agreed by both Parties in writing, it is specifically agreed that any change to the work identified as an Error on the part of CONSULTANT shall be considered for purposes of this Agreement to be an additional cost to the CITY which would not be incurred without the Error.

10.9.2 Unless otherwise agreed by both Parties in writing, it is further specifically agreed for purposes of this Agreement that fifteen percent (15%) of the cost of Change Orders for any item categorized as an Omission shall be considered an additional cost to the CITY which would not be incurred without the Omission. So long as the total of those two numbers (Change Order costs of Errors plus fifteen percent (15%) of Omissions) remains less than two percent (2%) of the total

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Construction Cost of the Project, the CITY shall not look to CONSULTANT for reimbursement for Errors and Omissions.

10.9.3 Should the sum of the two as defined above (cost of Errors plus fifteen percent (15%) of the cost of Omissions) exceed two percent (2%) of the Construction Cost, the CITY shall recover the full and total additional cost to the CITY as a result of CONSULTANT'S Errors and Omissions from CONSULTANT, that being defined as the cost of Errors plus fifteen percent (15%) of the cost of Omissions above two percent (2%) of the Construction Cost.

10.9.4 To obtain such recovery, the CITY shall deduct from CONSULTANT'S fee a sufficient amount to recover all such additional cost to the CITY.

10.9.5 In executing this Agreement, CONSULTANT acknowledges acceptance of these calculations and to the CITY'S right to recover same as stated above. The recovery of additional costs to the CITY under this paragraph shall not limit or preclude recovery for other separate and/or additional damages which the CITY may otherwise incur.

10.9.6 The Contract Administrator's decision as to whether a Change Order is caused by an Error or caused by an Omission, taking into consideration industry standards, shall be final and binding on both Parties for amounts in the aggregate under $100,000 per project, subject to Section 8.3. In the event of a dispute in an amount over $100,000, the Parties agree to use their best efforts to settle such dispute. To this effect, they shall consult and negotiate with each other, in good faith and, recognizing their mutual interests, attempt to reach a just and equitable solution satisfactory to both Parties. If they do not reach such solution within a period of sixty (60) days, then upon notice to the other, either Party may commence litigation to resolve the dispute in Broward County, Florida.

ARTICLE 11
CITY'S RESPONSIBILITIES

11.1 CITY shall assist CONSULTANT by placing at CONSULTANT'S disposal, all information CITY has available pertinent to the Project including previous reports and any other data relative to design or construction of the Project.

11.2 CITY shall arrange for access to, and make all provisions for, CONSULTANT to enter upon public and private property as required for CONSULTANT to perform its services.

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11.3 CITY shall review the itemized deliverables/documents identified per Task Order.

11.4 CITY shall give prompt written notice to CONSULTANT whenever CITY observes or otherwise becomes aware of any development that affects the scope or timing of CONSULTANT's services or any defect in the work of the Contractor.

ARTICLE 12
MISCELLANEOUS

12.1 OWNERSHIP OF DOCUMENTS

All documents including, but not limited to, drawings, renderings, models, and specifications prepared or furnished by CONSULTANT, its dependent professional associates and consultants, pursuant to this Agreement shall be owned by the CITY.

Drawings, specifications, designs, models, photographs, reports, surveys and other data prepared in connection with this Agreement are and shall remain the property of the CITY whether the Project for which they are made is executed or not, and are subject to reuse by the CITY in accordance with Section 287.055(10) of the Florida Statutes. They are not intended or represented to be suitable for reuse by the CITY or others on extensions of this Project or on any other project without appropriate verification or adaptation. Any reuse, except for the specific purpose intended hereunder, will be at the CITY'S sole risk and without liability or legal exposure to CONSULTANT or its subcontractors. This does not, however, relieve CONSULTANT of liability or legal exposure for errors, omissions, or negligent acts made on the part of CONSULTANT in connection with the proper use of documents prepared under this Agreement. Any such verification or adaptation may entitle C O N S U L T A N T to further compensation at rates to be agreed upon by the CITY and CONSULTANT. This shall not limit the CITY'S reuse of preliminary or developmental plans or ideas incorporated therein, should the Project be suspended or terminated prior to completion.

12.2 TERMINATION

12.2.1 Termination for Cause. It is expressly understood and agreed that the CITY may terminate this Agreement at any time for cause in the event that the CONSULTANT (1) violates any provisions of this Agreement or performs same in bad faith or (2) unreasonably delays the performance of the services or does not perform the services in a timely and satisfactory manner upon written notice to the CONSULTANT. Notice of termination shall be provided in accordance with Section 11.27. In the case of termination by the CITY for cause, the CONSULTANT shall be first granted a 10-working day cure period after receipt of written notice

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from the CITY. In the event that the Agreement is terminated, the CONSULTANT shall be entitled to be compensated for the services rendered and accepted by the CITY from the date of execution of the Agreement up to the time of termination. Such compensation shall be based on the fee as set forth above, wherever possible. For those portions of services rendered to which the applicable fee cannot be applied, payment shall be based upon the appropriate rates for the actual time spent on the Project. In the event that the CONSULTANT abandons this Agreement or through violation of any of the terms and conditions of this Agreement, causes it to be terminated, CONSULTANT shall indemnify the CITY against any and all loss pertaining to this termination.

All finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs and reports prepared by CONSULTANT shall become the property of CITY and shall be delivered by CONSULTANT to the CITY within five (5) days of CITY'S request. Upon payment of such sum by CITY to CONSULTANT, CITY shall have no further duties or obligations pursuant to or arising from this Agreement.

This Agreement may also be terminated by CITY upon such notice as CITY deems appropriate in the event CITY or Contract Administrator determines that termination is necessary to protect the public health, safety, or welfare.

Notice of termination shall be provided in accordance with Section 11.27, NOTICES, except that Contract Administrator may provide a prior verbal stop work order if the Contract Administrator deems a stop work order of this Agreement in whole or in part is necessary to protect the public's health, safety, or welfare. A verbal stop work order shall be promptly confirmed in writing as set forth in Section 11.27, NOTICES.

12.2.2 Termination for Convenience. In the event this Agreement is terminated for convenience, CONSULTANT shall be paid for any services performed and accepted by the CITY to the date the Agreement is terminated. Compensation shall be withheld until all documents specified in Section 11.3 of this Agreement are provided to the CITY. Upon being notified of CITY's election to terminate, CONSULTANT shall refrain from performing further services or incurring additional expenses under the terms of this Agreement. Under no circumstances shall CITY make payment for services which have not been performed.

12.2.3 Termination by CONSULTANT. CONSULTANT shall have the right to terminate this Agreement upon substantial breach by the CITY of its obligation under this Agreement as to unreasonable delay in payment or

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non-payment of undisputed amounts. CONSULTANT shall have no right to terminate this Agreement for convenience of the CONSULTANT.

12.3 AUDIT RIGHT AND RETENTION OF RECORDS

CITY shall have the right to audit the books, records, and accounts of CONSULTANT that are related to this Project. CONSULTANT shall keep such books, records, and accounts as may be necessary in order to record complete and correct entries related to the Project.

CONSULTANT shall preserve and make available, at reasonable times and upon prior written notice for examination and audit by CITY all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for the required retention period of the Florida Public Records Act (Chapter 119, Florida Statutes), if applicable, or, if the Florida Public Records Act is not applicable, for a minimum of three (3) years after termination of this Agreement. If any audit has been initiated and audit findings have not been resolved at the end of the retention period or three (3) years, whichever is longer, the books, records, and accounts shall be retained until resolution of the audit findings. If the Florida Public Records Act is determined by CITY to be applicable to CONSULTANT'S records, CONSULTANT shall comply with all requirements thereof; however, no confidentiality or non-disclosure requirement of either federal or state law shall be violated by CONSULTANT. Any incomplete or incorrect entry in such books, records, and accounts shall be a basis for CITY's disallowance and recovery of any payment upon such entry.

12.4 NON-DISCRIMINATION, EQUAL EMPLOYMENT OPPORTUNITY, AND AMERICANS WITH DISABILITIES ACT

CONSULTANT shall not unlawfully discriminate against any person in its operations and activities in its use or expenditure of the funds or any portion of the funds provided by this Agreement and shall affirmatively comply with all applicable provisions of the Americans with Disabilities Act (ADA) in the course of providing any services funded in whole or in part by CITY, including Titles I and II of the ADA (regarding nondiscrimination or the basis of disability), and all applicable regulations, guidelines, and standards.

CONSULTANT'S decisions regarding the delivery of services under this Agreement shall be made without regard to or consideration of race, age, religion, color, gender, sexual orientation, national origin, marital status, physical or mental disability, political affiliation, or any other factor which cannot be lawfully or appropriately used as a basis for service delivery.

CONSULTANT shall comply with Title I of the Americans with Disabilities Act regarding nondiscrimination on the basis of disability in employment and further shall not discriminate against any employee or applicant for employment

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because of race, age, religion, color, gender, sexual orientation, national origin, marital status, political affiliation, or physical or mental disability. In addition, CONSULTANT shall take affirmative steps to ensure nondiscrimination in employment against disabled persons. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff, termination, rates of pay, other forms of compensation, terms and conditions of employment, training (including apprenticeship), and accessibility.

CONSULTANT shall take affirmative action to ensure that applicants are employed, and employees are treated without regard to race, age, religion, color, gender, sexual orientation, national origin, marital status, political affiliation, or physical or mental disability during employment. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff, termination, rates of pay, other forms of compensation, terms and conditions of employment, training (including apprenticeship), and accessibility.

12.5 MINORITY PARTICIPATION

Historically, the CITY has been able to achieve participation levels of approximately twelve percent (12%) by MBE/WBE firms in CITY projects, and in the purchase of goods and services. The CONSULTANT shall make a good faith effort to help the CITY maintain and encourage MBE/WBE participation levels consistent with such historical levels and market conditions. The CONSULTANT will be required to document all such efforts and supply the CITY with this documentation at the end of the Project, or in cases where projects are longer than one year, each CITY fiscal year.

12.6 PUBLIC ENTITY CRIMES ACT

In accordance with the Public Crimes Act, Section 287.133, Florida Statutes (2021), as may be amended or revised, a person or affiliate who is a contractor, consultant or other provider, who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to the City, may not submit a bid on a contract with the City for the construction or repair of a public building or public work, may not submit bids on leases of real property to the City, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with the City, and may not transact any business with the City in excess of the threshold amount provided in Section 287.017, Florida Statutes (2021), as may be amended or revised, for category two purchases for a period of thirty-six (36) months from the date of being placed on the convicted vendor list. Violation of this section by Contractor shall result in cancellation of the City purchase and may result in Contractor debarment.

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12.7 SUB-CONSULTANTS

12.7.1 CONSULTANT may subcontract certain items of work to sub-consultant. The parties expressly agree that the CONSULTANT shall submit pertinent information regarding the proposed sub-consultant, including sub-consultant's scope of work and fees, for review and approval by the CITY prior to sub-consultants proceeding with any work.

12.7.2 CONSULTANT shall utilize the sub-consultants identified in the proposal that were a material part of the selection of CONSULTANT to provide the services for this Project. CONSULTANT shall obtain written approval of the Contract Administrator prior to changing or modifying the list of sub-consultants submitted by CONSULTANT.

The list of sub-consultants submitted is as follows:

(NAME ALL SUB-CONSULTANTS HERE)

12.8 ASSIGNMENT AND PERFORMANCE

Neither this Agreement nor any interest herein shall be assigned, transferred, or encumbered without the written consent of the other Party, and CONSULTANT shall not sub-contract any portion of the work required by this Agreement except as authorized pursuant to Section 11.7.

CONSULTANT represents that all persons delivering the services required by this Agreement have the knowledge and skills, either by training, experience, education, or a combination thereof, to adequately and competently perform the duties, obligations, and services set forth in the Scope of Services and to provide and perform such services to CITY's satisfaction for the agreed compensation.

CONSULTANT shall perform its duties, obligations, and services under this Agreement in a skillful and respectable manner. The quality of CONSULTANT'S performance and all interim and final product(s) provided to or on behalf of CITY shall meet or exceed all professional standards of the State of Florida.

12.9 INDEMNIFICATION OF CITY

12.9.1 CONSULTANT shall indemnify and hold harmless CITY, its officers and employees, from liabilities, damages, losses, and costs, including but not limited to reasonable attorneys' fees, to the extent caused by the negligence, recklessness or intentional misconduct of CONSULTANT and persons employed or utilized by CONSULTANT in the performance of this Agreement. These indemnifications shall survive the term of this Agreement. In the event that any action or proceeding is brought against CITY by reason of any such claim or demand, CONSULTANT

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shall, upon written notice from CITY, resist and defend such action or proceeding by counsel approved by the CITY.

12.9.2 To the extent considered necessary by Contract Administrator and CITY, any sums due the CONSULTANT under this Agreement may be retained by CITY until all of the CITY's claims for indemnification pursuant to this Agreement have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by CITY.

12.10 LIMITATION OF CITY'S LIABILITY

The CITY desires to enter into this Agreement only if in so doing the CITY can place a limit on the CITY'S liability for any cause of action arising out of this Agreement, so that the CITY's liability for any breach never exceeds the sum of $1,000.00. For other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the CONSULTANT expresses its willingness to enter into this Agreement with the knowledge that the CONSULTANT'S recovery from the CITY to any action or claim arising from the Agreement is limited to a maximum amount of $1,000.00 less the amount of all funds actually paid by the CITY to the CONSULTANT pursuant to this Agreement. Accordingly, and notwithstanding any other term or condition of this Agreement that may suggest otherwise, the CONSULTANT agrees that the CITY shall not be liable to the CONSULTANT for damages in an amount in excess of $1,000.00, which amount shall be reduced by the amount actually paid by the CITY to the CONSULTANT pursuant to this Agreement, for any action or claim arising out of this Agreement. Nothing contained in this paragraph or elsewhere in this Agreement is in any manner intended either to be a waiver of the limitation placed upon the CITY'S liability as set forth in Section 768.28, Florida Statutes, or to extend the CITY'S liability beyond the limits established in said Section 768.28; and no claim or award against the CITY shall include attorney's fees, investigative costs, extended damages, expert fees, suit costs or pre-judgment interest. Notwithstanding the foregoing, the parties agree and understand that the provisions of this Article 11.10 do not apply to monies owed, if any, for services rendered to CONSULTANT by the CITY under the provisions of this Agreement.

12.11 INSURANCE

As a condition precedent to the effectiveness of this Agreement, during the term of this Agreement and during any renewal or extension term of this Agreement, the Consultant, at its sole expense, shall provide insurance of such types and with such terms and limits as noted below. Providing proof of and maintaining adequate insurance coverage are material obligations of the Consultant. The Consultant shall provide the City a certificate of insurance evidencing such

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coverage. The Consultant's insurance coverage shall be primary insurance for all applicable policies. The limits of coverage under each policy maintained by the Consultant shall not be interpreted as limiting the Consultant's liability and obligations under this Agreement. All insurance policies shall be through insurers authorized or eligible to write policies in the State of Florida and possess an A.M. Best rating of A-, VII or better, subject to approval by the City's Risk Manager.

The coverages, limits, and/or endorsements required herein protect the interests of the City, and these coverages, limits, and/or endorsements shall in no way be relied upon by the Consultant for assessing the extent or determining appropriate types and limits of coverage to protect the Consultant against any loss exposures, whether as a result of this Agreement or otherwise. The requirements contained herein, as well as the City's review or acknowledgement, are not intended to and shall not in any manner limit or qualify the liabilities and obligations assumed by the Consultant under this Agreement.

The following insurance policies and coverages are required:

Commercial General Liability

Coverage must be afforded under a Commercial General Liability policy with limits not less than:

- $2,000,000 each occurrence and $2,000,000 aggregate for Bodily Injury, Property Damage, and Personal and Advertising Injury
- $2,000,000 each occurrence and $2,000,000 aggregate for Products and Completed Operations

Policy must include coverage for contractual liability and independent contractors.

The City, a Florida municipal corporation, its officials, employees, and volunteers are to be covered as an additional insured with a CG 20 26 04 13 Additional Insured – Designated Person or Organization Endorsement or similar endorsement providing equal or broader Additional Insured Coverage with respect to liability arising out of activities performed by or on behalf of the Consultant. The coverage shall contain no special limitation on the scope of protection afforded to the City, its officials, employees, and volunteers.

Professional Liability

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Coverage must be afforded for Wrongful Acts in an amount not less than $2,000,000 each claim and $2,000,000 aggregate.

Consultant must keep the professional liability insurance in force until the third anniversary of expiration or early termination of this Agreement or the third anniversary of acceptance of work by the City, whichever is longer, which obligation shall survive expiration or early termination of this Agreement.

Business Automobile Liability

Coverage must be afforded for all Owned, Hired, Scheduled, and Non-Owned vehicles for Bodily Injury and Property Damage in an amount not less than $1,000,000 combined single limit each accident.

If the Consultant does not own vehicles, the Consultant shall maintain coverage for Hired and Non-Owned Auto Liability, which may be satisfied by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy.

Workers' Compensation and Employer's Liability

Coverage must be afforded per Chapter 440, Florida Statutes. Any person or entity performing work for or on behalf of the City must provide Workers' Compensation insurance. Exceptions and exemptions will be allowed by the City's Risk Manager, if they are in accordance with Florida Statute.

The Consultant waives, and the Consultant shall ensure that the Consultant's insurance carrier waives, all subrogation rights against the City, its officials, employees, and volunteers for all losses or damages. The City requires the policy to be endorsed with WC 00 03 13 Waiver of our Right to Recover from Others or equivalent.

The Consultant must be in compliance with all applicable State and federal workers' compensation laws, including the U.S. Longshore Harbor Workers' Act and the Jones Act, if applicable.

Insurance Certificate Requirements

a. The Consultant shall provide the City with valid Certificates of Insurance (binders are unacceptable) no later than ten (10) days prior to the start of work contemplated in this Agreement.

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b. The Consultant shall provide to the City a Certificate of Insurance having a thirty (30) day notice of cancellation; ten (10) days' notice if cancellation is for nonpayment of premium.
c. In the event that the insurer is unable to accommodate the cancellation notice requirement, it shall be the responsibility of the Consultant to provide the proper notice. Such notification will be in writing by registered mail, return receipt requested, and addressed to the certificate holder.
d. In the event the Agreement term or any surviving obligation of the Consultant following expiration or early termination of the Agreement goes beyond the expiration date of the insurance policy, the Consultant shall provide the City with an updated Certificate of Insurance no later than ten (10) days prior to the expiration of the insurance currently in effect. The City reserves the right to suspend the Agreement until this requirement is met.
e. The Certificate of Insurance shall indicate whether coverage is provided under a claims-made or occurrence form. If any coverage is provided on a claims-made form, the Certificate of Insurance must show a retroactive date, which shall be the effective date of the initial contract or prior.
f. The City shall be named as an Additional Insured on all liability policies, with the exception of Workers' Compensation and Professional Liability.
g. The City shall be granted a Waiver of Subrogation on the Consultant's Workers' Compensation insurance policy.
h. The title of the Agreement, Bid/Contract number, event dates, or other identifying reference must be listed on the Certificate of Insurance.

<u>The Certificate Holder should read as follows:</u>
City of Fort Lauderdale
100 N. Andrews Avenue
Fort Lauderdale, FL 33301

The Consultant has the sole responsibility for all insurance premiums and shall be fully and solely responsible for any costs or expenses as a result of a coverage deductible, co-insurance penalty, or self-insured retention; including any loss not covered because of the operation of such deductible, co-insurance penalty, self-insured retention, or coverage exclusion or limitation. Any costs for adding the City as an Additional Insured shall be at the Consultant's expense.

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If the Consultant's primary insurance policy/policies do not meet the minimum requirements, as set forth in this Agreement, the Consultant may provide evidence of an Umbrella/Excess insurance policy to comply with this requirement.

The Consultant's insurance coverage shall be primary insurance as respects to the City, a Florida municipal corporation, its officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, a Florida municipal corporation, its officials, employees, or volunteers shall be non-contributory.

Any exclusion or provision in any insurance policy maintained by the Consultant that excludes coverage required in this Agreement shall be deemed unacceptable and shall be considered breach of contract.

All required insurance policies must be maintained until the contract work has been accepted by the City, or until this Agreement is terminated, whichever is later. Any lapse in coverage shall be considered breach of contract. In addition, Consultant must provide to the City confirmation of coverage renewal via an updated certificate should any policies expire prior to the expiration of this Agreement. The City reserves the right to review, at any time, coverage forms and limits of Consultant's insurance policies.

The Consultant shall provide notice of any and all claims, accidents, and any other occurrences associated with this Agreement to the Consultant's insurance company or companies and the City's Risk Management office, as soon as practical.

It is the Consultant's responsibility to ensure that any and all of the Consultant's independent contractors and subcontractors comply with these insurance requirements. All coverages for independent contractors and subcontractors shall be subject to all of the applicable requirements stated herein. Any and all deficiencies are the responsibility of the Consultant.

NOTE: CITY PROJECT NUMBER, PROJECT NAME AND BID NUMBER MUST APPEAR ON EACH CERTIFICATE, AND THE CITY OF FORT LAUDERDALE MUST BE NAMED ON THE CERTIFICATE AS AN "ADDITIONAL INSURED" ON REQUIRED LIABILITY POLICIES.

12.12 REPRESENTATIVE OF CITY AND CONSULTANT

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12.12.1 The Parties recognize that questions in the day-to-day conduct of the Project will arise. The Contract Administrator, upon CONSULTANT'S request, shall advise CONSULTANT in writing of one (1) or more CITY employees to whom all communications pertaining to the day-to-day conduct of the Project shall be addressed.

12.12.2 CONSULTANT shall inform the Contract Administrator in writing of CONSULTANT'S representative to whom matters involving the conduct of the Project shall be addressed.

12.13 ALL PRIOR AGREEMENTS SUPERSEDED

This document incorporates and includes all prior negotiations, correspondence, conversations, agreements or understandings applicable to the matters contained herein; and the Parties agree that there are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained in this document. Accordingly, the Parties agree that no deviation from the terms hereof shall be predicated upon any prior representations or agreements whether oral or written.
It is further agreed that no modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document executed with the same formality and of equal dignity herewith.

12.14 CONSULTANT'S STAFF

CONSULTANT will provide the key staff identified in its proposal for the Project as long as said key staff are in CONSULTANT's employment.

CONSULTANT will obtain prior written approval of Contract Administrator to change key staff. CONSULTANT shall provide Contract Administrator with such information as necessary to determine the suitability of any proposed new key staff. Contract Administrator will be reasonable in evaluating key staff qualifications.

If Contract Administrator desires to request removal of any of CONSULTANT'S staff, Contract Administrator shall first meet with CONSULTANT and provide reasonable justification for said removal.

12.15 INDEPENDENT CONTRACTOR

CONSULTANT is an independent contractor under this Agreement. Services provided by CONSULTANT shall be subject to the supervision of CONSULTANT. In providing the services, CONSULTANT or its agents shall not be acting and shall not be deemed as acting as officers, employees, or agents

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of the CITY. Personnel policies, tax responsibilities, social security and health insurance, employee benefits, purchasing policies and other similar administrative procedures applicable to services rendered under this Agreement shall be those of CONSULTANT. The Parties expressly acknowledge that it is not their intent to create any rights or obligations in any third person or entity under this Agreement.

12.16 THIRD PARTY BENEFICIARIES

Neither CONSULTANT nor CITY intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties agree that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a claim against either of them based upon this Agreement.

12.17 CONFLICTS

Neither CONSULTANT nor its employees shall have or hold any continuing or frequently recurring employment or contractual relationship that is substantially antagonistic or incompatible with CONSULTANT's loyal and conscientious exercise of judgment related to its performance under this Agreement.

CONSULTANT agrees that none of its officers or employees shall, during the term of this Agreement, serve as expert witness against CITY in any legal or administrative proceeding in which he or she is not a party, unless compelled by court process, nor shall such persons give sworn testimony or issue a report or writing, as an expression of his or her expert opinion, which is adverse or prejudicial to the interests of CITY or in connection with any such pending or threatened legal or administrative proceeding. The limitations of this Section shall not preclude such persons from representing themselves in any action or in any administrative or legal proceeding.

In the event CONSULTANT is permitted to utilize sub-consultants to perform any services required by this Agreement, CONSULTANT agrees to prohibit such sub-consultants, by written contract, from having any conflicts as within the meaning of this Section.

12.18 CONTINGENCY FEE

CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual or firm, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Agreement. For a breach or violation of this provision, the CITY shall have the right to terminate this Agreement without liability at its discretion, or to deduct

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from the Agreement price or otherwise recover the full amount of such fee, commission, percentage, gift or consideration.

12.19 WAIVER OF BREACH AND MATERIALITY

Failure by CITY to enforce any provision of this Agreement shall not be deemed a waiver of such provision or modification of this Agreement.

CITY and CONSULTANT agree that each requirement, duty, and obligation set forth herein is substantial and important to the formation of this Agreement and, therefore, is a material term hereof.

12.20 COMPLIANCE WITH LAWS

CONSULTANT shall comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations in performing its duties, responsibilities, and obligations related to this Agreement.

12.21 SEVERANCE

In the event this Agreement or a portion of this Agreement is found by a court of competent jurisdiction to be invalid, the remaining provisions shall continue to be effective unless CITY or CONSULTANT elects to terminate this Agreement. The election to terminate this Agreement based upon this provision shall be made within seven (7) days after the findings by the court become final.

12.22 JOINT PREPARATION

Preparation of this Agreement has been a joint effort of CITY and CONSULTANT and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the Parties than any other.

12.23 PRIORITY OF PROVISIONS

If there is a conflict or inconsistency between any term, statement, requirement, or provision of any exhibit attached hereto, any document or events referred to herein, or any document incorporated into this Agreement by reference and a term, statement, requirement, or provision of this Agreement, the term, statement, requirement, or provision contained in Articles 1-11 of this Agreement shall prevail and be given effect.

12.24 APPLICABLE LAW AND VENUE AND WAIVER OF JURY TRIAL

The Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the state of Florida. The Parties agree that the exclusive

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venue for any lawsuit arising from, related to, or in connection with this Agreement shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claims arising from, related to, or in connection with this Agreement must be litigated in federal court, the Parties agree that the exclusive venue for any such lawsuit shall be in the United States District Court or United States Bankruptcy Court for the Southern District of Florida. **BY ENTERING INTO THIS AGREEMENT, THE PARTIES HEREBY EXPRESSLY WAIVE ANY AND ALL RIGHTS EITHER PARTY MIGHT HAVE TO A TRIAL BY JURY OF ANY ISSUES RELATED TO THIS AGREEMENT. IF A PARTY FAILS TO WITHDRAW A REQUEST FOR A JURY TRIAL IN A LAWSUIT ARISING OUT OF THIS AGREEMENT AFTER WRITTEN NOTICE BY THE OTHER PARTY OF VIOLATION OF THIS SECTION, THE PARTY MAKING THE REQUEST FOR JURY TRIAL SHALL BE LIABLE FOR THE REASONABLE ATTORNEYS' FEES AND COSTS OF THE OTHER PARTY IN CONTESTING THE REQUEST FOR JURY TRIAL, AND SUCH AMOUNTS SHALL BE AWARDED BY THE COURT IN ADJUDICATING THE MOTION.**

In the event Consultant is a corporation organized under the laws of any province of Canada or is a Canadian federal corporation, the City may enforce in the United States of America or in Canada or in both countries a judgment entered against CONSULTANT. CONSULTANT waives any and all defenses to the City's enforcement in Canada of a judgment entered by a court in the United States of America.

12.25 EXHIBITS

Each Exhibit referred to in this Agreement forms an essential part of this Agreement. The Exhibits, if not physically attached, should be treated as part of this Agreement, and are incorporated herein by reference.

12.26 ONE ORIGINAL AGREEMENT

This Agreement shall be executed in one (1) signed Agreement, treated as an original.

12.27 NOTICES

Whenever either Party desires to give notice unto the other, it must be given by written notice, sent by certified United States mail, with return receipt requested, addressed to the Party for whom it is intended, at the place last specified, and the place for giving of notice in compliance with the provisions of this paragraph. For the present, the Parties designate the following as the respective places for giving of notice, to-wit:

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CITY: Transportation and Mobility Director
City of Fort Lauderdale
290 NE 3rd Avenue
Fort Lauderdale, FL 33301
Telephone: (954) 828-3781

With a copy to: City Manager
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301
Telephone: (954) 828-5364

City Attorney
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301
Telephone: (954) 828-5037

CONSULTANT: NAME
COMPANY NAME
ADDRESS
STATE AND ZIP
Telephone_____
Email: _____

12.28 ATTORNEY FEES

If CITY or CONSULTANT incurs any expense in enforcing the terms of this Agreement through litigation, the prevailing party in that litigation shall be reimbursed for all such costs and expenses, including but not limited to court costs, and reasonable attorney fees incurred during litigation.

12.29 PERMITS, LICENSES AND TAXES

CONSULTANT shall, at its own expense, obtain all necessary permits and licenses, pay all applicable fees, and pay all applicable sales, consumer, use and other taxes required to comply with local ordinances, state and federal law. CONSULTANT is responsible for reviewing the pertinent state statutes regarding state taxes and for complying with all requirements therein. Any change in tax laws after the execution of this Agreement will be subject to further negotiation and CONSULTANT shall be responsible for complying with all state tax requirements.

12.30 ENVIRONMENTAL, HEALTH AND SAFETY

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CONSULTANT shall maintain a safe working environment during performance of the work. CONSULTANT shall comply, and shall secure compliance by its employees, agents, and sub-consultants, with all applicable environmental, health, safety and security laws and regulations, and performance conditions in this Agreement. Compliance with such requirements shall represent the minimum standard required of CONSULTANT. CONSULTANT shall be responsible for examining all requirements and determine whether additional or more stringent environmental, health, safety and security provisions are required for the work. CONSULTANT agrees to utilize protective devices as required by applicable laws, regulations, and any industry or CONSULTANT'S health and safety plans and regulations, and to pay the costs and expenses thereof, and warrants that all such persons shall be fit and qualified to carry out the Work.

12.31 STANDARD OF CARE

CONSULTANT represents that he/she/it is qualified to perform the work, that CONSULTANT and his/her/its sub-consultants possess current, valid state and/or local licenses to perform the Work, and that their services shall be performed in a manner consistent with that level of care and skill ordinarily exercised by other qualified consultants under similar circumstances.

12.32 TRUTH-IN-NEGOTIATION CERTIFICATE

Signature of this Agreement by CONSULTANT shall act as the execution of a Truth-in-Negotiation Certificate stating that wage rates and other factual unit costs supporting the compensation of this Agreement are accurate, complete, and current at the time of contracting. The original contract price and any additions thereto shall be adjusted to exclude any significant sums, by which the CITY determines that contract price was increased due to inaccurate, incomplete, or non-current wage rates and other factual unit costs. All such contract adjustments must be made within one (1) year following the end of the contract.

12.33 EVALUATION

The CITY maintains the right to periodically review the performance of the CONSULTANT. This review will take into account the timely execution of Task Orders, the quality of the work performed, the cost to the CITY and the good faith efforts made by the CONSULTANT to maintain MBE/WBE participation in CITY projects. Any deficiencies in performance will be described in writing and an opportunity afforded, where practicable, for the CONSULTANT to address and/or remedy such deficiencies.

12.34 STATUTORY COMPLIANCE

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CONSULTANT shall prepare all documents and other materials for the Project in accordance with all applicable rules, laws, ordinances and governmental regulations of the State of Florida, Broward County, the City of Fort Lauderdale, Florida, and all governmental agencies having jurisdiction over the services to be provided by CONSULTANT under this Agreement or over any aspect or phase of the Project.

12.35 SCRUTINIZED COMPANIES

Subject to *Odebrecht Construction, Inc., v. Prasad*, 876 F.Supp.2d 1305 (S.D. Fla. 2012), *affirmed*, *Odebrecht Construction, Inc., v. Secretary, Florida Department of Transportation*, 715 F.3d 1268 (11th Cir. 2013), with regard to the "Cuba Amendment," the Contractor certifies that it is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and that it does not have business operations in Cuba or Syria, as provided in Section 287.135, Florida Statutes (2021), as may be amended or revised. The Contractor certifies that it is not on the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2021), as may be amended or revised, and that it is not engaged in a boycott of Israel. The City may terminate this Agreement at the City's option if the Contractor is found to have submitted a false certification as provided under subsection (5) of Section 287.135, Florida Statutes (2021), as may be amended or revised, or been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2021), as may be amended or revised, or is engaged in a boycott of Israel or has been engaged in business operations in Cuba or Syria, as defined in Section 287.135, Florida Statutes (2021), as may be amended or revised.

12.36 PUBLIC RECORDS

IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT PRRCONTRACT@FORTLAUDERDALE.GOV, 954-828-5002, CITY CLERK'S OFFICE, 100 NORTH ANDREWS AVENUE, FORT LAUDERDALE, FLORIDA, 33301.

Consultant shall:

1. Keep and maintain public records required by the City in order to perform

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the service.

2. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes (2021), as may be amended or revised, or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of this Agreement if CONSULTANT does not transfer the records to the City.

4. Upon completion of the Agreement, transfer, at no cost to the City, all public records in possession of CONSULTANT or keep and maintain public records required by the City to perform the service. If CONSULTANT transfers all public records to the City upon completion of this Agreement, CONSULTANT shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If CONSULTANT keeps and maintains public records upon completion of this Agreement, CONSULTANT shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

12.37 INTELLECTUAL PROPERTY

CONSULTANT shall protect and defend at CONSULTANT'S expense, counsel being subject to the City's approval, and indemnify and hold harmless the City from and against any and all losses, penalties, fines, damages, settlements, judgments, claims, costs, charges, royalties, expenses, or liabilities, including any award of attorney fees and any award of costs, in connection with or arising directly or indirectly out of any infringement or allegation of infringement of any patent, copyright, or other intellectual property right in connection with the CONSULTANT'S or the CITY'S use of any copyrighted, patented or un-patented invention, process, article, material, or device that is manufactured, provided, or used pursuant to this Agreement. If the CONSULTANT uses any design, device, or materials covered by letters, patent or copyright, it is mutually agreed and understood without exception that the bid prices shall include all royalties or costs arising from the use of such design, device, or materials in any way involved in the work.

12.38 RIGHTS IN DOCUMENTS AND WORK

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Any and all reports, photographs, surveys, and other data and documents provided or created in connection with this Agreement are and shall remain the property of CITY; and CONSULTANT disclaims any copyright in such materials. In the event of and upon termination of this Agreement, any reports, photographs, surveys, and other data and documents prepared by CONSULTANT, whether finished or unfinished, shall become the property of City and shall be delivered by CONSULTANT to the CITY'S Contract Administrator within seven (7) days of termination of this Agreement by either Party. Any compensation due to CONSULTANT shall be withheld until CONSULTANT delivers all documents to the CITY as provided herein.

12.39 REPRESENTATION OF AUTHORITY

Each individual executing this Agreement on behalf of a Party hereto hereby represents and warrants that he or she is, on the date he or she signs this Agreement, duly authorized by all necessary and appropriate action to execute this Agreement on behalf of such Party and does so with full legal authority.

12.40 NON-DISCRIMINATION

The CONSULTANT shall not, in any of its activities, including employment, discriminate against any individual on the basis of race, color, national origin, age, disability, religion, creed, sex, disability, sexual orientation, gender, gender identity, gender expression, marital status or any other protected classification as defined by applicable law.

1. The CONSULTANT certifies and represents that it will comply with Section 2-187, Code of Ordinances of the City of Fort Lauderdale, Florida, as may be amended or revised, ("Section 2-187").

2. The failure of the CONSULTANT to comply with Section 2-187 shall be deemed to be a material breach of the Agreement, entitling the CITY to pursue any remedy stated below or any remedy provided under applicable law.

3. The CITY may terminate this Agreement if the CONSULTANT fails to comply with Section 2-187.

4. The CITY may retain all monies due or to become due until the CONSULTANT complies with Section 2-187.

5. The CONSULTANT may be subject to debarment or suspension proceedings. Such proceedings will be consistent with the procedures in section 2-183 of the Code of Ordinances of the City of Fort Lauderdale, Florida.

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12.41 E-VERIFY

As a condition precedent to the effectiveness of this Agreement, pursuant to Section 448.095, Florida Statutes (2022), as may be amended or revised, the Consultant and its subconsultants shall register with and use the E-Verify system to electronically verify the employment eligibility of newly hired employees.

1. The Consultant shall require each of its subconsultants, if any, to provide the Consultant with an affidavit stating that the subconsultant does not employ, contract with, or subcontract with an unauthorized alien. The Consultant shall maintain a copy of the subconsultant's affidavit for the duration of this Agreement and in accordance with the public records requirements of this Agreement.

2. The CITY, the Consultant, or any subconsultant who has a good faith belief that a person or entity with which it is contracting has knowingly violated Section 448.09(1), Florida Statutes (2022), as may be amended or revised, shall terminate the Agreement with the person or entity.

3. The CITY, upon good faith belief that a subconsultant knowingly violated the provisions of Section 448.095(2), Florida Statutes (2022), as may be amended or revised, but that the Consultant otherwise complied with Section 448.095(2), Florida Statutes (2022), as may be amended or revised, shall promptly notify Consultant and order the Consultant to immediately terminate the contract with the subconsultant, and the Consultant shall comply with such order.

4. An Agreement terminated under Sections 448.095(2)(c)1. or 2., Florida Statutes (2022), as may be amended or revised, is not a breach of contract and may not be considered as such. If the CITY terminates this Agreement under Section 448.095(2)(c), Florida Statutes (2022), as may be amended or revised, the Consultant may not be awarded a public contract for at least one year after the date on which the Agreement was terminated. The Consultant is liable for any additional costs incurred by the CITY as a result of termination of this Agreement.

5. Consultant shall include in each of its subcontracts, if any, the requirements set forth in this Section DD., including this subparagraph, requiring any and all subconsultants, as defined in Section 448.095(1)(j), Florida Statutes (2022), as may be amended or revised, to include all of the requirements of this Section DD. in their subcontracts. Consultant shall be responsible for compliance by any and all subconsultants, as defined in Section 448.095(1)(j), Florida Statutes (2022), as may be amended or revised, with the requirements of Section 448.095, Florida Statutes (2022), as may be amended or revised.

DRAFT CONTRACT

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DRAFT CONTRACT

IN WITNESS OF THE FOREGOING, the Parties have set their hands and seals the day and year first written above.

CITY

CITY OF FORT LAUDERDALE, a Florida municipal corporation

By: _____
GREG CHAVARRIA
City Manager

Date: _____

ATTEST:

By: _____
DAVID R. SOLOMAN
City Clerk

Approved as to Legal Form:
Alain E. Boileau, City Attorney

By: _____
RHONDA MONTOYA HASAN
Assistant City Attorney

DRAFT CONTRACT

WITNESSES:

COMPANY NAME)., a _____ company/corporation authorized to conduct business in the State of Florida,

_____

By: _____

_____
Print Name

_____

_____
Print Name

(CORPORATE SEAL)

STATE OF _____:

COUNTY OF _____:

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 202__, by (NAME OF AUTHORIZED OFFICER) as _____ (TITLE OF AUTHORIZED OFFICER) for _____ (NAME OF COMPANY), a Florida _____ (TYPE OF COMPANY) authorized to conduct business in the State of Florida.

_____
(Signature of Notary Public - State of Florida)

_____
(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally Known_____ OR Produced Identification_____

Type of Identification Produced: _____

DRAFT CONTRACT

EXHIBIT A
SCOPE OF SERVICES

DRAFT CONTRACT

EXHIBIT "B"
BILLING RATES

DRAFT CONTRACT

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CONCEPTUAL DESIGN VISION » EASTERN CORRIDOR

CITY OF FORT LAUDERDALE » JUNE 2021



las olas

Prepared for the City of Fort Lauderdale by:

THE CORRADINO GROUP

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»INTRODUCTION



»INTRODUCTION



When first constructed in 1917, a few years after Fort Lauderdale was incorporated in 1911, Las Olas Boulevard was just a dirt road. At the time, the area around Las Olas was swampy wetlands on the way to Fort Lauderdale Beach. As time changed, the street took on other jobs. As the area of what is now the Las Olas Isles was dredged in the 1920s, it became a connection not only to the beach, but to local residences with waterfront views still valued today. At the same time, in 1921, Colee Hammock's lots were subdivided, with all but 14 lots being sold for development. Las Olas Boulevard became a connection between residences, the beach, and the rest of the City. Post World War II, the commercial segments of the corridor were constructed, with significant investment in the 1970s in the development of the Downtown, and a major renovation program in the 1980s that greatly increased property values. These historical influences helped shape the distinct character areas that we see today.

Today, Las Olas Boulevard is not only Fort Lauderdale and Broward County's most famous street, it is one of the most iconic streets in all of Florida. For decades it has served as a major employment center at the heart of Downtown, a major attraction with historic retail, a plethora of restaurants, year-round events and festivals, as well as being a prized residential destination. Las Olas Boulevard attracts visitors from across the region and around the world.

Over time, the Corridor has evolved with the City, retail and commercial spaces have continued to adapt, vehicle traffic has impacted community character and quality of life, landscaping and street furniture are in need of refreshing, and climate change impacts make it necessary to rethink the civil engineering of underground infrastructure.

For decades, the redesign of Las Olas Boulevard has been on the minds of many. Attempts have been made on segments of the corridor, but there has not been a holistic vision in recent history. The diversity of place and the varied roles the street plays have resulted in a number of ideas, many competing with each other on how Las Olas should evolve. This has resulted in a variety of opinions and alternative concepts. One thing everyone can agree on is that Las Olas Boulevard has a high degree of value in the hearts of the City's residents and businesses. Improvements along the entire corridor in a unified concept would better enhance Las Olas's ability to address local transportation and urban design needs, as well as create a high value, marketable image for the future.

Through discussions that began in May 2017 in regards to an upcoming potential project on Las Olas Boulevard, it was determined that the project should not move forward. Instead, a unified effort was needed that would evaluate the transportation, landscaping, planning and urban design needs of the corridor as a whole to create a process that would build consensus on the future of a world-class corridor.

This effort was led by the two district commissioners, Vice Mayor Steve Glassman and Commissioner Ben Sorensen, with assistance from the designated Las Olas Working Group. The Working Group consisted of representatives from various stakeholders along the entire corridor who helped guide the vision. The efforts of the Working Group included hearing presentations from the various stakeholders on their concerns and providing comments on the issues and reviews of the vision over a 2.5 year timeframe from September 2018 to February 2021.

The Corridor

Las Olas Boulevard today has five distinct character areas; Downtown, The Shops, Colee Hammock, The Isles, and the Beach. There are a number of variables that comprise the makeup of each segment of the street:

1. The street consists of pedestrian areas, bicycle lanes, asphalt for cars and vehicles - all things that move and are in motion.
2. There are amenities throughout such as landscaping, street furniture, signage and lighting. These elements are static and have different purposes in different parts of the street. They are the basis of the visual identity for each segment of the street.
3. The street has different roles during the day and at nighttime. The street also differs in Weekday, Weeknight, Weekend and Event operations.
4. There is a need to evaluate underground infrastructure improvements, particularly related to flooding. This is particularly true in the Isles. It is highly recommended that the streetscape recommendations in this analysis be implemented after flood mitigation improvements have been developed.



2.4 miles long

It would be one of the longest, continuously protected, multimodal corridors in South Florida

Connecting Regional Trails

Safe connections will shorten the perceived distance between Downtown Fort Lauderdale and Las Olas Beach

Coordinating with Transit

Water taxis, Brightline, and bus transit should be coordinated.



»TRAFFIC ANALYSIS



»TRAFFIC ANALYSIS

Understanding traffic patterns and performance of Las Olas Boulevard is essential in achieving the primary goal of mobility. A balance must be struck between the needs of drivers, pedestrians and bicyclists, while also protecting and preserving the character and quality of life of each of the distinct areas, each of which behave differently in form and function, specifically from the perspectives of land use, urban design, landscape, and particularly mobility. From the perspective of mobility, Las Olas Boulevard is asked to be both a Main Street and a regionally significant corridor, in each case serving the needs of both automobile traffic and walkers and bikers. For the residents and businesses that must use it every day as a destination, it's a critical part of the daily commute. For people attracted here from other places, its a regional connector, serving as the primary route through the community connecting I-95 and the Beach. In all respects it works in tandem with Broward Boulevard.

As with any project that seeks to balance multimodal needs, it is first important to understand the primary issues related to traffic. The defining aspect of any transportation system is space in the right-of-way, as each component of the transportation network, like swales, sidewalks, bicycle facilities, vehicle lanes and medians occupy space that could be utilized for other modes depending on what is needed or to be encouraged. Some character areas need to emphasize traffic flow, while others must protect neighborhood character, or further the ability to walk or bike to contribute to local quality of life and the foot traffic that is supportive of retail. Optimizing the performance of Las Olas Boulevard therefore requires an understanding of how much space is needed for cars.

To better understand this a traffic analysis was conducted, first by collecting data, and then analyzing intersections and roadway segments for level of service (LOS), speed and safety.

EXISTING PEAK HOUR ROAD SEGMENT LEVEL OF SERVICE ANALYSIS				
Roadway Segment	**Roadway Type**	**Existing 2 Way Peak Hour Volumes**	**Peak Hour LOS D Volume**	**Level of Service**
Seven Isles Drive to Seabreeze Boulevard	4 Lanes Undivided	1665	2482	C
Isles of Capri to Seven Isles Drive	4 Lanes Divided	2007	2628	C
SE 15th Avenue to Isles of Capri	4 Lanes Undivided	2308	2482	C
SE 11th Avenue to SE 15th Avenue	2 Lanes Undivided	1044	1197	C
SE 6th Avenue to SE 11th Avenue	2 Lanes Divided	1177	1264	C
Andrews Avenue to SE 6th Avenue	4 Lanes Undivided	1189	2482	C

Data was collected during the peak months of March and April of 2019, in the form of 30 turning movement counts and 30 speed and volume counts. Additionally, crash data for the previous 5 years was collected.

This data was analyzed using a methodology and computer software acceptable to the City of Fort Lauderdale and the Florida Department of Transportation (FDOT).

To perform the analysis, the existing counts were examined to find out how the network performed today, in the existing condition. To this were added the volume of future development already planned and approved by the City, plus anticipated population growth, to find the future year performance in 2035. The results in both cases were measured against the level of service standard set by the City's Comprehensive Plan, to determine what would need to be done to improve the intersections and roads by adjusting signal timing, adding or subtracting lanes, opening or restricting flow, or making safety improvements as appropriate for each character area.

For reference, the City's LOS Standard is "E". This is measured on a continuum from "A" to "F", with each letter equating to a percentage of utilized capacity. For example LOS E, equates to between 90% and 100% utilization of capacity. All of this is measured at the busiest hours of the day.

Roadway Analysis

The future conditions analysis for the roadway links show that to maintain acceptable LOS performance in 2035, Las Olas Boulevard requires two lanes of travel, or one lane in each direction west of SE 15th Avenue, and four lanes of travel, or two lanes in each direction, east of SE 15th Avenue.

It was found that westbound traffic from the Beach and the Isles is generally heading towards the Shops, Downtown, US-1, or I-95. For the Beach and Isles areas, this is a one-way in, one-way out situation. However, once drivers reach SE 15th Avenue, they have the option to head north on SE 15th Avenue to Broward Boulevard to connect to US-1 and I-95, or head northeast towards Victoria Park. In the heart of

FUTURE PEAK HOUR ROAD SEGMENT LEVEL OF SERVICE ANALYSIS

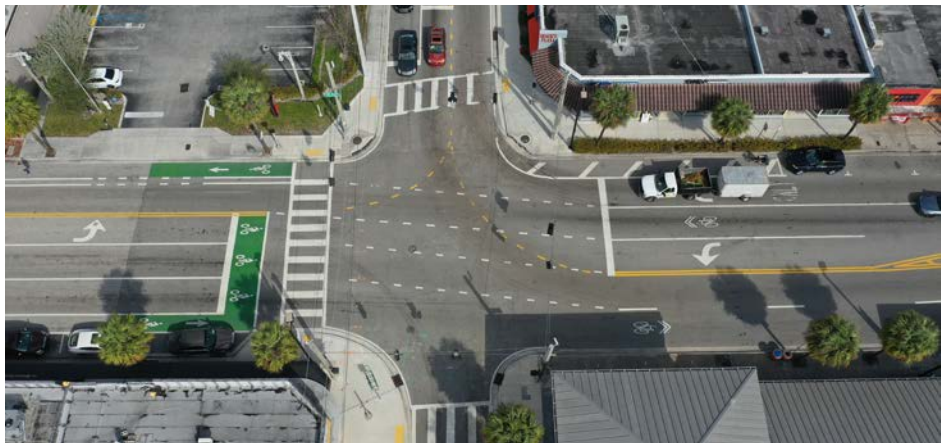
Roadway Segment	Roadway Type	FUTURE 2 Way Peak Hour Volumes	Peak Hour LOS D Volume	Level of Service
Seven Isles Drive to Seabreeze Boulevard	4 Lanes Undivided	2135	2482	C
Isles of Capri to Seven Isles Drive	4 Lanes Divided	2573	2628	C
SE 15th Avenue to Isles of Capri	4 Lanes Undivided	2959	2482	E
SE 11th Avenue to SE 15th Avenue	2 Lanes Undivided	1338	1197	E
SE 6th Avenue to SE 11th Avenue	2 Lanes Divided	1509	1264	E
Andrews Avenue to SE 6th Avenue	4 Lanes Undivided	1524	2482	C

Colee Hammock, SE 15th Avenue is the primary connection between Las Olas and Broward Boulevards.

Intersection Analysis

Traffic congestion and underperformance of a road in terms of level of service, travel time and delay is generally a product of bottlenecks at poorly performing intersections, and not the capacity of the roadway links between them. This is certainly true when looking at Las Olas Boulevard west of SE 15th Avenue, where the performance of the road will meet the LOS standard of “E” with one lane in each direction. Taking a closer look at the intersections along Las Olas Boulevard provided a clearer picture of how to best optimize travel in the corridor, as intersection issues were creating much of the undue delay and congestion, not overall volumes of vehicular traffic.





Key traffic concerns noted during the course of public workshops and in the traffic analysis included the intersections of SE 3rd Avenue and Las Olas Boulevard, and SE 15th Avenue and Las Olas Boulevard. During the analysis, it was noted that both intersections had a level of service exceeding the City’s stated standard.

For the intersection of SE 3rd Avenue and Las Olas Boulevard, the City is currently coordinating a study of a one-way pair with Andrews Avenue to determine if this will be a viable solution to improve traffic flow at SE 3rd Avenue and Las Olas Boulevard. This is a very urban location, of which the community character and quality of life fit well with the proposed improvement

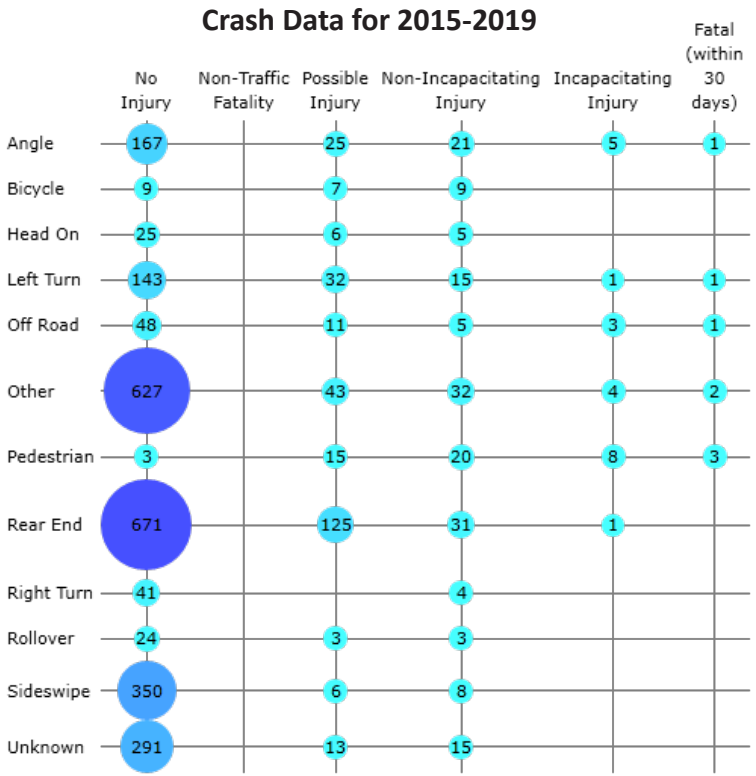
For the intersection of SE 15th Avenue and Las Olas Boulevard, different alternatives were evaluated to determine a solution for congestion. These options included multiple roundabout configurations as well as dual left turns on southbound SE 15th Avenue. Each was compared to a “do-nothing” scenario. It was found that while both options would work in the short term, the dual left turn option provided the best long term. It should be

SE 15TH AVENUE AT LAS OLAS BOULEVARD INTERSECTION ALTERNATIVES ANALYSIS														
Alt. #	**Intersection Traffic Control**	**Intersection**	**Existing AM Peak Hour Delay**	**V/C**	**Existing Midday Peak Hour Delay**	**V/C**	**Existing PM Peak Hour Delay**	**V/C**	**Future AM Peak Hour Delay**	**V/C**	**Future Midday Peak Hour Delay**	**V/C**	**Future PM Peak Hour Delay**	**V/C**
1	Single Lane Roundabout	SE 15th Avenue and Las Olas	LOS C 17.4 seconds	0.723 (WB)	LOS D 34.2 seconds	0.969 (WB)	LOS E 36.0 seconds	0.977 (WB)	LOS F 51.4 seconds	1.049 (EB)	LOS F 137.7 seconds	1.288 (WB)	LOS F 142.9 seconds	1.314 (WB)
2	Single Lane Roundabout with Free Flow Rights	SE 15th Avenue and Las Olas	LOS B 13.7 seconds	0.687 (SB)	LOS C 19.2 seconds	0.833 (SB)	LOS C 21.0 seconds	0.881 (EB)	LOS E 37.2 seconds	1.02 (EBL)	LOS F 71.7 seconds	1.205 (SB)	LOS F 78.4 seconds	1.306 (EB)
3	Single Lane Roundabout with Free Flow Right WB Only	SE 15th Avenue and Las Olas	LOS B 14.1 seconds	0.702 (EB)	LOS C 19.9 seconds	0.833 (SB)	LOS C 21.3 seconds	0.888 (EB)	LOS E 39.7 seconds	1.05 (EB)	LOS F 76.0 seconds	1.22 (SB)	LOS F 80.1 seconds	1.318 (EB)
4	Addition of a Dual SB LT on SE 15th Avenue (i.e. SB LT, SB LT, SB TRT)- Split Phasing	SE 15th Avenue and Las Olas	LOS C 21.1 seconds	0.52	LOS C 21.4 seconds	0.67	LOS C 24.5 seconds	0.73	LOS C 23.6 seconds	0.64	LOS C 25.1 seconds	0.79	LOS C 28.0 seconds	0.85
0	Existing Geometry and Signal Timings at Intersection (Do Nothing)	SE 15th Avenue and Las Olas	LOS B 19.3 seconds	0.88	LOS C 21.8 seconds	0.93	LOS C 20.4 seconds	0.91	LOS C 33.5 seconds	1.1	LOS D 46.2 seconds	1.24	LOS D 41.0 seconds	1.2

noted that the intersections of SE 15th Avenue/Las Olas Boulevard and SE 15th Avenue/Broward Boulevard are linked, and both should be improved at the same time to optimize the roadway network. Additionally, Colee Hammock, the neighborhood which surrounds SE 15th Avenue, is extremely sensitive to the traffic volumes and speeds that cut through it. As such, the goal here is to balance the flow of traffic with the preservation of the neighborhood character and quality of life. It is believed that by focusing traffic on SE 15th Avenue, a balance can be achieved. Additional study at the intersection of Las Olas Boulevard and SE 16th Avenue is needed to determine the traffic operations at this intersection.

Crash Analysis

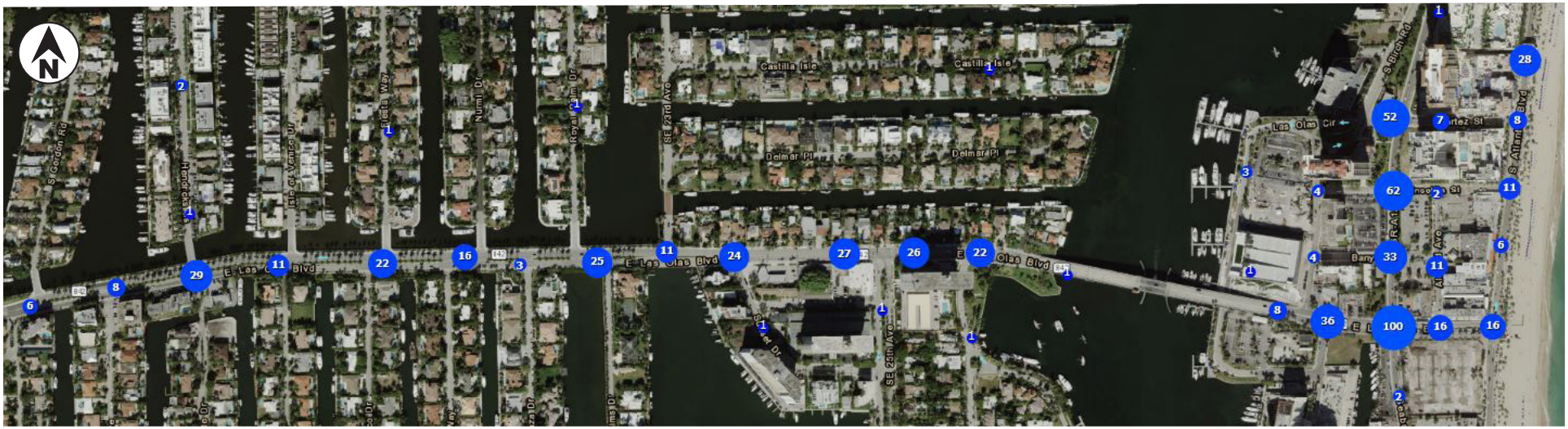
A crash analysis was conducted to see if any safety related improvements may be needed along the corridor. Using available crash data, it was found that the highest number of crashes at Las Olas Boulevard intersections occurred at SE 3rd Avenue, Seabreeze Boulevard, SE 15th Avenue and US-1/Federal Highway. Additionally, it was found that the number of crashes has increased yearly from 2015 to 2019. Various safety related improvements, such as reducing vehicle speeds, increasing visibility at crosswalks, and others, have been introduced into the concept plan across all character areas, particularly the Isles. The chart and map on the following page provides the crash type and general area of crashes.





Speed Analysis

Due to concerns of speeding along Las Olas Boulevard, an analysis was also undertaken to evaluate speeding along the corridor. Generally, in order to determine that an area has a speeding problem, the speed at the 85% percentile of vehicles traveling on the roadway must exceed the posted speed limit by more than 4 MPH. Speeding was found to be an issue only in the Isles. Effecting safer travel and pedestrian crossings in the Isles is therefore needed, as well as traffic calming measures such as narrowing lanes and improving visibility and visual cues.




Kindred Hospital



»PUBLIC ENGAGEMENT



»PUBLIC ENGAGEMENT

Critical to the success of any complex urban project such as this is public engagement. With hundreds of stakeholders in the five different and diverse character areas there are a plethora of opinions on how the corridor should look, feel and function. The approach here was to listen to everyone, understand the various ideas, develop concepts that balanced transportation professional engineering best practices and public ideas to the best extent possible. The intent was to accomplish as many of the objectives as possible to create a draft set of recommendations for review by stakeholders, then listen again to refine those concepts until consensus was had on a professionally recommended set of alternatives.

The goal of public engagement during the development of the Las Olas Streetscape Conceptual Design was to maintain an open line of communication that would promote coordination with the community, ensure responsiveness to community needs, and facilitate an exchange of information to create a better understanding of local needs and wants. A key outcome of outreach to a highly varied group of stakeholders, inclusive of residents, property owners, and local businesses, was building consensus to develop a unified plan.

The Las Olas Mobility Working Group consisted of residents, businesses, and other entities who represented neighborhood associations, business associations and property owners along the corridor. At the onset, the public engagement plan was designed to have presentations at 3 Las Olas Mobility Working Group meetings, approximately 2 group meetings or 8 one-on-one meetings with stakeholders, 1 Las Olas Mobility Working Group survey, 1 walking tour, 2 public workshops, and 1 conference presentation to the Commission.

The designated approach to public engagement for this project was adjusted during execution to respond to the changing dynamics regarding social interaction as a result of the COVID-19 pandemic. The updated approach included a combination of strategies to transition from in-person engagement methods to more virtual and digital methods.

Through the course of this project, at least 14 working group/workshop meetings and 2 walking tours occurred in February 2020 (in person) and in May 2020 (virtually), over 18 group meetings, and more than 75 one-on-one phone calls with individual residents or small groups (2-4 people) were conducted along with presentations to the City Commission. The general public was also kept informed of the project through tweets and email blasts, and all meetings were open to the general public.



Local Leadership

The development of the Las Olas Streetscape Conceptual Design, to include public engagement throughout the process, was completed under the leadership of Vice Mayor Steve Glassman and Commissioner Ben Sorensen. From the onset the Vice Mayor and Commissioner provided insight from their constituents and advice on building the stakeholder and outreach lists. Along with City Staff, they also provided input on the public engagement approach.

Community Representation

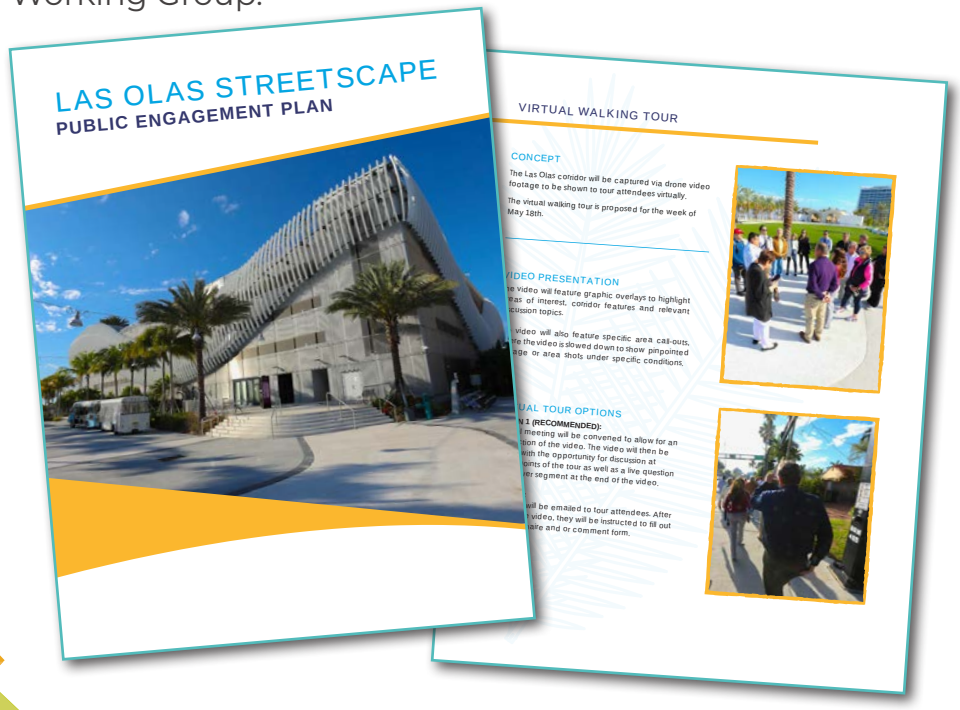
Las Olas Boulevard is Fort Lauderdale's marquee thoroughfare. Given its importance to the City as well as the many types of users who live, work, play and use the street, it was important to include residents, businesses, civic and religious organizations as well as the general public in this process. A range of engagement tools (Engagement Methods), as described below, were implemented to achieve representative participation. Given the need to build consensus, and understanding that effective networks were already established, leaders of many homeowner associations and local organizations



were included in periodic meetings, updates and working sessions, and were asked to act as conduits on behalf of their larger membership and constituents through the Las Olas Mobility Working Group.

Engagement Methods

Public engagement for the visioning process began in October 2019 with a kickoff presentation in meetings with the Las Olas Mobility Working Group and other key stakeholder groups within the City, and continued for the duration of the conceptual design process through March 2021. However, it should be noted that efforts prior to this study had been ongoing with the City since May 2017, where the concept of developing the Las Olas Mobility Working Group originated, with other local efforts predating the Working Group.



Unfortunately, planned in-person outreach activities had to be transitioned to virtual activities from mid-March 2020 onward, in response to social distancing guidance surrounding the pandemic.

The Las Olas Streetscape public engagement toolkit included:

- Stakeholder Meetings:
  - Dedicated working and progress meetings with the Las Olas Mobility Working Group
  - Virtual meetings with HOAs, Civic Groups, Business Organizations, Churches, Residents, and individual stakeholders as requested
- Corridor Walking Tour
- Virtual Walking Tour
- Digital Fact Sheets
- Virtual Presentations (in lieu of in-person workshops)
- Video Presentations
- Social Media Channels
- Virtual Newsletters (E-blasts)
- Surveys
- Las Olas Mobility Working Group webpage
- Dedicated email address for public comments

Stakeholder Meetings

In an effort to promote as inclusive a process as possible, the consultant team undertook a robust schedule of one-on-one and group stakeholder meetings throughout the conceptual design process. With a focus on building

consensus and considering all feedback, the team attended regularly scheduled meetings of the Las Olas Mobility Working Group to provide updates, discuss progress, gather feedback, and provide information to be further distributed to larger stakeholder groups and constituents.

In addition, the team scheduled meetings with HOAs, Business Organizations, Civic Groups, property owners, business owners, churches and individuals and groups who will be directly impacted by the proposed conceptual design. These included meetings with the Fort Lauderdale Downtown Development Authority and its staff and the Executive Director of the Las Olas Association; Colee Hammock, Las Olas Isles, Downtown Fort Lauderdale and other civic associations; members of the first Presbyterian Church; and various business owners such as the Las Olas Company and Barron Real Estate, among others. The team also accepted individual meetings by request and remained open and flexible to meet with any individual or group who had questions and concerns or wanted to share feedback.



At the meetings with the various civic associations, updates to the project and feedback on various iterations were received and communicated back to the project team. These meetings were also used as a venue to ask attendees questions to better understand their concerns as well as qualities of place that impacted their daily lives or those of their neighbors.

Walking Tours

A series of walking tours were conducted in order to review the existing conditions of the Las Olas Corridor with stakeholder groups, and to collect feedback and input regarding the direction for the proposed conceptual design. The first in-person walking tour was held in February 2020.



Due to the pandemic, in lieu of further in-person tours, the consultant team pivoted to develop a virtual walking tour showcasing the corridor and met with key stakeholder groups virtually in May 2020 to review the existing conditions and collect input. The virtual tour was then made available to the general public via the Las Olas Mobility Working Group webpage.

Virtual Presentations

In lieu of in-person workshops, the consultant team developed virtual video presentations that detailed the draft and final proposed conceptual design considerations for review and discussion with stakeholders. Scheduled Las Olas Mobility Working Group meetings were used as the platform to review and discuss these presentations, as well as to review the purpose of the study, the scope of services, timeline, and expectations. The interactive virtual meetings also allowed for open discussion, question and answer segments and the ability to collect additional input from stakeholder groups. In addition to the Las Olas Mobility Working Group members, who were each representing larger stakeholder groups, the consultant team also invited other civic and community interest groups to participate.

Presentations and supporting documentation were then made available to the general public on the Las Olas Mobility Working Group webpage.



Digital Communications

The Las Olas Mobility Working Group webpage was periodically updated to provide the general public with relevant project documents, presentations, videos, project updates, and other resources. The webpage also listed a project email address through which the general public could provide feedback or questions.

Important project milestones, such as the release of the virtual walking tour and the draft conceptual design documents, were posted through the City's social media pages to notify the public.



Handout Provided During The Plan Development Process

The Corridor



Proposed Conceptual Design Considerations

The vision of the Las Olas Streetscape project is to connect residents and visitors of Fort Lauderdale through the enhancement of the iconic Las Olas Boulevard representing our history and our future. This fact sheet gives a brief synopsis of the proposed conceptual design of the Las Olas Boulevard Streetscape.

Character Areas

Las Olas passes through five distinct urban character areas, each contributing to the continuous experience and visual identity of the street. These areas - Downtown, The Shops District, Colee Hammock, The Isles, and the Beach - have been studied individually and cohesively to inform the draft conceptual design recommendations.

Corridor-Wide Considerations

Branding and Identity
Consistent design elements throughout the streetscape

Safety Improvements
General enhancements for all users including crossings, separated facilities, sight triangle, and traffic improvements, and recommendations for future EMS enhancements

Bike Facilities
Separated facilities and parking available throughout the corridor in coordination with new public spaces and transit facility improvements

Improvements to Signalized Intersections
Modifications to intersections to address the needs of active transportation at currently signalized intersections

Drainage and Climate Change
Roadway changes, drainage improvements, and the addition of absorbent plant life and landscaping to prevent flooding

Wayfinding and Landscaping Improvements
Enhancements of signage, shade trees, foliage, land cover, sidewalk, and crosswalk design

DOWNTOWN
S Andrews Ave. to US-1

Downtown Las Olas is the prestigious address and front door for office and residential development.

Current Features and Opportunities:

- Generally pedestrian-friendly with ample shade
- There is a need for bicycle facilities to connect with the emerging adjacent districts and transit

Proposed Design Considerations

Separated Facilities - Enhanced Safety Through Separation of Traffic Modes

- Protected bicycle facilities - one-way cycle tracks on the north and south sides of Las Olas
- Floating bus stops along the cycle track

Improved Curbside Management and Enhanced Crossings in Tandem with Other Improvements

- Sidewalk widths will not be reduced
- Southside parking will be removed for bicycle lanes
- Northside parking will be removed between 3rd and 4th Avenue to extend the westbound turn on 3rd Avenue
- Gateway and wayfinding features at the corner of Las Olas and S Andrews Avenue
- New pedestrian crossing at SE 5th Avenue
- Enhanced crossings at multiple intersections
- Raised intersections and other enhanced conditions to support ADA
- Wayfinding for accessing nearby facilities

THE SHOPS
US-1 to SE 12th Ave.

The Shops possess a pedestrian scale and an iconic green canopy that support its role as a premier shopping strip.

Current Features and Opportunities:

- Pedestrian scale and iconic green canopy
- Narrow sidewalks can create pinch-points where street furniture and landscaping are not well coordinated
- Area is accessible through pedestrian alleys between street blocks and organized parking lots behind storefronts

Proposed Design Considerations

Curvy, Curbed Streets to Enhance the Quality of the Pedestrian Realm in Support of the Businesses in the Shops District

- "Curvy" alignment alternating side on-street parking
- A new Gateway Plaza at Tunneltop
- Expanded sidewalks for pedestrians
- Provision of amenities to complement businesses
- Raised intersections to support ADA

Outdoor Seating - Expansion of Outdoor Seating Options to Support Businesses

- Provision of modular, movable street furniture and landscaping
- Increased outdoor dining space
- Vista opportunity at Himmarshee Canal Bridge

Green Canopy - Ample Shading

- Incorporate signature landscaping

Festival Space - Design Supports Open Streets Events

- Incorporate design elements to facilitate open street events along the three blocks
- Wayfinding to facilitate alternative routes for drivers and cyclists
- Shared roadway and alternative routes directing bicyclists to SE 2nd Court and SE 4th Street

Las Olas Streetscape Masterplan

COLEE HAMMOCK
SE 12th Ave. to Isle of Capri Drive

Colee Hammock is the neighborhood center that caters to residents year-round.

Current Features and Opportunities:

- Has both a residential and commercial area
- Challenges in providing enough pedestrian space to support shopping activities
- There is a lack of shade trees
- Bicycle lanes encroach on parked cars and are interrupted at the SE 15th Avenue signalized intersection
- SE 15th Avenue is used as an alternative route for drivers to avoid downtown

Proposed Design Considerations

Improved Pedestrian Realm - Opportunity to Expand the Pedestrian Area and improve safety

- Expanded sidewalks and street trees along storefronts west of SE 15th Avenue
- Increased outdoor dining space
- Landscape buffers east of SE 15th Avenue
- Landscaped medians to facilitate crossings and communicate changes east of SE 15th Avenue
- A chicane between SE 15th Avenue and SE 13th Avenue offering additional space for public art and gateway feature
- Improved shaded area to enhance walkability
- Recommendation for a full replacement of the Sospiro Canal bridge to add pedestrian and bicycle space while maintaining 4 lanes
- Opportunity for new West Isles green space with a waterfront sightseeing area
- Enhanced crossings at 13th, 15th and 17th Avenues

Cycle Tracks - Dedicated Space for Cyclists

- One-way cycle tracks on the north and south

Traffic Improvements - Use of Speed Tables, Speed Humps, and Diverters to Encourage Safe Speeds

- Dual left turn at SE 15th Avenue to improve the intersection capacity and overall safety
- Maintaining width of 15th Avenue north of 2nd Court
- Reducing car travel lanes west of SE 15th Avenue
- Speed tables or raised crossings at intersections
- Recommendation for additional traffic studies to review making 16th Avenue a southbound right turn only; and closing 17th Avenue at Las Olas to vehicular traffic

THE ISLES
SE 17th Ave. to Coral Way

The Isles is primarily residential and possesses a pleasant waterfront experience frequently used by joggers and bicyclists.

Current Features and Opportunities:

- Generally pedestrian-friendly with ample shade
- Waterfront locations and great views
- There is a need for bicycle facilities to connect with the emerging adjacent districts and transit

Proposed Design Considerations

Separated Paths – Area for Strolling and Leisure with Canal Views alongside Efficient Roadways

- Bicycle paths on the north and south
- Median maintained at 12 feet with palm trees
- Four traffic lanes maintained
- Seating in rest areas
- Xeriscaping and landscape improvements in open spaces
- Sidewalk widths are maintained or expanded

Traffic Calming - Additions to naturally slow traffic

- Reduced width of traffic lanes
- The addition of plant life and other visual cues

Landscaping and Engineering Design – To address flooding

Sight Triangle Extensions - Cantilevers at each bridge

Plentiful Shade – Expanded Shading Tree Options

New Crossings – With Landscaping and Hardscaping to Draw Attention to Pedestrians

THE BEACH
Terminating at State Road A1A

The Beach is a popular destination for residents and tourists alike.

