

ITEM II

BACKUP

Special Meeting / April 8, 2014

Regular Meeting / April 21, 2014

DRAFT
SPECIAL MEETING
BEACH REDEVELOPMENT BOARD
100 NORTH ANDREWS AVENUE
8th FLOOR CONFERENCE ROOM
FORT LAUDERDALE, FL 33301
TUESDAY, APRIL 8, 2014 - 9:30 A.M.

MEMBERS	FEB 2014/JAN 2015				
	REGULAR MTGS		SPECIAL MTGS		
		Present	Absent	Present	Absent
Anthony Abbate, Chair	P	2	0	1	0
Ina Lee, Vice Chair	P	2	0	1	0
Thomas B. McManus	P	0	0	1	0
Dan Matchette	P	2	0	1	0
Melissa Milroy	P	1	1	1	0
Judith Scher	P	2	0	1	0
Tim Schiavone	P	2	0	1	0
Andy Mitchell, Jr.	P	2	0	1	0
Shirley Smith	P	2	0	1	0
Aiton Yaari	P	1	1	1	0

Staff

Don Morris, Economic Reinvestment Administrator
 Eileen Furedi, Clerk II
 Jamie Opperee, Recording Secretary, Prototype, Inc.

Guests and Presenters

Jeff Suiter, EDSA
 Kelly Hitzing, EDSA
 Sheryl Dickey, DCS Inc.
 Marwan Mufleh, Kimley-Horn

Communications to the City Commission

None.

I. Call to Order/Roll Call – Anthony Abbate, Chair

Chair Abbate called the meeting to order at 9:31 a.m. and welcomed new Board member Thomas McManus.

- **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.

Chair Abbate added an agenda item for Old Business: a letter to Bradley Deckelbaum in appreciation of his service to the Board. Chair Abbate then read the letter aloud.

Motion made by Vice Chair Lee, seconded by Ms. Scher, to approve sending the letter to Mr. Deckelbaum. In a voice vote, the motion passed unanimously.

II. Discussion of Beach Master Plan Projects - Donald Morris, Economic Reinvestment Administrator

Jeff Suiter from EDSA stated it was important to them to have a local team for the projects. He then began a PowerPoint presentation at 9:36 a.m. The presentation covered the following:

- Origins/history of the projects
- Las Olas, A1A, Almond Avenue projects
- Phasing and scheduling of the project

Mr. Morris stated that the Las Olas project is going to a 15% threshold for conceptual design, and 30% for the decision-making threshold.

Vice Chair Lee requested that someone ask the City Commission to wait for the Board to give input before talking about the projects publicly.

Mr. Suiter stated that the groundbreaking for Almond/A1A will be in about 18 months; there may be another year involved for Las Olas. Mr. Morris elaborated that the projects will be staggered and scheduled to reduce the impact on the tourist season.

Mr. Suiter commented that FDOT has a resurfacing project on A1A as well. He said the consultants are trying to line up the Streetscape projects closer to each other so that there is continuous construction. Mr. Morris assured the Board that discussion would take place to coordinate the construction when the time comes.

Regarding the Las Olas project, Mr. Suiter clarified that the 30% decision point will happen in January of 2015. He thought it would take less than a year to get the documents to the 100% level and everything "shovel-ready." A brief discussion ensued regarding the factors involved in scheduling. Mr. Suiter mentioned that it would be impossible to avoid construction going through at least one tourist season. He added that having Construction Management (CM) at Risk indicating the timeline for construction (at the 30% level) can speed up the process.

Regarding Almond Avenue and A1A, it was noted that there will be incentives built into the timeline in the bid documents.

Ms. Scher expressed concern about coordinating the road construction with the concurrent building construction occurring on the beach.

Mr. Suiter continued his presentation at 9:58 a.m., addressing public awareness of the projects, pedestrian-friendly environment, use of garages/parking structures, awareness of hidden costs, and better and higher uses of the oceanfront.

At 10:10 a.m., Mr. Suiter turned the presentation over to Marwan Mufleh of Kimley-Horn. Mr. Mufleh discussed the Streetscape projects: Almond Avenue and A1A (improve the pedestrian and bicycle experience), and Sebastian Park (restroom facilities).

Mr. Mufleh concluded the PowerPoint presentation at 10:16 a.m.

Vice Chair Lee recommended having some type of transport (a tram?) from the garages to the beach incorporated into the planning process because people will not want to walk. Mr. Suiter felt people would adapt or might go to other parts of the beach. Vice Chair Lee requested that the consultants work with Ms. Alarcon to determine the actual need for parking and also get built-in transportation from parking areas to the beach.

Mr. Suiter felt that the three projects being presented today have been given the highest priority by the City Commission (in terms of all the projects being considered by this Board).

Chair Abbate expressed a desire to see the "specialness" of Fort Lauderdale articulated by the consultants; he felt that might tie all the projects together. He praised the comments on bicycle transportation and the transparency/landscape ideas related to the parking structures.

In response to a question about the status of the Intracoastal Promenade, Mr. Morris explained that expansion of the Marina is not currently under these contracts. The Promenade is being designed so that in case the expansion does occur, the design will be able to incorporate it. Ms. Scher confirmed there would be a green/open space.

Ms. Milroy wished that DC Alexander Park had been added as a part of this project. Mr. Suiter commented that a "quick concept" had been developed, which will be discussed at the regular meeting of the Board on April 21, 2014. Mr. Morris clarified it will be a separate project.

Mr. Matchette was not in favor of the Promenade as a park, due to parks being unused and being a maintenance and law enforcement problem. He suggested redoing the surface lot as a garden parking lot with revamped drainage (into the ground), if the Marina is not rebuilt. He also disliked the concept of the bridge on Las Olas coming down between two buildings.

Mr. McManus applauded the plans for the bike lanes. He was curious where the parking structures would go, and Mr. Suiter responded they have not done the designs for them yet.

Mr. Schiavone advised against getting caught up in discussions that have already taken place and encouraged the project to go forward.

Ms. Smith said she did not like Las Olas being flanked by two parking garages, and felt that widening Las Olas was not necessary. She hoped that any parking structure would not be taller than the bridge. Ms. Smith noted that people in Las Olas are upset over the traffic and suggested a right-turn lane that would go over to Seabreeze.

Mr. Yaari warned against waiting too long to see what is going to happen with the Marina before going ahead with projects. Mr. Morris said they can adjust the design to go around the Marina; they have to proceed with the design, planning for both contingencies. Mr. Yaari suggested flex space for valet parking/open space on Almond Avenue for beach goers.

Mr. Mitchell echoed the sentiments about the importance of getting people from the parking garages to the beach. He added the parking structures need to be outstanding visually, like some of the ones in Miami. Mr. Mitchell said moving the seawalls five feet sea-ward going down A1A produced wider walkways. Mr. Morris clarified that north of Sunrise Boulevard they did shift the walls, but south of Sunrise that was not allowed due to beach habitat. Mr. Mitchell emphasized the importance of keeping the Board informed throughout the process. Mr. Morris commented that the Board will be used as a "conduit" for information, and Sheryl Dickey will be in charge of that function.

Vice Chair Lee asserted that whatever is done needs to have vision and "be iconic." She felt that the flex plaza at A1A and Las Olas had to be stunning and offer a central gathering place. Vice Chair Lee also urged thought go into the parking garage need. Regarding the Marina, she wanted to know which way the project was going to go, because expansion would require a large amount of money. She also recommended putting a restaurant on the south side of the bridge.

Vice Chair Lee also suggested the following:

- They need to know what is going on with local development on Almond Avenue so that can plan properly
- Take a bus trip to Pompano Beach and other areas to see what other cities have done
- Deal with DC Alexander Park and do not duplicate what is going to be at A1A/Las Olas
- Build an infrastructure to support various events around and on the beach (Marina parking lot as a secondary flex space and DC Alexander Park)

Mr. Morris said the City Commission would see the presentation at the 15% percent mark, and the Board will be able to make recommendations before that. He pointed out that the City Commission has approved the scope and contract.

Vice Chair Lee remarked there is no "off season" any more; it is busy year-round.

Mr. Matchette thought creating, funding and maintaining transportation for parking lots was not a good idea due to the expense involved. Instead, he suggested more handicapped spaces at Las Olas parking lot and family drop-off zones. Mr. Matchette also recommended a restaurant on the beach, not in front of the Venetian. Perhaps it could be in front of a parking garage or at the north end of the lot.

In response to a question, Mr. Morris stated that the Aquatics Complex is in final design and is responding to comments from the DRC. The project will proceed to the Planning and Zoning Board and also the City Commission. He hoped to have the schematic of the complex available for the next Board meeting.

Mr. Yaari expressed concern about the lack of coordination between the various projects. Mr. Morris explained that EDSA is the design consultant for the Las Olas Corridor; Kimley-Horn is the design consultant for A1A; they are subs for each other and are on the same team working on the same projects.

Mr. Morris continued that EDSA has been contracted for conceptual designs for DC Alexander Park; Staff and EDSA have met with representatives from the property to the south and with RDC. Mr. Suiter added that was accomplished in five to six days. Mr. Morris said that as many affected property owners as possible will be involved going forward.

Mr. Yaari thought the number of parking spots being planned for the Swimming Hall of Fame area was unwarranted. Mr. Morris stated the parking needs have to be evaluated.

In response to a question, Mr. Suiter stated they will be examining possibilities for Channel Square, as it is important to the linkage to the beach.

Mr. Morris noted that they have applied for a grant to pay for what is being done on A1A, north of the CRA.

Chair Abbate opened the floor to the public at 11:04 a.m.

Frank Herhold spoke as a member of the Marine Advisory Board and a former director of the Marine Industries Association of South Florida. Mr. Herhold stated that boats are the big draw to Fort Lauderdale, but the marina is obsolete with aging infrastructure. He said the boat show is one of the City's major economic engines. He urged the Board to include Las Olas Marina redevelopment in their plans.

Brian Galton, Sunrise Paddleboards, said he had a struggle with the City getting his business open; he added that many other businesses will agree that the City is hard to work with. Mr. Galton relayed his difficulties dealing with the City, and pleaded with the City to make it easier for businesses to make money.

Ramola Motwani praised the Board for their efforts in decision-making. Ms. Motwani said the waterways are extremely important to the future of Fort Lauderdale, and they must not hold up the projects at the marina. She also emphasized the necessity for an amphitheatre for events and then building up around it for visitors.

Ed Smoker, part of the Polo Group that is the property owner of Las Olas, wanted to coordinate vistas of landscaping and median improvements to give visitors and residents the same visual impact going into the retail on Las Olas as they get going into the downtown area. Mr. Smoker advocated for parking garages. He also mentioned that the City is the yachting capital of the world and needs to accommodate the mega-yachts. Mr. Smoker hoped that the projects would get done in his lifetime.

Chair Abbate closed the floor to public comments at 11:22 a.m.

Chair Abbate emphasized the need to consider the projects in light of the issue of sea level rise and environmental sustainability. He advocated looking at garage infrastructures to see if there are ways to use renewable beach infrastructure resources that can sustain changes and maintain the economic viability of the beach.

III. Communications to the City Commission - None.

IV. Old/New Business - None.

Upon motion duly made and seconded, Chair Abbate adjourned the meeting at 11:24 a.m.

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

Attachments:

PowerPoint Presentation - Jeff Suiter/Marwan Mufleh

DRAFT

**BEACH REDEVELOPMENT BOARD
100 NORTH ANDREWS AVENUE
8th FLOOR CONFERENCE ROOM
FORT LAUDERDALE, FL 33301
MONDAY, APRIL 21, 2014 - 2:30 P.M.**

FEB 2014/JAN 2015

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		Present	Absent	Present	Absent
Anthony Abbate, Chair	P	3	0	1	0
Ina Lee, Vice Chair	P	3	0	1	0
Thomas B. McManus	P	1	0	1	0
Dan Matchette	P	3	0	1	0
Melissa Milroy	P	2	1	1	0
Judith Scher	P	3	0	1	0
Tim Schiavone	P	3	0	1	0
Andy Mitchell, Jr.	A	2	1	1	0
Shirley Smith	P	3	0	1	0
Aiton Yaari	P	2	1	1	0

Staff

Don Morris, Economic Reinvestment Administrator
Eileen Furedi, Clerk II
Lieutenant Schultz, Police Department
Lisa Edmondson, Recording Secretary, Prototype, Inc.

Guests and Presenters

Jeff Suiter, EDSA
Kelly Hitzing, EDSA

Communications to the City Commission

Motion made by Mr. Yaari, seconded by Mr. Matchette, to strongly recommend that the DC Alexander Public Park space is not a residual space, but an asset that has the potential to become an attractive destination with multi-use capability with universal access, and to function as an entrance and an icon for the beach to enhance our public investment and private investments surrounding the Park. In a voice vote, the motion passed unanimously.

Motion made by Mr. Schiavone, seconded by Ms. Milroy, that the Board requests that City Commission give great consideration to our Board before having a Conference discussion on any matter that would be or could be or is presently presented to our Board before they make comment or decision, in the interest of the City's well-being. In a voice vote, the motion passed unanimously.

I. Call to Order/Roll Call – Anthony Abbate, Chair

Chair Abbate called the meeting to order at 2:30 p.m. Chair Abbate reminded the Board of the parliamentary procedure for speaking during the meeting.

- **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

- **Regular Meeting / March 17, 2014 - Anthony Abbate, Chair**

Motion made by Ms. Scher, seconded by Ms. Smith, to approve the minutes of the March 17, 2014, meeting. In a voice vote, the motion passed unanimously.

III. Police Department Update - Lieutenant Schultz

Lieutenant Schultz provided the following update on Tortuga:

- Over 40,000 attendees
- Shuttles successful (used by 25% of people between water and land)
- No traffic complaints
- Strong pre-sale of tickets onsite for next year

Regarding the Memorial Day Weekend, Lieutenant Schultz announced all road construction will be held from Friday until Monday of the weekend, with as many lanes open as possible. For The Great American Beach Party, A1A will be closed by 6:30 a.m. on Saturday (May 24) until approximately midnight that same day. He advised vehicular traffic to avoid the area of East Las Olas in favor of Oakland Park Boulevard and Sunrise Boulevard.

