

APPROVED
BEACH REDEVELOPMENT BOARD
100 NORTH ANDREWS AVENUE
8th FLOOR CITY COMMISSION CHAMBERS
FORT LAUDERDALE, FL 33301
FRIDAY, JANUARY 18, 2013 – 2:30 P.M.

MEMBERS	FEB 2012/JAN 2013				
	REGULAR MTGS		SPECIAL MTGS		
		Present	Absent	Present	Absent
Bradley Deckelbaum, Chair	P	8	0	1	0
Mel Rubinstein, Vice Chair	P	6	2	1	0
Anthony Abbate	P	8	0	1	0
Jordana L. Jarjura	A	6	2	1	0
Ina Lee	P	8	0	1	0
Dan Matchette	P	7	1	1	0
Melissa Milroy (arr. 2:39 p.m.)	P	7	1	1	0
Judith Scher	P	7	1	1	0
Tim Schiavone	A	7	1	1	0
Aiton Yaari	A	6	2	1	0

Staff

Don Morris, Economic Reinvestment Manager
Earl Prizlee, Engineering Design Manager
Eileen Furedi, Clerk II
Jamie Opperlee, Recording Secretary, Prototype, Inc.

Communications to the City Commission

None.

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

Chair Deckelbaum called the meeting to order at 2:33 p.m.

Roll was called by Ms. Opperlee.

• **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. Approval of Minutes - Bradley Deckelbaum, Chairperson

Motion by Mr. Matchette, seconded by Ms. Scher, to approve the minutes of the November 19, 2012, meeting. In a voice vote, the motion passed unanimously.

III. Master Plan Projects Update - Earl Prizlee, Engineering Design Manager

Mr. Prizlee began with the Sebastian Parking Lot. He said there will not be a garage, but an expansion of the parking lot. Mr. Prizlee noted that the Sebastian parking lot project itself is less than \$2 million, which is the threshold for using a continuing services project or going out for a new RFQ. They will start with a task order for a consultant already under contract, knowing that the median portion of the project will be part of another project. A schedule will be created and hard costs will be reviewed.

Mr. Prizlee explained that "Design/Bid/Build" is the traditional method where the consultants design the project and comes up with specifications. The City then puts it out for bid, it is built and inspected. Chair Deckelbaum wondered if that came with a guaranteed maximum. Mr. Prizlee responded that the project will be advertised to the lowest qualified bidder, and there is no guaranteed maximum cost. Mr. Matchette wondered what would happen if the selected bidder could not complete the job without going over their bid. Mr. Prizlee replied that they have a contract with surety bonds.

Mr. Abbate was curious how they control design issues. Mr. Prizlee explained that they have internal reviews, and staff and the consultant carry the responsibility of ensuring the plans are good.

[Ms. Milroy arrived at 2:39 p.m.]

Ms. Lee asked how Casablanca is involved. Mr. Prizlee answered that the parking lot is a CRA initiative, but Parking Services is the client. Therefore, their relationship with Casablanca will be part of their function. Mr. Morris inserted that Parking Services is aware that they need to keep that relationship.

Mr. Prizlee then moved on to the West Side Improvements and Almond Avenue. He stated this was part of the A1A corridor, and the median and Almond Avenue are all part of the streetscape projects. They will require permitting, DOT involvement and so forth.

The Sebastian Median was the next item on the list. Mr. Prizlee explained that this is the project reconfiguring the pedestrian area and installing restrooms. Staff will work closely with the Transportation Mobility Department and DOT.

The above mentioned four projects will go out for a new RFQ through the CCNA because they all exceed the \$2 million dollar threshold. The RFQ is being reviewed at this time by Procurement. Consultants will submit qualifications, which will be ranked. One consultant will be selected for the design/bid/build, then prices will be negotiated. For consistency, there will be one RFQ and one consultant for all four projects.

Mr. Rubenstein brought up for consideration “green” public toilets like the ones in Portland, Oregon. They are carbon-neutral, self-cleaning and sustainable. There was a short discussion on the problems of keeping restrooms clean. Ms. Milroy mentioned that Pompano Beach has great restrooms. Mr. Prizlee suggested examining the success stories in other beach communities once they have the consultant on board.