Current Features and Opportunities:

- This is an area for strolling or exercising along the oceanfront
- Crossing this area is difficult for cyclists because the curb lane is shared with motor vehicles

Proposed Design Considerations

Waterfront Paths – Area for Strolling and Leisure with Canal Views

- Recommendation for the City to activate the space at Merle Fogg Park given the proposed under path
- Cantilever expansion of multi-use path on bridge
- Multi-use path coordinated to reach Las Olas Beach Park, parking garage, and bike trail from the Isles

Plentiful Shade – Expanded Tree Shading Options

Median Redesign – To Prevent Left Turns from Las Olas Boulevard North onto Birch Road

Safe Crossings – Crossings with Landscaping and Hardscaping to Draw Attention to Pedestrians Crossing the Street

- A proper bicycle crossing will ensure safe access to Las Olas Boulevard



»EXISTING CONDITIONS



»EXISTING CONDITIONS

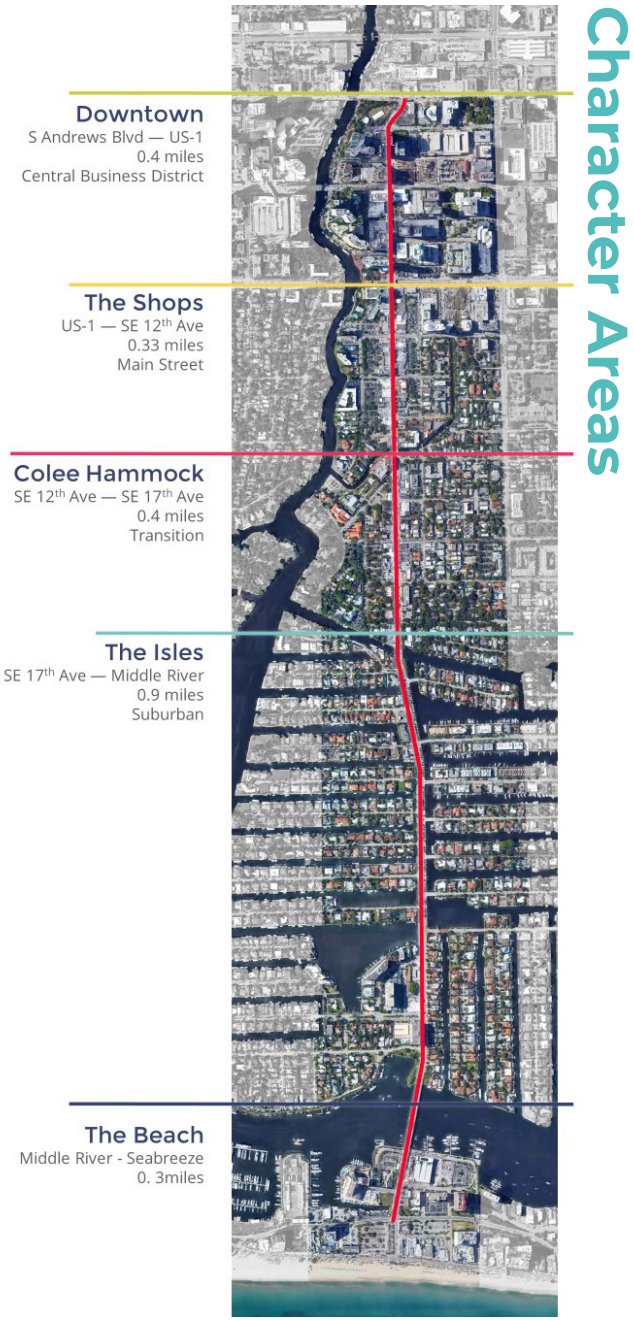
General Corridor Conditions

Las Olas Boulevard from Andrews Avenue to A1A is a 2.4-mile corridor that serves as one of three primary routes to Central Beach/Barrier Island in Fort Lauderdale. It is also a key corridor for the city that contains large office buildings within the Downtown Regional Activity Center, as well as neighborhood scale commercial buildings and residential areas. Las Olas Boulevard has various events throughout the year. The character of the street varies across five distinct areas which vary in width, adjacent land uses and patterns, and cross-sections. The Character Areas are as follows:

- Downtown – Andrews Avenue to SE 6th Avenue/Tunnel Top Plaza
- The Shops – SE 6th Avenue/Tunnel Top Plaza to Himmarshee Canal
- Colee Hammock – Himmarshee Canal to Sospiro Canal
- The Isles – Sospiro Canal to Intracoastal Bridge
- The Beach – Intracoastal Bridge to SR A1A

The available right-of-way varies between each character area, ranging from 60 feet to 133 feet. However, right-of-way constraints vary within each character area as described in their individual sections.

Las Olas Boulevard has varying lane configurations depending on the character area. Currently there are two vehicular travel lanes in each direction of varying widths, with exception of the roadway between SE 10th Terrace and SE 15th Avenue, which has one lane of vehicular travel in each direction. However, in the Shops and Downtown section, on-street parking is permitted in the travel lanes next to the sidewalk between 11am and 3am, essentially reducing available travel lanes to one in each direction during hours when such parking is allowed.





Likewise, bike lane configuration is not consistent along Las Olas Boulevard. West of SE 10th Terrace, bicyclists share the travel lane with vehicular traffic. There is a designated bike lane from SE 10th Terrace to SE 15th Avenue and again from S. Gordon Road to the west end of the bridge over the Intracoastal Waterway. Bicycle lanes are unbuffered outside of Colee Hammock and not continuous along the entire corridor. Across the Intracoastal Bridge to the east, the bicycle lane starts again after crossing the Seabreeze Boulevard. In areas where there are no bicycle lanes, bicycles navigate through regular traffic.

The entirety of the Corridor is serviced by Broward County Transit, Route 11. The Water Taxi and the City sponsored free Water Trolley are within proximity of Las Olas Boulevard with stops along South Fork of the New River easily accessible from the corridor, such as at SE 9th Avenue.

Sidewalks exist through the corridor, but at varying widths and are detailed further in their respective character areas. However, all of the areas except for the The Shops are greatly lacking in natural shade. Within The Shops area, where the Black Olives are in the median, shade is generally geared toward vehicular traffic and not pedestrians. While there are trees along the entire corridor, the overwhelming majority are palm trees. While the palms keep with the tropical feel of the corridor, they offer little in the way of shade and pedestrian experience.

As a whole, the entire corridor has distinct elements which create a visually haphazard situation. Las Olas Boulevard has over five different types of lightposts, and over eleven different types of hardscape throughout the corridor. The lack of visual identity makes it difficult to present a unified theme for Las Olas.

It is also important to note that while a majority of the tree species currently planted along Las Olas Boulevard are tropical and Florida Friendly™, they will not be appropriately resilient in the future. This is particularly important as various areas of Las Olas Boulevard are currently subject to some form of flooding risk, ranging from pooling in the Downtown area to flooding during King Tide in the Isles and Colee Hammock areas.

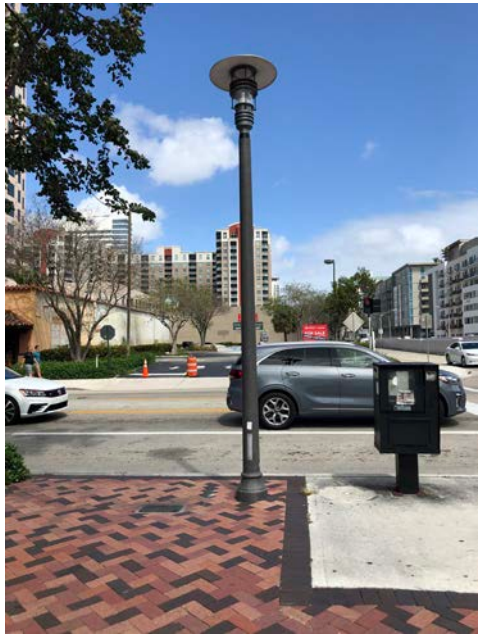
Character Areas Conditions

The following provides for additional details for each character area:

Downtown

- **General Right-of-Way Width:** 78.5 feet to 80 feet.
- **Pedestrian Facilities:** Sidewalks are wider in the Downtown area, with about 12 feet to 15 feet of sidewalk space between SE 1st Avenue and SE 5th Avenue, and at least 6 feet of sidewalk on both sides west of SE 1st Avenue. All intersections have east-west crosswalks, and north-south crosswalks can be found at Andrews Avenue, SE 1st Avenue, SE 2nd Avenue, SE 3rd Avenue, and SE 4th Avenue. No north-south crosswalk facilities exist at SE 5th Avenue and Las Olas Boulevard, where there are observations of regular pedestrian crossings.
- **Bicycles:** No on-street bicycle facilities exist on Las Olas Boulevard in this area, and bicyclists share vehicular lanes.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 10 feet per lane. However, as parking is allowed on the lanes adjacent to the sidewalks, between SE 3rd Avenue and SE 5th Avenue, between 11am and 3 am, one lane is generally utilizable for traffic during these hours in that portion of the corridor. As noted in the traffic analysis, the intersection of SE 3rd Avenue and Las Olas Boulevard has heavy congestion, requiring turn lanes. Current construction has resulted in a temporary 4-way Stop controlled intersection at SE 2nd Avenue. The intersection of SE 4th Avenue and Las Olas Boulevard is raised, and the northbound and southbound lanes at this intersection are right turn only.
- **Landscaping and Street Furnishings:** Virtually every building has its own distinct paving pattern in the right-of-way. The hardscape is made up of multiple shapes and colors of pavers, stamped concrete, and traditional sidewalk, depending on the location. Benches are only found at a single bus stop shelter and at 100 E. Las Olas Boulevard, which recently completed new construction. This new construction has multiple benches, trash cans, and bike racks within the southern pedestrian right-of-way. Trash cans are rare in the Downtown District, and inconsistent in design. City-owned light poles in this segment are simplistic, painted black with a single square light, while their signage is more classic, almost Victorian in style. FDOT owned street lights are white with long arms and round lamps. Privately owned lights vary in style but all are chrome and modern themed.



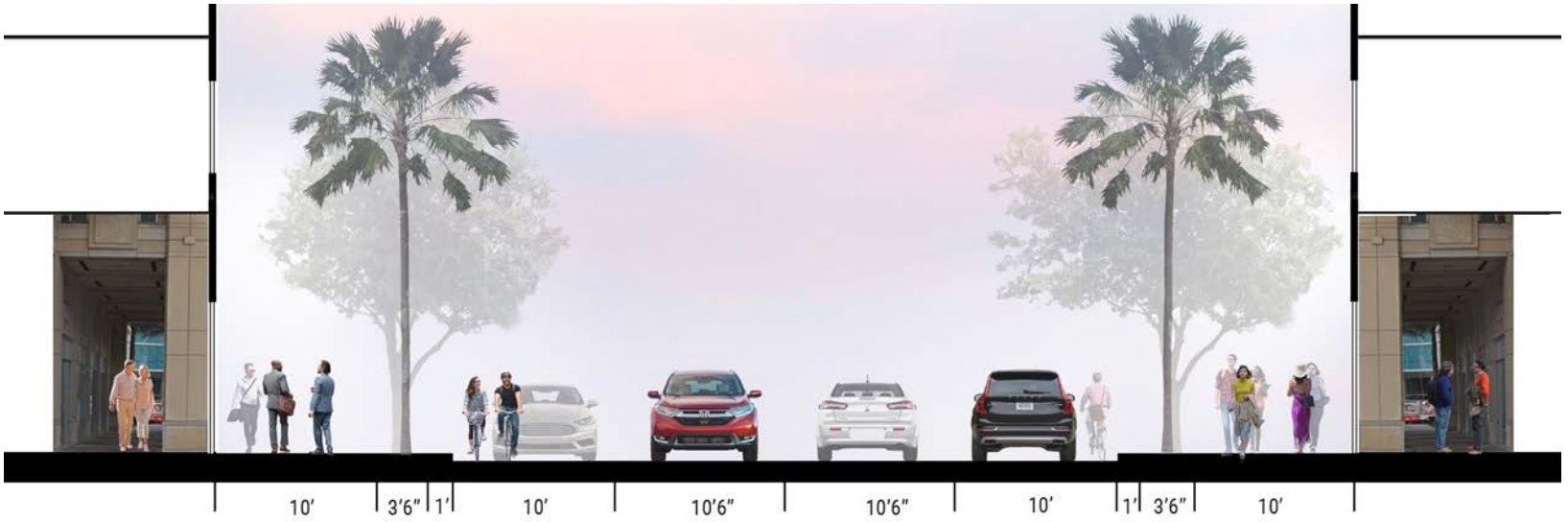



room to go.com





Downtown Existing Conditions between Andrews Avenue and SE 3rd Avenue



Downtown Existing Conditions between SE 3rd Avenue and Tunnel Top

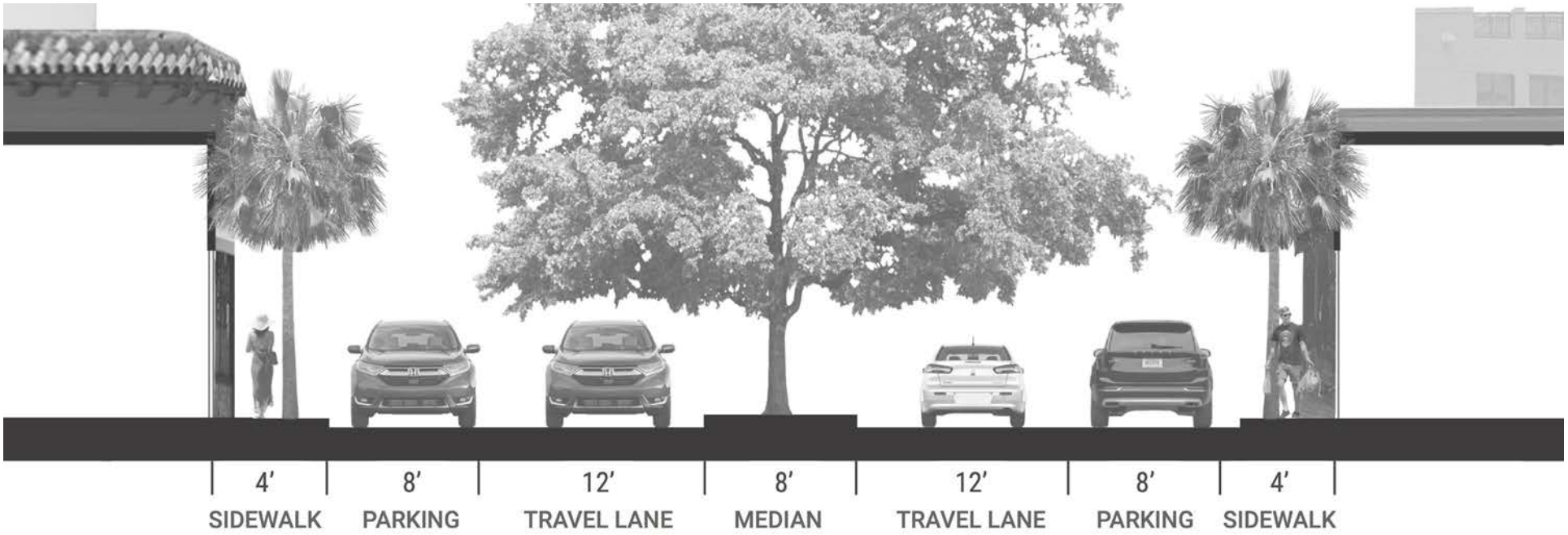


The Shops

- **General Right-of-Way Width:** 60 feet.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space can transition from 15 feet wide to 5 feet or less when paired with cabbage palms. This creates a natural bottleneck where groups must move single file in order to allow movement in both directions. This issue compounds when restaurants put menus out front for passersby to read. Customers take up valuable space while deciding upon where to eat, waiting on a table, etc. Generally, most of the sidewalks between SE 6th Avenue and SE 11th Avenue are pavers with at least 6 feet of available width. However, there are segments, such as by SE 6th Avenue, where the width of the sidewalks are substandard at 4 feet. Crosswalk ramps are misaligned at some intersections, such as SE 9th Avenue and Las Olas Boulevard, and while there are midblock crossings, these crossings are not compliant with the Americans with Disability Act.
- **Bicycles:** No on-street bicycle facilities exist on Las Olas Boulevard in this area, and bicyclists share the lane with vehicles. There is a bikeshare station by the intersection of Las Olas Boulevard and SE 10th Terrace.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 11 feet per lane. However, as parking is allowed on the lanes adjacent to the sidewalks between 11am and 3am, only one lane is generally utilizable for traffic during these hours.
- **Landscaping and Street Furnishings:** Both the North and South right-of-ways are planted with consistent, evenly spaced cabbage palms in tree pits surrounded by shrubs. The medians are filled with large black olive trees, whose canopies spread over the traffic lanes to shade the pedestrian right-of-ways. This area is full of temporary structures. Restaurant menus, sale signs, and outdoor seating abound. The menus and signs are commonly directly in the right-of-way, blocking pedestrian traffic. Outdoor seating for restaurants is within their property line. Some businesses have even created their own structures such as wooden seating around an existing cabbage palm.
- **Other Considerations:** The Shops area is frequently utilized for public events, such as Christmas on Las Olas or the Las Olas Art Festival, whereby the area is closed to vehicular traffic.



The Shops Existing Conditions











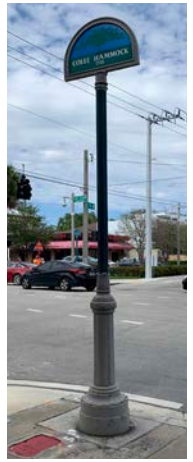



1410
BIRD




Colee Hammock

- **General Right-of-Way Width:** 60 feet to 70 feet. Colee Hammock's available right-of-way on Las Olas Boulevard is unique among the sections in that it is the only area to contract and expand from block to block. The right-of-way is 70 feet between SE 12th Avenue and SE 13th Avenue, 60 feet from SE 13th Avenue to SE 16th Avenue, SE 68 feet from 16th Avenue to 17th Avenue, and 60 feet from 17th Avenue to across Sospiro Bridge.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space generally is 6 feet, with 2 feet tree wells periodically reducing the effective sidewalk space to 4 feet. North-south crosswalks are located at SE 13th Avenue and at SE 15th Avenue. The north-south crosswalk at SE 13th Avenue has in-ground pedestrian actuated lights.
- **Bicycles:** Generally, 4 feet bicycle lanes exist in this area of Las Olas Boulevard between the Himmarshee Canal Bridge and SE 17th Avenue. At intersections east of SE 15th Avenue and on the south side of Las Olas Boulevard at SE 16th Avenue, the lanes are marked green across the intersections. Various portions of the lanes are buffered by areas marked in blue. Spatial constraints east of SE 15th Avenue gradually narrow the bicycle lanes until they stop at SE 17th Avenue on the south side. On the north side, there is a bicycle lane gap between SE 15th Avenue and SE 16th Avenue.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction east of SE 15th Avenue, at a width of 11 feet per lane. West of SE 15th Avenue, this changes to one vehicular lane in each direction at a width of 11 feet per lane. The intersection of SE 15th Avenue and Las Olas Boulevard is congested. The intersection of SE 17th Avenue and Las Olas Boulevard on the southbound leg is right turn only; however, there are sight distance issues at this intersection that negatively impact safety. On-street parking is provided on both sides of Las Olas Boulevard between SE 12th Avenue and SE 15th Avenue (32 spaces), and on the north side between SE 15th Avenue and SE 16th Avenue (8 spaces).
- **Landscaping and Street Furnishings:** Both the north and south right-of-ways are planted with consistent, evenly spaced cabbage palms in tree pits. There are a few benches that can be found outside of businesses and by a driveway on the northern right-of-way. However, these are temporary in nature; benches tend to get brought back into the businesses at closing. This area is the most pedestrian friendly as it has an abundance of sight amenities. Trash and recycling cans are adequately spaced for consistent usage.

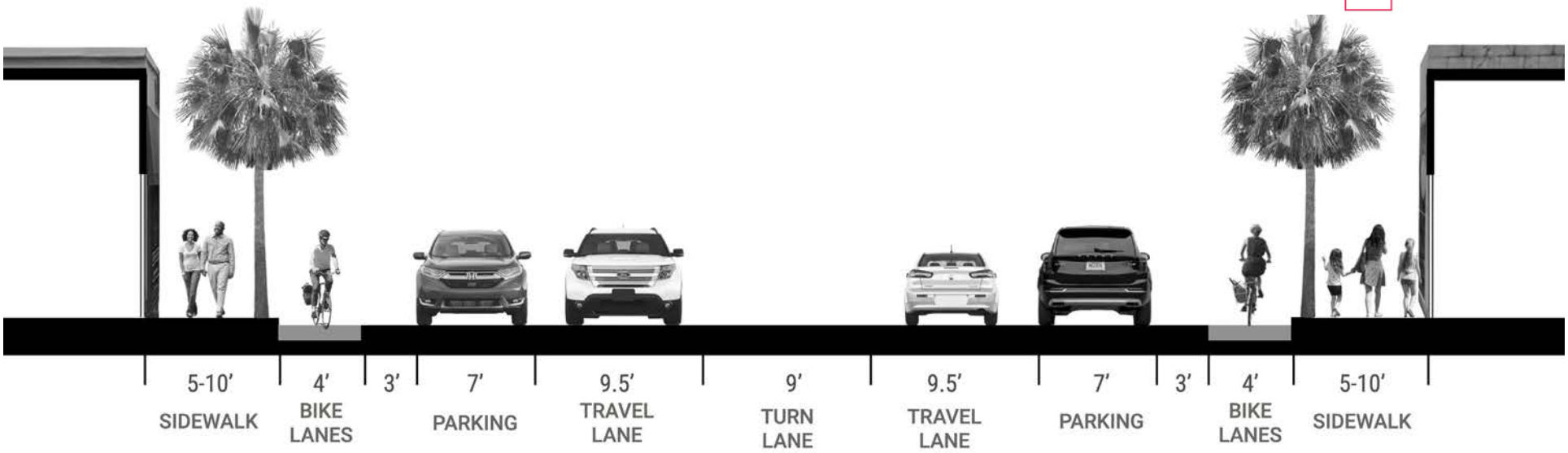


- **Other Considerations:** The Himmarshee Canal and Sospiro Canal bridges are both advanced in age. Further, Sospiro Bridge is constrained for expansion by the existing water mains immediately to the north of the bridge, and by available space to the south of the bridge.

Due to the age of the of the Sospiro Bridge, at about 75 years old, it may be more efficient to engage in a complete reconstruction. Next steps here should be coordination between the City and FDOT to assure the City CIP and FDOT Work Programs are in alignment relative to what needs to be done, cost and timing.

Colee Hammock Existing Conditions














Josh Dotoli
Lives, Loves & Sells
Fort Lauderdale.
COMPASS






BUS STOP
ID# 0987
REAL TIME BUS ARRIVAL




ID# 0989
REAL TIME BUS ARRIVAL


FIESTA WAY


ISLE OF
PALMS

The Isles

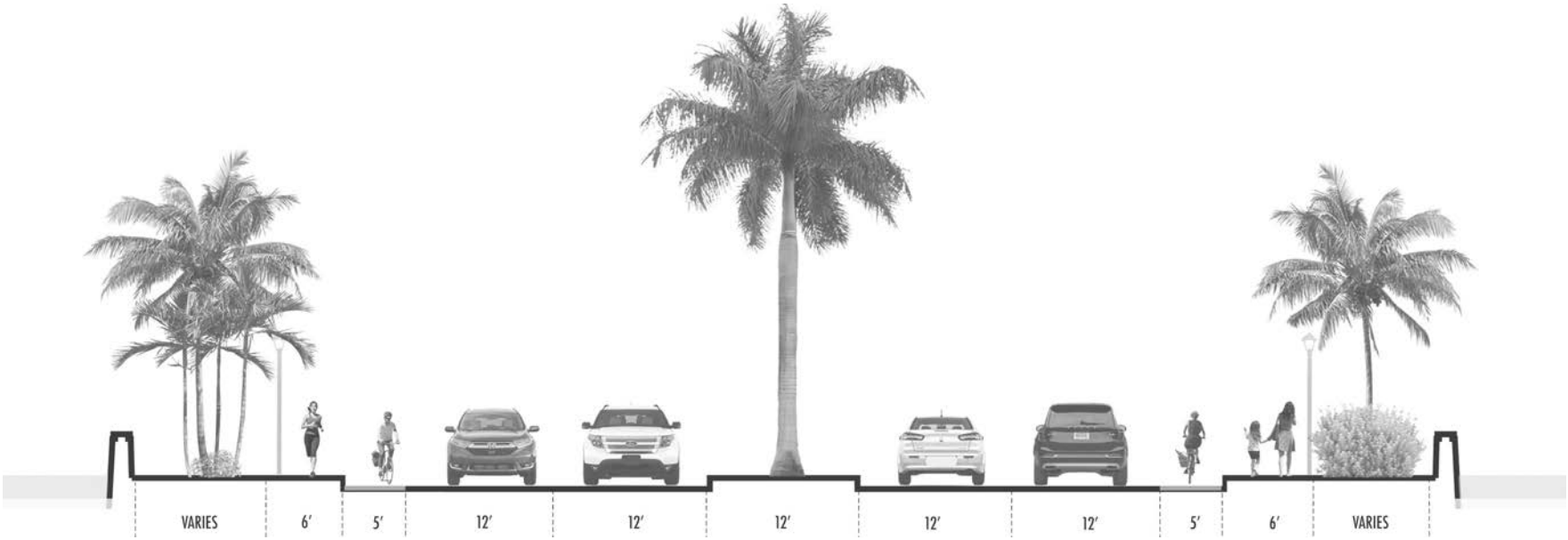
- **General Right-of-Way Width:** 100 feet to 130 feet.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space generally is 6 feet. The sidewalk on the south side of Las Olas Boulevard between the Marathon Gas station and SE 25th Avenue is constrained by the landscaping, causing "pinch-points" of 3 ft of pedestrian space in front of the retail and restaurant establishments. Between SE 15th Avenue in Colee Hammock and SE 25th Avenue, while there are east-west crosswalks at every intersection, there are no north-south crosswalks. There is also a lack of a north-south crosswalk by Merle Fogg Park.
- **Bicycles:** Generally, bicycle lanes of at least 4 feet exist in this area of Las Olas Boulevard from just east of the Sospiro Bridge to Poinciana Drive on the south side, and Plaza Las Olas on the north side. Neither Sospiro Bridge nor the Intracoastal Waterway Bridge has separate bicycle facilities; bicyclists are expected to utilize vehicular travel lanes (sharrows).
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a general width of 12 feet per lane. Given the configuration of the bridges and intersection setback for the isles on the north side of Las Olas Boulevard, there is a sight distance issue which may impact safety. Speeding, as noted in the traffic analysis, is an issue for this area.
- **Landscaping and Street Furnishings:** The entirety of "The Isles" is planted with palms and has no seating except for the occasional bus stop bench. The lack of shade is evident here and creates a heat island effect that detracts from the pedestrian experience. In addition, there are several historical markers and structures along the corridor.
- **Other Considerations:** This area is the longest segment of Las Olas Boulevard; however, the character of the area west of Seven Isles Drive has significant differences with the area east of Seven Isles Drive, including available right-of-way and land use.



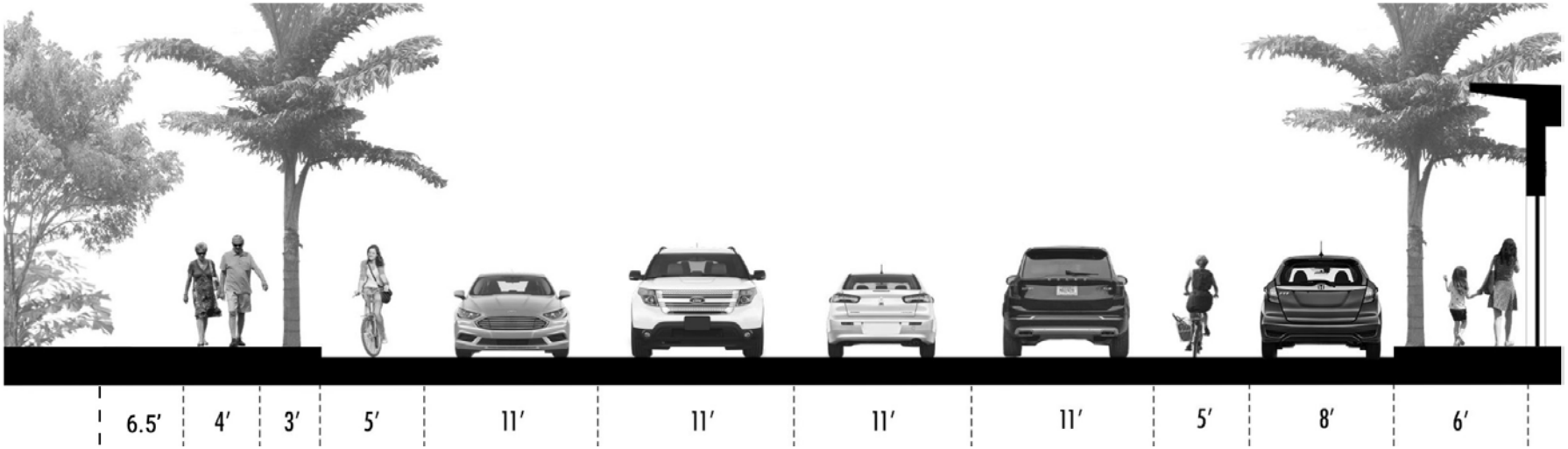




The Isles Existing Conditions between Sospiro Canal and SE 23rd Avenue



The Isles Existing Conditions between SE 23rd Avenue and Plaza Las Olas



The Beach

- **General Right-of-Way Width:** 100 feet to 130 feet.
- **Pedestrian Facilities:** Sidewalks on both sides of Las Olas Boulevard are generally at least 6 feet in width and are adequate. However, the pedestrian realm is lacking in shade trees.
- **Bicycles:** 4 feet bicycle lanes exist on the south side of Las Olas Boulevard between Seabreeze Boulevard and S. Fort Lauderdale Beach Boulevard and are marked in green. This connects to the A1A route to the east. Heading west, bicyclists merge into vehicular traffic to share the lane across the Intracoastal Waterway Bridge.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 11 feet per lane. During prior construction of improvements in the Beach area, the median at the eastern end of the Intracoastal Waterway Bridge, which normally extends beyond Birch Road to Las Olas Circle, was not reconstructed.
- **Landscaping and Street Furnishings:** The Beach area contains seating along Las Olas Oceanside Park. As noted elsewhere, this area has palm trees but is lacking in shade trees. Due to the Las Olas Oceanside Park improvements, the street is curbless between Seabreeze Boulevard and S. Fort Lauderdale Beach Boulevard, with bollards.

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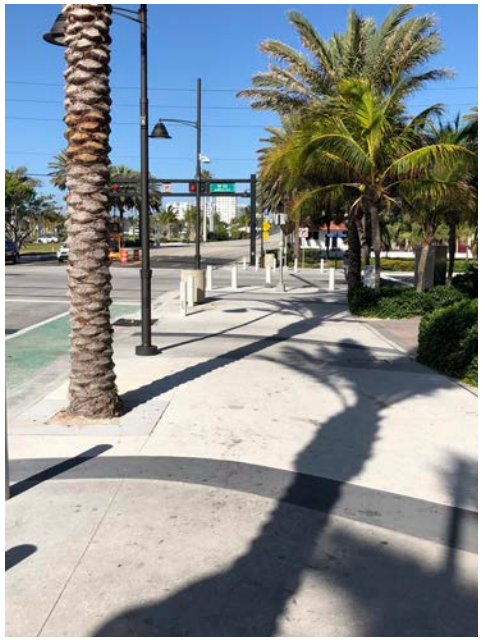
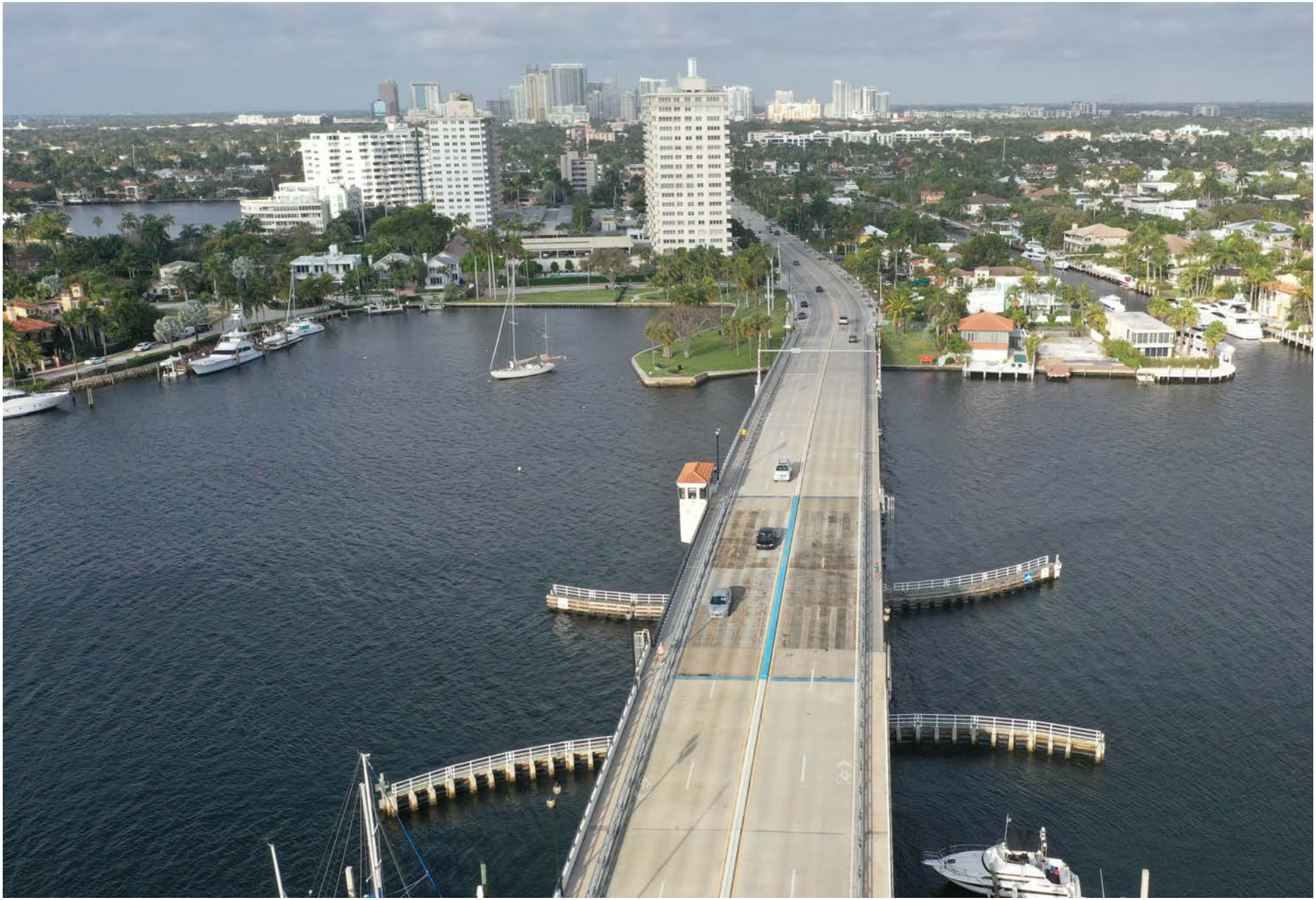
DRAW
BRIDGE
AHEAD











»OVERALL VISION AND AREA RECOMMENDATIONS

Character Areas



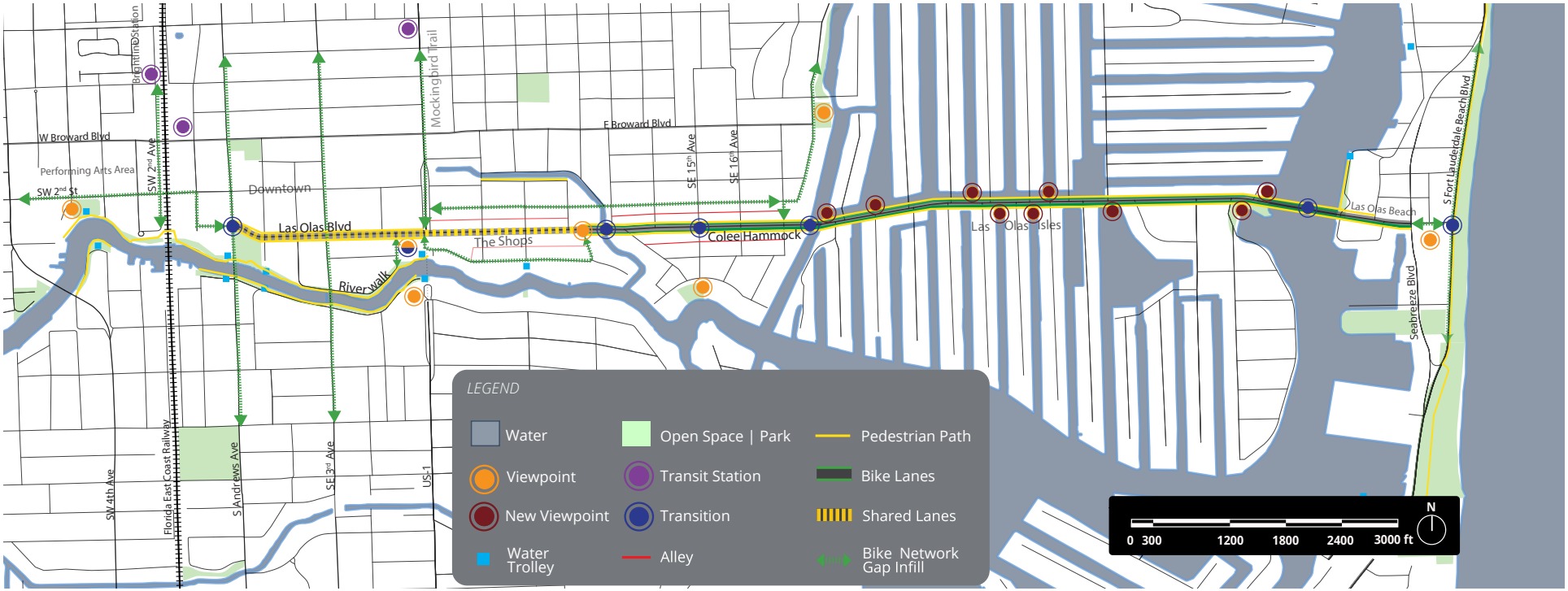
»OVERALL VISION AND AREA RECOMMENDATIONS

The Overall Concept

The design of Las Olas Boulevard strives to create a street where residents and visitors feel invited to share company, go for a stroll, and be comfortable in their community.

As the major thoroughfare connecting Downtown Fort Lauderdale and Central Beach, Las Olas Boulevard must balance moving people efficiently through a variety of transportation needs, inclusive of pedestrian, bicycling, vehicular, and transit modes, with space programmed to safely accommodate alternative modes such as scooters when they are present. Within the context of the network, Las Olas Boulevard is the most direct route between Downtown and the Beach. Its centrality also places it within reach of transit, the Water Taxi, and park facilities. The natural geography of the corridor also offers a number of opportunities for viewpoints and gateway features at transitions, such as connecting with Riverwalk via Tunnel Top Plaza.

Some general opportunities for enhancement were identified throughout the corridor, including: improved comfort with shade trees, cohesive branding, connections to nearby destinations, uninterrupted bicycle facilities, and wayfinding.



Embracing and creating a street that acknowledges these opportunities will help:

- Emphasize the safety of all users in the design of intersections. Prioritize safety of the most vulnerable users of the street.
- Provide well-designed bicycle facilities to ensure mobility and safety to provide a desirable environment that is comfortable, enriching and which encourages people to prioritize biking as a primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.
- Create streets that are flexible and can accommodate a wide scale and range of activities.
- Ensure the street's design and material components speak to the aspirations, cultural preferences and expectations of the community.

The overall vision involves a strategy that starts by understanding that Las Olas Boulevard is part of a larger city and has to integrate with other areas to become even more successful in the future.

Some general opportunities for enhancing the corridor include:

1. A cohesive landscaping strategy that protects pedestrians from the elements of the sun.
2. Improve the overall connectivity of the street network to enhance the mobility of pedestrians, bicyclists, transit users, and drivers.
3. Highlight the presence of pedestrians and cyclists while reducing the speed differential between modes of transportation, and improvements in line with Americans for Disabilities Act to facilitate a safer and more accessible environment.
4. Singular branding to aid in wayfinding to and from the corridor to nearby intermodal transportation facilities, as well as communicating alternative routes to help drivers avoid getting stuck in traffic.

Each segment within this corridor is different but contribute to the continuous experience and visual identity of the street. Through discussions, the identity of each area was brought forward:

1. **Downtown.** This section of Las Olas will remain the prestigious address and front door for office and residential development that it aims to be. The streetscape of this area should support a walkable downtown with ample shade and seating, with considerations for how the corridor can create connections to the Riverwalk, Brightline, and SW 2nd Street at the edge of the Downtown area.
2. **The Shops.** This area is iconic today and will be iconic in the future. The environment will be redesigned to prioritize pedestrians and maintain a Main Street charm that serves as the core of its identity today. Sidewalks will be greatly widened and vehicular lanes will narrow, with trees realigned to shade people, not cars. Landscaping, lighting and street furniture will support easy pedestrian walks and unify the district at night. The area will be designed to allow the street to be a place to hold festivals, and support future business development.

3. **Colee Hammock.** This section has the potential to be the neighborhood center that caters to residents year-round. It must be treated delicately. Colee Hammock is the key transition area from the Beach and Isles to the busier Historic Shops and Downtown portions of the Corridor. Colee Hammock is bisected by SE 15th Avenue, and acts as an extension of the corridor in the larger Broward Boulevard, Las Olas Boulevard system. Preservation of this neighborhood's character and quality of life is wholly dependent on how this traffic is handled. Wider sidewalks, secure bicycle paths and flowering trees will create an inviting, aesthetically pleasing neighborhood street that will bring value to the surrounding residences. To support the small businesses that serve the neighborhood, the redesigned streetscape will include areas of outdoor seating for the restaurants and cafés that line Las Olas Boulevard.
4. **The Isles.** The Isles remains a key portion of the corridor that should provide a relaxing walk with ample shade for the residents of the Isles and travelers en route to the beach. Due to the nature of the road here, as a transportation conduit encouraging higher speed driving, it is critical that any plan acknowledge there needs to be a clear separation between vehicles and bicycles and pedestrians. Traffic flow must be designed to allow residents to access their homes and for beach-goers to access the beach. Pedestrian and bicycle paths are safely buffered and have multiple stopping points along this long walk. Improved landscaping, integrated resiliency in design for drainage and improved emergency response times are a must for this neighborhood.
5. **The Beach.** The Beach serves as a destination and a gathering point at one end of the corridor. While the Beach area was planned by itself, the implementation of the Las Olas Oceanside Park and associated streetscape improvements creates a need to better connect this area with the rest of the corridor. Connections to other paths (such as A1A bicycle pathways) may be enhanced by bridging new connections over the Intracoastal Waterways, while unity of design may be achieved through adopting similar landscaping and wayfinding to present one unified concept for Las Olas.



Principles

For each area, we applied the following principles in considering the recommendations for the future streetscape of each area.

Pedestrian Safety and Comfort

- Provide universal access and well-designed pedestrian facilities to ensure not just a bare minimum level of safety, but also a desirable environment that is comfortable, enriching and encourages people to prioritize walking as a primary mode of transportation.

Social Gathering

- Ensure that areas of social gatherings, including events and programs, have optimum level of safety, comfort and convenience.
  - Implement street-calming features to reduce traffic speed to help create the right environment for social gathering.
  - Increase useable public space for pedestrians.
  - Create streets that have a strong pedestrian scale and character.
  - Create streets that are flexible and can accommodate a wide scale and range of activities.

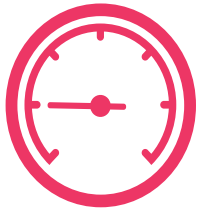
Sidewalks and Crosswalks



- Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for cities, and have been found to enhance general public health and maximize social capital.
- Crosswalks are vital connectors for sidewalks, and generally within the corridor, enhanced crosswalks, including in-ground lights, beacons, and paint are necessary. In some areas, the intersection should be raised and/or patterned to slow traffic down.

Vehicular Circulation and Controls

- Ensure Mobility and Access - Improve the overall connectivity of the street network to enhance the mobility of pedestrians, bicyclists, transit users, automobile drivers and emergency providers.
- Calm traffic to a desired speed that respects all modes of travel.



- Emphasize the safety of all users in the design of intersections. Prioritize safety of the most vulnerable users of the street.
- Use signals, signal timing and operations techniques to improve mobility and safety of all users.
- Design local and low-volume streets for shared space that is accessible to both pedestrians and vehicles, and to allow pedestrians to move more freely within the entire right-of-way of the street.
  - Utilize speed control devices such as neckdowns, speed tables, and others to enhance safety.

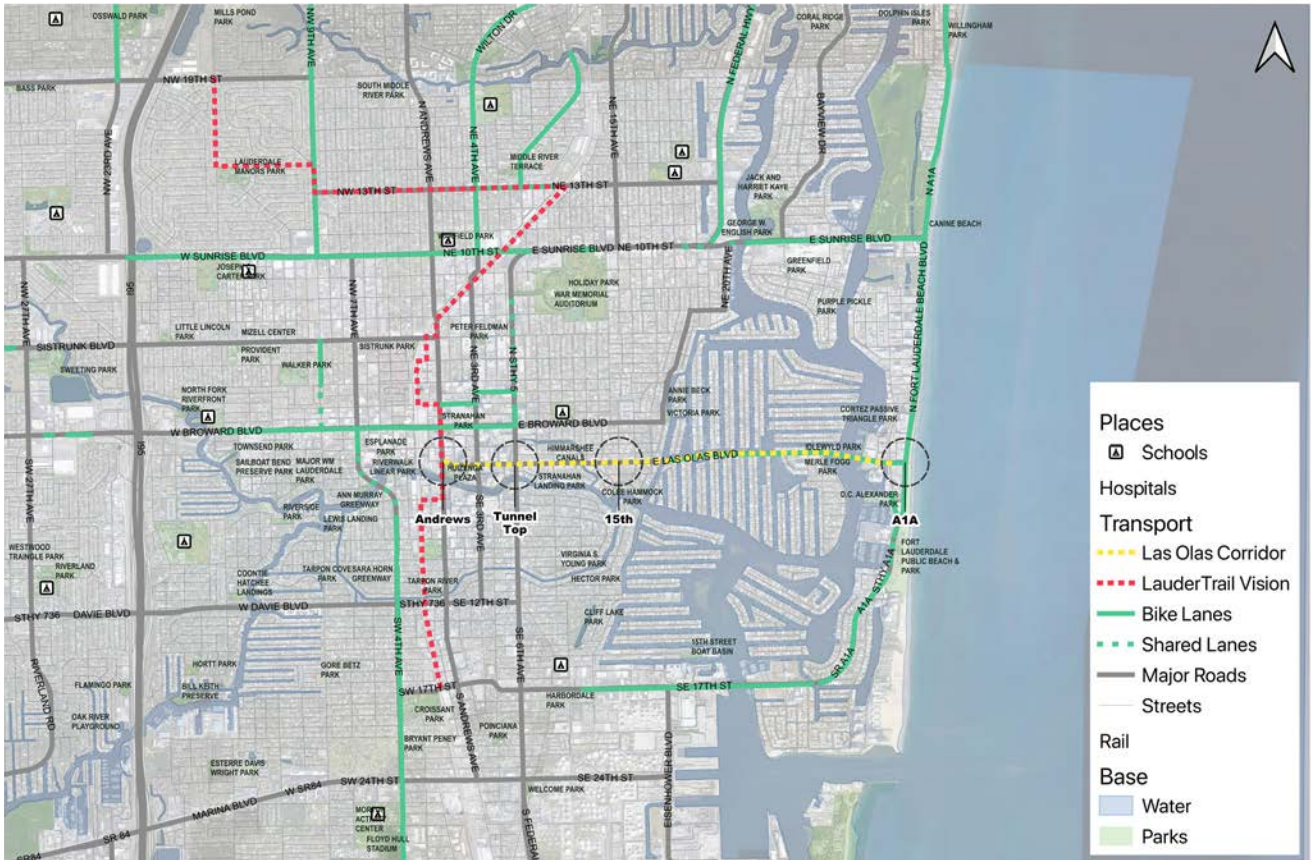
- Design streets to be flexible to accommodate changes (size, turning radius, propulsion, etc) in the existing modes of travel (automobile, public transit vehicles, bicycles, etc.).

Bicycle Network

- Provide well-designed bicycle facilities to enhance mobility, to create a desirable environment that is comfortable, enriching, and encourages people to prioritize biking as a primary mode of transportation.
- Las Olas is geographically important for the development of a bicycle network within Fort Lauderdale and continuous pathways should be implemented where possible.

Image and Identity

- Ensure the street's design and material components speak to the aspirations, cultural preferences and expectations of the community.





- Use streetscape design that captures the unique history of the region.
- Ensure that iconic streets are well-connected and easily accessible to all users.
- Emphasize and celebrate an iconic street's location and layout in the overall network of roads of the city, town or surrounding region.
- Program the street to encourage a 24/7 environment, including active daytime use and vibrant nightlife and weekend times.

Stormwater Management

Stormwater management is a critical element that must be addressed. While outside the area of this study, through discussions with stakeholders, it is clear that this consideration of resiliency and future subsurface work will affect the utilization of the corridor as a transportation corridor and should be coordinated with the streetscape improvements. Facility design must account for the physical constraints of the site, the presence of subsurface utilities, the local climate, and the feasibility of maintenance agreements.

Sustainable stormwater management aims to achieve the following goals:

1. **Improve water quality.** Vegetated strips and swales filter and reduce sediment and filter pollutants through settling, physical filtration in the soil matrix, biological breakdown by microbes, and nutrient uptake by plants.
2. **Detain stormwater flows.** Stormwater runoff is detained in facilities such as flow-through planters, pervious pavements, and bioswales. Detaining the flows mitigates the peak flow rates from the rain event, which in turn helps reduce erosion, loss of nutrients, scouring, and load-carrying capacity.
3. **Reduce stormwater volumes.** Overall stormwater runoff volumes may be reduced by designing facilities that absorb and infiltrate rain water in place. Water-tolerant plant root systems maintain the porosity of the soil while taking up excess water in the stormwater facility.
4. **Relieve burden on municipal waste systems.** Sustainable stormwater systems reduce the amount of stress on a city's wastewater treatment facilities, and may reduce long-term costs if applied at a citywide scale. Unlike traditional infrastructure, which does not add any additional value beyond its stormwater conveyance function, green infrastructure can be incorporated into neighborhood parks and landscaping.

»Colee Hammock



Colee Hammock is reached upon crossing the Himmarshee Canal. This character area extends from SE 12th Avenue to Isle of Capri Drive.

Here, Las Olas has the characteristics of a small town Main Street as Las Olas Boulevard transitions from the urban core to the Beach. Colee Hammock experiences challenges in providing enough pedestrian space to support shopping activities, while also lacking shade trees. As bicycle lanes encroach on the "door zone" of parked cars and are interrupted at the SE 15th Avenue signalized intersection, it is vital that the future of Colee Hamock consider the need for safe, continuous paths.

As a transition between the suburban, car-oriented Isles and the pedestrian-oriented Downtown area of Fort Lauderdale, Colee Hammock must provide design cues to change travel behavior to support a pedestrian-friendly environment for businesses.



Colee Hammock's residents note cut-through traffic as a major concern. Drivers that seek to avoid driving through Downtown use Broward Boulevard to the north via SE 15th Avenue.

Recommendations

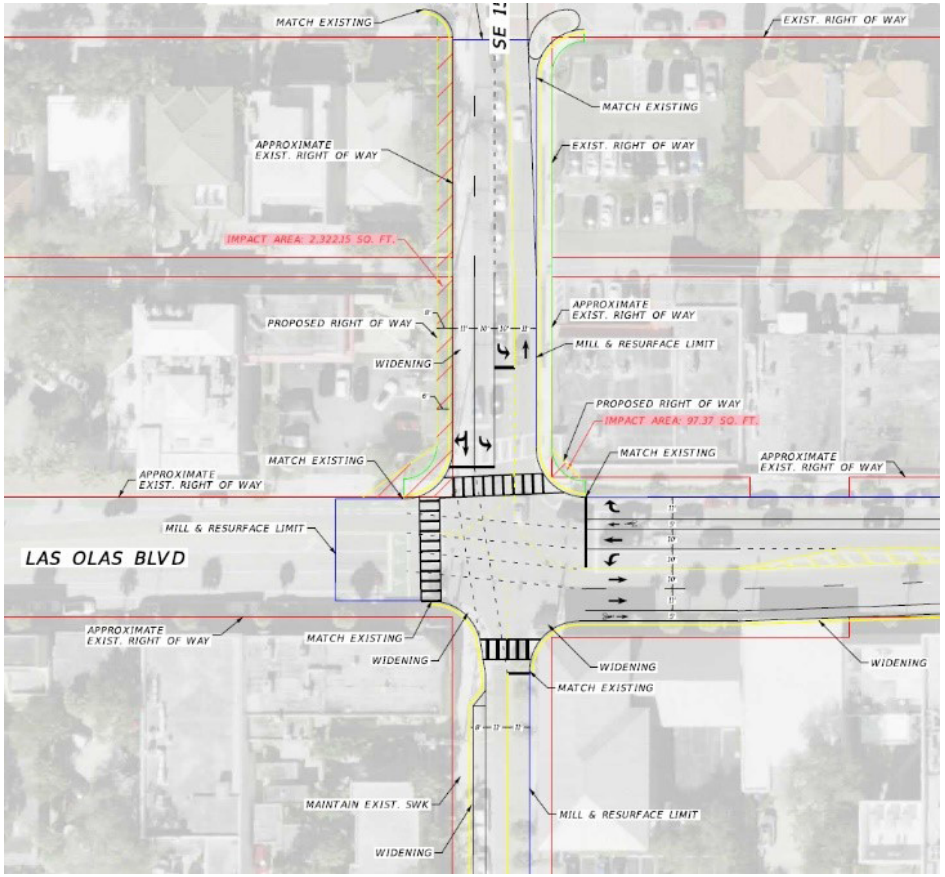
Colee Hammock should be improved with sidewalk-level, one-way cycle tracks, as well as expanded sidewalks and street trees. By reducing the number of lanes for cars through Colee Hammock, space can be created for people walking and cycling, as well as for shade trees. This redesign will provide shorter crossings and opportunities to include business amenities.

Within Colee Hammock, both the east and west sides of the SE 15th Avenue shops embrace color. The species chosen bring vibrant reds, yellows, pinks, and whites to the segment while providing shade throughout. The color accentuates the various building facades and signage found along this segment. Trees are more prevalent to the west while palms make up a large space in the east. This is to enhance the transition from The Shops to the west and The Isles to the east, respectively.

Safety will also be improved with speed tables or raised crossings at intersections of SE 12th Avenue and SE 13th Avenue. Crosswalks in this area should be enhanced, and sidewalks widened. Protected bicycle lanes should be added.

Overall, east of SE 15th Avenue, the roadway section will retain two lanes in each direction, sidewalks, and bicycle lanes.

The Sospiro Bridge can act as a bottle neck for pedestrian and bicycle flow. The bridge is built in three pieces, two of them, comprising the substructure that holds it up, were built in 1946, so effectively the bridge is 75 years old. While the bridge could be repaired to better accommodate pedestrians and cyclists, it may be most efficient and effective to undertake a full replacement, given the size of the Las Olas project in total. This is a practical decision that needs to be carefully considered by the City in partnership with FDOT.



Generally, within this section of the corridor:

1. Vehicular travel lanes:

a. East of SE 15th Avenue:
   i. Two lanes in each direction.
   ii. Inside lane at 10'. Outside lane at 11'.

b. West of SE 15th Avenue:
   i. One lane in each direction at 11'.

c. Parking: Retain parking on north side.

d. Cut-through traffic headed towards Victoria Park should be reduced.

e. Intersection Improvements:
   i. Las Olas Boulevard/SE 15th Avenue: Dual-Left option is recommended for this intersection. Must be paired with coordinated improvements at SE 15th Avenue and Broward Boulevard. As Broward County is currently undertaking improvements to that intersection, utilizing federal grants, it is recommended that the City continue to coordinate with the County to pair the improvements at both intersections.
   ii. Las Olas Boulevard/SE 13th Avenue should remain right-turn only southbound onto Las Olas.
   iii. Las Olas Boulevard/SE 12th Avenue and Las Olas Boulevard/ SE 13th Avenue will have raised intersections/speed tables.
   iv. Las Olas Boulevard and SE 16th Avenue: Additional study to determine future traffic operations at this intersection.
   v. Las Olas Boulevard and SE 17th Avenue: Full closure to vehicular traffic, but retain design to allow for bicycle and pedestrian traffic.

2. Sidewalks:

a. West and East of SE 15th Avenue: Generally at 11'-16' of sidewalk space on both sides.

b. Crosswalk enhancements, including at SE 12th Avenue, SE 13th Avenue, and SE 15th Avenue.

3. Bicycle Lanes:

a. West of SE 15th Avenue: 5' bicycle lane with a 2' curb separating from traffic.

b. East of SE 15th Avenue: generally at 4' bicycle lane, with buffer where possible.

4. Wayfinding and Landscaping:

a. The species on both the east and west sides of Colee Hammock should be of vibrant colors, while providing shade throughout.

b. Canopy trees should be more prevalent to the west, while palms should make up the majority of the plantings in the eastern portion of the district.

c. The western half of Colee Hammock, from the Himmarshee Canal to SE 15th Avenue, should maintain the look and feel of The Shops as a transition area. Western Colee Hammock includes many restaurants and shops. As this side is "pedestrian heavy", the landscaping should focus on shaded areas. Palms should be used at intersections and to accentuate gateways to the corridor.

d. The eastern half of Colee Hammock should be planted as a gateway to The Isles. Between SE 15th and SE 16th Avenues, the proposed landscape should match that of western Colee Hammock. East of SE 16th Avenue, the shade trees should gradually transition to a mix of tall palms, such as Cabbage and Alexander Palms, and small accent trees.

e. Hardscape area as noted in the wayfinding and other sections of this plan features the words "Meet Me @ Las Olas" and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.

5. Bridges:

a. Himmarshee Canal Bridge:

i. Vehicular Travel Lanes: 1 travel lane in each direction: 11' lanes

ii. Sidewalks: 6' width sidewalks

iii. Bicycle: 5' bicycle lane with a 2' barrier

b. Sospiro Bridge: Due to the age of the existing bridge over Sospiro Canal, full bridge replacement is recommended, with:

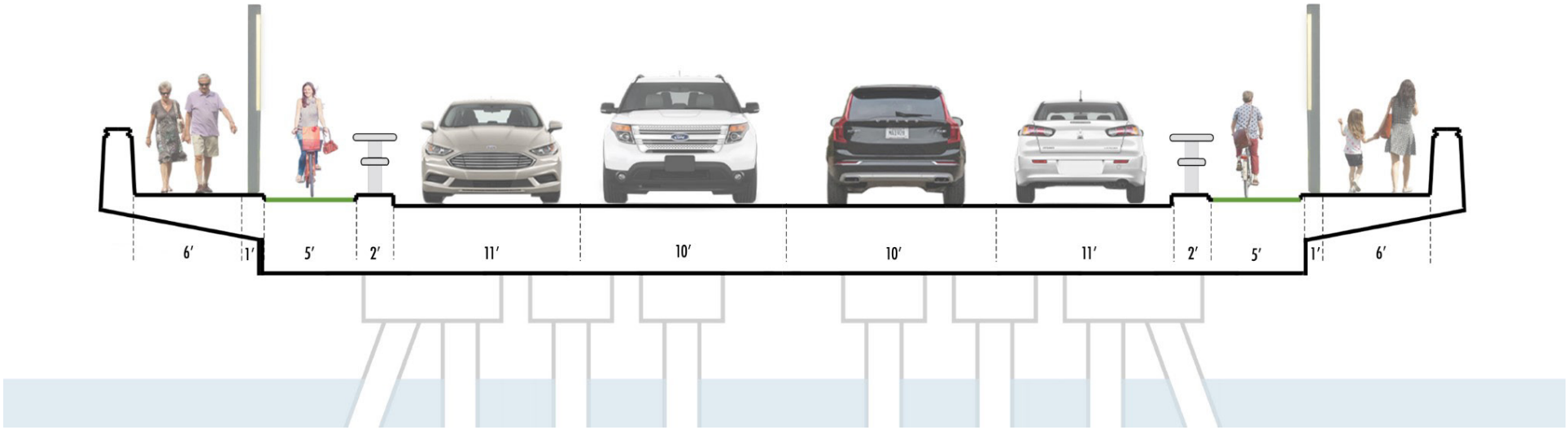
i. Separated bicycle lanes at least 4' wide on each side. If possible, the bicycle lanes should be separated from traffic, either with a 3' marking buffer or a curb separation.

ii. At least 6' wide sidewalks on each side.

iii. Vehicular travel lanes – the outside lane in each direction at 11', the inside lane in each direction at 10'. The vehicular travel lanes should be two lanes in each direction.

iv. It should be noted that this bridge replacement may necessitate the movement of water pipes to the north, or minor acquisition of property to the south of the existing bridge.

Sospiro Bridge





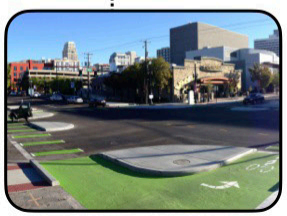


Street Trees
Throughout Colee Hammock

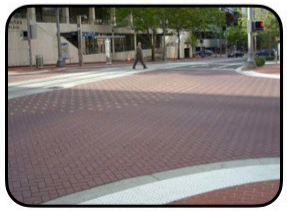


Proposed Street Section

Parallel Parking

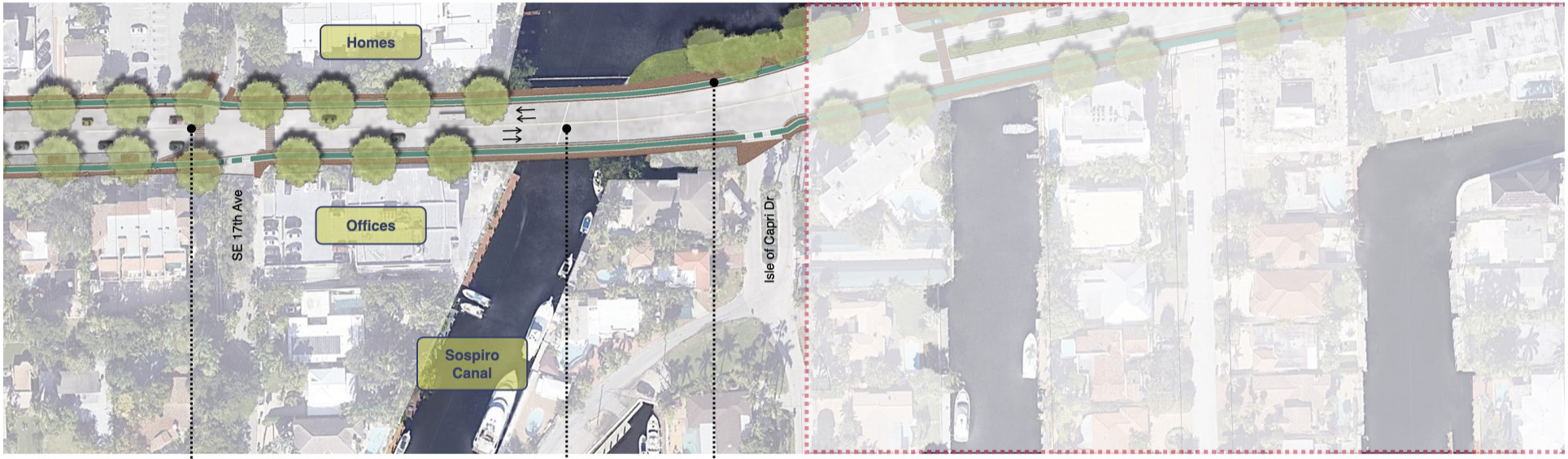


Protected Bicycle Intersection



Stamped Concrete Crossings

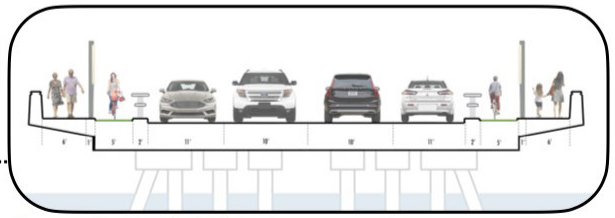




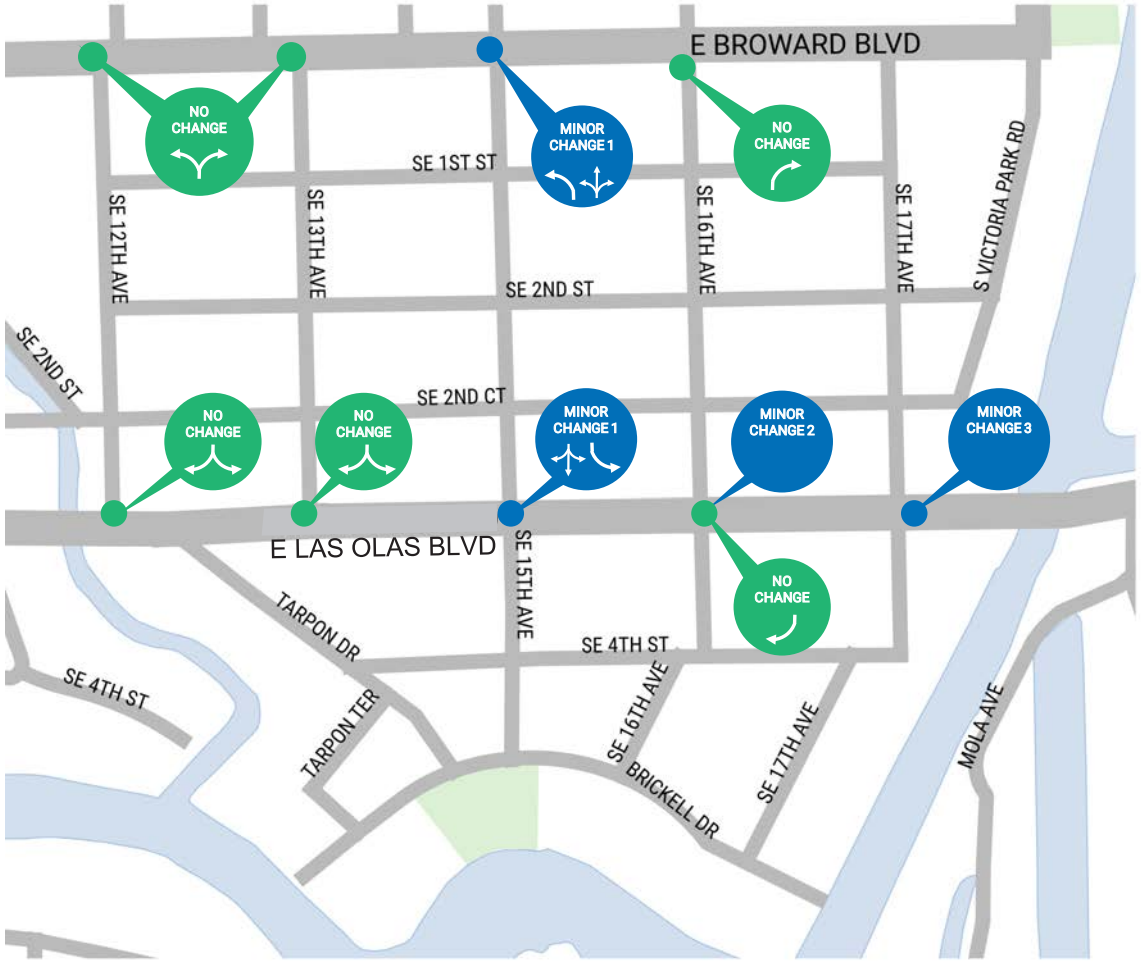


New Crossing

Expand Sidewalks



Concept for Sospiro Bridge Improvements

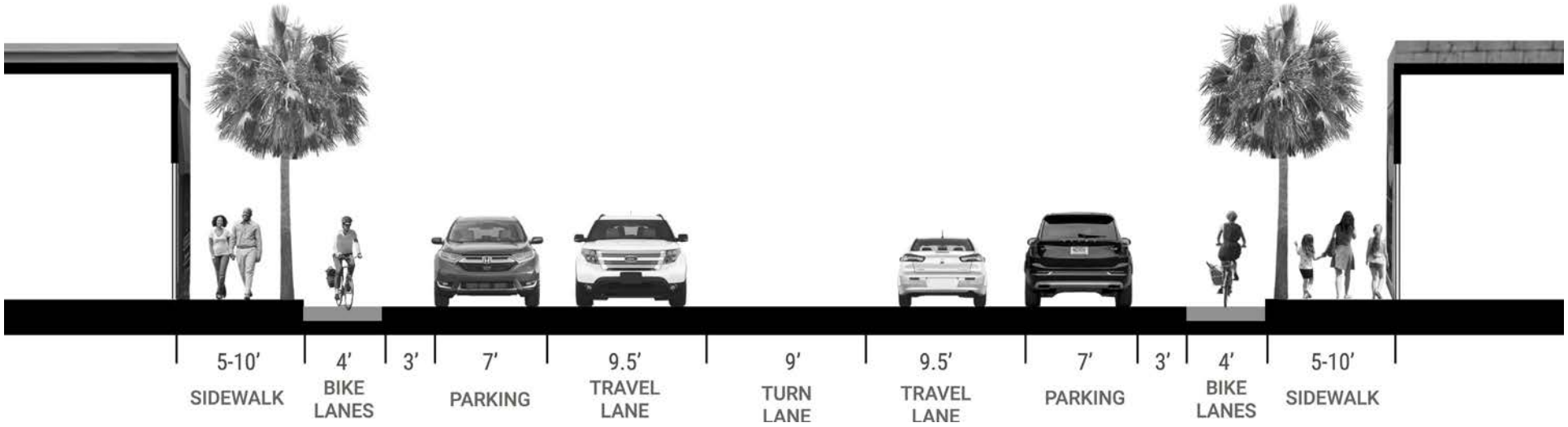


LEGEND

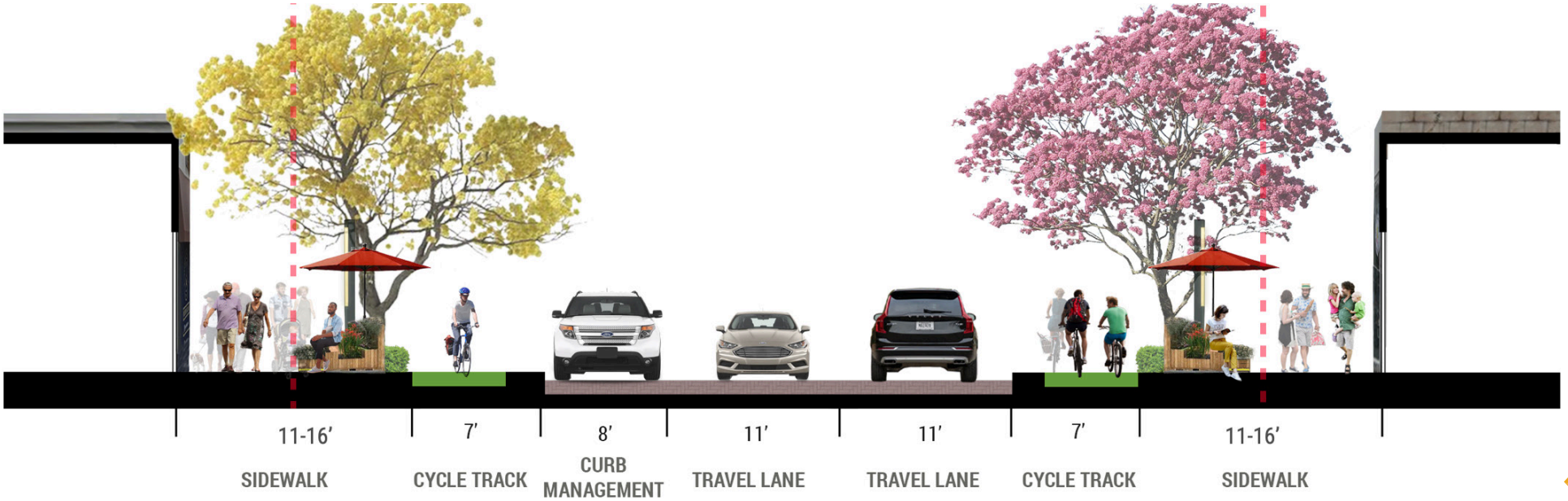
- NO CHANGE
- MINOR CHANGE
  1. Additional Turn Lane
  2. Study to evaluate Closed Southbound Exit

Colee Hammock Traffic Summary

Colee Hammock Existing Section between SE 12th Avenue and SE 15th Avenue



Colee Hammock Proposed Section between SE 12th Avenue and SE 15th Avenue



The following provides for the recommended plant palette for the Colee Hammock area.

Large Trees



Quercus Virginiana
Live Oak*



Bursera simaruba
Gumbo Limbo*

Medium Trees



Eugenia foetida
Spanish Stopper*



Myrcanthes fragrans
Simpson Stopper*

Small Trees



Conocarpus erectus var. sericeus
Silver Buttonwood*

Flowering Trees/Accents



Handroanthus impetiginous
Purple Trumpet



Handroanthus heptaphyllus
Pink Trumpet



Piscidia Piscipula
Jamaican Dogwood



Ardisia ecallanoides
Marlberry



Handroanthus chrysotricha
Yellow Trumpet



Bulnesia arborea
Verawood



Lagerstroemia spp.
Crepe Myrtle



Lagerstroemia speciosa.
Queen Crepe Myrtle

Note: Queen Crepe Myrtle only recommended for area West of 15th Avenue

Large Palms



Sabal palmetto
Cabbage Palm*



Archontophoenix alexandrae
Alexander Palm

Small Palms



Thrinax radiata
Florida Thatch Palm*

Medium Palms



Psuedophoenix sargentii
Buccaneer Palm*



Coccothrinax argentata
Silver Palm

Shrubs



Conocarpus erectus
Green Buttonwood*



Clusia nana
Dwarf Clusia



Chrysobalanus icaco
Cocoplum "red tip"*



Ficus microcarpa
Green Island Ficus



Bougainvillea spp.
Bougainvillea



Hamelia patens var. glabra
Dwarf Firebush*

Vines

Vines are very beneficial to a project's planting palette. They soften hardscapes, reduce heat, attract pollinators, and form stunning living screens, especially while flowering. The various species will be utilized in the shade structures throughout the corridor. Vines can be separated into four basic types based on their climbing habits: Clinging, Twining, Sprawling, and Tendril Climbing.