Lieutenant Schultz continued they are more than doubling staff on the beach Friday through Monday of the holiday weekend (10 a.m. to 4 a.m. on Saturday and Sunday, and starting at 3 p.m. on Friday).

Vice Chair Lee recommended having a follow-up session with residents after Tortuga; Lieutenant Schultz stated that the Police would schedule the follow-up. Lieutenant Schultz said there would be both north- and south-end exits from Tortuga.

Vice Chair Lee asked for a status update on the beach in general on weekends. Lieutenant Schultz believed they had not had any recent issues at Beach Place, and said they had noticed improvement in general. She advised him of various incidents occurring at night and will send him particulars. Vice Chair Lee requested that a

representative from the Police Department provide a report at the next Beach Council Meeting.

Lieutenant Schultz stated they will try to have the stage on the sand again this year for the Fourth of July so they can keep A1A open. Fireworks will be held.

IV. DC Alexander Park Proposed Renovations - Don Morris, Economic Reinvestment Administrator

Mr. Morris distributed copies of renderings of the hotel property to the south of DC Alexander Park that have been approved for the property to the south of DC Alexander Park, noting the plans will be changing. He then showed the Aquatics Complex 360 video. Discussion ensued regarding the particulars of the plans, with Mr. Morris pointing out an area for events. Also mentioned were:

- Have a welcome center outside parking garage
- Design is functional but not iconic - save former portion

Mr. Morris reminded the Board that this discussion should focus on how the Aquatics Complex will relate to design of DC Alexander Park. He pointed out that they cannot change the architecture at this point, as the Board has already recommended approval.

The following comments were given:

- Concept is good from an aerial view, but not so from the ground - the green space does not contribute to the design
- Want to see a full presentation on the Aquatics Center on the next agenda so they can have an in-depth conversation with RDC

Chair Abbate verified that the existing facility footprint is entirely on the west side of the pool.

Mr. Morris stated that this project has gone through the initial DRC meeting and has been given comments; next is the Planning and Zoning Board. He continued that having a presentation by RDC would provide helpful information to the Board, but probably no architectural changes could be made as a result. The grassy areas, however, could be changed. Mr. Morris clarified that the existing Wave building is not part of the development plans.

It was pointed out that the tourist public does not know they could use the existing pools, and it could draw people in. Mr. Matchette suggested utilizing the ground floor of the existing building for public uses such as visitor information. Mr. Morris commented that the existing building does have challenges (leaks, etc.), but it could possibly be renovated.

Vice Chair Lee mentioned that the City Commission cited money as the reason for not being able to plan a more beautiful building. She suggested that if the Marina does not go through, perhaps that money could be used for an enhanced structure.

Mr. Morris showed the site plan of the hotel property to the south to the Board, noting that on the Coastal Construction Control Line, everything has to be elevated. He thought it would be very similar to some local hotels with steps going up to it. Furthermore, the setback is only about 10 feet, and developers are not going to change the footprint.

Jeff Suiter (EDSA) brought up the deed restriction on private uses, noting that uses have to be for the general public. Discussion ensued on what they could have, such as tables and chairs. Mr. Suiter clarified that the finished floor elevation is in the tidal zone and would not be habitable.

It was noted that the porte cochere is on the west side of the building, and vehicle lifts will be used for the cars to get into the garage.

Mr. Yaari remarked that there should be something appealing to look at to the east from the grandstands in the new facility. Mr. Suiter said that the features on the site plan will most likely be amplified to the front. Mr. Morris added that the developers are asking for changes to the building to provide walk-up restaurant facilities.

Mr. Morris further suggested that projecting movies onto the building wall might be feasible and provide a good alternative to using an inflatable screen on the beach. Mr. Matchette proposed a permanent LED screen on the building for showing movies, broadcasting events or updating traffic. Mr. Morris assured the Board it would not be a billboard, due to regulations; what would go there would be what is allowed by code.

Mr. Morris advised that the City Commission thought this proposal for the Park was "too expensive." They also discussed keeping it green, so that it could be used for events.

Ms. Milroy referred to a TED video sent out to the Board which showed an excellent example of what was done with a park in New York City that could be implemented at DC Alexander Park.

Vice Chair Lee summarized what the City Commission discussed regarding DC Alexander Park. She continued that if there is green space in the park it has to be a "happening place," or it will not be used.

[The following comments made by Mr. Yaari are reproduced here verbatim per Mr. Matchette's request.]

Excuse me Chair, I'm going to be a little harsh. Let's not even see your presentation today - sorry, no disrespect - because it's a waste of our time. We

are all people that have valuable time here, and we're committing to the public. And, anyway, the Commission nixed it, so why do we even want to see it? Why do they even ask what we want and what we care, because they don't care what we say? As far as I'm concerned, this Board is a waste - and I'm sorry to have to be harsh, but I'll be the one with the big mouth because I have been sitting on this Board for way too long - it's a waste of our time and our energy because whatever we say is worthless, and I'm saying this so it will go to the public. No-one cares what we say, what money we're spending, what our opinion is - we're the Beach Redevelopment "Mock" Board, not Advisory Board, because it has no opinion, no issue and nothing. So, I think that we should send a strong communication to the City Commission that if this continues like this, let's just take this Board and flush it down the toilet. And the only reason they have this Board is because according to the rules of the CRA, they have to have an advisory board. But they really don't care what we say, what we're doing, what our opinion is, it's really a waste of time.

Mr. Matchette agreed with Mr. Yaari, noting that he expressed similar views at the last meeting. Ms. Scher stated that the City Commission dictated to this Board what can or cannot be done.

Mr. Schiavone felt it would be important to review how the City Commission has handled the Board's recommendations, and expressed apprehension about what might happen if this Board were abolished. He suggested asking the City Commission what the Board's purpose is.

Chair Abbate stated there was nothing new on the Plan, and the City Commission has already made an opinion on its scope; he did not want to waste any more of the Board's or consultant's time discussing it.

V. Communications to the City Commission

Discussion occurred about the content and wording for a Communication to the City Commission.

Mr. McManus said it is imperative that the City Commission watch the TED video.

Several members expressed the desire to have the space be used in a multipurpose fashion.

Motion made by Mr. Yaari, seconded by Mr. Matchette, to strongly recommend that the DC Alexander Public Park space is not a residual space, but an asset that has the potential to become an attractive destination with multi-use capability with universal access, and to function as an entrance and an icon for the beach to enhance our public investment and private investments surrounding the Park.

Mr. Matchette reviewed the history of the projects, noting that the Board is “running in circles” because they do not have direction for the budget. He stated that they need direction from the City Commission as to what they want the Board to do with their money.

Mr. Morris stated some projects are in the design phase: Streetscape projects; A1A, all the way down to Sunrise Boulevard; and Almond Avenue. He said they will cut back on some materials (on Almond Avenue) to keep the cost down; he assured the Board it would still look nice. Mr. Morris continued that it is always possible to scale back the designs before the decision-making point is reached, and advised the Board that sometimes a project will not get done because another project takes precedence. At some point, they will have a much better idea of what costs they can bear for the projects.

Chair Abbate advised the Board to be clear on their goals, objectives, and priorities when making Communications to the City Commission and other motions so that they have more opportunity or “wiggle room” with regard to the projects.

Mr. Matchette thought it might be better to convey the idea to the City Commission that some projects (such as DC Alexander Park, Las Olas parking garage, and the Marina) are more important than others rather than ask for budget direction. He stressed the importance of DC Alexander Park being a “knock-out” complex because of the new Swimming Hall of Fame and one or two high-end hotels in the vicinity.

Vice Chair Lee suggested several ideas for Communications to the City Commission, one being that the Commission does not discuss the projects until the Board has had a chance to do so.

Mr. Morris explained how/why items are discussed at the City Commission Conference Meeting - Commissioners have been approached by a neighbor or noticed a matter themselves.

At this point, the **motion** (Communication) was brought to a vote. In a voice vote, the motion passed unanimously.

Motion made by Ms. Lee that the Board requests that the City Commission do not discuss at a conference meeting anything related to the CRA projects until the consultants come back to this Board with 15% stage recommendations, for the A1A, Las Olas, and the Almond Avenue. Motion died for lack of a second.

Concern was expressed that the above motion amounted to “stepping on the toes” of the City Commission.

Motion made by Mr. Schiavone, seconded by Ms. Milroy, that the Board requests that City Commission give great consideration to our Board before having a Conference

discussion on any matter that would be or could be or is presently presented to our Board before they make comment or decision, in the interest of the City's well-being. In a voice vote, the motion passed unanimously.

Mr. Yaari questioned the budgetary cuts for the projects being made by the City. Mr. Morris pointed out that the Board recommended a maximum of \$25 million for the Aquatics Complex. Mr. Yaari felt strongly that the Board needed to prioritize the projects for the City Commission, and Mr. Morris recommended doing that at the 15% point.

A discussion ensued about the spending climate in the City, with Mr. Schiavone pointing out that that improvements are on the way.

Vice Chair Lee urged members of the Board to communicate individually with City Commission members to let the Board do their job.

Mr. Morris said they had planned to make a presentation about the edges of the Park, but it will be changing, so the presentation could wait.

Regarding the City Commission watching the TED video, Mr. Morris was asked to send the TED video to the City Commission, noting it shows the best utilization of public space for the common good and how the community came together to get the project done. Mr. Morris also recommended that the Board members let the Commissioners know their concerns.

Mr. Suiter stated that the idea of the park was to create a multi-use space that would be sustainable and have a cohesive plan that would be a gateway linkage from the Intracoastal to the ocean and back. They also wanted to capitalize on the adjacent properties and how they could spill into the space and create a multi-use area. Regarding the budget for the project, Mr. Suiter said there was a leeway of 35%, and he recommended keeping the underground utilities for flexibility. Hardscape can be shrunk, but the multi-purpose intent is paramount. Mr. Suiter stressed they have one chance to "get it right," and targets have to be picked and moved forward.

Chair Abbate thought the issues that the Board has expressed could be reinforced in Mr. Suiter's presentation. He thought they were not being reinforced now due to the frame of the presentation - the connection between the water components needs to be made clear. A strong statement about the main idea is much more important than the details, which can change.

Mr. Matchette suggested the following:

- Incorporate cyclone design into the Aquatics Complex
- Call the open areas "blue space" instead of "green space"

VI. Old/New Business

- **Board Member Tim Schiavone will provide the Board with an update as to his recent meeting, “Family Environment on the Beach” with City Manager Lee Feldman.**

Mr. Schiavone reported he had a good meeting with the City Manager and the Commander from the Beach. They discussed the negative image associated with the dogs on the beach. Mr. Schiavone felt that above all, the police are making every effort to make things safe, secure and better; the dogs are a necessary part of that, but they will look at containing them to a certain area. He added that the dog presence corresponds to the amount of the drug activity on the beach. Mr. Schiavone reported that they said have a job to do, and there are certain parameters they have to work in to accomplish that goal.

Vice Chair Lee relayed that Miami Beach dealt with the problem by stopping cars and checking identification before cars were allowed at the beach. Mr. Schiavone pointed out the dangers in profiling/discrimination in that approach.

- **Public Comments - (4/16/14 Email) Jarryd Christopher Chloupek**

Mr. Morris explained the new sunshine requirements related to comments received related to the agenda posted online. He distributed the email from Mr. Chloupek.

Ms. Smith pointed out Mr. Chloupek echoed many of the thoughts of the Board.

Mr. Morris brought up Beach Place and the entertainment areas, and said that City staff met with an individual who manages entertainment districts in other parts of the Country. Mr. Morris distributed materials regarding the idea, and asked for feedback/interest at the next meeting.

Mr. Morris clarified that the RFP that is currently out regarding the Beach Master Plan (private properties) will be coming to this Board.

Mr. Matchette was curious if the City had held public meetings to see what the public wants. Mr. Morris recalled the recent visioning process. Chair Abbate thought it might be worthwhile to discuss how the Board’s agenda aligns with the visioning plan. Mr. Morris suggested having a presentation on the visioning plan by those who worked on it.

Hearing no further business, Chair Abbate adjourned the meeting at 4:10 p.m.