Ms. Lee hoped that the construction projects on the beach would not occur during the peak winter season. Mr. Matchette pointed out that there is so much rain in the summer that it interferes with construction. Mr. Morris remarked they would try to time the projects to have the least impact as possible on businesses. He added that public outreach will help people understand what is going to take place.

Mr. Abbate mentioned that construction screening is not only more comfortable for a visitor, but also provides a means of advertising the improvements. Mr. Prizlee concurred, commenting that “everything needs to be a little more special” in this project, and businesses have to contribute to the scheduling planning.

Ms. Lee was curious how the work on the greenway expansion north of Sunrise would tie in with the projects being discussed. Mr. Prizlee responded they are repairing the wall and sidewalks north of Sunrise, and transportation and mobility are working to dovetail that work into what is happening south of Sunrise.

Mr. Abbate asked if there was sufficient detail in the scope of the projects to emphasize quality levels. Mr. Prizlee replied that they take what they have now as the intent, and noted that all projects will be staff-driven. Mr. Abbate was assured by Mr. Prizlee there would be performance specifications included as part of the bid documents.

Mr. Prizlee continued that the materials have to be durable enough to last in the beach environment. He explained that the CCNAs only get the consultants on board, then they go through preliminary design, start detailing, and then creating specifications for all the materials to be used. He reiterated in this case the projects will be done using the “Design/Bid/Build” method.

Mr. Prizlee then moved on to the Las Olas Re-Align. Mr. Prizlee stated they will be going out for an RFQ for a design consultant to refine the preliminary design, and go back to the City Commission prior to final plans. He remarked that \$30 million is close to what this project will cost.

Ms. Scher wondered if this project takes in the area near the Swimming Hall of Fame where she originally suggested having a venue for shows. Mr. Prizlee replied that the idea is that the Oceanside parking lot will be split between parking (flexible use) and open space with perhaps a performance area or gathering space. Parking would shift to the nearby garages if an event took up the entire lot.

Ms. Lee brought up the matter of the view from the bridge. Chair Deckelbaum stated that the view of the beach is not visible from the bridge, but rather when coming down off the bridge.

Mr. Abbate held that all that has to be done is realign the trees, not realign Las Olas. Mr. Morris stated that the street realignment narrows the crossing, allowing for larger pedestrian walks on both sides of the street, and it also helps repurpose some of the uses there. He said they had also talked of having a tram from the parking garages to A1A.

Mr. Abbate suggested that by lining up the landscaping, the end of the street would become the gateway. Mr. Prizlee asked the Board to wait for the renderings before making recommendations.

Mr. Matchette brought up the original concept of having expansion space for the parking lot for events so the two lanes could be closed, using the median portion so overflow could go into the street for special events. Mr. Morris commented they had thought of that, and they are still planning to connect to Almond Avenue. However, because they are not building the garage, they will not need to go into the street. Overflowing into the street creates a significant additional expense for police and fire services.

Chair Deckelbaum requested staff to come back with several alternatives for the area.

Vice Chair Rubenstein pointed out that the Mayor and the City Manager have differing views on whether to shift the road location. He suggested that somebody consult with the Mayor and City Manager before submitting ideas that may not work.

Vice Chair Rubenstein expressed concern about gridlock resulting from putting two three-story garages by the bridge in addition to the other features in the area. Mr. Morris thought part of the traffic problem arose from people not knowing where parking is located and whether a lot is full. He said they are going to consider sensors and signs to indicate real-time parking availability. Ms. Milroy suggested using SunPass to pay and park.

Chair Deckelbaum asserted that traffic leaving the beach would be more difficult than incoming traffic. He suggested traffic could come back onto Las Olas and also up Birch linking to A1A. Mr. Prizlee stated they are going to perform a traffic study and could model the concept.

Speculation continued about the state of traffic in the area now and in the future. Mr. Matchette pointed out that the modeling and the designers can come back with clearer information.

Mr. Prizlee remarked that the garage has to work "perfectly" - no queuing or backing up.