SPECIES	NATIVE	IRRIGATION NEEDS	LIGHT REQUIREMENTS	CLIMBING HABIT	FLOWER COLOR	FLOWERING SEASON
Passiflora incarnata - Passion Flower	Yes	Low	Full Sun	Tendril Climbing	White & Purple	Spring - Summer
Gelsemium sempervirens - Yellow jessamine	Yes	Moderate	Full Sun - Part Shade	Twining	Yellow	Winter-Spring
Campsis radicans - Trumpet creeper	Yes	Low	Full sun -Shade	Clinging Roots	Orange - Red	Spring - Summer
Bougainvillea spp. - Bougainvillea	No	Low	Full Sun	Twining	Red, Pink, Orange	All Year
Allamanda cathartica - Golden Trumpet	No	Moderate	Full Sun	Sprawling	Yellow	Warm Months
Trachelospermum jasminoides - Star Jasmine	No	Moderate	Full sun -Shade	Twining	White	Spring
Bignonia capreolata - Crossvine	Yes	Low	Full Sun - Part Shade	Tendril Climbing	Orange - Red	Spring
Lonicera sempervirens - Coral Honeysuckle	Yes	Low	Full Sun - Part Shade	Twining	Orange - Red	Spring- Fall




Passiflora incarnata
Passion Flower*




Bougainvillea spp.
Bougainvillea




Bignonia capreolata
Crossvine*



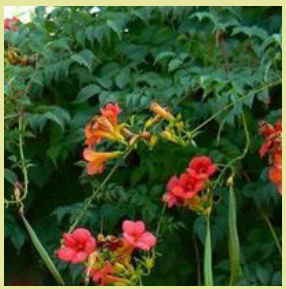

Gelsemium sempervirens
Yellow Jessamine*




Allamanda cathartica
Golden Trumpet




Lonicera sempervirens
Coral Honeysuckle*

Campsis radicans
Trumpet Creeper*




Trachelospermum jasminoides
Star Jasmine

»The Isles



Las Olas in The Isles district has a pleasant waterfront experience and is frequently used by joggers and people on bicycles. In this area, Las Olas Boulevard serves as a direct route between Downtown Fort Lauderdale and Fort Lauderdale Beach. It is also the area of the corridor where there is no alternative pathway for local access. There are ample opportunities to support this highly-residential area with green space to enhance the beauty of the corridor, and while both the Downtown and Beach areas have public space, this is the only area to have existing, underutilized green space where landscaping can enhance the visual experience for all roadway users.

The Isles is a complex section of the Las Olas Corridor in and of itself. Emergency response times are some of the worst in the city, flooding is a regular occurrence, and it is the only section of the corridor experiencing a speeding problem. An emergency management substation is needed. It is anticipated that a next phase of study along the corridor will be to provide engineering recommendations on how to combat persistent flooding. Speeding can be mitigated through techniques suggested in this report, which will have no impact on the ability to evacuate during an emergency.

This is the longest segment of Las Olas Boulevard, and has two distinct character areas, both are residential but with differences in accessibility and land use. Our recommendations acknowledge that east of Seven Isles Drive, there are retail, small office, and restaurant uses that currently exist on the south side of Las Olas Boulevard.

Curbside bike lanes exist here, but it can be stressful to ride along side traffic on a facility where the posted speed is 35 mph and an observed speed is about 40mph. This is the only section of the corridor experiencing speeding. The overall goal in the Isles section of the Corridor is to allow for an efficient flow of traffic, but not speeding, which creates a host of safety issues. Speeds need to be lowered on this portion of the corridor, not only to make it safer for cyclists who ride along the corridor, but to accommodate safe, signal free, pedestrian crossings of the corridor. Studies have shown that traffic speeds can be lowered by a number of traffic calming techniques. These include, reducing travel lane width, lane removal, pavement marking and striping, signal coordination, speed feedback signs, strict enforcement, and multi-lane roundabouts at intersections replacing signals. The most effective techniques are the most intrusive. The City is in control of the posted speed limit and can do the analysis necessary to lower it. The lack of north-south crosswalks, including at bus stops, is a subject of concern among community residents.

Recommendations

It is recommended that the Isles section be redesigned with separated paths, plentiful shade and up to four crosswalks connecting the north and south sides of the street. The City is currently working on the immediate funding and implementation of at least one crosswalk.

Safety improvements can be implemented through the use of traffic calming to reduce documented speeding in the area, including increased visibility at the aforementioned crossings and elimination of sight distance issues related to the bridges on the north side of Las Olas Boulevard, as well as narrowing of vehicular lanes.

The Isles provides the most opportunity to create green spaces that will provide areas of rest for pedestrians. The

Circle Locations are Proposed Mid-block Crossings



landscape found in The Isles fully embraces the tropical theme and expands upon the existing conditions. The chosen species are all native and salt tolerant. Palms are the major feature in The Isles, but the palette has been expanded to include multiple new species. Trees will provide much needed shade, but will not detract from the tropical theme. The Isles also places a larger emphasis on shrubs and groundcovers than the other segments, utilizing dune species and tropical accents.

Generally, within this section of the corridor:

1. Vehicular Travel Lanes:

a. Two lanes will remain in each direction. The outside lane will be at 11'; the inside lane will be at 10'. The recommendation of a 10' travel lane is in alignment with national engineering standards and poses no safety concerns. Lane width reductions are nationally recommended ways of lowering traffic speeds, and are appropriate.

b. Median: Retained at 12 feet, with existing landscaping.

c. Visibility issues at each north-south bridge on the north side of Las Olas Boulevard shall be addressed by providing for sight triangle extensions that will include reconstruction of bridge railings/walls. To do this an analysis of the sight triangles should be performed to determining the extent they do not comply with City standards for a corridor of this classification. In its basic form, the sight impediments such as railings would be reconstructed to accommodate an appropriate sight triangle. Due to the nature of these structures, coordination will need to occur not only between the City and FDOT, but with the State Division of Historic Resources. A full methodology will be able to be articulated at that time.

2. Bicycle:

a. West of Seven Isles Drive: Bicycles lanes at 7' with a 2' curb separating bicycles from vehicular traffic.

b. East of Seven Isles Drive: Bicycle lanes at 4'.

c. With the goal of eliminating the need for pedestrian signals at the cross walks, the City should seek to lower the posted speed limit to 30 mph in order to make is safer for cyclists and pedestrians.

3. Sidewalks:

a. At least 7' wide on both north and south sides of Las Olas Boulevard.

b. Up to four pedestrian crossings are proposed. These would be located at S. Gordon Road, Hendricks Isles, Isle of Venice Drive, and Coral Way. Due to the posted and observed speed of the road, pedestrian actuated crossing signals may be required to assure pedestrian safety, as per national engineering standards.

4. Wayfinding and Landscaping:

a. To improve the pedestrian experience, shade trees should be intermixed with the palms at regular intervals. This will create more shade for users and limit the "heat island" effect in the area.

b. The Isles already has an iconic look due to its allée of Royal Palms within the medians. The proposed landscape should maintain this identity while simultaneously improving the pedestrian experience.

c. A landscaped buffer of shade trees, shrubs and ground cover is proposed between the sidewalk and the bicycle path west of Seven Isles Drive. This buffer should be 8' wide, but may be less wide in areas where right-of-way is constrained.

d. No infill into the water is proposed.

e. Hardscape area as noted in the wayfinding and other sections of this plan features the words "Meet Me @ Las Olas" and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.

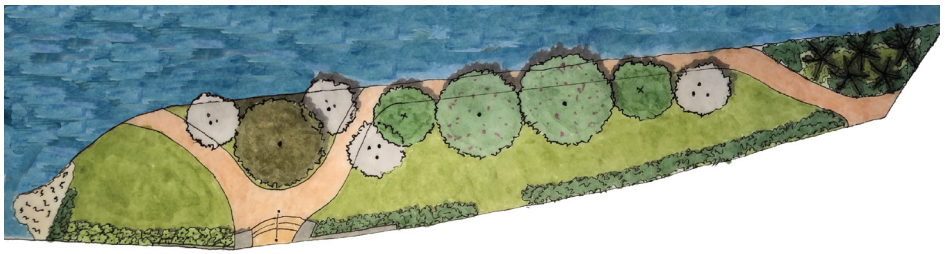
f. Benches can be added to bus stops along the north and south sides of the corridor in The Isles, as can bike racks.

g. The following provides details for proposed green spaces and rest areas:

West Isles Green Space

After crossing the bridge from Colee Hammock into The Isles, the users find themselves in the West Isles Green Space. This passive, open area acts as a landing zone after crossing the bridge and an area of rest before the almost mile trek to the beach. The West Isles Green Space provides a safe, shaded, walkway away from the road. It allows the user to interact with the water as the path runs along the canal. The open lawn allows for users to rest and take in the beauty of The Isles.

The proposed landscape consists of an open lawn with shrub buffers separating it from the road. The chosen shrubs should be of a species that can be maintained as a hedgerow to provide a buffer, while maintaining vehicular line of sight for security. The pathway within the green space should split and weave around a specimen Gumbo Limbo flanked by accent trees. The pathway to the west should allow for connection to the proposed bridge expansion. As the pathway continues to the east, it should be flanked by the existing seawall and flowering accent



trees of various sizes, capped off with a cluster of Alexander Palms at the intersection of Las Olas Boulevard and S. Gordon Road. The pathway between the wall and accent trees is proposed to include path lighting. The area below the specimen Gumbo should remain as open lawn, while the spine of accent trees along the path should use shrubs to create a buffer between the path and open lawn space. Site amenities within the West Isles Green Space should be limited to trash receptacles and a bike rack. The West Isles Greenspace is contemplated as a passive area. No benches are planned in this space.

Isles Rest Nodes

The Isles District should have multiple rest nodes located in the blocks between the finger islands. There are two designs for these rest nodes, one large and one small, both of which utilize space within the right-of-way and not extend into the waterway.

Rest nodes are contemplated on both the north and south sides of the corridor. On the north, up to four nodes in total are planned. Tentatively large nodes are planned between Nurmi Drive and Royal Palm Drive, and between S. Gordon Drive and Hendricks Isle Drive. A small node is planned between Isle of Venice Drive and NE 20th Avenue.

On the south side large nodes are planned between Lido Drive and San Marco Drive, and between San Marco Drive and Coral Way. It should be noted, that there are right of way constraints and flooding on the south side of the street, which may impact the exact design.

Isles Rest Node (Large)

The large Isles Rest Node should create an open area in which users can rest and engage with the views of the waterways. The large Isles Rest Node should contain two, canvas shade structures over bench seating so that users can briefly relax in between Colee Hammock and the beach. The “Meet Me @ The Isles” hardscape feature should provide continuity from this location to the other Districts. The center of this feature should be large enough to house a public art installation, and should the City choose not to use this for an art installation, it should be transformed into a cluster planting of palms surrounded by Railroad Vine. The rest node should be surrounded by shrub beds that are high enough to create a visual buffer between users



and the residences opposite them on the canal. The beds should follow the curvature of the hardscape to frame the view so that users are not looking directly into private property. While this is to be a passive space it should not be used for activities other than rest. The shrub beds and shade trees within them should act as a sight and sound buffer for the nearby residences. The area is proposed to be lit with bollard lighting that has a downward throw to avoid light pollution.

The shade trees next to the Large Isles Rest Node are to be either Clusia (Pitchapple) or Pigeon Plum to maintain the tropical feel of the location. Small accent palms can run parallel to and along the sidewalk to enhance the transition into the rest node.

Isles Rest Node (Small)

The second rest node typology is conceived as a more intimate experience. Like the Large Isles Rest Node, this space is programmed to be a passive area of rest. The Small Rest Node should not contain any benches or shade structures. A single small-to-medium sized tree, per the plant palette, should be contained within a raised planter. Should the user like to sit and rest, the circular planter can be used as an impromptu bench. Much like the Large Rest Node, this node should be flanked by layered shrub beds that create a visual buffer between the space and residences across the canal. The beds should follow the curvature of the hardscape to funnel the view towards the center of the canal. Small accent trees and palms should be planted among the shrubs to add to the texture and tropical feel of the space. Low level illuminated bollards and an integral LED strip light on the underside of the raised planter are expected. Required site amenities include trash receptacles, and a bike rack, however no benches are located within the site.



East Isles Green Space
Idlewyld Park to Merle Fogg Park Connection

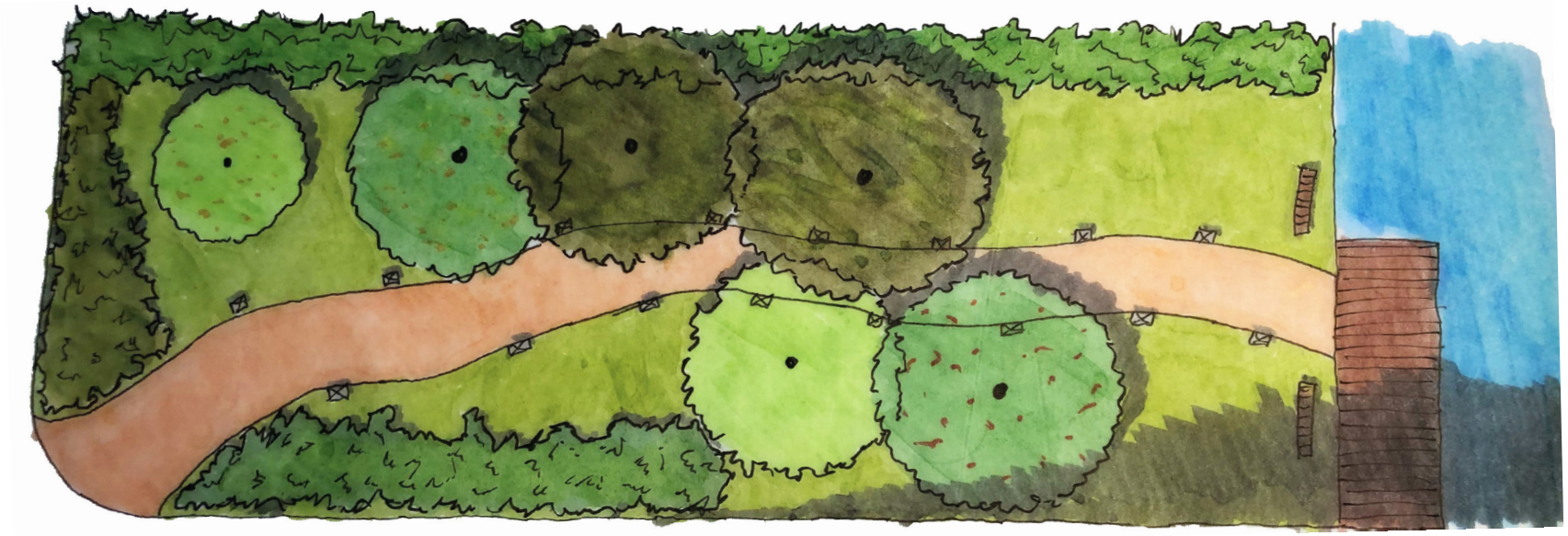
Merle Fogg Park and Idlewyld Park sit on the eastern boundary of The Isles and flank the Intracoastal Bridge on the south and north side of Las Olas Boulevard, respectively. While Merle Fogg Park has some programming, Idlewyld Park sits as an open area with access to some storage underneath the Intracoastal Bridge. The project is to transform Idlewyld Park into a programmed green space that directly connects to Merle Fogg Park.

It is necessary to implement a pump station in Merle Fogg Park. City departments including Parks and Recreation, Public Works, and Transportation and Mobility, are coordinating the location of this critical piece of infrastructure to determine if it should be on the north or south side. The goal for this park is to make it more inviting

with a pathway to the water and a promenade along the shore.

The East Isles Green Space is intended for lower scale landscaping to preserve its views. Shrubs and understory trees should diffuse the bridge support walls and provide an entryway into the space. A pathway is proposed to lead from Las Olas Boulevard to the Intracoastal where it would meet a proposed boardwalk. This boardwalk would go underneath the bridge abutment and provide a direct pedestrian connection to Merle Fogg Park. The boardwalk would provide a safe connection that does not cross vehicular traffic. Additional benches should be located near the water's edge to provide a rest area before or after crossing the bridge. Low-level illuminated bollards are proposed to be placed along the path, with lighting along the boardwalk that meets the standards for sea turtle lighting. The East Isles Green Space enhancements are to repurpose a previously empty lot into an area that benefits the community.





THE ISLES





New Crosswalks
Multiple locations



Landscaped Areas

Sight Triangle Extensions
Improved visibility at each bridge along the North side of Las Olas

Shade Trees

Bus Stop Improvements
Improved crossings

THE ISLES






One-Way Cycle Tracks


Historical Markers


Improved Lighting and Crossings

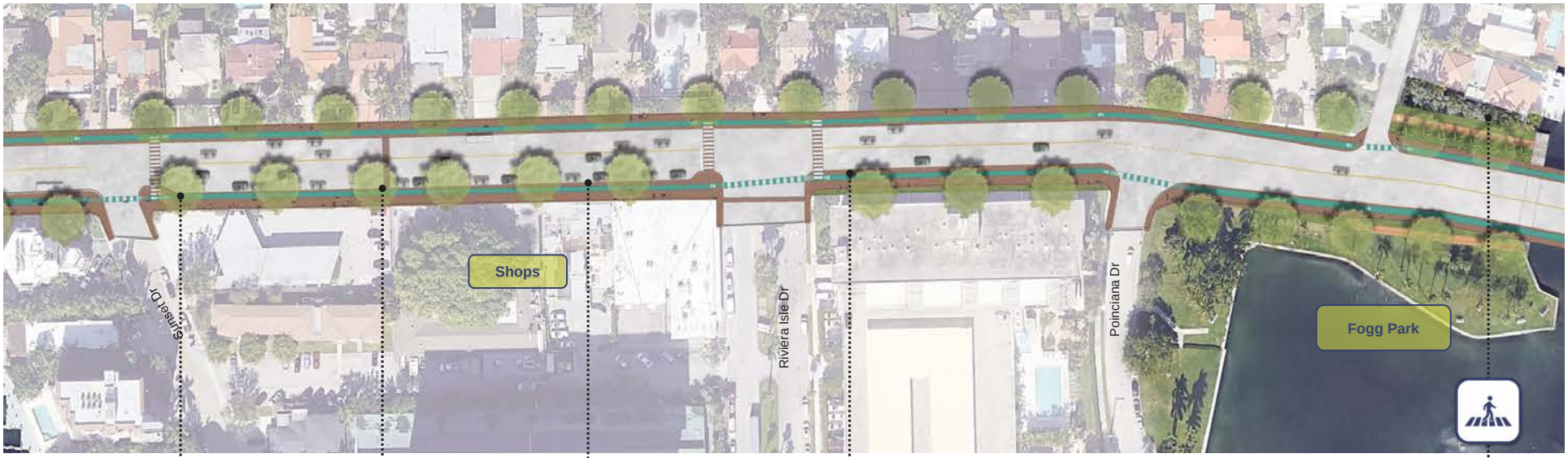

Concept for One-Way Cycle Tracks


Resiliency - Silva Cells for Stormwater Management

DIMENSIONS

THE ISLES





Shade Trees

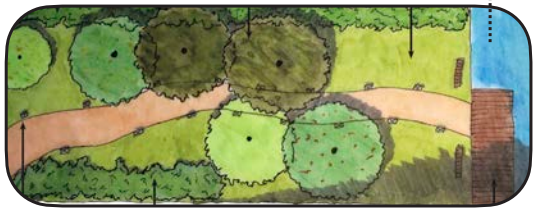


Enhanced Crosswalk

Parallel Parking



One-way Cycle Tracks



Concept for East Isles Underpass

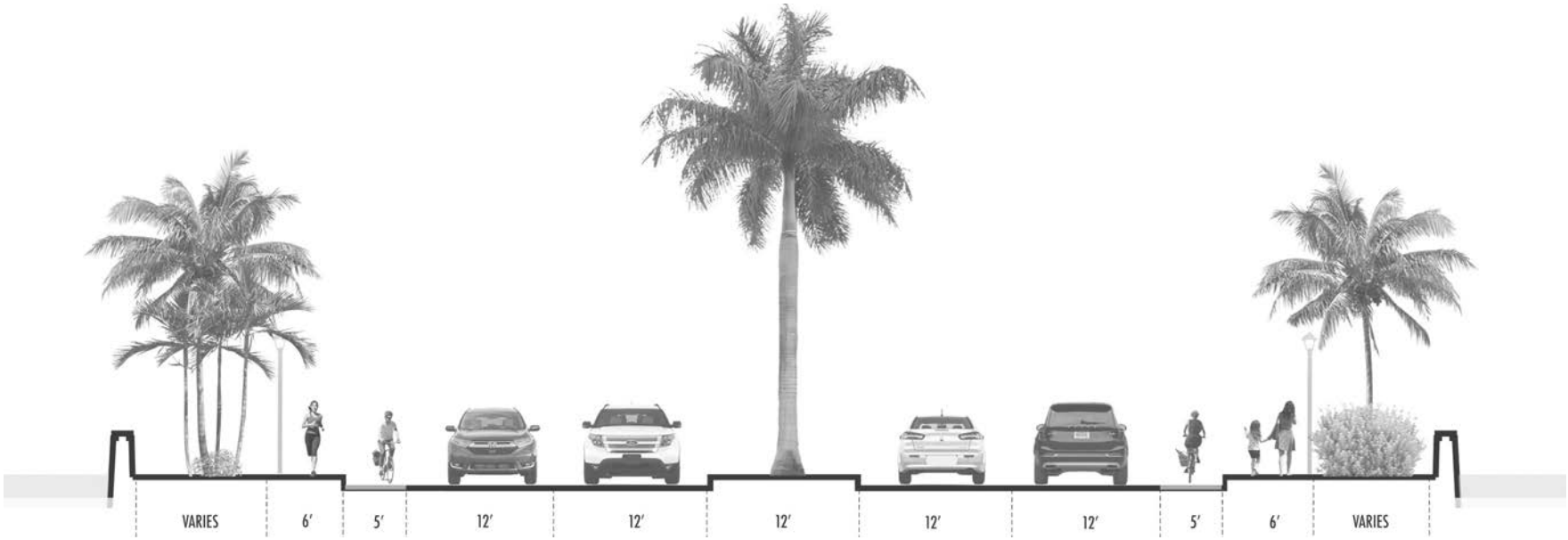


The Isles Segment A Traffic Summary

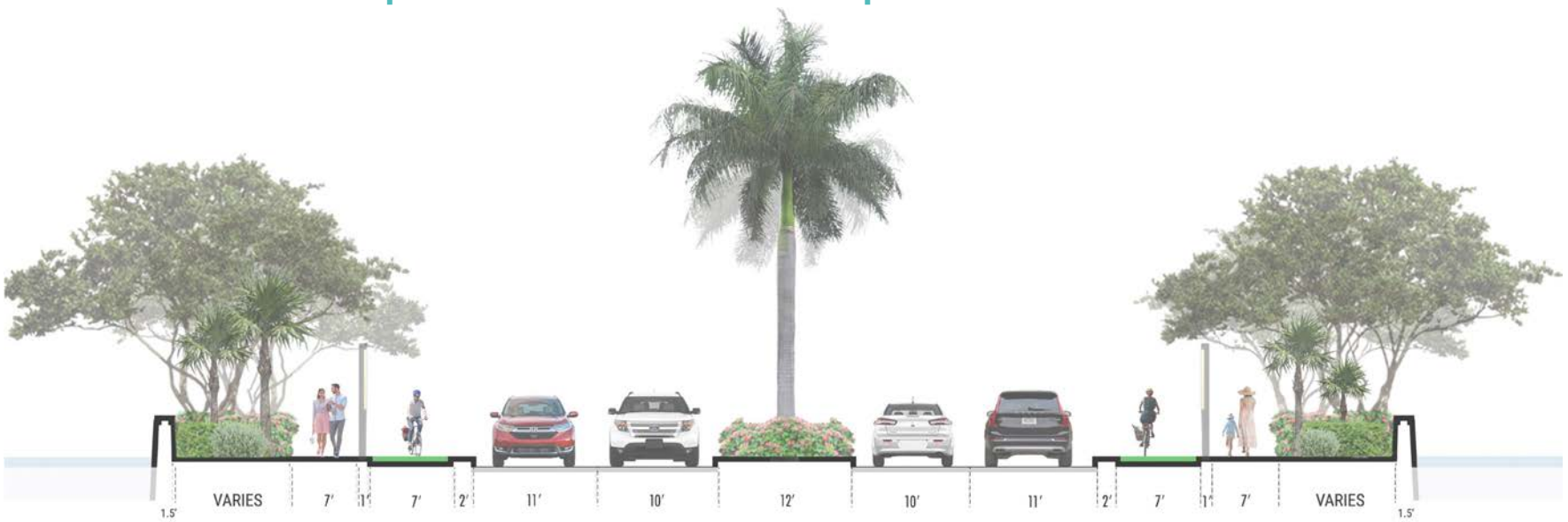


The Isles Segment B Traffic Summary

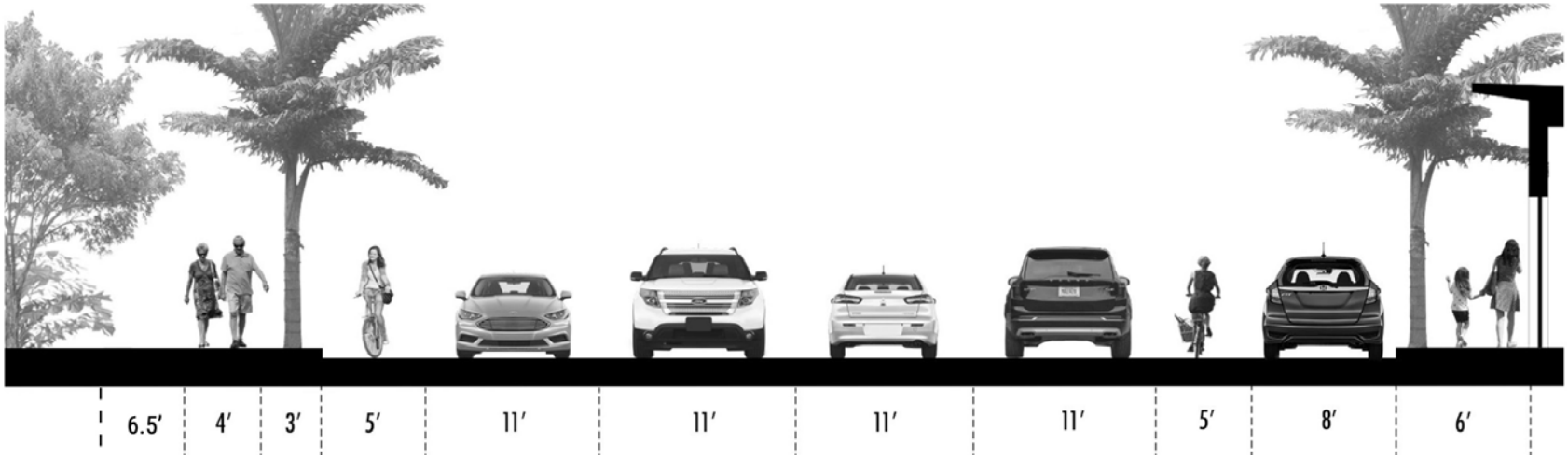
The Isles Existing Section between Sospiro Canal and SE 23rd Avenue



The Isles Proposed Section between Sospiro Canal and SE 23rd Avenue



The Isles Existing Section between SE 23rd Avenue and Plaza Las Olas



The Isles Proposed Section between SE 23rd Avenue and Plaza Las Olas



The following provides for the recommended plant palette for The Isles area.

Large Trees



Quercus Virginiana
Live Oak*



Bursera simaruba
Gumbo Limbo*



Coccoloba diversifolia
Pigeon Plum*

Medium Trees



Eugenia foetida
Spanish Stopper*



Clusia rosea
Pitchapple*



Rhizophora spp
Mangrove*

Small Trees



Conocarpus erectus var. sericeus
Silver Buttonwood*

Large Palms



Sabal palmetto
Cabbage Palm*



Archontophoenix alexandrae
Alexander Palm



Bismarcia nobilis
Bismark Palm*

Medium Palms



Psuedophoenix sargentii
Buccaneer Palm*



Coccothrinax argentata
Silver Palm

Small Palms



Thrinax radiata
Florida Thatch Palm*



Latania loddigessii
Blue Latan Palm

Shrubs



Conocarpus erectus
Green Buttonwood*



Clusia nana
Dwarf Clusia



Crinum spp.
Crinum Lily



Coccoloba uvifera
Seagrape



Chrysobalanus icaco
Cocoplum "red tip"*



Ficus microcarpa
Green Island Ficus



Ipomoea pes-caprae
Railroad vine*



Serenoa Repens
Saw Palmetto*



Bougainvillea spp.
Bougainvillea



Hamelia patens var. glabra
Dwarf Firebush*

Vines

Vines are very beneficial to a project's planting palette. They soften hardscapes, reduce heat, attract pollinators, and form stunning living screens, especially while flowering. The various species will be utilized in the shade structures throughout the corridor. Vines can be separated into four basic types based on their climbing habits: Clinging, Twining, Sprawling, and Tendril Climbing.






SPECIES	NATIVE	IRRIGATION NEEDS	LIGHT REQUIREMENTS	CLIMBING HABIT	FLOWER COLOR	FLOWERING SEASON
Passiflora incarnata - Passion Flower	Yes	Low	Full Sun	Tendril Climbing	White & Purple	Spring - Summer
Gelsemium sempervirens - Yellow jessamine	Yes	Moderate	Full Sun - Part Shade	Twining	Yellow	Winter-Spring
Campsis radicans - Trumpet creeper	Yes	Low	Full sun -Shade	Clinging Roots	Orange - Red	Spring - Summer
Bougainvillea spp. - Bougainvillea	No	Low	Full Sun	Twining	Red, Pink, Orange	All Year
Allamanda cathartica - Golden Trumpet	No	Moderate	Full Sun	Sprawling	Yellow	Warm Months
Trachelospermum jasminoides - Star Jasmine	No	Moderate	Full sun -Shade	Twining	White	Spring
Bignonia capreolata - Crossvine	Yes	Low	Full Sun - Part Shade	Tendril Climbing	Orange - Red	Spring
Lonicera sempervirens - Coral Honeysuckle	Yes	Low	Full Sun - Part Shade	Twining	Orange - Red	Spring- Fall




Passiflora incarnata
Passion Flower*




Bougainvillea spp.
Bougainvillea




Bignonia capreolata
Crossvine*



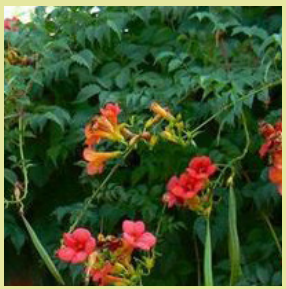

Gelsemium sempervirens
Yellow Jessamine*




Allamanda cathartica
Golden Trumpet




Lonicera sempervirens
Coral Honeysuckle*

Campsis radicans
Trumpet Creeper*




Trachelospermum jasminoides
Star Jasmine

»The Beach



The Beach section of Las Olas Boulevard is the smallest section but anchors the corridor as the destination on the eastern end. The City has recently undertaken efforts to improve the area with Oceanside Park and reconstruction of Las Olas Boulevard. To connect thematically to the rest of the corridor, new wayfinding, as well as considerations of landscape continuity, will afford the City an opportunity to build upon existing efforts.

While technically outside of the study area, to provide for unity of the corridor as a whole, landscape and bicycle pathways should be coordinated with the other segments, and recommendations for plant palettes are provided as part of this study. In addition, a coordinated multi-use path is proposed to cross the Intracoastal Waterway to allow bicyclists to reach these destinations as well as connect with the Route A1A bike lanes.

Further work needs to be done subsequent to this effort which further engages stakeholders on the beach to examine traffic patterns, bicycle and pedestrian mobility, and the placement of traffic operations controls such as a median east of the bridge to supplement the Corridor improvements and coordinate with the parking garage and marina.

Recommendations

1. Vehicular Travel Lanes:

a. Existing design plans for travel lanes should be implemented

b. Birch Road/Las Olas Boulevard/Las Olas Circle: Additional study is needed to determine whether the median should be replaced due to access and conflict concerns.

2. Pedestrian and Bicycles:

a. Cantilevered pedestrian/bicycle pathway: This study recommends a bicycle pathway be added to the Intracoastal Waterway bridge. This will be a one-directional path on both sides of the bridge. Careful attention must be paid to whether the bicycle structure can be safely added to an existing bridge. Cantilevering a facility on the sides of a highway bridge, may for example introduce loading conditions for which the structure is unsuited.

b. At last 6' wide sidewalks should continue to be maintained.

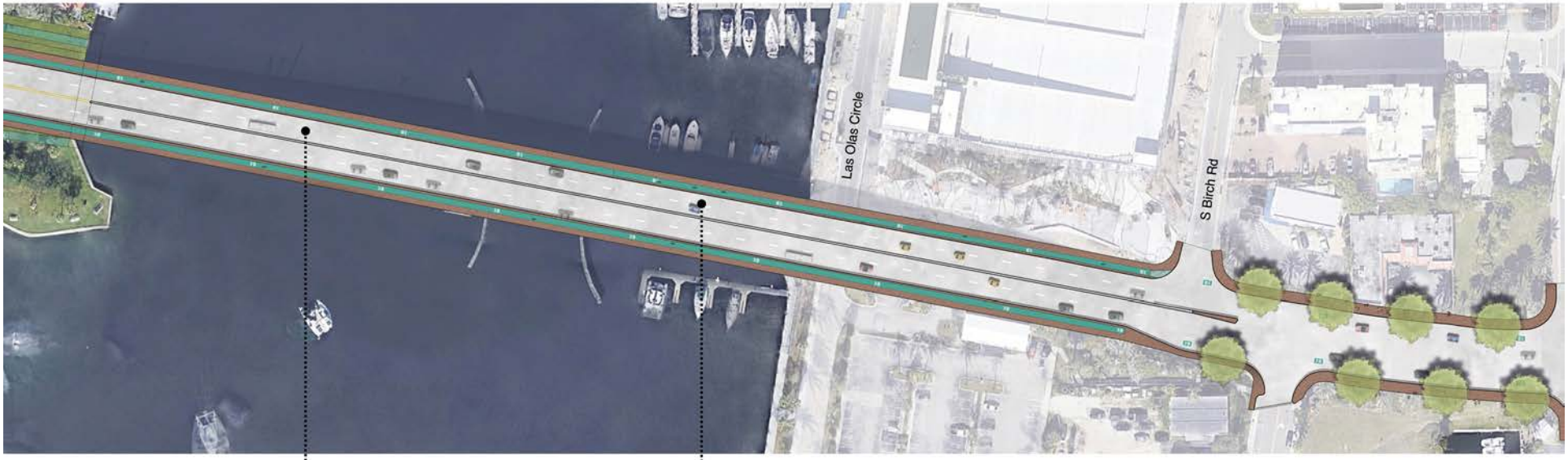
3. Wayfinding and Landscaping:

a. Hardscape area as noted in the wayfinding and other sections of this plan features the words "Meet Me @ Las Olas" and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.



THE BEACH





Bridge Improvements
Cantilever expansion of multi-use path



Bridge Multi-Use Paths



Multi-Use Path

Median Extension
Additional study is needed to determine whether the median should be replaced due to access and conflict concerns.

Gateway

Shade Trees

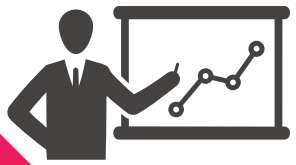




The Beach Traffic Summary



»IMPLEMENTATION SEQUENCE AND COST ESTIMATES



»IMPLEMENTATION SEQUENCE AND COST ESTIMATES

Implementation of this vision for Las Olas Boulevard requires detailed attention given both the magnitude of the project, and its effect on day-to-day life during construction. This section reflects the overall Las Olas Boulevard creative branding, and is applicable to both Eastern and Western Corridor reports, covering all five character areas.

Drainage improvements are needed in The Isles section and may be needed in some portions of Las Olas Boulevard within Colee Hammock. These improvements will require invasive roadway techniques, so it will not be cost-effective to make streetscape improvements only to have them disrupted by underground repairs and enhancements. These improvements are not currently scheduled in the City's Capital Improvements Plan, which places construction after 2026; therefore, the Isles section improvements should occur later than those in other sections of Las Olas Boulevard.

The City should consider that various types of funding may be available for individual aspects of the project. For example, midblock crosswalks and other bicycling and pedestrian improvements qualify under Transportation Alternatives, while funding for aspects of water and drainage improvements can be available from several sources, including the Florida Department of Economic Opportunity. As funding becomes available, the City should reprioritize aspects or entire sections to take advantage of funding availability.

Considering the above, the following provides the recommended segment prioritization for implementation:

1. **Colee Hammock**
2. **The Beach (excluding Cantilever Bridge)**
3. **The Isles**

Landscaping Implementation Criteria

For any streetscape design project, details of landscape implementation are extremely important and must go beyond a simple redesign of the multimodal facilities within the right-of-way to enhance mobility aspects. The range of landscaping elements from shade to seating and wayfinding have a significant impact on an individual's experience.

To successfully emphasize the iconic nature of Las Olas Boulevard, implementation must establish, at the forefront of the design, each area's theming, consistent with the overall goals of the project. The visual aesthetic of the landscape, hardscape, wayfinding, and sight amenities must cohesively work to enhance the user experiences. The user experiences, both from pedestrian and vehicular standpoints, are vitally important to the success of this project. During the conceptual masterplan process, alternatives were explored, and recommendations have been outlined that may not completely comply with the City of Fort Lauderdale Design Standards set forth by the City's Zoning Ordinance and Code regulations. Recommendations for implementation, formed through the master planning process, are outlined below along with the relative design standards and code regulations from the City of Fort Lauderdale.



Landscape Recommendations

- A tree inventory of the existing site was completed in March 2020. It is recommended that this inventory be confirmed before final design and implementation.
  - Based upon the current tree inventory:
    - Trees and palms with poor or dead ratings should be removed from the site.
    - Trees and palms with a "fair" rating should be relocated on site, when possible. The designer is to coordinate with both the City Urban Forester and Parks and Recreation Department to relocate trees and palms to other City-owned property if on-site space is not available.
    - Royal Palms in The Isles medians are not to be removed unless dead or in poor condition. Any royal palms removed from the median must be replaced with the same size and species. Other royal palms outside of The Isles medians, in any area, should be removed and replaced with a selected species from

the proposed plant palette, per City Urban Forester recommendation.

- Trees that will remain on-site during construction should be securely protected by a protection barrier.

» The proposed plant palette has been endorsed by the City of Fort Lauderdale Urban Forester. Each section's specific plant palette can be found in its respective portion of this report.

- While the specifications are written as minimum sizes, the installation of larger plant material is encouraged when available.
- Silver Buttonwood, Spanish Stoppers, and Simpson's Stoppers are to be specified as multi-trunk.
- All shrubs must be of the dwarf variety when species selection allows.
- Crape and Queen Crape Myrtles are recommended in the Colee Hammock and Isles Areas. These must be properly located within the site to acclimate to/ tolerate a salt environment.

» All trees must be surrounded by pervious surfaces to allow for irrigation and stormwater infiltration. Tree grates are not approved and must not be used within the project, per the City of Fort Lauderdale Urban Forester.

» All trees within hardscaped areas must utilize a tree root cell system, i.e., the City of Fort Lauderdale preferred Silva Cell System by Deeproot.

- Silva Cells allow for proper root growth, stormwater and irrigation infiltration, and pavement support. The use of Silva Cells will reduce the opportunity for future damage to both the trees and hardscape.
- Soil volume and root space within Silva Cells varies based on mature canopy spread and DBH (Diameter at Breast Height). Reference is to be made to the "How Much Soil to Grow A Big Tree" pamphlet and Deeproot contacted for recommended ratio of tree size-to-soil volume.
- To decrease the amount of Silva Cells needed, it is recommended that large and medium trees, as noted in the plant palette, utilize the 32" deep cells, while small trees should use 17" deep cells.

» Tree Placement:

- Trees should be placed no more than 40' on centers throughout the corridor, while accounting for regulated sight lines and distances.

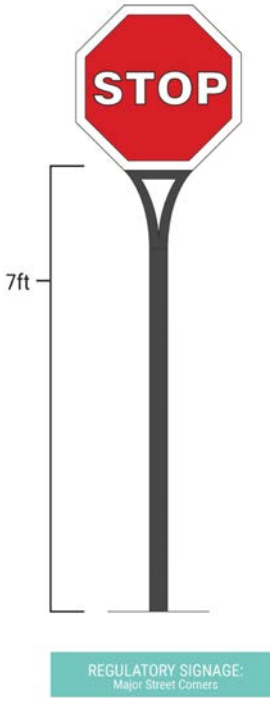
- Low-low/high-efficiency irrigation is to be used whenever irrigation is necessary. As of the writing of this document, the City of Fort Lauderdale uses Rainbird brand irrigation equipment.
  - It is recommended that this preference be reconfirmed prior to final design and installation.

» Soil amendment:

- It is recommended that the soils in each area be sampled and tested prior to final design and installation. Soil amendment may be necessary, depending on test results.

» Should the ROW within The Isles be raised to combat flooding, sea level rise etc. (not covered within this project scope), the existing Royal Palms within the medians must be raised to meet the new standard. This most likely will be done through relocation/removal and replacement.

Signage and Wayfinding (Corridor-wide Considerations)



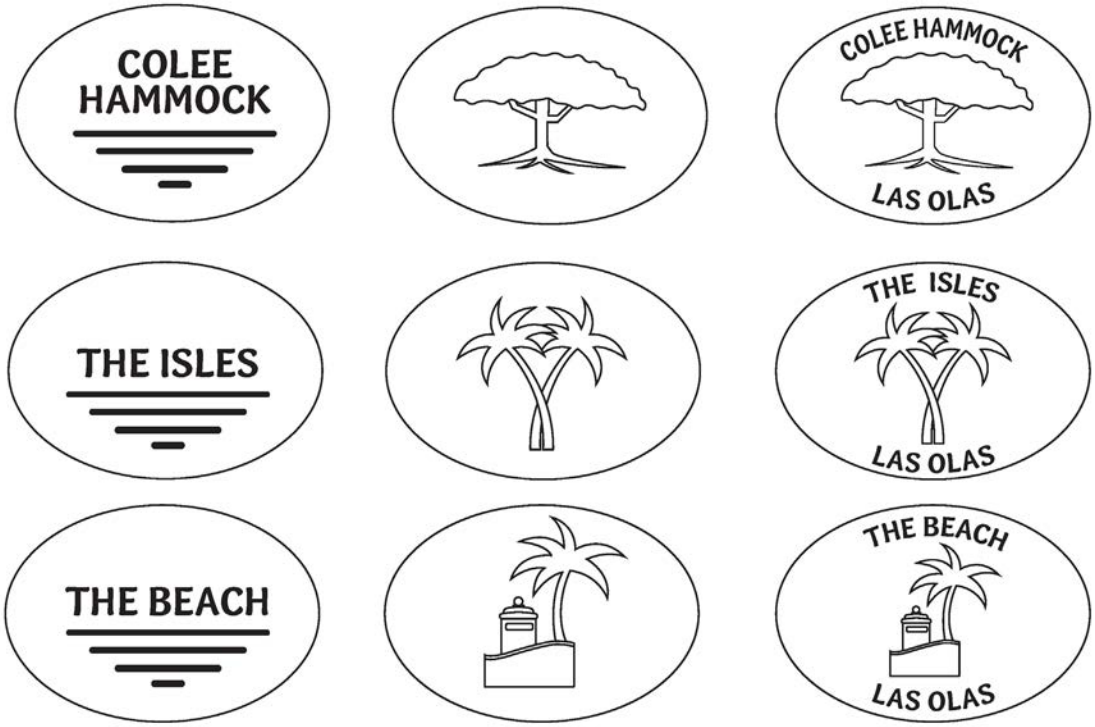
Wayfinding is key to creating the identity and branding of the Las Olas Corridor. As the corridor currently sits, there is no thematic or visual connector of the four districts to themselves, or the beach. These elements work to unify the four different districts and the beach through consistent theming and symbology. Some pieces are subtle while others are meant to grab attention and reinforce the "Instagram-able" moment. Integration of technology into the signage and wayfinding is vitally important for the project. A hierarchy of design allows for accessibility to both pedestrian and vehicular users. Symbology should maintain a consistent hierarchy, and adhere to the branding found in the wayfinding exhibits.

The hierarchy of wayfinding is based on the information the signage provides and how often it can be found. Large signs that contain multiple forms of information are less common along the corridor and therefore command more attention. These major forms of wayfinding include the open space and street corner signage.

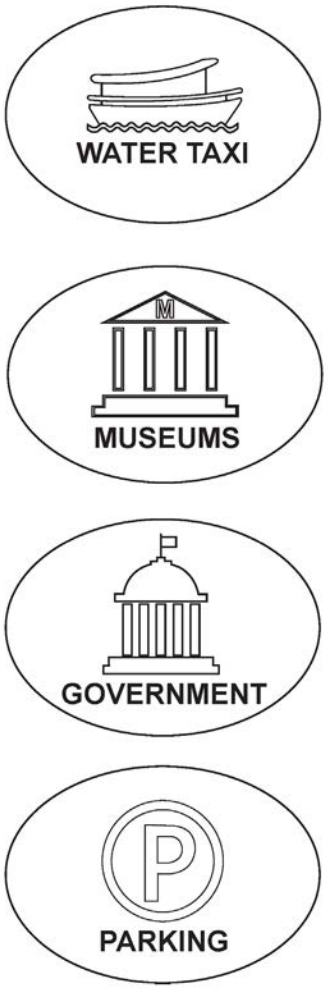
The common wayfinding signage provides subtle and symbolic notation of current location and other destinations. The symbols laid out in the wayfinding exhibit are found on bike racks and bollards throughout the corridor. Each district utilizes the same bike rack form, however, each depicts its own distinct symbology within the "Meet Me @" swirl. Bollards are found at midblock crossings and intersection crosswalks and utilize the same symbology. The given district symbology and swirl are engraved within the top of the bollard, while generic locations, such as district names or "Parking" and directional arrows, are engraved on the east and west sides of them as well as on the street face. The trellis iconography and bike racks are meant for subtle hints of location and branding on the pedestrian level, while the bollards can be utilized by vehicular users as well.

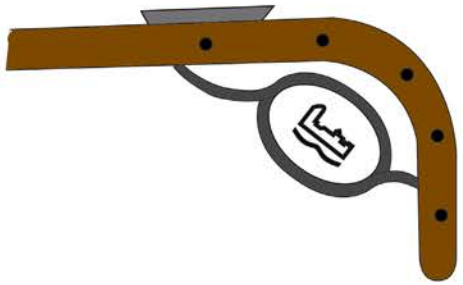
The open space signage is found in specific identity nodes such as the West and East Isles Green Spaces. This signage is designed to be at a pedestrian scale, approximately 4.5' tall and 4' wide. Therefore, multiple symbols, directions, and locations (both along and outside of the corridor) are shown. The curvature of the sign's legs and ellipse main board reinforce the "Meet Me @" hardscape features. These two design features are also found on the corner signage. The corner signage displays pertinent information for vehicular users, and due to its size can be more specific in nature. Corner signage is found at the major intersections of SE 15th Avenue with Las Olas Boulevard. Similar in design to the open space signage, the corner signage has curved legs and an ellipse main board, where the board is a minimum of 7' above ground. The thin supports minimize any obstruction to pedestrian circulation, while the height and size of the signage allow for vehicular and pedestrian usage. To maintain consistency throughout the corridor, all regulatory signage, such as stop and speed limit signs etc., should be remounted on similar support sign panels as the corner signage.

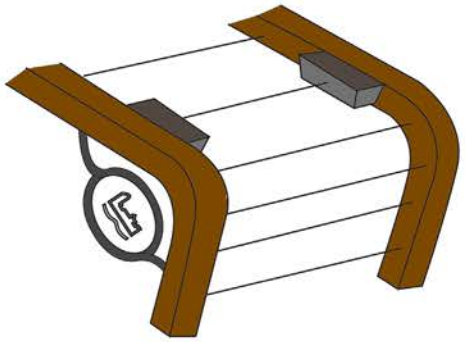
DISTRICT ICONOGRAPHY



OTHER LOCATIONS

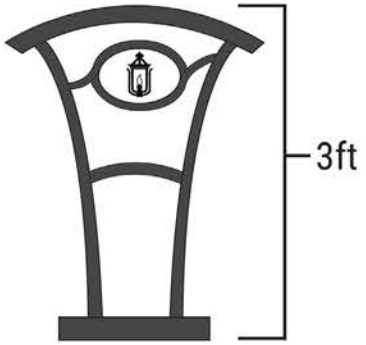




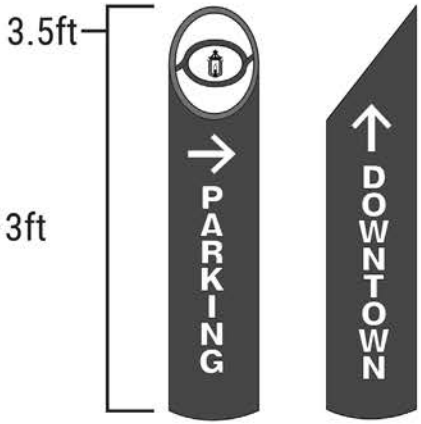


Vines not shown for clarity

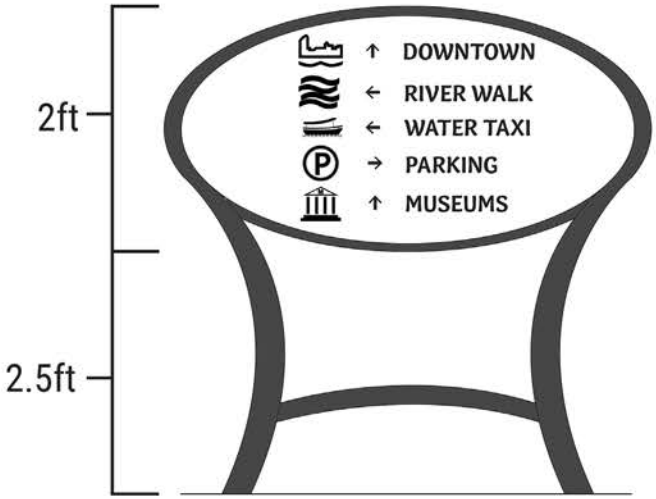
TRELLIS ICONOGRAPHY:
Colee Hammock Shops



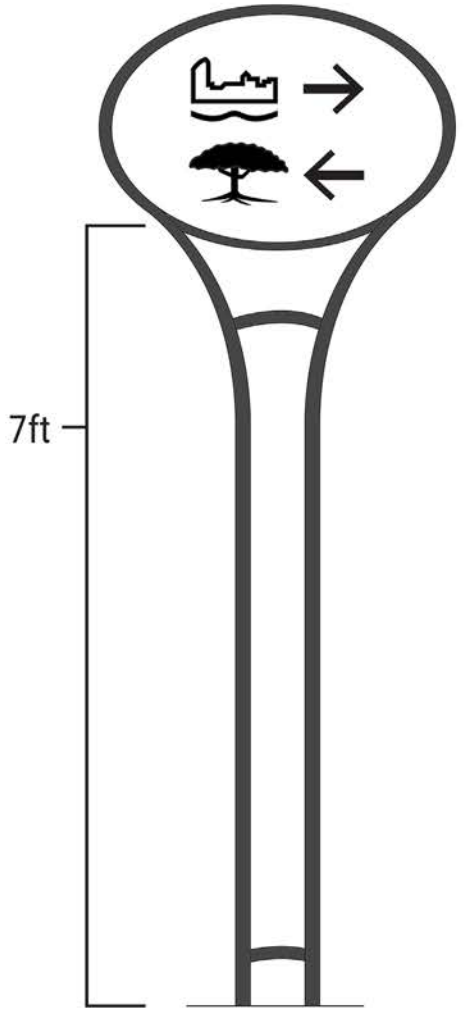
BIKE RACK:
Throughout the Corridor



BOLLARDS:
Mid-Block Crossings, Street Corners & Crosswalks



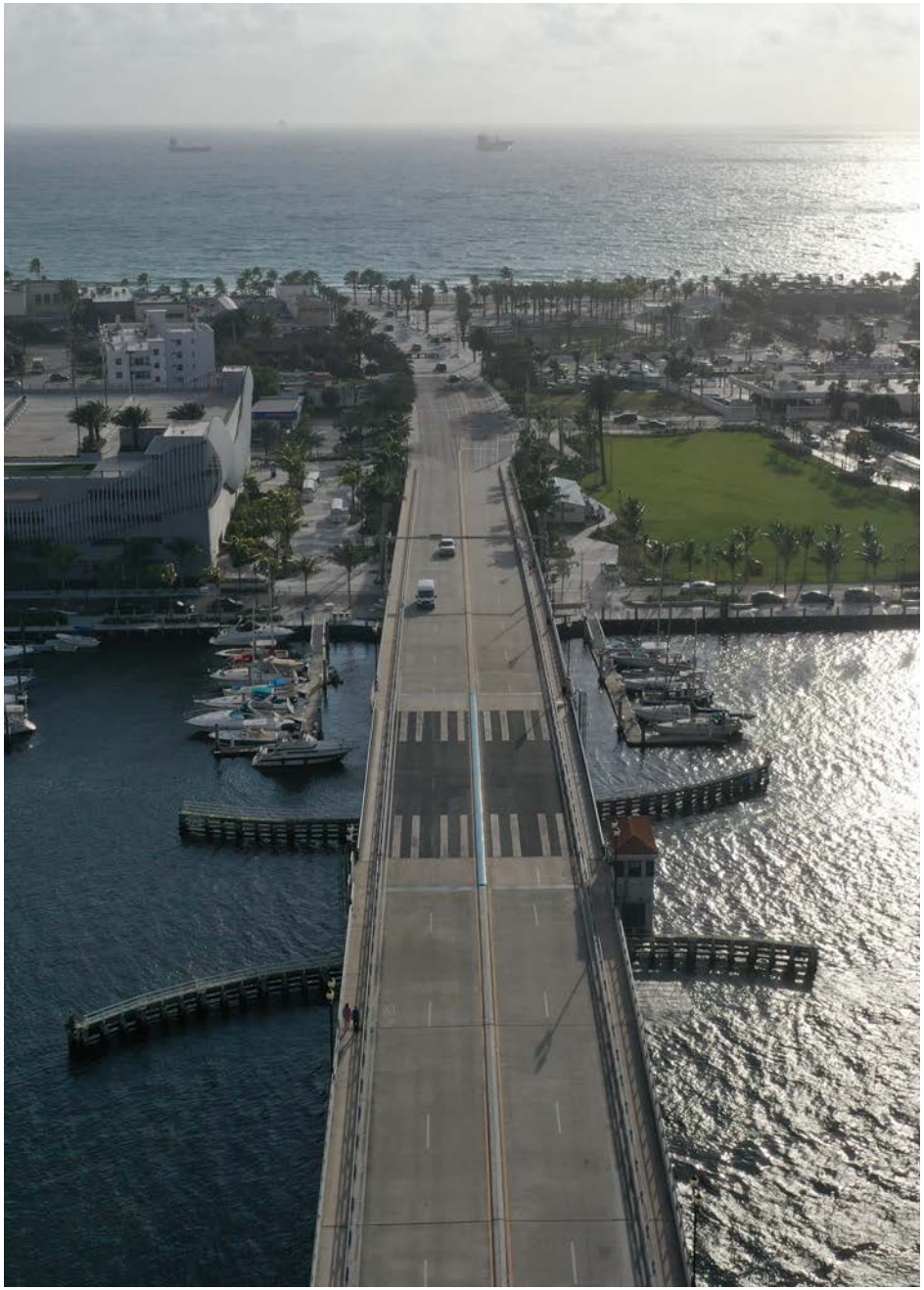
OPEN SPACE SIGNAGE:
West Isles Park & East Isles Park



CORNER SIGNAGE:
Major Street Corners

The outlier of the wayfinding hierarchy is the “Meet Me @” hardscape features in each district. The hardscape features become the iconic moment in each of the districts, and provide the “Instagrammable” moment while simultaneously giving the user a distinct location in regard to wayfinding. Each district has the slogan “Meet Me @” either “Colee Hammock”, or “The Isles” inlaid in the hardscape. The words fill out the swirl that can be found in all of the iconography previously outlaid. These areas present the opportunity for public art installations and impromptu seating, creating meeting spots and gathering areas. There will be two to three of these hardscape features; one in the Colee Hammock District (near SE 15th Avenue), and at least one in The Isles District within a large rest node.

These iconic areas will be prime for social media sharing and tagging and create a draw to each district. These nodes present the opportunity to introduce technology to the corridor. The “Meet Me @” locations can be geo-tagged in various apps and help people get around. Geo-tags can also allow for tagging in social media posts. This creates a distinct brand for the entire corridor that advertises itself through its users. Other forms of technology yet to be determined can be utilized in the previous forms of wayfinding. QR codes can be placed on bollards and signage that when scanned can reveal a list of surrounding businesses or current location, for example. It is recommended that the inclusion of technology through social media, apps, QR codes, and other options be addressed in final design.



Site Amenity Recommendations

The following images provide for examples of bicycle racks, light pole fixtures, trash receptables, and benches for Las Olas Boulevard. These were selected to provide a modern look in line with the City's design for the Tunneltop Plaza as well as preferred designs utilized within the Downtown Development Authority area and those Citywide. However, through discussions with stakeholders, it was suggested and recommended that overall design selections for these amenities be deferred to civil engineering and design phase. Thus, these images are being provided as part of an "inspirational" approach, with the final selection in later project phases.

















- Trash receptacles are to be the City of Fort Lauderdale preferred model: *Victor Stanley DYN-SD-45* with dual-flow divider lid, in powder-coated black.
- Bike racks are to be consistent with the conceptual design found in the wayfinding guidelines.
- Benches are to be of a modern design with a mix of two types. The design should be curved and of varying radii for each bench, made of wood, or composite material made to look like wood, and have sleek metal supports that can be direct buried.

Hardscape Recommendations

- Hardscape is to consist of integrally colored concrete, texturized with a surface retarder.
  - Integral color to be *Scofield* brand from Color Chart A-312, and include colors used in Las Olas Tunnel

Top Plaza. Surface retarder to be *Scofield* brand *LITHOCAST Surface Retarder*.

- Curbs and dark gray bands referenced below to be color *C-34 Dark Gray*.
- Prior to design and installation, designer to reconfirm products and colors used within the Tunnel Top Plaza's installed hardscape.

» Primary pedestrian circulation
- Colee Hammock Area
  - Includes first 10' offset from the building façade.
  - A 6" *C-34 Dark Gray* concrete strip, offset from the building façade by 2', is to run parallel with the roadway to designate the threshold and area for trellis planter boxes. An 8" dark gray band to be offset from curb 2' for ADA compliance.
  - The darkest earth tone should fill the space between the façade and the gray strip, as well as in the space between that strip and the curb.
  - Concrete to be textured with surface retarder.
- The Isles Area
  - Sidewalk color is to match primary pedestrian circulation zone of The Shops and Colee Hammock areas.
  - Sidewalk is to be finished with surface retarder to texturize topcoat.
  - 8" C-34 Dark Gray strip to offset 2' from curb and between main circulation and Isles Rest Nodes.

» Expanded Pedestrian Zone
- Colee Hammock Area
  - The expanded pedestrian zones in Colee Hammock are to be a middle shade of earth tone, directly related to the coloration of the Tunnel Top Plaza.
  - This color is to be lighter than the primary pedestrian circulation, but darker than the roadway.
  - Concrete is to utilize a surface retarder to add a texturized topcoat. This texture will work as a tactile warning as users approach the roadway.
  - Dividing line between primary pedestrian circulation and this zone is to be dark gray and 8" Wide.

» Planters
- Shrub beds surrounding trees within the Colee Hammock Area are to be ringed with 6" wide dark gray colored concrete strip.

» Roadway
- Colee Hammock and The Isles Areas
  - Roadway not to be colored concrete; see roadway section for details.

» Identity Nodes
- The "Meet Me @" hardscape features are to use all three of the earth tones seen in previous hardscape design.
- "Letters" to have inlaid look, either sawcut and sunk stone, or marble or concrete.
  - Metal potentially used for "Letters" must be clear-coated cast aluminum or bronze.
- Colee Hammock Area
  - The center of the "Meet Me @" feature is to be white,

smooth trowel finished concrete.

- Swirl to be lightest earth tone with surface retarder finish, surrounded by 6” dark gray concrete strip, smooth trowel finish. Outer side of swirl is to match color and texture of primary pedestrian zone and expanded pedestrian zone.

◆ The Isles Area

- Large Isles Rest Nodes
  - Center and swirl
  - Area between swirl and sidewalk is to match primary pedestrian circulation color and texture of The Shops.
  - Area between swirl and waterfront is to match expanded pedestrian zone color and texture of The Shops.
- West and East Isles Green Spaces/Small Isles Rest Nodes



Relevant City of Fort Lauderdale Zoning Ordinances and Code Regulations

- 50% of required street trees shall be shade trees.
- Street trees shall be provided at a ratio of one street tree per forty (40) feet of street frontage, or greater fraction thereof.
  - Where overhead utilities exist, required street trees may be small at a ratio of one small trees per (20) feet of street frontage.
  - Where shade trees cannot be installed, palm trees or ornamental trees may be provided at a ratio of at least one palm or ornamental tree every twenty (20) linear feet of street frontage.
  - Approved trees for Las Olas Boulevard include Sabal Palm, Live Oak, Maypan Palm, and Carpentaria Palm. The proposed plant palette has been approved by the City of Fort Lauderdale Urban Forester to include other species within the RAC. However, a written appeal request to the department may be necessary per **Sec. 47-21.14 Additional Landscape Requirements for Special Uses and Areas of the City Code**.
  - The necessity for installation of an irrigation system for street trees (within the RAC) and the type and kind to be used shall be determined by the city based on tree species requirements.
- Per City Code, trees must satisfy the following size requirements. (Refer to landscape OPC for tree sizing specifications).
  - Shade Trees: Minimum 14ft height and 8ft spread, with a minimum of 6ft ground clearance.
  - Palm Trees: Minimum 18ft height, with a minimum of 8ft green wood.
  - Ornamental Trees: Minimum 12ft height and 6ft spread, with a minimum of 6ft ground clearance.
  - Per designer recommendation, the installation of larger plant material is encouraged when available.
- Trees to remain onsite during construction must be secured by a tree protection barrier meeting the City of Fort Lauderdale Standard Detail.



Cost Estimates

Cost estimates have been developed at the “planning level” only, due to the need for additional considerations and discussions during the design phase, including considerations for the Colee Hammock area regarding both pending decisions on SE 16th Avenue and the intersection of 15th Avenue and Broward Boulevard, and the Isles section regarding the redesign of the north side bridges, as well

as the pending decisions for stormwater improvements. Estimates provided are based on comparable planning projects and adjusted based on the Florida Department of Transportation Long Range Cost Estimates and Historical Cost items. Contingency has been added to account for potential to mitigate drainage issues, or in the case of the Intracoastal Bridge.

Depending on the timeframe of implementation, inflation factors should be used. Final costs past the planning phase are contingent on the details of the engineering design of the corridor. During public discussion, the decision was made to select options that did not result in land acquisition (except for Sospiro Bridge, where the options for bridge widening include either minor acquisition of easements, or movement of existing water mains across the canal). However, should the City change its decision during the engineering design phase, land acquisition costs, if any, should be added. Other costs should be considered, depending on the drainage improvements to be determined by the City's Public Works Department.

Florida Department of Transportation long range estimates (LRE), bridge cost and historical cost data from Group 12 (encompassing Broward County) were utilized as needed for roadway, bridge, and intersection improvements. In addition to the construction costs, PD&E (15%), Design (12%), CEI (15%), mobilization (10%) and Mobilization and Maintenance of Traffic (MOT) (10%) were all calculated based on the base construction cost and added to the list. In cases where the long-range estimates were utilized as the basis, MOT is already accounted for in those estimates and was not recalculated/adjusted.

Generally, the cost estimates were arrived at through a combination of cost estimates for individual landscape items, with tree specimens, benches, and wayfinding signs using prevailing costs. For landscaping, it should be noted that tree specimen costs utilized were sourced from prior projects or nurseries.

As a cross check, the cost of the improvements was compared to regional projects of a similar nature in the City of Miami, City of Coral Gables, and City of West Palm Beach. The per mile cost for as built ranges from $4.88 million to $5.68 million per 0.1 mile. When adjusted for inflation to give an "apples to apples" comparison, the upper end is in the range of approximately $7.8 million to $8.6 million per 0.1 mile. By comparison, this project is at $6.88 million per 0.1 mile. The data on the right provides the Florida Department of Transportation's current inflation cost factors.

Year	Inflation Factor
2022	2.7%
2023	2.8%
2024	2.9%
2025	3.0%
2026	3.1%
2027	3.2%
2028	3.3%
2029	3.3%
2030	3.3%

This difference can be attributed to the differences in our project, which requires more drainage work over a longer stretch, but at the same time will use less paver materials in favor of stamped concrete and other considerations.



Roadway Assumptions

Given the invasive nature of the underground/subsurface improvements, including drainage needs across the corridor, the costs are likely to be more akin to LRE estimates for new constructions than a simple milling and resurfacing. The roadway costs were arrived at utilizing LRE estimates and the length of the segment.

Lighting

Where necessary, such as for light posts/lighting, Area 12 of the Florida Department of Transportation historical cost items were utilized, with an assumed number of poles based on the corridor length and the need for higher numbers in some areas, including Colee Hammock, which due to higher pedestrian priority requires more light posts. However, it should be noted that this number is subject to change based on final design and this is a planning level estimate. Due to the higher-than-normal potential for design phase differences based on local conditions, and because the Department of Transportation light pole is based on standard and not a specifically designed pole for aesthetic reasons, a 15% contingency was applied here as well.

Utilities

A base assumption of movement of poles was calculated for each segment of above ground utilities. Should above ground utilities be undergrounded, additional budgetary resources will be needed.

Colee Hammock Considerations

Intersection Improvements

This estimate assumes raising of intersection at SE 12th Avenue, corrections to existing crossing at SE 13th Avenue, additional improvements to SE 15th Avenue for a dual left turn, SE 16th Avenue study (planning/traffic analysis cost is included) and potential adjustments, and closure at SE 17th Avenue. No widening of SE 15th Avenue, nor costs for improvements to 15th Avenue and Broward Boulevard, are considered here.

Sospiro Bridge

Sospiro Bridge's base estimate includes the demolition and replacement of the existing bridge and a building of a new bridge. Estimate provided is based on the square footage of bridge and FDOT bridge construction estimates, and, as the bridge is constrained in terms of available right-of-way width, adjusted to account for land acquisition or the movement of large water mains to the north of the existing bridge.

Las Olas Isles Considerations

Roadway Raising and Drainage

It is clear based on an understanding of the area that the City will have to invest in the drainage of this roadway in the future to adequately address changing conditions and associated concerns. It is expected as part of the drainage improvements and roadway construction, and the City may elect to raise the roadway on the south side as well, which will also necessitate drainage and roadway improvements on the roadways to the south of Las Olas Boulevard.

"Mid-block" Crossings

Pedestrians must be able to cross roads safely. Local governments have the obligation to provide safe and convenient crossing opportunities. Safety is never to be compromised to accommodate traffic flow. In general unsignalized crossings should occur on urban arterials with maximum speeds of 30 mph or 35 mph. In the Isles portion of the corridor this speed criteria is not met, as the speed limit is 35 mph while the actual speed is over 40 mph. To warrant unsignalized crossings, the speed must be brought down through some form of traffic calming, of which the lane narrowing from 11' to 10' is intended to do.

Multiple mid-block locations are recommended for the Las Olas Isles. Due to the current volume of traffic and rates of speeding, the overall recommendations for crosswalks, particularity in the isles, after warrant analyses are performed, point towards the necessity of some type of signalization warning motorists of pedestrian crossing. These may take the form of Rectangular Rapid Flashing Beacons (RRFB's), or Pedestrian Actuated Signals, where the lights stop automobile traffic to allow for pedestrians to cross. Unless speeds can be lowered this is the tradeoff for the desired crosswalks. Therefore, it will be unlike regular midblock crossing estimates, which are based on a minor intervention midblock, whereas the proposed improvements will be at intersections, with 4 mast arms at each of the 4 signals. By comparison, each mast arm for the improvements being conducted by Broward County at 15th Avenue and Broward Boulevard are estimated at approximately $300,000 in construction cost. If the City can reduce the speed in the area, these improvements will be less costly as the City will have less expensive midblock crossing options that are not permissible under current engineering standards and current conditions.

Bridges and Extensions

The seven bridges on the north side of Las Olas Boulevard have sight distance issues for which the primary conclusion is to adjust the bridge walls and provide for a widening at the Las Olas side with "sight triangle" extensions. These extensions are expected to have similar costs to a bridge

construction as an add-on to the bridge, with a 20% upward adjustment for phasing. However, it's also possible that all the bridges may need redesign and reconstruction. While one number is given in the report, the estimate range as a result is from $750,000 to over $7 million.

Beach Considerations

Roadway, Landscape, and Lighting Considerations

As the City has recently redesigned and constructed this area, our cost estimates only focus on the bridge cantilever.

Bridge Cantilever

The bridge cantilever was estimated using the Florida Department of Transportation long range estimate, assuming the need for 10 feet on both sides of the bridge, over the length of the existing bridge. While 10 feet seems wide, the need for railings/separation reduces the actual usable pathway area, though for the purposes of construction the overall square footage remains higher. Taking the upper end of per square footage cost for movable bridges ($2000/sq. ft) per FDOT estimates, the calculation was then adjusted from construction to include PD&E, Design, etc. as previously mentioned. A high level of contingency is needed for the bridge cantilever because of the moving nature of the bridge; additional work may be needed to ensure the bridge can continue to raise, and other structural support may be necessary.

The following includes planning-level considerations of construction, PD&E, Design, CEI, Maintenance-of-Traffic costs, as well as contingency, adjusted to **2021 dollars**. Actual costs will be dependent on final-design considerations (including drainage) for the mile corridor, and year of construction.

	Colee Hammock	The Isles	The Beach	Total
Streetscape	$1,751,825	$6,569,343	$-	$8,321,168
Landscaping	$4,080,964	$4,947,336	$-	$9,028,300
Lighting	$331,387	$1,142,336	$-	$1,473,723
Utilities	$218,978	$802,920	$-	$1,021,898
Bridges	$3,722,628	$547,445	$33,284,672	$37,554,745
Intersection and Midblock Improvements	$912,409	$5,912,409	$-	$6,824,818
Other (Subsurface, etc)	$364,964	$10,948,905	$-	$11,313,869
Design	$1,365,978	$3,704,483	$3,994,161	$9,064,622
CEI	$1,707,473	$4,630,604	$4,992,701	$11,330,778
Maintenance of Traffic (MOT)	$1,138,315	$3,087,069	$3,328,467	$7,553,851
Contingency	$1,559,492	$4,229,285	$4,560,000	$10,348,777
Total	$17,154,412	$46,522,135	$50,160,000	$113,836,547


"Las Olas will become a destination
to serve residents and visitors alike.
An active unique world class live,
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CITY OF FORT LAUDERDALE » JUNE 2021

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Prepared for the City of Fort Lauderdale by:

THE CORRADINO GROUP

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»INTRODUCTION



»INTRODUCTION



When first constructed in 1917, a few years after Fort Lauderdale was incorporated in 1911, Las Olas Boulevard was just a dirt road. At the time, the area around Las Olas was swampy wetlands on the way to Fort Lauderdale Beach. As time changed, the street took on other jobs. As the area of what is now the Las Olas Isles was dredged in the 1920s, it became a connection not only to the beach, but to local residences with waterfront views still valued today. At the same time, in 1921, Colee Hammock's lots were subdivided, with all but 14 lots being sold for development. Las Olas Boulevard became a connection between residences, the beach, and the rest of the City. Post World War II, the commercial segments of the corridor were constructed, with significant investment in the 1970s in the development of the Downtown, and a major renovation program in the 1980s that greatly increased property values. These historical influences helped shape the distinct character areas that we see today.

Today, Las Olas Boulevard is not only Fort Lauderdale and Broward County's most famous street, it is one of the most iconic streets in all of Florida. For decades it has served as a major employment center at the heart of Downtown, a major attraction with historic retail, a plethora of restaurants, year-round events and festivals, as well as being a prized residential destination. Las Olas Boulevard attracts visitors from across the region and around the world.

Over time, the Corridor has evolved with the City, retail and commercial spaces have continued to adapt, vehicle traffic has impacted community character and quality of life, landscaping and street furniture are in need of refreshing, and climate change impacts make it necessary to rethink the civil engineering of underground infrastructure.

For decades, the redesign of Las Olas Boulevard has been on the minds of many. Attempts have been made on segments of the corridor, but there has not been a holistic vision in recent history. The diversity of place and the varied roles the street plays have resulted in a number of ideas, many competing with each other on how Las Olas should evolve. This has resulted in a variety of opinions and alternative concepts. One thing everyone can agree on is that Las Olas Boulevard has a high degree of value in the hearts of the City's residents and businesses. Improvements along the entire corridor in a unified concept would better enhance Las Olas's ability to address local transportation and urban design needs, as well as create a high value, marketable image for the future.

Through discussions that began in May 2017 in regards to an upcoming potential project on Las Olas Boulevard, it was determined that the project should not move forward. Instead, a unified effort was needed that would evaluate the transportation, landscaping, planning and urban design needs of the corridor as a whole to create a process that would build consensus on the future of a world-class corridor.

This effort was led by the two district commissioners, Vice Mayor Steve Glassman and Commissioner Ben Sorensen, with assistance from the designated Las Olas Working Group. The Working Group consisted of representatives from various stakeholders along the entire corridor who helped guide the vision. The efforts of the Working Group included hearing presentations from the various stakeholders on their concerns and providing comments on the issues and reviews of the vision over a 2.5 year timeframe from September 2018 to February 2021.

The Corridor

Las Olas Boulevard today has five distinct character areas; Downtown, The Shops, Colee Hammock, The Isles, and the Beach. There are a number of variables that comprise the makeup of each segment of the street:

1. The street consists of pedestrian areas, bicycle lanes, asphalt for cars and vehicles - all things that move and are in motion.
2. There are amenities throughout such as landscaping, street furniture, signage and lighting. These elements are static and have different purposes in different parts of the street. They are the basis of the visual identity for each segment of the street.
3. The street has different roles during the day and at nighttime. The street also differs in Weekday, Weeknight, Weekend and Event operations.
4. There is a need to evaluate underground infrastructure improvements, particularly related to flooding. This is particularly true in the Isles. It is highly recommended that the streetscape recommendations in this analysis be implemented after flood mitigation improvements have been developed.



