

APPROVED

SPECIAL MEETING

**BEACH REDEVELOPMENT BOARD
100 NORTH ANDREWS AVENUE
8TH FLOOR CONFERENCE ROOM
FORT LAUDERDALE, FL 33301
MONDAY, MAY 7, 2012 – 1:00 P.M.**

MEMBERS	FEB 2012/JAN 2013				
	REGULAR MTGS		SPECIAL MTGS		
		Present	Absent	Present	Absent
Bradley Deckelbaum, Chair	P	3	0	1	0
Mel Rubinstein, Vice Chair	P	2	1	1	0
Anthony Abbate	P	3	0	1	0
Jordana L. Jarjura (arr. 1:08 p.m.)	P	2	1	1	0
Ina Lee	P	3	0	1	0
Dan Matchette	P	2	1	1	0
Melissa Milroy	P	3	0	1	0
Judith Scher	P	2	1	1	0
Tim Schiavone	P	3	0	1	0
Aiton Yaari	P	2	1	1	0

Staff

Lee Feldman, City Manager
Diana Alarcon, Director, Transportation and Mobility
Don Morris, Beach CRA Director
Earl Prizlee, Beach CRA
Eileen Furedi, Economic Development Representative
Amanda Lebofsky, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order/Roll Call – Bradley Deckelbaum, Chairperson

The meeting was called to order at 1:03 p.m. by Chair Deckelbaum. Chair Deckelbaum explained the protocol for the meeting.

Roll was called by Ms. Lebofsky.

Quorum Requirement

As of this date there were 10 appointed members to the Board, which means 6 would constitute a quorum. It was noted there was a quorum at the commencement of the meeting.

II. Discussion of Proposed Public Improvements on the Beach - Donald Morris, Manager, Beach CRA

Mr. Morris began a PowerPoint presentation and introduced the staff members present who are a part of the proposed public beach improvements. He emphasized that the designs to be presented are very preliminary and still need to be determined as to their economic and environmental feasibility.

Mr. Morris explained the CRA's charge to members of the public.

Mr. Morris pointed out that each of the projects to be presented meets one or more of the CRA goals and objectives.

- Jenni Morejon, Deputy Director - Sustainable Development

Ms. Morejon acknowledged Ella Parker (who was unable to attend) as being instrumental in working on the master plan with Mr. Morris.

Ms. Morejon gave a brief background on the Central Beach Master Plan. This plan originated over five years ago. She said that the input received at public meetings at that time focused on the pedestrian environment.

[Ms. Jarjura arrived at 1:08 p.m.]

Ms. Morejon's presentation highlighted the following:

- Community's vision is to create more public open spaces, gateways to water, mix of amenities
- Master plan focused on private development guidelines
- Dynamic, mixed-use, pedestrian friendly yet urban beach destination is overall vision
- Urban design principles
 - Activate edge of Intracoastal Waterway
 - Create symbolic gathering places
 - Create public spaces to be used by variety of people
 - Have pedestrian-oriented streets
 - Enhance and protect unique architectural resources
 - Promote mix of uses
- Key areas to highlight future public investment
 - Oceanside Plaza parking lot

- Las Olas and Birch Street parking lot
- D.C. Alexander Park
- Swimming Hall of Fame
- Bahia Mar
- Alhambra and Sebastian parking lot
- Streetscapes connecting all the pieces
- Public investment on beach has high returns (5 to 1)
- Marine industry is significant driver towards economy
- Barrier Island parking study showed 840 spots available including Sebastian lot, Oceanside lot, and Intracoastal lot
 - 50-50 mix is preferred ownership (public/private)

Mr. Morris showed the steps the CRA went through to get to the present day point, including an explanation of the role of the Beach Redevelopment Board. He noted that the Beach CRA will sunset in 2019.