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

Attachments:

Renderings of approved RDC plans - Mr. Morris

Beach Redevelopment Board DRAFT

April 21, 2014

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Site plan (blueprint) for DC Alexander Park - Mr. Morris

Materials pertinent to hiring entertainment district manager - Mr. Morris

Email from Mr. Chloupek - Mr. Morris

RFPs for comprehensive studies - Mr. Morris

ITEM III

BACKUP

Beach Redevelopment Board

FY2015 PROPOSED BUDGET



Fort Lauderdale Beach Community Redevelopment Agency
 FY 2015 Proposed Budget Summary
 June 2014 Estimates

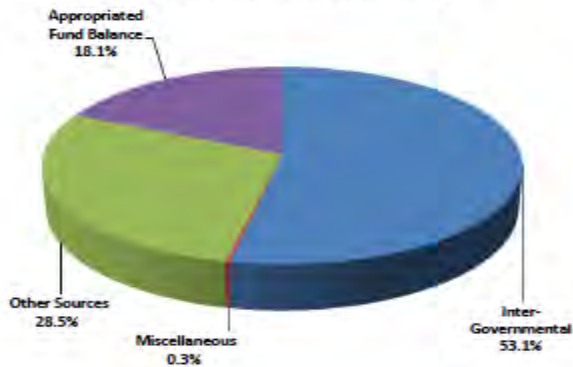
	<u>FY 2014</u>	<u>Proposed FY 2015</u>
<u>Revenue Sources</u>		
Tax Increment Revenue (TIF)		
City of Fort Lauderdale	2,218,659	2,413,183
Intergovernment	4,098,560	4,503,620
Appropriated Fund Balance		1,537,070
Total Tax Increment Revenues	\$ 6,317,219	\$ 8,453,873
<u>Other Revenues</u>		
Miscellaneous	23,079	23,080
Total Sources	<u>\$ 6,340,298</u>	<u>\$ 8,476,953</u>
<u>Expenditures</u>		
Operating Budget		
Personnel Expenditures	368,353	400,913
Operating Expenditures	544,444	510,580
Special Events	371,000	371,000
Capital Outlay	70,910	-
Total Operating Expenditures	\$ 1,354,707	\$ 1,282,493
Capital Outlay Projects		
Master Plan CIP Projects	\$ 4,910,502	\$ 7,134,225
Total Uses	<u>\$ 6,265,209</u>	<u>\$ 8,416,718</u>
Revenue in Excess of Expenditures	\$ 75,089	\$ 60,235



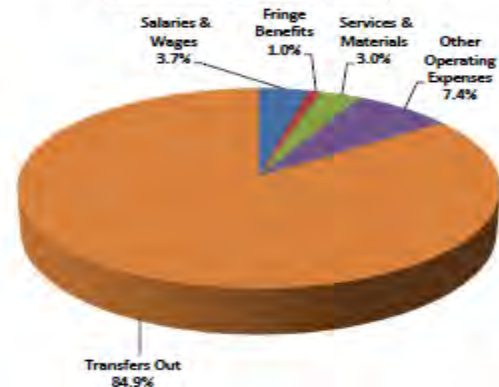
Community Redevelopment Agency Central Beach Area Fund

	FY 2013 Actual	FY 2014 Amended	FY 2014 Estimate	FY 2015 Proposed	FY 2014 Amended vs. FY 2015
REVENUES					
Intergovernment Revenue	\$ 3,964,578	\$ 4,098,560	\$ 4,196,062	\$ 4,503,620	\$ 405,060
Miscellaneous	63,531	23,079	34,643	23,080	1
Other Sources	2,146,302	2,218,659	2,218,659	2,413,183	194,524
Appropriated Fund Balance	-	-	-	1,537,070	1,537,070
Total Revenues	6,174,411	6,340,298	6,449,364	8,476,953	2,136,655
OTHER RESOURCES					
Prior Year Operating Balance/Reserves	235,558	558,769	558,769	-	(558,769)
Total Other Resources	235,558	558,769	558,769	-	(558,769)
Total Resources Available	6,409,969	6,899,067	7,008,133	8,476,953	1,577,886
EXPENDITURES					
Salaries & Wages	257,814	264,286	197,301	319,682	55,396
Fringe Benefits	93,834	104,067	89,262	81,231	(22,836)
Services & Materials	299,210	283,377	363,702	255,027	(28,350)
Other Operating Expenses	387,659	632,505	633,275	626,553	(5,952)
Capital Outlay	-	70,910	77,183	-	(70,910)
Transfer Out to Capital Projects	4,691,204	4,035,251	4,035,251	7,134,225	3,098,974
Transfer Out to Special Obligation	121,479	75,089	75,089	60,235	(14,854)
Total Expenses	5,851,200	5,465,485	5,471,063	8,476,953	3,011,468
OTHER USES					
Year End Balance	558,769	1,433,582	1,537,070	-	(1,433,582)
Total Other Uses	558,769	1,433,582	1,537,070	-	(1,433,582)
Total Resources Allocated	\$ 6,409,969	\$ 6,899,067	\$ 7,008,133	\$ 8,476,953	\$ 1,577,886

FY 2015 Proposed Revenues



FY 2015 Proposed Expenses



**Fort Lauderdale Beach Community Redevelopment Agency
Revenue Projection 07/02/14**

	Budget FY2014	Proposed FY2015	Revenues Projected at 5.6% Increase				Total Projected CIP Revenue
			FY2016	FY2017	FY2018	FY2019	
Sources:							
Tax Increment Revenue (TIF) (5.6% Annual Incr)							
City of Fort Lauderdale	2,218,659	2,413,183	2,548,321	2,691,027	2,841,725	3,000,861	3,168,910
Intergovernment	4,098,560	4,503,620	4,755,823	5,022,149	5,303,389	5,600,379	5,914,000
Appropriated Fund Balance		1,537,070					
Total Tax Increment Revenues	6,317,219	8,453,873	7,304,144	7,713,176	8,145,114	8,601,240	9,082,910
Other Revenues - Alt. Funding Sources							
Earned Interest	23,079	23,080	23,000	23,000	23,000	23,000	23,000
Total Other Revenues	23,079	23,080	23,000	23,000	23,000	23,000	23,000
Total Sources	6,340,298	8,476,953	7,327,144	7,736,176	8,168,114	8,624,240	9,105,910

	Revenues Projected at 5.6% Increase						Total Projected CIP Revenue
	FY2016	FY2017	FY2018	FY2019	FY2020		
Uses:							
Operating Budget							
Personnel Expenditures (6% Annual Inc.)	368,353	400,913	424,968	450,466	477,494	506,143	536,512
Office Operating Expenditures (5% Annual Incr)	544,444	510,560	536,109	562,914	591,060	620,813	651,644
Special Events Budget	371,000	371,000	371,000	371,000	371,000	371,000	371,000
Capital Outlay - Operating	70,910	-	-	-	-	-	70,910
Total Operating Expenditures	1,354,707	1,282,483	1,332,077	1,384,380	1,439,554	1,497,757	1,559,156
Capital Outlay - Projects:							
CIP Contribution	4,910,502	7,134,225	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
Total Uses	6,265,209	8,416,718	5,832,077	5,884,380	5,939,554	5,997,757	6,059,156

Revenue in Excess of Expenditures	\$75,089	\$60,235	\$1,495,067	\$1,851,796	\$2,228,560	\$2,626,484	\$3,046,754
Total Projected Revenue for CIP Projects							\$45,928,711

**Fort Lauderdale Beach Community Redevelopment Agency
Revenue Projection 07/02/14**

	Budget FY2014	Proposed FY2015	Revenues Projected at 5% Increase					Total Projected CIP Revenue
			FY2016	FY2017	FY2018	FY2019	FY2020	
Sources:								
Tax Increment Revenue (TIF) (5% Annual Incr)								
City of Fort Lauderdale	2,218,659	2,413,183	2,533,842	2,660,534	2,793,561	2,933,239	3,079,901	18,632,919
Intergovernment	4,098,560	4,503,620	4,728,801	4,965,241	5,213,503	5,474,178	5,747,887	34,731,791
Appropriated Fund Balance		1,537,070						
Total Tax Increment Revenues	6,317,219	8,453,873	7,262,643	7,625,775	8,007,064	8,407,417	8,827,788	53,364,710
Other Revenues - Alt. Funding Sources								
Earned Interest	23,079	23,080	23,000	23,000	23,000	23,000	23,000	
Total Other Revenues	23,079	23,080	23,000	23,000	23,000	23,000	23,000	161,159
Total Sources	6,340,298	8,476,953	7,285,643	7,648,775	8,030,064	8,430,417	8,850,788	\$ 55,062,939

	Revenues Projected at 5% Increase					Total Projected CIP Revenue	
	FY2016	FY2017	FY2018	FY2019	FY2020		
Uses:							
Operating Budget							
Personnel Expenditures (6% Annual Inc.)	368,353	400,913	424,968	450,466	477,494	506,143	
Office Operating Expenditures (5% Annual Incr)	544,444	510,580	536,109	562,914	591,060	620,613	
Special Events Budget	371,000	371,000	371,000	371,000	371,000	371,000	
Capital Outlay - Operating	70,910	-	-	-	-	-	
Total Operating Expenditures	1,354,707	1,282,493	1,332,077	1,384,380	1,439,554	1,497,757	
Capital Outlay - Projects:							
CIP Contribution	4,910,502	7,134,225	4,500,000	4,500,000	4,500,000	4,500,000	
Total Uses	6,265,209	8,416,718	5,832,077	5,884,380	5,939,554	6,059,156	
Revenue in Excess of Expenditures	\$75,089	\$60,235	\$1,453,566	\$1,764,395	\$2,090,510	\$2,432,661	\$10,668,088

Total Projected Revenue for CIP Projects \$45,212,815



CITY OF
FORT LAUDERDALE


Venice of America

Transportation and Mobility Department

Memorandum #14-042

DATE: July 3, 2014

TO: Donald Morris, Economic Reinvestment Manager

FROM: Kevin C. Walford, Transportation Planner 
Transportation and Mobility

SUBJECT: Funding Ask for the TMA Sun Trolley Beach and Las Olas Link routes - \$220,000 FY 14-15

The Transportation and Mobility Department is requesting that the Beach CRA continue its funding level of support for the Downtown Fort Lauderdale Transportation Management Association (TMA) Sun Trolley’s Beach Link and Las Olas Link routes for the upcoming 2014-15 fiscal year. In the current fiscal year, the Beach CRA is providing \$220,000 in funding support (\$180,000 for the Beach Link and \$40,000 for the Las Olas Link) services. As in the past, the cost allocation for the Beach CRA funding has been based on the mileage portion of the routes that operate within the boundaries of the Beach CRA. The cost allocation rate is then multiplied by the total cost to operate the route in order to determine the amount of funding requested from Beach Tax Increment Funds.

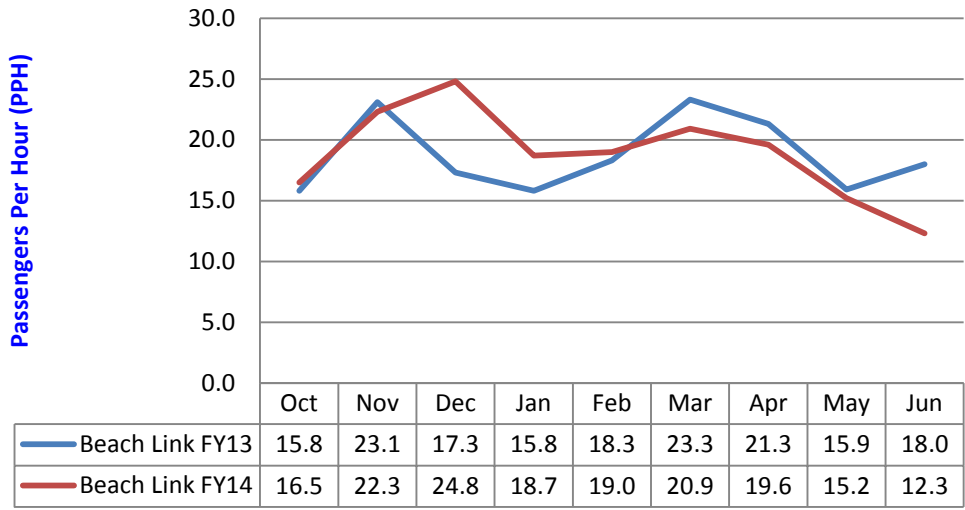
DOWNTOWN FORT LAUDERDALE TMA						
PROJECTED FY 2015 BEACH CRA FUNDING						
	TOTAL	TOTAL	CRA	ALLOCATION		TMA
	OPERATING COSTS	MILEAGE	MILEAGE	RATE	COST	FUNDING
						REQUEST
Las Olas Link	\$ 221,400	8.20	1.64	20%	\$ 44,280	\$ 40,000
Beach Link	\$ 581,580	10.38	3.10	30%	\$ 174,474	\$ 180,000
TOTAL:					\$ 218,754	\$ 220,000

With the increase in hourly operating costs for both routes to \$60 per hour, the projected Beach CRA funding for FY 15 is approximately \$218,754 with the request for the Beach Link at \$174,474 for the Las Olas Link at \$44,280. This amount is actually less than the current \$220,000 due to the 0.83-mile increase in route service mileage when the Beach Link was extended to Broward Health and provided a connection to the Downtown Link. The increase in route connectivity, however, within the Sun Trolley system by this extension is critical, and has more than offset the reduction in the overall cost allocation ratio. The hours of the Beach Link are 9:30a–6:30p (7 days a week) and 9:30a–6:30p (Friday thru Monday) on the Las Olas Link. Further detail of the mileage and funding breakdown are illustrated on the following two pages before the ridership data and overlay maps.

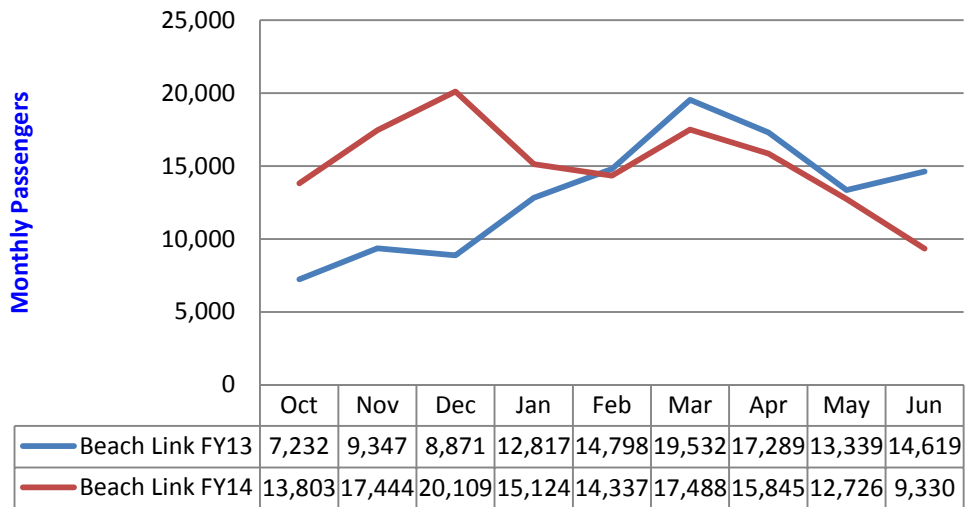
DOWNTOWN FORT LAUDERDALE TMA			
FY 2015 BROWARD HEALTH - GALLERIA MALL ROUTE			
<u>BROWARD HEALTH - GALLERIA MALL ROUTE</u>			
BROWARD HEALTH	TO	GALLERIA MALL	
Broward Health Medical Center	-	S. Property Line - Bahia Mar	2.60
S. Property Line - Bahia Mar	-	Galleria Mall	2.50
Galleria Mall Loop	-	E. Sunrise Blvd.	0.09
		Subtotal:	5.19
GALLERIA MALL	TO	HARBOR SHOPS	
Galleria Mall	-	NE 9 St. & - FTL Beach Blvd	0.79
NE 9 St. & - FTL Beach Blvd	-	Broward Health Medical Center	4.40
		Subtotal:	5.19
		TOTAL ROUTE:	10.38
<u>BEACH CRA LOOP</u>			
S. Property Line - Bahia Mar	-	Alhambra St	1.5
Alhambra St	-	S. Property Line - Bahia Mar	1.6
		TOTAL BEACH CRA:	3.10
		Route % Within Beach CRA:	30.00%
		Total FY15 Service Hours:	9,693
		Hourly Rate:	\$ 60.00
		TOTAL ROUTE COST:	\$ 581,580
		Rounded Cost Allocation Rate:	30%
		TOTAL BEACH CRA ALLOCABLE COST:	\$ 174,474
FY 2015 BEACH CRA FUNDING REQUEST - BROWARD HEALTH - GALLERIA MALL SUBTOTAL:			\$ 180,000
<i>Note: All 2014-15 fiscal year figures are preliminary</i>			