2.4 miles long

It would be one of the longest, continuously protected, multimodal corridors in South Florida

Connecting Regional Trails

Safe connections will shorten the perceived distance between Downtown Fort Lauderdale and Las Olas Beach

Coordinating with Transit

Water taxis, Brightline, and bus transit should be coordinated.



»TRAFFIC ANALYSIS



»TRAFFIC ANALYSIS

Understanding traffic patterns and performance of Las Olas Boulevard is essential in achieving the primary goal of mobility. A balance must be struck between the needs of drivers, pedestrians and bicyclists, while also protecting and preserving the character and quality of life of each of the distinct areas, each of which behave differently in form and function, specifically from the perspectives of land use, urban design, landscape, and particularly mobility. From the perspective of mobility, Las Olas Boulevard is asked to be both a Main Street and a regionally significant corridor, in each case serving the needs of both automobile traffic and walkers and bikers. For the residents and businesses that must use it every day as a destination, it's a critical part of the daily commute. For people attracted here from other places, its a regional connector, serving as the primary route through the community connecting I-95 and the Beach. In all respects it works in tandem with Broward Boulevard.

As with any project that seeks to balance multimodal needs, it is first important to understand the primary issues related to traffic. The defining aspect of any transportation system is space in the right-of-way, as each component of the transportation network, like swales, sidewalks, bicycle facilities, vehicle lanes and medians occupy space that could be utilized for other modes depending on what is needed or to be encouraged. Some character areas need to emphasize traffic flow, while others must protect neighborhood character, or further the ability to walk or bike to contribute to local quality of life and the foot traffic that is supportive of retail. Optimizing the performance of Las Olas Boulevard therefore requires an understanding of how much space is needed for cars.

To better understand this a traffic analysis was conducted, first by collecting data, and then analyzing intersections and roadway segments for level of service (LOS), speed and safety.

EXISTING PEAK HOUR ROAD SEGMENT LEVEL OF SERVICE ANALYSIS				
Roadway Segment	**Roadway Type**	**Existing 2 Way Peak Hour Volumes**	**Peak Hour LOS D Volume**	**Level of Service**
Seven Isles Drive to Seabreeze Boulevard	4 Lanes Undivided	1665	2482	C
Isles of Capri to Seven Isles Drive	4 Lanes Divided	2007	2628	C
SE 15th Avenue to Isles of Capri	4 Lanes Undivided	2308	2482	C
SE 11th Avenue to SE 15th Avenue	2 Lanes Undivided	1044	1197	C
SE 6th Avenue to SE 11th Avenue	2 Lanes Divided	1177	1264	C
Andrews Avenue to SE 6th Avenue	4 Lanes Undivided	1189	2482	C

Data was collected during the peak months of March and April of 2019, in the form of 30 turning movement counts and 30 speed and volume counts. Additionally, crash data for the previous 5 years was collected.

This data was analyzed using a methodology and computer software acceptable to the City of Fort Lauderdale and the Florida Department of Transportation (FDOT).

To perform the analysis, the existing counts were examined to find out how the network performed today, in the existing condition. To this were added the volume of future development already planned and approved by the City, plus anticipated population growth, to find the future year performance in 2035. The results in both cases were measured against the level of service standard set by the City's Comprehensive Plan, to determine what would need to be done to improve the intersections and roads by adjusting signal timing, adding or subtracting lanes, opening or restricting flow, or making safety improvements as appropriate for each character area.

For reference, the City's LOS Standard is "E". This is measured on a continuum from "A" to "F", with each letter equating to a percentage of utilized capacity. For example LOS E, equates to between 90% and 100% utilization of capacity. All of this is measured at the busiest hours of the day.

Roadway Analysis

The future conditions analysis for the roadway links show that to maintain acceptable LOS performance in 2035, Las Olas Boulevard requires two lanes of travel, or one lane in each direction west of SE 15th Avenue, and four lanes of travel, or two lanes in each direction, east of SE 15th Avenue.

It was found that westbound traffic from the Beach and the Isles is generally heading towards the Shops, Downtown, US-1, or I-95. For the Beach and Isles areas, this is a one-way in, one-way out situation. However, once drivers reach SE 15th Avenue, they have the option to head north on SE 15th Avenue to Broward Boulevard to connect to US-1 and I-95, or head northeast towards Victoria Park. In the heart of

FUTURE PEAK HOUR ROAD SEGMENT LEVEL OF SERVICE ANALYSIS

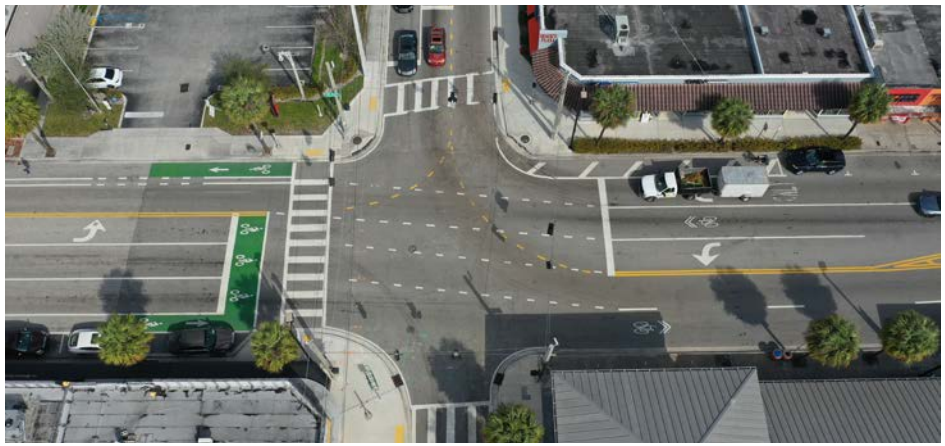
Roadway Segment	Roadway Type	FUTURE 2 Way Peak Hour Volumes	Peak Hour LOS D Volume	Level of Service
Seven Isles Drive to Seabreeze Boulevard	4 Lanes Undivided	2135	2482	C
Isles of Capri to Seven Isles Drive	4 Lanes Divided	2573	2628	C
SE 15th Avenue to Isles of Capri	4 Lanes Undivided	2959	2482	E
SE 11th Avenue to SE 15th Avenue	2 Lanes Undivided	1338	1197	E
SE 6th Avenue to SE 11th Avenue	2 Lanes Divided	1509	1264	E
Andrews Avenue to SE 6th Avenue	4 Lanes Undivided	1524	2482	C

Colee Hammock, SE 15th Avenue is the primary connection between Las Olas and Broward Boulevards.

Intersection Analysis

Traffic congestion and underperformance of a road in terms of level of service, travel time and delay is generally a product of bottlenecks at poorly performing intersections, and not the capacity of the roadway links between them. This is certainly true when looking at Las Olas Boulevard west of SE 15th Avenue, where the performance of the road will meet the LOS standard of "E" with one lane in each direction. Taking a closer look at the intersections along Las Olas Boulevard provided a clearer picture of how to best optimize travel in the corridor, as intersection issues were creating much of the undue delay and congestion, not overall volumes of vehicular traffic.





Key traffic concerns noted during the course of public workshops and in the traffic analysis included the intersections of SE 3rd Avenue and Las Olas Boulevard, and SE 15th Avenue and Las Olas Boulevard. During the analysis, it was noted that both intersections had a level of service exceeding the City's stated standard.

For the intersection of SE 3rd Avenue and Las Olas Boulevard, the City is currently coordinating a study of a one-way pair with Andrews Avenue to determine if this will be a viable solution to improve traffic flow at SE 3rd Avenue and Las Olas Boulevard. This is a very urban location, of which the community character and quality of life fit well with the proposed improvement

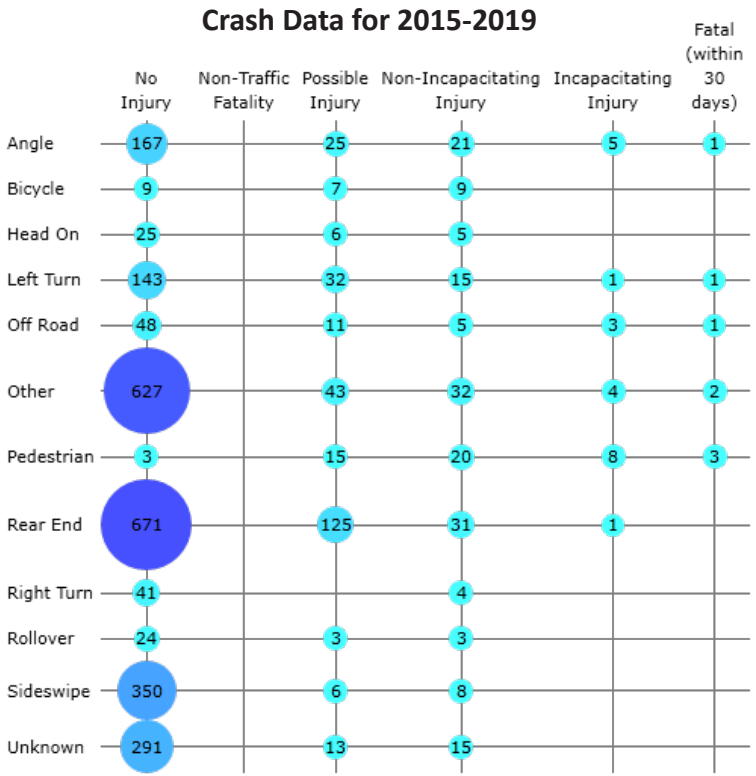
For the intersection of SE 15th Avenue and Las Olas Boulevard, different alternatives were evaluated to determine a solution for congestion. These options included multiple roundabout configurations as well as dual left turns on southbound SE 15th Avenue. Each was compared to a "do-nothing" scenario. It was found that while both options would work in the short term, the dual left turn option provided the best long term. It should be

SE 15TH AVENUE AT LAS OLAS BOULEVARD INTERSECTION ALTERNATIVES ANALYSIS														
Alt. #	**Intersection Traffic Control**	**Intersection**	**Existing AM Peak Hour Delay**	**V/C**	**Existing Midday Peak Hour Delay**	**V/C**	**Existing PM Peak Hour Delay**	**V/C**	**Future AM Peak Hour Delay**	**V/C**	**Future Midday Peak Hour Delay**	**V/C**	**Future PM Peak Hour Delay**	**V/C**
1	Single Lane Roundabout	SE 15th Avenue and Las Olas	LOS C 17.4 seconds	0.723 (WB)	LOS D 34.2 seconds	0.969 (WB)	LOS E 36.0 seconds	0.977 (WB)	LOS F 51.4 seconds	1.049 (EB)	LOS F 137.7 seconds	1.288 (WB)	LOS F 142.9 seconds	1.314 (WB)
2	Single Lane Roundabout with Free Flow Rights	SE 15th Avenue and Las Olas	LOS B 13.7 seconds	0.687 (SB)	LOS C 19.2 seconds	0.833 (SB)	LOS C 21.0 seconds	0.881 (EB)	LOS E 37.2 seconds	1.02 (EBL)	LOS F 71.7 seconds	1.205 (SB)	LOS F 78.4 seconds	1.306 (EB)
3	Single Lane Roundabout with Free Flow Right WB Only	SE 15th Avenue and Las Olas	LOS B 14.1 seconds	0.702 (EB)	LOS C 19.9 seconds	0.833 (SB)	LOS C 21.3 seconds	0.888 (EB)	LOS E 39.7 seconds	1.05 (EB)	LOS F 76.0 seconds	1.22 (SB)	LOS F 80.1 seconds	1.318 (EB)
4	Addition of a Dual SB LT on SE 15th Avenue (i.e. SB LT, SB LT, SB TRT)- Split Phasing	SE 15th Avenue and Las Olas	LOS C 21.1 seconds	0.52	LOS C 21.4 seconds	0.67	LOS C 24.5 seconds	0.73	LOS C 23.6 seconds	0.64	LOS C 25.1 seconds	0.79	LOS C 28.0 seconds	0.85
0	Existing Geometry and Signal Timings at Intersection (Do Nothing)	SE 15th Avenue and Las Olas	LOS B 19.3 seconds	0.88	LOS C 21.8 seconds	0.93	LOS C 20.4 seconds	0.91	LOS C 33.5 seconds	1.1	LOS D 46.2 seconds	1.24	LOS D 41.0 seconds	1.2

noted that the intersections of SE 15th Avenue/Las Olas Boulevard and SE 15th Avenue/Broward Boulevard are linked, and both should be improved at the same time to optimize the roadway network. Additionally, Colee Hammock, the neighborhood which surrounds SE 15th Avenue, is extremely sensitive to the traffic volumes and speeds that cut through it. As such, the goal here is to balance the flow of traffic with the preservation of the neighborhood character and quality of life. It is believed that by focusing traffic on SE 15th Avenue, a balance can be achieved. Additional study at the intersection of Las Olas Boulevard and SE 16th Avenue is needed to determine the traffic operations at this intersection.

Crash Analysis

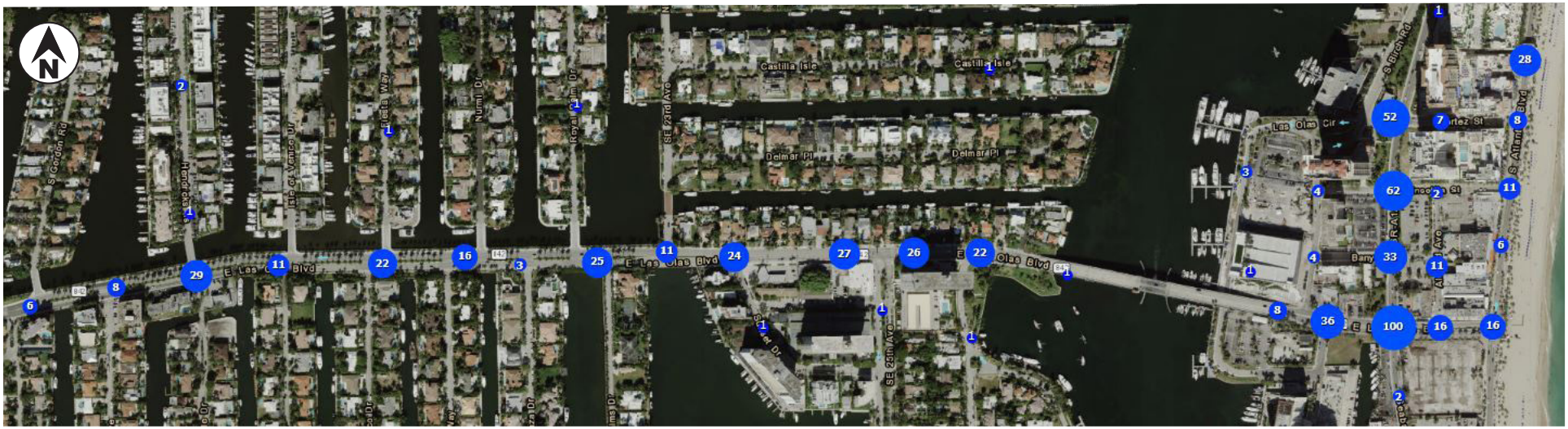
A crash analysis was conducted to see if any safety related improvements may be needed along the corridor. Using available crash data, it was found that the highest number of crashes at Las Olas Boulevard intersections occurred at SE 3rd Avenue, Seabreeze Boulevard, SE 15th Avenue and US-1/Federal Highway. Additionally, it was found that the number of crashes has increased yearly from 2015 to 2019. Various safety related improvements, such as reducing vehicle speeds, increasing visibility at crosswalks, and others, have been introduced into the concept plan across all character areas, particularly the Isles. The chart and map on the following page provides the crash type and general area of crashes.





Speed Analysis

Due to concerns of speeding along Las Olas Boulevard, an analysis was also undertaken to evaluate speeding along the corridor. Generally, in order to determine that an area has a speeding problem, the speed at the 85% percentile of vehicles traveling on the roadway must exceed the posted speed limit by more than 4 MPH. Speeding was found to be an issue only in the Isles. Effecting safer travel and pedestrian crossings in the Isles is therefore needed, as well as traffic calming measures such as narrowing lanes and improving visibility and visual cues.




Kindred Hospital



»PUBLIC ENGAGEMENT



»PUBLIC ENGAGEMENT

Critical to the success of any complex urban project such as this is public engagement. With hundreds of stakeholders in the five different and diverse character areas there are a plethora of opinions on how the corridor should look, feel and function. The approach here was to listen to everyone, understand the various ideas, develop concepts that balanced transportation professional engineering best practices and public ideas to the best extent possible. The intent was to accomplish as many of the objectives as possible to create a draft set of recommendations for review by stakeholders, then listen again to refine those concepts until consensus was had on a professionally recommended set of alternatives.

The goal of public engagement during the development of the Las Olas Streetscape Conceptual Design was to maintain an open line of communication that would promote coordination with the community, ensure responsiveness to community needs, and facilitate an exchange of information to create a better understanding of local needs and wants. A key outcome of outreach to a highly varied group of stakeholders, inclusive of residents, property owners, and local businesses, was building consensus to develop a unified plan.

The Las Olas Mobility Working Group consisted of residents, businesses, and other entities who represented neighborhood associations, business associations and property owners along the corridor. At the onset, the public engagement plan was designed to have presentations at 3 Las Olas Mobility Working Group meetings, approximately 2 group meetings or 8 one-on-one meetings with stakeholders, 1 Las Olas Mobility Working Group survey, 1 walking tour, 2 public workshops, and 1 conference presentation to the Commission.

The designated approach to public engagement for this project was adjusted during execution to respond to the changing dynamics regarding social interaction as a result of the COVID-19 pandemic. The updated approach included a combination of strategies to transition from in-person engagement methods to more virtual and digital methods.

Through the course of this project, at least 14 working group/workshop meetings and 2 walking tours occurred in February 2020 (in person) and in May 2020 (virtually), over 18 group meetings, and more than 75 one-on-one phone calls with individual residents or small groups (2-4 people) were conducted along with presentations to the City Commission. The general public was also kept informed of the project through tweets and email blasts, and all meetings were open to the general public.

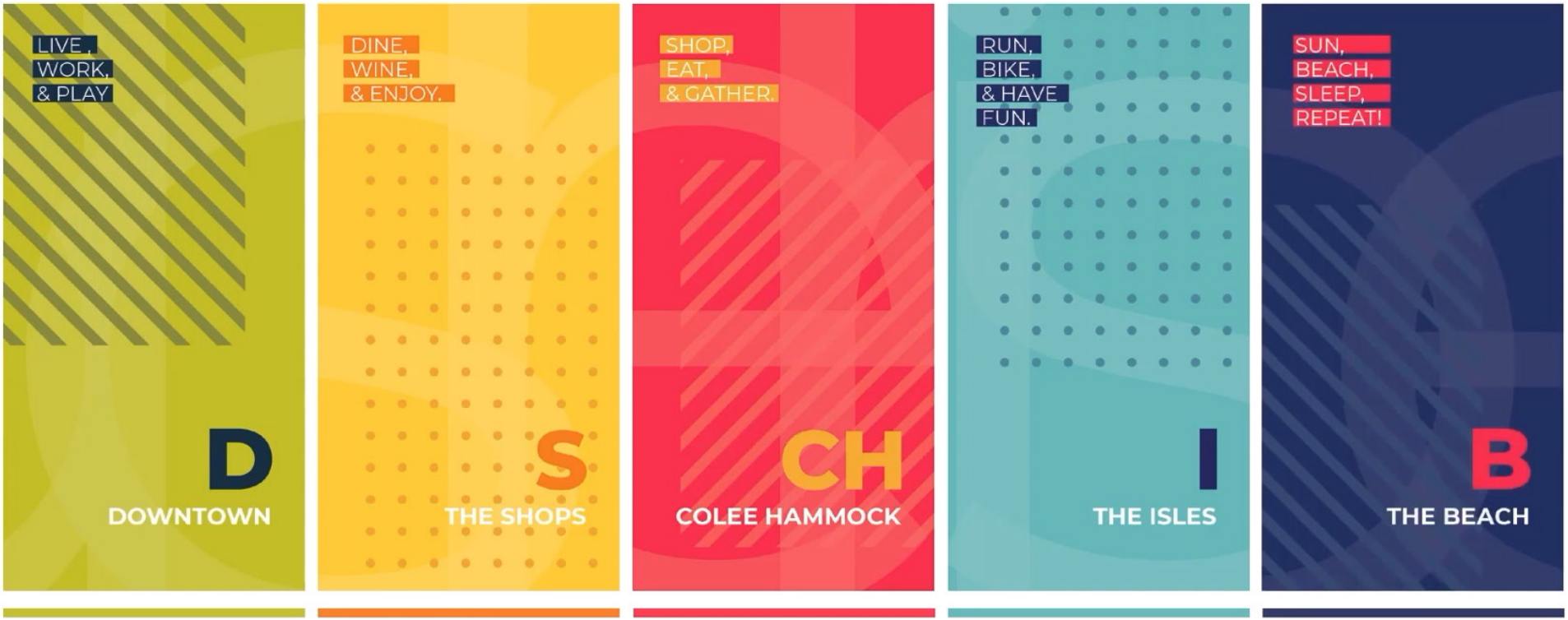


Local Leadership

The development of the Las Olas Streetscape Conceptual Design, to include public engagement throughout the process, was completed under the leadership of Vice Mayor Steve Glassman and Commissioner Ben Sorensen. From the onset the Vice Mayor and Commissioner provided insight from their constituents and advice on building the stakeholder and outreach lists. Along with City Staff, they also provided input on the public engagement approach.

Community Representation

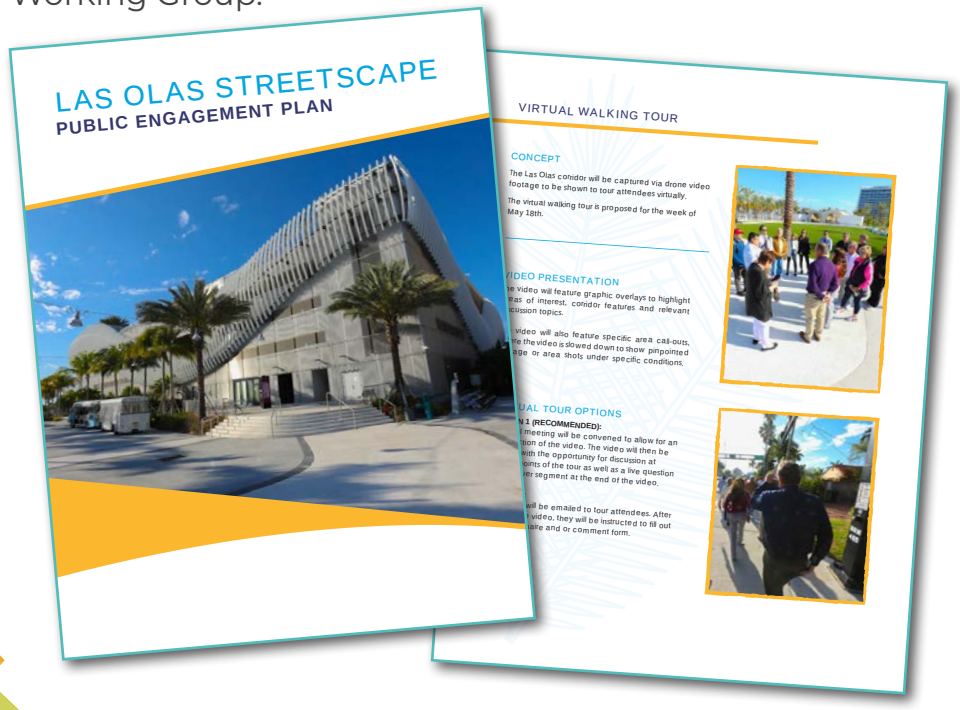
Las Olas Boulevard is Fort Lauderdale's marquee thoroughfare. Given its importance to the City as well as the many types of users who live, work, play and use the street, it was important to include residents, businesses, civic and religious organizations as well as the general public in this process. A range of engagement tools (Engagement Methods), as described below, were implemented to achieve representative participation. Given the need to build consensus, and understanding that effective networks were already established, leaders of many homeowner associations and local organizations



were included in periodic meetings, updates and working sessions, and were asked to act as conduits on behalf of their larger membership and constituents through the Las Olas Mobility Working Group.

Engagement Methods

Public engagement for the visioning process began in October 2019 with a kickoff presentation in meetings with the Las Olas Mobility Working Group and other key stakeholder groups within the City, and continued for the duration of the conceptual design process through March 2021. However, it should be noted that efforts prior to this study had been ongoing with the City since May 2017, where the concept of developing the Las Olas Mobility Working Group originated, with other local efforts predating the Working Group.



Unfortunately, planned in-person outreach activities had to be transitioned to virtual activities from mid-March 2020 onward, in response to social distancing guidance surrounding the pandemic.

The Las Olas Streetscape public engagement toolkit included:

- Stakeholder Meetings:
  - Dedicated working and progress meetings with the Las Olas Mobility Working Group
  - Virtual meetings with HOAs, Civic Groups, Business Organizations, Churches, Residents, and individual stakeholders as requested
- Corridor Walking Tour
- Virtual Walking Tour
- Digital Fact Sheets
- Virtual Presentations (in lieu of in-person workshops)
- Video Presentations
- Social Media Channels
- Virtual Newsletters (E-blasts)
- Surveys
- Las Olas Mobility Working Group webpage
- Dedicated email address for public comments

Stakeholder Meetings

In an effort to promote as inclusive a process as possible, the consultant team undertook a robust schedule of one-on-one and group stakeholder meetings throughout the conceptual design process. With a focus on building

consensus and considering all feedback, the team attended regularly scheduled meetings of the Las Olas Mobility Working Group to provide updates, discuss progress, gather feedback, and provide information to be further distributed to larger stakeholder groups and constituents.

In addition, the team scheduled meetings with HOAs, Business Organizations, Civic Groups, property owners, business owners, churches and individuals and groups who will be directly impacted by the proposed conceptual design. These included meetings with the Fort Lauderdale Downtown Development Authority and its staff and the Executive Director of the Las Olas Association; Colee Hammock, Las Olas Isles, Downtown Fort Lauderdale and other civic associations; members of the first Presbyterian Church; and various business owners such as the Las Olas Company and Barron Real Estate, among others. The team also accepted individual meetings by request and remained open and flexible to meet with any individual or group who had questions and concerns or wanted to share feedback.



At the meetings with the various civic associations, updates to the project and feedback on various iterations were received and communicated back to the project team. These meetings were also used as a venue to ask attendees questions to better understand their concerns as well as qualities of place that impacted their daily lives or those of their neighbors.

Walking Tours

A series of walking tours were conducted in order to review the existing conditions of the Las Olas Corridor with stakeholder groups, and to collect feedback and input regarding the direction for the proposed conceptual design. The first in-person walking tour was held in February 2020.



Due to the pandemic, in lieu of further in-person tours, the consultant team pivoted to develop a virtual walking tour showcasing the corridor and met with key stakeholder groups virtually in May 2020 to review the existing conditions and collect input. The virtual tour was then made available to the general public via the Las Olas Mobility Working Group webpage.

Virtual Presentations

In lieu of in-person workshops, the consultant team developed virtual video presentations that detailed the draft and final proposed conceptual design considerations for review and discussion with stakeholders. Scheduled Las Olas Mobility Working Group meetings were used as the platform to review and discuss these presentations, as well as to review the purpose of the study, the scope of services, timeline, and expectations. The interactive virtual meetings also allowed for open discussion, question and answer segments and the ability to collect additional input from stakeholder groups. In addition to the Las Olas Mobility Working Group members, who were each representing larger stakeholder groups, the consultant team also invited other civic and community interest groups to participate.

Presentations and supporting documentation were then made available to the general public on the Las Olas Mobility Working Group webpage.



Digital Communications

The Las Olas Mobility Working Group webpage was periodically updated to provide the general public with relevant project documents, presentations, videos, project updates, and other resources. The webpage also listed a project email address through which the general public could provide feedback or questions.

Important project milestones, such as the release of the virtual walking tour and the draft conceptual design documents, were posted through the City's social media pages to notify the public.



Handout Provided During The Plan Development Process

The Corridor



Proposed Conceptual Design Considerations

The vision of the Las Olas Streetscape project is to connect residents and visitors of Fort Lauderdale through the enhancement of the iconic Las Olas Boulevard representing our history and our future. This fact sheet gives a brief synopsis of the proposed conceptual design of the Las Olas Boulevard Streetscape.

Character Areas

Las Olas passes through five distinct urban character areas, each contributing to the continuous experience and visual identity of the street. These areas - Downtown, The Shops District, Colee Hammock, The Isles, and the Beach - have been studied individually and cohesively to inform the draft conceptual design recommendations.

Corridor-Wide Considerations

Branding and Identity
Consistent design elements throughout the streetscape

Safety Improvements
General enhancements for all users including crossings, separated facilities, sight triangle, and traffic improvements, and recommendations for future EMS enhancements

Bike Facilities
Separated facilities and parking available throughout the corridor in coordination with new public spaces and transit facility improvements

Improvements to Signalized Intersections
Modifications to intersections to address the needs of active transportation at currently signalized intersections

Drainage and Climate Change
Roadway changes, drainage improvements, and the addition of absorbent plant life and landscaping to prevent flooding

Wayfinding and Landscaping Improvements
Enhancements of signage, shade trees, foliage, land cover, sidewalk, and crosswalk design

DOWNTOWN
S Andrews Ave. to US-1

Downtown Las Olas is the prestigious address and front door for office and residential development.

Current Features and Opportunities:

- Generally pedestrian-friendly with ample shade
- There is a need for bicycle facilities to connect with the emerging adjacent districts and transit

Proposed Design Considerations

Separated Facilities - Enhanced Safety Through Separation of Traffic Modes

- Protected bicycle facilities - one-way cycle tracks on the north and south sides of Las Olas
- Floating bus stops along the cycle track

Improved Curbside Management and Enhanced Crossings in Tandem with Other Improvements

- Sidewalk widths will not be reduced
- Southside parking will be removed for bicycle lanes
- Northside parking will be removed between 3rd and 4th Avenue to extend the westbound turn on 3rd Avenue
- Gateway and wayfinding features at the corner of Las Olas and S Andrews Avenue
- New pedestrian crossing at SE 5th Avenue
- Enhanced crossings at multiple intersections
- Raised intersections and other enhanced conditions to support ADA
- Wayfinding for accessing nearby facilities

THE SHOPS
US-1 to SE 12th Ave.

The Shops possess a pedestrian scale and an iconic green canopy that support its role as a premier shopping strip.

Current Features and Opportunities:

- Pedestrian scale and iconic green canopy
- Narrow sidewalks can create pinch-points where street furniture and landscaping are not well coordinated
- Area is accessible through pedestrian alleys between street blocks and organized parking lots behind storefronts

Proposed Design Considerations

Curvy, Curbed Streets to Enhance the Quality of the Pedestrian Realm in Support of the Businesses in the Shops District

- "Curvy" alignment alternating side on-street parking
- A new Gateway Plaza at Tunneltop
- Expanded sidewalks for pedestrians
- Provision of amenities to complement businesses
- Raised intersections to support ADA

Outdoor Seating - Expansion of Outdoor Seating Options to Support Businesses

- Provision of modular, movable street furniture and landscaping
- Increased outdoor dining space
- Vista opportunity at Himmarshee Canal Bridge

Green Canopy - Ample Shading

- Incorporate signature landscaping

Festival Space - Design Supports Open Streets Events

- Incorporate design elements to facilitate open street events along the three blocks
- Wayfinding to facilitate alternative routes for drivers and cyclists
- Shared roadway and alternative routes directing bicyclists to SE 2nd Court and SE 4th Street

Las Olas Streetscape Masterplan

COLEE HAMMOCK
SE 12th Ave. to Isle of Capri Drive

Colee Hammock is the neighborhood center that caters to residents year-round.

Current Features and Opportunities:

- Has both a residential and commercial area
- Challenges in providing enough pedestrian space to support shopping activities
- There is a lack of shade trees
- Bicycle lanes encroach on parked cars and are interrupted at the SE 15th Avenue signalized intersection
- SE 15th Avenue is used as an alternative route for drivers to avoid downtown

Proposed Design Considerations

Improved Pedestrian Realm - Opportunity to Expand the Pedestrian Area and improve safety

- Expanded sidewalks and street trees along storefronts west of SE 15th Avenue
- Increased outdoor dining space
- Landscape buffers east of SE 15th Avenue
- Landscaped medians to facilitate crossings and communicate changes east of SE 15th Avenue
- A chicane between SE 15th Avenue and SE 13th Avenue offering additional space for public art and gateway feature
- Improved shaded area to enhance walkability
- Recommendation for a full replacement of the Sospiro Canal bridge to add pedestrian and bicycle space while maintaining 4 lanes
- Opportunity for new West Isles green space with a waterfront sightseeing area
- Enhanced crossings at 13th, 15th and 17th Avenues

Cycle Tracks - Dedicated Space for Cyclists

- One-way cycle tracks on the north and south

Traffic Improvements - Use of Speed Tables, Speed Humps, and Diverters to Encourage Safe Speeds

- Dual left turn at SE 15th Avenue to improve the intersection capacity and overall safety
- Maintaining width of 15th Avenue north of 2nd Court
- Reducing car travel lanes west of SE 15th Avenue
- Speed tables or raised crossings at intersections
- Recommendation for additional traffic studies to review making 16th Avenue a southbound right turn only; and closing 17th Avenue at Las Olas to vehicular traffic

THE ISLES
SE 17th Ave. to Coral Way

The Isles is primarily residential and possesses a pleasant waterfront experience frequently used by joggers and bicyclists.

Current Features and Opportunities:

- Generally pedestrian-friendly with ample shade
- Waterfront locations and great views
- There is a need for bicycle facilities to connect with the emerging adjacent districts and transit

Proposed Design Considerations

Separated Paths – Area for Strolling and Leisure with Canal Views alongside Efficient Roadways

- Bicycle paths on the north and south
- Median maintained at 12 feet with palm trees
- Four traffic lanes maintained
- Seating in rest areas
- Xeriscaping and landscape improvements in open spaces
- Sidewalk widths are maintained or expanded

Traffic Calming - Additions to naturally slow traffic

- Reduced width of traffic lanes
- The addition of plant life and other visual cues

Landscaping and Engineering Design – To address flooding

Sight Triangle Extensions - Cantilevers at each bridge

Plentiful Shade – Expanded Shading Tree Options

New Crossings – With Landscaping and Hardscaping to Draw Attention to Pedestrians

THE BEACH
Terminating at State Road A1A

The Beach is a popular destination for residents and tourists alike.

Current Features and Opportunities:

- This is an area for strolling or exercising along the oceanfront
- Crossing this area is difficult for cyclists because the curb lane is shared with motor vehicles

Proposed Design Considerations

Waterfront Paths – Area for Strolling and Leisure with Canal Views

- Recommendation for the City to activate the space at Merle Fogg Park given the proposed under path
- Cantilever expansion of multi-use path on bridge
- Multi-use path coordinated to reach Las Olas Beach Park, parking garage, and bike trail from the Isles

Plentiful Shade – Expanded Tree Shading Options

Median Redesign – To Prevent Left Turns from Las Olas Boulevard North onto Birch Road

Safe Crossings – Crossings with Landscaping and Hardscaping to Draw Attention to Pedestrians Crossing the Street

- A proper bicycle crossing will ensure safe access to Las Olas Boulevard



»EXISTING CONDITIONS



»EXISTING CONDITIONS

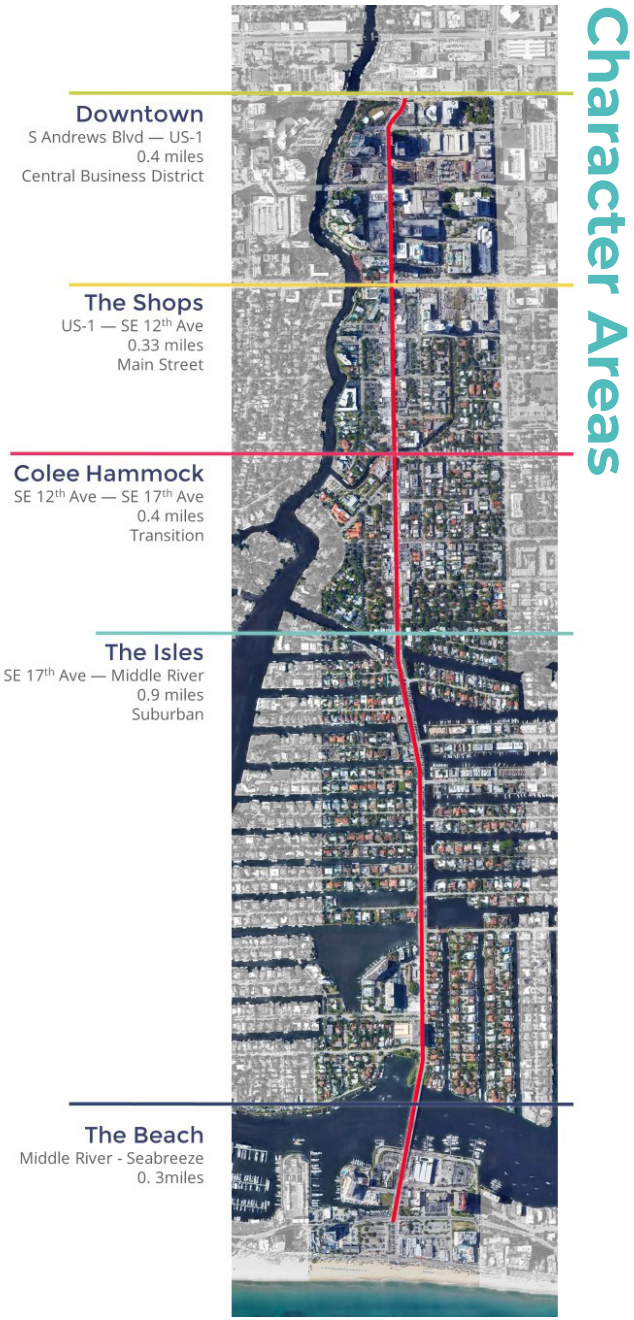
General Corridor Conditions

Las Olas Boulevard from Andrews Avenue to A1A is a 2.4-mile corridor that serves as one of three primary routes to Central Beach/Barrier Island in Fort Lauderdale. It is also a key corridor for the city that contains large office buildings within the Downtown Regional Activity Center, as well as neighborhood scale commercial buildings and residential areas. Las Olas Boulevard has various events throughout the year. The character of the street varies across five distinct areas which vary in width, adjacent land uses and patterns, and cross-sections. The Character Areas are as follows:

- Downtown – Andrews Avenue to SE 6th Avenue/Tunnel Top Plaza
- The Shops – SE 6th Avenue/Tunnel Top Plaza to Himmarshee Canal
- Colee Hammock – Himmarshee Canal to Sospiro Canal
- The Isles – Sospiro Canal to Intracoastal Bridge
- The Beach – Intracoastal Bridge to SR A1A

The available right-of-way varies between each character area, ranging from 60 feet to 133 feet. However, right-of-way constraints vary within each character area as described in their individual sections.

Las Olas Boulevard has varying lane configurations depending on the character area. Currently there are two vehicular travel lanes in each direction of varying widths, with exception of the roadway between SE 10th Terrace and SE 15th Avenue, which has one lane of vehicular travel in each direction. However, in the Shops and Downtown section, on-street parking is permitted in the travel lanes next to the sidewalk between 11am and 3am, essentially reducing available travel lanes to one in each direction during hours when such parking is allowed.





Likewise, bike lane configuration is not consistent along Las Olas Boulevard. West of SE 10th Terrace, bicyclists share the travel lane with vehicular traffic. There is a designated bike lane from SE 10th Terrace to SE 15th Avenue and again from S. Gordon Road to the west end of the bridge over the Intracoastal Waterway. Bicycle lanes are unbuffered outside of Colee Hammock and not continuous along the entire corridor. Across the Intracoastal Bridge to the east, the bicycle lane starts again after crossing the Seabreeze Boulevard. In areas where there are no bicycle lanes, bicycles navigate through regular traffic.

The entirety of the Corridor is serviced by Broward County Transit, Route 11. The Water Taxi and the City sponsored free Water Trolley are within proximity of Las Olas Boulevard with stops along South Fork of the New River easily accessible from the corridor, such as at SE 9th Avenue.

Sidewalks exist through the corridor, but at varying widths and are detailed further in their respective character areas. However, all of the areas except for the The Shops are greatly lacking in natural shade. Within The Shops area, where the Black Olives are in the median, shade is generally geared toward vehicular traffic and not pedestrians. While there are trees along the entire corridor, the overwhelming majority are palm trees. While the palms keep with the tropical feel of the corridor, they offer little in the way of shade and pedestrian experience.

As a whole, the entire corridor has distinct elements which create a visually haphazard situation. Las Olas Boulevard has over five different types of lightposts, and over eleven different types of hardscape throughout the corridor. The lack of visual identity makes it difficult to present a unified theme for Las Olas.

It is also important to note that while a majority of the tree species currently planted along Las Olas Boulevard are tropical and Florida Friendly™, they will not be appropriately resilient in the future. This is particularly important as various areas of Las Olas Boulevard are currently subject to some form of flooding risk, ranging from pooling in the Downtown area to flooding during King Tide in the Isles and Colee Hammock areas.

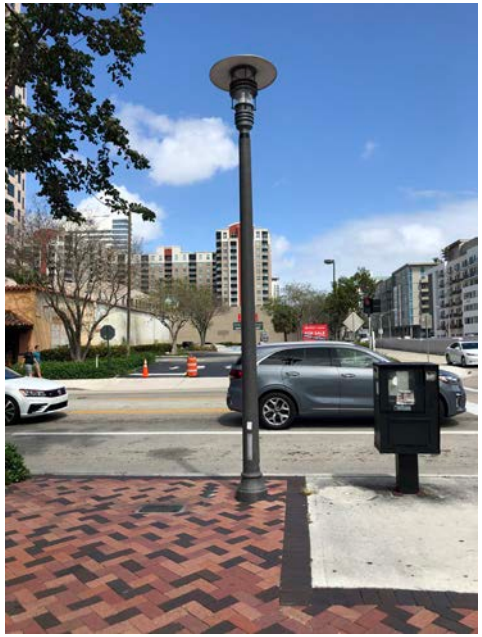
Character Areas Conditions

The following provides for additional details for each character area:

Downtown

- **General Right-of-Way Width:** 78.5 feet to 80 feet.
- **Pedestrian Facilities:** Sidewalks are wider in the Downtown area, with about 12 feet to 15 feet of sidewalk space between SE 1st Avenue and SE 5th Avenue, and at least 6 feet of sidewalk on both sides west of SE 1st Avenue. All intersections have east-west crosswalks, and north-south crosswalks can be found at Andrews Avenue, SE 1st Avenue, SE 2nd Avenue, SE 3rd Avenue, and SE 4th Avenue. No north-south crosswalk facilities exist at SE 5th Avenue and Las Olas Boulevard, where there are observations of regular pedestrian crossings.
- **Bicycles:** No on-street bicycle facilities exist on Las Olas Boulevard in this area, and bicyclists share vehicular lanes.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 10 feet per lane. However, as parking is allowed on the lanes adjacent to the sidewalks, between SE 3rd Avenue and SE 5th Avenue, between 11am and 3 am, one lane is generally utilizable for traffic during these hours in that portion of the corridor. As noted in the traffic analysis, the intersection of SE 3rd Avenue and Las Olas Boulevard has heavy congestion, requiring turn lanes. Current construction has resulted in a temporary 4-way Stop controlled intersection at SE 2nd Avenue. The intersection of SE 4th Avenue and Las Olas Boulevard is raised, and the northbound and southbound lanes at this intersection are right turn only.
- **Landscaping and Street Furnishings:** Virtually every building has its own distinct paving pattern in the right-of-way. The hardscape is made up of multiple shapes and colors of pavers, stamped concrete, and traditional sidewalk, depending on the location. Benches are only found at a single bus stop shelter and at 100 E. Las Olas Boulevard, which recently completed new construction. This new construction has multiple benches, trash cans, and bike racks within the southern pedestrian right-of-way. Trash cans are rare in the Downtown District, and inconsistent in design. City-owned light poles in this segment are simplistic, painted black with a single square light, while their signage is more classic, almost Victorian in style. FDOT owned street lights are white with long arms and round lamps. Privately owned lights vary in style but all are chrome and modern themed.



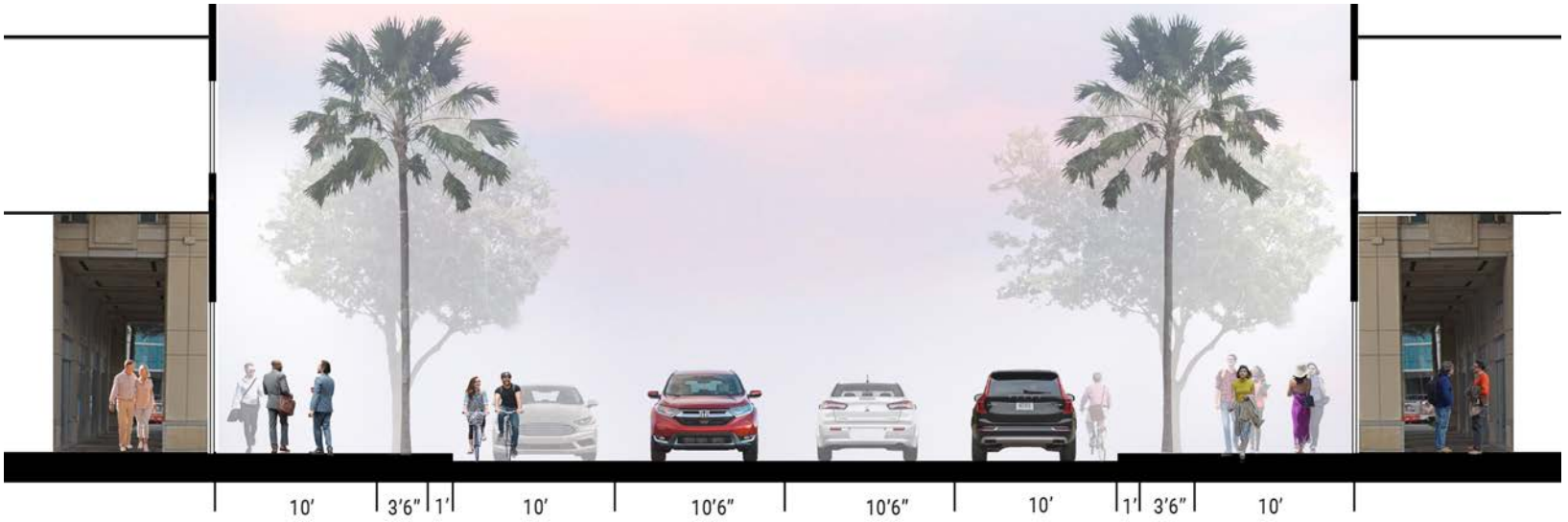



room to go.com





Downtown Existing Conditions between Andrews Avenue and SE 3rd Avenue



Downtown Existing Conditions between SE 3rd Avenue and Tunnel Top



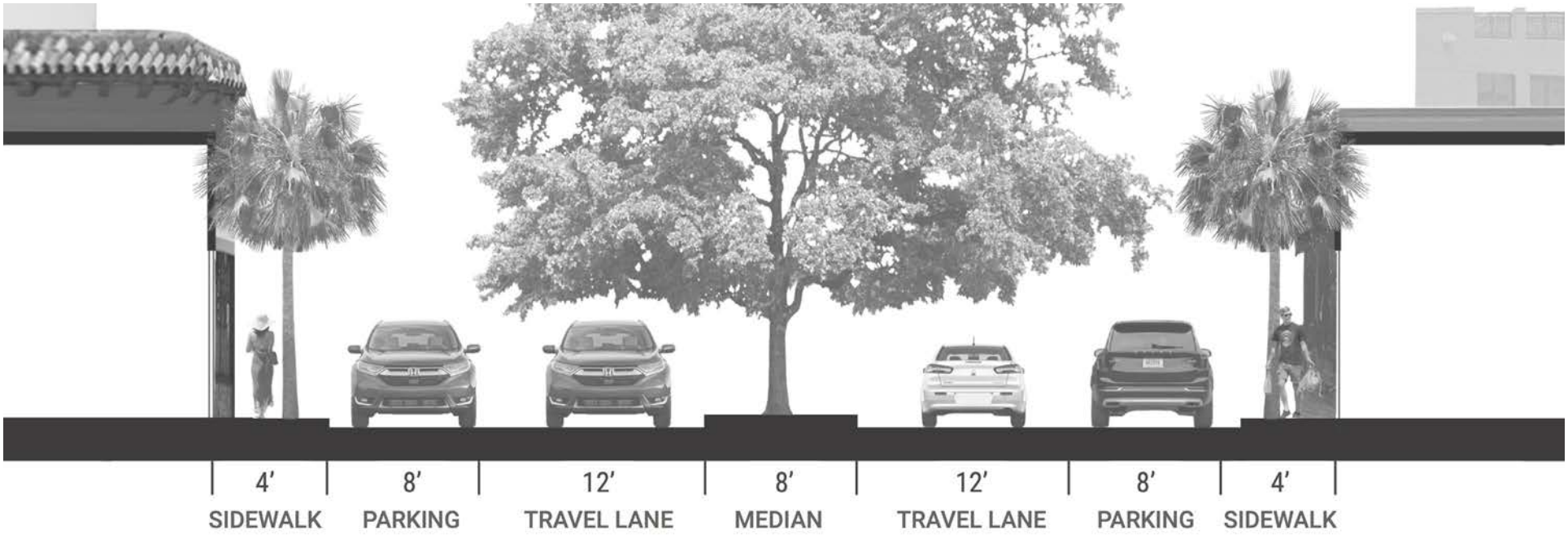
The Shops

- **General Right-of-Way Width:** 60 feet.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space can transition from 15 feet wide to 5 feet or less when paired with cabbage palms. This creates a natural bottleneck where groups must move single file in order to allow movement in both directions. This issue compounds when restaurants put menus out front for passersby to read. Customers take up valuable space while deciding upon where to eat, waiting on a table, etc. Generally, most of the sidewalks between SE 6th Avenue and SE 11th Avenue are pavers with at least 6 feet of available width. However, there are segments, such as by SE 6th Avenue, where the width of the sidewalks are substandard at 4 feet. Crosswalk ramps are misaligned at some intersections, such as SE 9th Avenue and Las Olas Boulevard, and while there are midblock crossings, these crossings are not compliant with the Americans with Disability Act.
- **Bicycles:** No on-street bicycle facilities exist on Las Olas Boulevard in this area, and bicyclists share the lane with vehicles. There is a bikeshare station by the intersection of Las Olas Boulevard and SE 10th Terrace.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 11 feet per lane. However, as parking is allowed on the lanes adjacent to the sidewalks between 11am and 3am, only one lane is generally utilizable for traffic during these hours.
- **Landscaping and Street Furnishings:** Both the North and South right-of-ways are planted with consistent, evenly spaced cabbage palms in tree pits surrounded by shrubs. The medians are filled with large black olive trees, whose canopies spread over the traffic lanes to shade the pedestrian right-of-ways. This area is full of temporary structures. Restaurant menus, sale signs, and outdoor seating abound. The menus and signs are commonly directly in the right-of-way, blocking pedestrian traffic. Outdoor seating for restaurants is within their property line. Some businesses have even created their own structures such as wooden seating around an existing cabbage palm.
- **Other Considerations:** The Shops area is frequently utilized for public events, such as Christmas on Las Olas or the Las Olas Art Festival, whereby the area is closed to vehicular traffic.





The Shops Existing Conditions











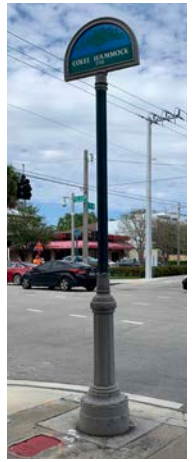



1410
BIRD




Colee Hammock

- **General Right-of-Way Width:** 60 feet to 70 feet. Colee Hammock's available right-of-way on Las Olas Boulevard is unique among the sections in that it is the only area to contract and expand from block to block. The right-of-way is 70 feet between SE 12th Avenue and SE 13th Avenue, 60 feet from SE 13th Avenue to SE 16th Avenue, SE 68 feet from 16th Avenue to 17th Avenue, and 60 feet from 17th Avenue to across Sospiro Bridge.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space generally is 6 feet, with 2 feet tree wells periodically reducing the effective sidewalk space to 4 feet. North-south crosswalks are located at SE 13th Avenue and at SE 15th Avenue. The north-south crosswalk at SE 13th Avenue has in-ground pedestrian actuated lights.
- **Bicycles:** Generally, 4 feet bicycle lanes exist in this area of Las Olas Boulevard between the Himmarshee Canal Bridge and SE 17th Avenue. At intersections east of SE 15th Avenue and on the south side of Las Olas Boulevard at SE 16th Avenue, the lanes are marked green across the intersections. Various portions of the lanes are buffered by areas marked in blue. Spatial constraints east of SE 15th Avenue gradually narrow the bicycle lanes until they stop at SE 17th Avenue on the south side. On the north side, there is a bicycle lane gap between SE 15th Avenue and SE 16th Avenue.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction east of SE 15th Avenue, at a width of 11 feet per lane. West of SE 15th Avenue, this changes to one vehicular lane in each direction at a width of 11 feet per lane. The intersection of SE 15th Avenue and Las Olas Boulevard is congested. The intersection of SE 17th Avenue and Las Olas Boulevard on the southbound leg is right turn only; however, there are sight distance issues at this intersection that negatively impact safety. On-street parking is provided on both sides of Las Olas Boulevard between SE 12th Avenue and SE 15th Avenue (32 spaces), and on the north side between SE 15th Avenue and SE 16th Avenue (8 spaces).
- **Landscaping and Street Furnishings:** Both the north and south right-of-ways are planted with consistent, evenly spaced cabbage palms in tree pits. There are a few benches that can be found outside of businesses and by a driveway on the northern right-of-way. However, these are temporary in nature; benches tend to get brought back into the businesses at closing. This area is the most pedestrian friendly as it has an abundance of sight amenities. Trash and recycling cans are adequately spaced for consistent usage.

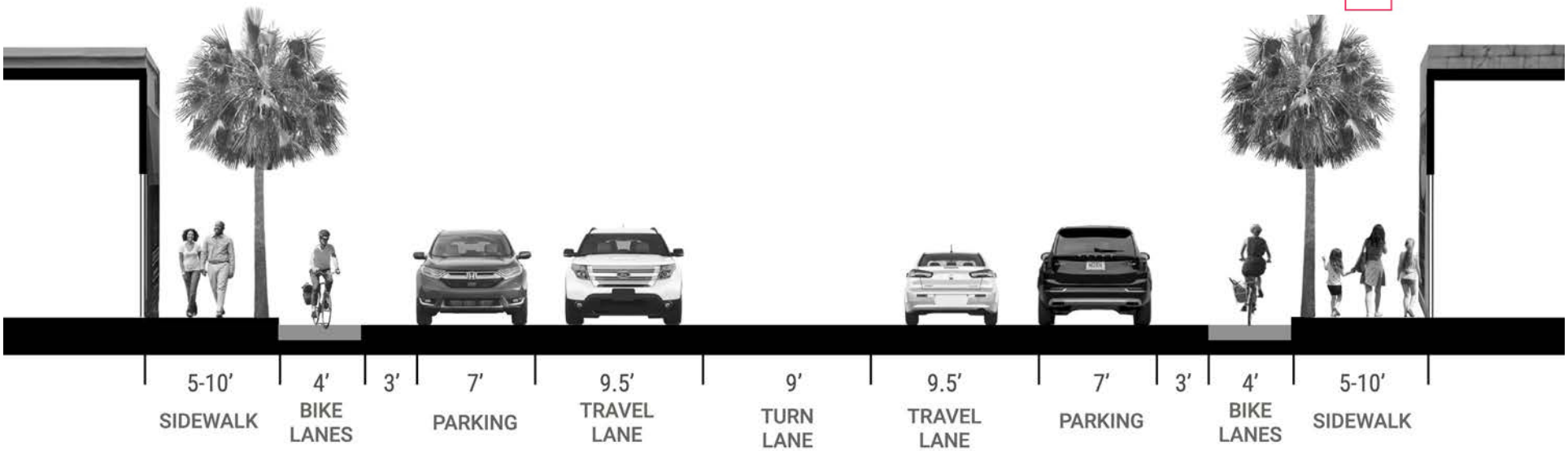


- **Other Considerations:** The Himmarshee Canal and Sospiro Canal bridges are both advanced in age. Further, Sospiro Bridge is constrained for expansion by the existing water mains immediately to the north of the bridge, and by available space to the south of the bridge.

Due to the age of the of the Sospiro Bridge, at about 75 years old, it may be more efficient to engage in a complete reconstruction. Next steps here should be coordination between the City and FDOT to assure the City CIP and FDOT Work Programs are in alignment relative to what needs to be done, cost and timing.

Colee Hammock Existing Conditions














Josh Dotoli
Lives, Loves & Sells
Fort Lauderdale.
COMPASS






BUS STOP
ID# 0987
REAL TIME BUS ARRIVAL




ID# 0989
REAL TIME BUS ARRIVAL


FIESTA WAY


ISLE OF
PALMS

The Isles

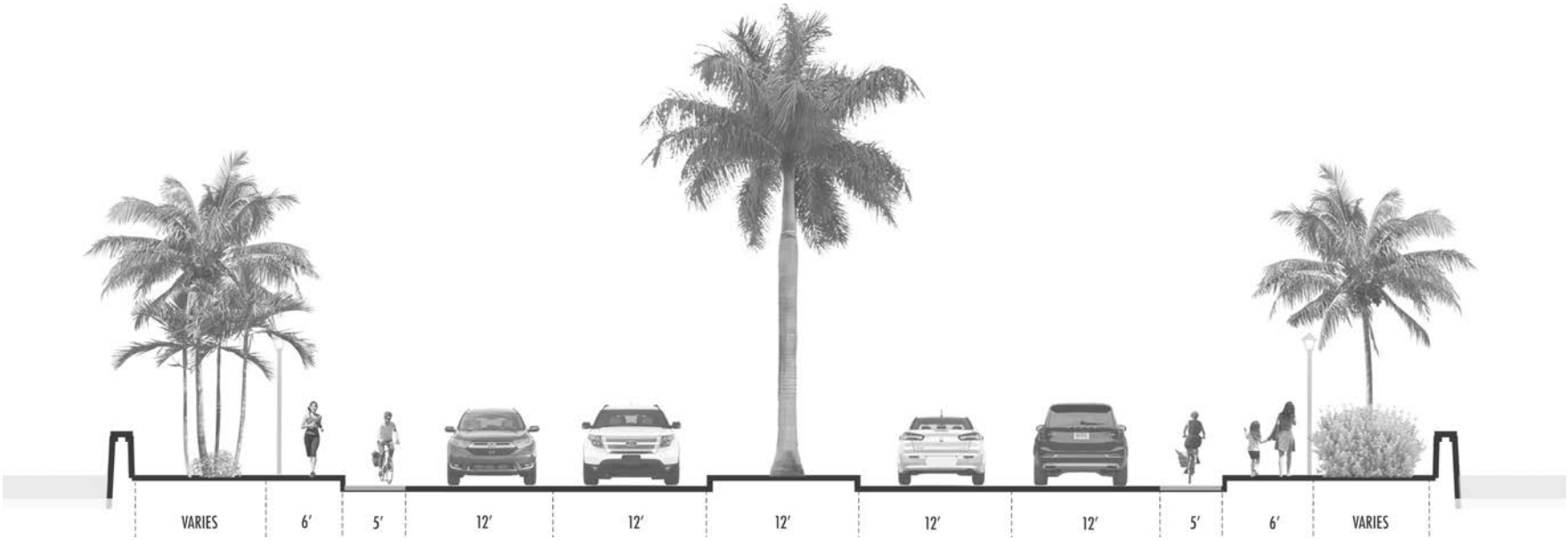
- **General Right-of-Way Width:** 100 feet to 130 feet.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space generally is 6 feet. The sidewalk on the south side of Las Olas Boulevard between the Marathon Gas station and SE 25th Avenue is constrained by the landscaping, causing "pinch-points" of 3 ft of pedestrian space in front of the retail and restaurant establishments. Between SE 15th Avenue in Colee Hammock and SE 25th Avenue, while there are east-west crosswalks at every intersection, there are no north-south crosswalks. There is also a lack of a north-south crosswalk by Merle Fogg Park.
- **Bicycles:** Generally, bicycle lanes of at least 4 feet exist in this area of Las Olas Boulevard from just east of the Sospiro Bridge to Poinciana Drive on the south side, and Plaza Las Olas on the north side. Neither Sospiro Bridge nor the Intracoastal Waterway Bridge has separate bicycle facilities; bicyclists are expected to utilize vehicular travel lanes (sharrows).
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a general width of 12 feet per lane. Given the configuration of the bridges and intersection setback for the isles on the north side of Las Olas Boulevard, there is a sight distance issue which may impact safety. Speeding, as noted in the traffic analysis, is an issue for this area.
- **Landscaping and Street Furnishings:** The entirety of "The Isles" is planted with palms and has no seating except for the occasional bus stop bench. The lack of shade is evident here and creates a heat island effect that detracts from the pedestrian experience. In addition, there are several historical markers and structures along the corridor.
- **Other Considerations:** This area is the longest segment of Las Olas Boulevard; however, the character of the area west of Seven Isles Drive has significant differences with the area east of Seven Isles Drive, including available right-of-way and land use.



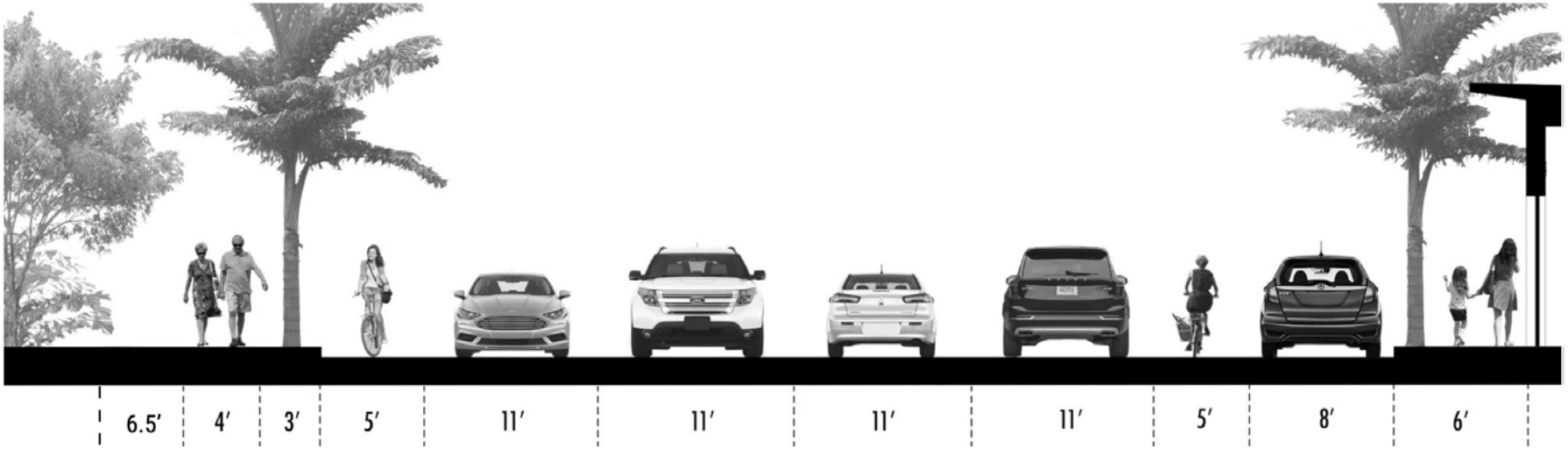




The Isles Existing Conditions between Sospiro Canal and SE 23rd Avenue



The Isles Existing Conditions between SE 23rd Avenue and Plaza Las Olas



The Beach

- **General Right-of-Way Width:** 100 feet to 130 feet.
- **Pedestrian Facilities:** Sidewalks on both sides of Las Olas Boulevard are generally at least 6 feet in width and are adequate. However, the pedestrian realm is lacking in shade trees.
- **Bicycles:** 4 feet bicycle lanes exist on the south side of Las Olas Boulevard between Seabreeze Boulevard and S. Fort Lauderdale Beach Boulevard and are marked in green. This connects to the A1A route to the east. Heading west, bicyclists merge into vehicular traffic to share the lane across the Intracoastal Waterway Bridge.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 11 feet per lane. During prior construction of improvements in the Beach area, the median at the eastern end of the Intracoastal Waterway Bridge, which normally extends beyond Birch Road to Las Olas Circle, was not reconstructed.
- **Landscaping and Street Furnishings:** The Beach area contains seating along Las Olas Oceanside Park. As noted elsewhere, this area has palm trees but is lacking in shade trees. Due to the Las Olas Oceanside Park improvements, the street is curbless between Seabreeze Boulevard and S. Fort Lauderdale Beach Boulevard, with bollards.

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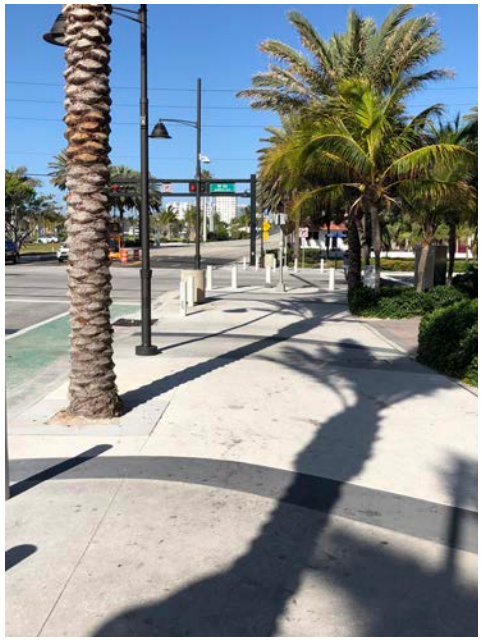
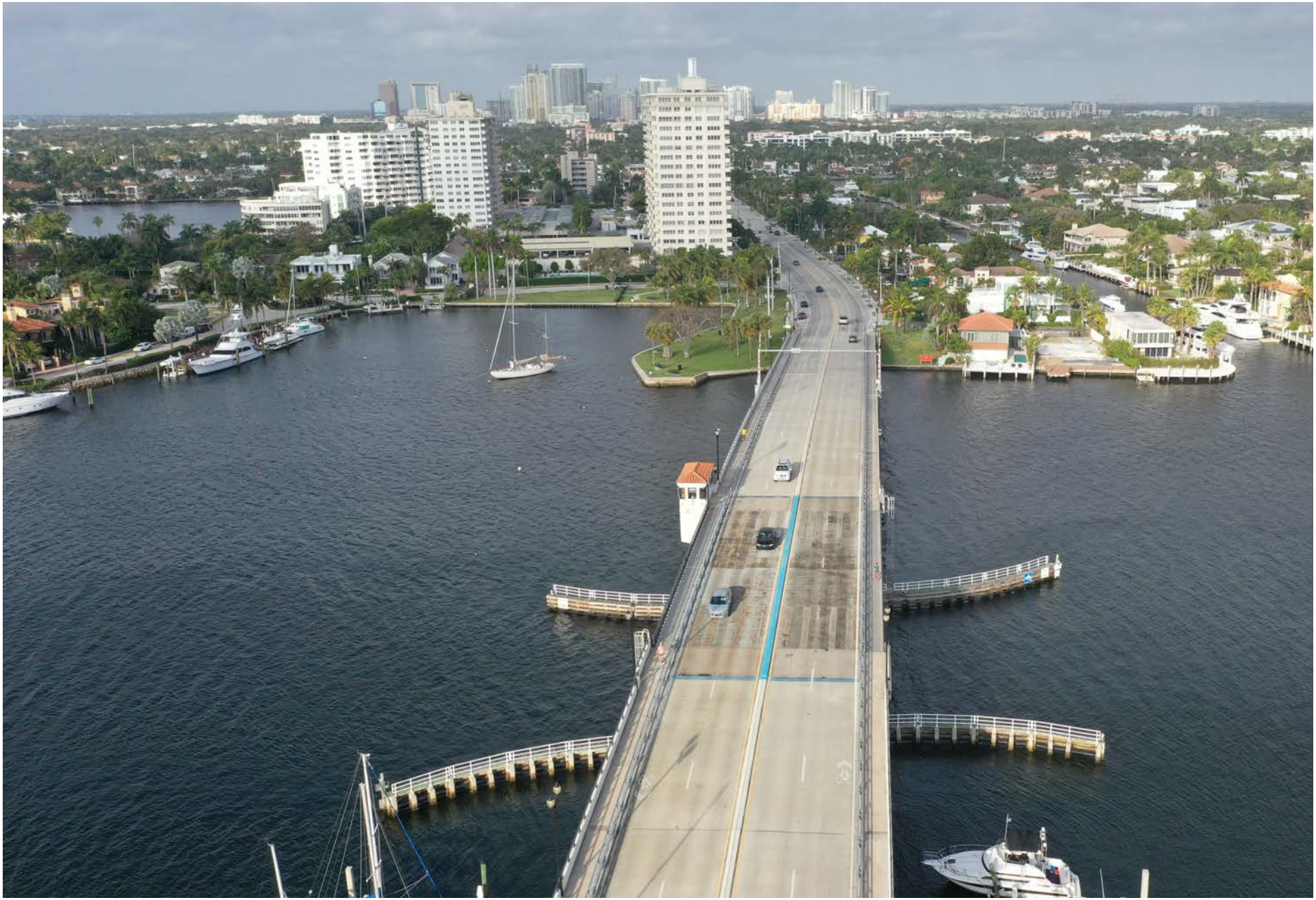
DRAW BRIDGE AHEAD











»OVERALL VISION AND AREA RECOMMENDATIONS

Character Areas



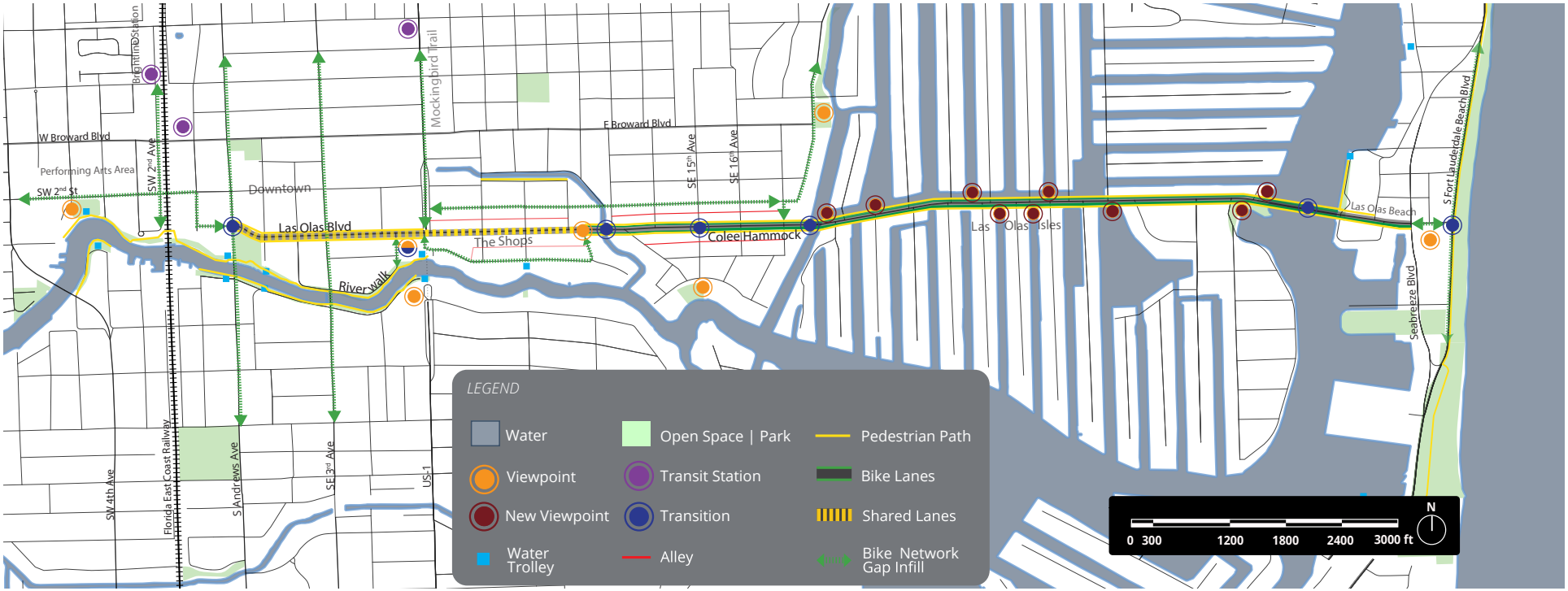
»OVERALL VISION AND AREA RECOMMENDATIONS

The Overall Concept

The design of Las Olas Boulevard strives to create a street where residents and visitors feel invited to share company, go for a stroll, and be comfortable in their community.

As the major thoroughfare connecting Downtown Fort Lauderdale and Central Beach, Las Olas Boulevard must balance moving people efficiently through a variety of transportation needs, inclusive of pedestrian, bicycling, vehicular, and transit modes, with space programmed to safely accommodate alternative modes such as scooters when they are present. Within the context of the network, Las Olas Boulevard is the most direct route between Downtown and the Beach. Its centrality also places it within reach of transit, the Water Taxi, and park facilities. The natural geography of the corridor also offers a number of opportunities for viewpoints and gateway features at transitions, such as connecting with Riverwalk via Tunnel Top Plaza.

Some general opportunities for enhancement were identified throughout the corridor, including: improved comfort with shade trees, cohesive branding, connections to nearby destinations, uninterrupted bicycle facilities, and wayfinding.



Embracing and creating a street that acknowledges these opportunities will help:

- Emphasize the safety of all users in the design of intersections. Prioritize safety of the most vulnerable users of the street.
- Provide well-designed bicycle facilities to ensure mobility and safety to provide a desirable environment that is comfortable, enriching and which encourages people to prioritize biking as a primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.
- Create streets that are flexible and can accommodate a wide scale and range of activities.
- Ensure the street's design and material components speak to the aspirations, cultural preferences and expectations of the community.

The overall vision involves a strategy that starts by understanding that Las Olas Boulevard is part of a larger city and has to integrate with other areas to become even more successful in the future.