Mr. Morris stated that feasibility studies are being conducted for \$71 million dollars in eight public improvement projects:

- Sebastian/Alhambra site -
 - Parking garage, commercial space and public restrooms
- Streetscapes on east and west side of A1A
 - On west side, provide safer pedestrian environment by removing impediments from sidewalk
 - On east side, construct pedestrian/bicycle path east of wall
- Las Olas Beach Plaza
 - New pavers, new electrical infrastructure
- Oceanside Plaza
 - Construct parking structure and provide pedestrian plaza
- Almond Avenue Streetscape project
 - Underground utilities, new sidewalks and pavement
- Channel Square
 - Water taxi stop, tourist information kiosk/space, café, flex space
- Marina parking garages
- Intracoastal Promenade
 - Expand marina

Mr. Morris emphasized they are in the preliminary design stage, and wish to obtain feedback before going forward.

Mr. Morris said it is important that whatever projects they decide to do, they must be able to pay for them. He explained the amount of projected revenue, and noted that, out of the total monies available, the Beach Redevelopment Board thought it was important that \$25 million be used for the Aquatics Complex. Mr. Morris expressed the necessity of financing the parking garages based upon their projected revenue.

Mr. Morris continued that at the Board meeting on June 18, 2012, the feasibility concepts will be reviewed, and everyone will have the chance to offer input. On July 16, 2012, he said they hope to return with the concepts refined. In August, the final feasibility studies will be complete; and a public open house will be held at the Flight Center in September. Their goal is to go before the City Commission in October.

- **Leslie Sanchez, Zyscovich, Inc.**

Ms. Sanchez began her PowerPoint presentation, showing the Sebastian/Alhambra site. Highlights of her presentation were:

- Challenges include the location of the property line and safety on Seabreeze due to turn-around
- First concept: garage, surface parking lot, commercial space, pedestrian connection from beach to bay, taxi stop on Sebastian Street
- Beach amenities closer to beach
- Eliminate turn-around
- Possibility of seeing garages as “bookends” and gateways to beach
- Sloping garage

Ms. Sanchez then addressed the Oceanside site:

- Protect vista coming across the bridge
- Create connection to Almond Avenue
- One-way street in and out of garage creates a problem
- Community flex-space (restricted by code at this time)
- Creation of viewing deck
- Event venue or amphitheatre
- Activate space underneath garage

Ms. Sanchez presented their ideas for Las Olas Plaza:

- Terminus iconic structure would interfere with view of beach
 - Highlight beach view - possible water feature
- Improve surface and electrical infrastructure, providing flexibility for year-round programming
- Native vegetation in background
- Considering replacement of traffic lights with single poles

In response to a question, Mr. Morris pointed out that they are not showing anything that is not feasible due to property ownership.

Ms. Lee asked about the nature of the amphitheatre, and Ms. Sanchez replied they are considering either a formal or an informal one. She said either one would have state-of-the-art technology. Mr. Morris also commented that the design would accommodate the turtle lighting issues. Ms. Sanchez stated that the amphitheatre is still being studied,

and occupancy could fluctuate. She continued that 75 parking spaces exist in Sebastian, and 242 in Oceanside. They are looking at 400 spaces for Sebastian and 250-350 for Oceanside.

Mr. Abbate wondered if there were any restrictions on using any segments of Las Olas Boulevard, Oceanside Plaza or the Las Olas Beach Plaza. Mr. Prizlee said there is a Department of Transportation right of way at the Las Olas Beach Plaza, and any changes to what is on the beach would possibly affect a turtle nesting habitat area. He thought the idea was to minimize the environmental impact of the project, but not necessarily "take anything off the table."

Mr. Abbate asked what the constraints were on uses on the Oceanside lot, and Mr. Morris answered that when the City purchased the property and turned it into a parking lot, the City Commission approved an ordinance that limited the use of that property to parking, a park, or open space. He added the only way that can be modified is through a public referendum.

Ms. Jarjura was curious if the projects were being treated as individual projects or if they would be unified in terms of architectural design. Mr. Morris replied that they are not yet to the stage of discussing architectural design.