DOWNTOWN FORT LAUDERDALE TMA			
FY 2015 LAS OLAS BEACHES - DOWNTOWN ROUTE			
<u>LAS OLAS BEACHES - DOWNTOWN ROUTE</u>			
DOWNTOWN	TO	BEACHES	
PACA-Broward Blvd.	-	Broward Blvd. MODS	0.49
SW 5th Ave	-	Brickell Ave	0.25
Brickell Ave	-	W. Las Olas Blvd	0.11
W. Las Olas Blvd	-	Vistamar St	3.40
		Subtotal:	4.25
BEACHES	TO	DOWNTOWN	
Vistamar St	-	Breakers Ave	0.11
Vistamar St	-	Belmar St	0.05
Belmar St	-	FTL Beach Blvd	0.09
Belmar St	-	W. Las Olas Blvd	3.31
S. Andrews Ave	-	SW 5th Ave/MODS	0.39
		Subtotal:	3.95
		TOTAL ROUTE:	8.20
<u>BEACH CRA LOOP</u>			
E. Channel Line - ICW	-	Las Olas Circle	0.02
Las Olas Circle	-	FTL Beach Blvd	0.20
Las Olas Blvd & FTL Beach Blvd	-	Alhambra St	0.80
Alhambra St	-	Las Olas Circle	0.60
Las Olas Circle	-	E. Channel Line - ICW	0.02
		TOTAL BEACH CRA:	1.64
		Route % Within Beach CRA:	20.00%
		Total FY15 Service Hours:	3,690
		Hourly Rate:	\$ 60.00
		TOTAL ROUTE COST:	\$ 221,400
		Rounded Cost Allocation Rate:	20%
		TOTAL BEACH CRA ALLOCABLE COST:	\$ 44,280
FY 2015 BEACH CRA FUNDING REQUEST - LAS OLAS BEACHES - DOWNTOWN SUBTOTAL:			\$ 40,000
<i>Note: All 2014-15 fiscal year figures are preliminary</i>			

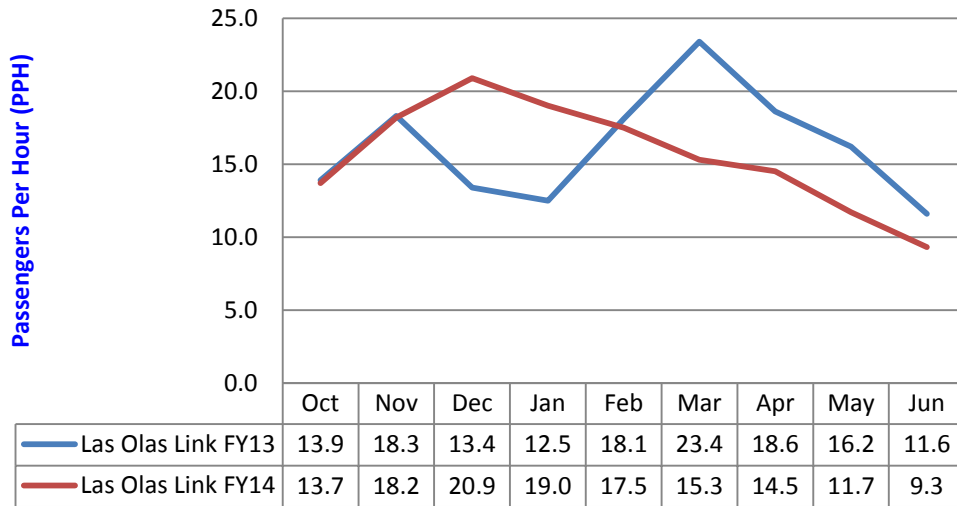
TMA Beach Link



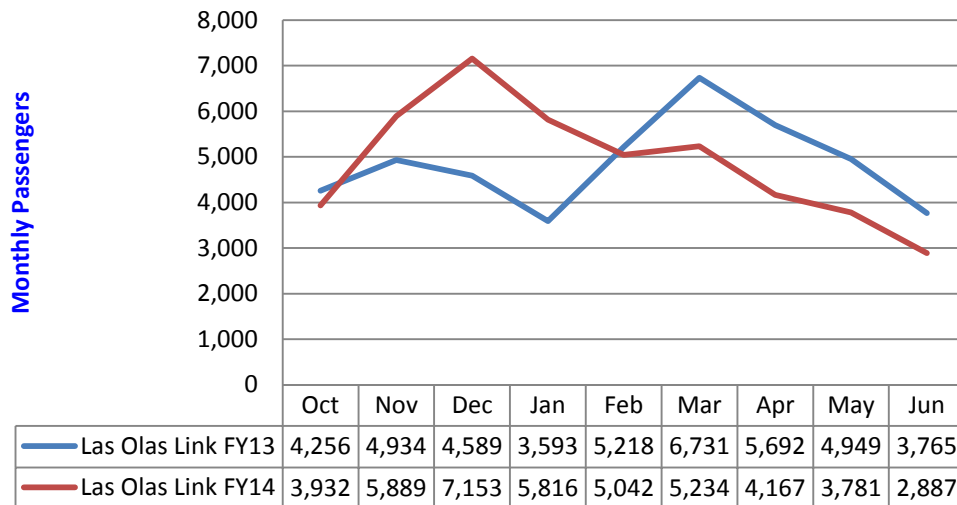
TMA Beach Link



TMA Las Olas Link



TMA Las Olas Link

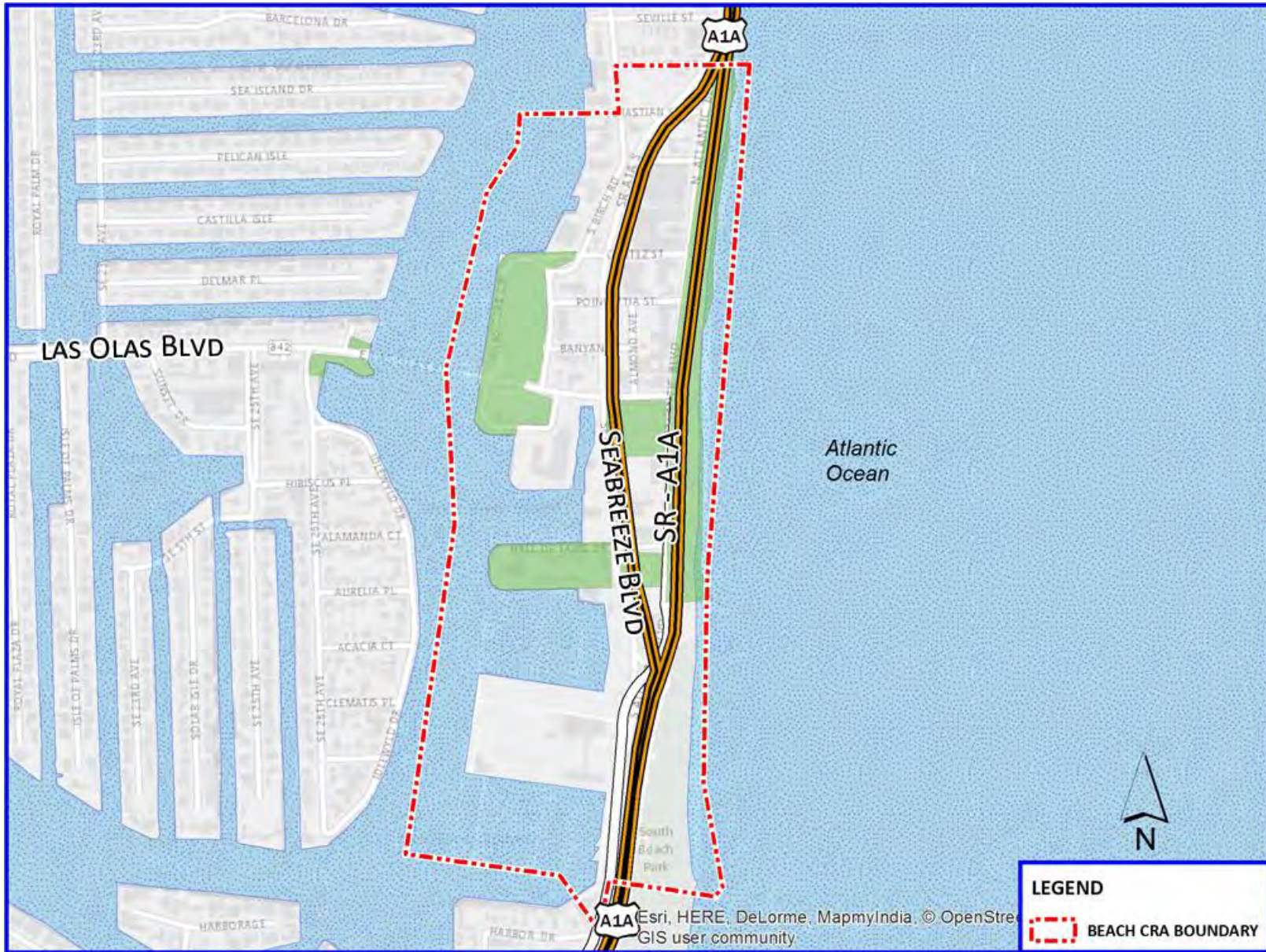


TMA Summer Holiday Ridership

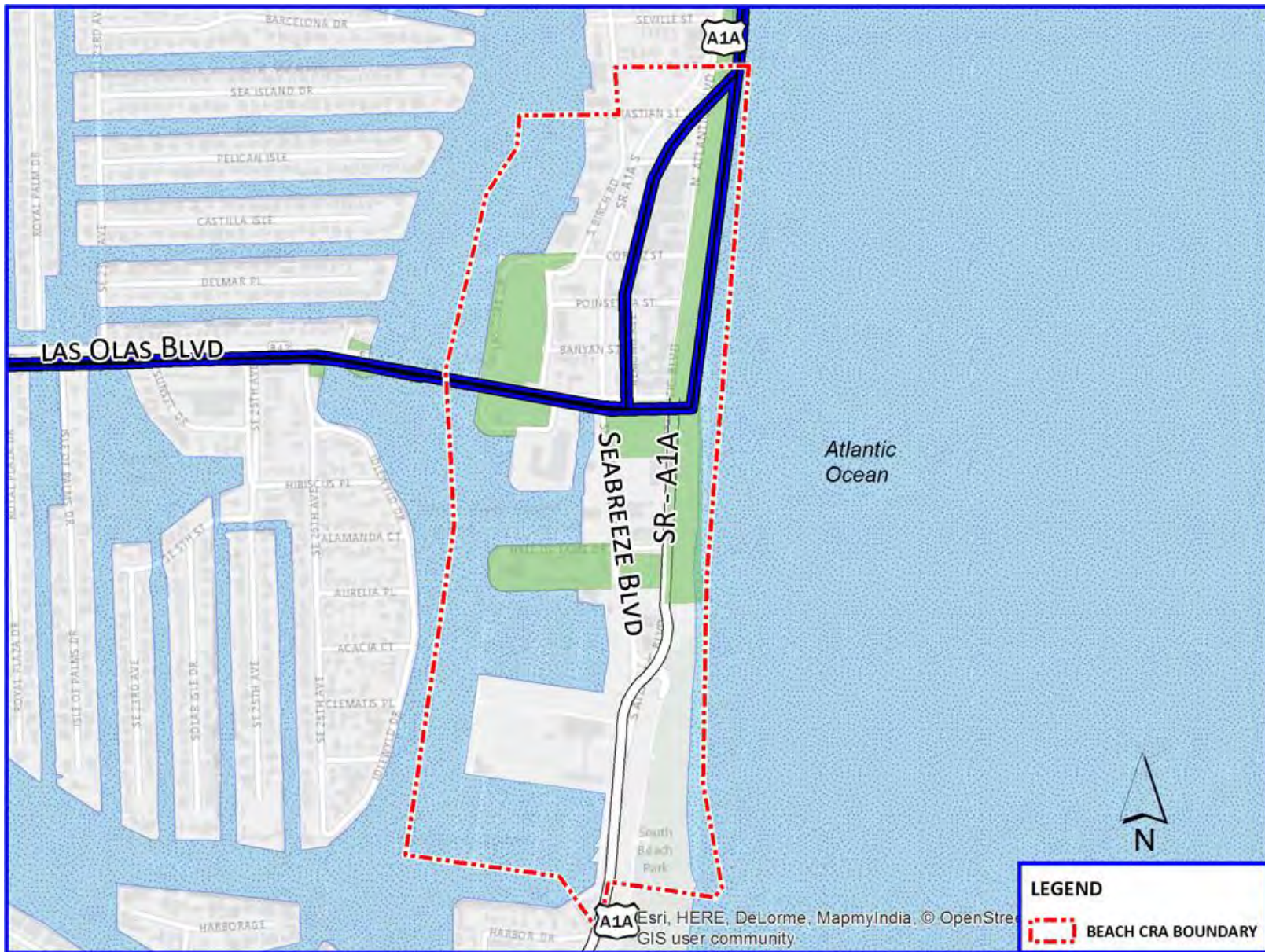
Year	Memorial Day			July 4th			Labor Day		
	Beach	Las Olas	Total	Beach	Las Olas	Total	Beach	Las Olas	Total
2011	250	245	495	878	721	1,599	NIS	NIS	NIS
2012	556	248	804	608	490	1,098	432	334	766
2013	504	238	742	900	467	1,367	530	133	663
2014	379	185	564	TBD	TBD	TBD	TBD	TBD	TBD
<i>NIS - Not in Service</i>									