Some general opportunities for enhancing the corridor include:

1. A cohesive landscaping strategy that protects pedestrians from the elements of the sun.
2. Improve the overall connectivity of the street network to enhance the mobility of pedestrians, bicyclists, transit users, and drivers.
3. Highlight the presence of pedestrians and cyclists while reducing the speed differential between modes of transportation, and improvements in line with Americans for Disabilities Act to facilitate a safer and more accessible environment.
4. Singular branding to aid in wayfinding to and from the corridor to nearby intermodal transportation facilities, as well as communicating alternative routes to help drivers avoid getting stuck in traffic.

Each segment within this corridor is different but contribute to the continuous experience and visual identity of the street. Through discussions, the identity of each area was brought forward:

1. **Downtown.** This section of Las Olas will remain the prestigious address and front door for office and residential development that it aims to be. The streetscape of this area should support a walkable downtown with ample shade and seating, with considerations for how the corridor can create connections to the Riverwalk, Brightline, and SW 2nd Street at the edge of the Downtown area.
2. **The Shops.** This area is iconic today and will be iconic in the future. The environment will be redesigned to prioritize pedestrians and maintain a Main Street charm that serves as the core of its identity today. Sidewalks will be greatly widened and vehicular lanes will narrow, with trees realigned to shade people, not cars. Landscaping, lighting and street furniture will support easy pedestrian walks and unify the district at night. The area will be designed to allow the street to be a place to hold festivals, and support future business development.

3. **Colee Hammock.** This section has the potential to be the neighborhood center that caters to residents year-round. It must be treated delicately. Colee Hammock is the key transition area from the Beach and Isles to the busier Historic Shops and Downtown portions of the Corridor. Colee Hammock is bisected by SE 15th Avenue, and acts as an extension of the corridor in the larger Broward Boulevard, Las Olas Boulevard system. Preservation of this neighborhood's character and quality of life is wholly dependent on how this traffic is handled. Wider sidewalks, secure bicycle paths and flowering trees will create an inviting, aesthetically pleasing neighborhood street that will bring value to the surrounding residences. To support the small businesses that serve the neighborhood, the redesigned streetscape will include areas of outdoor seating for the restaurants and cafés that line Las Olas Boulevard.
4. **The Isles.** The Isles remains a key portion of the corridor that should provide a relaxing walk with ample shade for the residents of the Isles and travelers en route to the beach. Due to the nature of the road here, as a transportation conduit encouraging higher speed driving, it is critical that any plan acknowledge there needs to be a clear separation between vehicles and bicycles and pedestrians. Traffic flow must be designed to allow residents to access their homes and for beach-goers to access the beach. Pedestrian and bicycle paths are safely buffered and have multiple stopping points along this long walk. Improved landscaping, integrated resiliency in design for drainage and improved emergency response times are a must for this neighborhood.
5. **The Beach.** The Beach serves as a destination and a gathering point at one end of the corridor. While the Beach area was planned by itself, the implementation of the Las Olas Oceanside Park and associated streetscape improvements creates a need to better connect this area with the rest of the corridor. Connections to other paths (such as A1A bicycle pathways) may be enhanced by bridging new connections over the Intracoastal Waterways, while unity of design may be achieved through adopting similar landscaping and wayfinding to present one unified concept for Las Olas.



Principles

For each area, we applied the following principles in considering the recommendations for the future streetscape of each area.

Pedestrian Safety and Comfort

- Provide universal access and well-designed pedestrian facilities to ensure not just a bare minimum level of safety, but also a desirable environment that is comfortable, enriching and encourages people to prioritize walking as a primary mode of transportation.

Social Gathering

- Ensure that areas of social gatherings, including events and programs, have optimum level of safety, comfort and convenience.
  - Implement street-calming features to reduce traffic speed to help create the right environment for social gathering.
  - Increase useable public space for pedestrians.
  - Create streets that have a strong pedestrian scale and character.
  - Create streets that are flexible and can accommodate a wide scale and range of activities.

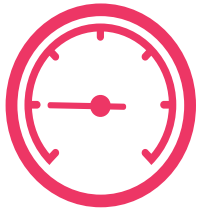
Sidewalks and Crosswalks



- Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for cities, and have been found to enhance general public health and maximize social capital.
- Crosswalks are vital connectors for sidewalks, and generally within the corridor, enhanced crosswalks, including in-ground lights, beacons, and paint are necessary. In some areas, the intersection should be raised and/or patterned to slow traffic down.

Vehicular Circulation and Controls

- Ensure Mobility and Access - Improve the overall connectivity of the street network to enhance the mobility of pedestrians, bicyclists, transit users, automobile drivers and emergency providers.
- Calm traffic to a desired speed that respects all modes of travel.



- Emphasize the safety of all users in the design of intersections. Prioritize safety of the most vulnerable users of the street.
- Use signals, signal timing and operations techniques to improve mobility and safety of all users.
- Design local and low-volume streets for shared space that is accessible to both pedestrians and vehicles, and to allow pedestrians to move more freely within the entire right-of-way of the street.
  - Utilize speed control devices such as neckdowns, speed tables, and others to enhance safety.

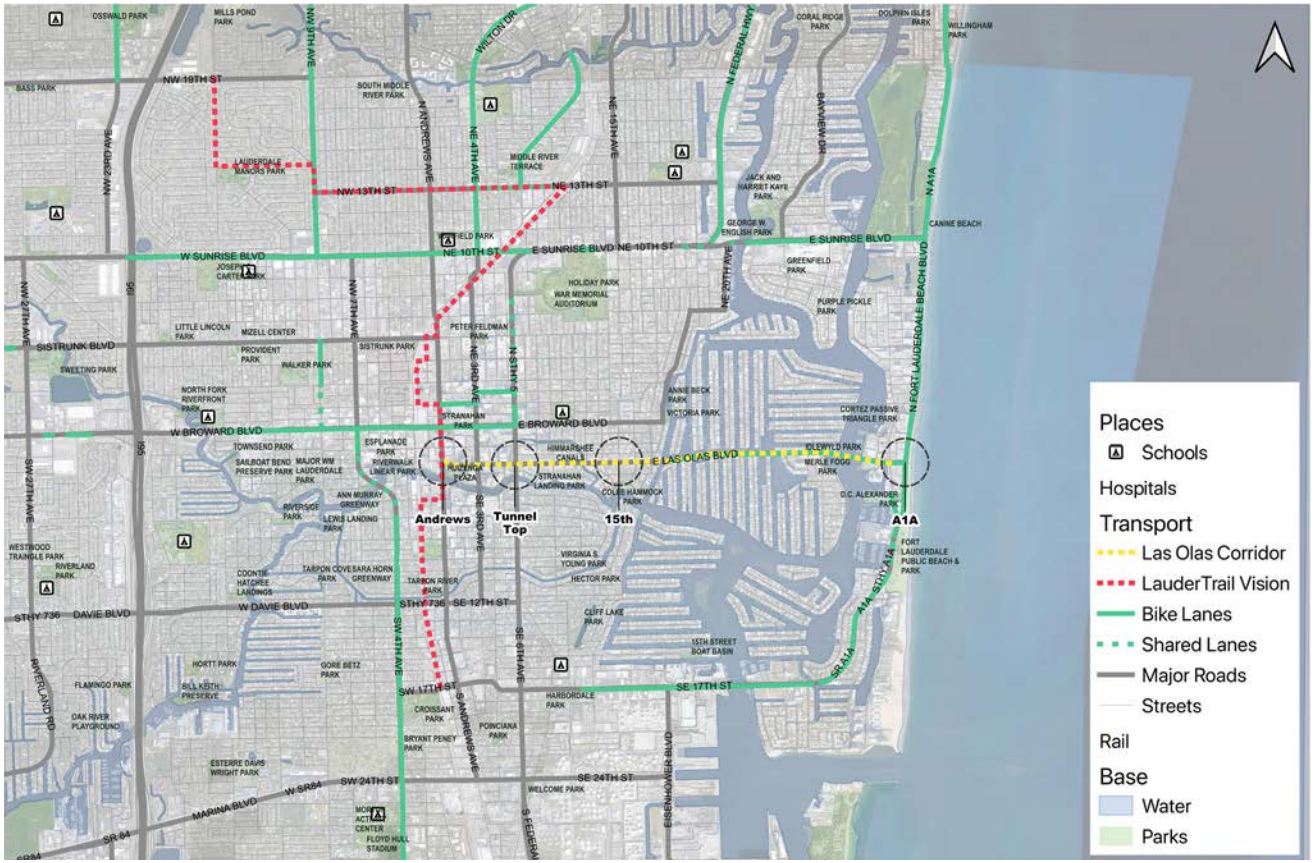
- Design streets to be flexible to accommodate changes (size, turning radius, propulsion, etc) in the existing modes of travel (automobile, public transit vehicles, bicycles, etc.).

Bicycle Network

- Provide well-designed bicycle facilities to enhance mobility, to create a desirable environment that is comfortable, enriching, and encourages people to prioritize biking as a primary mode of transportation.
- Las Olas is geographically important for the development of a bicycle network within Fort Lauderdale and continuous pathways should be implemented where possible.

Image and Identity

- Ensure the street's design and material components speak to the aspirations, cultural preferences and expectations of the community.





- Use streetscape design that captures the unique history of the region.
- Ensure that iconic streets are well-connected and easily accessible to all users.
- Emphasize and celebrate an iconic street's location and layout in the overall network of roads of the city, town or surrounding region.
- Program the street to encourage a 24/7 environment, including active daytime use and vibrant nightlife and weekend times.

Stormwater Management

Stormwater management is a critical element that must be addressed. While outside the area of this study, through discussions with stakeholders, it is clear that this consideration of resiliency and future subsurface work will affect the utilization of the corridor as a transportation corridor and should be coordinated with the streetscape improvements. Facility design must account for the physical constraints of the site, the presence of subsurface utilities, the local climate, and the feasibility of maintenance agreements.

Sustainable stormwater management aims to achieve the following goals:

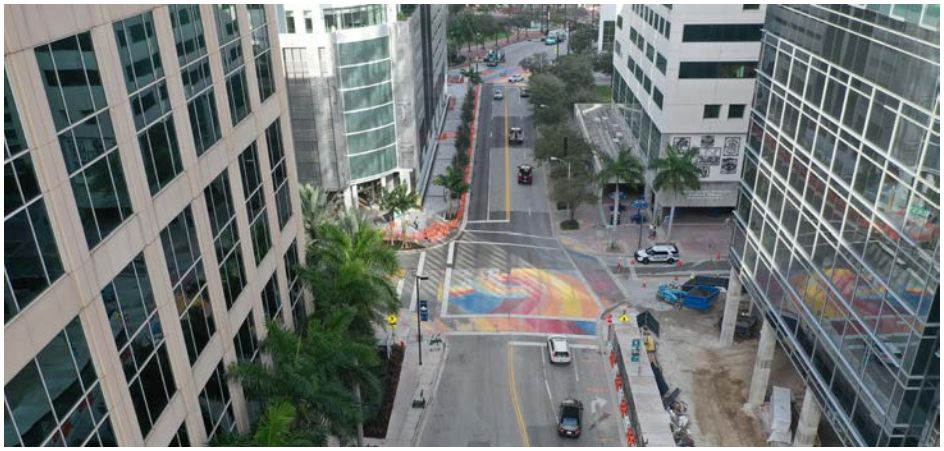
1. **Improve water quality.** Vegetated strips and swales filter and reduce sediment and filter pollutants through settling, physical filtration in the soil matrix, biological breakdown by microbes, and nutrient uptake by plants.
2. **Detain stormwater flows.** Stormwater runoff is detained in facilities such as flow-through planters, pervious pavements, and bioswales. Detaining the flows mitigates the peak flow rates from the rain event, which in turn helps reduce erosion, loss of nutrients, scouring, and load-carrying capacity.
3. **Reduce stormwater volumes.** Overall stormwater runoff volumes may be reduced by designing facilities that absorb and infiltrate rain water in place. Water-tolerant plant root systems maintain the porosity of the soil while taking up excess water in the stormwater facility.
4. **Relieve burden on municipal waste systems.** Sustainable stormwater systems reduce the amount of stress on a city's wastewater treatment facilities, and may reduce long-term costs if applied at a citywide scale. Unlike traditional infrastructure, which does not add any additional value beyond its stormwater conveyance function, green infrastructure can be incorporated into neighborhood parks and landscaping.

»Downtown



The Downtown area of the corridor encompasses the area between Andrews Avenue and what will be the Tunnel Top Plaza at SE 6th Avenue. This section of the corridor is generally pedestrian friendly due to the presence of public spaces along the private property. There is ample shade due to the tall buildings. There is a need for bicycle facilities to connect with the emerging adjacent districts, including Performing Arts and Government Center, as well as Brightline, Riverwalk, and bike lanes in nearby Colee Hammock to the east.





In this central business district, enhanced pedestrian crossings at intersections will improve the safety and comfort of the pedestrian experience in Downtown. This includes new crossings at SE 4th Avenue and ensuring that the stop signs at SE 2nd Avenue become permanent fixtures.

Recommendations

General recommendations for Downtown include improvements that enhance conditions for Americans with Disabilities, and wayfinding for accessing nearby facilities such as Riverwalk, Performing Arts District, and Brightline Station.



The Downtown District consists of formalized plantings to emphasize the existing conditions and business forward identity. This formality will help the user to denote that this area is ultimately a traditional business district. The species chosen will also soften the harshness of the existing conditions, creating a warmer, more inviting, experience.

Subareas of the Downtown section vary in regards to available right-of-way. As a result, considering the vision for this area, different cross-sections have been created that acknowledge the spatial constraints for streetscape design. As visually shown in the following cross sections, the section should generally have the following qualities:

1. Vehicular travel lanes:

i. Between Andrews Avenue and SE 3rd Avenue, two travel lanes in each direction. Inside lanes at 10.6', and outside lanes at 10'.

ii. Between SE 3rd Avenue and Tunnel Top Plaza, two travel lanes in each direction. All lanes at 10', and outside lanes convertible to parking lanes at certain periods of the day.

iii. Where needed such as at SE 3rd Avenue, turn lanes will be retained.

iv. SE 2nd Avenue/Las Olas Boulevard: Recommend making the 4-way stop signs at this intersection permanent.

v. Parking: Retain on both sides, along with rideshare pick up locations. Side street rideshare pick-up locations should be encouraged.

2. Pedestrian:

i. Sidewalks: 4' - 16' on each side. Sidewalk widths shall be roughly equal to existing widths when plan is implemented.

ii. New crosswalk at SE 5th Avenue and Las Olas Boulevard.

3. Bicycle:

i. Bicycle sharrows will be maintained on the corridor. The city should examine placement of formal bicycle lanes on parallel facilities.

4. Wayfinding and Landscaping:

i. The Downtown District consists of formalized plantings to emphasize the existing conditions and business forward identity.

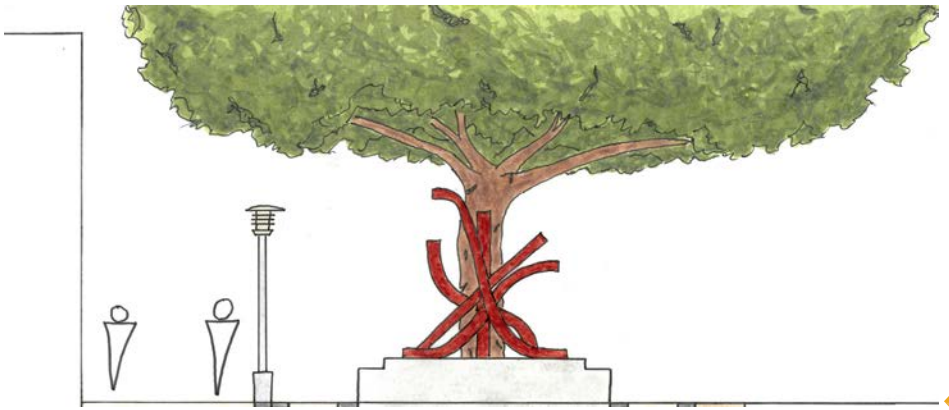
ii. As Downtown Las Olas is meant for active movement, bike racks and trash receptacles should be plentiful.

iii. Benches should not be placed in this district, as the interstitial spaces and existing site features, such as raised planters, can be utilized as areas of rest.

iv. The Downtown District hardscape within the right-of-way will begin a continuous design/pattern throughout each district. For areas outside of the right-of-way, property owners may maintain their own hardscapes to differentiate themselves from other businesses.

v. Hardscape area as noted in the wayfinding and other sections of this plan features the words “Meet Me @ Las Olas” and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.

vi. As the future plans for Huizenga Park develop, this area may evolve to include a public art installation.



DOWNTOWN





Landscaping

Gateway
Opportunity for Public Art

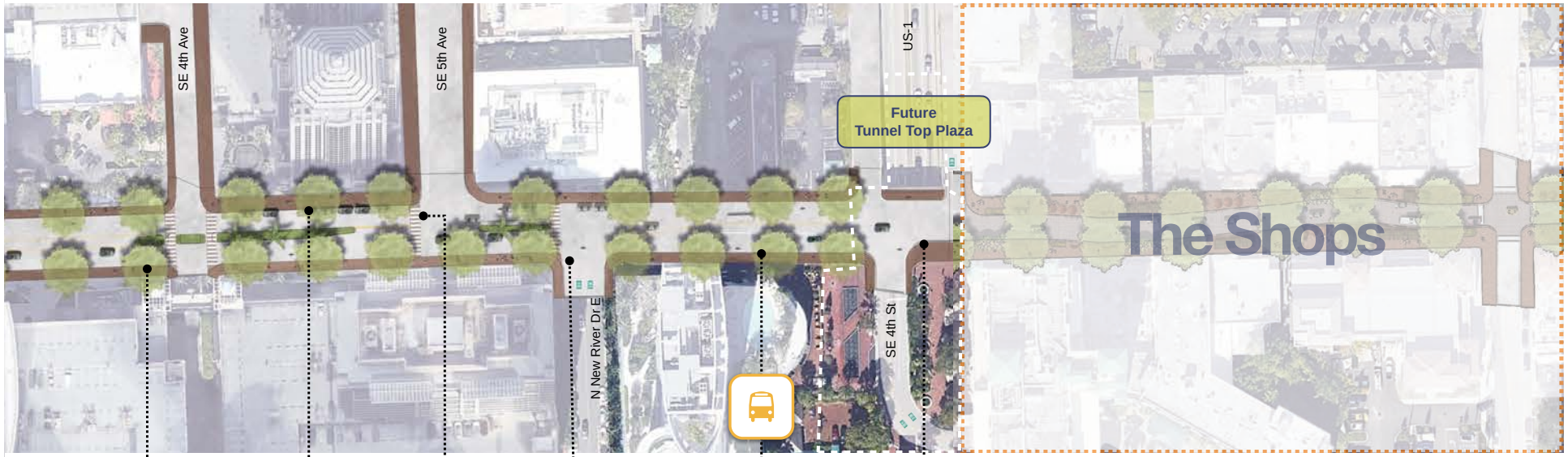
Connections to Riverwalk



Enhanced Pedestrian Crossings
Multiple intersections

DOWNTOWN







Curb Management

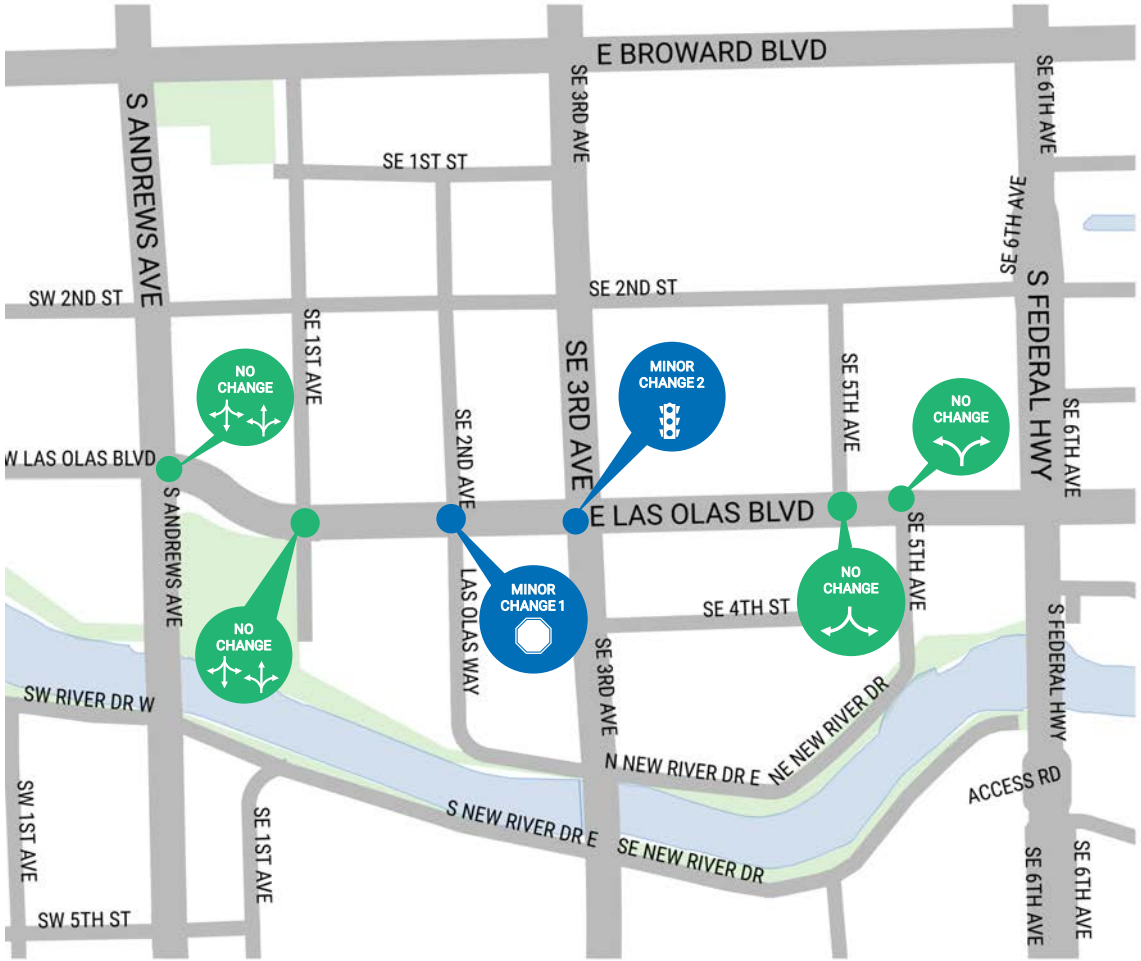
New Crossings

Riverfront Connection



Enhanced Bus Stops

Raised Intersection (Proposed Tunnel Top Plaza)

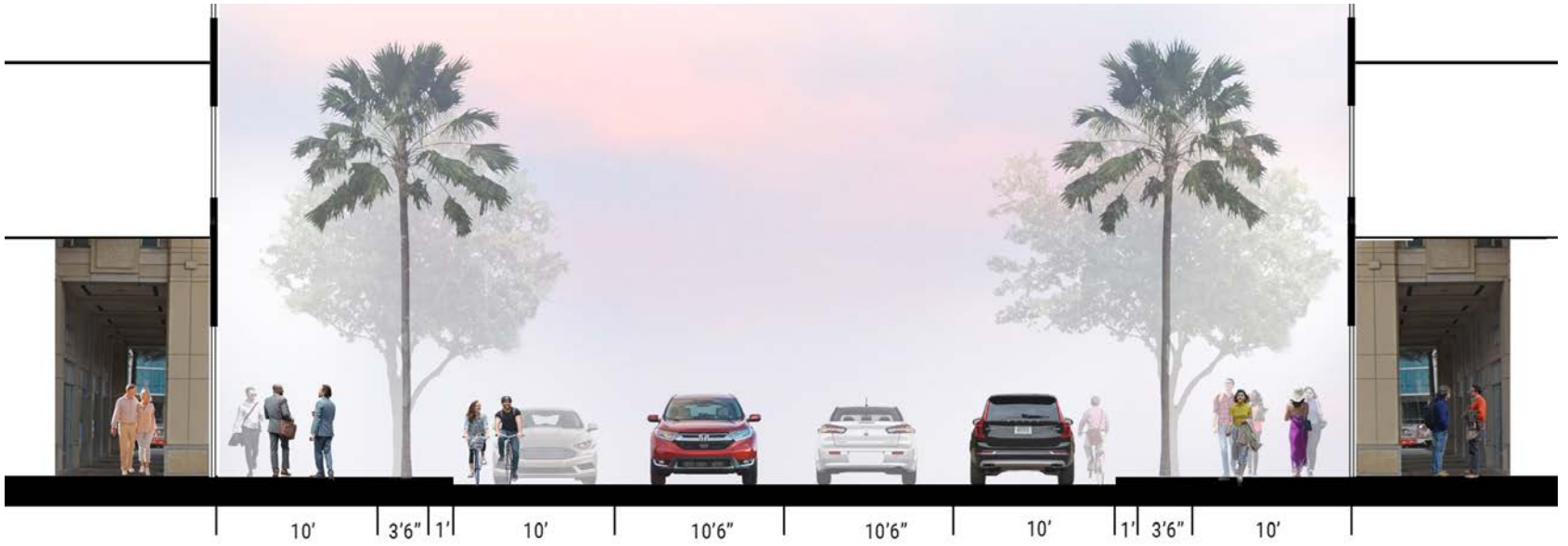


LEGEND

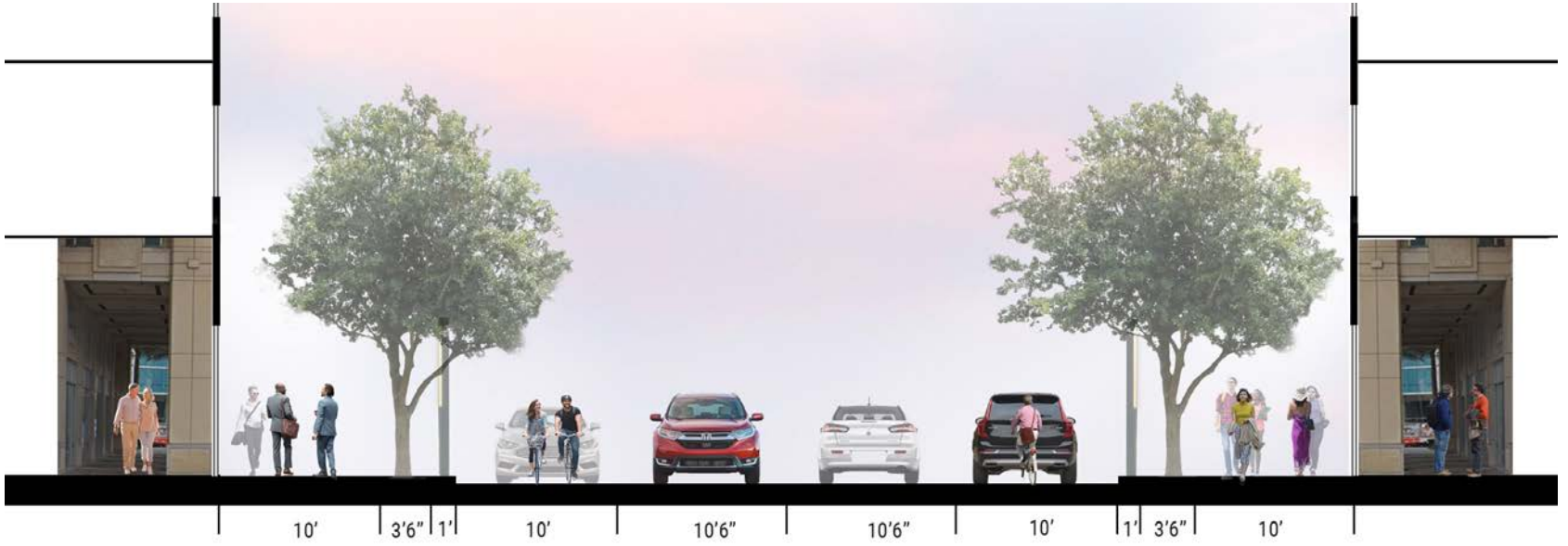
- NO CHANGE
- MINOR CHANGE
  1. All-way Stop Intersection Control

Downtown Traffic Summary

Existing Las Olas Boulevard between Andrews Avenue and SE 3rd Avenue



Proposed Las Olas Boulevard between Andrews Avenue and SE 3rd Avenue



Existing Las Olas Boulevard between SE 3rd Avenue and Tunnel Top Plaza



Proposed Las Olas Boulevard between SE 3rd Avenue and Tunnel Top Plaza



The following provides for the recommended plant palette for the Downtown area.

Large Trees



Quercus Virginiana
Live Oak*



Bursera simaruba
Gumbo Limbo*

Medium Trees



Eugenia foetida
Spanish Stopper*



Caesalpinnia granadillo
Bridalveil

Small Trees



Conocarpus erectus var. sericeus
Silver Buttonwood*

Flowering Trees/Accents



Elaeocarpus decipiens
Japanese Blueberry



Filicium decipiens
Japanese Fern Tree



Lagerstroemia spp.
Crepe Myrtle



Chrysophyllum oliviforme
Satin Leaf*



Ardisia ecallanoides
Marlberry

Shrubs



Conocarpus erectus
Green Buttonwood*



Clusia nana
Dwarf Clusia



Chrysobalanus icaco
Cocoplum "red tip"*



Ficus microcarpa
Green Island Ficus

Vines

Vines are very beneficial to a project's planting palette. They soften hardscapes, reduce heat, attract pollinators, and form stunning living screens, especially while flowering. The various species will be utilized in the shade structures throughout the corridor. Vines can be separated into four basic types based on their climbing habits: Clinging, Twining, Sprawling, and Tendril Climbing.






SPECIES	NATIVE	IRRIGATION NEEDS	LIGHT REQUIREMENTS	CLIMBING HABIT	FLOWER COLOR	FLOWERING SEASON
Passiflora incarnata - Passion Flower	Yes	Low	Full Sun	Tendril Climbing	White & Purple	Spring - Summer
Gelsemium sempervirens - Yellow jessamine	Yes	Moderate	Full Sun - Part Shade	Twining	Yellow	Winter-Spring
Campsis radicans - Trumpet creeper	Yes	Low	Full sun -Shade	Clinging Roots	Orange - Red	Spring - Summer
Bougainvillea spp. - Bougainvillea	No	Low	Full Sun	Twining	Red, Pink, Orange	All Year
Allamanda cathartica - Golden Trumpet	No	Moderate	Full Sun	Sprawling	Yellow	Warm Months
Trachelospermum jasminoides - Star Jasmine	No	Moderate	Full sun -Shade	Twining	White	Spring
Bignonia capreolata - Crossvine	Yes	Low	Full Sun - Part Shade	Tendril Climbing	Orange - Red	Spring
Lonicera sempervirens - Coral Honeysuckle	Yes	Low	Full Sun - Part Shade	Twining	Orange - Red	Spring- Fall




Passiflora incarnata
Passion Flower*




Bougainvillea spp.
Bougainvillea




Bignonia capreolata
Crossvine*



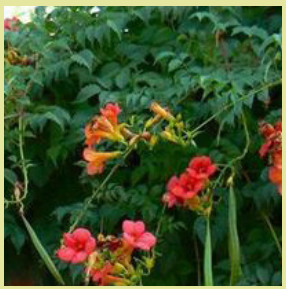

Gelsemium sempervirens
Yellow Jessamine*




Allamanda cathartica
Golden Trumpet




Lonicera sempervirens
Coral Honeysuckle*

Campsis radicans
Trumpet Creeper*




Trachelospermum jasminoides
Star Jasmine

»The Shops



The Shops area of the Las Olas Corridor is the heart of the corridor's entertainment district. Surrounded by residences and with access to Riverwalk, this destination area of the corridor hosts many restaurants and local shops that provide variety to the neighborhood. The area is also home to various festivals during the year, including the Las Olas Art Festival.

The Shops possess a pedestrian scale and an iconic green canopy that support its role as a premier shopping strip. However, the Black Olive trees, in addition to being a non-native species that create issues for the maintenance of the road, are also planted in a manner as to shade cars, not people. Redesigning this area of the corridor to remove the median and provide shade trees on both sides of the street will create a better walking experience to encourage foot traffic beneficial for local businesses.

Currently, the narrow sidewalks can create pinch-points where street furniture and landscaping are not well coordinated, especially because the area is popular for both locals and visitors alike. Shifting the space utilized by the median and some of the parking will enhance the pedestrian experience and also address the Americans with Disabilities Act issues found in this portion of the corridor.

The area also has organized parking lots behind storefronts which are accessible through alleys between street blocks. The east Riverwalk terminus at the Tunnel Top Plaza, serves as a water taxi stop and is where The Shops District begins. As a central business and entertainment district within the corridor, parking is a concern that was heard throughout the visioning process.

Recommendations

The environment will be redesigned to benefit pedestrians by enhancing the landscaping, street furniture and outdoor dining with a shared-street concept. The recommendations re-assign space from the median to expand the sidewalk area. The expanded sidewalk area will be used to provide amenities to complement the businesses located in this area. Street trees will create a cohesive canopy. Speed tables at intersections with local roads will enhance pedestrian safety.

The design of The Shops maintain many of the species found within the Downtown District, while adding splashes of color, new textures, and species. The species that overlap create a transition between the two areas and a large canopy to shade pedestrians and vehicles along this stretch of the corridor. Species not found in Downtown add in various colors of bark and flowers to accentuate the playfulness of The Shops. The addition of palms in this segment also adds a tropical feel to the experience.

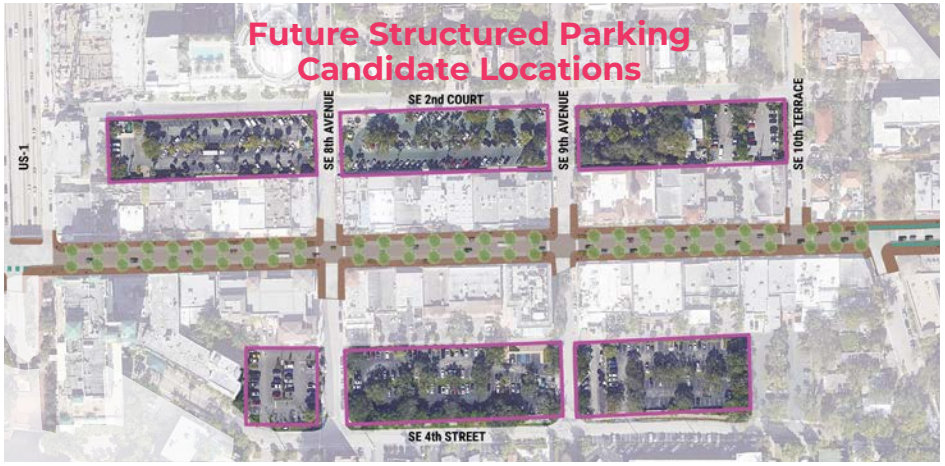
Continuous hardscape and trellis designs are one of many opportunities to enhance the identity of The Shops area, while facilitating wayfinding. The elements of the area should be:

1. Vehicular Travel Lanes:

a. 11' in each direction.

b. There will be one travel lane in each direction,

c. Parking: Retained on both sides of the street. At least one space per block should be designated as rideshare pick-up/drop-off locations. Side street rideshare pick-up locations should be encouraged.



d. Building structured parking should be considered in the future, as needed. The number of spaces will be dependent on future development and density of the area.

e. Curbed with no median, and shade trees for pedestrians. Due to spatial constraints resulting from retention of parking, larger shade trees may not be permissible; however, the recommended plant palette provides for smaller shade trees which may be supplemented by shade structures to complement the reduced canopy.

2. Sidewalks:

a. Generally 6' - 12' wide on each side.

i. Intersections: Raised and ADA compliant mid-block crossings should be implemented, where possible.

3. Bicycle:

a. Cyclists can use a sharrow in this section of Las Olas Boulevard.

b. Additionally, pathways should be explored to supplement the bicycle network on SE 4th Street and SE 2nd Court.

c. Where space allows, a bike rack should be at the north and south sides of each intersection.

4. Wayfinding and Landscaping:

a. Plant life should contain splashes of color, new textures, and species, with wide canopies.

b. Vines should be utilized to fill out the proposed shade structures, further adding to the texture, human scale, and coloration of this section.

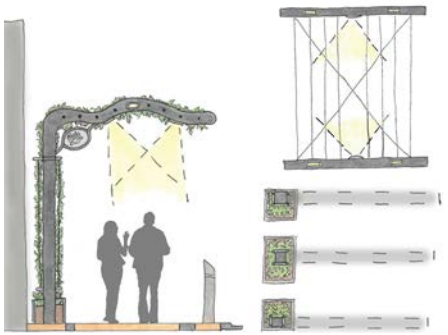
c. All the Black Olive trees within the medians should be removed as most are demonstrating poor health and structure and are unlikely to survive a relocation process.

d. Benches should be placed outside of the primary pedestrian zones to avoid impeding circulation. Modern curved-wood benches, of varying radii, should be placed underneath the shade trees to emphasize interaction between groups of different sizes.

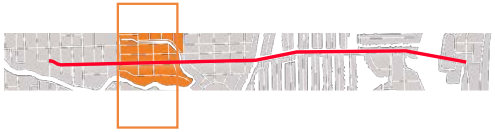
e. Trash receptacles should be placed within the expanded area with a maximum 200 feet between them.

f. Remaining space within the expanded pedestrian zones can be utilized for business usage, e.g. restaurant seating.

g. Hardscape area as noted in the wayfinding and other sections of this plan features the words “Meet Me @ Las Olas” and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.



THE SHOPS







Proposed Curbed Conventional Street Section



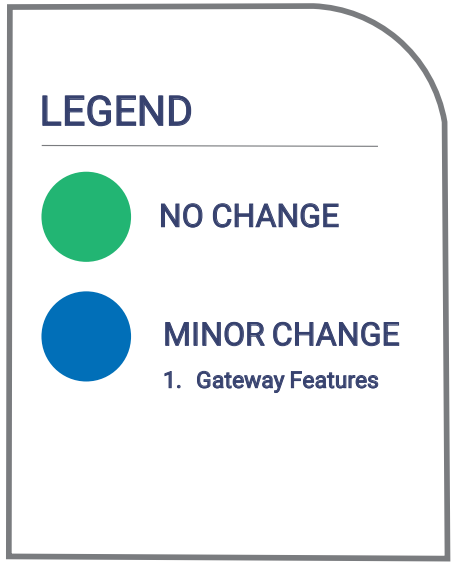
Curbed Street

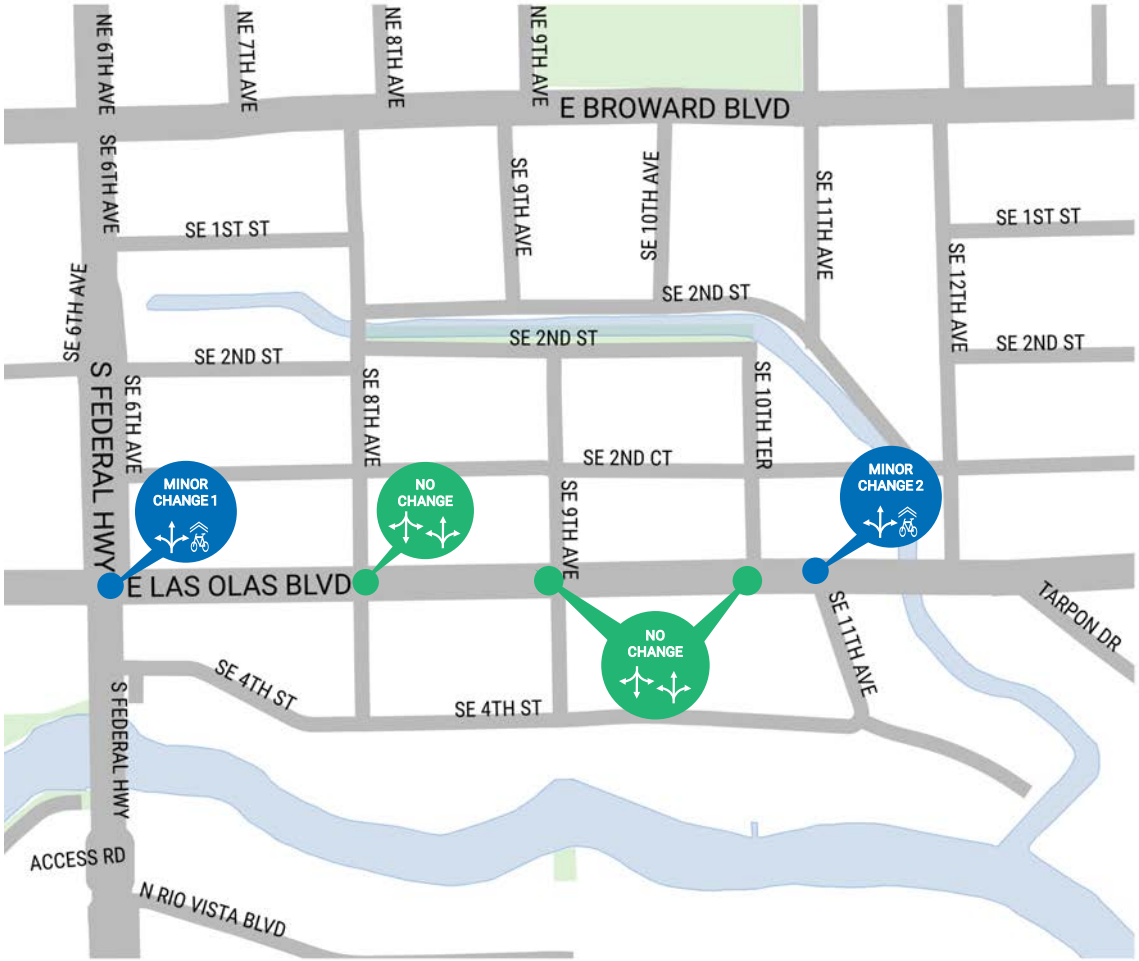
Curbed Street
Expanded sidewalk areas

Raised Intersections
Curb extensions



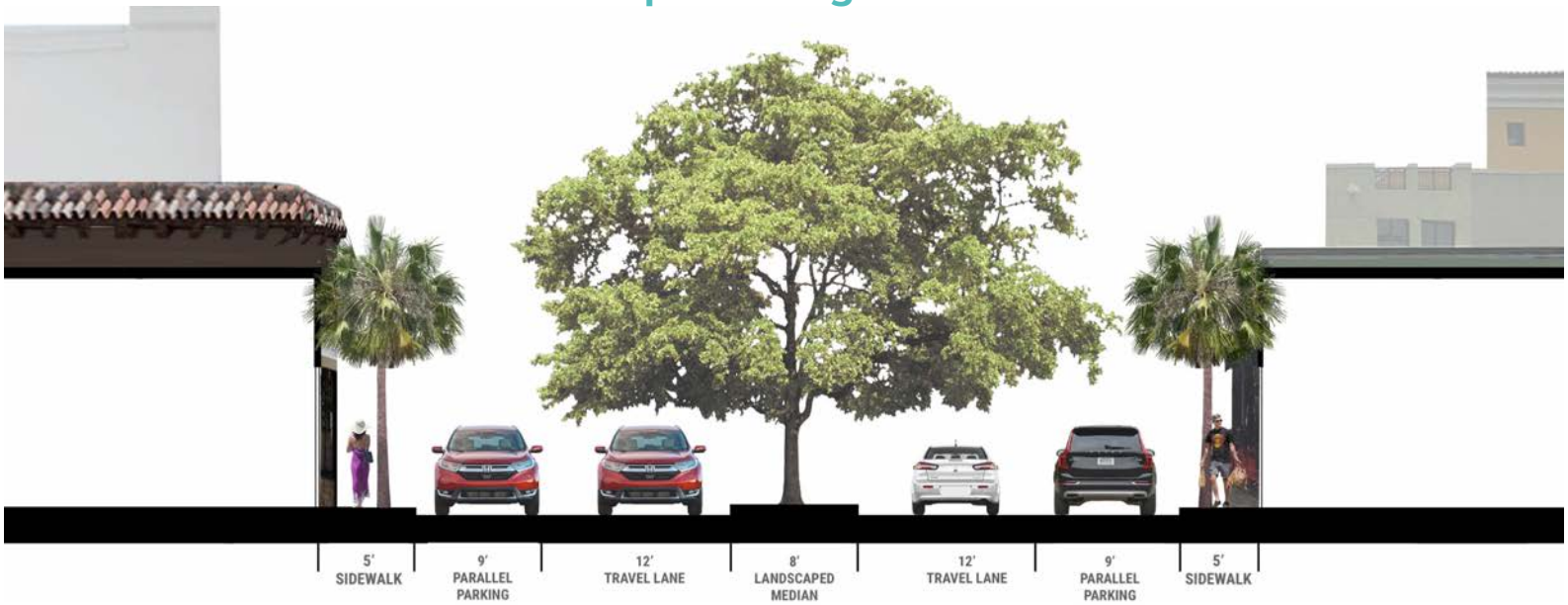
Business Amenities



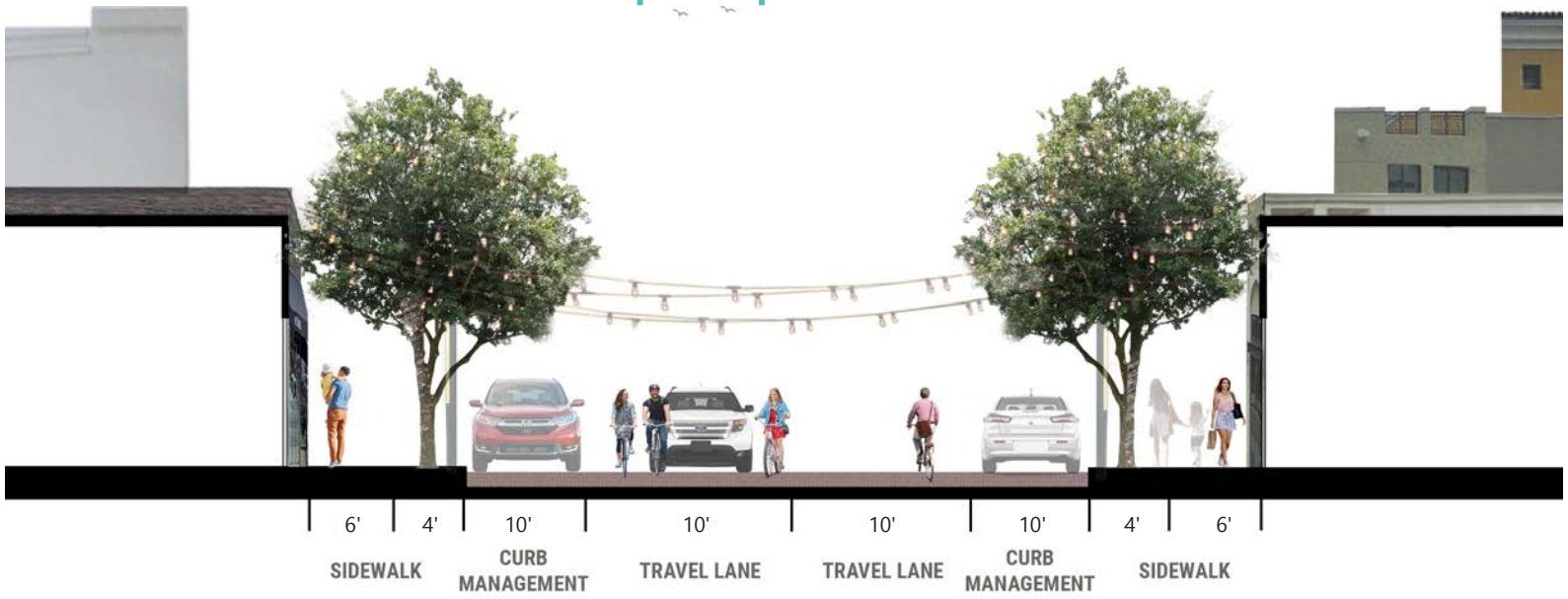


The Shops Traffic Summary

The Shops Existing Conditions



The Shops Proposed Conditions



The following provides for the recommended plant palette for The Shops area.

Large Trees



Quercus Virginiana "Cathedral Oak"
Cathedral Live Oak*

Medium Trees



Eugenia foetida
Spanish Stopper*



Myrcanthes fragrans
Simpson Stopper*



Conocarpus erectus var. sericeus
Silver Buttonwood*

Flowering Trees/Accents



Handroanthus heptaphyllus
Pink Trumpet



Handroanthus chrysotricha
Yellow Trumpet



Lagerstroemia spp.
Crepe Myrtle



Lagerstroemia speciosa.
Queen Crepe Myrtle

Large Palms



Sabal palmetto
Cabbage Palm*



Archontophoenix alexandrae
Alexander Palm

Medium Palms



Psuedophoenix sargentii
Buccaneer Palm*



Coccothrinax argentata
Silver Palm

Small Palms



Thrinax radiata
Florida Thatch Palm*

Shrubs



Conocarpus erectus
Green Buttonwood*



Clusia nana
Dwarf Clusia



Chrysobalanus icaco
Cocoplum "red tip"*



Ficus microcarpa
Green Island Ficus

Vines

Vines are very beneficial to a project's planting palette. They soften hardscapes, reduce heat, attract pollinators, and form stunning living screens, especially while flowering. The various species will be utilized in the shade structures throughout the corridor. Vines can be separated into four basic types based on their climbing habits: Clinging, Twining, Sprawling, and Tendril Climbing.






SPECIES	NATIVE	IRRIGATION NEEDS	LIGHT REQUIREMENTS	CLIMBING HABIT	FLOWER COLOR	FLOWERING SEASON
Passiflora incarnata - Passion Flower	Yes	Low	Full Sun	Tendril Climbing	White & Purple	Spring - Summer
Gelsemium sempervirens - Yellow jessamine	Yes	Moderate	Full Sun - Part Shade	Twining	Yellow	Winter-Spring
Campsis radicans - Trumpet creeper	Yes	Low	Full sun -Shade	Clinging Roots	Orange - Red	Spring - Summer
Bougainvillea spp. - Bougainvillea	No	Low	Full Sun	Twining	Red, Pink, Orange	All Year
Allamanda cathartica - Golden Trumpet	No	Moderate	Full Sun	Sprawling	Yellow	Warm Months
Trachelospermum jasminoides - Star Jasmine	No	Moderate	Full sun -Shade	Twining	White	Spring
Bignonia capreolata - Crossvine	Yes	Low	Full Sun - Part Shade	Tendril Climbing	Orange - Red	Spring
Lonicera sempervirens - Coral Honeysuckle	Yes	Low	Full Sun - Part Shade	Twining	Orange - Red	Spring- Fall




Passiflora incarnata
Passion Flower*




Bougainvillea spp.
Bougainvillea




Bignonia capreolata
Crossvine*



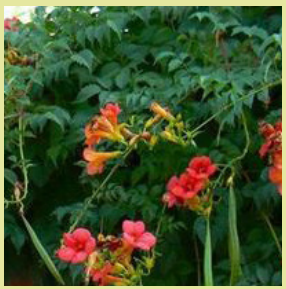

Gelsemium sempervirens
Yellow Jessamine*




Allamanda cathartica
Golden Trumpet




Lonicera sempervirens
Coral Honeysuckle*

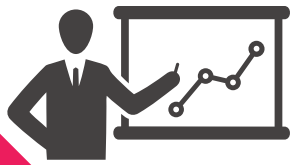
Campsis radicans
Trumpet Creeper*




Trachelospermum jasminoides
Star Jasmine



»IMPLEMENTATION SEQUENCE AND COST ESTIMATES



»IMPLEMENTATION SEQUENCE AND COST ESTIMATES

Implementation of this vision for Las Olas Boulevard requires detailed attention given both the magnitude of the project, and its effect on day-to-day life during construction. This section reflects the overall Las Olas Boulevard creative branding, and is applicable to both Eastern and Western Corridor reports, covering all five character areas. The public engagement process has made clear that stakeholders in The Shops area are concerned about anticipated disruption from construction of the Tunnel Top Plaza. Coordination should also be considered with the Downtown area proposals.

Costs, “shovel readiness”, and maintenance-of-traffic are factors by which to evaluate each section. Downtown is the most shovel-ready area, while The Shops area has the highest level of pedestrian traffic and therefore developing this section may be the most complicated. While there are portions of the Downtown area where water “pools”, this condition is likely to be easily remedied.

The City should consider that various types of funding may be available for individual aspects of the project. For example, midblock crosswalks and other bicycling and pedestrian improvements qualify under Transportation Alternatives, while funding for aspects of water and drainage improvements can be available from several sources, including the Florida Department of Economic Opportunity. As funding becomes available, the City should reprioritize aspects or entire sections to take advantage of funding availability.

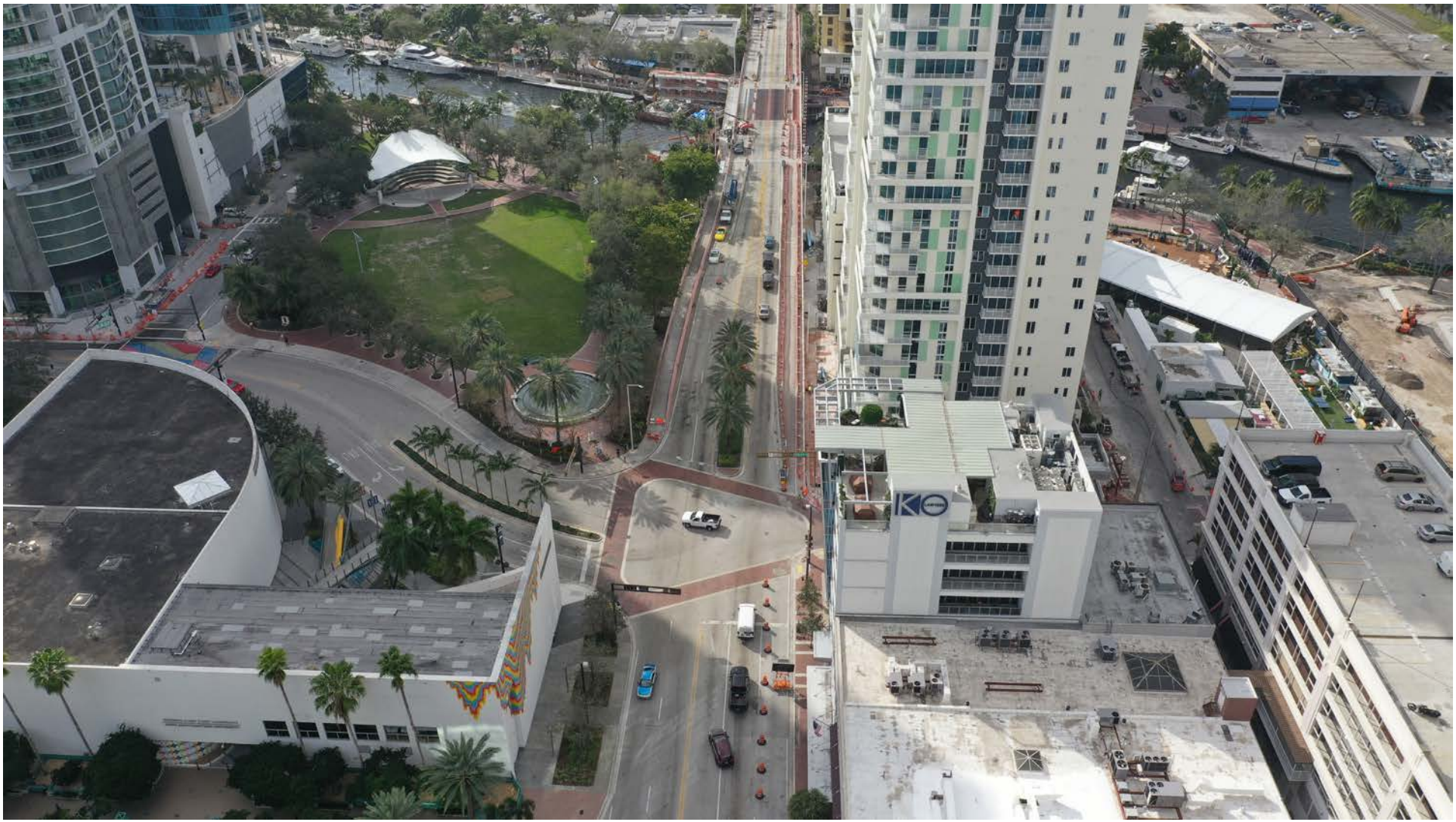
Considering the above, the following provides the recommended segment prioritization for implementation:

1. **The Shops**
2. **Downtown**

Landscaping Implementation Criteria

For any streetscape design project, details of landscape implementation are extremely important and must go beyond a simple redesign of the multimodal facilities within the right-of-way to enhance mobility aspects. The range of landscaping elements from shade to seating and wayfinding have a significant impact on an individual’s experience.

To successfully emphasize the iconic nature of Las Olas Boulevard, implementation must establish, at the forefront of the design, each area’s theming, consistent with the overall goals of the project. The visual aesthetic of the landscape, hardscape, wayfinding, and sight amenities must cohesively work to enhance the user experiences. The user experiences, both from pedestrian and vehicular standpoints, are vitally important to the success of this project. During the conceptual masterplan process, alternatives were explored, and recommendations have been outlined that may not completely comply with the City of Fort Lauderdale Design Standards set forth by the City’s Zoning Ordinance and Code regulations. Recommendations for implementation, formed through the master planning process, are outlined below along with the relative design standards and code regulations from the City of Fort Lauderdale.



Landscape Recommendations

» A tree inventory of the existing site was completed in March 2020. It is recommended that this inventory be confirmed before final design and implementation.

- Based upon the current tree inventory:
  - Trees and palms with poor or dead ratings should be removed from the site.
  - Trees and palms with a “fair” rating should be relocated on site, when possible. The designer is to

coordinate with both the City Urban Forester and Parks and Recreation Department to relocate trees and palms to other City-owned property if on-site space is not available.

- Trees that will remain on-site during construction should be securely protected by a protection barrier.

» The proposed plant palette has been endorsed by the City of Fort Lauderdale Urban Forester. Each section's specific plant palette can be found in its respective portion of this report.

- While the specifications are written as minimum sizes, the installation of larger plant material is encouraged when available.
- Silver Buttonwood, Spanish Stoppers, and Simpson's Stoppers are to be specified as multi-trunk.
- All shrubs must be of the dwarf variety when species selection allows.

» All trees must be surrounded by pervious surfaces to allow for irrigation and stormwater infiltration. Tree grates are not approved and must not be used within the project, per the City of Fort Lauderdale Urban Forester.

» All trees within hardscaped areas must utilize a tree root cell system, i.e., the City of Fort Lauderdale preferred Silva Cell System by Deeproot.

- Silva Cells allow for proper root growth, stormwater and irrigation infiltration, and pavement support. The use of Silva Cells will reduce the opportunity for future damage to both the trees and hardscape.
- Soil volume and root space within Silva Cells varies based on mature canopy spread and DBH (Diameter at Breast Height). Reference is to be made to the "How Much Soil to Grow A Big Tree" pamphlet and Deeproot contacted for recommended ratio of tree size-to-soil volume.
- To decrease the amount of Silva Cells needed, it is recommended that large and medium trees, as noted in the plant palette, utilize the 32" deep cells, while small trees should use 17" deep cells.

» Tree Placement:

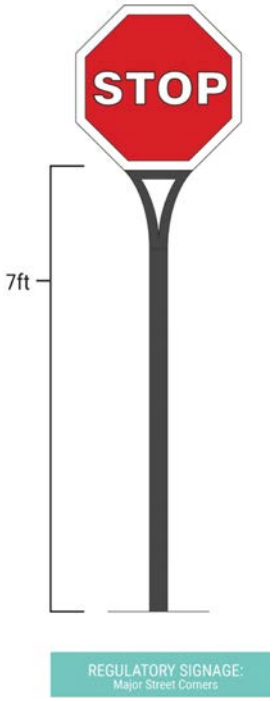
- Trees should be placed no more than 40' on centers throughout the corridor, while accounting for regulated sight lines and distances.
- It is recommended that in The Shops area, all trees should be of large canopy type or be large ornamental trees (per the plant palette). These trees are to be placed 30' on centers, within the expanded pedestrian zone opposite of the parallel parking, to gain the maximum amount of natural canopy coverage.

- Low-low/high-efficiency irrigation is to be used whenever irrigation is necessary. As of the writing of this document, the City of Fort Lauderdale uses Rainbird brand irrigation equipment.
  - It is recommended that this preference be reconfirmed prior to final design and installation.

» Soil amendment:

- It is recommended that the soils in each area be sampled and tested prior to final design and installation. Soil amendment may be necessary, depending on test results.

Signage and Wayfinding (Corridor-wide Considerations)



Wayfinding is key to creating the identity and branding of the Las Olas Corridor. As the corridor currently sits, there is no thematic or visual connector of the four districts to themselves, or the beach. These elements work to unify the four different districts and the beach through consistent theming and symbology. Some pieces are subtle while others are meant to grab attention and reinforce the "Instagram-able" moment. Integration of technology into the signage and wayfinding is vitally important for the project. A hierarchy of design allows for accessibility to both pedestrian and vehicular users. Symbology should maintain a consistent hierarchy, and adhere to the branding found in the wayfinding exhibits.

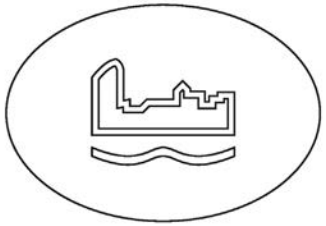
The hierarchy of wayfinding is based on the information the signage provides and how often it can be found. Large signs that contain multiple forms of information are less common along the corridor and therefore command more attention. These major forms of wayfinding include the open space and street corner signage.

The common wayfinding signage provides subtle and symbolic notation of current location and other destinations. The symbols laid out in the wayfinding exhibit are found on bike racks and bollards throughout the corridor, including the trellis shade structures in The Shops District. Each district utilizes the same bike rack form, however, each depicts its own distinct symbology within the "Meet Me @" swirl. Bollards are found at midblock crossings and intersection crosswalks and utilize the same symbology. The given district symbology and swirl are engraved within the top of the bollard, while generic locations, such as district names or "Parking" and directional arrows, are engraved on the east and west sides of them as well as on the street face. The trellis iconography and bike racks are meant for subtle hints of location and branding on the pedestrian level, while the bollards can be utilized by vehicular users as well.

The open space signage is found in specific identity nodes such as Huizenga Park and the Tunnel Top Plaza. This signage is designed to be at a pedestrian scale, approximately 4.5' tall and 4' wide. Therefore, multiple symbols, directions, and locations (both along and outside of the corridor) are shown. The curvature of the sign's legs and ellipse main board reinforce the "Meet Me @" hardscape features. These two design features are also found on the corner signage. The corner signage displays pertinent information for vehicular users, and due to its size can be more specific in nature. Corner signage is found at the major intersections of Andrews Avenue, SE 3rd Avenue, SE 6th Avenue, and SE 8th Avenue. Similar in design to the open space signage, the corner signage has curved legs and an ellipse main board, where the board is a minimum of 7' above ground. The thin supports minimize any obstruction to pedestrian circulation, while the height and size of the signage allow for vehicular and pedestrian usage. To maintain consistency throughout the corridor, all regulatory signage, such as stop and speed limit signs etc., should be remounted on similar support sign panels as the corner signage.

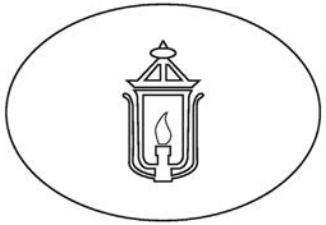
DISTRICT ICONOGRAPHY













OTHER LOCATIONS

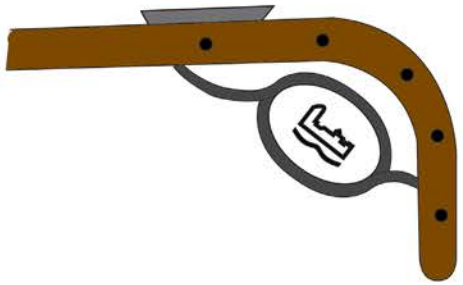


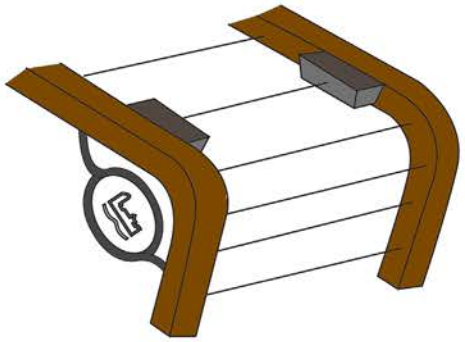






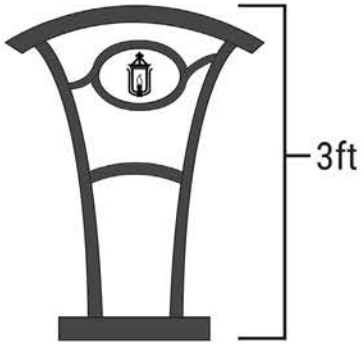




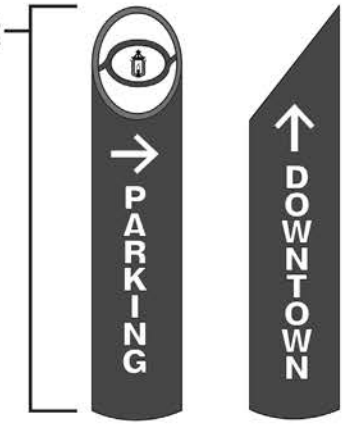


Vines not shown for clarity

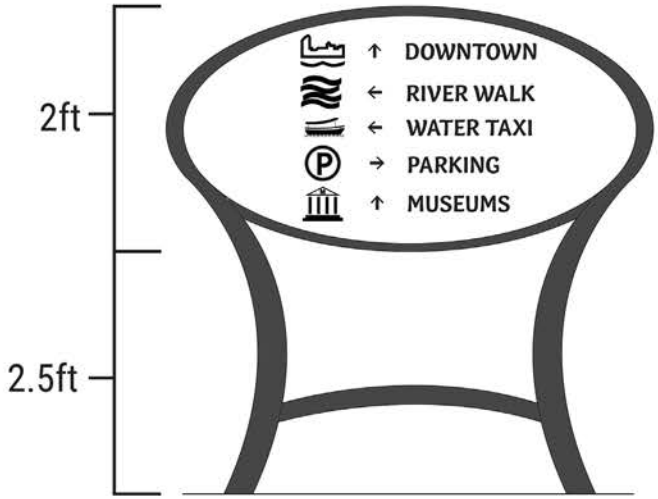
TRELLIS ICONOGRAPHY:
Historic Shops



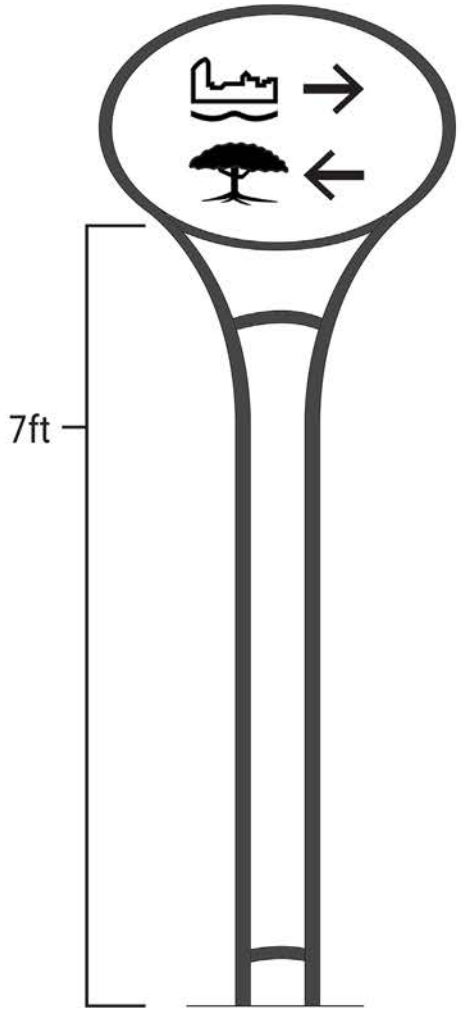
BIKE RACK:
Throughout the Corridor



BOLLARDS:
Mid-Block Crossings, Street Corners & Crosswalks



OPEN SPACE SIGNAGE:
Huizenga Park, Tunnel Top Plaza



CORNER SIGNAGE:
Major Street Corners

The outlier of the wayfinding hierarchy is the “Meet Me @” hardscape features in each district. The hardscape features become the iconic moment in each of the districts, and provide the “Instagrammable” moment while simultaneously giving the user a distinct location in regard to wayfinding. Each district has the slogan “Meet Me @” either “Downtown Las Olas” or “The Shops” inlaid in the hardscape. The words fill out the swirl that can be found in all of the iconography previously outlaid. These areas present the opportunity for public art installations and impromptu seating, creating meeting spots and gathering areas. In total there will be five of these hardscape features; three of which are in the western corridor; one in the Downtown District at Andrews Avenue, and two in The Shops District.

These iconic areas will be prime for social media sharing and tagging and create a draw to each district. These nodes present the opportunity to introduce technology to the corridor. The “Meet Me @” locations can be geo-tagged in various apps and help people get around. Geo-tags can also allow for tagging in social media posts. This creates a distinct brand for the entire corridor that advertises itself through its users. Other forms of technology yet to be determined can be utilized in the previous forms of wayfinding. QR codes can be placed on bollards and signage that when scanned can reveal a list of surrounding businesses or current location, for example. It is recommended that the inclusion of technology through social media, apps, QR codes, and other options be addressed in final design.



Site Amenity Recommendations

The following images provide for examples of bicycle racks, light pole fixtures, trash receptables, and benches for Las Olas Boulevard. These were selected to provide a modern look in line with the City's design for the Tunneltop Plaza as well as preferred designs utilized within the Downtown Development Authority area and those Citywide. However, through discussions with stakeholders, it was suggested and recommended that overall design selections for these amenities be deferred to civil engineering and design phase. Thus, these images are being provided as part of an "inspirational" approach, with the final selection in later project phases.

- Trash receptacles are to be the City of Fort Lauderdale preferred model: *Victor Stanley DYN-SD-45* with dual-flow divider lid, in powder-coated black.
- Bike racks are to be consistent with the conceptual design found in the wayfinding guidelines.
- Benches are to be of a modern design with a mix of two types. The design should be curved and of varying radii for each bench, made of wood, or composite material made to look like wood, and have sleek metal supports that can be direct buried.








Hardscape Recommendations

» Hardscape is to consist of integrally colored concrete, texturized with a surface retarder.

- Integral color to be *Scofield* brand from Color Chart A-312, and include colors used in Las Olas Tunnel Top Plaza. Surface retarder to be *Scofield* brand *LITHOCAST Surface Retarder*.
- Curbs and dark gray bands referenced below to be color *C-34 Dark Gray*.
- Prior to design and installation, designer to reconfirm products and colors used within the Tunnel Top Plaza's installed hardscape.

» Primary pedestrian circulation

- Historic Shops Area
  - Includes first 10' offset from the building façade.
  - A 6" *C-34 Dark Gray* concrete strip, offset from the building façade by 2', is to run parallel with the roadway to designate the threshold and area for trellis planter boxes. An 8" dark gray band to be offset from curb 2' for ADA compliance.
  - The darkest earth tone should fill the space between the façade and the gray strip, as well as in the space between that strip and the curb.
  - Concrete to be textured with surface retarder.
- Downtown Area
  - A Pedestrian Circulation Zone is recommended; however, business owners have provided decorative hardscape features throughout this area. These are to remain to maintain business identity.
  - Expanded and less attractive/damaged areas are to be consistent with the new design.
    - Sidewalk color and texture are to match primary pedestrian circulation zone of The Shops area.
    - An 8" *C-34 Dark Gray* band should separate the proposed color from the existing business pattern. Another band to be offset 2' from curb for ADA compliance.
  - It is recommended to coordinate with the City of Fort Lauderdale because pavers (matching the proposed design's colors) may be acceptable to maintain consistency with the businesses' hardscape features.

» Expanded Pedestrian Zone

- The Shops Area
  - The expanded pedestrian zones in The Shops (opposite from the sides with parallel parking) are to be a middle shade of earth tone, directly related to the coloration of the Tunnel Top Plaza.
  - This color is to be lighter than the primary pedestrian circulation, but darker than the roadway.
  - Concrete is to utilize a surface retarder to add a texturized topcoat. This texture will work as a tactile warning as users approach the roadway.
  - Dividing line between primary pedestrian circulation and this zone is to be dark gray and 8" Wide.

» Planters

- Shrub beds surrounding trees within The Shops Area are to be ringed with 6" wide dark gray colored concrete strip.

Roadway

- The Shops Area
  - Color and texture are to match Las Olas Boulevard at its intersection with SE 6th Avenue. Color is to be lighter than both the primary pedestrian circulation and expanded pedestrian zones.
  - The first 60' before and after a midblock crossing are to utilize a surface retarder to add texture to the topcoat. The texture draws attention to the crosswalk as vehicles drive over it.
  - Curbs to be dark gray to match separation strip.
- Downtown Area
  - Roadway not to be colored concrete; see roadway section for details.

Identity Nodes

- The "Meet Me @" hardscape features are to use all three of the earth tones seen in previous hardscape design.
- "Letters" to have inlaid look, either sawcut and sunk stone, or marble or concrete.
  - Metal potentially used for "Letters" must be clear-coated cast aluminum or bronze.
- The Shops Area
  - The center of the "Meet Me @" feature is to be white, smooth trowel finished concrete.
  - Swirl to be lightest earth tone with surface retarder finish, surrounded by 6" dark gray concrete strip, smooth trowel finish. Outer side of swirl is to match color and texture of primary pedestrian zone and expanded pedestrian zone.



- Downtown Las Olas Area
  - Center and swirl are to match The Shops.
  - Outer sides to match traditional gray color and texture of primary pedestrian zone and expanded pedestrian zone, respectively.

Relevant City of Fort Lauderdale Zoning Ordinances and Code Regulations

» 50% of required street trees shall be shade trees.

» Street trees shall be provided at a ratio of one street tree per forty (40) feet of street frontage, or greater fraction thereof.

- Where overhead utilities exist, required street trees may be small at a ratio of one small trees per (20) feet of street frontage.



- Where shade trees cannot be installed, palm trees or ornamental trees may be provided at a ratio of at least one palm or ornamental tree every twenty (20) linear feet of street frontage.

» Las Olas Boulevard from Andrews Avenue to the halfway point between SE 8th Avenue and SE 9th Avenue is zoned as part of the RAC and, therefore, has its own requirements

- Approved trees for Las Olas Boulevard include Sabal Palm, Live Oak, Maypan Palm, and Carpentaria Palm. The proposed plant palette has been approved by the City of Fort Lauderdale Urban Forester to include other species within the RAC. However, a written appeal request to the department may be necessary per **Sec. 47-21.14 Additional Landscape Requirements for Special Uses and Areas of the City Code**.
- The necessity for installation of an irrigation system for street trees (within the RAC) and the type and kind to be used shall be determined by the city based on tree species requirements.