- **Alan Ward, Sasaki Associates, Inc.**

Mr. Ward continued with the PowerPoint presentation, with the following highlights:

- Almond Avenue identified in Master Plan as small street that could be pedestrian oriented
- Attract investment to adjacent parcels
- Almond Avenue now has narrow sidewalks, large service vehicles parked on street
- Potential for future redevelopments to front on Almond, and have a two-sided street
- Will be zoned for service vehicles in morning only
- One-way northbound, and two-way on Banyan
- Colored pavers, greener space
- Clarify outside dining zone from pedestrian walking area
- Lights and trees 2.5 feet back
- Two-way area will have lighting changes only

Erin Hague, from Tetra Tech, explained they have to apply for a coastal construction control line permit and coordinate with the Fish and Wildlife Conservation Commission, which would be the biggest minimization and requirement from a regulatory standpoint. The permitting timeframe would be approximately 100 days.

Mr. Ward continued, mentioning three bicycle path proposals:

1. Bicycle/multi-purpose path separate from vehicular traffic east of wave wall -significant permitting issues
2. Reclaim existing bicycle lanes in roadway and put multipurpose path east of roadway, adjacent to pedestrian zone (Shifting of wave wall required - permitting issues, 1.5 years)
3. Widen bicycle lane by one foot, relocating trees and lighting along wall

Ms. Hague discussed the permitting requirements in relation to the various options for the bicycle path.

Mr. Ward then continued his presentation, showing three options for the Intracoastal Promenade. He commented that the aim was to create a park on the Intracoastal to connect back to the beach. He added there is no continuity along the water's edge at this time. Options include:

- 1a. Keep parking lot and existing marina configuration with minor modifications that add green space
- 1b. Keep same landscaping as in Plan, but redo the marina into new floating piers resulting in increased marina capacity
- 1c. Incorporate changes to sheet pile edge and expand marina inland, create significant amount of public open space, create parking garage and "resort village" environment

Ms. Hague commented that Option 1a does not present environmental permitting options. Option 1b requires permits with the Department of Environmental Protection, and Corps of Engineers. Due to the impact on manatee habitat, Broward Environmental Protection and Growth and Management Department would also be involved.

Ms. Hague noted that a dredging project is now underway. An option worth consideration is combining it with the marina project.

Mr. Ward discussed the marina environmental issues and funding opportunities (grants).

Chair Deckelbaum asked the Board for comments before hearing the public.

Ms. Scher asked how the beach bypass would be affected. Mr. Ward replied it would remain, but the northern loop that would go into a parking lot is further south.

Ms. Scher also wondered what type of closures would be implemented on Las Olas Circle due to dredging. Dick Czlapski (Tetra Tech) replied that it would be dependent on the type of dredging. If it was conventional, there would be no surface effect at all. Hydraulic dredging requires a lot of surface space. Mr. Prizlee explained that the new circulation would be established before the dredging commenced, and there should not be any disturbance to the Las Olas Circle.

Ms. Scher thought the bike path would take up a lot of space on the beach, which is already "short."

Mr. Matchette asked about the timeline for the current CRA projects compared to the projects that might provide opportunities for piggybacking. Mr. Prizlee remarked that there is a milling and resurfacing project scheduled for 2014 for A1A, aside from the greenway. He said that Ms. Alarcon is working with the consultants. As far as dredging, Mr. Czapinski stated that in order to apply for the grant program administered through the State, permit documents have to be signed by September 15.

Jonathan Luscomb, Marine Facilities, said the dredging near Las Olas Marina is scheduled to begin in September 2013, which is when they expect to be finished with the Davie cut-off canal, now underway. There is a one-year timeline for them to finish the dredging, thus establishing the piggyback opportunity until September 2014. Mr. Luscomb continued to explain that the grant application packages are sent out every January, and the application has to be in by the beginning of April. The applications are reviewed by staff, and the Board of Commissioners meets and reviews all applications, notifying the recipients in July.

Mr. Matchette asked if Marine Facilities would need direction to overlap the CRA needs with theirs, and Mr. Morris replied that the direction would come from the City Commission in October, when the City decides which course of action they are going to pursue.

Chair Deckelbaum said that by October, 30% of the project would be "design ready." He wondered if that progress would allow sufficient time to go ahead with the grant application process if the City Commission elects to proceed with one of the dredging projects. Mr. Prizlee believed that would be sufficient.

Regarding Almond Avenue, Mr. Matchette was curious if 40-foot trucks would be able to navigate the proposed 14-foot wide roadway and landscaping. Mr. Ward replied that when they designed the curves, they used turning templates to see if the trucks could get into the roadway, and were successful.