BEACH CRA Boundaries



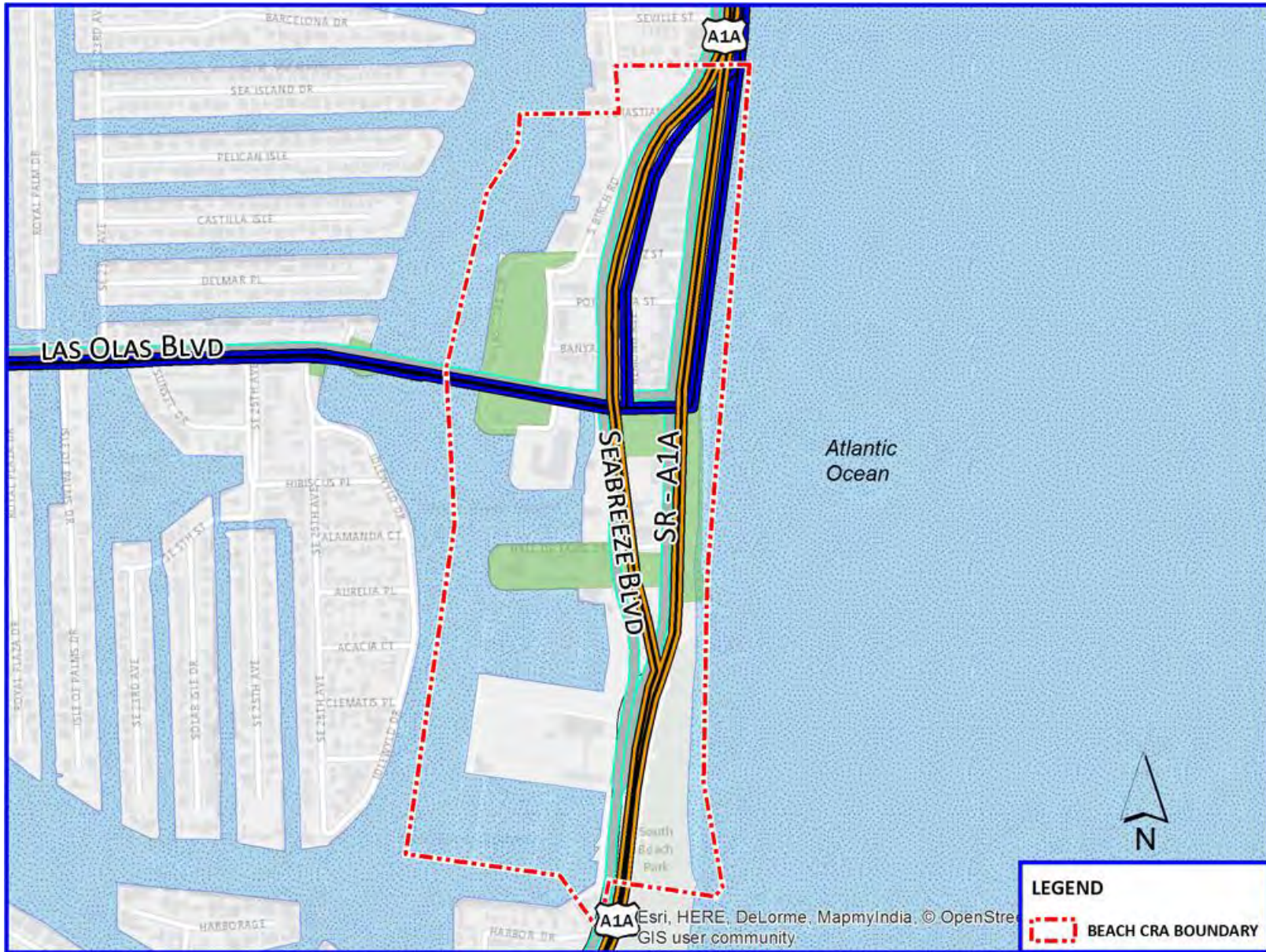
BEACH CRA Boundaries with TMA Beach Link Overlay



BEACH CRA Boundaries with TMA Las Olas Link Overlay



BEACH CRA Boundaries with BCT Routes Overlay



BEACH CRA Boundaries with TMA and BCT Route Overlays

ITEM IV

BACKUP



Venice of America

CITY OF
FORT LAUDERDALE

To: Beach Redevelopment Board

From: Donald Morris, AICP, Economic Reinvestment Administrator *DM*

Date: July 21, 2014

Subject: Recommendation to Fund Proposed Modifications to the Aquatics Center
in the Amount of \$1,240,198.00

Background

On December 14, 2011, the Beach Redevelopment Board sent the following Communication to the City Commission:

Motion by Ms. Jarjura, seconded by Ms. Lee, that the Board recommends RDC as the selected bidder to the RFP (Aquatic Complex Redevelopment) which is consistent with the Beach Redevelopment Plan; the Board supports the alternate proposal by RDC which includes a children's play area, public restroom, and landscaping and sidewalk. Further, the Board recommends that the City work with RDC to ensure that the project meets the City's financial goals and objectives. Finally, the Board recommends the allocation of \$25 million from the Beach CRA fund for this project. In a voice vote, the motion passed (8-1) with Chair Deckelbaum opposed.

On September 18, 2012 the City Commission approved a Developer's Agreement with Recreational Design & Construction Inc. for design and construction of the renovation of the Aquatics Complex with a guaranteed maximum price (GMP) in the amount of \$32,437,434 (\$24,864,950.00 (CRA) for the aquatic facility and \$7,572,484.00 (parking bond) for the parking garage).

At the June 17, 2014 City Commission Conference meeting, the City Commission reviewed the following proposed scope revisions to the Aquatic Center. The consensus of the Commission was to move forward with the proposed revisions. The estimated costs and summary of the proposed revisions are as follows:

- **Inclusion of Indoor Dry Land Training Facility**
The inclusion of a dry land indoor training facility in the existing shell space (originally intended for the International Swimming Hall of Fame) requires structural modifications to accommodate the required ceiling clearance for the



athletes. The original design calls for a ceiling height of 19'-1", while the indoor dry land training facility's height clearance is 20'-5" minimum clearance. The financial impact for incorporating the indoor dry land training facility and make the structural alterations is **\$1,066,870.00**.

- **Relocation of City Offices**

The current design calls for City offices to be located on the 5th floor. By constructing a 3rd floor mezzanine level for the offices it will be possible to increase the 5th floor banquet facility usable floor space from 3,482 S.F. to 5,400 S.F. The financial impact of constructing a new mezzanine level to accommodate the Aquatic Center's operational offices is **\$452,890.00**.

- **Provide Heating Ventilation and Air Conditioning in Locker Rooms**

Revise current specifications from mechanical ventilation (no air condition) to installation of full HVAC system (heating, ventilation and air condition) in the locker rooms, pool-level restrooms, pool equipment room, and concession area. The financial impact of incorporating air conditioning is **\$583,045.00**

- **Removal of movable floor system from Scope of Work.**

By removing the movable floor from the scope of work and GMP there will be an off-set of cost. The financial impact of eliminating the removable floor from the scope of work is a credit of **(\$862,607.00)**

Summary

The aggregate cost for all changes described above is estimated to cost an additional **\$1,240,198.00**. This will increase the GMP to **\$33,677,632.00** (\$26,105,148.00 (CRA) for the aquatic facility and \$7,572,484.00 for the parking garage (parking bond)).

If approved, funding will be transferred from the Central Beach Master Plan Project funds.

Donald Morris

From: Laura Voet
Sent: Tuesday, July 08, 2014 3:42 PM
To: Donald Morris
Subject: FW: International Swimming Hall of Fame & New Aquatic Center
Attachments: Letter from United States Diving.docx

From: Tim O'Brien [mailto:tobrienusa@gmail.com]
Sent: Thursday, July 03, 2014 11:19 AM
To: Jack Seiler; bruce.wigo@yahoo.com; Bruce G. Roberts; Dean Trantalis; Bobby B. DuBose; Romney Rogers; LBarszewski@sun-sentinel.com; linda paul; steve.foley@usadiving.org
Subject: International Swimming Hall of Fame & New Aquatic Center

The letter below has been sent to Jack Seiler, the Mayor of Fort Lauderdale, and is attached for your review. We appreciate your time in reading this rather lengthy letter as these two issues are very dear to many worldwide and the implications of these decisions will affect the City of Fort Lauderdale, future generations and the history of aquatics in our City for decades.

July 4, 2014

Mayor Jack Seiler

City of Fort Lauderdale

100 North Andrews Avenue

Fort Lauderdale, Florida 33301

cc: Bruce Wigo, Executive Director, ISHOF

ISHOF Board of Directors

Commissioner Bruce Roberts

Commissioner Dean Trantalis

Commissioner Bobby DuBose,

Commissioner Romney Rogers

Cynthia A. Everett, City Attorney

Larry Barszewski, Sun-Sentinel

Linda Paul, Executive Director, USA Diving

Steve Foley, USA Diving, High Performance Director

Dear Mayor Seiler, City Commissioners and interested parties,

This letter, in the bottom of the ninth inning, is our final attempt to:

1) Encourage the City of Fort Lauderdale and the International Swimming Hall of Fame to re-enter negotiations to keep ISHOF in Fort Lauderdale

2) Encourage the City of Fort Lauderdale to re-evaluate current plans for the construction of a new aquatic center. The current plans will place competitive

diving platforms on top of a 4-story parking structure putting the 10 meter platform over 70 feet in the air. **The current plan for the new aquatic center are**

deeply flawed, will make it difficult to attract world-class events and contain significant safety concerns.

We wish to be on record in regards to our feelings and concerns regarding the above issues and to also know that we did all we could to prevent both projects from moving forward.

My father, Ron, and I directed the Fort Lauderdale Diving Team from 1990-2006 at the Hall of Fame Aquatic Complex. During our time there, it was the place to train if you were a diver in the United States and you had Olympic dreams. We also trained divers from all over the world who were attracted to our city to train with us, see the International Swimming Hall of Fame and enjoy the beaches. To provide a brief history, my father is an eight-time Olympic Coach having coached five Olympic Champions including 4-time Olympic Champion Greg Louganis and seven other Olympic Medalists. I coached the 2000 U.S. Team in Sydney and directed the Fort Lauderdale Diving Team from 1996 to 2006 after his retirement. We both led FLDT to multiple U.S. National Team Championships and Olympic medalists. In addition, countless local young men and women came through our programs and went on to earn college scholarships. We are writing to you because we care deeply about these two issues.

A recent article that appeared in the Sun-Sentinel by Larry Barszewski implied that ISHOF just suddenly decided to leave the City because plans for the new facility did not allocate enough space for ISHOF. The fact is that the relationship between ISHOF and the City has been deteriorating for some twenty years dating back to the days when Sam Freas was the Executive Director of ISHOF and Jim Naugle was the Mayor. This "divorce" did not just happen overnight as the article suggested and the limited space allocated to ISHOF in the plans for a new aquatic center were the result of a relationship that was in decay for years.

Having been in and around ISHOF and that facility for nearly 50 years, it is our belief that no one knows the situation, the politics and numerous revisions of plans for a new aquatic center any better and our plea to you is

not just as former coaches who built the diving programs in Fort Lauderdale, but as two people who have loved the International Swimming Hall of Fame for decades. We spent so much time there dating back to the 1960's that it is our second home and the people that work there today are like family to us and to the aquatic world.

We, along with the entire aquatic community, are heartbroken that the Hall of Fame is planning to leave Fort Lauderdale. We do not care, at this point, how or why this happened nor do we wish to blame anyone. The relationship needs to be mended. The International Swimming Hall of Fame has been a mainstay in Fort Lauderdale for 50 years. Fort Lauderdale is the center of the aquatic community and with the departure of ISHOF, the City will lose room nights and tourist dollars forever. With the pending plans for a new facility that does not meet world class standards, the days of attracting world class events, banquets and gatherings that benefit the City will come to an end. The worldwide aquatic community is up in arms about the new facility plans and the departure of ISHOF. I would urge Mayor Seiler and Mr. Wigo and the Board of ISHOF to reconvene and discuss doing the right thing for the City of Fort Lauderdale, the aquatics community, the local hotels and the many restaurants and businesses who benefit from the presence of ISHOF, and the people worldwide who believe that ISHOF and Fort Lauderdale belong together.

That being said, my father and I are **vehemently opposed** to ISHOF leaving AND the current plans to build a diving complex with a 10 meter diving platform **on top of a 4-story parking garage**. We were so concerned about it from a safety standpoint that my father and I both met with city officials and engineers months ago to voice our concern. We also know from talking to the swimming experts that the current plan to have two-50 meter swimming pools on two separate levels of the complex is not acceptable for running events of any kind let alone a world class event. The fact is that the City has been spending hundreds of thousands of dollars on devising plan after plan for nearly twenty years now and with each new city commission, or new Mayor, new plans are thrown out and new ones are evaluated. The current plan is **the worst** we have seen since we were coaching there and talks began to rebuild the complex. There is a better plan; one that creates a world-class swimming and diving venue, meets the city's needs and keeps ISHOF here. It can be done. Why would you spend money on something that falls short?

Having trained world class divers in the facility, the wind was always an issue. Even on normal days, training right on the beach is difficult due to the wind. It can be a distraction and a safety issue for the most seasoned athletes. The 10 meter platform is the top platform that you see the divers competing on during the Olympic Games and it is 33 feet above the surface of the water. Putting a 10 meter platform on top of a 4-story parking garage will put it over 70 feet above the ground and subject divers to extreme winds from all directions. It is not only a safety issue but it would prevent world class diving events from being held here simply because they would not be able to guarantee an event that could be held without the threat of high winds. It is simply a very bad plan and could ultimately lead to legal issues for the City in the event of an injury. City engineers listened to us in a two-hour meeting several months ago and alternative ideas were discussed, but we were ultimately ignored and they reverted back to the current plan. In addition, it is our understanding that USA Diving continues to have concerns over the current plans. We have attached a letter from Steve Foley, USA Diving's High Performance Director, dated June 10, 2013.