» Per City Code, trees must satisfy the following size requirements. (Refer to landscape OPC for tree sizing specifications).

- Shade Trees: Minimum 14ft height and 8ft spread, with a minimum of 6ft ground clearance.
- Palm Trees: Minimum 18ft height, with a minimum of 8ft green wood.
- Ornamental Trees: Minimum 12ft height and 6ft spread, with a minimum of 6ft ground clearance.
- Per designer recommendation, the installation of larger plant material is encouraged when available.

- Trees to remain onsite during construction must be secured by a tree protection barrier meeting the City of Fort Lauderdale Standard Detail.

Cost Estimates

Cost estimates have been developed at the "planning level" only, due to the need for additional considerations and discussions during the design phase. Estimates provided are based on comparable planning projects and adjusted based on the Florida Department of Transportation Long Range Cost Estimates and Historical Cost items. Contingency has been added to account for potential to mitigate drainage issues, or in the case of the Intracoastal Bridge.

Depending on the timeframe of implementation, inflation factors should be used. Final costs past the planning phase are contingent on the details of the engineering design of the corridor. During public discussion, the decision was made to select options that did not result in land acquisition. However, should the City change its decision during the engineering design phase, land acquisition costs, if any, should be added. Other costs should be considered, depending on the drainage improvements to be determined by the City's Public Works Department.

Florida Department of Transportation long range estimates (LRE), bridge cost and historical cost data from Group 12 (encompassing Broward County) were utilized as needed for roadway, bridge, and intersection improvements. In addition to the construction costs, PD&E (15%), Design (12%), CEI (15%), mobilization (10%) and Mobilization and Maintenance of Traffic (MOT) (10%) were all calculated based on the base construction cost and added to the list. In cases where the long-range estimates were utilized as the basis, MOT is already accounted for in those estimates and was not recalculated/adjusted.

Generally, the cost estimates were arrived at through a combination of cost estimates for individual landscape items, with tree specimens, benches, and wayfinding signs using prevailing costs. For landscaping, it should be noted that tree specimen costs utilized were sourced from prior projects or nurseries.

As a cross check, the cost of the improvements was compared to regional projects of a similar nature in the City of Miami, City of Coral Gables, and City of West Palm Beach. The per mile cost for as built ranges from $4.88 million to $5.68 million per 0.1 mile. When adjusted for inflation to give an "apples to apples" comparison, the upper end is in the range of approximately $7.8 million to $8.6 million per 0.1 mile. By comparison, this project is at $6.88 million per 0.1 mile. The data on the right provides the Florida Department of Transportation's current inflation cost factors.

Year	Inflation Factor
2022	2.7%
2023	2.8%
2024	2.9%
2025	3.0%
2026	3.1%
2027	3.2%
2028	3.3%
2029	3.3%
2030	3.3%

This difference can be attributed to the differences in our project, which requires more drainage work over a longer stretch, but at the same time will use less paver materials in favor of stamped concrete and other considerations.



Roadway Assumptions

Given the invasive nature of the underground/subsurface improvements, including drainage needs across the corridor, the costs are likely to be more akin to LRE estimates for new constructions than a simple milling and resurfacing. The roadway costs were arrived at utilizing LRE estimates and the length of the segment.

Lighting

Where necessary, such as for light posts/lighting, Area 12 of the Florida Department of Transportation historical cost items were utilized, with an assumed number of poles based on the corridor length and the need for higher numbers in some areas. However, it should be noted that this number is subject to change based on final design and this is a planning level estimate. Due to the higher-than-normal potential for design phase differences based on local conditions, and because the Department of Transportation light pole is based on standard and not a specifically designed pole for aesthetic reasons, a 15% contingency was applied here as well.

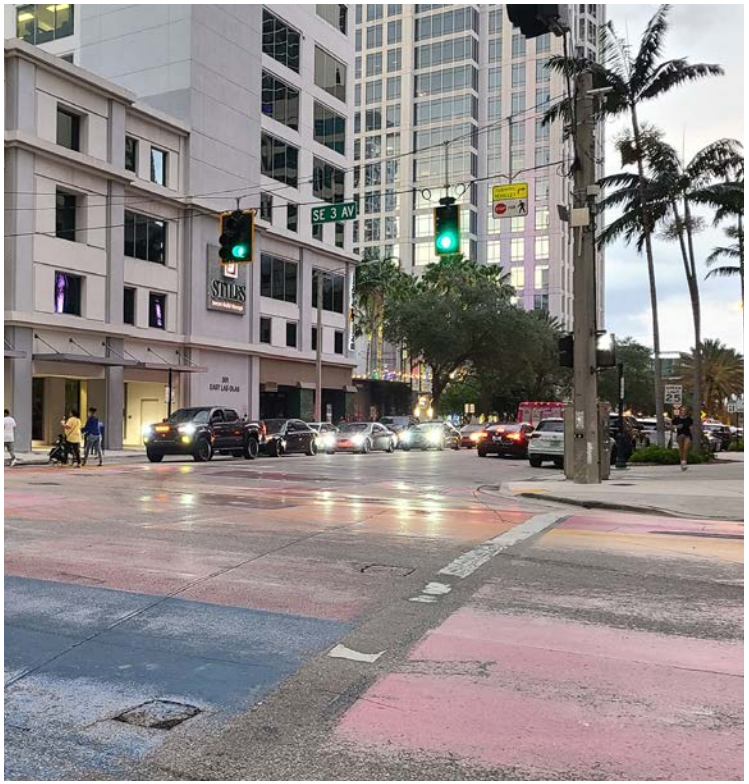
Utilities

A base assumption of movement of poles was calculated for each segment of above ground utilities. Should above ground utilities be undergrounded, additional budgetary resources will be needed.

Downtown Considerations

Roadway and Intersection

The Downtown section utilized a combination of LRE estimates adjusted for subsegments with and without medians. It is assumed that improvements will be needed at SE 3rd Avenue and Las Olas Boulevard in the future, and as part of the upgrade, the current lights system will be improved to account for local severe weather events to improve resiliency. Additionally, a new midblock crossing will be placed at SE 5th Avenue and Las Olas Boulevard as described in the report.



Drainage

A minor planning level estimate is provided for this section given pooling/puddling within the area.

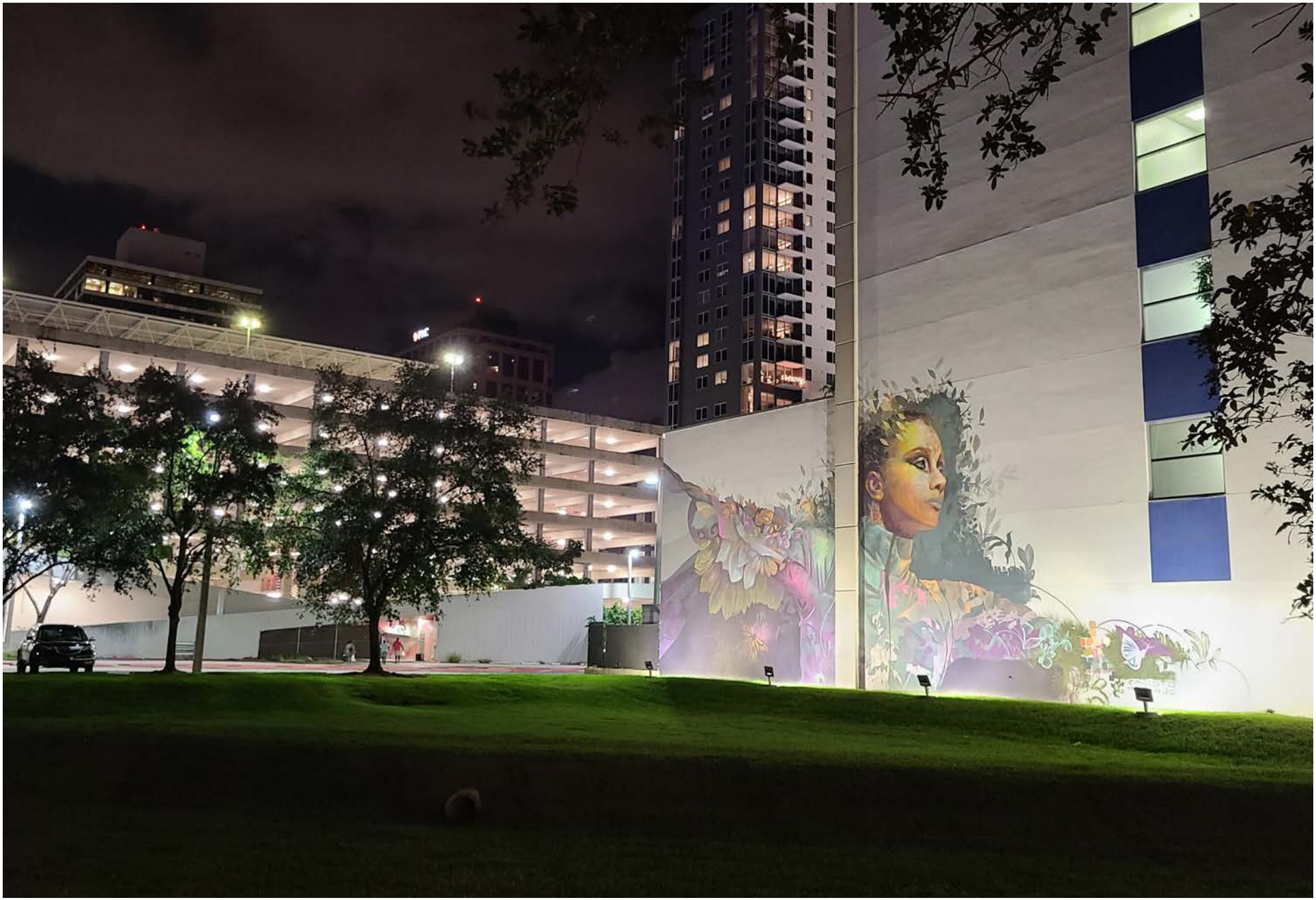
Historic Shops Considerations

Roadway Improvements

Improvements to the roadway involve the raising of three intersections and reconstruction of the corridor for a street with curbs.

Midblock crossings at existing locations may need consideration for retention given their status as existing infrastructure and are accounted for here.

	Downtown	Shops	Total
Streetscape	$1,167,883	$2,164,234	$3,332,117
Landscaping	$3,556,679	$5,654,169	$9,210,848
Lighting	$331,387	$386,861	$ 718,248
Utilities	$218,978	$270,073	$ 489,051
Bridges	$-	$14,599	$14,599
Intersection and Midblock Improvements	$1,569,343	$310,219	$ 1,879,562
Other (Subsurface, etc.)	$729,927	$364,964	$ 1,094,891
Design	$908,904	$1,099,814	$ 2,008,718
CEI	$1,136,130	$1,374,768	$ 2,510,898
Maintenance of Traffic (MOT)	$757,420	$916,512	$ 1,673,932
Contingency	$1,037,665	$1,255,621	$ 2,293,286
Total	$11,414,315	$13,811,832	$ 25,226,147




"Las Olas will become a destination
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THE CORRADINO GROUP

QUESTIONNAIRE SHEET

PLEASE PRINT OR TYPE:

Firm Name:

President

Business Address:

Telephone: Fax:

E-Mail Address:

What was the last project of this nature which you completed? Include the year, description, and contract value.

The following are named as three corporations and representatives of those corporations for which you have performed work similar to that required by this contract, and which the City may contact as your references (include addresses, telephone numbers and e-mail addresses). Include the project name, year, description, and contract value.

How many years has your organization been in business?

Have you ever failed to complete work awarded to you; if so, where and why?

The name of the qualifying agent for the firm and his position is:

Certificate of Competency Number of Qualifying Agent:

Effective Date: Expiration Date:

Licensed in: Engineering Contractor's License #

(County/State)

Expiration Date:

NOTE: To be considered for award of this contract, the bidder must submit a financial statement upon request.

NOTE: Contractor must have proper licensing and shall provide copy of same with his proposal.

QUESTIONNAIRE SHEET

1. Have you personally inspected the proposed work and have you a complete plan for its performance?

2. Will you sublet any part of this work? If so, list the portions or specialties of the work that you will.

a)

b)

c)

d)

e)

f)

g)

3. What equipment do you own that is available for the work?

4. What equipment will you purchase for the proposed work?

5. What equipment will you rent for the proposed work?

BID/PROPOSAL CERTIFICATION

Please Note: It is the sole responsibility of the bidder to ensure that his bid is submitted electronically through www.BidSync.com prior to the bid opening date and time listed. Paper bid submittals will not be accepted. All fields below must be completed. If the field does not apply to you, please note N/A in that field.

If you are a foreign corporation, you may be required to obtain a certificate of authority from the department of state, in accordance with Florida Statute §607.1501 (visit http://www.dos.state.fl.us/).

Company: (Legal Registration) EIN (Optional):

Address:

City: State: Zip:

Telephone No.: FAX No.: Email:

Delivery: Calendar days after receipt of Purchase Order **(section 1.02 of General Conditions)**:

Total Bid Discount **(section 1.05 of General Conditions)**:

Check box if your firm qualifies for MBE / SBE / WBE **(section 1.09 of General Conditions)**: ☐

ADDENDUM ACKNOWLEDGEMENT - Proposer acknowledges that the following addenda have been received and are included in the proposal:

Addendum No.	Date Issued	Addendum No.	Date Issued	Addendum No.	Date Issued

---

VARIANCES: If you take exception or have variances to any term, condition, specification, scope of service, or requirement in this competitive solicitation you must specify such exception or variance in the space provided below or reference in the space provided below all variances contained on other pages within your response. Additional pages may be attached if necessary. No exceptions or variances will be deemed to be part of the response submitted unless such is listed and contained in the space provided below. The City does not, by virtue of submitting a variance, necessarily accept any variances. If no statement is contained in the below space, it is hereby implied that your response is in full compliance with this competitive solicitation. If you do not have variances, simply mark N/A. **You must also click the "Take Exception" button.**

The below signatory hereby agrees to furnish the following article(s) or services at the price(s) and terms stated subject to all instructions, conditions, specifications addenda, legal advertisement, and conditions contained in the bid/proposal.

I have read all attachments including the specifications and fully understand what is required. By submitting this signed proposal, I will accept a contract if approved by the City and such acceptance covers all terms, conditions, and specifications of this bid/proposal. The below signatory also hereby agrees, by virtue of submitting or attempting to submit a response, that in no event shall the City's liability for respondent's direct, indirect, incidental, consequential, special or exemplary damages,

expenses, or lost profits arising out of this competitive solicitation process, including but not limited to public advertisement, bid conferences, site visits, evaluations, oral presentations, or award proceedings exceed the amount of Five Hundred Dollars ($500.00). This limitation shall not apply to claims arising under any provision of indemnification or the City's protest ordinance contained in this competitive solicitation.

Submitted by:

Name (printed)	Signature
Date	Title

Revised 4/28/2020

CONSTRUCTION BID CERTIFICATION

Please Note: It is the sole responsibility of the bidder to ensure that his bid is submitted electronically through www.BidSync.com prior to the bid opening date and time listed. Paper bid submittals will not be accepted. All fields below must be completed. If the field does not apply to you, please note N/A in that field.

If you are a foreign corporation, you may be required to obtain a certificate of authority from the Department of State, in accordance with Florida Statute §607.1501 (visit http://www.dos.state.fl.us/).

Company: (Legal Registration)

Address:

City: State: Zip:

Telephone No.: FAX No.: Email:

Check box if your firm qualifies for MBE / SBE / WBE:

If a corporation, state the name of the President, Secretary and Resident Agent. If a partnership, state the names of all partners. If a trade name, state the names of the individuals who do business under the trade name.

Name	**Title**	**Name**	**Title**
Name	**Title**	**Name**	**Title**

ADDENDUM ACKNOWLEDGEMENT - Bidder acknowledges that the following addenda have been received and are included in the proposal:

Addendum No.	Date Issued	Addendum No.	Date Issued	Addendum No.	Date Issued

VARIANCES: If you take exception or have variances to any term, condition, specification, or requirement in this bid you must specify such variance in the space provided below or reference in the space provided below all variances contained on other pages within your bid. Additional pages may be attached if necessary. No variances will be deemed to be part of the bid submitted unless such is listed and contained in the space provided below. The City does not, by virtue of submitting a variance, necessarily accept any variances. If no statement is contained in the below space, it is hereby implied that your response is in full compliance with this competitive solicitation. If you do not have variances, simply mark N/A. **You must also click the "Take Exception" button.**

The below signatory affirms that he has or will obtain all required permits and licenses from the appropriate agencies, and that his firm is authorized to do business in the State of Florida. The below signatory agrees to furnish all labor, tools, material, equipment and supplies, and to sustain all the expense incurred in doing the work set forth in strict accordance with the bid plans and contract documents at the unit prices indicated if awarded a contract. The below signatory has not divulged to, discussed, or compared this bid with other bidders, and has not colluded with any other bidder or parties to this bid whatsoever. Furthermore, the undersigned guarantees the truth and accuracy of all statements and answers contained in this bid. The below signatory also hereby agrees, by virtue of submitting or attempting to submit a bid, that in no event shall the City's liability for bidder's direct, indirect, incidental, consequential, special or exemplary damages, expenses, or lost profits arising out of this competitive solicitation process, including but not limited to public advertisement, bid conferences, site visits, evaluations, oral presentations, or award proceedings exceed the amount of Five Hundred Dollars ($500.00). This limitation shall not apply to claims arising under any provision of indemnification or the City's protest ordinance contained in this competitive solicitation.

Submitted by:

Name (printed) Signature

Date Title

Revised 4/28/2020

REFERENCES

A minimum of three (3) references shall be provided:

1. **Company Name:**
   Address:
   Contact:
   Phone #: Email:
   Contract Value: Year:
   Description:

2. **Company Name:**
   Address:
   Contact:
   Phone #: Email:
   Contract Value: Year:
   Description:

3. **Company Name:**
   Address:
   Contact:
   Phone #: Email:
   Contract Value: Year:
   Description:

4. Company Name:

Address:

Contact:

Phone #: Email:

Contract Value: Year:

Description:

5. Company Name:

Address:

Contact:

Phone #: Email:

Contract Value: Year:

Description:

GENERAL CONDITIONS

Unless otherwise modified in the Project's Special Conditions, the following General Conditions shall be part of the Contract:

GC – 01 – DEFINITIONS – The following words and expressions, or pronouns used in their stead, shall wherever they appear in the Contract the Contract Documents, be construed as follows:

"Addendum" or "Addenda" – shall mean the additional Contract provisions issued in writing, by the Engineer, prior to the receipt of bids.

"Bid" – shall mean the offer or proposal of the Bidder submitted on the prescribed form setting forth the prices for the Work to be performed.

"Bidder" – shall mean any person, firm, company, corporation or entity submitting a bid for the Work.

"Bonds" – shall mean bid, performance and payment bonds and other instruments of security, furnished by Contractor and his surety in accordance with the Contract Documents.

"City" – shall mean the city of Fort Lauderdale, Florida, a Florida municipal corporation. In the event the City exercises its regulatory authority as a government body, the exercise of such regulatory authority and the enforcement of any rules, regulations, codes, laws and ordinances shall be deemed to have occurred pursuant to City's authority as a governmental body and shall not be attributable in any manner to the City as a party to this Contract.

"Consultant" – shall mean a person, firm, company, corporation or other entity employed by the City to perform the professional services for the project.

"Contractor" – shall mean the successful Bidder who has been employed by the City to perform the construction and related services for the project.

"Contract Work" – shall mean everything expressed or implied to be required to be furnished and furnished by the Contractor by any one or more of the parts of the Contract Documents referred to in the Contract hereof. In the case of any inconsistency in or between any parts of this Contract, the Project Manager shall determine which shall prevail.

"Design Documents" – shall mean the construction plans and specifications included as part of a Bid/Proposal Solicitation prepared by the City or by the Consultant under a separate Agreement with the City.

"Engineer" – shall include the terms "professional engineer" and "licensed engineer" and means a person who is licensed to engage in the practice of engineering under Florida Statute, Chapter 471. An Engineer may be a City employee or a consultant hired by the City.

"Extra Work" – shall mean work other than that required by the Contract.

"Inspector" – shall mean an authorized representative of the City assigned to make necessary inspections of materials furnished by Contractor and of the Work performed by Contractor.

GENERAL CONDITIONS (continued)

"Notice" – shall mean written notice sent by certified United States mail, return receipt requested, or sent by commercial express carrier with acknowledgement of delivery, or via fax or email, or by hand delivery with a request for a written receipt of acknowledgement of delivery and shall be served upon the Contractor either personally or to its place of business listed in the Bid.

"Owner" – shall mean the City of Fort Lauderdale.

"Project Manager" – shall mean a professional designated by the City to manage the Project under the supervision and direction of the Public Works Director or designee.

"Site" – shall mean the area upon or in which the Contractor's operations are carried out and such other areas adjacent thereto as may be designated as such by the Project Manager.

"Sub-Contractor" – shall mean any person, firm, company, corporation or other entity, other than employees of the Contractor, who or which contracts with the contractor, to furnish, or actually furnishes labor and materials, or labor and equipment, or labor, materials and equipment at the site.

"Surety" – shall mean any corporation or entity that executes, as Surety, the Contractor's performance and payment bond securing the performance of this Contract.

GC – 02 – SITE INVESTIGATION AND REPRESENTATION – The Contractor acknowledges that it has satisfied itself as to the nature and location of the Work under the Contract Documents, the general and local conditions of the Site, particularly those bearing upon availability of transportation, disposal, handling and storage of materials, availability of labor, water, electric power, and roads, field conditions, the type of equipment and facilities needed preliminary to and during the prosecution of the Work and all other matters which can in any way affect the Work or the cost thereof under the Contract Documents.

The Contractor acknowledges that it has conducted extensive tests, examinations and investigations and represents and warrants a thorough familiarization with the nature and extent of the Contract Documents, the Work, locality, soil conditions, moisture conditions and all year-round local weather and climate conditions (past and present), and, in reliance on such test, examination and investigations conducted by Contractor and the Contractor's experts, has determined that no conditions exist that would in any manner affect the Bid Price and that the project can be completed for the Bid Price submitted.

Any failure by the Contractor to acquaint itself with all the Site conditions shall not relieve Contractor from responsibility for properly estimating the difficulty of cost thereof under the Contract Documents.

GC – 03 - SUBSTITUTIONS – If the Contractor desires to use materials and/or products of manufacturer's names different from those specified in the Contract Documents, the Bidder requesting the substitution shall make written application as described herein. The burden of proving the equality of the proposed substitution rests on the Contractor making the request. To be acceptable, the proposed substitution shall meet or exceed all expressed requirements of the Contract Documents and shall be submitted upon the Contractor's letterhead. The following requirements shall be met in order for the substitution to be considered.

GENERAL CONDITIONS (continued)

1. Requests substitution shall be accompanied by such technical data, as the party making the request desires to submit. The Project Manager will consider reports from reputable independent testing laboratories, verified experience records from previous users and other written information valid in the circumstances; and

2. Requests for substitution shall completely and clearly indicate in what respects the materials and/or products differ from those indicated in the Contract Documents; and

3. Requests for substitution shall be accompanied by the manufacturer's printed recommendations clearly describing the installation, use and care, as applicable, or the proposed substitutions; and

4. Requests for substitution shall be accompanied by a complete schedule of changes in the Contract Documents, if any, which must be made to permit the use of the proposed substitution.

   If a proposed substitution is approved by the Project Manager, an addendum will be issued to prospective bidders not less than three (3) working days prior to the date set for opening of bids. Unless substitutions are received and approved as described above, the successful Bidder shall be responsible for furnishing materials and products in strict accordance with the Contract Documents.

GC – 04 – CONSTRUCTION RESOURCES – Contract shall provide all labor and equipment necessary to complete the installation within a timely manner. Contractor shall provide details as to manpower and equipment to be dedicated to the project in its Work Plan Contractor is responsible for making arrangements, obtaining and purchasing construction water services if required to complete the work.

GC – 05 – CONTROL OF THE WORK – The Project Manager shall have full control and direction of the Work in all respects. The Project Manager and/or his authorized designee(s) shall, at all times, have the right to inspect the Work and materials. The Contractor shall furnish all reasonable facilities for obtaining such information, as the Project Manager may desire respecting the quality of the Work and materials and the manner of conducting the Work. Should the Contractor be permitted to perform night Work, or to vary the period which work is ordinarily carried on in the daytime, he shall give ample notice to the Project Manager so that the proper and adequate inspection may be provided. Such Work shall be done only under such regulations as are furnished in writing by the Project Manager, and no extra compensation shall be allowed to the Contractor therefore. In the event of night work, the Contractor shall furnish such light, satisfactory to the Project Manager, as will ensure proper inspection. Nothing herein contained shall relieve the Contractor from compliance with any and all City ordinances relating to noise or Work during prohibited hours.

GC – 06 – SUB-CONTRACTOR – The Contractor shall not sublet, in whole or any part of the Work without the written consent and approval of the Project Manager. Within ten (10) days after official notification of starting date, the Contractor must submit in writing, to the Project Manager, a list of all Sub-contractors. No Work shall be done by any sub-contractor until such Sub-contractor has been officially approved by the Project Manager. A sub-contractor not appearing on the original list will not be approved without written request submitted to the Project Manager and approved by the Public Works Director. In all cases, the Contractor shall give his personal attention to the Work of the Sub-contractors and the Sub-contractor is liable to be discharged by the Contractor, at the direction of the Project Manager, for neglect of duty, incompetence or misconduct.

Acceptance of any sub-contractor, other person, or organization by the Project Manager shall not constitute a waiver of any right of Project Manager to reject defective Work or Work not in conformance with the Contract Documents.

GENERAL CONDITIONS (continued)
Contractor shall be fully responsible for all acts and omissions of its Sub-contractors and of persons and organizations directly or indirectly employed by them and of persons and organizations for whose acts any of them may be liable to the same extent that he is responsible for the acts and omissions of persons directly employed by him. Nothing in the Contract Documents shall create any contractual relationship between City and any sub-contractor or other person or organization having a direct contract with Contractor, nor shall it create any obligation on the part of City to pay or to see to the payment of any moneys due to any sub-contractor or other person, or organization, except as may otherwise be required by law.

GC – 07 – QUANTITIES – Contractor recognizes and agrees that the quantities shown on plans and Bid/Price Schedule are estimates only and may vary during actual construction. No change shall be made involving any departure from the general scheme of the Work and that no such change involving a material change in cost, either to the City or Contractor, shall be made, except upon written permission of the City. However, the Project Manager shall have the right to make minor alterations in the line, grade, plan, form or materials of the Work herein contemplated any time before the completion of the same. That if such alterations shall diminish the quantity of the Work to be done, such alterations shall not constitute a claim for damages or anticipated profits. That if such alterations increase the amount of the Work to be done, such increase shall be paid for according to the quantity actually performed and at the unit price or prices stipulated therefore in the Contract. The City shall, in all cases of dispute, determine the amount or quantity of the several kinds of Work which are to be paid for under this Contract, and shall decide all questions relative to the execution of the same, and such estimates and decisions shall be final and binding.

Any Work not herein specified, which might be fairly implied as included in the Contract, of which the City shall judge, shall be done by the Contractor without extra charge. However, such cost increases shall be authorized either by the Public Works Director or designee, or the City Commission based upon the purchasing threshold amounts provided for in Chapter 2 of the City of Fort Lauderdale's Code of Ordinances.

GC – 08 – NO ORAL CHANGES – Except to the extent expressly set forth in the Contract, no change in, or modification, termination or discharge of the Contract in any form whatsoever, shall be valid or enforceable unless it is in writing and signed by the parties charged, therewith or their duly authorized representative.

GC – 09 – PERMITS AND PROTECTION OF PUBLIC – Permits on file with the City and/or those permits to be obtained by the Contractor shall be considered directive in nature, and will be considered a part of this Contract. A copy of all permits shall be given to the City and become part of the Contract Documents. Terms of permits shall be met prior to acceptance of the Work and release of the final payment.

Contractor shall secure all permits and licenses required for completing the Project. Contractor will obtain the necessary State, County, and City construction/work permits if required.

The Contractor shall comply with all applicable Codes, Standards, Specifications, etc. related to all aspects of the Project.

Where there are telephones, light or power poles, water mains, conduits, pipes or drains or other construction, either public or private, in or on the streets or alleys, the Work shall be so conducted that no interruption or delay will be caused in the operation or use of the same. Proper written notice shall be given to all affected parties prior to proceeding with the Work.

GENERAL CONDITIONS (continued)
The Contractor shall not be permitted to interfere with public travel and convenience by grading or tearing up streets indiscriminately, but the Work of constructing the various items in this contract shall proceed in an orderly, systematic and progressive manner.

GC – 10 – DISEASE REGULATIONS – The Contractor shall enforce all sanitary regulations and take all precautions against infectious diseases as the Project Manager may deem necessary. Should any infectious or contagious diseases occur among his employees, he shall arrange for the immediate removal of the employee from the Site and isolation of all persons connected with the Work.

GC -11- CONTRACTOR TO CHECK PLANS, SPECIFICATIONS, AND DATA – The Contractor shall verify all dimensions, quantities, and details shown on the plans, supplementary drawings, schedules, and shall notify the Project Manager of all errors, omissions, conflicts and discrepancies found therein with three (3) working days of discovery. Failure to discover or correct errors, conflictions, or discrepancies shall not relieve the Contractor of full responsibility for unsatisfactory Work, faulty construction, or improper operation resulting therefrom nor from rectifying such condition at its own expense.

GC – 12 – MATERIALS AND WORKMANSHIP – All material shall be new and the workmanship shall, in every respect, be in conformity with approved modern practice and with prevailing standards of performance and quality. In the event of a dispute, the Project Manager's decision shall be final. Wherever the Plans, Specifications, Contract Documents, or the directions of the Project Manager are unclear as to what is permissible and/or fail to note the quality of any Work, that interpretation will be made by the Project Manager, which is in accordance with approved modern practice, to meet the particular requirements of the Contract.

GC – 13 – SAFEGUARDING MARKS - The Contractor shall safeguard all points, stakes, grade marks, monuments, and benchmarks made or established on the Work, bear the cost of re-establishing same if disturbed, or bear the entire expense of rectifying Work improperly installed due to not maintaining or protecting or for removing without authorization, such established points, stakes, and marks. The Contractor shall safeguard all existing and known property corners, monuments and marks not related to the Work and, if required, shall bear the cost of having them re-established by a licensed Professional surveyor registered in the State of Florida if disturbed or destroyed during the course of construction.

GC – 14 – RESTROOM FACILITIES – Contractor shall provide portable toilet facilities for employee's use at a location within the Work site to be determined by the City.

GC – 15 – PROGRESS MEETINGS – Weekly Status meetings will be conducted with representatives from the City and the Contractor. Contract shall budget time to participate in such meetings. A well-run Project should result in short meetings.

GC – 16 – ISSUE RESOLUTION – Should Contractor become engaged in a dispute with a resident or a City employee, the Contractor shall report the situation to the Project Manager immediately. It shall be mandatory that the City participate in any dispute resolution. Failure of Contractor personnel to notify the City shall obligate Contractor to replace the offending employee immediately if requested by the City.

GENERAL CONDITIONS (continued)

GC – 17 – CITY SECURITY-CONTRACTOR AND SUBCONTRACTOR EMPLOYEE INFORMATION – Prior to commencing work, Contractor shall provide to the City a list of all personnel and sub-contractors on site. The list will include the name, address, birth date and driver's license number for all personnel. All personnel and subcontractors on site will have on their person a company photo ID during all stages of the construction. Contractor shall provide standard required personal information per current City procedures.

GC – 18 – POST-CONTSTRUCTION SURVEY – The Contractor shall provide as-built survey, sealed and signed by a registered surveyor in the State of Florida, as a condition of final payment.

GC – 19 – KEY PERSONNEL – Contractor shall provide as part of the Work Plan, resumes for all key project personnel providing supervision and project management functions. Resumes shall include work history and years of experience performing this type of work.

GC – 20 – EXISTING UTILITY SERVICE – All existing utility service shall be maintained with a minimum of interruption at the expense of the Contractor.

GC – 21 – JOB DESCRIPTION SIGNS – Contractor, at Contractor's expense, shall furnish, erect, and maintain suitable weatherproof signs on jobs over $100,000 containing the following information:

1. City Seal (in colors)
2. Project or Improvement Number
3. Job Description
4. Estimated Cost
5. Completion Date

Minimum size of sign shall be four feet high, eight feet wide and shall be suitably anchored. The entire sign shall be painted and present a pleasing appearance. Exact location of signs will be determined in the field. Two (2) signs will be required, one at each end of the job. All costs of this work shall be included in other parts of the work.

GC – 22 – FLORIDA EAST COAST RIGHT-OF-WAY – Whenever a City contractor is constructing within the Florida East Coast Railway Company's Right-of-Way, it will be mandatory that the contractor carry bodily injury and property damage insurance in amounts satisfactory to the Florida East Coast Company. This insurance requirement shall be verified by the contractor with the Florida East Coast Company prior to commencing work, and maintained during the life of the Contract.

GC – 23 – ACCIDENTS – The Contractor shall provide such equipment and facilities as are necessary and/or required, in the case of accidents, for first aide services to be provided to a person who may be injured during the project duration. The Contractor shall also comply with the OSHA requirements as defined in the United States Labor Code 29 CFR 1926.50.

In addition, the Contractor must report immediately to the Project Manager every accident to persons or damage to property, and shall furnish in writing full information, including testimony of witnesses regarding any and all accidents.

GC – 24 – SAFETY PRECAUTIONS – Contractor must adhere to the applicable environmental protection guidelines for the duration of a project. If hazardous waste materials are used, detected or generated at any time, the Project Manager must be immediately notified of each and every occurrence. The Contractor shall comply with all codes, ordinance, rules, orders and other legal requirements of public authorities (including OSHA, EPA, DERM, the City, Broward County, State of Florida, and Florida Building Code), which bear on the performance of the Work.

GENERAL CONDITIONS (continued)

The Contractor shall take the responsibility to ensure that all Work is performed using adequate safeguards, including but not limited to: proper safe rigging, safety nets, fencing, scaffolding, barricades, chain link fencing, railings, barricades, steel plates, safety lights, and ladders that are necessary for the protection of its employees, as well as the public and City employees. All riggings and scaffolding shall be constructed with good sound materials, of adequate dimensions for their intended use, and substantially braced, tied or secured to ensure absolute safety for those required to use it, as well as those in the vicinity. All riggings, scaffolding, platforms, equipment guards, trenching, shoring, ladders and similar actions or equipment shall be OSHA approved, as applicable, and in accordance with all Federal, State and local regulations.

GC - 25 – DUST PREVENTION – The Contractor shall, by means of a water spray, or temporary asphalt pavement, take all necessary precautions to prevent or abate a dust nuisance arising from dry weather or Work in an incomplete stage. All costs of this Work shall be included in the cost of other parts of the Work.

Should the Contractor fail to abate a dust nuisance the Project Manager may stop the Work until the issue is resolved to the City's satisfaction.

GC – 26 – SITE CLEANUP AND RESTORATION – The Contractor shall remove all debris and unused or discarded materials from the work site daily. Contractor shall clean the work site to remove all directional drilling "Driller's Mud" materials. No "Driller's Mud" residue shall be allowed to remain in the soil or on the surface of the land or vegetation. All debris and drilling materials must be disposed of offsite at an approved location. The Contractor shall promptly restore all areas disturbed that are outside the Project limits in equal or better condition at no additional cost to the City.

GC – 27 – COURTEOUS BEHAVIOR AND RESPECT FOR RESIDENTS AND PROPERTY – The Contractor and its employees, associates and sub-contractors shall maintain courteous behavior at all times and not engage in yelling, loud music, or other such activities. Contractor's employees shall not leave trash or other discarded items at the Work Site, especially on any private property. In the event complaints arise, Contractor shall immediately remove such offending employees from the project if requested to do so by the Project Manager. Contractor's employees shall not trespass on any private property unless necessary to complete the work but with prior permission from the owner.

Contractor shall notify and obtain permission from the residents 24 hours in advance when planning to work within the resident's property. In addition, Contractor shall notify the resident prior to entering their property to perform work or inspect/investigate the work site. Contractor shall not block residents' driveways unnecessarily. Contractor shall not park equipment on landscaped areas when the vehicle is not needed for the current construction activities. Contractor shall be responsible for repair and/or replacement of all damaged landscaping within 48 hours including repairing vehicle wheel impressions, irrigation systems, lighting systems, structures, or any other items of resident's property. Contractor shall not destroy, damage, remove, or otherwise negatively impact any landscaping within or outside the right-of-way without prior approval from the Project Manager.

GENERAL CONDITIONS (continued)

GC – 28 – PLACING BARRICADES AND WARNING LIGHTS – The Contractor shall furnish and place, at Contractor's own expense, all barricades, warning lights, automatic blinker lights and such devices necessary to properly protect the work and vehicular and pedestrian traffic. Should the Contractor fail to erect or maintain such barricades, warning lights, etc., the Project Manager may, after 24 hours' notice to the Contractor, proceed to have such barricades and warning lights placed and maintained by City or other forces and all costs incurred thereof charged to the Contractor and may be retained by the City from any monies due, or to become due, to the Contractor.

GC – 29 – TRAFFIC CONTROL – The Contractor shall coordinate all Work and obtain, through the City's Transportation and Mobility Department, Broward County, Florida Department of Transportation, as applicable, any permits required to detour traffic or close any street before starting to work in the road.

All traffic control devices, flashing lights, signs and barricades shall be maintained in working condition at all times and conform to Manual of Uniform Traffic Control Devices (MUTCD), latest edition.

GC – 30 – COORDINATION – The Contractor shall notify all utilities, transportation department, etc., in writing, with a copy to the Project Manager before construction is started and shall coordinate its Work with them. The Contractor shall cooperate with the owners of any underground or overhead utility lines in their removal, construction and rearrangement operations in order that services rendered by these parties will not be unnecessarily interrupted.

The Contractor shall arrange its Work and dispose of its materials so as to not interfere with the operation of other contractors engaged upon adjacent work, and to join its Work to that of others in a proper manner, and to perform its Work in the proper sequence in relation to that of other contractors as may be directed by the Project Manager.

Each Contractor shall be responsible for any damage done by its agents to the work performed by another contractor.

GC – 31 – WATER – Bulk water used for construction, flushing pipelines, and testing shall be obtained from fire hydrants. Contractor shall make payment for hydrant meter at Treasury Billing Office, 1st Floor, City Hall, 100 N. Andrews Avenue. With the paid receipt, contractor can pick up hydrant meter at the utility location office. No connection shall be made to a fire hydrant without a meter connected.

GC – 32 – PROHIBITION AGAINST CONTRACTING WITH SCRUTINIZED COMPANIES – As to any contract for goods or services of $1 million or more and as to the renewal of any contract for goods or services of $1 million or more, subject *Odebrecht Construction, Inc., v. Prasad,* 876 F.Supp.2d 1305 (S.D. Fla. 2012), *affirmed, Odebrecht Construction, Inc., v. Secretary, Florida Department of Transportation,* 715 F.3d 1268 (11th Cir. 2013), with regard to the "Cuba Amendment," the Contractor certifies that it is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and that it does not have business operations in Cuba or Syria, as provided in Section 2877.135, Florida Statutes (2021), as may be amended or revised. As to any contract for goods or services of any amount and as to the renewal of any contact for goods or services of any amount, the Contractor certifies that it is not on the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2021), as may be amended or revised, and that it is not engaged in a boycott of Israel. The City may terminate this Agreement at the City's option if the Contractor is found to have submitted a false certification as provided under subsection (5) of Section 287.135, Florida Statutes (2021), as may be amended or revised, or been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Ira Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List created pursuant to Section 215.4725, Florida Statutes (2021), as may be amended or revised, or is engaged in a boycott of Israel, or has been engaged in business operations in Cuba or Syria, as defined in Section 287.135, Florida Statutes (2021), as may be amended or revised.

GENERAL CONDITIONS (continued)

GC – 33 – USE OF FLORIDA LUMBER TIMBER AND OTHER FOREST PRODUCTS – In accordance with Florida Statute 255.20 (3), the City specifies that lumber, timber, and other forest products used for this Project shall be produced and manufactured in the State of Florida if such products are available and their price, fitness, and quality are equal. This requirement does not apply to plywood specified for monolithic concrete forms, if the structural or service requirements for timber for a particular job cannot be supplied by native species, or if the construction is financed in whole or in part from federal funds with the requirement that there be no restrictions as to species or place of manufacture.

The Bidder affirms by submitting a response to this solicitation that they will comply with section 255.20 (3) Florida Statutes.

GC – 34 – PUBLIC RECORDS/TRADE SECRETS/COPYRIGHT: The Proposer's response to the Solicitation is a public record pursuant to Florida law, which is subject to disclosure by the City under the State of Florida Public Records Law, Florida Statutes Chapter 119.07 ("public Records Law"). The City shall permit public access to all documents, papers, letters or other material submitted in connection with this Solicitation and the Contract to be executed for this Solicitation, subject to the provisions of Chapter 119.07 of the Florida Statutes.

Any language contained in the Proposer's response to the Solicitation purporting to require confidentiality of any portion of the Proposer's response to the Solicitation, except to the extent that certain information is in the City's opinion a Trade Secret pursuant to Florida law, shall be void. If a Proposer submits any documents or other information to the City which the Proposer claims is Trade Secret information and exempt from Florida Statutes Chapter 119.07 ("Public Records Laws"), the Proposer shall clearly designate that it is a Trade Secret and that it is asserting that the document or information is exempt. The Proposer must specifically identify the exemption being claimed under Florida Statutes 119.07. The City shall be the final arbiter of whether any information contained in the Proposer's response to the Solicitation constitutes a Trade Secret. The City's determination of whether an exemption applies shall be final, and the proposer agrees to defend, indemnify, and hold harmless the City and the City's officers, employees, and agent, against any loss or damages incurred by any person or entity as a result of the City's treatment of records as public records. In addition, the proposer agrees to defend, indemnify and hold harmless the City and the City's officers, employees, and agents, against any loss or damages incurred by any person or entity as a result of the City's treatment of records as exempt from disclosure or confidential. Proposals purposing to be subject to copyright protection in full or in part will be rejected. The proposer authorizes the City to publish, copy and reproduce any and all documents submitted to the City bearing copyright symbols or otherwise purporting to be subject to copyright protection.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

Telephone Number: **(954) 828-5002**

Mailing Address: **City Clerk's Office**
100 N. Andrews Avenue
Fort Lauderdale, Florida 33301-1016

E-mail: **prrcontract@fortlauderdale.gov**

GENERAL CONDITIONS (continued)
Contractor shall:

1. Keep and maintain public records required by the City in order to perform the service.

2. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes (2021), as may be amended or revised, or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law from the duration of the contract term and following completion of this Agreement if the Contractor does not transfer the records to the City.

4. Upon completion of the Agreement, transfer, at no cost, to the City all public records in possession of the Contractor or keep and maintain public records required by the City to perform the service. If the Contractor transfers all public records to the City upon completion of this Agreement, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of this Agreement, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

CONTRACT PAYMENT METHOD

The City of Fort Lauderdale has implemented a Procurement Card (P-Card) program which changes how payments are remitted to its vendors. The City has transitioned from traditional paper checks to credit card payments via MasterCard or Visa as part of this program.

This allows you as a vendor of the City of Fort Lauderdale to receive your payments fast and safely. No more waiting for checks to be printed and mailed.

In accordance with the contract, payments on this contract will be made utilizing the City's P-Card (MasterCard or Visa). Accordingly, bidders must presently have the ability to accept these credit cards or take whatever steps necessary to implement acceptance of a card before the start of the contract term, or contract award by the City.

All costs associated with the Contractor's participation in this purchasing program shall be borne by the Contractor. The City reserves the right to revise this program as necessary.

By signing below you agree with these terms.

Please indicate which credit card payment you prefer:

- [ ] MasterCard
- [ ] Visa

Company Name

Name (Printed)

Signature

Date

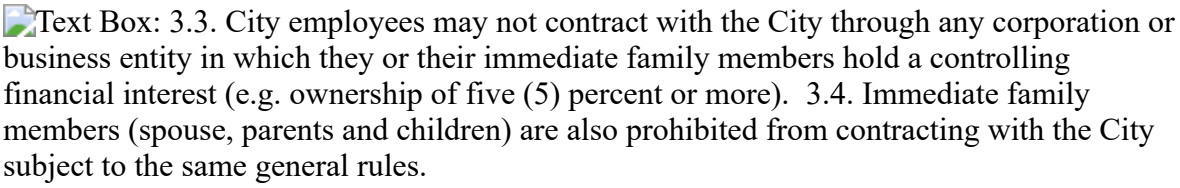
Title

NON-COLLUSION STATEMENT:

By signing this offer, the vendor/contractor certifies that this offer is made independently and *free* from collusion. Vendor shall disclose below any City of Fort Lauderdale, FL officer or employee, or any relative of any such officer or employee who is an officer or director of, or has a material interest in, the vendor's business, who is in a position to influence this procurement.

Any Cityof LauderdaleFL officeror intowriting of specifications or requirements, solicitation of offers, decision to award, evaluation of offers, or any other activity pertinent to this procurement is presumed, for purposes hereof, to be in a position to influence this procurement.

For purposes hereof, a person has a material interest if they directly or indirectly own more than 5 percent of the total assets or capital stock of any business entity, or if they otherwise stand to personally gain if the contract is awarded to this vendor.



In accordance with City of Fort Lauderdale, FL Policy and Standards Manual, 6.10.8.3,

Failure of a vendor to disclose any relationship described herein shall be reason for debarment in accordance with the provisions of the City Procurement Code.

Name	**Relationships**

In the event the vendor does not indicate any names, the City shall interpret this to mean that the vendor has indicated that no such relationships exist.

Authorized Signature	**Title**
Name (Printed)	**Date**

CONTRACTOR'S CERTIFICATE OF COMPLIANCE WITH NON-DISCRIMINATION PROVISIONS OF THE CONTRACT

The completed and signed form should be returned with the Contractor's submittal. If not provided with submittal, the Contractor must submit within three business days of City's request. Contractor may be deemed non-responsive for failure to fully comply within stated timeframes.

Pursuant to the City Ordinance Sec. 2-187(c), bidders must certify compliance with the Non-Discrimination provision of the ordinance.

The Contractor shall not, in any of his/her/its activities, including employment, discriminate against any individual on the basis of race, color, national origin, religion, creed, sex, disability, sexual orientation, gender, gender identity, gender expression, or marital status.

1. The Contractor certifies and represents that he/she/it will comply with Section 2-187, Code of Ordinances of the City of Fort Lauderdale, Florida, as amended by Ordinance C-18-33 (collectively, "Section 2-187").

2. The failure of the Contractor to comply with Section 2-187 shall be deemed to be a material breach of this Agreement, entitling the City to pursue any remedy stated below or any remedy provided under applicable law.

3. The City may terminate this Agreement if the Contractor fails to comply with Section 2-187.

4. The City may retain all monies due or to become due until the Contractor complies with Section 2-187.

5. The Contractor may be subject to debarment or suspension proceedings. Such proceedings will be consistent with the procedures in section 2-183 of the Code of Ordinances of the City of Fort Lauderdale, Florida.

Authorized Signature Print Name and Title

Date

E-VERIFY AFFIRMATION STATEMENT

RFP/Bid /Contract No:

Project Description:

Contractor/Proposer/Bidder acknowledges and agrees to utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of,

(a) all persons employed by Contractor/Proposer/Bidder to perform employment duties within Florida during the term of the Contract, and,
(b) all persons (including subcontractors/vendors) assigned by Contractor/Proposer/Bidder to perform work pursuant to the Contract.

The Contractor/Proposer/Bidder acknowledges and agrees that use of the U.S. Department of Homeland Security's E-Verify System during the term of the Contract is a condition of the Contract.

Contractor/Proposer/ Bidder Company Name:

Authorized Company Person's Signature:

Authorized Company Person's Title:

Date:

ADDENDUM NO. 1

RFQ No. 12739-1031
Las Olas Corridor Design Consultant Services (CCNA)

ISSUED: February 10, 2023

This addendum is being issued to make the following changes:

1. The attached document is hereby added to this solicitation:
   - Pre-Proposal Conference Sign-In Sheet

All other terms, conditions, and specifications remain unchanged.

Erick Martinez
Senior Procurement Specialist

Company Name: _____
(please print)

Bidder's Signature: _____

Date: _____

FINANCE DEPARTMENT
RFQ PRE-PROPOSAL MEETING SIGN-IN SHEET

WE BUILD COMMUNITY

DATE: 01/26/2023 **TIME:** 10:00 (●) AM ( ) PM

OPENING DATE: 02/22/2023 **PROCUREMENT CONTACT:** Erick Martinez

RFQ#: 12739-1031 **RFQ TITLE:** Las Olas Corridor Design Consultant Services (CCNA)

NAME	COMPANY	PHONE	EMAIL
Erick Martinez	City of Fort Lauderdale	954-828-4019	emartinez@fortlauderdale.gov
TOM GREEN	KEITH	954-815-1395	TGREEN@KEITHTEAM.COM
Angela Martin	Corradino	305-594-0735	amartin@corradino.com
BRIAN SHORE RLA	miller legg	954-829-4069	bshore@millerlegg.com
Elia Nunez	Aecom	305 3223256	Elianunez@Aecom.com
CHRISTINE FANCHI	WSP	954.233.0835	christine.fanchi@wsp.com
CATHERINE PRINCE	WSP	"	"
GIANNO FEOLI	Cahin, Giordano + Assoc	954-921-7781	~~GFeoli~~ GFeoli@CGAsolutions.com
MARWAN MUFLEH	KIMLEY-HORN	954-815-6898	marwan.mufleh@kimley-horn.com
Milos MAJSTOROVIC	CITY-TAM	786-914-4552	MMAJSTOROVIC@FORTLAUDERDALE.GOV
ERIC REGUEIRO	KIMLEY-HORN	561-840-0214	eric.regueiro@[illegible]
Betsy Jeppes	Marlin Engineering	954-809-4058	bjeppes@marlinengineering.com
Yulet Miguel	Chen Moore (CMA)	7862184858	ymiguel@chenmoore.com

Form approved By: **Jodi S. Hart**, Chief Procurement Officer | **Page:** 1 of 1 | **Rev:** 4 | **Revision Date:** 05/11/20 | **Author:** LP Q:

\PURCHASING\FINAL FORMS\FINAL FORMS - ISO COMPLIANT\Approved Forms\RFP Documents_RFP Pre-Proposal Meeting Sign-In Sheet

ADDENDUM NO. 2

RFQ No. 12739-1031
Las Olas Corridor Design Consultant Services (CCNA)

ISSUED: February 10, 2023

This addendum is being issued to make the following changes:

1. The Proposal Due Date has been changed to Wednesday, March 1, 2023, at 2:00PM Local Time.

All other terms, conditions, and specifications remain unchanged.

Erick Martinez
Senior Procurement Specialist

Company Name: _____
(please print)

Bidder's Signature: _____

Date: _____

ADDENDUM NO. 3

RFQ No. 12739-1031
Las Olas Corridor Design Consultant Services (CCNA)

ISSUED: February 23, 2023

This addendum is being issued to add the following documentation:

1. Summary of Plan Modifications
2. Las Olas Vision Plan Western Corridor (Revised)

All other terms, conditions, and specifications remain unchanged.

Erick Martinez
Senior Procurement Specialist

Company Name: _____
(please print)

Bidder's Signature: _____

Date: _____

Transportation and Mobility Department

Memorandum # 21-24

DATE: June 9, 2021

TO: Chris Lagerbloom, ICMA-CM, City Manager

FROM: Ben Rogers, Transportation and Mobility Director

SUBJECT: Las Olas Boulevard Vision Plan - Western Corridor Summary of Plan Modifications

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On June 1, 2021 the City Commission heard over three hours of public input regarding the Las Olas Vision Plan. The Commission deferred CAM 21-0206 and requested that staff schedule a special Commission workshop on June 15th to continue discussions. Prior to the special workshop, the Commission directed staff to bifurcate the vision plan into two plans, one for the western corridor and one for the eastern corridor. The western corridor consists of the area between Andrews Avenue and SE 12th Avenue and the eastern corridor expands from SE 12th Avenue to State Road A1A.

The Commission requested that staff make modifications to the Downtown and the Shops sections of the vision plan. The following list identifies the modifications that were made to these sections and incorporated into the western corridor vision plan.

Page	Change Summary	Original Text	Modified Text
3	First paragraph: changed spelling of Commissioner Sorensen's name	This effort was led by the two district commissioners, Commissioner Steve Glassman and Commissioner Ben Sorenson, with assistance from the designated Las Olas Working Group.	This effort was led by the two district commissioners, Vice Mayor Steve Glassman and Commissioner Ben Sorensen, with assistance from the designated Las Olas Working Group.
3	Corridor Section: added language		There is a need to evaluate underground infrastructure improvements, particularly related to flooding. This is particularly true in the Isles. It is highly recommended that the streetscape

			recommendations in this analysis be implemented after flood mitigation improvements have been developed.
9	Reformatted Header Graph		
9	Revised Intersection Analysis language to include need for study	To do so it is proposed that the intersection of Las Olas Boulevard and SE 16th Avenue not allow northbound traffic. SE 16th Avenue would remain open to two-way traffic otherwise. A study to determine if this would be a viable solution is currently being coordinated.	Additional study at the intersection of Las Olas Boulevard and SE 16th Avenue is needed to determine the traffic operations at this intersection.
15	Local Leadership section: spelling correction	Commissioner Ben Sorenson.	Commissioner Ben Sorensen.
28	The Shops Existing Conditions: added images		
30	Last paragraph, added language		Due to the age of the of the Sospiro Bridge, at about 75 years old, it may be more efficient to engage in a complete reconstruction. Next steps here should be coordination between the City and FDOT to assure the City CIP and FDOT Work Programs are in alignment relative to what needs to be done, cost and timing.
41	Overall Vision and Area Recommendations: updated concept map to reflect		

	current recommendations		
42	First paragraph, second bullet: copy change clarifying bicycle facilities	Provide well-designed bicycle facilities to ensure not just a bare minimum level of safety, but also provide a desirable environment that is comfortable, enriching and encourages people to prioritize biking as the primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.	Provide well-designed bicycle facilities to ensure mobility and safety to provide a desirable environment that is comfortable, enriching and which encourages people to prioritize biking as a primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.
43	Section 4. The Isles: language change to incorporate Emergency Response Time need	Improved landscaping and integrated resiliency in design for drainage are a must for this neighborhood.	Improved landscaping, integrated resiliency in design for drainage and improved emergency response times are a must for this neighborhood.
45	Bicycle Network Section, first bullet: language to clarify bicycle facilities recommendations	Provide well-designed bicycle facilities to ensure not just a bare minimum level of safety, but also a desirable environment that is comfortable, enriching and encourages people to prioritize biking as a primary mode of transportation.	Provide well-designed bicycle facilities to enhance mobility, to create a desirable environment that is comfortable, enriching, and encourages people to prioritize biking as a primary mode of transportation.

47	Downtown Rendering; modified to reflect recommendation		
48	Recommendations, first paragraph: grammar correction	General recommendations for Downtown include improvements that enhance conditions for Americans with Disabilities, bicycle lanes, wayfinding for accessing nearby facilities such as Riverwalk, Performing Arts District, and Brightline Station.	General recommendations for Downtown include improvements that enhance conditions for Americans with Disabilities, and wayfinding for accessing nearby facilities such as Riverwalk, Performing Arts District, and Brightline Station.
49	Vehicular Travel Lanes Section: revision of all bullets to reflect current recommendations	i. 11’ in each direction. There will be one lane in each direction. ii. Where needed such as at SE 3rd Avenue, turn lanes will be retained. iii. SE 2nd Avenue/Las Olas Boulevard: Recommend making the 4-way stop signs at this intersection permanent. iv. Parking: Retain	i. Between Andrews Avenue and SE 3rd Avenue, two travel lanes in each direction. Inside lanes at 10.6', and outside lanes at 10'. ii. Between SE 3rd Avenue and Tunnel Top Plaza, two travel lanes in each direction. All lanes at 10', and outside lanes convertible to parking lanes at certain periods of the day. iii. Where needed such as at SE 3rd Avenue, turn lanes will be retained. iv. SE 2nd Avenue/Las Olas Boulevard: Recommend making the 4-way stop signs at this intersection permanent. v. Parking: Retain on both sides, along

		on the north side, along with rideshare pick up locations. Side street rideshare pick-up locations should be encouraged. Existing south side parking will be removed.	with rideshare pick up locations. Side street rideshare pick-up locations should be encouraged.
49	Pedestrian section: revision of first bullet to reflect current recommendations	i. Sidewalks: 12’ – 15’ on each side. Sidewalk widths shall be equal or greater than existing widths when plan is implemented.	i.Sidewalks: 4' - 16' on each side. Sidewalk widths shall be roughly equal to existing widths when plan is implemented.
49	Bicycle section: revision of first bullet to reflect current recommendations.	i. A minimum 4’ bicycle lane on each side, with a 3’ buffer. On the north side, in portions of the corridor where parking will be retained, the bicycle lane will be in-between the sidewalk and the parking lane in order to reduce the likelihood of bicycle and car door collisions.	Bicycle sharrows will be maintained on the corridor. The city should examine placement of formal bicycle lanes on parallel facilities.
50-51	Downtown Site Plan: updated graphics will be		

	added to reflect current recommendations		
52	Downtown Traffic Summary: updated graphic conveys current recommendation		
53-54	Downtown Sectional Drawings: updated graphics will be added to reflect current recommendations		
57	Recommendation section, first paragraph: language change to reflect current recommendations	The recommendations re-assign space from the median and parallel parking to expand the sidewalk area.	The recommendations re-assign space from the median to expand the sidewalk area.
59	Vehicular Travel Lane section, bullet (c): language changed to reflect current recommendations	Parking: Retained on one side of the street, but alternating by block, with a reduction in spaces to accommodate the needs of the other modes.	Parking: Retained on both sides of the street, at least one space per block should be designated as rideshare, pickup/drop-off locations. Side street rideshare pickup locations should be encouraged.
60	Vehicular Travel Lanes section, bullet (e): language changed to reflect	Curbed with no median, and shade trees for	Curbed with no median, and shade trees for pedestrians. Due to special constraints resulting from retention of parking, larger shade trees may not be permissible;

	current recommendations	pedestrians.	however, the recommended plant palate provides for smaller shade trees which may be supplemented by shade structures to complement the reduced canopy.
60	Sidewalks section, bullet (a): language changed to reflect current recommendation	Generally, 9 to 9.5 ft. wide on each side.	Generally, 6 to 12 ft. wide on each side.
62	Shops Traffic Summary Map: removed bicycle traffic light to reflect current recommendations		
64/65	The Shops Landscaping Palette: updated graphics will be added to reflect current recommendations		
69-85	Implementation Sequence and Cost Estimates section: content related to Colee Hammock, The Isles and The Beach removed to reflect Western Corridor recommendations only		

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CONCEPTUAL DESIGN VISION » WESTERN CORRIDOR

CITY OF FORT LAUDERDALE » DRAFT JUNE 2021

CITY OF FORT LAUDERDALE

las olas

Prepared for the City of Fort Lauderdale by:

THE CORRADINO GROUP

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»INTRODUCTION



»INTRODUCTION



When first constructed in 1917, a few years after Fort Lauderdale was incorporated in 1911, Las Olas Boulevard was just a dirt road. At the time, the area around Las Olas was swampy wetlands on the way to Fort Lauderdale Beach. As time changed, the street took on other jobs. As the area of what is now the Las Olas Isles was dredged in the 1920s, it became a connection not only to the beach, but to local residences with waterfront views still valued today. At the same time, in 1921, Colee Hammock's lots were subdivided, with all but 14 lots being sold for development. Las Olas Boulevard became a connection between residences, the beach, and the rest of the City. Post World War II, the commercial segments of the corridor were constructed, with significant investment in the 1970s in the development of the Downtown, and a major renovation program in the 1980s that greatly increased property values. These historical influences helped shape the distinct character areas that we see today.

Today, Las Olas Boulevard is not only Fort Lauderdale and Broward County's most famous street, it is one of the most iconic streets in all of Florida. For decades it has served as a major employment center at the heart of Downtown, a major attraction with historic retail, a plethora of restaurants, year-round events and festivals, as well as being a prized residential destination. Las Olas Boulevard attracts visitors from across the region and around the world.

Over time, the Corridor has evolved with the City, retail and commercial spaces have continued to adapt, vehicle traffic has impacted community character and quality of life, landscaping and street furniture are in need of refreshing, and climate change impacts make it necessary to rethink the civil engineering of underground infrastructure.

For decades, the redesign of Las Olas Boulevard has been on the minds of many. Attempts have been made on segments of the corridor, but there has not been a holistic vision in recent history. The diversity of place and the varied roles the street plays have resulted in a number of ideas, many competing with each other on how Las Olas should evolve. This has resulted in a variety of opinions and alternative concepts. One thing everyone can agree on is that Las Olas Boulevard has a high degree of value in the hearts of the City's residents and businesses. Improvements along the entire corridor in a unified concept would better enhance Las Olas's ability to address local transportation and urban design needs, as well as create a high value, marketable image for the future.

Through discussions that began in May 2017 in regards to an upcoming potential project on Las Olas Boulevard, it was determined that the project should not move forward. Instead, a unified effort was needed that would evaluate the transportation, landscaping, planning and urban design needs of the corridor as a whole to create a process that would build consensus on the future of a world-class corridor.

This effort was led by the two district commissioners, Vice Mayor Steve Glassman and Commissioner Ben Sorensen, with assistance from the designated Las Olas Working Group. The Working Group consisted of representatives from various stakeholders along the entire corridor who helped guide the vision. The efforts of the Working Group included hearing presentations from the various stakeholders on their concerns and providing comments on the issues and reviews of the vision over a 2.5 year timeframe from September 2018 to February 2021.

The Corridor

Las Olas Boulevard today has five distinct character areas; Downtown, The Shops, Colee Hammock, The Isles, and the Beach. There are a number of variables that comprise the makeup of each segment of the street:

1. The street consists of pedestrian areas, bicycle lanes, asphalt for cars and vehicles - all things that move and are in motion.
2. There are amenities throughout such as landscaping, street furniture, signage and lighting. These elements are static and have different purposes in different parts of the street. They are the basis of the visual identity for each segment of the street.
3. The street has different roles during the day and at nighttime. The street also differs in Weekday, Weeknight, Weekend and Event operations.
4. There is a need to evaluate underground infrastructure improvements, particularly related to flooding. This is particularly true in the Isles. It is highly recommended that the streetscape recommendations in this analysis be implemented after flood mitigation improvements have been developed.



2.4 miles long

It would be one of the longest, continuously protected, multimodal corridors in South Florida

Connecting Regional Trails

Safe connections will shorten the perceived distance between Downtown Fort Lauderdale and Las Olas Beach

Coordinating with Transit

Water taxis, Brightline, and bus transit should be coordinated.



»TRAFFIC ANALYSIS



»TRAFFIC ANALYSIS

Understanding traffic patterns and performance of Las Olas Boulevard is essential in achieving the primary goal of mobility. A balance must be struck between the needs of drivers, pedestrians and bicyclists, while also protecting and preserving the character and quality of life of each of the distinct areas, each of which behave differently in form and function, specifically from the perspectives of land use, urban design, landscape, and particularly mobility. From the perspective of mobility, Las Olas Boulevard is asked to be both a Main Street and a regionally significant corridor, in each case serving the needs of both automobile traffic and walkers and bikers. For the residents and businesses that must use it every day as a destination, it's a critical part of the daily commute. For people attracted here from other places, its a regional connector, serving as the primary route through the community connecting I-95 and the Beach. In all respects it works in tandem with Broward Boulevard.

As with any project that seeks to balance multimodal needs, it is first important to understand the primary issues related to traffic. The defining aspect of any transportation system is space in the right-of-way, as each component of the transportation network, like swales, sidewalks, bicycle facilities, vehicle lanes and medians occupy space that could be utilized for other modes depending on what is needed or to be encouraged. Some character areas need to emphasize traffic flow, while others must protect neighborhood character, or further the ability to walk or bike to contribute to local quality of life and the foot traffic that is supportive of retail. Optimizing the performance of Las Olas Boulevard therefore requires an understanding of how much space is needed for cars.

To better understand this a traffic analysis was conducted, first by collecting data, and then analyzing intersections and roadway segments for level of service (LOS), speed and safety.

EXISTING PEAK HOUR ROAD SEGMENT LEVEL OF SERVICE ANALYSIS				
Roadway Segment	**Roadway Type**	**Existing 2 Way Peak Hour Volumes**	**Peak Hour LOS D Volume**	**Level of Service**
Seven Isles Drive to Seabreeze Boulevard	4 Lanes Undivided	1665	2482	C
Isles of Capri to Seven Isles Drive	4 Lanes Divided	2007	2628	C
SE 15th Avenue to Isles of Capri	4 Lanes Undivided	2308	2482	C
SE 11th Avenue to SE 15th Avenue	2 Lanes Undivided	1044	1197	C
SE 6th Avenue to SE 11th Avenue	2 Lanes Divided	1177	1264	C
Andrews Avenue to SE 6th Avenue	4 Lanes Undivided	1189	2482	C

Data was collected during the peak months of March and April of 2019, in the form of 30 turning movement counts and 30 speed and volume counts. Additionally, crash data for the previous 5 years was collected.

This data was analyzed using a methodology and computer software acceptable to the City of Fort Lauderdale and the Florida Department of Transportation (FDOT).

To perform the analysis, the existing counts were examined to find out how the network performed today, in the existing condition. To this were added the volume of future development already planned and approved by the City, plus anticipated population growth, to find the future year performance in 2035. The results in both cases were measured against the level of service standard set by the City's Comprehensive Plan, to determine what would need to be done to improve the intersections and roads by adjusting signal timing, adding or subtracting lanes, opening or restricting flow, or making safety improvements as appropriate for each character area.

For reference, the City's LOS Standard is "E". This is measured on a continuum from "A" to "F", with each letter equating to a percentage of utilized capacity. For example LOS E, equates to between 90% and 100% utilization of capacity. All of this is measured at the busiest hours of the day.

Roadway Analysis

The future conditions analysis for the roadway links show that to maintain acceptable LOS performance in 2035, Las Olas Boulevard requires two lanes of travel, or one lane in each direction west of SE 15th Avenue, and four lanes of travel, or two lanes in each direction, east of SE 15th Avenue.

It was found that westbound traffic from the Beach and the Isles is generally heading towards the Shops, Downtown, US-1, or I-95. For the Beach and Isles areas, this is a one-way in, one-way out situation. However, once drivers reach SE 15th Avenue, they have the option to head north on SE 15th Avenue to Broward Boulevard to connect to US-1 and I-95, or head northeast towards Victoria Park. In the heart of

FUTURE PEAK HOUR ROAD SEGMENT LEVEL OF SERVICE ANALYSIS

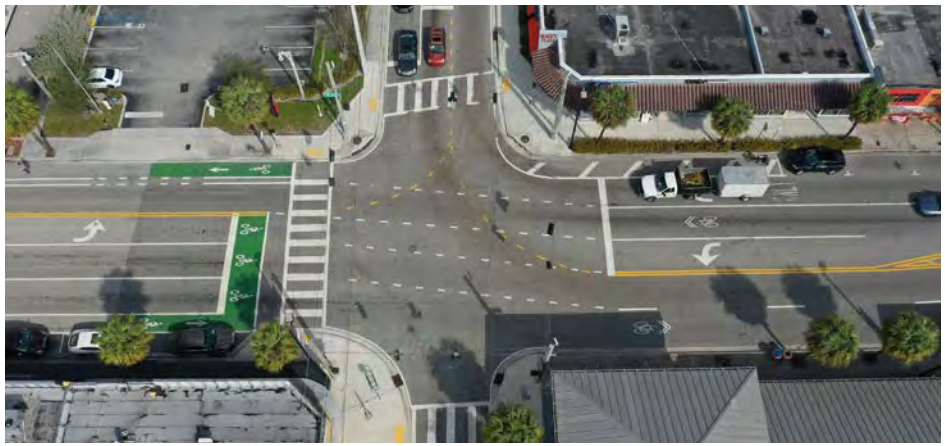
Roadway Segment	Roadway Type	FUTURE 2 Way Peak Hour Volumes	Peak Hour LOS D Volume	Level of Service
Seven Isles Drive to Seabreeze Boulevard	4 Lanes Undivided	2135	2482	C
Isles of Capri to Seven Isles Drive	4 Lanes Divided	2573	2628	C
SE 15th Avenue to Isles of Capri	4 Lanes Undivided	2959	2482	E
SE 11th Avenue to SE 15th Avenue	2 Lanes Undivided	1338	1197	E
SE 6th Avenue to SE 11th Avenue	2 Lanes Divided	1509	1264	E
Andrews Avenue to SE 6th Avenue	4 Lanes Undivided	1524	2482	C

Colee Hammock, SE 15th Avenue is the primary connection between Las Olas and Broward Boulevards.

Intersection Analysis

Traffic congestion and underperformance of a road in terms of level of service, travel time and delay is generally a product of bottlenecks at poorly performing intersections, and not the capacity of the roadway links between them. This is certainly true when looking at Las Olas Boulevard west of SE 15th Avenue, where the performance of the road will meet the LOS standard of "E" with one lane in each direction. Taking a closer look at the intersections along Las Olas Boulevard provided a clearer picture of how to best optimize travel in the corridor, as intersection issues were creating much of the undue delay and congestion, not overall volumes of vehicular traffic.





Key traffic concerns noted during the course of public workshops and in the traffic analysis included the intersections of SE 3rd Avenue and Las Olas Boulevard, and SE 15th Avenue and Las Olas Boulevard. During the analysis, it was noted that both intersections had a level of service exceeding the City's stated standard.

For the intersection of SE 3rd Avenue and Las Olas Boulevard, the City is currently coordinating a study of a one-way pair with Andrews Avenue to determine if this will be a viable solution to improve traffic flow at SE 3rd Avenue and Las Olas Boulevard. This is a very urban location, of which the community character and quality of life fit well with the proposed improvement

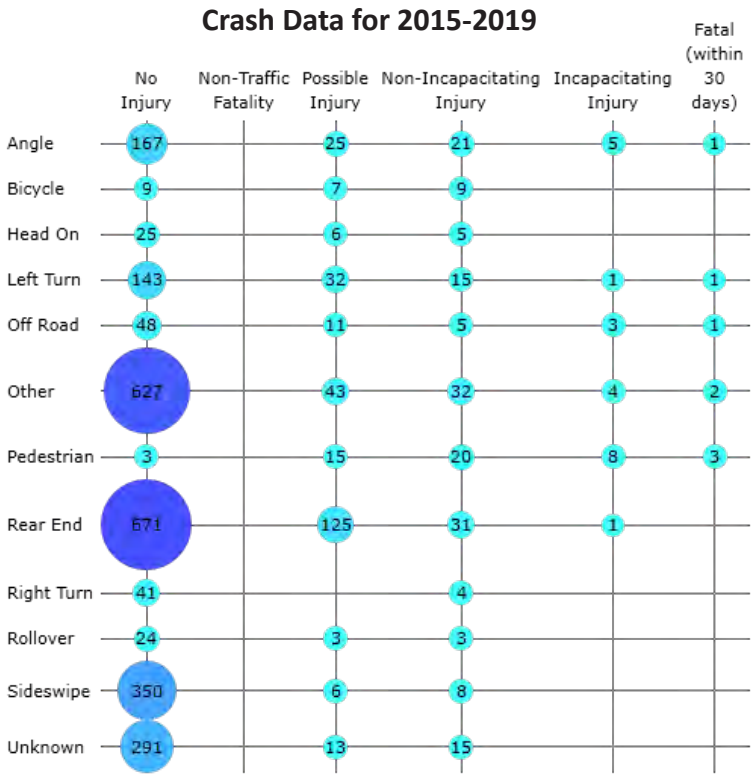
For the intersection of SE 15th Avenue and Las Olas Boulevard, different alternatives were evaluated to determine a solution for congestion. These options included multiple roundabout configurations as well as dual left turns on southbound SE 15th Avenue. Each was compared to a "do-nothing" scenario. It was found that while both options would work in the short term, the dual left turn option provided the best long term. It should be

SE 15TH AVENUE AT LAS OLAS BOULEVARD INTERSECTION ALTERNATIVES ANALYSIS														
Alt. #	**Intersection Traffic Control**	**Intersection**	**Existing AM Peak Hour Delay**	**V/C**	**Existing Midday Peak Hour Delay**	**V/C**	**Existing PM Peak Hour Delay**	**V/C**	**Future AM Peak Hour Delay**	**V/C**	**Future Midday Peak Hour Delay**	**V/C**	**Future PM Peak Hour Delay**	**V/C**
1	Single Lane Roundabout	SE 15th Avenue and Las Olas	LOS C 17.4 seconds	0.723 (WB)	LOS D 34.2 seconds	0.969 (WB)	LOS E 36.0 seconds	0.977 (WB)	LOS F 51.4 seconds	1.049 (EB)	LOS F 137.7 seconds	1.288 (WB)	LOS F 142.9 seconds	1.314 (WB)
2	Single Lane Roundabout with Free Flow Rights	SE 15th Avenue and Las Olas	LOS B 13.7 seconds	0.687 (SB)	LOS C 19.2 seconds	0.833 (SB)	LOS C 21.0 seconds	0.881 (EB)	LOS E 37.2 seconds	1.02 (EBL)	LOS F 71.7 seconds	1.205 (SB)	LOS F 78.4 seconds	1.306 (EB)
3	Single Lane Roundabout with Free Flow Right WB Only	SE 15th Avenue and Las Olas	LOS B 14.1 seconds	0.702 (EB)	LOS C 19.9 seconds	0.833 (SB)	LOS C 21.3 seconds	0.888 (EB)	LOS E 39.7 seconds	1.05 (EB)	LOS F 76.0 seconds	1.22 (SB)	LOS F 80.1 seconds	1.318 (EB)
4	Addition of a Dual SB LT on SE 15th Avenue (i.e. SB LT, SB LT, SB TRT)- Split Phasing	SE 15th Avenue and Las Olas	LOS C 21.1 seconds	0.52	LOS C 21.4 seconds	0.67	LOS C 24.5 seconds	0.73	LOS C 23.6 seconds	0.64	LOS C 25.1 seconds	0.79	LOS C 28.0 seconds	0.85
0	Existing Geometry and Signal Timings at Intersection (Do Nothing)	SE 15th Avenue and Las Olas	LOS B 19.3 seconds	0.88	LOS C 21.8 seconds	0.93	LOS C 20.4 seconds	0.91	LOS C 33.5 seconds	1.1	LOS D 46.2 seconds	1.24	LOS D 41.0 seconds	1.2

noted that the intersections of SE 15th Avenue/Las Olas Boulevard and SE 15th Avenue/Broward Boulevard are linked, and both should be improved at the same time to optimize the roadway network. Additionally, Colee Hammock, the neighborhood which surrounds SE 15th Avenue, is extremely sensitive to the traffic volumes and speeds that cut through it. As such, the goal here is to balance the flow of traffic with the preservation of the neighborhood character and quality of life. It is believed that by focusing traffic on SE 15th Avenue, a balance can be achieved. Additional study at the intersection of Las Olas Boulevard and SE 16th Avenue is needed to determine the traffic operations at this intersection.