Ms. Lee wondered, in terms of the total amount of money available to spend in the CRA area, what the vision is for what would be most feasible in terms of permitting and would tie everything together along with an amphitheatre concept, area for children, and expansion of the marina. Mr. Morris responded that in terms of process, they will go through the feasibility studies to determine how the projects can be phased to reduce impact to the beach. Mr. Ward remarked that their task was to see which projects were feasible, including permitting, and cost and return. The projects as described have varying capabilities for permitting, but feasibility also is an important factor.

Mr. Lee emphasized that the projects should be looked at holistically, so that certain elements are included somewhere. Mr. Ward commented that when the projects were

identified in the master plan, they were publicly owned lands. The potential is there for all the plans to be seamlessly connected.

Ms. Milroy thought there was only \$3 million in the budget for the east side of the A1A project, and that seemed insufficient. Mr. Prizlee remarked that \$3 million is for one of the options that is being looked at as part of the feasibility. He additionally noted that anything north of Alhambra would be a challenge.

Chair Deckelbaum wondered why \$5 million was budgeted for the west side as opposed to \$3 million for the east side (which requires more work). Mr. Prizlee said those amounts were based on preliminary information, and said that they did not know the amounts required at first. Mr. Morris added there will be a reevaluation of the numbers as they go through the process.

Ms. Milroy wondered if the addition of a parking garage on Option 1c would add parking capacity. Mr. Ward replied that the spaces planned for the garage equal or exceed the surface spaces currently there.

Mr. Schiavone thought the lack of a curb on Almond Avenue would be dangerous. Mr. Ward commented that the street design has continuous planting along the side and the planting defines the vehicular way. Also, he reminded Mr. Schiavone that it would be open for service vehicles only before noon. Mr. Schiavone added that his concern was that it was in an entertainment district where lots of alcohol is consumed. Mr. Ward said that ADA requires a textured paving surface if there is no curb. He added such streets have been built and tested in other cities where they found that when streets are shared between vehicles and pedestrians, cars tend to slow down and there can be fewer pedestrian accidents.

Mr. Rubenstein thought all three options had a promenade, but only in Option 1b did it cut into the land, by dredging. He wondered how much narrower (in land) the beach would be as a result. Mr. Ward answered that the option puts all parking in a garage, thereby preserving more open space.

Mr. Rubenstein asked about the size of the garage, and Mr. Ward said it is three levels of parking (23.5 feet) at one point, and four at another.

Mr. Rubenstein asked about the fate of the small buildings to the north of the garage, and Mr. Ward replied there would be new buildings, some of which would serve the same purpose, such as the marina support building (including the local police substation). The other buildings will have ground leases to other parties, so the use can be defined. Mr. Rubenstein confirmed that the Board could make recommendations as to what uses could be allowed.

Mr. Ward pointed out the uses in those areas are not geared specifically towards the mega yacht owners -- they are for everybody to enjoy and use. Mr. Rubenstein felt the residents should have priority in terms of benefits in this area.

Mr. Rubenstein asked what would happen at the northern corner where the water taxi now is, and also was curious about the children's park. Mr. Ward pointed out where the proposed water taxi location was and also where the park would be. He said the entire area would have appeal for everybody.

Mr. Rubenstein inquired about the width of the Promenade, and Mr. Ward replied it would be 60 feet at its narrowest and widens to about 120-140 feet.

Mr. Matchette clarified that the aforementioned building height of 23.5 feet is significantly below the bridge clearance of 55 feet.

Mr. Abbate was curious what the constraints were regarding the sidewalk on A1A. Mr. Ward responded that when the sidewalk decreased to about four feet, they felt they had to move the wall to get eight feet for the path. He added there is no separate bike lane there; rather, it is combined into the path. Mr. Ward clarified they would be keeping the curves on the path and wall, but would be just shifting both.

Mr. Abbate encouraged everyone to consider bicycle access to the beach, as many residents go the beach either by biking or walking.