I have lived in Fort Lauderdale, Harbor Beach, Las Olas and the east side of town for 25 years. I know how things work, where people go, and the issues that we face during big events on the beach. **The planned parking garage on that site will sit empty for 350 days of the year except for the 4th of July, Boat Show, Boat Parade, Air & Sea Show and the annual music festival** events when parking is at a premium. Most patrons to the beach on the 350 "normal" days, will park on Las Olas and A1A adjacent to the Elbo Room as they do now. In fact, why is there no proposal to build a parking garage at the corner of A1A and Las Olas where the 5 story Holiday Inn and The Button used to stand? In addition, it is our personal belief that **the parking garage that would sit under this new aquatic facility, will become a shelter from the rain and a place to sleep for the numerous homeless men and women along the beach and in our City.**

It is our sincere belief that entire plan needs to be put on hold in order to re-evaluate what they are doing and re-commit to a top notch venue built with the input of experts in the design of these types of facilities. The current plans are not for a world-class facility regardless of what the City is telling everyone. It is a \$35,000,000 calamity (and potential homeless shelter) waiting to happen. We believe it is in the best interest of the City of Fort Lauderdale to pause, sit down with ISHOF and come up with a plan to allow them to stay and to re-visit talks with architects, engineers and aquatics experts in order to design a true world-class facility that will attract:

- world class swimming, diving, synchronized swimming and water polo teams and events
- television networks and cameras
- the world of aquatics to fill hotel rooms and restaurants
- youngsters to top notch swim and dive programs
- ISHOF and its annual events
- the surrounding community

We believe there is a way to accommodate all the needs of ISHOF, the City, and still build a world-class facility worthy of our heritage and the pride of the worldwide aquatic community. We will make ourselves available to meet with you and to help with the process. We urge you to call a meeting of interested parties and consultants on world class facility design and to find a way to keep ISHOF in its home city as part of a new facility that is truly world class.

Sincerely,

Tim O'Brien

949-702-7706

2000 U.S.A. Olympic Coach

Ron O'Brien

305-393-0142

1968, 1972, 1976, 1980, 1984, 1988, 1992 1996

U.S.A. Olympic Coach

http://articles.sun-sentinel.com/2014-06-17/news/fl-lauderdale-aquatic-center-price-up-20140617_1_international-swimming-hall-aquatic-center-dive



USA DIVING
132 E. Washington Street
Suite 850
Indianapolis, IN 46204
317-237-5252 Phone
317-237-5257 Fax
www.usadiving.org
usadiving@usadiving.org

Mayor J. Seiler
City Hall,
100 North Andrews Avenue,
Fort Lauderdale FL. 33301

10th June 2013

Dear Mayor Seiler and City Commissioners,

TO WHOM IT MAY CONCERN:

Re: Latest Plans for the Fort. Lauderdale Aquatic Center – Diving Pool

USA Diving has recently completed our annual USA AT&T Grand Prix event at the Ft. Lauderdale Aquatic complex. This was the 40th time that this fabulous international event has been conducted at this facility and the history of the event with so many Olympic Champions over the decades participating (and often winning the event) is proof that this international diving event is one of the most prestigious Grand Prix competitions on the FINA calendar.

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As the pool currently stands, the 10 meter platform is approximately thirty-three (33) feet above ground level but if it were to sit on top of the proposed 4 story car park, then suddenly the 10 meter platform is close to seventy plus (70+) feet above ground level. The 10 meter platform on the best of days is a windy area for the divers, especially when the wind blows off the ocean and more often than not, along the inter-coastal. The wind factor for our divers' safety from a platform some seventy (70) feet in the air would be hazardous and at times dangerous.



Member



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I also spoke with many of the international coaches and team managers during the 2013 USA Grand Prix event and they expressed their concern with the design and some went as far as stating they would not come back to compete at the venue if the 10 meter platform was that high above the ground purely for their athletes' safety concerns. (I have attached a letter from the British Director)

USA Diving would love to see the diving pool built at ground level and perhaps the car park could be built around the diving pool acting as a wind buffer and creating an even better diving venue for local and international competitions, especially if the car park was located behind the 10 meter platform? Our current fear is that if the diving pool is built on top of the three (3) story car park, we will be unable to conduct domestic and/or international competitions, selection trials and camps as we had originally planned. Ft. Lauderdale is the greatest venue for an international diving meet and it would be disappointing if due to a design flaw we could not bring the world's best to compete as we have for the past 40 years.

Should you have any further questions please feel free to discuss with myself or USA Diving facility expert, Don Leas.

donleas@hotmail.com Cell: (928) 978-2168 or Home: (814) 379-3920

Yours sincerely,

Stephen Foley
High Performance Director
USA Diving

(317) 373-7413

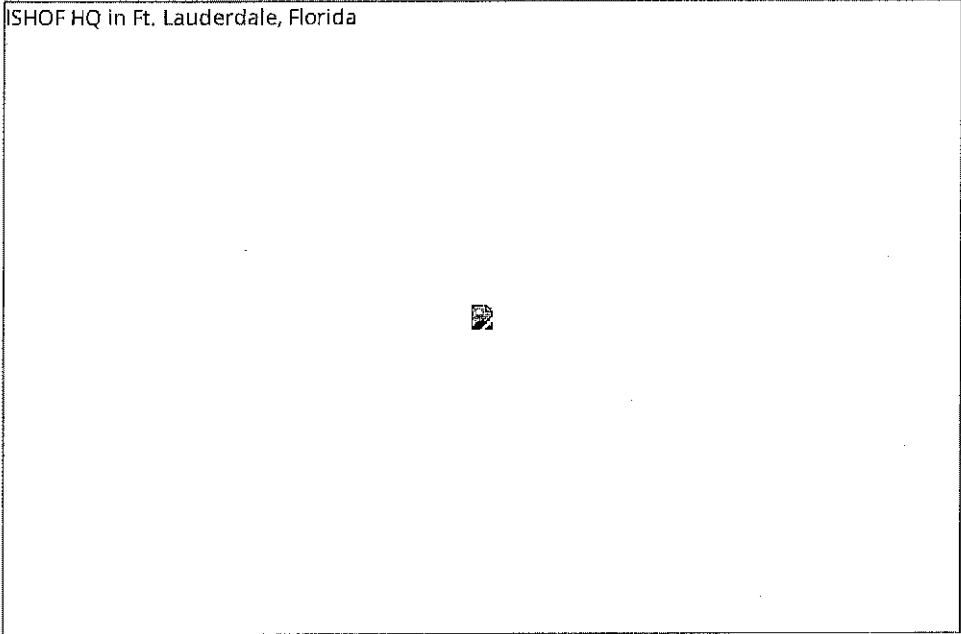


SWIM SWAM

NEWS COLLEGE TRAINING VIDEO LIFESTYLE RANKINGS

USA DIVING COACHES UNHAPPY ABOUT PLANNED ISHOF MOVE; NEW FACILITY PLAN

Braden Keith | July 03rd, 2014 | Diving, News



The ISHOF is moving to Santa Clara, and the whole aquatics complex will be getting a rebuild in the coming years. Current Photo via City of Ft. Lauderdale

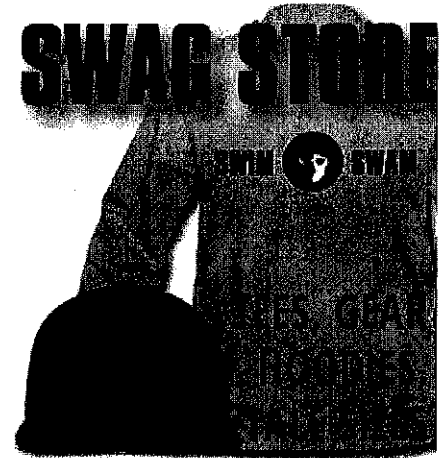
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Three major heavyweights of diving in the United States have sent letters to the mayor of Ft. Lauderdale, Florida, Jack Seiler, in a last-ditch effort to keep the International Swimming Hall of Fame in town and to alter the plans for the new pool planned for the complex.

Jim O'Brien and his father Ron O'Brien, both former Olympic diving coaches, co-signed one letter that they referred to as a "final attempt" in the "bottom of the ninth" to keep the International Swimming Hall of Fame, located in Florida since 1965, from moving to Santa Clara, California.

The O'Briens have both also spent time coaching at the facility.

The other letter is signed by Stephen Foley, the high performance director of USA Diving. Foley doesn't specifically reference the move of the Hall of Fame, but instead focuses on the new pool planned to be built at the complex. Foley, who says he has the backing of several international coaches who were at the recent USA Diving Grand Prix event there, points out a specific design flaw that he views as a huge concern: the plan to build the diving pool on top of a three story parking garage. Foley says that conversations with Christopher Landsea of the National Hurricane Center illuminate the risk of wind speeds at what would be roughly 70 feet in the air for the 10 meter platform.



SWIMMING NEWS

HARDCORE SWIM OF THE WEEK: MICHAEL PHELPS FINDS HIS STATEMENT SWIM IN ATHENS

SWIM JOB: ALL AMERICAN SWIM SEEKS FULL-TIME BUSINESS UNIT MANAGER

LILI IBANEZ BREAKS 50 BUTTERFLY RECORD ON DAY 2 OF MEXICAN NATIONALS

Estimates say that at that height, wind speed would increase by 50% – meaning a 20 mile per hour wind would become 30 miles per hour, according to Foley's letter.

The City of Ft. Lauderdale, in an article in the Sun-Sentinel, says that USA Diving has approved the plan for the new diving facility, however.

"I want to make sure we're good, that this doesn't surface as a problem," said Seiler to the Sun-Sentinel in response to the complaints. Commissioner Bruce Roberts, however, tempered it with saying that he didn't want the aquatic center to run well over its budget.

The Sun-Sentinel also reports that now the plan will include an indoor diving dry-land training facility, adding \$2.1 million to the cost of the new complex.

See both letters, in their entirety, below.

July 4, 2014

Mayor Jack Seiler

City of Fort Lauderdale

100 North Andrews Avenue

Fort Lauderdale, Florida 33301

cc: Bruce Wigo, Executive Director, ISHOF

ISHOF Board of Directors

Commissioner Bruce Roberts

Commissioner Dean Trantalis

Commissioner Bobby DuBose,

Commissioner Romney Rogers

Cynthia A. Everett, City Attorney

Larry Barszewski, Sun-Sentinel

Linda Paul, Executive Director, USA Diving

Steve Foley, USA Diving, High Performance Director

Dear Mayor Seiler, City Commissioners and interested parties,

This letter, in the bottom of the ninth inning, is our final attempt to:

- 1) Encourage the City of Fort Lauderdale and the International Swimming Hall of Fame to re-enter negotiations to keep ISHOF in Fort Lauderdale
- 2) Encourage the City of Fort Lauderdale to re-evaluate current plans for the construction of a new aquatic center. The current plans will place competitive diving platforms on top of a 4-story parking structure putting the 10 meter platform over 70 feet in the air. The current plan for the new aquatic center are deeply flawed, will make it difficult to attract world-class events and contain significant safety concerns.

We wish to be on record in regards to our feelings and concerns regarding the above issues and to also know that we did all we could to prevent both projects from moving forward.

My father, Ron, and I directed the Fort Lauderdale Diving Team from 1990-2006 at the Hall of Fame Aquatic Complex. During our time there, it was the place to train if you were a diver in the United States and you had Olympic dreams. We also trained divers from all over the world who were attracted to our city to train with us, see the International Swimming Hall of Fame and enjoy the beaches. To provide a brief history, my father is an eight-time Olympic Coach having coached five Olympic Champions including 4-time Olympic Champion Greg Louganis and seven other Olympic Medalists. I coached the 2000 U.S. Team in Sydney and directed the Fort Lauderdale Diving Team from 1996 to 2006 after his retirement. We both led

EAMON SULLIVAN CONCEDES TO INJURY STRUGGLES, ANNOUNCES RETIREMENT

GREENSBORO SECTIONALS TO BE A MEET OF REDEMPTION

2014 LA INVITE PREVIEW: BIG NAMES LOAD UP SPRINTS, IM'S IN LOS ANGELES

WHY THE FUNDAMENTAL LAW OF INERTIA MATTERS IN SWIMMING

SWIM JOB: ASPHALT GREEN

FLDT to multiple U.S. National Team Championships and Olympic medalists. In addition, countless local young men and women came through our programs and went on to earn college scholarships. We are writing to you because we care deeply about these two issues.

A recent article that appeared in the Sun-Sentinel by Larry Barszewski implied that ISHOF just suddenly decided to leave the City because plans for the new facility did not allocate enough space for ISHOF. The fact is that the relationship between ISHOF and the City has been deteriorating for some twenty years dating back to the days when Sam Freas was the Executive Director of ISHOF and Jim Naugle was the Mayor. This "divorce" did not just happen overnight as the article suggested and the limited space allocated to ISHOF in the plans for a new aquatic center were the result of a relationship that was in decay for years.

Having been in and around ISHOF and that facility for nearly 50 years, it is our belief that no one knows the situation, the politics and numerous revisions of plans for a new aquatic center any better and our plea to you is not just as former coaches who built the diving programs in Fort Lauderdale, but as two people who have loved the International Swimming Hall of Fame for decades. We spent so much time there dating back to the 1960's that it is our second home and the people that work there today are like family to us and to the aquatic world.

We, along with the entire aquatic community, are heartbroken that the Hall of Fame is planning to leave Fort Lauderdale. We do not care, at this point, how or why this happened nor do we wish to blame anyone. The relationship needs to be mended. The International Swimming Hall of Fame has been a mainstay in Fort Lauderdale for 50 years. Fort Lauderdale is the center of the aquatic community and with the departure of ISHOF, the City will lose room nights and tourist dollars forever. With the pending plans for a new facility that does not meet world class standards, the days of attracting world class events, banquets and gatherings that benefit the City will come to an end. The worldwide aquatic community is up in arms about the new facility plans and the departure of ISHOF. I would urge Mayor Seiler and Mr. Wigo and the Board of ISHOF to reconvene and discuss doing the right thing for the City of Fort Lauderdale, the aquatics community, the local hotels and the many restaurants and businesses who benefit from the presence of ISHOF, and the people worldwide who believe that ISHOF and Fort Lauderdale belong together.