Crash Analysis

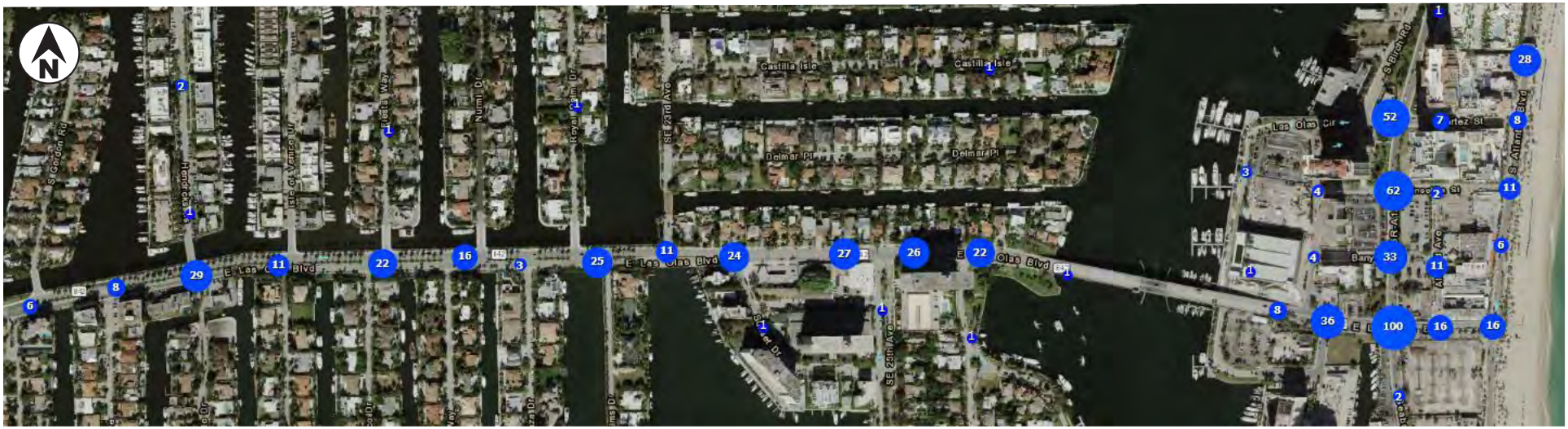
A crash analysis was conducted to see if any safety related improvements may be needed along the corridor. Using available crash data, it was found that the highest number of crashes at Las Olas Boulevard intersections occurred at SE 3rd Avenue, Seabreeze Boulevard, SE 15th Avenue and US-1/Federal Highway. Additionally, it was found that the number of crashes has increased yearly from 2015 to 2019. Various safety related improvements, such as reducing vehicle speeds, increasing visibility at crosswalks, and others, have been introduced into the concept plan across all character areas, particularly the Isles. The chart and map on the following page provides the crash type and general area of crashes.





Speed Analysis

Due to concerns of speeding along Las Olas Boulevard, an analysis was also undertaken to evaluate speeding along the corridor. Generally, in order to determine that an area has a speeding problem, the speed at the 85% percentile of vehicles traveling on the roadway must exceed the posted speed limit by more than 4 MPH. Speeding was found to be an issue only in the Isles. Effecting safer travel and pedestrian crossings in the Isles is therefore needed, as well as traffic calming measures such as narrowing lanes and improving visibility and visual cues.




Kindred Hospital



»PUBLIC ENGAGEMENT



»PUBLIC ENGAGEMENT

Critical to the success of any complex urban project such as this is public engagement. With hundreds of stakeholders in the five different and diverse character areas there are a plethora of opinions on how the corridor should look, feel and function. The approach here was to listen to everyone, understand the various ideas, develop concepts that balanced transportation professional engineering best practices and public ideas to the best extent possible. The intent was to accomplish as many of the objectives as possible to create a draft set of recommendations for review by stakeholders, then listen again to refine those concepts until consensus was had on a professionally recommended set of alternatives.

The goal of public engagement during the development of the Las Olas Streetscape Conceptual Design was to maintain an open line of communication that would promote coordination with the community, ensure responsiveness to community needs, and facilitate an exchange of information to create a better understanding of local needs and wants. A key outcome of outreach to a highly varied group of stakeholders, inclusive of residents, property owners, and local businesses, was building consensus to develop a unified plan.

The Las Olas Mobility Working Group consisted of residents, businesses, and other entities who represented neighborhood associations, business associations and property owners along the corridor. At the onset, the public engagement plan was designed to have presentations at 3 Las Olas Mobility Working Group meetings, approximately 2 group meetings or 8 one-on-one meetings with stakeholders, 1 Las Olas Mobility Working Group survey, 1 walking tour, 2 public workshops, and 1 conference presentation to the Commission.

The designated approach to public engagement for this project was adjusted during execution to respond to the changing dynamics regarding social interaction as a result of the COVID-19 pandemic. The updated approach included a combination of strategies to transition from in-person engagement methods to more virtual and digital methods.

Through the course of this project, at least 14 working group/workshop meetings and 2 walking tours occurred in February 2020 (in person) and in May 2020 (virtually), over 18 group meetings, and more than 75 one-on-one phone calls with individual residents or small groups (2-4 people) were conducted along with presentations to the City Commission. The general public was also kept informed of the project through tweets and email blasts, and all meetings were open to the general public.



Local Leadership

The development of the Las Olas Streetscape Conceptual Design, to include public engagement throughout the process, was completed under the leadership of Vice Mayor Steve Glassman and Commissioner Ben Sorensen. From the onset the Vice Mayor and Commissioner provided insight from their constituents and advice on building the stakeholder and outreach lists. Along with City Staff, they also provided input on the public engagement approach.

Community Representation

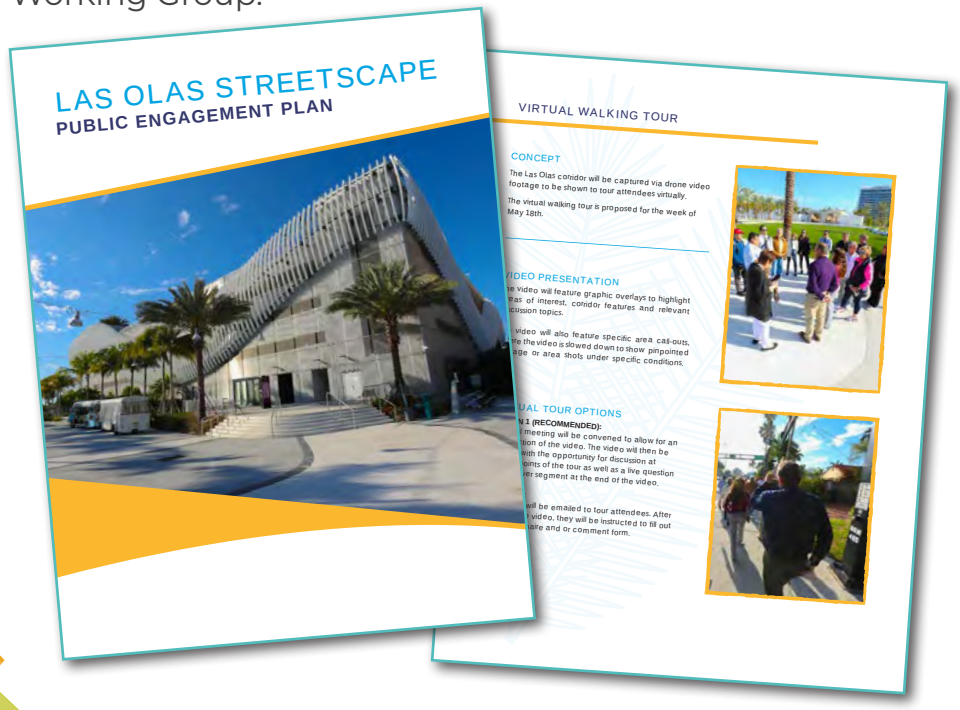
Las Olas Boulevard is Fort Lauderdale's marquee thoroughfare. Given its importance to the City as well as the many types of users who live, work, play and use the street, it was important to include residents, businesses, civic and religious organizations as well as the general public in this process. A range of engagement tools (Engagement Methods), as described below, were implemented to achieve representative participation. Given the need to build consensus, and understanding that effective networks were already established, leaders of many homeowner associations and local organizations



were included in periodic meetings, updates and working sessions, and were asked to act as conduits on behalf of their larger membership and constituents through the Las Olas Mobility Working Group.

Engagement Methods

Public engagement for the visioning process began in October 2019 with a kickoff presentation in meetings with the Las Olas Mobility Working Group and other key stakeholder groups within the City, and continued for the duration of the conceptual design process through March 2021. However, it should be noted that efforts prior to this study had been ongoing with the City since May 2017, where the concept of developing the Las Olas Mobility Working Group originated, with other local efforts predating the Working Group.



Unfortunately, planned in-person outreach activities had to be transitioned to virtual activities from mid-March 2020 onward, in response to social distancing guidance surrounding the pandemic.

The Las Olas Streetscape public engagement toolkit included:

- Stakeholder Meetings:
  - Dedicated working and progress meetings with the Las Olas Mobility Working Group
  - Virtual meetings with HOAs, Civic Groups, Business Organizations, Churches, Residents, and individual stakeholders as requested
- Corridor Walking Tour
- Virtual Walking Tour
- Digital Fact Sheets
- Virtual Presentations (in lieu of in-person workshops)
- Video Presentations
- Social Media Channels
- Virtual Newsletters (E-blasts)
- Surveys
- Las Olas Mobility Working Group webpage
- Dedicated email address for public comments

Stakeholder Meetings

In an effort to promote as inclusive a process as possible, the consultant team undertook a robust schedule of one-on-one and group stakeholder meetings throughout the conceptual design process. With a focus on building

consensus and considering all feedback, the team attended regularly scheduled meetings of the Las Olas Mobility Working Group to provide updates, discuss progress, gather feedback, and provide information to be further distributed to larger stakeholder groups and constituents.

In addition, the team scheduled meetings with HOAs, Business Organizations, Civic Groups, property owners, business owners, churches and individuals and groups who will be directly impacted by the proposed conceptual design. These included meetings with the Fort Lauderdale Downtown Development Authority and its staff and the Executive Director of the Las Olas Association; Colee Hammock, Las Olas Isles, Downtown Fort Lauderdale and other civic associations; members of the first Presbyterian Church; and various business owners such as the Las Olas Company and Barron Real Estate, among others. The team also accepted individual meetings by request and remained open and flexible to meet with any individual or group who had questions and concerns or wanted to share feedback.



At the meetings with the various civic associations, updates to the project and feedback on various iterations were received and communicated back to the project team. These meetings were also used as a venue to ask attendees questions to better understand their concerns as well as qualities of place that impacted their daily lives or those of their neighbors.

Walking Tours

A series of walking tours were conducted in order to review the existing conditions of the Las Olas Corridor with stakeholder groups, and to collect feedback and input regarding the direction for the proposed conceptual design. The first in-person walking tour was held in February 2020.



Due to the pandemic, in lieu of further in-person tours, the consultant team pivoted to develop a virtual walking tour showcasing the corridor and met with key stakeholder groups virtually in May 2020 to review the existing conditions and collect input. The virtual tour was then made available to the general public via the Las Olas Mobility Working Group webpage.

Virtual Presentations

In lieu of in-person workshops, the consultant team developed virtual video presentations that detailed the draft and final proposed conceptual design considerations for review and discussion with stakeholders. Scheduled Las Olas Mobility Working Group meetings were used as the platform to review and discuss these presentations, as well as to review the purpose of the study, the scope of services, timeline, and expectations. The interactive virtual meetings also allowed for open discussion, question and answer segments and the ability to collect additional input from stakeholder groups. In addition to the Las Olas Mobility Working Group members, who were each representing larger stakeholder groups, the consultant team also invited other civic and community interest groups to participate.

Presentations and supporting documentation were then made available to the general public on the Las Olas Mobility Working Group webpage.



Digital Communications

The Las Olas Mobility Working Group webpage was periodically updated to provide the general public with relevant project documents, presentations, videos, project updates, and other resources. The webpage also listed a project email address through which the general public could provide feedback or questions.

Important project milestones, such as the release of the virtual walking tour and the draft conceptual design documents, were posted through the City's social media pages to notify the public.



Handout Provided During The Plan Development Process

The Corridor



Proposed Conceptual Design Considerations

The vision of the Las Olas Streetscape project is to connect residents and visitors of Fort Lauderdale through the enhancement of the iconic Las Olas Boulevard representing our history and our future. This fact sheet gives a brief synopsis of the proposed conceptual design of the Las Olas Boulevard Streetscape.

Character Areas

Las Olas passes through five distinct urban character areas, each contributing to the continuous experience and visual identity of the street. These areas - Downtown, The Shops District, Colee Hammock, The Isles, and the Beach - have been studied individually and cohesively to inform the draft conceptual design recommendations.

Corridor-Wide Considerations

Branding and Identity
Consistent design elements throughout the streetscape

Safety Improvements
General enhancements for all users including crossings, separated facilities, sight triangle, and traffic improvements, and recommendations for future EMS enhancements

Bike Facilities
Separated facilities and parking available throughout the corridor in coordination with new public spaces and transit facility improvements

Improvements to Signalized Intersections
Modifications to intersections to address the needs of active transportation at currently signalized intersections

Drainage and Climate Change
Roadway changes, drainage improvements, and the addition of absorbent plant life and landscaping to prevent flooding

Wayfinding and Landscaping Improvements
Enhancements of signage, shade trees, foliage, land cover, sidewalk, and crosswalk design

Las Olas Streetscape Masterplan

DOWNTOWN
S Andrews Ave. to US-1

Downtown Las Olas is the prestigious address and front door for office and residential development.

Current Features and Opportunities:

- Generally pedestrian-friendly with ample shade
- There is a need for bicycle facilities to connect with the emerging adjacent districts and transit

Proposed Design Considerations

Separated Facilities - Enhanced Safety Through Separation of Traffic Modes

- Protected bicycle facilities - one-way cycle tracks on the north and south sides of Las Olas
- Floating bus stops along the cycle track

Improved Curbside Management and Enhanced Crossings in Tandem with Other Improvements

- Sidewalk widths will not be reduced
- Southside parking will be removed for bicycle lanes
- Northside parking will be removed between 3rd and 4th Avenue to extend the westbound turn on 3rd Avenue
- Gateway and wayfinding features at the corner of Las Olas and S Andrews Avenue
- New pedestrian crossing at SE 5th Avenue
- Enhanced crossings at multiple intersections
- Raised intersections and other enhanced conditions to support ADA
- Wayfinding for accessing nearby facilities

THE SHOPS
US-1 to SE 12th Ave.

The Shops possess a pedestrian scale and an iconic green canopy that support its role as a premier shopping strip.

Current Features and Opportunities:

- Pedestrian scale and iconic green canopy
- Narrow sidewalks can create pinch-points where street furniture and landscaping are not well coordinated
- Area is accessible through pedestrian alleys between street blocks and organized parking lots behind storefronts

Proposed Design Considerations

Curvy, Curbed Streets to Enhance the Quality of the Pedestrian Realm in Support of the Businesses in the Shops District

- "Curvy" alignment alternating side on-street parking
- A new Gateway Plaza at Tunneltop
- Expanded sidewalks for pedestrians
- Provision of amenities to complement businesses
- Raised intersections to support ADA

Outdoor Seating - Expansion of Outdoor Seating Options to Support Businesses

- Provision of modular, movable street furniture and landscaping
- Increased outdoor dining space
- Vista opportunity at Himmarshee Canal Bridge

Green Canopy - Ample Shading

- Incorporate signature landscaping

Festival Space - Design Supports Open Streets Events

- Incorporate design elements to facilitate open street events along the three blocks
- Wayfinding to facilitate alternative routes for drivers and cyclists
- Shared roadway and alternative routes directing bicyclists to SE 2nd Court and SE 4th Street

COLEE HAMMOCK
SE 12th Ave. to Isle of Capri Drive

Colee Hammock is the neighborhood center that caters to residents year-round.

Current Features and Opportunities:

- Has both a residential and commercial area
- Challenges in providing enough pedestrian space to support shopping activities
- There is a lack of shade trees
- Bicycle lanes encroach on parked cars and are interrupted at the SE 15th Avenue signalized intersection
- SE 15th Avenue is used as an alternative route for drivers to avoid downtown

Proposed Design Considerations

Improved Pedestrian Realm - Opportunity to Expand the Pedestrian Area and improve safety

- Expanded sidewalks and street trees along storefronts west of SE 15th Avenue
- Increased outdoor dining space
- Landscape buffers east of SE 15th Avenue
- Landscaped medians to facilitate crossings and communicate changes east of SE 15th Avenue
- A chicane between SE 15th Avenue and SE 13th Avenue offering additional space for public art and gateway feature
- Improved shaded area to enhance walkability
- Recommendation for a full replacement of the Sospiro Canal bridge to add pedestrian and bicycle space while maintaining 4 lanes
- Opportunity for new West Isles green space with a waterfront sightseeing area
- Enhanced crossings at 13th, 15th and 17th Avenues

Cycle Tracks - Dedicated Space for Cyclists

- One-way cycle tracks on the north and south

Traffic Improvements - Use of Speed Tables, Speed Humps, and Diverters to Encourage Safe Speeds

- Dual left turn at SE 15th Avenue to improve the intersection capacity and overall safety
- Maintaining width of 15th Avenue north of 2nd Court
- Reducing car travel lanes west of SE 15th Avenue
- Speed tables or raised crossings at intersections
- Recommendation for additional traffic studies to review making 16th Avenue a southbound right turn only; and closing 17th Avenue at Las Olas to vehicular traffic

THE ISLES
SE 17th Ave. to Coral Way

The Isles is primarily residential and possesses a pleasant waterfront experience frequently used by joggers and bicyclists.

Current Features and Opportunities:

- Generally pedestrian-friendly with ample shade
- Waterfront locations and great views
- There is a need for bicycle facilities to connect with the emerging adjacent districts and transit

Proposed Design Considerations

Separated Paths – Area for Strolling and Leisure with Canal Views alongside Efficient Roadways

- Bicycle paths on the north and south
- Median maintained at 12 feet with palm trees
- Four traffic lanes maintained
- Seating in rest areas
- Xeriscaping and landscape improvements in open spaces
- Sidewalk widths are maintained or expanded

Traffic Calming - Additions to naturally slow traffic

- Reduced width of traffic lanes
- The addition of plant life and other visual cues

Landscaping and Engineering Design – To address flooding

Sight Triangle Extensions - Cantilevers at each bridge

Plentiful Shade – Expanded Shading Tree Options

New Crossings – With Landscaping and Hardscaping to Draw Attention to Pedestrians

THE BEACH
Terminating at State Road A1A

The Beach is a popular destination for residents and tourists alike.

Current Features and Opportunities:

- This is an area for strolling or exercising along the oceanfront
- Crossing this area is difficult for cyclists because the curb lane is shared with motor vehicles

Proposed Design Considerations

Waterfront Paths – Area for Strolling and Leisure with Canal Views

- Recommendation for the City to activate the space at Merle Fogg Park given the proposed under path
- Cantilever expansion of multi-use path on bridge
- Multi-use path coordinated to reach Las Olas Beach Park, parking garage, and bike trail from the Isles

Plentiful Shade – Expanded Tree Shading Options

Median Redesign – To Prevent Left Turns from Las Olas Boulevard North onto Birch Road

Safe Crossings – Crossings with Landscaping and Hardscaping to Draw Attention to Pedestrians Crossing the Street

- A proper bicycle crossing will ensure safe access to Las Olas Boulevard



»EXISTING CONDITIONS



»EXISTING CONDITIONS

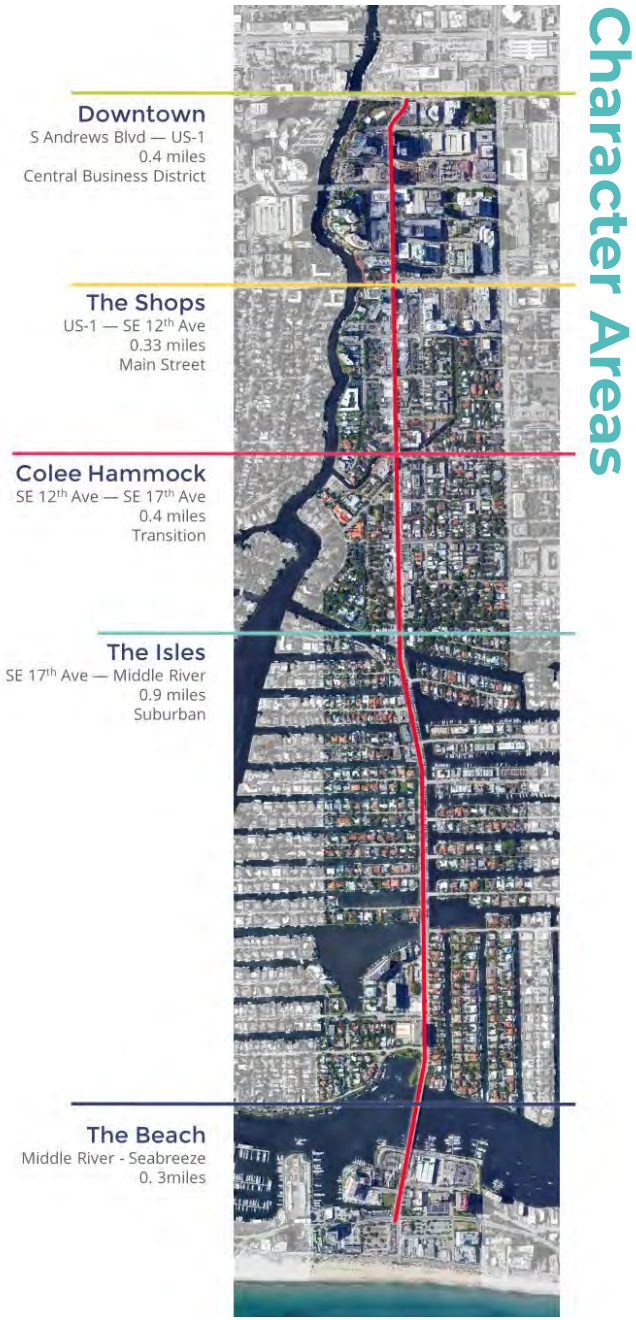
General Corridor Conditions

Las Olas Boulevard from Andrews Avenue to A1A is a 2.4-mile corridor that serves as one of three primary routes to Central Beach/Barrier Island in Fort Lauderdale. It is also a key corridor for the city that contains large office buildings within the Downtown Regional Activity Center, as well as neighborhood scale commercial buildings and residential areas. Las Olas Boulevard has various events throughout the year. The character of the street varies across five distinct areas which vary in width, adjacent land uses and patterns, and cross-sections. The Character Areas are as follows:

- Downtown – Andrews Avenue to SE 6th Avenue/Tunnel Top Plaza
- The Shops – SE 6th Avenue/Tunnel Top Plaza to Himmarshee Canal
- Colee Hammock – Himmarshee Canal to Sospiro Canal
- The Isles – Sospiro Canal to Intracoastal Bridge
- The Beach – Intracoastal Bridge to SR A1A

The available right-of-way varies between each character area, ranging from 60 feet to 133 feet. However, right-of-way constraints vary within each character area as described in their individual sections.

Las Olas Boulevard has varying lane configurations depending on the character area. Currently there are two vehicular travel lanes in each direction of varying widths, with exception of the roadway between SE 10th Terrace and SE 15th Avenue, which has one lane of vehicular travel in each direction. However, in the Shops and Downtown section, on-street parking is permitted in the travel lanes next to the sidewalk between 11am and 3am, essentially reducing available travel lanes to one in each direction during hours when such parking is allowed.





Likewise, bike lane configuration is not consistent along Las Olas Boulevard. West of SE 10th Terrace, bicyclists share the travel lane with vehicular traffic. There is a designated bike lane from SE 10th Terrace to SE 15th Avenue and again from S. Gordon Road to the west end of the bridge over the Intracoastal Waterway. Bicycle lanes are unbuffered outside of Colee Hammock and not continuous along the entire corridor. Across the Intracoastal Bridge to the east, the bicycle lane starts again after crossing the Seabreeze Boulevard. In areas where there are no bicycle lanes, bicycles navigate through regular traffic.

The entirety of the Corridor is serviced by Broward County Transit, Route 11. The Water Taxi and the City sponsored free Water Trolley are within proximity of Las Olas Boulevard with stops along South Fork of the New River easily accessible from the corridor, such as at SE 9th Avenue.

Sidewalks exist through the corridor, but at varying widths and are detailed further in their respective character areas. However, all of the areas except for the The Shops are greatly lacking in natural shade. Within The Shops area, where the Black Olives are in the median, shade is generally geared toward vehicular traffic and not pedestrians. While there are trees along the entire corridor, the overwhelming majority are palm trees. While the palms keep with the tropical feel of the corridor, they offer little in the way of shade and pedestrian experience.

As a whole, the entire corridor has distinct elements which create a visually haphazard situation. Las Olas Boulevard has over five different types of lightposts, and over eleven different types of hardscape throughout the corridor. The lack of visual identity makes it difficult to present a unified theme for Las Olas.

It is also important to note that while a majority of the tree species currently planted along Las Olas Boulevard are tropical and Florida Friendly™, they will not be appropriately resilient in the future. This is particularly important as various areas of Las Olas Boulevard are currently subject to some form of flooding risk, ranging from pooling in the Downtown area to flooding during King Tide in the Isles and Colee Hammock areas.

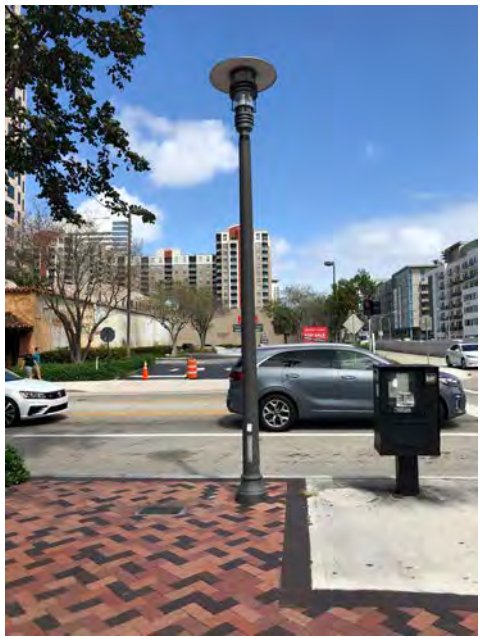
Character Areas Conditions

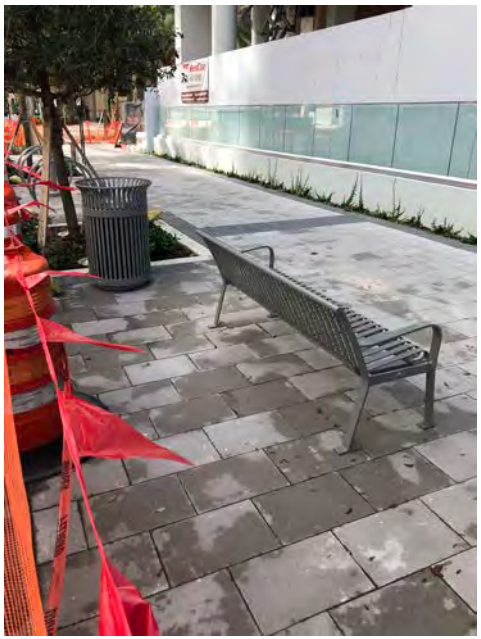
The following provides for additional details for each character area:

Downtown

- **General Right-of-Way Width:** 78.5 feet to 80 feet.
- **Pedestrian Facilities:** Sidewalks are wider in the Downtown area, with about 12 feet to 15 feet of sidewalk space between SE 1st Avenue and SE 5th Avenue, and at least 6 feet of sidewalk on both sides west of SE 1st Avenue. All intersections have east-west crosswalks, and north-south crosswalks can be found at Andrews Avenue, SE 1st Avenue, SE 2nd Avenue, SE 3rd Avenue, and SE 4th Avenue. No north-south crosswalk facilities exist at SE 5th Avenue and Las Olas Boulevard, where there are observations of regular pedestrian crossings.
- **Bicycles:** No on-street bicycle facilities exist on Las Olas Boulevard in this area, and bicyclists share vehicular lanes.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 10 feet per lane. However, as parking is allowed on the lanes adjacent to the sidewalks, between SE 3rd Avenue and SE 5th Avenue, between 11am and 3 am, one lane is generally utilizable for traffic during these hours in that portion of the corridor. As noted in the traffic analysis, the intersection of SE 3rd Avenue and Las Olas Boulevard has heavy congestion, requiring turn lanes. Current construction has resulted in a temporary 4-way Stop controlled intersection at SE 2nd Avenue. The intersection of SE 4th Avenue and Las Olas Boulevard is raised, and the northbound and southbound lanes at this intersection are right turn only.
- **Landscaping and Street Furnishings:** Virtually every building has its own distinct paving pattern in the right-of-way. The hardscape is made up of multiple shapes and colors of pavers, stamped concrete, and traditional sidewalk, depending on the location. Benches are only found at a single bus stop shelter and at 100 E. Las Olas Boulevard, which recently completed new construction. This new construction has multiple benches, trash cans, and bike racks within the southern pedestrian right-of-way. Trash cans are rare in the Downtown District, and inconsistent in design. City-owned light poles in this segment are simplistic, painted black with a single square light, while their signage is more classic, almost Victorian in style. FDOT owned street lights are white with long arms and round lamps. Privately owned lights vary in style but all are chrome and modern themed.



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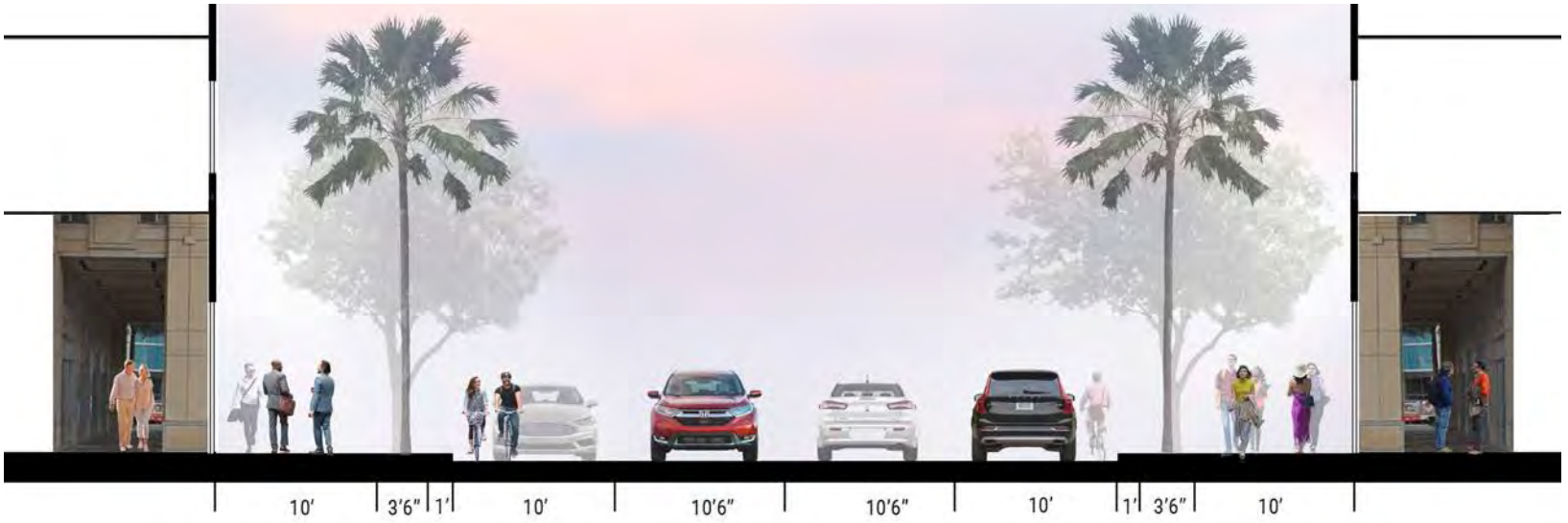
Downtown Existing Conditions between Andrews Avenue and SE 3rd Avenue



Downtown Existing Conditions between SE 3rd Avenue and Tunnel Top

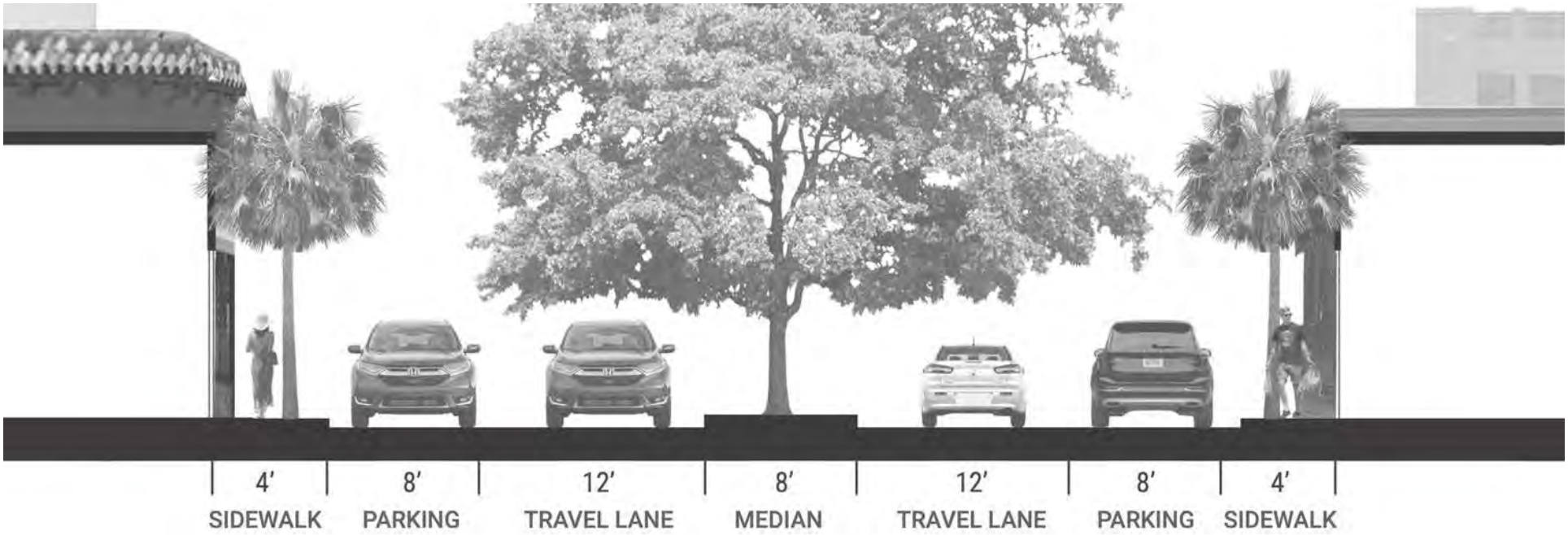


The Shops

- **General Right-of-Way Width:** 60 feet.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space can transition from 15 feet wide to 5 feet or less when paired with cabbage palms. This creates a natural bottleneck where groups must move single file in order to allow movement in both directions. This issue compounds when restaurants put menus out front for passersby to read. Customers take up valuable space while deciding upon where to eat, waiting on a table, etc. Generally, most of the sidewalks between SE 6th Avenue and SE 11th Avenue are pavers with at least 6 feet of available width. However, there are segments, such as by SE 6th Avenue, where the width of the sidewalks are substandard at 4 feet. Crosswalk ramps are misaligned at some intersections, such as SE 9th Avenue and Las Olas Boulevard, and while there are midblock crossings, these crossings are not compliant with the Americans with Disability Act.
- **Bicycles:** No on-street bicycle facilities exist on Las Olas Boulevard in this area, and bicyclists share the lane with vehicles. There is a bikeshare station by the intersection of Las Olas Boulevard and SE 10th Terrace.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 11 feet per lane. However, as parking is allowed on the lanes adjacent to the sidewalks between 11am and 3am, only one lane is generally utilizable for traffic during these hours.
- **Landscaping and Street Furnishings:** Both the North and South right-of-ways are planted with consistent, evenly spaced cabbage palms in tree pits surrounded by shrubs. The medians are filled with large black olive trees, whose canopies spread over the traffic lanes to shade the pedestrian right-of-ways. This area is full of temporary structures. Restaurant menus, sale signs, and outdoor seating abound. The menus and signs are commonly directly in the right-of-way, blocking pedestrian traffic. Outdoor seating for restaurants is within their property line. Some businesses have even created their own structures such as wooden seating around an existing cabbage palm.
- **Other Considerations:** The Shops area is frequently utilized for public events, such as Christmas on Las Olas or the Las Olas Art Festival, whereby the area is closed to vehicular traffic.

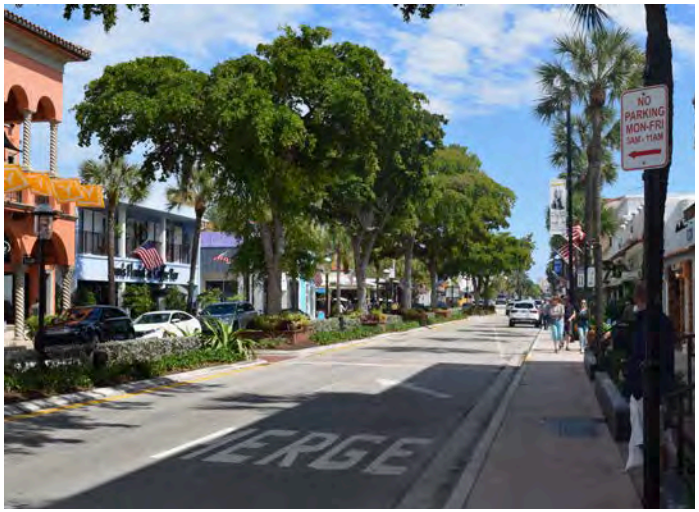


The Shops Existing Conditions











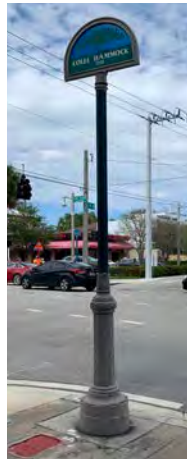



1410
BIRD




Colee Hammock

- **General Right-of-Way Width:** 60 feet to 70 feet. Colee Hammock's available right-of-way on Las Olas Boulevard is unique among the sections in that it is the only area to contract and expand from block to block. The right-of-way is 70 feet between SE 12th Avenue and SE 13th Avenue, 60 feet from SE 13th Avenue to SE 16th Avenue, SE 68 feet from 16th Avenue to 17th Avenue, and 60 feet from 17th Avenue to across Sospiro Bridge.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space generally is 6 feet, with 2 feet tree wells periodically reducing the effective sidewalk space to 4 feet. North-south crosswalks are located at SE 13th Avenue and at SE 15th Avenue. The north-south crosswalk at SE 13th Avenue has in-ground pedestrian actuated lights.
- **Bicycles:** Generally, 4 feet bicycle lanes exist in this area of Las Olas Boulevard between the Himmarshee Canal Bridge and SE 17th Avenue. At intersections east of SE 15th Avenue and on the south side of Las Olas Boulevard at SE 16th Avenue, the lanes are marked green across the intersections. Various portions of the lanes are buffered by areas marked in blue. Spatial constraints east of SE 15th Avenue gradually narrow the bicycle lanes until they stop at SE 17th Avenue on the south side. On the north side, there is a bicycle lane gap between SE 15th Avenue and SE 16th Avenue.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction east of SE 15th Avenue, at a width of 11 feet per lane. West of SE 15th Avenue, this changes to one vehicular lane in each direction at a width of 11 feet per lane. The intersection of SE 15th Avenue and Las Olas Boulevard is congested. The intersection of SE 17th Avenue and Las Olas Boulevard on the southbound leg is right turn only; however, there are sight distance issues at this intersection that negatively impact safety. On-street parking is provided on both sides of Las Olas Boulevard between SE 12th Avenue and SE 15th Avenue (32 spaces), and on the north side between SE 15th Avenue and SE 16th Avenue (8 spaces).
- **Landscaping and Street Furnishings:** Both the north and south right-of-ways are planted with consistent, evenly spaced cabbage palms in tree pits. There are a few benches that can be found outside of businesses and by a driveway on the northern right-of-way. However, these are temporary in nature; benches tend to get brought back into the businesses at closing. This area is the most pedestrian friendly as it has an abundance of sight amenities. Trash and recycling cans are adequately spaced for consistent usage.

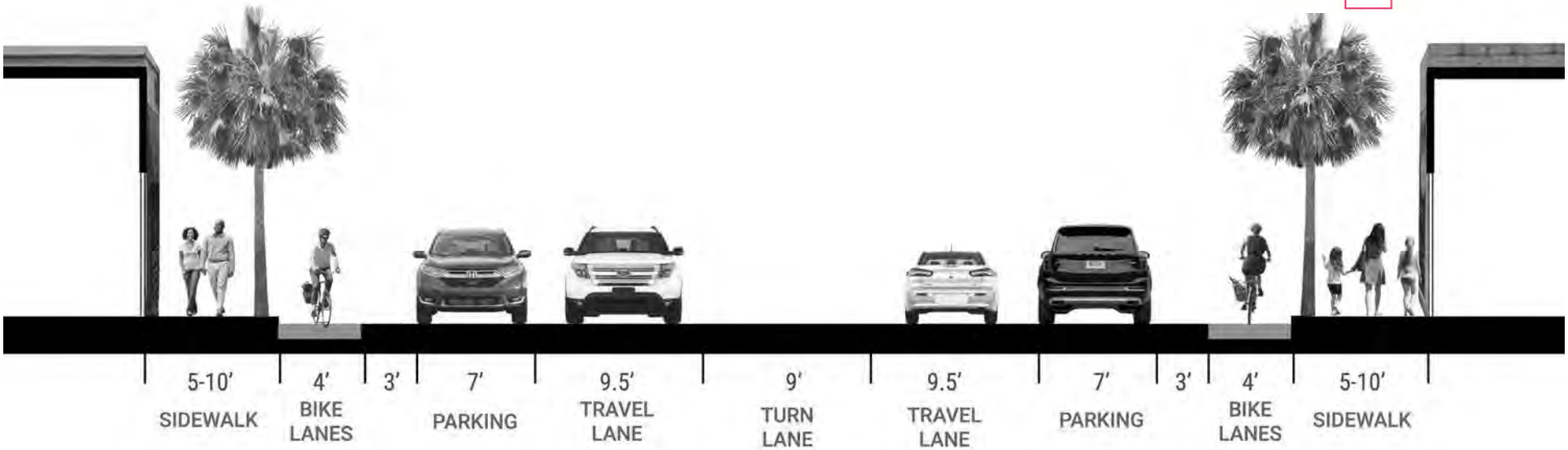


- **Other Considerations:** The Himmarshee Canal and Sospiro Canal bridges are both advanced in age. Further, Sospiro Bridge is constrained for expansion by the existing water mains immediately to the north of the bridge, and by available space to the south of the bridge.

Due to the age of the of the Sospiro Bridge, at about 75 years old, it may be more efficient to engage in a complete reconstruction. Next steps here should be coordination between the City and FDOT to assure the City CIP and FDOT Work Programs are in alignment relative to what needs to be done, cost and timing.

Colee Hammock Existing Conditions

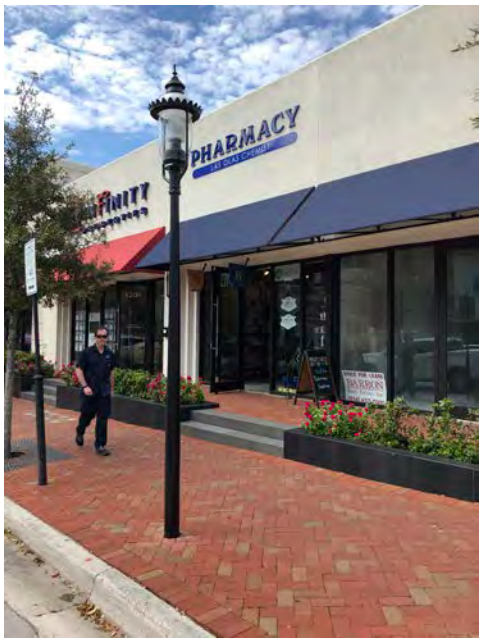













Josh Dotoli
Lives, Loves & Sells
Fort Lauderdale.
COMPASS






BUS STOP
ID# 0987




ID# 0989


FIESTA WAY


ISLE OF
PALMS

The Isles

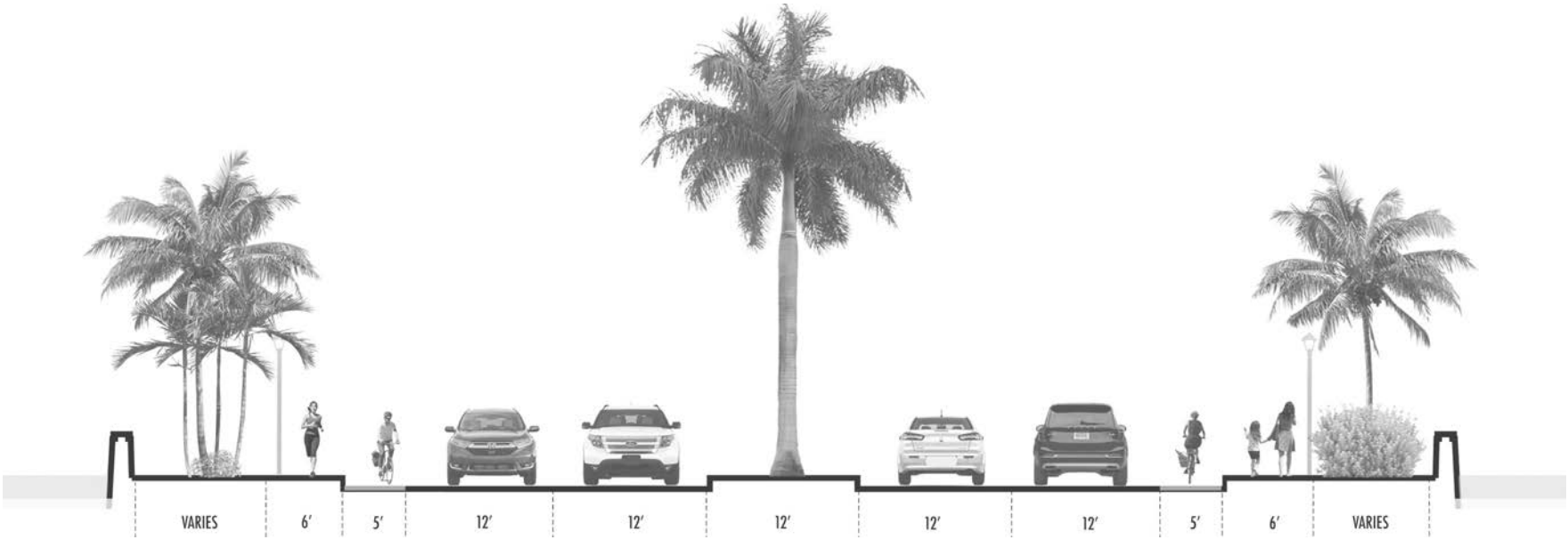
- **General Right-of-Way Width:** 100 feet to 130 feet.
- **Pedestrian Facilities:** Sidewalks exist on both sides of the street; usable sidewalk space generally is 6 feet. The sidewalk on the south side of Las Olas Boulevard between the Marathon Gas station and SE 25th Avenue is constrained by the landscaping, causing "pinch-points" of 3 ft of pedestrian space in front of the retail and restaurant establishments. Between SE 15th Avenue in Colee Hammock and SE 25th Avenue, while there are east-west crosswalks at every intersection, there are no north-south crosswalks. There is also a lack of a north-south crosswalk by Merle Fogg Park.
- **Bicycles:** Generally, bicycle lanes of at least 4 feet exist in this area of Las Olas Boulevard from just east of the Sospiro Bridge to Poinciana Drive on the south side, and Plaza Las Olas on the north side. Neither Sospiro Bridge nor the Intracoastal Waterway Bridge has separate bicycle facilities; bicyclists are expected to utilize vehicular travel lanes (sharrows).
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a general width of 12 feet per lane. Given the configuration of the bridges and intersection setback for the isles on the north side of Las Olas Boulevard, there is a sight distance issue which may impact safety. Speeding, as noted in the traffic analysis, is an issue for this area.
- **Landscaping and Street Furnishings:** The entirety of "The Isles" is planted with palms and has no seating except for the occasional bus stop bench. The lack of shade is evident here and creates a heat island effect that detracts from the pedestrian experience. In addition, there are several historical markers and structures along the corridor.
- **Other Considerations:** This area is the longest segment of Las Olas Boulevard; however, the character of the area west of Seven Isles Drive has significant differences with the area east of Seven Isles Drive, including available right-of-way and land use.



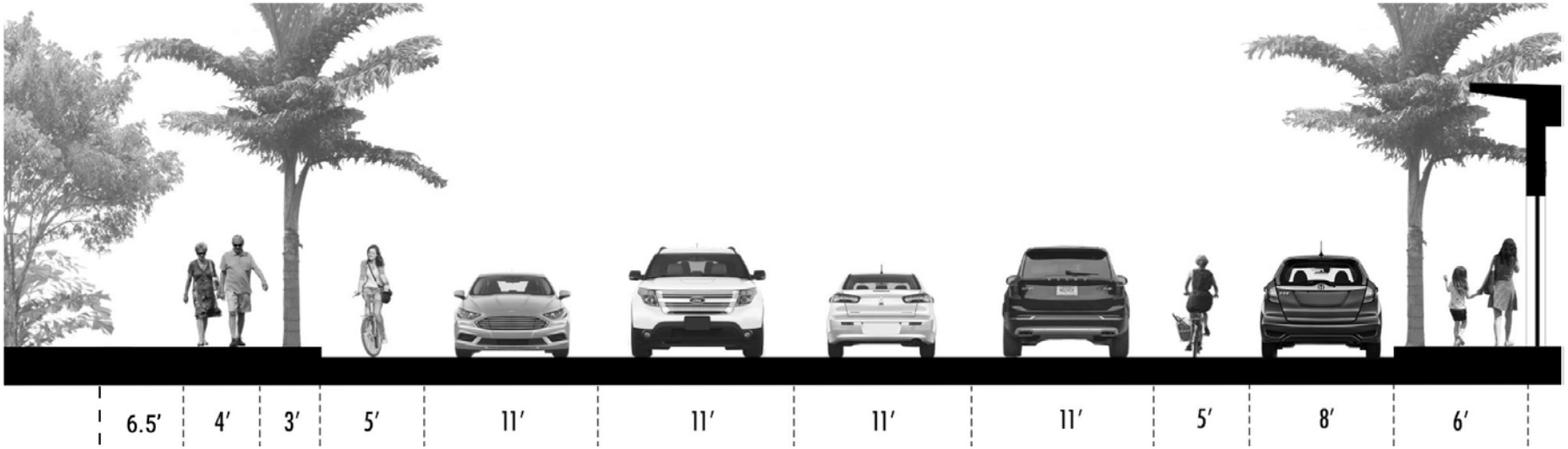




The Isles Existing Conditions between Sospiro Canal and SE 23rd Avenue



The Isles Existing Conditions between SE 23rd Avenue and Plaza Las Olas



The Beach

- **General Right-of-Way Width:** 100 feet to 130 feet.
- **Pedestrian Facilities:** Sidewalks on both sides of Las Olas Boulevard are generally at least 6 feet in width and are adequate. However, the pedestrian realm is lacking in shade trees.
- **Bicycles:** 4 feet bicycle lanes exist on the south side of Las Olas Boulevard between Seabreeze Boulevard and S. Fort Lauderdale Beach Boulevard and are marked in green. This connects to the A1A route to the east. Heading west, bicyclists merge into vehicular traffic to share the lane across the Intracoastal Waterway Bridge.
- **Vehicular:** This section of the corridor has two vehicular lanes in each direction, at a width of 11 feet per lane. During prior construction of improvements in the Beach area, the median at the eastern end of the Intracoastal Waterway Bridge, which normally extends beyond Birch Road to Las Olas Circle, was not reconstructed.
- **Landscaping and Street Furnishings:** The Beach area contains seating along Las Olas Oceanside Park. As noted elsewhere, this area has palm trees but is lacking in shade trees. Due to the Las Olas Oceanside Park improvements, the street is curbless between Seabreeze Boulevard and S. Fort Lauderdale Beach Boulevard, with bollards.

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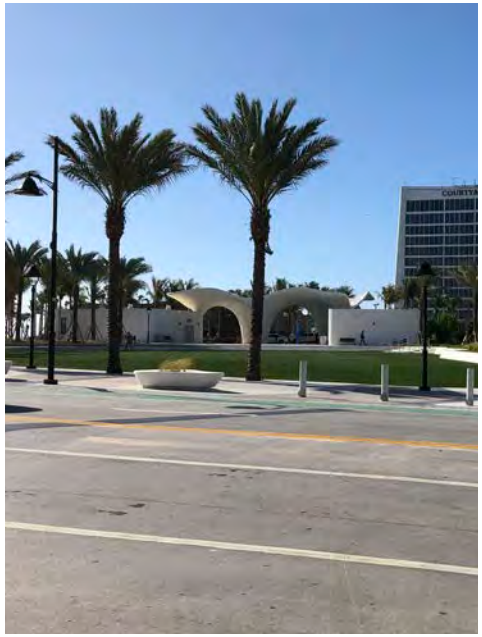
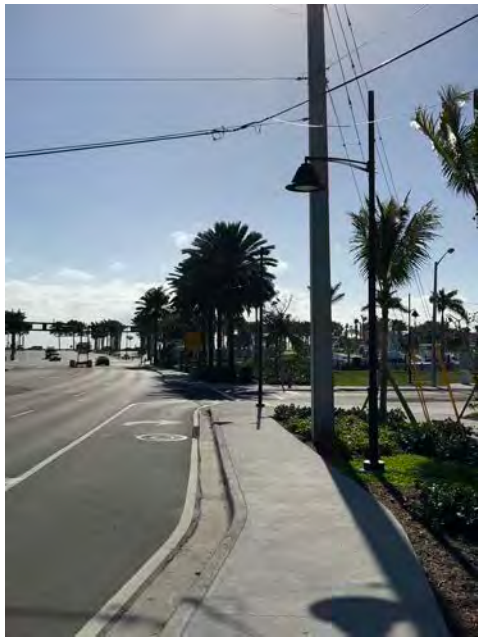
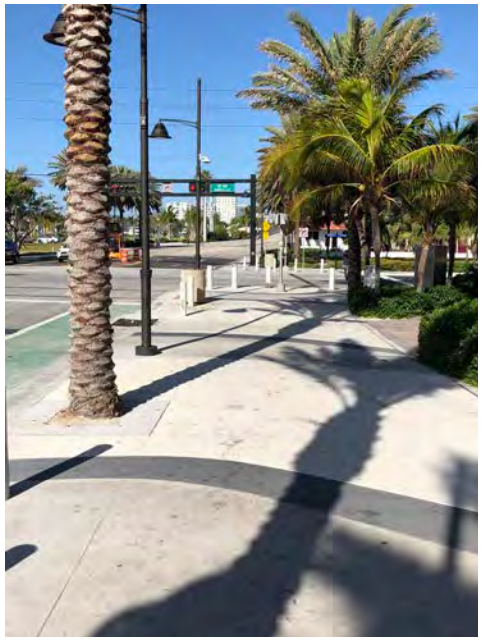





DRAW BRIDGE AHEAD











»OVERALL VISION AND AREA RECOMMENDATIONS

Character Areas



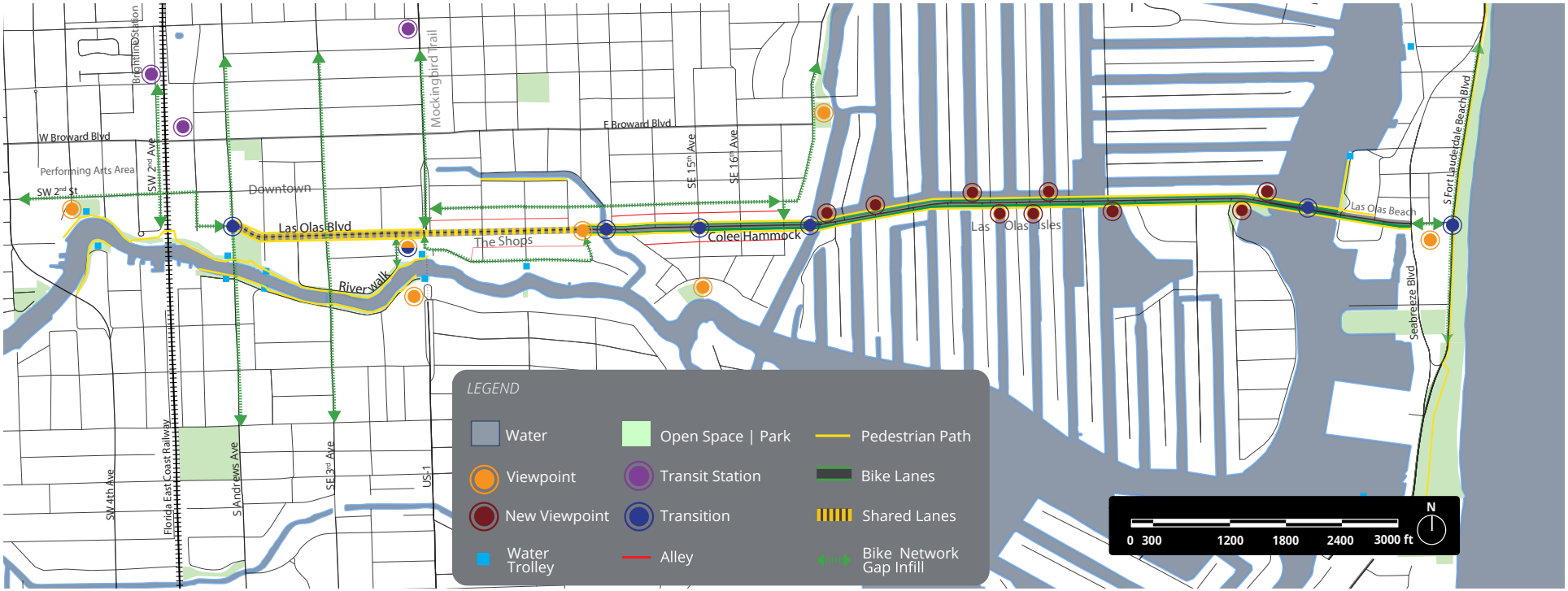
»OVERALL VISION AND AREA RECOMMENDATIONS

The Overall Concept

The design of Las Olas Boulevard strives to create a street where residents and visitors feel invited to share company, go for a stroll, and be comfortable in their community.

As the major thoroughfare connecting Downtown Fort Lauderdale and Central Beach, Las Olas Boulevard must balance moving people efficiently through a variety of transportation needs, inclusive of pedestrian, bicycling, vehicular, and transit modes, with space programmed to safely accommodate alternative modes such as scooters when they are present. Within the context of the network, Las Olas Boulevard is the most direct route between Downtown and the Beach. Its centrality also places it within reach of transit, the Water Taxi, and park facilities. The natural geography of the corridor also offers a number of opportunities for viewpoints and gateway features at transitions, such as connecting with Riverwalk via Tunnel Top Plaza.

Some general opportunities for enhancement were identified throughout the corridor, including: improved comfort with shade trees, cohesive branding, connections to nearby destinations, uninterrupted bicycle facilities, and wayfinding.



Embracing and creating a street that acknowledges these opportunities will help:

- Emphasize the safety of all users in the design of intersections. Prioritize safety of the most vulnerable users of the street.
- Provide well-designed bicycle facilities to ensure mobility and safety to provide a desirable environment that is comfortable, enriching and which encourages people to prioritize biking as a primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.
- Create streets that are flexible and can accommodate a wide scale and range of activities.
- Ensure the street's design and material components speak to the aspirations, cultural preferences and expectations of the community.

The overall vision involves a strategy that starts by understanding that Las Olas Boulevard is part of a larger city and has to integrate with other areas to become even more successful in the future.

Some general opportunities for enhancing the corridor include:

1. A cohesive landscaping strategy that protects pedestrians from the elements of the sun.
2. Improve the overall connectivity of the street network to enhance the mobility of pedestrians, bicyclists, transit users, and drivers.
3. Highlight the presence of pedestrians and cyclists while reducing the speed differential between modes of transportation, and improvements in line with Americans for Disabilities Act to facilitate a safer and more accessible environment.
4. Singular branding to aid in wayfinding to and from the corridor to nearby intermodal transportation facilities, as well as communicating alternative routes to help drivers avoid getting stuck in traffic.

Each segment within this corridor is different but contribute to the continuous experience and visual identity of the street. Through discussions, the identity of each area was brought forward:

1. **Downtown.** This section of Las Olas will remain the prestigious address and front door for office and residential development that it aims to be. The streetscape of this area should support a walkable downtown with ample shade and seating, with considerations for how the corridor can create connections to the Riverwalk, Brightline, and SW 2nd Street at the edge of the Downtown area.
2. **The Shops.** This area is iconic today and will be iconic in the future. The environment will be redesigned to prioritize pedestrians and maintain a Main Street charm that serves as the core of its identity today. Sidewalks will be greatly widened and vehicular lanes will narrow, with trees realigned to shade people, not cars. Landscaping, lighting and street furniture will support easy pedestrian walks and unify the district at night. The area will be designed to allow the street to be a place to hold festivals, and support future business development.

3. **Colee Hammock.** This section has the potential to be the neighborhood center that caters to residents year-round. It must be treated delicately. Colee Hammock is the key transition area from the Beach and Isles to the busier Historic Shops and Downtown portions of the Corridor. Colee Hammock is bisected by SE 15th Avenue, and acts as an extension of the corridor in the larger Broward Boulevard, Las Olas Boulevard system. Preservation of this neighborhood's character and quality of life is wholly dependent on how this traffic is handled. Wider sidewalks, secure bicycle paths and flowering trees will create an inviting, aesthetically pleasing neighborhood street that will bring value to the surrounding residences. To support the small businesses that serve the neighborhood, the redesigned streetscape will include areas of outdoor seating for the restaurants and cafés that line Las Olas Boulevard.
4. **The Isles.** The Isles remains a key portion of the corridor that should provide a relaxing walk with ample shade for the residents of the Isles and travelers en route to the beach. Due to the nature of the road here, as a transportation conduit encouraging higher speed driving, it is critical that any plan acknowledge there needs to be a clear separation between vehicles and bicycles and pedestrians. Traffic flow must be designed to allow residents to access their homes and for beach-goers to access the beach. Pedestrian and bicycle paths are safely buffered and have multiple stopping points along this long walk. Improved landscaping, integrated resiliency in design for drainage and improved emergency response times are a must for this neighborhood.
5. **The Beach.** The Beach serves as a destination and a gathering point at one end of the corridor. While the Beach area was planned by itself, the implementation of the Las Olas Oceanside Park and associated streetscape improvements creates a need to better connect this area with the rest of the corridor. Connections to other paths (such as A1A bicycle pathways) may be enhanced by bridging new connections over the Intracoastal Waterways, while unity of design may be achieved through adopting similar landscaping and wayfinding to present one unified concept for Las Olas.



Principles

For each area, we applied the following principles in considering the recommendations for the future streetscape of each area.

Pedestrian Safety and Comfort

- Provide universal access and well-designed pedestrian facilities to ensure not just a bare minimum level of safety, but also a desirable environment that is comfortable, enriching and encourages people to prioritize walking as a primary mode of transportation.

Social Gathering

- Ensure that areas of social gatherings, including events and programs, have optimum level of safety, comfort and convenience.
  - Implement street-calming features to reduce traffic speed to help create the right environment for social gathering.
  - Increase useable public space for pedestrians.
  - Create streets that have a strong pedestrian scale and character.
  - Create streets that are flexible and can accommodate a wide scale and range of activities.

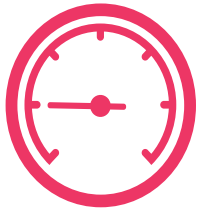
Sidewalks and Crosswalks



- Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for cities, and have been found to enhance general public health and maximize social capital.
- Crosswalks are vital connectors for sidewalks, and generally within the corridor, enhanced crosswalks, including in-ground lights, beacons, and paint are necessary. In some areas, the intersection should be raised and/or patterned to slow traffic down.

Vehicular Circulation and Controls

- Ensure Mobility and Access - Improve the overall connectivity of the street network to enhance the mobility of pedestrians, bicyclists, transit users, automobile drivers and emergency providers.
- Calm traffic to a desired speed that respects all modes of travel.



- Emphasize the safety of all users in the design of intersections. Prioritize safety of the most vulnerable users of the street.
- Use signals, signal timing and operations techniques to improve mobility and safety of all users.
- Design local and low-volume streets for shared space that is accessible to both pedestrians and vehicles, and to allow pedestrians to move more freely within the entire right-of-way of the street.
  - Utilize speed control devices such as neckdowns, speed tables, and others to enhance safety.

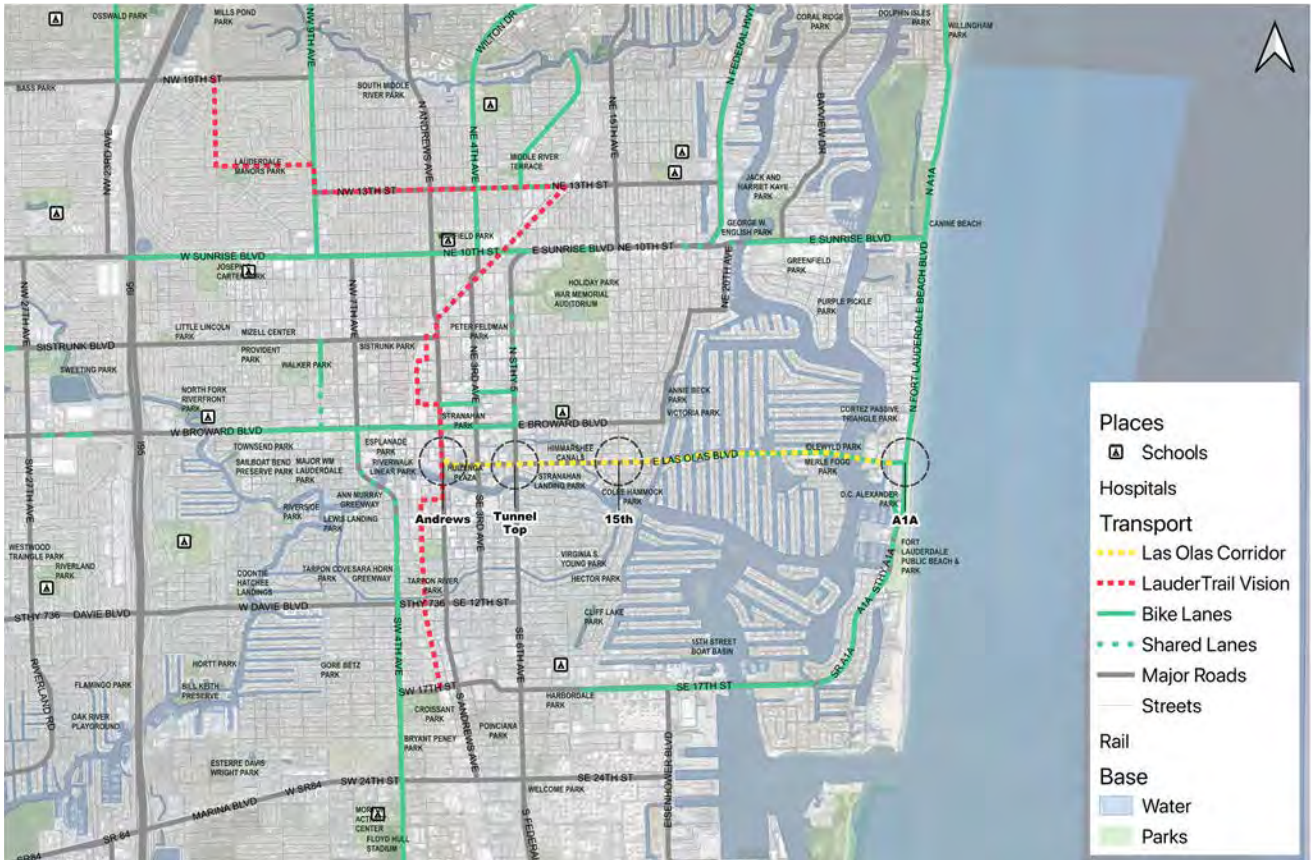
- Design streets to be flexible to accommodate changes (size, turning radius, propulsion, etc) in the existing modes of travel (automobile, public transit vehicles, bicycles, etc.).

Bicycle Network

- Provide well-designed bicycle facilities to enhance mobility, to create a desirable environment that is comfortable, enriching, and encourages people to prioritize biking as a primary mode of transportation.
- Las Olas is geographically important for the development of a bicycle network within Fort Lauderdale and continuous pathways should be implemented where possible.

Image and Identity

- Ensure the street's design and material components speak to the aspirations, cultural preferences and expectations of the community.





- Use streetscape design that captures the unique history of the region.
- Ensure that iconic streets are well-connected and easily accessible to all users.
- Emphasize and celebrate an iconic street's location and layout in the overall network of roads of the city, town or surrounding region.
- Program the street to encourage a 24/7 environment, including active daytime use and vibrant nightlife and weekend times.

Stormwater Management

Stormwater management is a critical element that must be addressed. While outside the area of this study, through discussions with stakeholders, it is clear that this consideration of resiliency and future subsurface work will affect the utilization of the corridor as a transportation corridor and should be coordinated with the streetscape improvements. Facility design must account for the physical constraints of the site, the presence of subsurface utilities, the local climate, and the feasibility of maintenance agreements.

Sustainable stormwater management aims to achieve the following goals:

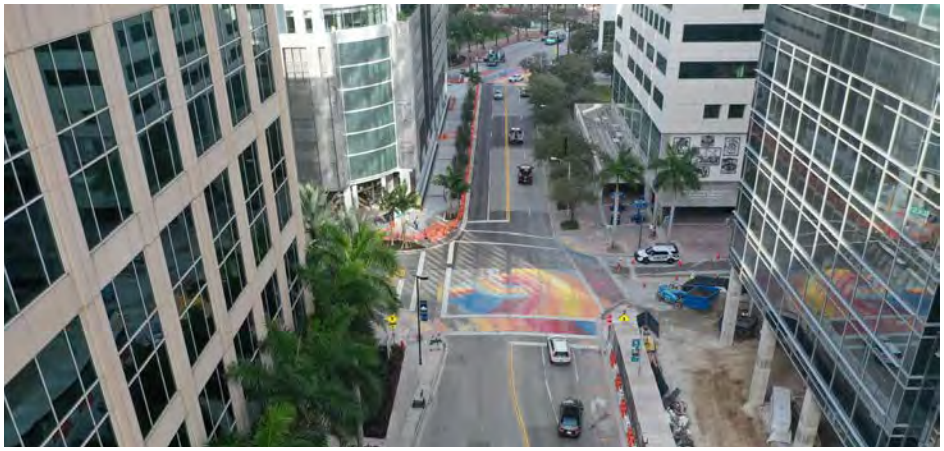
1. **Improve water quality.** Vegetated strips and swales filter and reduce sediment and filter pollutants through settling, physical filtration in the soil matrix, biological breakdown by microbes, and nutrient uptake by plants.
2. **Detain stormwater flows.** Stormwater runoff is detained in facilities such as flow-through planters, pervious pavements, and bioswales. Detaining the flows mitigates the peak flow rates from the rain event, which in turn helps reduce erosion, loss of nutrients, scouring, and load-carrying capacity.
3. **Reduce stormwater volumes.** Overall stormwater runoff volumes may be reduced by designing facilities that absorb and infiltrate rain water in place. Water-tolerant plant root systems maintain the porosity of the soil while taking up excess water in the stormwater facility.
4. **Relieve burden on municipal waste systems.** Sustainable stormwater systems reduce the amount of stress on a city's wastewater treatment facilities, and may reduce long-term costs if applied at a citywide scale. Unlike traditional infrastructure, which does not add any additional value beyond its stormwater conveyance function, green infrastructure can be incorporated into neighborhood parks and landscaping.

»Downtown



The Downtown area of the corridor encompasses the area between Andrews Avenue and what will be the Tunnel Top Plaza at SE 6th Avenue. This section of the corridor is generally pedestrian friendly due to the presence of public spaces along the private property. There is ample shade due to the tall buildings. There is a need for bicycle facilities to connect with the emerging adjacent districts, including Performing Arts and Government Center, as well as Brightline, Riverwalk, and bike lanes in nearby Colee Hammock to the east.





In this central business district, enhanced pedestrian crossings at intersections will improve the safety and comfort of the pedestrian experience in Downtown. This includes new crossings at SE 4th Avenue and ensuring that the stop signs at SE 2nd Avenue become permanent fixtures.

Recommendations

General recommendations for Downtown include improvements that enhance conditions for Americans with Disabilities, and wayfinding for accessing nearby facilities such as Riverwalk, Performing Arts District, and Brightline Station.



The Downtown District consists of formalized plantings to emphasize the existing conditions and business forward identity. This formality will help the user to denote that this area is ultimately a traditional business district. The species chosen will also soften the harshness of the existing conditions, creating a warmer, more inviting, experience.

Subareas of the Downtown section vary in regards to available right-of-way. As a result, considering the vision for this area, different cross-sections have been created that acknowledge the spatial constraints for streetscape design. As visually shown in the following cross sections, the section should generally have the following qualities:

1. Vehicular travel lanes:

i. Between Andrews Avenue and SE 3rd Avenue, two travel lanes in each direction. Inside lanes at 10.6', and outside lanes at 10'.

ii. Between SE 3rd Avenue and Tunnel Top Plaza, two travel lanes in each direction. All lanes at 10', and outside lanes convertible to parking lanes at certain periods of the day.

iii. Where needed such as at SE 3rd Avenue, turn lanes will be retained.

iv. SE 2nd Avenue/Las Olas Boulevard: Recommend making the 4-way stop signs at this intersection permanent.

v. Parking: Retain on both sides, along with rideshare pick up locations. Side street rideshare pick-up locations should be encouraged.