Ms. Lee wondered if it was strictly because people complained about obstructions to their view that the Board is now considering a surface parking lot versus a garage at A1A and Las Olas. Mr. Morris responded that they are not proposing any structure at that site. Mr. Prizlee reminded the Board that the goal of the plan was to have no net loss of parking.

Mr. Prizlee stated that this project has to go through the RFQ CCNA process to get the consultants on board. That process takes approximately three months. They then go into the preliminary sketches and designs, bring the designs to the Board, get everybody to agree on a plan, and then move forward with expedited plans and specifications. Mr. Prizlee said it will be a difficult project because of the components of the Marina, permitting, land acquisition, and taking over a section of Las Olas Boulevard from DOT (the City will be responsible for that part). He continued they will first contract with a design consultant and then go out for a construction manager at risk (hiring a contractor to look at the plans and preliminary designs to look for constructability, cost estimates, and so forth). When the contract plans are 90-95% complete, the contractor provides a guaranteed maximum price, and takes over the project from that point forward. Mr. Prizlee added that the benefit from doing it that way is that it minimizes change orders, and the contractor is on board all the way through. Penalties and incentives are in the standard contracts. The design consultant will still be working with the construction manager on behalf of the City and doing the specifications on the quality of the material. The construction manager cannot change the specifications, but can make recommendations, comments and estimates. If there is no agreement on the maximum price, the City can go to another construction manager.

The Intracoastal Promenade and Marina Expansion were the next items to be discussed. Mr. Prizlee said that they are waiting for supplemental information (regarding sea grass and dredging) before bringing the project back to the City Commission. A dredging plan is being completed for the three marinas. As part of the permit for the dredging, a biological study was done, which showed no sea grass at that time. In approximately a week, that permit application will be submitted.

Mr. Prizlee reported they also did a study on the number of mega yachts that would come to the marina if it was expanded. The projections are very favorable and confirm the revenues projected by the Sasaki firm. Staff will be bringing the feasibility study back to the City Commission for approval.

Mr. Prizlee replied whether or not they expand the marina, the Promenade will still be done. He felt the Promenade should be the same width, size and look, regardless of its location. They still have the plan for the expanded marina and have looked at how it works with the twin bridges.

Mr. Rubenstein asked about the timeline for the marina, and Mr. Prizlee responded that the City Commission gave them two years to bring the feasibility study back, and the two years will be up in November of 2014.

Ms. Lee brought up the Aquatics Complex project. Mr. Prizlee commented that the developer agreement is signed, and there will be a kickoff meeting within a week or so. He said he would bring more details at the next meeting.

Ms. Lee felt that when the project gets started, they should be a big marketing promotion, perhaps working with the Public Information Office and the marketing expertise of the beach community. Ms. Milroy suggested having photos at the mall. Mr. Morris suggested inviting Chaz Adams to the next meeting.

Lastly, Mr. Prizlee brought up the Beach Wave Wall Lights, mentioning that the lights went out for bid and came back within the anticipated range. The project includes a six-year maintenance and replacement warranty. Regarding what season to be doing the work, Mr. Prizlee said that the specifications spell out that the illuminators can be replaced immediately, but the rope lighting should be after the end of April and May. Mr. Morris stated it is being funded 49% -51% by the CRA and the rest through other funds.

IV. Communication to the City Commission

None.

V. Old/New Business

Ms. Lee said she would like to be appointed by this Board to the Beach Improvement District if Mr. Yaari is no longer on this Board. Mr. Morris noted that Mr. Yaari is term-limited, but he will remain on the Board until the City Commission appoints someone to take his place.

Mr. Matchette thought that the free-standing A-frame menus on the first two blocks north of Las Olas look rather seedy. Mr. Morris will check the code to see what is allowed.

Mr. Morris mentioned that on January 29, 2013, the Business Improvement District will have a presentation to the City Commission on food and beverage on the beach in front of their hotels (including alcohol). Mr. Morris remarked there a number of obstacles from the code standpoint. The proposal is on the City Commission's agenda on the City website.

Hearing no further business, Chair Deckelbaum adjourned the meeting at 3:40 p.m.

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

Attachments:

Document on the various projects (Mr. Prizlee)

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Article from the *Sun Sentinel* (Vice Chair Rubenstein)