Ms. Jarjura confirmed that the projects did not have to be completed by 2019, but the dollars had to be encumbered by 2019. She suggested a chart to show whether there would be an increase or decrease in various features, such as parking, open space, park space and so forth.

Ms. Jarjura also spoke in favor of uniform signage and landscaping materials used. For example, the pedestrian walkway on the Intracoastal should be similar enough to the one on the beach for them to tie together.

In addition, Ms. Jarjura liked Option 1, although she doubted the likelihood of it happening. She thought Option 2 and 3 for the east promenade were more consistent with what is seen in places such as Santa Monica and the south of France in terms of separating bikers from vehicles.

Mr. Yaari wondered if there would be room for two 18-wheelers on Almond Avenue. Mr. Ward believed they sized the service area lengthwise for two trucks, but he would double-check. He stated it is wide enough for two trucks at a time.

Mr. Yaari raised the safety aspect of pedestrians crossing in front of bicycles on A1A. He felt there were had to be some signage for the bicyclists to yield to the pedestrians. Mr. Ward agreed that there is a safety concern, and commented that the plantings

define where people cross the street. He remarked, though, that high-speed cyclists generally stay on the road, as they are interested in time and distance.

Mr. Yaari brought up the noise generated by bars and public places such as an amphitheatre, and how it affects the residents. He thought it should be considered in the planning phase. Chair Deckelbaum felt it was a separate subject that the Board could make a recommendation on at some point. Mr. Rubenstein endorsed the idea that the "noise versus residents" conflict should be kept in mind.

Mr. Abbate brought up other points that need addressing in relationship to Oceanside Plaza, such as how the space is accessed, how it functions as a setting for activities, and what its purpose is. He wanted to address those issues early on.

Discussion ensued about what the amphitheatre space would be, with some favoring passive open space and others being concerned it would be a blighted space.

Mr. Yaari remarked that the Oceanside Plaza was the heart of the entire project, and it would have to make a statement and have multi-purpose uses.

Mr. Matchette wondered if moving the wall two feet in Option 2 could be done or if the obstacles were insurmountable. He wanted to see the bike paths off the road for safety reasons. Ms. Hague replied that the first option was to put the whole bike path on the beach, and it would take up a lot of turtle nesting habitat. The second option tries to find a happy medium between providing public usage and trying to preserve turtle nesting habitat. The second option would provide more surface area for nesting through the use of low dunes.

Chair Deckelbaum wondered if they would have a more solid analysis of what is doable when they return to the June 18 meeting, and Ms. Hague said they would. She explained that they can present some more defined ideas to the permitting agencies to get formal feedback - that would be a pre-application type of meeting.

Chair Deckelbaum was curious if they could add in streetscaping on Banyan in Option 2 for the marina.

Mr. Abbate wondered if they could narrow the lane widths on Option 2, and Mr. Ward thought that was a good suggestion, although the Florida Department of Transportation said that the lanes have to be 11 feet wide. Mr. Abbate said traffic moves very slowly there anyway, and the lanes could be narrower.

Mr. Matchette pointed out that if there is going to be a restaurant near the Venetian condominium, pedestrians will have to cross the road, and suggested moving the road. Mr. Ward replied they could take a look at that.

*Chair Deckelbaum opened the floor for public comment at 3:18 p.m.

Lester Zalewski, Lauderdale Beach Management, asked the Board to make sure there are funds for the future when considering the recommendations. He said the Alhambra parking issue should be the first thing scheduled. If the dredging or changes to A1A happen, parking there will be destroyed, and replacement parking has to be made a priority. He also mentioned that the beach is event oriented, and the proposed changes need to be of benefit to the events. Mr. Zalewski remarked that he is disappointed that a large portion of the budget, the ISHOF and aquatic complex, was not mentioned.

Chair Deckelbaum commented that the ISHOF and aquatic complex were out of the scope of the present discussion, and said that City staff is working with RDC.

Art Seitz, resident, brought up the Indy car races in 2013, noting it will be bigger than anything the City has seen, and the City has done nothing about it. He said the pit area is right across from ISHOF, and a multi-purpose facility is needed there. He spoke in favor of a cohesive plan to use the 31 acres. He advocated for continuity of design, linkage, a bicycle-friendly area, and a world-class greenway. Mr. Seitz said if the issue is tourism and marketing, he said the Indy car races need more attention than what they are getting. In conclusion, Mr. Seitz declared that the three-minute time limit for remarks was "extremely unreasonable."