2. Pedestrian:

i. Sidewalks: 4' - 16' on each side. Sidewalk widths shall be roughly equal to existing widths when plan is implemented.

ii. New crosswalk at SE 5th Avenue and Las Olas Boulevard.

3. Bicycle:

i. Bicycle sharrows will be maintained on the corridor. The city should examine placement of formal bicycle lanes on parallel facilities.

4. Wayfinding and Landscaping:

i. The Downtown District consists of formalized plantings to emphasize the existing conditions and business forward identity.

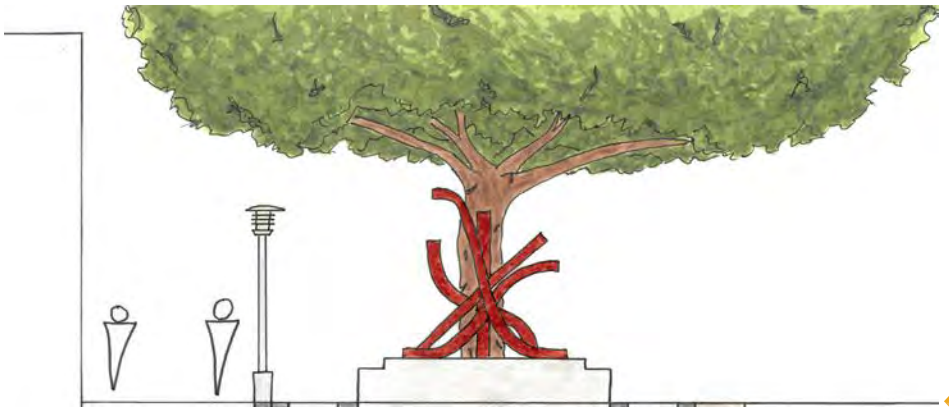
ii. As Downtown Las Olas is meant for active movement, bike racks and trash receptacles should be plentiful.

iii. Benches should not be placed in this district, as the interstitial spaces and existing site features, such as raised planters, can be utilized as areas of rest.

iv. The Downtown District hardscape within the right-of-way will begin a continuous design/pattern throughout each district. For areas outside of the right-of-way, property owners may maintain their own hardscapes to differentiate themselves from other businesses.

v. Hardscape area as noted in the wayfinding and other sections of this plan features the words “Meet Me @ Las Olas” and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.

vi. As the future plans for Huizenga Park develop, this area may evolve to include a public art installation.



DOWNTOWN





Landscaping

Gateway
Opportunity for Public Art

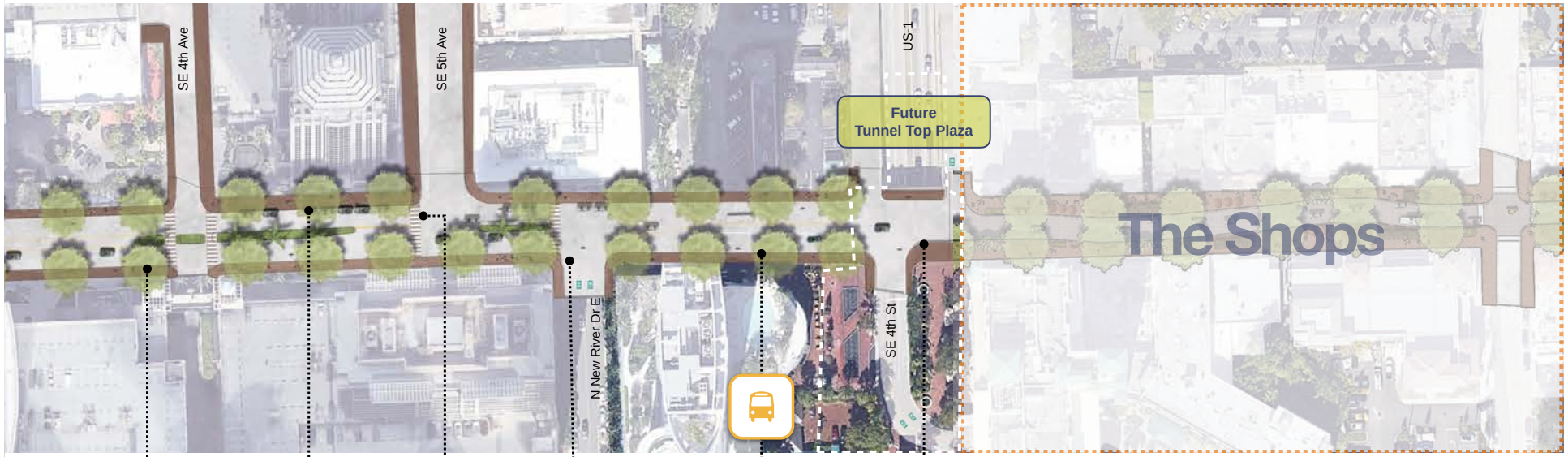
Connections to Riverwalk



Enhanced Pedestrian Crossings
Multiple intersections

DOWNTOWN







Curb Management

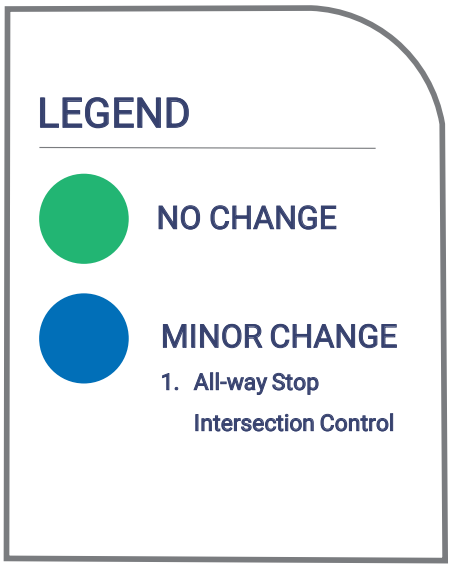
New Crossings

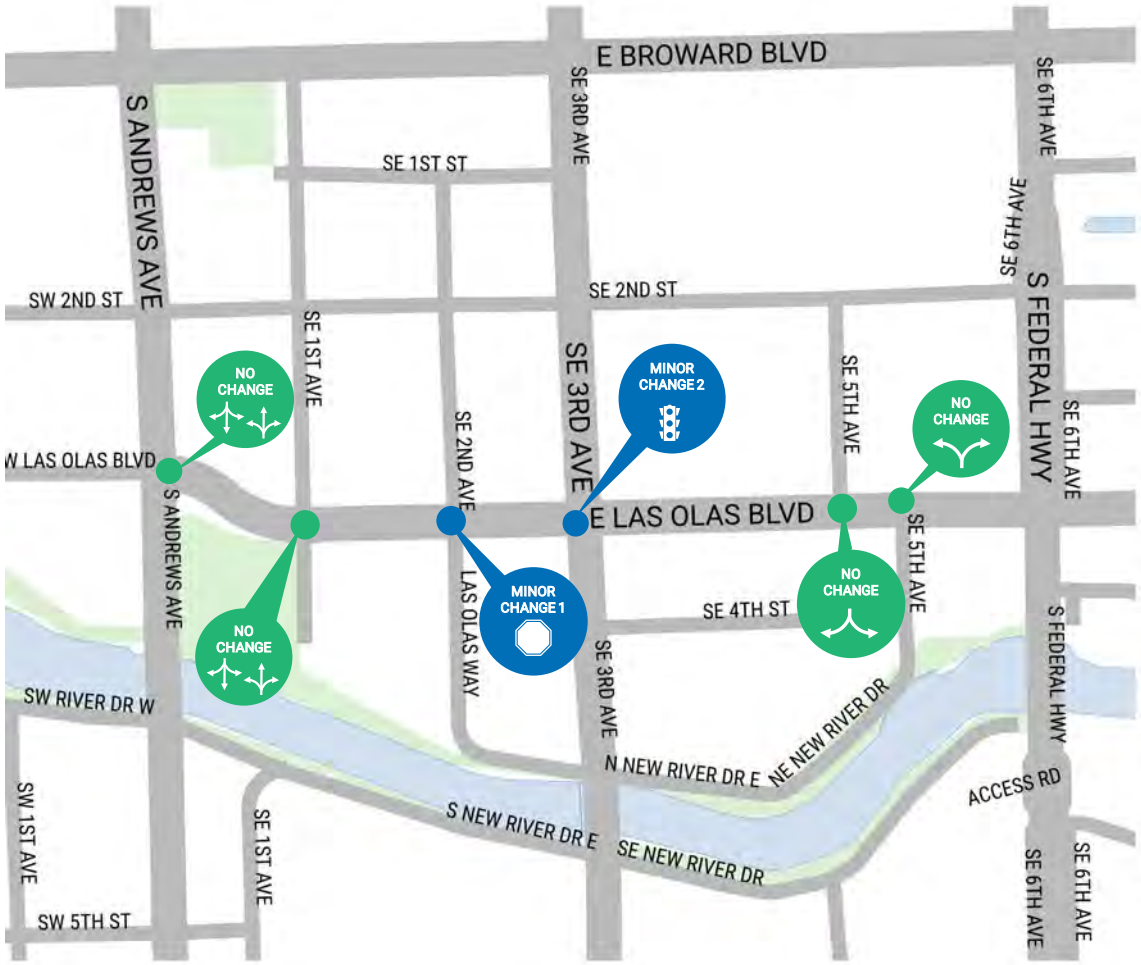
Riverfront Connection



Enhanced Bus Stops

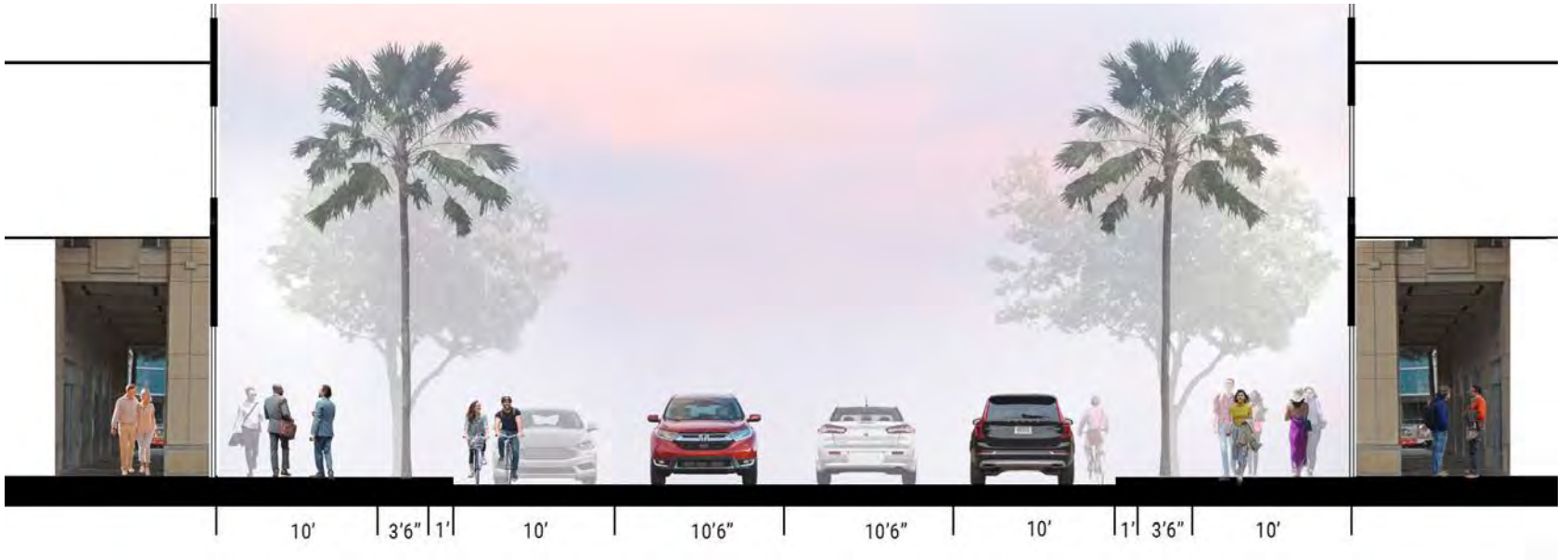
Raised Intersection (Proposed Tunnel Top Plaza)



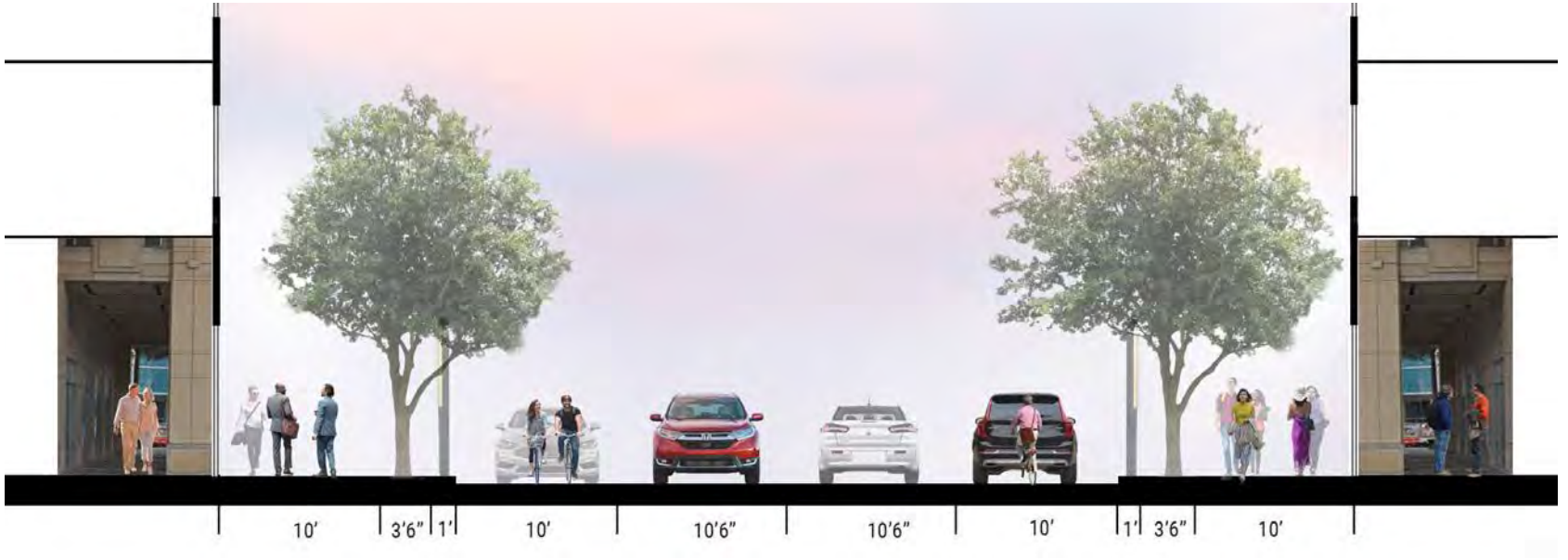


Downtown Traffic Summary

Existing Las Olas Boulevard between Andrews Avenue and SE 3rd Avenue



Proposed Las Olas Boulevard between Andrews Avenue and SE 3rd Avenue



Existing Las Olas Boulevard between SE 3rd Avenue and Tunnel Top Plaza



Proposed Las Olas Boulevard between SE 3rd Avenue and Tunnel Top Plaza



The following provides for the recommended plant palette for the Downtown area.

Large Trees



Quercus Virginiana
Live Oak*



Bursera simaruba
Gumbo Limbo*

Medium Trees



Eugenia foetida
Spanish Stopper*



Caesalpinnia granadillo
Bridalveil

Small Trees



Conocarpus erectus var. sericeus
Silver Buttonwood*

Flowering Trees/Accents



Elaeocarpus decipiens
Japanese Blueberry



Filicium decipiens
Japanese Fern Tree



Lagerstroemia spp.
Crepe Myrtle



Chrysophyllum oliviforme
Satin Leaf*



Ardisia ecallanoides
Marlberry

Shrubs



Conocarpus erectus
Green Buttonwood*



Clusia nana
Dwarf Clusia



Chrysobalanus icaco
Cocoplum "red tip"*



Ficus microcarpa
Green Island Ficus

Vines

Vines are very beneficial to a project's planting palette. They soften hardscapes, reduce heat, attract pollinators, and form stunning living screens, especially while flowering. The various species will be utilized in the shade structures throughout the corridor. Vines can be separated into four basic types based on their climbing habits: Clinging, Twining, Sprawling, and Tendril Climbing.






SPECIES	NATIVE	IRRIGATION NEEDS	LIGHT REQUIREMENTS	CLIMBING HABIT	FLOWER COLOR	FLOWERING SEASON
Passiflora incarnata - Passion Flower	Yes	Low	Full Sun	Tendril Climbing	White & Purple	Spring - Summer
Gelsemium sempervirens - Yellow jessamine	Yes	Moderate	Full Sun - Part Shade	Twining	Yellow	Winter-Spring
Campsis radicans - Trumpet creeper	Yes	Low	Full sun -Shade	Clinging Roots	Orange - Red	Spring - Summer
Bougainvillea spp. - Bougainvillea	No	Low	Full Sun	Twining	Red, Pink, Orange	All Year
Allamanda cathartica - Golden Trumpet	No	Moderate	Full Sun	Sprawling	Yellow	Warm Months
Trachelospermum jasminoides - Star Jasmine	No	Moderate	Full sun -Shade	Twining	White	Spring
Bignonia capreolata - Crossvine	Yes	Low	Full Sun - Part Shade	Tendril Climbing	Orange - Red	Spring
Lonicera sempervirens - Coral Honeysuckle	Yes	Low	Full Sun - Part Shade	Twining	Orange - Red	Spring- Fall




Passiflora incarnata
Passion Flower*




Bougainvillea spp.
Bougainvillea




Bignonia capreolata
Crossvine*




Gelsemium sempervirens
Yellow Jessamine*




Allamanda cathartica
Golden Trumpet




Lonicera sempervirens
Coral Honeysuckle*




Campsis radicans
Trumpet Creeper*




Trachelospermum jasminoides
Star Jasmine

»The Shops



The Shops area of the Las Olas Corridor is the heart of the corridor's entertainment district. Surrounded by residences and with access to Riverwalk, this destination area of the corridor hosts many restaurants and local shops that provide variety to the neighborhood. The area is also home to various festivals during the year, including the Las Olas Art Festival.

The Shops possess a pedestrian scale and an iconic green canopy that support its role as a premier shopping strip. However, the Black Olive trees, in addition to being a non-native species that create issues for the maintenance of the road, are also planted in a manner as to shade cars, not people. Redesigning this area of the corridor to remove the median and provide shade trees on both sides of the street will create a better walking experience to encourage foot traffic beneficial for local businesses.

Currently, the narrow sidewalks can create pinch-points where street furniture and landscaping are not well coordinated, especially because the area is popular for both locals and visitors alike. Shifting the space utilized by the median and some of the parking will enhance the pedestrian experience and also address the Americans with Disabilities Act issues found in this portion of the corridor.

The area also has organized parking lots behind storefronts which are accessible through alleys between street blocks. The east Riverwalk terminus at the Tunnel Top Plaza, serves as a water taxi stop and is where The Shops District begins. As a central business and entertainment district within the corridor, parking is a concern that was heard throughout the visioning process.

Recommendations

The environment will be redesigned to benefit pedestrians by enhancing the landscaping, street furniture and outdoor dining with a shared-street concept. The recommendations re-assign space from the median to expand the sidewalk area. The expanded sidewalk area will be used to provide amenities to complement the businesses located in this area. Street trees will create a cohesive canopy. Speed tables at intersections with local roads will enhance pedestrian safety.

The design of The Shops maintain many of the species found within the Downtown District, while adding splashes of color, new textures, and species. The species that overlap create a transition between the two areas and a large canopy to shade pedestrians and vehicles along this stretch of the corridor. Species not found in Downtown add in various colors of bark and flowers to accentuate the playfulness of The Shops. The addition of palms in this segment also adds a tropical feel to the experience.

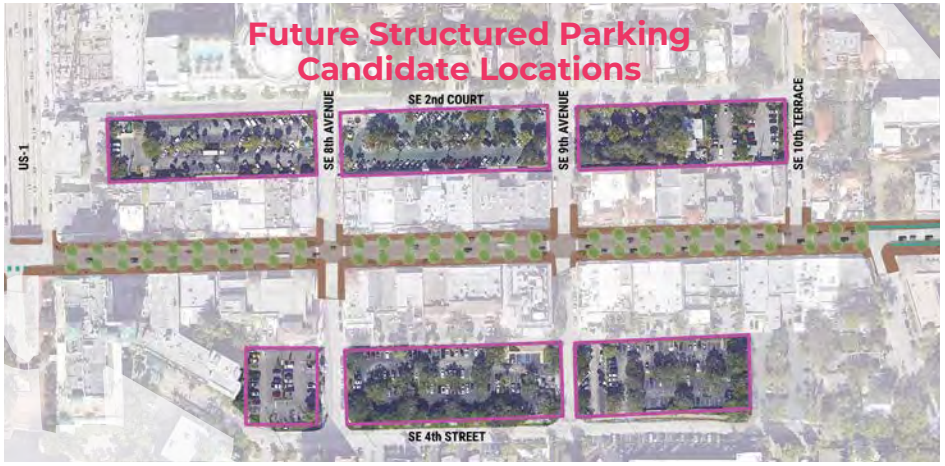
Continuous hardscape and trellis designs are one of many opportunities to enhance the identity of The Shops area, while facilitating wayfinding. The elements of the area should be:

1. Vehicular Travel Lanes:

a. 11' in each direction.

b. There will be one travel lane in each direction,

c. Parking: Retained on both sides of the street. At least one space per block should be designated as rideshare pick-up/drop-off locations. Side street rideshare pick-up locations should be encouraged.



d. Building structured parking should be considered in the future, as needed. The number of spaces will be dependent on future development and density of the area.

e. Curbed with no median, and shade trees for pedestrians. Due to spatial constraints resulting from retention of parking, larger shade trees may not be permissible; however, the recommended plant palette provides for smaller shade trees which may be supplemented by shade structures to complement the reduced canopy.

2. Sidewalks:

a. Generally 6' - 12' wide on each side.

i. Intersections: Raised and ADA compliant mid-block crossings should be implemented, where possible.

3. Bicycle:

a. Cyclists can use a sharrow in this section of Las Olas Boulevard.

b. Additionally, pathways should be explored to supplement the bicycle network on SE 4th Street and SE 2nd Court.

c. Where space allows, a bike rack should be at the north and south sides of each intersection.

4. Wayfinding and Landscaping:

a. Plant life should contain splashes of color, new textures, and species, with wide canopies.

b. Vines should be utilized to fill out the proposed shade structures, further adding to the texture, human scale, and coloration of this section.

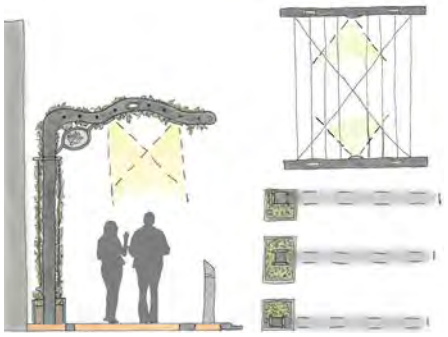
c. All the Black Olive trees within the medians should be removed as most are demonstrating poor health and structure and are unlikely to survive a relocation process.

d. Benches should be placed outside of the primary pedestrian zones to avoid impeding circulation. Modern curved-wood benches, of varying radii, should be placed underneath the shade trees to emphasize interaction between groups of different sizes.

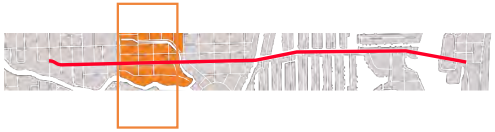
e. Trash receptacles should be placed within the expanded area with a maximum 200 feet between them.

f. Remaining space within the expanded pedestrian zones can be utilized for business usage, e.g. restaurant seating.

g. Hardscape area as noted in the wayfinding and other sections of this plan features the words “Meet Me @ Las Olas” and acts as the starting point of the flowing hardscape design/pattern seen throughout the entirety of Las Olas Boulevard.



THE SHOPS







Proposed Curbed Conventional Street Section



Curbed Street

Curbed Street
Expanded sidewalk areas

Raised Intersections
Curb extensions



Business Amenities

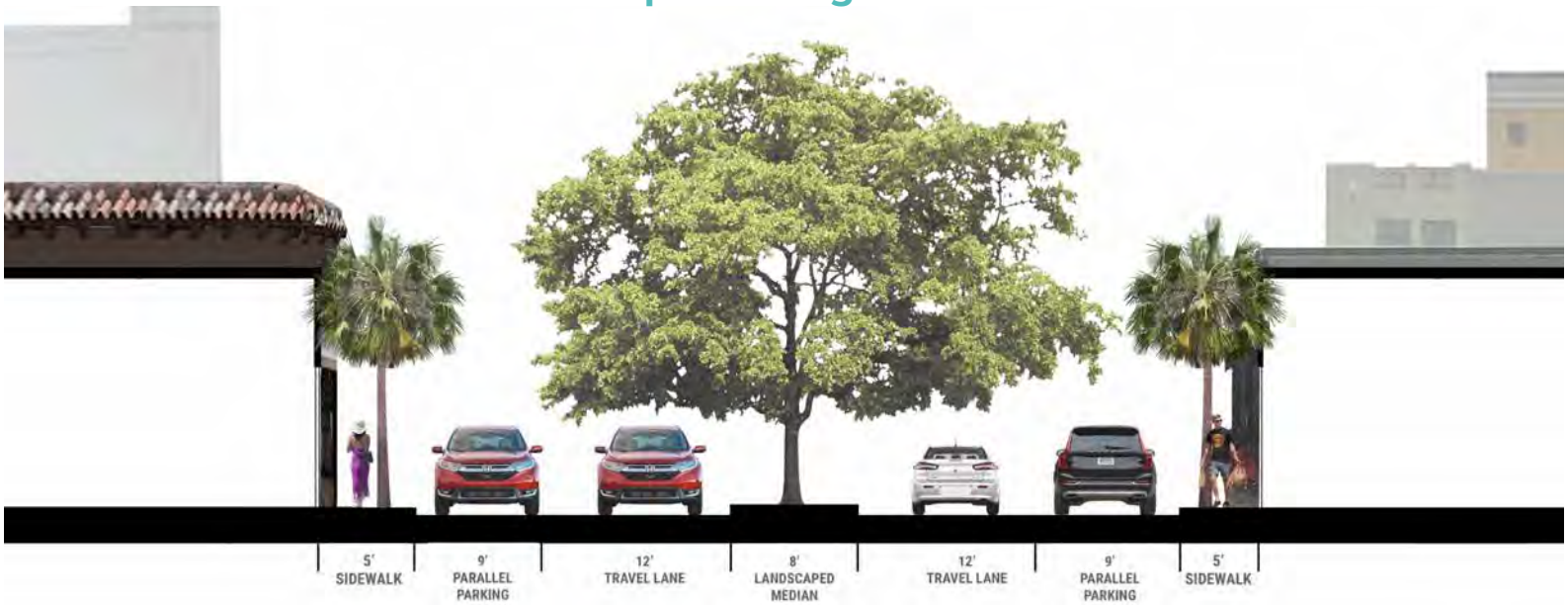


LEGEND

- NO CHANGE
- MINOR CHANGE
  1. Gateway Features

The Shops Traffic Summary

The Shops Existing Conditions



The Shops Proposed Conditions



The following provides for the recommended plant palette for The Shops area.

Large Trees



Quercus Virginiana "Cathedral Oak"
Cathedral Live Oak*

Medium Trees



Eugenia foetida
Spanish Stopper*



Myrcanthes fragrans
Simpson Stopper*



Conocarpus erectus var. sericeus
Silver Buttonwood*

Flowering Trees/Accents



Handroanthus heptaphyllus
Pink Trumpet



Handroanthus chrysotricha
Yellow Trumpet



Lagerstroemia spp.
Crepe Myrtle



Lagerstroemia speciosa.
Queen Crepe Myrtle

Large Palms



Sabal palmetto
Cabbage Palm*



Archontophoenix alexandrae
Alexander Palm

Medium Palms



Psuedophoenix sargentii
Buccaneer Palm*



Coccothrinax argentata
Silver Palm

Small Palms



Thrinax radiata
Florida Thatch Palm*

Shrubs



Conocarpus erectus
Green Buttonwood*



Clusia nana
Dwarf Clusia



Chrysobalanus icaco
Cocoplum "red tip"*



Ficus microcarpa
Green Island Ficus

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Passiflora incarnata
Passion Flower*




Bougainvillea spp.
Bougainvillea




Bignonia capreolata
Crossvine*




Gelsemium sempervirens
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Allamanda cathartica
Golden Trumpet




Lonicera sempervirens
Coral Honeysuckle*



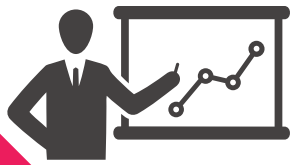

Campsis radicans
Trumpet Creeper*




Trachelospermum jasminoides
Star Jasmine



»IMPLEMENTATION SEQUENCE AND COST ESTIMATES



»IMPLEMENTATION SEQUENCE AND COST ESTIMATES

Implementation of this vision for Las Olas Boulevard requires detailed attention given both the magnitude of the project, and its effect on day-to-day life during construction. This section reflects the overall Las Olas Boulevard creative branding, and is applicable to both Eastern and Western Corridor reports, covering all five character areas. The public engagement process has made clear that stakeholders in The Shops area are concerned about anticipated disruption from construction of the Tunnel Top Plaza. Coordination should also be considered with the Downtown area proposals.

Costs, “shovel readiness”, and maintenance-of-traffic are factors by which to evaluate each section. Downtown is the most shovel-ready area, while The Shops area has the highest level of pedestrian traffic and therefore developing this section may be the most complicated. While there are portions of the Downtown area where water “pools”, this condition is likely to be easily remedied.

The City should consider that various types of funding may be available for individual aspects of the project. For example, midblock crosswalks and other bicycling and pedestrian improvements qualify under Transportation Alternatives, while funding for aspects of water and drainage improvements can be available from several sources, including the Florida Department of Economic Opportunity. As funding becomes available, the City should reprioritize aspects or entire sections to take advantage of funding availability.

Considering the above, the following provides the recommended segment prioritization for implementation:

1. **The Shops**
2. **Downtown**

Landscaping Implementation Criteria

For any streetscape design project, details of landscape implementation are extremely important and must go beyond a simple redesign of the multimodal facilities within the right-of-way to enhance mobility aspects. The range of landscaping elements from shade to seating and wayfinding have a significant impact on an individual’s experience.

To successfully emphasize the iconic nature of Las Olas Boulevard, implementation must establish, at the forefront of the design, each area’s theming, consistent with the overall goals of the project. The visual aesthetic of the landscape, hardscape, wayfinding, and sight amenities must cohesively work to enhance the user experiences. The user experiences, both from pedestrian and vehicular standpoints, are vitally important to the success of this project. During the conceptual masterplan process, alternatives were explored, and recommendations have been outlined that may not completely comply with the City of Fort Lauderdale Design Standards set forth by the City’s Zoning Ordinance and Code regulations. Recommendations for implementation, formed through the master planning process, are outlined below along with the relative design standards and code regulations from the City of Fort Lauderdale.



Landscape Recommendations

» A tree inventory of the existing site was completed in March 2020. It is recommended that this inventory be confirmed before final design and implementation.

- Based upon the current tree inventory:
  - Trees and palms with poor or dead ratings should be removed from the site.
  - Trees and palms with a “fair” rating should be relocated on site, when possible. The designer is to

coordinate with both the City Urban Forester and Parks and Recreation Department to relocate trees and palms to other City-owned property if on-site space is not available.

- Trees that will remain on-site during construction should be securely protected by a protection barrier.

» The proposed plant palette has been endorsed by the City of Fort Lauderdale Urban Forester. Each section's specific plant palette can be found in its respective portion of this report.

- While the specifications are written as minimum sizes, the installation of larger plant material is encouraged when available.
- Silver Buttonwood, Spanish Stoppers, and Simpson's Stoppers are to be specified as multi-trunk.
- All shrubs must be of the dwarf variety when species selection allows.

» All trees must be surrounded by pervious surfaces to allow for irrigation and stormwater infiltration. Tree grates are not approved and must not be used within the project, per the City of Fort Lauderdale Urban Forester.

» All trees within hardscaped areas must utilize a tree root cell system, i.e., the City of Fort Lauderdale preferred Silva Cell System by Deeproot.

- Silva Cells allow for proper root growth, stormwater and irrigation infiltration, and pavement support. The use of Silva Cells will reduce the opportunity for future damage to both the trees and hardscape.
- Soil volume and root space within Silva Cells varies based on mature canopy spread and DBH (Diameter at Breast Height). Reference is to be made to the "How Much Soil to Grow A Big Tree" pamphlet and Deeproot contacted for recommended ratio of tree size-to-soil volume.
- To decrease the amount of Silva Cells needed, it is recommended that large and medium trees, as noted in the plant palette, utilize the 32" deep cells, while small trees should use 17" deep cells.

» Tree Placement:

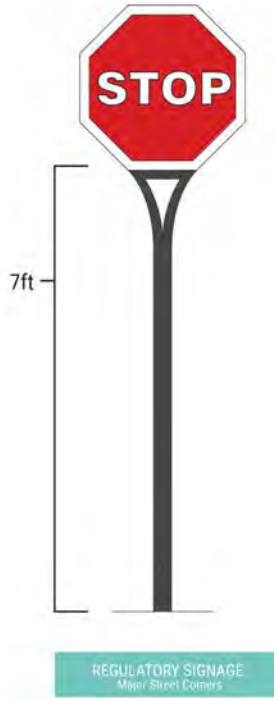
- Trees should be placed no more than 40' on centers throughout the corridor, while accounting for regulated sight lines and distances.
- It is recommended that in The Shops area, all trees should be of large canopy type or be large ornamental trees (per the plant palette). These trees are to be placed 30' on centers, within the expanded pedestrian zone opposite of the parallel parking, to gain the maximum amount of natural canopy coverage.

- Low-low/high-efficiency irrigation is to be used whenever irrigation is necessary. As of the writing of this document, the City of Fort Lauderdale uses Rainbird brand irrigation equipment.
  - It is recommended that this preference be reconfirmed prior to final design and installation.

» Soil amendment:

- It is recommended that the soils in each area be sampled and tested prior to final design and installation. Soil amendment may be necessary, depending on test results.

Signage and Wayfinding (Corridor-wide Considerations)



Wayfinding is key to creating the identity and branding of the Las Olas Corridor. As the corridor currently sits, there is no thematic or visual connector of the four districts to themselves, or the beach. These elements work to unify the four different districts and the beach through consistent theming and symbology. Some pieces are subtle while others are meant to grab attention and reinforce the "Instagram-able" moment. Integration of technology into the signage and wayfinding is vitally important for the project. A hierarchy of design allows for accessibility to both pedestrian and vehicular users. Symbology should maintain a consistent hierarchy, and adhere to the branding found in the wayfinding exhibits.

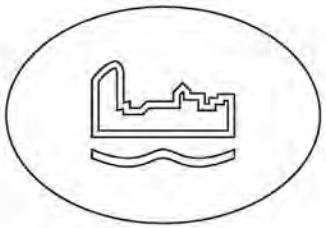
The hierarchy of wayfinding is based on the information the signage provides and how often it can be found. Large signs that contain multiple forms of information are less common along the corridor and therefore command more attention. These major forms of wayfinding include the open space and street corner signage.

The common wayfinding signage provides subtle and symbolic notation of current location and other destinations. The symbols laid out in the wayfinding exhibit are found on bike racks and bollards throughout the corridor, including the trellis shade structures in The Shops District. Each district utilizes the same bike rack form, however, each depicts its own distinct symbology within the "Meet Me @" swirl. Bollards are found at midblock crossings and intersection crosswalks and utilize the same symbology. The given district symbology and swirl are engraved within the top of the bollard, while generic locations, such as district names or "Parking" and directional arrows, are engraved on the east and west sides of them as well as on the street face. The trellis iconography and bike racks are meant for subtle hints of location and branding on the pedestrian level, while the bollards can be utilized by vehicular users as well.

The open space signage is found in specific identity nodes such as Huizenga Park and the Tunnel Top Plaza. This signage is designed to be at a pedestrian scale, approximately 4.5' tall and 4' wide. Therefore, multiple symbols, directions, and locations (both along and outside of the corridor) are shown. The curvature of the sign's legs and ellipse main board reinforce the "Meet Me @" hardscape features. These two design features are also found on the corner signage. The corner signage displays pertinent information for vehicular users, and due to its size can be more specific in nature. Corner signage is found at the major intersections of Andrews Avenue, SE 3rd Avenue, SE 6th Avenue, and SE 8th Avenue. Similar in design to the open space signage, the corner signage has curved legs and an ellipse main board, where the board is a minimum of 7' above ground. The thin supports minimize any obstruction to pedestrian circulation, while the height and size of the signage allow for vehicular and pedestrian usage. To maintain consistency throughout the corridor, all regulatory signage, such as stop and speed limit signs etc., should be remounted on similar support sign panels as the corner signage.

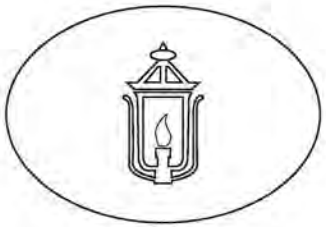
DISTRICT ICONOGRAPHY













OTHER LOCATIONS

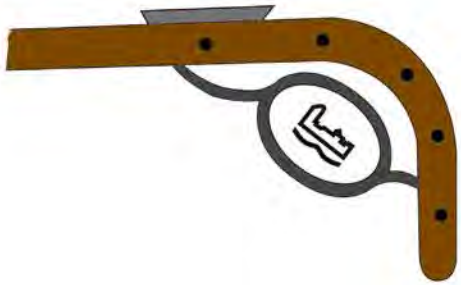


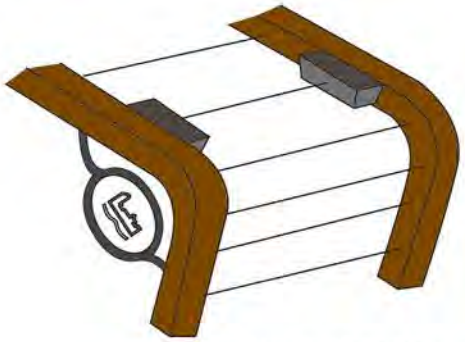






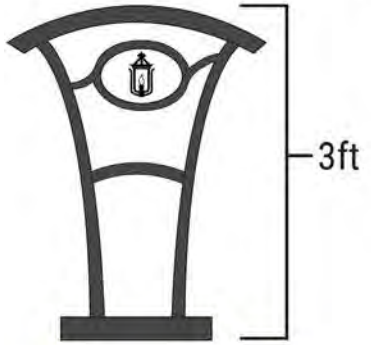




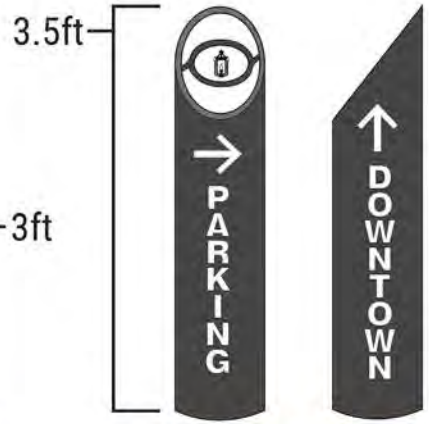


Vines not shown for clarity

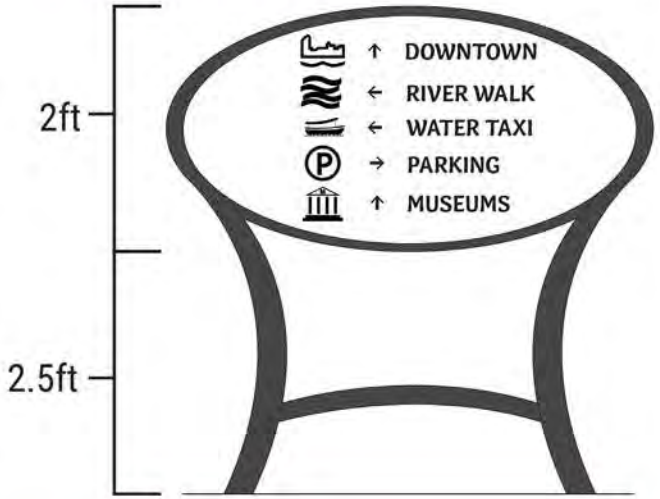
TRELLIS ICONOGRAPHY:
Historic Shops



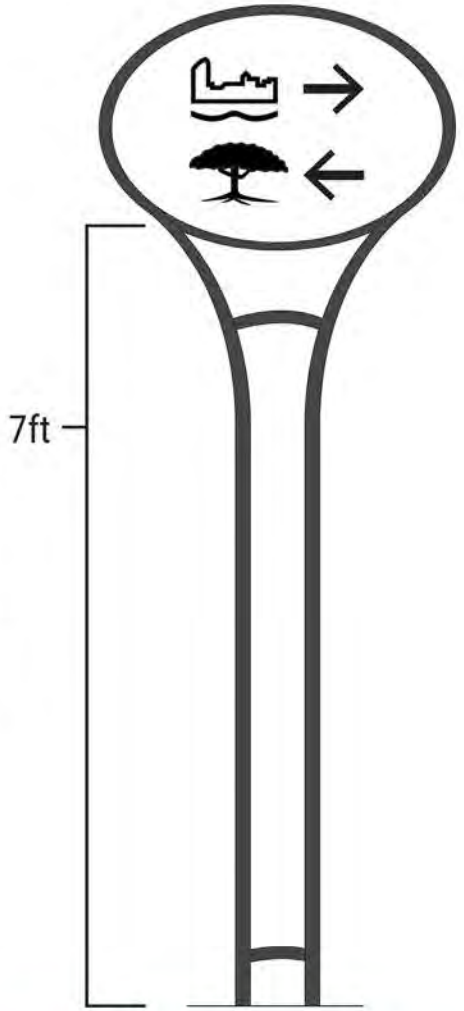
BIKE RACK:
Throughout the Corridor



BOLLARDS:
Mid-Block Crossings, Street Corners & Crosswalks



OPEN SPACE SIGNAGE:
Huizenga Park, Tunnel Top Plaza



CORNER SIGNAGE:
Major Street Corners

The outlier of the wayfinding hierarchy is the “Meet Me @” hardscape features in each district. The hardscape features become the iconic moment in each of the districts, and provide the “Instagrammable” moment while simultaneously giving the user a distinct location in regard to wayfinding. Each district has the slogan “Meet Me @” either “Downtown Las Olas” or “The Shops” inlaid in the hardscape. The words fill out the swirl that can be found in all of the iconography previously outlaid. These areas present the opportunity for public art installations and impromptu seating, creating meeting spots and gathering areas. In total there will be five of these hardscape features; three of which are in the western corridor; one in the Downtown District at Andrews Avenue, and two in The Shops District.

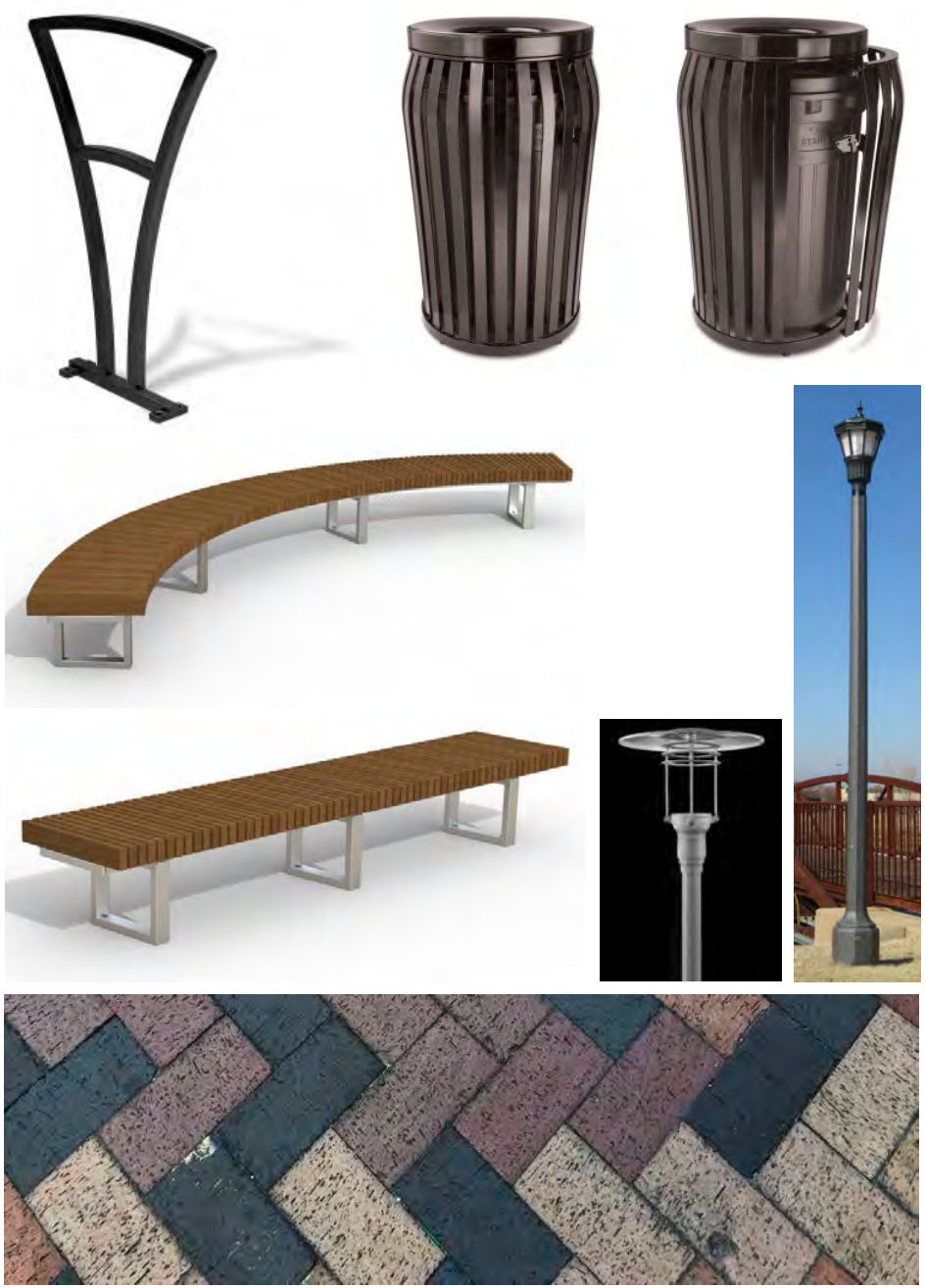
These iconic areas will be prime for social media sharing and tagging and create a draw to each district. These nodes present the opportunity to introduce technology to the corridor. The “Meet Me @” locations can be geo-tagged in various apps and help people get around. Geo-tags can also allow for tagging in social media posts. This creates a distinct brand for the entire corridor that advertises itself through its users. Other forms of technology yet to be determined can be utilized in the previous forms of wayfinding. QR codes can be placed on bollards and signage that when scanned can reveal a list of surrounding businesses or current location, for example. It is recommended that the inclusion of technology through social media, apps, QR codes, and other options be addressed in final design.



Site Amenity Recommendations

The following images provide for examples of bicycle racks, light pole fixtures, trash receptables, and benches for Las Olas Boulevard. These were selected to provide a modern look in line with the City's design for the Tunneltop Plaza as well as preferred designs utilized within the Downtown Development Authority area and those Citywide. However, through discussions with stakeholders, it was suggested and recommended that overall design selections for these amenities be deferred to civil engineering and design phase. Thus, these images are being provided as part of an "inspirational" approach, with the final selection in later project phases.

- Trash receptacles are to be the City of Fort Lauderdale preferred model: *Victor Stanley DYN-SD-45* with dual-flow divider lid, in powder-coated black.
- Bike racks are to be consistent with the conceptual design found in the wayfinding guidelines.
- Benches are to be of a modern design with a mix of two types. The design should be curved and of varying radii for each bench, made of wood, or composite material made to look like wood, and have sleek metal supports that can be direct buried.



Hardscape Recommendations

» Hardscape is to consist of integrally colored concrete, texturized with a surface retarder.

- Integral color to be *Scofield* brand from Color Chart A-312, and include colors used in Las Olas Tunnel Top Plaza. Surface retarder to be *Scofield* brand *LITHOCAST Surface Retarder*.
- Curbs and dark gray bands referenced below to be color *C-34 Dark Gray*.
- Prior to design and installation, designer to reconfirm products and colors used within the Tunnel Top Plaza's installed hardscape.

» Primary pedestrian circulation

- Historic Shops Area
  - Includes first 10' offset from the building façade.
  - A 6" *C-34 Dark Gray* concrete strip, offset from the building façade by 2', is to run parallel with the roadway to designate the threshold and area for trellis planter boxes. An 8" dark gray band to be offset from curb 2' for ADA compliance.
  - The darkest earth tone should fill the space between the façade and the gray strip, as well as in the space between that strip and the curb.
  - Concrete to be textured with surface retarder.
- Downtown Area
  - A Pedestrian Circulation Zone is recommended; however, business owners have provided decorative hardscape features throughout this area. These are to remain to maintain business identity.
  - Expanded and less attractive/damaged areas are to be consistent with the new design.
    - Sidewalk color and texture are to match primary pedestrian circulation zone of The Shops area.
    - An 8" *C-34 Dark Gray* band should separate the proposed color from the existing business pattern. Another band to be offset 2' from curb for ADA compliance.
  - It is recommended to coordinate with the City of Fort Lauderdale because pavers (matching the proposed design's colors) may be acceptable to maintain consistency with the businesses' hardscape features.

» Expanded Pedestrian Zone

- The Shops Area
  - The expanded pedestrian zones in The Shops (opposite from the sides with parallel parking) are to be a middle shade of earth tone, directly related to the coloration of the Tunnel Top Plaza.
  - This color is to be lighter than the primary pedestrian circulation, but darker than the roadway.
  - Concrete is to utilize a surface retarder to add a texturized topcoat. This texture will work as a tactile warning as users approach the roadway.
  - Dividing line between primary pedestrian circulation and this zone is to be dark gray and 8" Wide.

» Planters

- Shrub beds surrounding trees within The Shops Area are to be ringed with 6" wide dark gray colored concrete strip.

Roadway

- The Shops Area
  - Color and texture are to match Las Olas Boulevard at its intersection with SE 6th Avenue. Color is to be lighter than both the primary pedestrian circulation and expanded pedestrian zones.
  - The first 60' before and after a midblock crossing are to utilize a surface retarder to add texture to the topcoat. The texture draws attention to the crosswalk as vehicles drive over it.
  - Curbs to be dark gray to match separation strip.
- Downtown Area
  - Roadway not to be colored concrete; see roadway section for details.

Identity Nodes

- The "Meet Me @" hardscape features are to use all three of the earth tones seen in previous hardscape design.
- "Letters" to have inlaid look, either sawcut and sunk stone, or marble or concrete.
  - Metal potentially used for "Letters" must be clear-coated cast aluminum or bronze.
- The Shops Area
  - The center of the "Meet Me @" feature is to be white, smooth trowel finished concrete.
  - Swirl to be lightest earth tone with surface retarder finish, surrounded by 6" dark gray concrete strip, smooth trowel finish. Outer side of swirl is to match color and texture of primary pedestrian zone and expanded pedestrian zone.



- Downtown Las Olas Area
  - Center and swirl are to match The Shops.
  - Outer sides to match traditional gray color and texture of primary pedestrian zone and expanded pedestrian zone, respectively.

Relevant City of Fort Lauderdale Zoning Ordinances and Code Regulations

» 50% of required street trees shall be shade trees.

» Street trees shall be provided at a ratio of one street tree per forty (40) feet of street frontage, or greater fraction thereof.

- Where overhead utilities exist, required street trees may be small at a ratio of one small trees per (20) feet of street frontage.



- Where shade trees cannot be installed, palm trees or ornamental trees may be provided at a ratio of at least one palm or ornamental tree every twenty (20) linear feet of street frontage.

» Las Olas Boulevard from Andrews Avenue to the halfway point between SE 8th Avenue and SE 9th Avenue is zoned as part of the RAC and, therefore, has its own requirements

- Approved trees for Las Olas Boulevard include Sabal Palm, Live Oak, Maypan Palm, and Carpentaria Palm. The proposed plant palette has been approved by the City of Fort Lauderdale Urban Forester to include other species within the RAC. However, a written appeal request to the department may be necessary per **Sec. 47-21.14 Additional Landscape Requirements for Special Uses and Areas of the City Code**.
- The necessity for installation of an irrigation system for street trees (within the RAC) and the type and kind to be used shall be determined by the city based on tree species requirements.

» Per City Code, trees must satisfy the following size requirements. (Refer to landscape OPC for tree sizing specifications).

- Shade Trees: Minimum 14ft height and 8ft spread, with a minimum of 6ft ground clearance.
- Palm Trees: Minimum 18ft height, with a minimum of 8ft green wood.
- Ornamental Trees: Minimum 12ft height and 6ft spread, with a minimum of 6ft ground clearance.
- Per designer recommendation, the installation of larger plant material is encouraged when available.

- Trees to remain onsite during construction must be secured by a tree protection barrier meeting the City of Fort Lauderdale Standard Detail.

Cost Estimates

Cost estimates have been developed at the "planning level" only, due to the need for additional considerations and discussions during the design phase. Estimates provided are based on comparable planning projects and adjusted based on the Florida Department of Transportation Long Range Cost Estimates and Historical Cost items. Contingency has been added to account for potential to mitigate drainage issues, or in the case of the Intracoastal Bridge.

Depending on the timeframe of implementation, inflation factors should be used. Final costs past the planning phase are contingent on the details of the engineering design of the corridor. During public discussion, the decision was made to select options that did not result in land acquisition. However, should the City change its decision during the engineering design phase, land acquisition costs, if any, should be added. Other costs should be considered, depending on the drainage improvements to be determined by the City's Public Works Department.

Florida Department of Transportation long range estimates (LRE), bridge cost and historical cost data from Group 12 (encompassing Broward County) were utilized as needed for roadway, bridge, and intersection improvements. In addition to the construction costs, PD&E (15%), Design (12%), CEI (15%), mobilization (10%) and Mobilization and Maintenance of Traffic (MOT) (10%) were all calculated based on the base construction cost and added to the list. In cases where the long-range estimates were utilized as the basis, MOT is already accounted for in those estimates and was not recalculated/adjusted.

Generally, the cost estimates were arrived at through a combination of cost estimates for individual landscape items, with tree specimens, benches, and wayfinding signs using prevailing costs. For landscaping, it should be noted that tree specimen costs utilized were sourced from prior projects or nurseries.

As a cross check, the cost of the improvements was compared to regional projects of a similar nature in the City of Miami, City of Coral Gables, and City of West Palm Beach. The per mile cost for as built ranges from $4.88 million to $5.68 million per 0.1 mile. When adjusted for inflation to give an "apples to apples" comparison, the upper end is in the range of approximately $7.8 million to $8.6 million per 0.1 mile. By comparison, this project is at $6.88 million per 0.1 mile. The data on the right provides the Florida Department of Transportation's current inflation cost factors.

Year	Inflation Factor
2022	2.7%
2023	2.8%
2024	2.9%
2025	3.0%
2026	3.1%
2027	3.2%
2028	3.3%
2029	3.3%
2030	3.3%

This difference can be attributed to the differences in our project, which requires more drainage work over a longer stretch, but at the same time will use less paver materials in favor of stamped concrete and other considerations.



Roadway Assumptions

Given the invasive nature of the underground/subsurface improvements, including drainage needs across the corridor, the costs are likely to be more akin to LRE estimates for new constructions than a simple milling and resurfacing. The roadway costs were arrived at utilizing LRE estimates and the length of the segment.

Lighting

Where necessary, such as for light posts/lighting, Area 12 of the Florida Department of Transportation historical cost items were utilized, with an assumed number of poles based on the corridor length and the need for higher numbers in some areas. However, it should be noted that this number is subject to change based on final design and this is a planning level estimate. Due to the higher-than-normal potential for design phase differences based on local conditions, and because the Department of Transportation light pole is based on standard and not a specifically designed pole for aesthetic reasons, a 15% contingency was applied here as well.

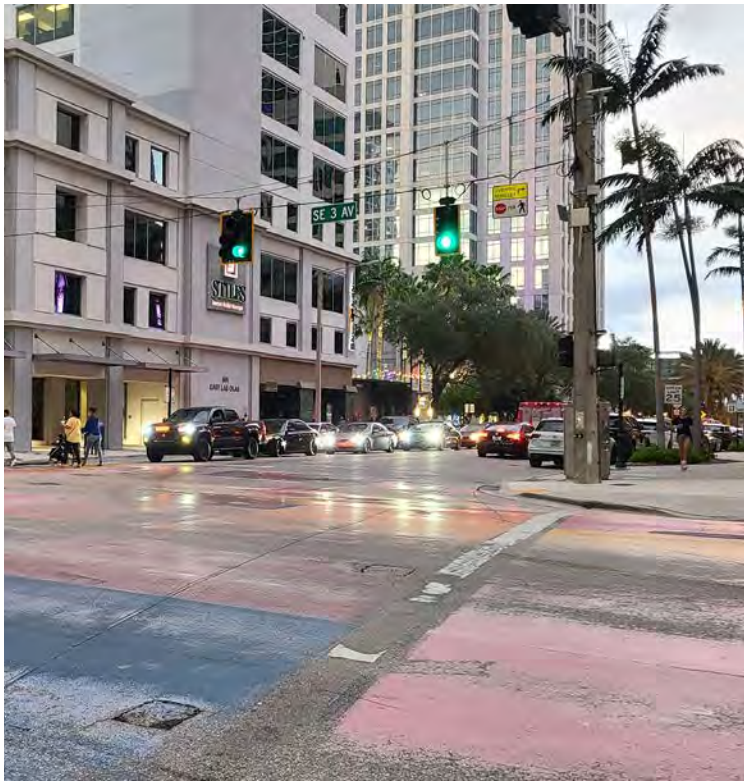
Utilities

A base assumption of movement of poles was calculated for each segment of above ground utilities. Should above ground utilities be undergrounded, additional budgetary resources will be needed.

Downtown Considerations

Roadway and Intersection

The Downtown section utilized a combination of LRE estimates adjusted for subsegments with and without medians. It is assumed that improvements will be needed at SE 3rd Avenue and Las Olas Boulevard in the future, and as part of the upgrade, the current lights system will be improved to account for local severe weather events to improve resiliency. Additionally, a new midblock crossing will be placed at SE 5th Avenue and Las Olas Boulevard as described in the report.



Drainage

A minor planning level estimate is provided for this section given pooling/puddling within the area.

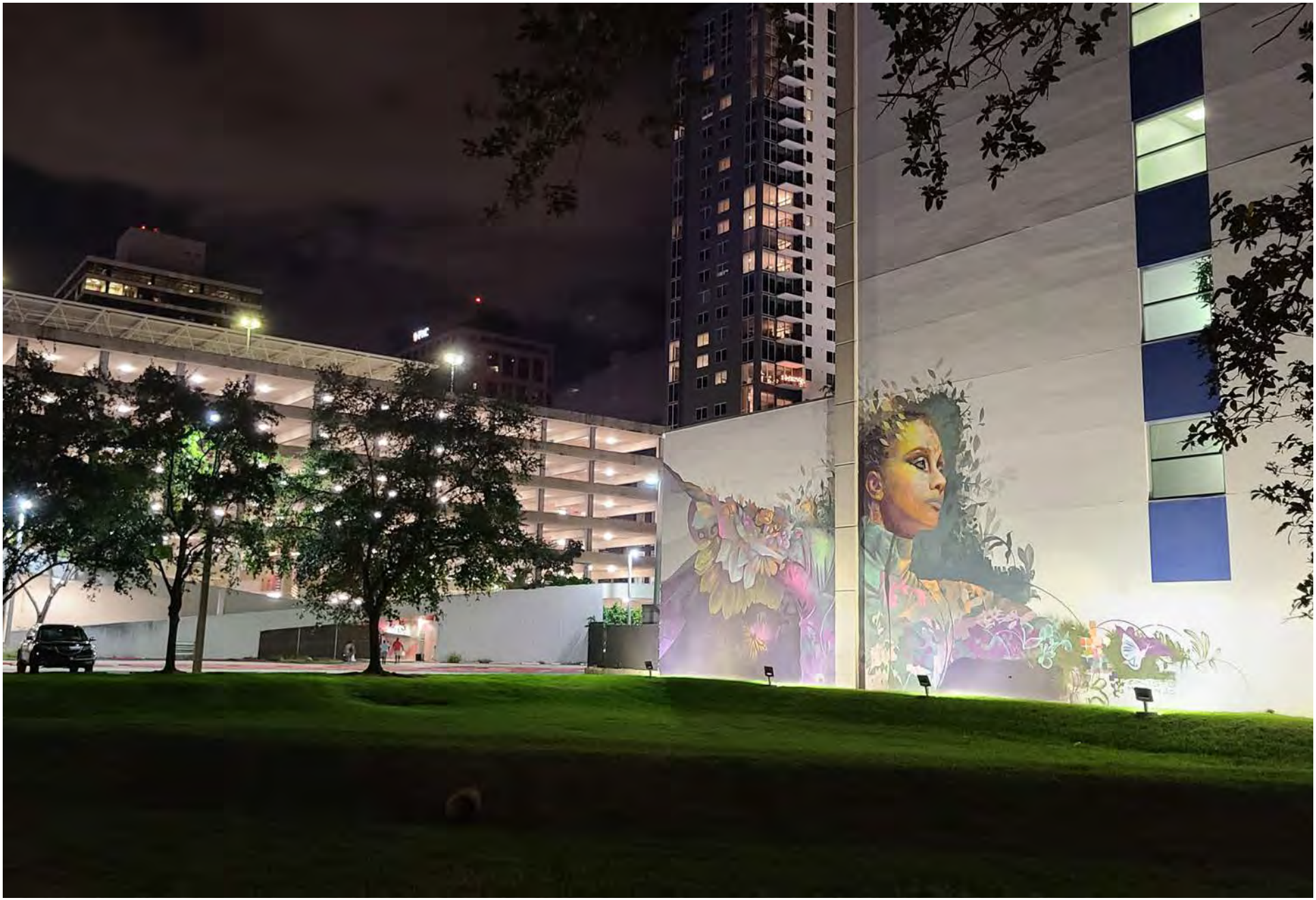
Historic Shops Considerations

Roadway Improvements

Improvements to the roadway involve the raising of three intersections and reconstruction of the corridor for a street with curbs.

Midblock crossings at existing locations may need consideration for retention given their status as existing infrastructure and are accounted for here.

	Downtown	Shops	Total
Streetscape	$1,167,883	$2,164,234	$3,332,117
Landscaping	$3,556,679	$5,654,169	$9,210,848
Lighting	$331,387	$386,861	$ 718,248
Utilities	$218,978	$270,073	$ 489,051
Bridges	$-	$14,599	$14,599
Intersection and Midblock Improvements	$1,569,343	$310,219	$ 1,879,562
Other (Subsurface, etc.)	$729,927	$364,964	$ 1,094,891
Design	$908,904	$1,099,814	$ 2,008,718
CEI	$1,136,130	$1,374,768	$ 2,510,898
Maintenance of Traffic (MOT)	$757,420	$916,512	$ 1,673,932
Contingency	$1,037,665	$1,255,621	$ 2,293,286
Total	$11,414,315	$13,811,832	$ 25,226,147

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THE CORRADINO GROUP

ADDENDUM NO. 4

RFQ No. 12739-1031
Las Olas Corridor Design Consultant Services (CCNA)

ISSUED: March 1, 2023

This addendum is being issued to make the following changes:

1. The Proposal Due Date has been changed to Wednesday, March 8, 2023, at 2:00PM Local Time.

All other terms, conditions, and specifications remain unchanged.

Erick Martinez
Senior Procurement Specialist

Company Name: _____
(please print)

Bidder's Signature: _____

Date: _____

Question and Answers for Bid #12739-1031 - Las Olas Corridor Design Consultant Services (CCNA)

Overall Bid Questions

Question 1
What is the budget for this contract? **(Submitted: Jan 20, 2023 9:51:02 AM EST)**

Answer

- The Budget for the phase 1 of design is $3 million. **(Answered: Feb 10, 2023 10:27:42 AM EST)**

Question 2
Can we submit as a prime and as a subconsultant? **(Submitted: Jan 20, 2023 9:51:57 AM EST)**

Answer

- Yes, a vendor may submit a Proposal as a Prime Contractor and may be a Sub Contractor on a separate Proposal. **(Answered: Jan 27, 2023 3:40:30 PM EST)**

Question 3
Does the City maintain a list of M/WBE vendors that you can share? **(Submitted: Jan 20, 2023 9:59:22 AM EST)**

Answer

- The City's DBE Directory may be obtained at the following link:

https://www.fortlauderdale.gov/home/showpublisheddocument/56875/637489993532870000 **(Answered: Jan 27, 2023 3:58:24 PM EST)**

Question 4
We understand the work for this RFQ will be based on the Las Olas Conceptual Design Vision Master Plan Vision Study that was prepared by The Corradino Group (TCG) in June 2021. Will this preclude TCG from being able to submit on this pursuit? **(Submitted: Jan 26, 2023 2:15:48 PM EST)**

Answer

- Yes, this will preclude The Corradino Group to participate in this RFQ. **(Answered: Feb 10, 2023 10:27:42 AM EST)**

Question 5
Can a firm prime and sub? **(Submitted: Jan 27, 2023 2:35:20 PM EST)**

Answer

- Yes, a vendor may submit a Proposal as a Prime Contractor and may be a Sub Contractor on a separate Proposal. **(Answered: Jan 27, 2023 3:40:30 PM EST)**

Question 6
Is the project delivery method design build? **(Submitted: Jan 27, 2023 2:39:33 PM EST)**

Answer

- Yes, the delivery method is design-build. The City of Fort Lauderdale is requesting a Design Criteria Package through 60% design. **(Answered: Feb 10, 2023 10:27:42 AM EST)**

Question 7

Is it a requirement for the Project Manager to be a licensed professional (engineer, architect, or landscape architect). **(Submitted: Jan 30, 2023 12:10:31 PM EST)**

Answer

- The consultant who prepares the design criteria package could be either a licensed professional engineer or architect. **(Answered: Feb 10, 2023 10:27:42 AM EST)**

Question 8

As currently worded, section 2.24 is not in conformance with Florida Statutes 725.08. Can you please reword 2.24 Indemnity/Hold Harmless Agreement on pages 12 and 13 of the RFQ to match the Section 12.9 Indemnification of the City, on pages 19 and 20, of the draft contract provided in RFQ 12739-1031 Las Olas Corridor Design Consultant CCNA Draft Agreement 12.30.22.docx? **(Submitted: Jan 30, 2023 3:07:04 PM EST)**

Answer

- The language in our draft Agreement takes precedence. Additionally, a Proposer may request a variance via the the Bid/Proposal Certification form. **(Answered: Feb 14, 2023 11:17:41 AM EST)**

Question 9

BidSync shows additional forms that are not listed in the 4.2.9 Required Forms on pages 21 and 22 of the RFQ. Are these forms required for submission for The Las Olas Design Consultant Services?

• Construction Bid Certification Page 4-28-2020
• CITB Questionnaire Sheet
• Construction General Conditions 2-4-2022 **(Submitted: Jan 30, 2023 3:07:36 PM EST)**

Answer

- Yes, these forms are required. **(Answered: Feb 10, 2023 3:08:05 PM EST)**

Question 10

In 4.2.9 Required Forms, is “g. Contract Payment Method [if applicable]” required? It's marked as "if applicable." **(Submitted: Jan 30, 2023 3:08:31 PM EST)**

Answer

- Yes, the Contract Payment Method form is required. **(Answered: Feb 10, 2023 3:08:05 PM EST)**

Question 11

In 2.8 Minimum Qualifications, “Additionally, all team members assigned to this project must have a minimum of TEN (10) years of experience in the specific design specialties. Team members and firm shall submit proof of designing experience for a minimum of three (3) projects of similar scope and scale (or larger) within the last 7 years and shall, for each project listed, identify location; dates of construction; project name and overall scope; scope of work that was self-performed by Contractor; and client’s name, address, telephone number and e-mail address.”

May we have clarification if the City prefers all team members have 10 years of specific design specialties (see above from RFQ) or the design team TASK LEADERS must have a minimum of 10 years of experience? **(Submitted: Jan 30, 2023 3:09:00 PM EST)**

Answer

- Section 2.8.1 states that the proposer or principals must have the relevant experience. Section 2.8.5 also mentions that consultants must be appropriately licensed in the State of Florida for the required field of service.

This should be interpreted that all Principal engineers, project managers and architects should have the appropriate experience and licensing to conduct the specific tasks.

This does not apply to support staff. **(Answered: Feb 13, 2023 12:48:44 PM EST)**

Question 12

Section 3.4 Tasks states, “Prepare Design Criteria Package 60% detailing engineering designs, calculations, ... "

Is the intent to produce a criteria package for a design-build contract with preliminary permit application submittals as the means of the construction delivery method?

If the proposed construction delivery method is the traditional design, bid, build, please clarify why the current scope call for 60% design level, not 100% plans and bid documents.

If only 60% plans are required, will the contract have an option for the consultant to proceed to 100% bid documents at a later time? **(Submitted: Jan 30, 2023 3:10:58 PM EST)**

Answer

- Yes, it is the Cityâ™s intent to produce a criteria package for a design-build contract with preliminary permit application submittals as the means of the construction delivery method.

Additionally, the intent of this solicitation is for Design Criteria package for a future design-build contract.

The option for completion beyond 60% will be determined after the 60% plans go to Commission for next steps. **(Answered: Feb 15, 2023 11:40:03 AM EST)**

Question 13

Will you post the sign-in sheet from the pre-bid meeting? **(Submitted: Jan 30, 2023 4:09:33 PM EST)**

Answer

- The sign-in sheet has been posted under Addendum 1. **(Answered: Feb 10, 2023 4:00:26 PM EST)**

Question 14

This project had a conceptual phase under RFQ # 12247-996 with The Corradino Group selected. During the advertisement process, a question (No. 6) was posted, “Will the consultant selected for this conceptual streetscape design phase be precluded from pursuing future design phases?” The Answer provided by the City, “If a vendor assists in writing specifications, or is paid as a consultant to do so, they shall not be allowed to submit a bid in response to the respective solicitation. Any firm participating in writing or otherwise having an influence on the specifications or the solicitation document(s) will not be considered for award.”

Based on the answer provided, it is understood that the selected firm who prepared the concept phase would be precluded from pursuing the next phase. Please confirm that the consultants who participated in the concept phase are precluded from pursuing this design project. **(Submitted: Jan 31, 2023 3:04:56 PM EST)**

Answer

- Previously, the City took a position on RFQ#12247-996 (Conceptual Streetscape Design for Las Olas Blvd.) that a conflict would exist and the successful Proposer (including sub-consultants) would not be able to participate on the subsequent solicitation for future design phases. For this reason, The Corradino Group will not be able to participate in RFQ 12739-1031 - Las Olas Corridor Design Consultant Services (CCNA). **(Answered: Feb 14, 2023 11:17:41 AM EST)**

Question 15

Is the pre-bid conference sign-in available? **(Submitted: Feb 1, 2023 9:54:12 AM EST)**

Answer

- The sign-in sheet has been posted under Addendum 1. **(Answered: Feb 10, 2023 4:00:26 PM EST)**

Question 16

In section 3.7 Schedule, the City is anticipating the overall project schedule as follows:

• Design Phase: 18 months
• Permitting: 4 months
• Bidding: 6 months
• Construction: TBD according to proposed phasing and budget

We understand the Design Phase and Permitting Phase are a total of 22 months, will the City confirm? **(Submitted: Feb 6, 2023 4:50:29 PM EST)**

Answer

- Yes, confirmed. However, we will know more specific dates and times once the selected consultant is onboarded. **(Answered: Feb 13, 2023 12:50:12 PM EST)**

Question 17

In section 3.7 Schedule, the City is anticipating the overall project schedule as follows:
• Design Phase: 18 months
• Permitting: 4 months
• Bidding: 6 months
• Construction: TBD according to proposed phasing and budget

We understand the Design Phase and Permitting Phase are a total of 22 months, will the City confirm?

Just to confirm, is the 22 months for delivering 60% Design Criteria Package, not 100% Construction Documents? **(Submitted: Feb 6, 2023 4:50:59 PM EST)**

Answer

- Correct, 60% design criteria package. **(Answered: Feb 13, 2023 12:50:12 PM EST)**

- Clarification: The 18 months is inclusive of the complete design phase through 100% Construction Documents. The Design Phase broken down for 60% design criteria package is 7-9months out of the 18, and will be more defined once the consultant is selected. **(Answered: Mar 1, 2023 11:30:25 AM EST)**

Question 18

Will the City consider an extension for the proposal? **(Submitted: Feb 6, 2023 4:56:13 PM EST)**

Answer

- At this time, the City is not considering an extension of the Proposal Due Date. **(Answered: Feb 14, 2023 11:17:41 AM EST)**

Question 19

Do dividers/tabs and forms count towards the overall page count? **(Submitted: Feb 7, 2023 6:56:37 AM EST)**

Answer

- Yes. **(Answered: Feb 10, 2023 4:00:26 PM EST)**

Question 20

Since The Corradino Group is precluded from this phase. Are the sub-consultants who participated on the TCG team in the concept phase precluded from pursuing this phase? **(Submitted: Feb 13, 2023 9:06:23 AM EST)**

Answer

- Previously, the City took a position on RFQ#12247-996 (Conceptual Streetscape Design for Las Olas Blvd.) that a conflict would exist and the successful Proposer (including sub-consultants) would not be able to participate on the subsequent solicitation for future design phases. For this reason, The Corradino Group will not be able to participate in RFQ 12739-1031 - Las Olas Corridor Design Consultant Services (CCNA). **(Answered: Feb 14, 2023 11:17:41 AM EST)**

Question 21

Will the City consider the Construction Manager at Risk (CMAR) as a construction delivery method, which is similar to Design-Build? **(Submitted: Feb 13, 2023 4:20:29 PM EST)**

Answer

- No, it will remain as Design-Build. **(Answered: Feb 15, 2023 11:40:03 AM EST)**