That being said, my father and I are vehemently opposed to ISHOF leaving AND the current plans to build a diving complex with a 10 meter diving platform on top of a 4-story parking garage. We were so concerned about it from a safety standpoint that my father and I both met with city officials and engineers months ago to voice our concern. We also know from talking to the swimming experts that the current plan to have two 50 meter swimming pools on two separate levels of the complex is not acceptable for running events of any kind let alone a world class event. The fact is that the City has been spending hundreds of thousands of dollars on devising plan after plan for nearly twenty years now and with each new city commission, or new Mayor, new plans are thrown out and new ones are evaluated. The current plan is the worst we have seen since we were coaching there and talks began to rebuild the complex. There is a better plan; one that creates a world-class swimming and diving venue, meets the city's needs and keeps ISHOF here. It can be done. Why would you spend money on something that falls short?

Having trained world class divers in the facility, the wind was always an issue. Even on normal days, training right on the beach is difficult due to the wind. It can be a distraction and a safety issue for the most seasoned athletes. The 10 meter platform is the top platform that you see the divers competing on during the Olympic Games and it is 33 feet above the surface of the water. Putting a 10 meter platform on top of a 4-story parking garage will put it over 70 feet above the ground and subject divers to extreme winds from all directions. It is not only a safety issue but it would prevent world class diving events from being held here simply because they would not be able to guarantee an event that could be held without the threat of high winds. It is simply a very bad plan and could ultimately lead to legal issues for the City in the event of an injury. City engineers listened to us in a two-hour meeting several months ago and alternative ideas were discussed, but we were ultimately ignored and they reverted back to the current plan. In addition, it is our understanding that USA Diving continues to have concerns over the current plans. We have attached a letter from Steve Foley, USA Diving's High Performance Director, dated June 10, 2013.

I have lived in Fort Lauderdale, Harbor Beach, Las Olas and the east side of town for 25 years. I know how things work, where people go, and the issues that we face during big events on the beach. The planned parking garage on that site will sit empty for 350 days of

TEAM USA TAKES GOLD AT UANA JUNIOR PAN AMERICAN CHAMPIONSHIPS

PHOTO VAULT: THE WHOLE WORLD IS #CHASESTRONG

the year except for the 4th of July, Boat Show, Boat Parade, Air & Sea Show and the annual music festival events when parking is at a premium. Most patrons to the beach on the 350 "normal" days, will park on Las Olas and A1A adjacent to the Elbo Room as they do now. In fact, why is there no proposal to build a parking garage at the corner of A1A and Las Olas where the 5 story Holiday Inn and The Button used to stand? In addition, it is our personal belief that the parking garage that would sit under this new aquatic facility, will become a shelter from the rain and a place to sleep for the numerous homeless men and women along the beach and in our City.

It is our sincere belief that entire plan needs to be put on hold in order to re-evaluate what they are doing and re-commit to a top notch venue built with the input of experts in the design of these types of facilities. The current plans are not for a world-class facility regardless of what the City is telling everyone. It is a \$35,000,000 calamity (and potential homeless shelter) waiting to happen. We believe it is in the best interest of the City of Fort Lauderdale to pause, sit down with ISHOF and come up with a plan to allow them to stay and to re-visit talks with architects, engineers and aquatics experts in order to design a true world-class facility that will attract:

- world class swimming, diving, synchronized swimming and water polo teams and events
- television networks and cameras
- the world of aquatics to fill hotel rooms and restaurants
- youngsters to top notch swim and dive programs
- ISHOF and its annual events
- the surrounding community

We believe there is a way to accommodate all the needs of ISHOF, the City, and still build a world-class facility worthy of our heritage and the pride of the worldwide aquatic community. We will make ourselves available to meet with you and to help with the process. We urge you to call a meeting of interested parties and consultants on world class facility design and to find a way to keep ISHOF in its home city as part of a new facility that is truly world class.

Sincerely,

Tim O'Brien

Ron O'Brien

949-702-7706

305-393-0142

2000 U.S.A. Olympic Coach

1968, 1972, 1976, 1980, 1984, 1988, 1992 1996

U.S.A. Olympic Coach

Mayor J. Seiler

City Hall,

100 North Andrews Avenue,

Fort Lauderdale FL 33301

10th June 2013

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would be a major catastrophe.

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Should you have any further questions please feel free to discuss with myself or USA Diving facility expert, Don Leas.

donleas@hotmail.com Cell: (928) 978-2168 or Home: (814) 379-3920

Yours sincerely,

Stephen Foley

High Performance Director

USA Diving

« Southwestern Oregon Community College Adds Swimming Program 5 great open water swims in the U.S. for your swimming calendar »

COMMENTS



CINDY E

July 3, 2014 at 12:40 pm

↑ 0 ↓ 0

I was actually at the ISHOF last week while on vacation, and based on my impression at the time, I felt the City of Ft. Lauderdale has very little respect for the institution. The hoops I was required to jump through just to pay for parking there was ridiculous. Regardless, the HOF was well worth a visit. Would hate to see it leave.

REPLY ↘



JOHN GRZESZCZAK

July 4, 2014 at 7:28 am

↑ 0 ↓ 0

lets try this again,, btw USA diving rules:
Rule 107.4 Judging
(10) A DIVE MAY BE REPEATED WITHOUT PENALTY UNDER THE FOLLOWING CIRCUMSTANCES;

A. STRONG WIND!

<http://swimswam.com/wp-content/uploads/2013/05/ISHOF.jpg>

swimswam.com

swimswam.com

TAX DOLLARS AT WASTE, AND THE BAD THING IS, THE LOCALS HAVE TOLD THEM THIS!

REPLY ↗



RODNEY TOLERTON

July 5, 2014 at 12:51 pm

↑ 0 ↓ 0

We have traveled to Florida numerous times and the Hall of Fame has always been one of our stops. Please listen to the experts and dont move the Hall.

REPLY ↗



REDBULLCLIFFDIVER

July 5, 2014 at 6:09 pm

↑ 0 ↓ 0

John Grzeszczak states above that under the rules of diving, you can repeat a dive due to high winds. This is true. But something critical is that even in the new extreme world of the sport, FINA's high diving element where the athletes are competing from 28 meters, there is a windspeed limit where they will cancel the event altogether. Currently that windspeed is 28mph steady. It is no small issue to host an event and have it delayed or cancelled can really be problematic. Next, just to get to host an event is difficult for most cities as they do not have the luxury of being in such a nice climate with great tourism that can benefit. Ft. Lauderdale has the advantage with a new facility but if you have wind-speed considerations, when it comes time for the international vote to choose the host city, the coaches from other countries will choose another location.

Next, the money it takes to build a facility for diving...no, it is not a small amount. Could you profit more financially from building a non-diving pool there? from a recreational swim fees standpoint, probably. However, you would lose the opportunity to draw additional media attention because you lose an entire sport from the area. The more variety, the more media, the more tourism and hotel stays. In short, you could not build ANY pools in that area and instead build 4 soccer fields, 1 on each level of the garage, and make more money than building a facility entirely dedicated to swim. Even better? Build a convention center and steal more business from Vegas...but that's a slippery slope...there comes a point where you make the decision of providing variety and working to market that so your city benefits. At this point, there are only two facilities in the country that come immediately to mind when you speak of swim and dive greatness... Long Beach, CA and Ft. Lauderdale, FL. The facilities are engrained in the soul of the cities. Work to keep that and everyone wins. Be smart...build it right and THRIVE.

REPLY ↗

LEAVE A REPLY

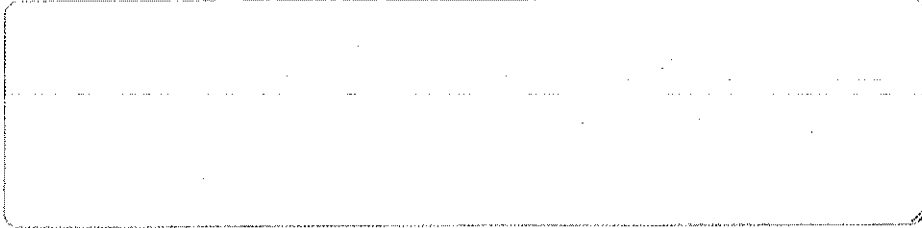
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Dive training facility to replace Swimming Hall of Fame in new aquatic center

June 17, 2014 | By Larry Barszowski, Sun Sentinel

FORT LAUDERDALE — Because the International Swimming Hall of Fame decided it wasn't given enough respect in the [design](#) of the planned Fort Lauderdale Aquatic Center, the city has found itself with space to fill.

It now plans to add an indoor dive training [facility](#) and offices where the Hall of Fame was supposed to have been, and expand a top-floor banquet facility that has ceiling-to-floor windows looking out to the ocean and the Intracoastal Waterway.



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The changes will come at a cost, adding about \$2.1 million to the \$32.4 million cost of the building that will replace the current swim center and Hall of Fame.

The city is also considering almost \$900,000 in cost reductions to offset that increase, and City Manager Lee Feldman said there may be other opportunities to [save money](#).

While commissioners responded favorably to the proposed changes, Commissioner Bruce Roberts said he did not want to see the aquatic center become a [money](#) pit.

"I just don't want to get into the cycle of more money and more money," Roberts said.

The dry-land dive training facility would go into a two-floor portion of the center that had been reserved for the Hall of Fame. Hall officials notified the city last year that they plan to move after their lease expires next year.

The dive training facility, which would include spring floors and trampolines, could also be used for birthday parties, tumbling [classes](#), gymnastics and cheerleading clinics, officials said.

The city hopes the facility will beef up the aquatic center's credentials as a venue for national and international diving competitions. Aquatics [Manager](#) Laura Voet said the city could be eligible for grants from the U.S. Olympic Committee to pay for some of the training equipment.

One issue that has dogged the development of the aquatic center is concern about the planned dive well that will be on top of the center's parking garage. A number of divers have told commissioners that the diving platforms are too high and will be subject to strong winds coming off the ocean, making the conditions undesirable for dive competition.

However, the city has a letter from USA Diving saying the city's plans are acceptable, Feldman said. The city has also made design changes to further buffer the dive platforms from the ocean breezes.

"I want to make sure we're good, that this doesn't surface as a problem," said Mayor Jack Seiler, who said he got an earful about the situation from divers attending the Hall of Fame's induction ceremonies last weekend.

"USA Diving has to sign off on it," Voet said.

lbarszewski@tribune.com or 954-356-4556

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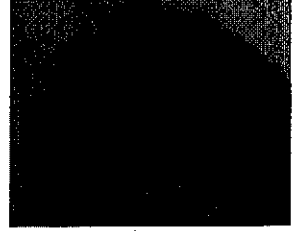
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ITEM V BACKUP

LAS OLAS BOULEVARD CORRIDOR IMPROVEMENTS



City of Fort Lauderdale | Florida

EXECUTIVE SUMMARY

July 14, 2014



Landscape Architecture | Urban Design | Planning

Las Olas Boulevard Corridor Improvement Project

Stage One: Reconnaissance, Understanding & Outreach
Fort Lauderdale, FL

July 14, 2014

For the City of Fort Lauderdale

Prepared by the team consisting of

EDSA
Aquatic Design and Engineering
Avirom & Associates, Inc.
Arquitectonica
CMS
Coastal Systms International, Inc.
DCS
Douglas Coolman
EXP
Kimley-Horn & Associates, Inc.
Langan
Tinter Traffic, LLC
Walker Parking



EXECUTIVE SUMMARY

The City of Fort Lauderdale’s Beach Community Redevelopment Agency (CRA) will sunset in 2019. The Beach CRA has been very successful in its contribution to the economy of our City and advancing the identity of Fort Lauderdale into a year-round international tourist destination, as well as home to all within our community.

The Las Olas Boulevard Corridor Improvement Project is part of implementing the overall Central Beach Master Plan adopted by the City Commission. The planned enhancements have the opportunity and responsibility to culminate the Fort Lauderdale Beach experience. Creating a strong visual and physical connection to the beach, prioritizing people spaces over vehicles, and creating flexible outdoor spaces for day to day gatherings, and special events is crucial to the success of the improvements.

We understand that the City and its residents have gone through an extensive community based effort to develop a Vision Plan for the City. The City’s Fast Forward Fort Lauderdale solidifies several strategic initiatives that will guide the redevelopment of the Las Olas Blvd. Corridor. More specifically, as indicated in the plan:

- “IN 2035, WE ARE CONNECTED. We move seamlessly and easily through a safe transportation system where the pedestrian is first”.
- “IN 2035, WE ARE READY. We are a resilient and safe coastal community.”
- “IN 2035, WE ARE COMMUNITY. We are a neighborhood of neighborhoods.”
- “IN 2035, WE ARE HERE. We are an urban center and a vacationland in the heart of South Florida.”
- “IN 2035, WE ARE PROSPEROUS. We are a subtropical City, and urban laboratory for education and business.”
- “IN 2035, WE ARE UNITED. We are strong and vibrant kaleidoscope of multi-generational cultures, ethnicities, and community partners.”
- “IN 2035, WE ARE FORT LAUDERDALE, a community of choice. We are the City you never want to leave.”