Ann Wiley commented that the first residents were the sea turtles, and she volunteers a lot of time with Sea Turtle Oversight Protection. She remarked that any outside lighting should be dark sky compliant. Lighting that goes towards the sky can waste up to 80% of taxpayer money, and create pockets of shadow where people can hide. Bright unshielded lights are bad for aviation, bird migration, people and sea turtles. Ms. Wiley noted that storms resulted in the loss of 50 feet of beach, and emphasized the importance of maintaining what is left of the beach.

Fred Carlson, Central Beach Alliance, spoke in favor of keeping amenities for the residents, such as parking. He said the marina expansion is critical if the City is going to maintain its position in the industry. Adding linear dock space will add revenue to the City. Mr. Carlson emphasized the importance of the marina in terms of glamour and attraction to the area. He also felt the streetscape improvements were important and they do need to pay attention to the bike paths.

Frank Herhold, Marine Advisory Board, said he loves the beach and is also in the marine industry. He noted that the boats coming in are getting bigger and bigger and some boat owners spend up to \$26,000 a day. The dredging project is creating interest in the industry, and it is time for an update. Mr. Herhold said the marina needs state of the art floating concrete docks, dredging, and they need to accommodate the large yachts that bring a lot to the community.

Tom Tapp, past Director of Parks and Recreation, said it is time to move on from the improvements made in the 1980s. He noted the boating industry is moving ahead

quickly, and adopting some of the presented options would add to the revenue stream in Fort Lauderdale. Over the past decades, many changes have taken place in the parks and beach, but little was put into adding capacity to the marina. Mr. Tapp spoke in favor of dredging and changing the marina to a lineal system. He also added that the residents' concerns need to be considered.

Dev Motwani, Merrimac Ventures, was glad to see progress for this part of the beach. He felt the marina concept was critical to the overall area, and thought the yachting industry was a big attraction for everyone. Mr. Motwani thought that there are plans which can address increased parking as well as marina expansion. He agreed that the parking lot area at A1A and Las Olas is critical and he wanted to see more emphasis on that.

Jennifer Boudreau, Central Beach Alliance, remarked that she lives on Banyan Street. She said the traffic there is constant and the parking lot is always full. She wondered if an Environmental Impact Report and traffic study had been done on the area because she said the traffic impacts the buildings such as where she lives, Leisure Beach. She also raised the possibility of putting the parking structure on the south side of the Las Olas, to lessen the impact on the residents. She said that the concept of a tight loop would mean that everybody would be "coming out in one block." She mentioned that there is a lot of noise coming from Seabreeze every night.

Bunney Brenneman expressed overall concern with parking. She said there is a parking shortage, especially in the CRA area, and the Sebastian and Alhambra projects will make it worse. She urged they consider at least one more multi-story garage to fit in. She said the ISHOF is an embarrassment with its restricted access and lack of facilities. She would like to see the "international" put back in the International Swimming Hall of Fame. She approved of the marina plans and said the dredging is very important.

*Chair Deckelbaum closed the floor to public comment at 3:47 p.m.

Chair Deckelbaum announced that at the Board's next meeting, June 18, 2012, they will discuss the next phase, the financial analysis, and explore the Board's suggested options. He hoped that soon after, the plans would be ready to go to the City Commission for voting. He stressed the importance of guiding the professionals to get what information the Board needs to finish its recommendations.

Chair Deckelbaum summarized that the two areas needing discussion are the east side of A1A and the marina. He recapped that the Board's consensus was for Option 2 (for A1A) as being feasible, from an approval and financial standpoint. He noted, however, that Option 3 may have to be explored if the wall cannot be moved. The Board agreed by consensus.

Chair Deckelbaum commented that he does not know the Board's consensus for the marina options.

Ms. Jarjura favored the last option, as it incorporated multiple uses and retained the intent for pedestrian area and park.

Mr. Abbate favored Option 2, although he acknowledged residents' concerns regarding the location of the garage. He suggested a smaller garage on either side of the bridge, of which the top level could possibly be a viewing platform coming down from the bridge. Alternately, he proposed a parking structure on the southern side of the bridge where there is higher density and less utilization of land.

Mr. Rubenstein asked about the retail use of the three-level garage, and Mr. Ward said just one bay on the north side at street level would be leased space.

Mr. Rubenstein hoped that the Board would recommend that the empty buildings/retail sites should serve the interests of the residents and tourists who live in hotels.

Ms. Scher was in favor of the second option. She wondered what type of dredging was planned.

Mr. Schiavone said he was also in favor of Option 2. He asked Mr. Morris if revenues generated from that option would go into a general fund or into a marine or beach-related fund. Mr. Morris replied that part of the feasibility studies would be how the project could be self-supporting. He continued that improvements of this scale require some type of long-term financing package, and revenue would probably go into financing.

Chair Deckelbaum explained there are two aspects of the financing: there is a marina authority that has their own fund - they will operate the dock leasing, and that money goes into their own operations fund. The other lands, such as the little buildings and the restaurants, can be leased under the marine umbrella or separately as the City sees fit. The Board can make recommendations on that point in the future.

Ms. Milroy was also in favor of Option 2, but was concerned that only \$5 million was budgeted for the marina area.

Ms. Lee supported the needs of the marine industry, and also thought that the funding from that should not detract from the pieces discussed since 1980. Ms. Lee also remarked if they do not end up with a public amphitheatre type project at Oceanside, another place should be set aside for that type of venue. She also stressed the need for a state of the art playground for children.

Mr. Matchette commented that the marina project is essential for the city. He also expressed concern about the restaurant possibly ending up being located in the bottom level of the parking garage.

Chair Deckelbaum brought up the potential that the project has for outside funding, which will dictate its feasibility.

Mr. Yaari remarked he is also in favor of Option 2. He noted that there was plenty of parking between Alhambra parking garage, the Oceanside garage and Swimming Hall of Fame, South Beach lot plus other private lots. Mr. Yaari also pointed out that the garages will be coming out of the bonded parking fund, not the CRA fund.

Mr. Yaari stressed that the amphitheatre “has to happen” and will be the focal point of the area.

Chair Deckelbaum summarized that the Board’s clear consensus was for Option 2, if the funding is available. He also mentioned that overall there is a very positive response to the designs.

- Diana Alarcon, Director - Transportation and Mobility

Ms. Alarcon asked the Board to let staff explore the feasibility of the current garage options, as it is a key part of getting the revenue bonding.

Chair Deckelbaum asked for the Board’s preferences for garage shapes on Sebastian and architectural options at Oceanside Plaza.

Mr. Matchette thought the block at the Alhambra parking garage could be used better if the City acquires the one small parking garage when the cost of property is low. Of the two garage designs, Mr. Matchette was curious about the capacity differences. Leslie Sanchez responded that there are approximately 40-50 more spaces in the rectangular garage option. Ms. Lee remarked it is very important to explore purchasing the private area there, and Mr. Morris responded they are investigating that option.

Mr. Abbate asked Ms. Alarcon if any of the garage possibilities include liner components, and she replied in the affirmative. Mr. Abbate thought the residents would appreciate having some amenities there at the ground level, as well as the benefit of adding safety to the garage itself. It was pointed out this was shown as flex space on the design documents. Ms. Alarcon said they are working closely with the consultant on developing that concept.

Chair Deckelbaum commented that an amphitheatre or at least a setting for events would go into the design for the Oceanside Plaza. He mentioned the option of having a passive park on a daily basis with the ability to be an event venue. He also mentioned that the sound should be directed towards the beach.

Mr. Matchette thought a passive park area with the option for events would provide the greatest “bang for the buck.” He suggested a pop-up type of water feature (fountain) in the base of the amphitheatre. When the water is off, it would be basically invisible, but when the water is on, people would use it. Mr. Yaari liked the idea of the water feature, but did not want it to compete with the Swimming Hall of Fame.

Mr. Yaari asked about the square footage of the grassy area (once the garage is in place), and Ms. Sanchez replied it was 45,000 square feet. Mr. Yaari reiterated the need to consider the noise generated by events held there. Mr. Morris reminded the Board that Channel Square will be coming back at some point and noted the interconnection between the projects. Mr. Morris stated that every proposed vertical structure will have public restrooms.

Mr. Schiavone liked Mr. Matchette’s idea of the water feature and a multi-use venue. He added the elderly people would enjoy the grassy area, because many of them cannot access the beach.

Ms. Jarjura liked the idea of incorporating a viewing deck and open space area. She did not think it would be wasted, because it is so close to the beach. She felt that the Promenade, Swimming Hall of Fame and play equipment on the beach would fill the need for children’s play areas. Ms. Jarjura added that iconic architecture would ensure that was the gateway to Las Olas.

Mr. Abbate emphasized that it is the edges of the spaces that matter, not just the green space itself. Examples would be places to sit in the shade, talk to others or have other means of activating the space.

Chair Deckelbaum reviewed that Board members have different ideas for details, but asked if they want to go forward with the expectation that the referendum would be passed, and encourage the City Commission to begin the ordinance for the referendum to change. By consensus, the Board agreed.

Chair Deckelbaum also brought up Channel Square. If the boat turnaround would not be needed, he wondered if they would want to make it part of that space or some other space.

Mr. Yaari commented that the taxi station and the new marina would be there, and pointed out a location for the welcome center.

Mr. Morris felt it was important to discuss the multimodal aspect of the hub, and said the water taxi location was thought to be the best place for an information center. He said it could be a public/private partnership, and he wanted to determine who would be using that area before they talk about discarding it.

Mr. Matchette noted that from a visual standpoint, Leisure Beach Two is situated in such a way that the catwalks run north and south, and the western side of the building is a solid wall, so they would not see the garage. The Venetian, however, is a “Y-shaped” building and there are two branches that would see the parking garage. He felt the garage needed to stay on the north side.

Regarding the wave wall on the beach at the end of Las Olas, Mr. Matchette noted he did not like the wall being a high as it is, thus creating a barrier between people and the beach. He did not want to see the iconic kiosk structure change, as it is a symbol of Fort Lauderdale.

Mr. Abbate asked that more specific thought be given as to how the spaces relate to public events, utilizing the whole area. Mr. Morris stated that they are looking at how the projects area will accommodate the events.

Chair Deckelbaum reviewed that the consultants will be returning to the June 18, 2012, meeting with more financials and feasibility options. He asked staff to have someone attend who is knowledgeable about the marine industry, as well as someone who can talk about how the A1A streetscape projects tie in with what goes beyond the CRA borders in terms of available financing.

Ms. Lee reiterated the need for a holistic look to the project. She also wanted to explore options for some type of iconic structure where the “100” sign now is.

Mr. Morris remarked there are many opinions about what should go there, and he thought that could be dealt with through the RFP process.

Mr. Abbate believed that the presented designs are indicative of the direction they want to go. He recommended looking at the social, conceptual, and functional dimensions to that space (where the “100” sign is), and give that to an artist who can come up with an idea. Mr. Ward brought up the idea of having a competition.

In conclusion, Mr. Morris remarked that they have a good understanding of what the Board is considering. They will bring any questions to the next meeting.

III. Communications to the City Commission

None.

IV. Old/New Business

Chair Deckelbaum announced a May 9, 2012, Fort Lauderdale Transportation Summit at the FAU Fort Lauderdale Campus from 9:00 a.m. to 2:00 p.m. He said Ms. Alarcon encouraged everyone to attend.

- Discussion of Cancelling May 21, 2012, BRAB meeting

Chair Deckelbaum noted that today's meeting was a special meeting and proposed canceling the May 21, 2012 meeting.

Motion by Mr. Matchette, seconded by Ms. Scher, to cancel the May 21, 2012, BRAB meeting. In a voice vote, the motion passed unanimously.

Mr. Yaari noted that the June 18 meeting would be very crucial.

Hearing no further business, Chair Deckelbaum adjourned the meeting at 4:38 p.m.

[Minutes prepared by J. Rubin, Prototype, Inc.]