While the above statements are broad and overarching by their nature, during the planning and design process, they represent specific guiding principles for great design. As an example:

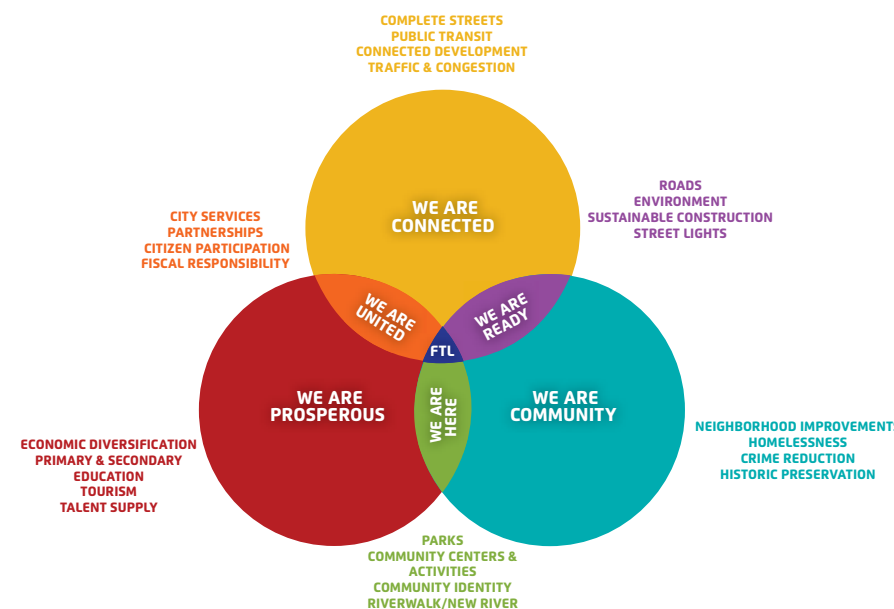
- Creating an environment where pedestrians are first is a healthy alternative to cars, creates a safe and pleasant environment and allows for re-allocation of spaces for parking that can be turned into flexible gathering spaces for people and special events.
- Planning for the future is an integral part to successful urban design. Understanding that we are a coastal community that will have to plan for sea level rise now. Utilizing best practices as it relates to all aspects of redevelopment will be important. This can take shape through a number of specific strategies, such as the use of native plant materials, commonly known as Florida Friendly Landscape, reducing large asphalt surface parking lots with compact garages that promote efficient use of land, our most precious resource on the barrier island, and other innovative methodologies for reducing the carbon footprint of the urban redevelopment and or reducing infrastructure needs such as pervious pavements, rainwater harvesting or utilizing alternative sources of energy.
- We are a community composed of a variety of neighborhoods. The proposed improvements should cater to all people regardless of where they live, whether they are a resident or a guest in the community.
- We are also a community of all kinds of people and generations. Designing appropriate amenities for all age groups and community members is not only strategic; it makes sense and is the right thing to do.
- The improvements are also in a redevelopment area. Being in a redevelopment area, as a CRA, it can provide for public improvements that spark, or in Fort Lauderdale’s case, maintain an appropriate pace of redevelopment. As the corridor is redesigned and enhanced, we must not forget this strategic goal.

Based on a series of discussions between the City Commission, the Beach Redevelopment Advisory Board (BRAB) and concerned citizens, there are a series of key elements associated with the project, that are strategic to the City, and will be implemented in a phased approach. These key initiatives include:

- Las Olas Boulevard Corridor Enhancements
- Oceanside Park and Plaza (formerly Oceanside Parking Lot)
- Parking Garages at Las Olas Marina / Intracoastal Parking Lot
- Intracoastal Promenade
- Channel Square Canal Re-development

Keeping these strategic initiatives in the forefront, we further understand the overall goals for the project include:

- A focus on creating pedestrian priority within the corridor;
- The creation of a world-class legacy project for the community;
- Keeping an eye on the vision of the future; with an understanding of future redevelopment, transportation innovations, future population demands, climatic change and future programming for beach events and activities;
- Sustainability through environmentally conscious planning and design, understanding future maintenance requirements as well as the incorporation of green roadway design, green parking garage design, sustainable principles, and other emerging sustainability practices;
- Creating a memorable and iconic place on the beach, with a clear vista of the Atlantic Ocean, appropriate open space that is flexible for programmed events, as well as day to day activities for residents and tourists alike;
- Zero net-loss of parking, and if possible, an increase in parking capacity.



URBAN DESIGN PRINCIPLES

The critical urban design principles that will inform the design along the Las Olas Boulevard Corridor, as described by the Central Beach Master Plan and the Beach Community Redevelopment Plan include:

PEDESTRIAN CONNECTIVITY

- Enhance connectivity to create a continuous Central Beach experience.
- Expand opportunities for pedestrian to experience the active edge of the Intracoastal Waterway.

GATHERING SPACES

- Create a symbolic center / gathering place at Oceanside Plaza, the nexus of the Las Olas Boulevard and AIA intersection at the beach parking lot and on the beach.
- Create a variety of usable public spaces for daily use, as well as special events and performances. Plan for infrastructure needs for special events, but design spaces that are memorable, iconic, and work on a day to day basis.
- Create places for families and children.

STREETScape AND PARKING

- Allow for multi-modal transportation to work (Trams, Sun Trolley, Busses, Water Taxis and bikes). Create great spaces for the interface of these modes, when appropriate – station, stops, etc.
- Establish a comprehensive identity and way finding system – make it part of the street vocabulary.
- Re-allocate parking between the Oceanside lot and the Intracoastal Lots with zero net-loss. Also provide for expansion of parking, due to potential marina improvements.
- Re-establish and enhance the branding of the beach and the streetscape vocabulary through site elements, landscape, hardscape and lighting.

MAKE IT ICONIC AND MEMORABLE

- Our City has been and will continue to be known because of our beach. The Las Olas Boulevard Corridor Improvements provide an opportunity to further enhance this brand and become the iconic beach place in all of Florida.

PROCESS

The EDSA Design has completed Stage One of a six stage process for the Las Olas Boulevard Corridor Project. In an effort to briefly review the overall process, the EDSA team will embark upon the following stages of work:

- Stage One: Inventory and Analysis / Programming
- Stage Two: Preliminary Design (15%) Design Concepts
- Stage Three: Final Conceptual Design (30%) Design or DRC level drawings for submission to the City
- Stage Four: Detailed Design (Preparation of Construction Documents)
- Stage Five: Permitting
- Stage Six: Construction

At Stage Three, or earlier of possible, the City will engage the services of a General Contractor for Construction Management Services (CM at Risk, or CMR). Through this process the Construction Manager at Risk will become part of the team and assist in the overall construction budgeting of the improvements, procurement of materials, constructability issues and construction scheduling. This aspect of the planning process will be critical, as when the EDSA Design team prepares 90% construction documents, the CMR prepares a Guaranteed Maximum Price (GMP) for the project elements for approval by the City Commission. This GMP allows the City to have confidence in the project moving forward with no change orders (unless program elements are changed by the City).

STAGE ONE: INVENTORY AND ANALYSIS/ PROGRAMMING

The inventory and analysis report is the foundation for the project and the assumptions that will be made that inform the design process. During this process, the EDSA Design team examined the existing conditions, completed a new survey of existing conditions, which will be utilized for the detailed design process, reviewed the project boundaries and became familiar with the various CRA initiatives and projects that are on-going within the CRA and the beach.

In addition to the above, the Team completed a technical review of all the opportunities and constraints associated with the project area, with the understanding of what the proposed uses may be. This technical review included:

- Pedestrian walking distances from points of interest
- Zoning, both in context of the greater beach area and City, as well as the CRA and project boundaries
- Traffic and Parking Analysis (data that was used was supplied by the City. Please refer to the Bibliography and Appendix for the specific references)
- Pedestrian Circulation (Existing and Potential)
- Vehicular Circulation (Existing and Potential)
- Public Transit (Existing and Potential)
- Vehicular Surfaces versus Open Space (Existing and Potential)
- View Corridors (Existing and Potential)
- Summary of our overall opportunities and constraints with supporting diagram

As part of this documentation, the team also completed numerous site visits and prepared a photographic inventory of the site and its conditions. As part of this inventory process, our the civil engineers, environmental engineers, geotechnical engineers, traffic consultants, parking consultants and architects also provided technical review and description of opportunities and constraints.

This technical review raised the following opportunities and constraints:

ZONING

- a. The current zoning for the area is Planned Resort Development (PRD), South Beach Marina and Hotel Area (SBMHA), and A-1-A Beachfront Area District (ABA). We believe that the ABA zoning district, which the Oceanside lot falls within will be consistent with the intended programmed improvements
- b. We do believe that there are several specific issues associated with the Intracoastal Parking Lot sites, which fall under the PRD District, which will necessitate modifications to the zoning code. As these improvements are to promote public use and increase the quality of life of the residents, we would not assume that these minor zoning changes and or modifications would be significant; however, as this process can be lengthy, we would recommend that this process begin as soon as possible.
- c. Some of these zoning changes may include building length and width maximums, height, and setbacks. Once the 15% Design process has begun, a more specific list will be generated for review with the City.

TRAFFIC

- a. Based on the traffic counts (from 2008- 2013) the capacities of the major road network is:

Las Olas Boulevard:

Daily capacity 32,400 trips – Current average daily trips 14,200 (capacity at 43%)

SR AIA Northbound (North of Las Olas Blvd.):

Daily capacity 19,440 – Current average daily trips 13,000 (capacity at 67%)

SR AIA Northbound (South of Las Olas Blvd.):

Daily capacity 19,440 – Current average daily trips 12,000 (capacity at 62%)

SR AIA Southbound (Seabreeze Blvd. – North of Las Olas Blvd.):

Daily capacity 19,440 – Current average daily trips 14,500 (capacity at 75%)

SR AIA Southbound (South of Las Olas Blvd.):

Daily capacity by 19,440 – Current average daily trips 17,000 (capacity at 87%)

While the Florida Department of Transportation does not collect traffic counts on Birch Road, it has been observed that this roadway is also not at capacity, and may provide additional capacity to disperse traffic patterns in and around the beach, as well as to circulate into the proposed parking garages that may be located on the Intracoastal Parking Lot.

- b. In reviewing the traffic count information, there may be an opportunity to reduce the number of lanes on Las Olas Blvd., from the somewhere east of the bridge to SR AIA. This may be possible, as the location of the garages on the Intracoastal lot

would theoretically capture some of the east bound traffic, thereby reducing the traffic counts to facilitate two-way circulation with only two lanes. This would facilitate a better pedestrian oriented cross section from the parking garages to the beach.

- c. As part of capturing the traffic off Las Olas Blvd., there may also be opportunities to create a direct off-ramp at the base of the bridge directly into the garages. Vehicular cuing would happen within the garage so as to not back up traffic.
- d. The volume of traffic since 2008 has declined by 4.2%, however, when examining the traffic counts from 2010-2013, or a yearly average of 2012-2013, the traffic counts are basically stable.
- e. In addition, there generally is about the same number of trips being generated from either of the roadways, however, Las Olas Blvd. has the most capacity. Once the garages are implemented, traffic patterns may alter some, allowing a greater capture from the west, and potentially opening up more capacity on SR AIA. Introducing mobility options will also have a positive impact.
- f. There are a number of mobility options that also may arise, due to the addition of parking garages to be located in the Intracoastal Lots. By locating garages on these lots, some of the traffic will be diverted to the parking garages, which may allow the City to reduce traffic ways and create wider sidewalks and better pedestrian connectivity. During the next phase of design, these alternatives will be studied.

PARKING

- a. Currently there exist 835 parking spaces between the Oceanside Lot, the North and South Intracoastal Lots and some minor on street parking.
- b. Per the direction from the City, there will be no-net loss of the 835 spaces between the three (3) lots. Meaning, any parking that is removed from the Oceanside Lot for the iconic public open space and plaza will need to be replaced in the parking garages that are to be located on the Intracoastal lots.
- c. After review of the parking study completed by the City’s consultant (See Bibliography and Appendix for the Rich Parking Study), while utilization was reported to be very low, occupancy of the parking lots was not studied, except through the review of parking revenue calculations. In addition, parking demand was determined based on land uses and did not include beachgoers as part of the parking demand. It is also important to note that the purpose of the Rich Parking Study was to determine parking demand for the private sector land uses as well as to understand the current split of publically controlled parking versus privately controlled public parking. The study was not intended to understand what the current or future public parking demand for beachgoers is, or will be in the future. This in fact was excluded from the consultants report.
- d. It is also important to note that the public parking within the Las Olas Blvd. Corridor Project is part of an overall public beach parking inventory and strategy. In summary the publically controlled public parking from Alhambra St. to the Fort Lauderdale Beach Park Parking Lot consists of the following:
 - i. Fort Lauderdale Beach Park Parking Lot - 452
 - ii. Existing Fort Lauderdale Aquatic Center lot - 106
 - iii. DC Alexander Lot - 35
 - iv. On street parking (5th Street) - 26
 - v. Oceanside Lot - 251
 - vi. South Intracoastal Lot and street side parking - 90
 - vii. North Intracoastal Lot and street side parking - 494
 - viii. Sebastian St. surface lot - 75
 - ix. Handicap surface parking lot in median near Sebastian St. Lot – 5
 - x. Birch Road street side parking - 7
 - xi. Total parking count: 1,541 Spaces
- e. In addition to the existing lots, we understand that there are a number of additional projects happening within the beach area, which either remove parking or add parking. Based on these projects, the proposed publically controlled parking from

Alhambra St. to the Fort Lauderdale Beach Park Parking Lot consists of the following:

- i. Fort Lauderdale Beach Park Parking Lot - 452
 - ii. Existing Fort Lauderdale Aquatic Center lot – 538 - Net increase of 432 spaces
 - iii. DC Alexander Lot – to be removed for DC Alexander Park improvements
 - iv. On street parking (5th Street) - 26
 - v. Oceanside Lot - 251
 - vi. South Intracoastal Lot and street side parking - 90
 - vii. North Intracoastal Lot and street side parking - 494
 - viii. Sebastian St. surface lot – 140- Net increase of 65 spaces if current garage proposal is implemented
 - ix. Handicap surface parking lot in median near Sebastian St. Lot – to be removed
 - x. Birch Road street side parking - 7
 - xi. Total parking count: 1,998 Spaces
- f. If examining the overall beach parking from the Sebastian St. Lot to the Fort Lauderdale Beach Park Parking Lot, assuming the new spaces at the Aquatic Center, the removal of the spaces at DC Alexander Park, the removal of the handicap parking in the median by Sebastian St. and no net loss between the north and south Intracoastal Lots and the Oceanside Plaza and Lot, the City currently has the potential to have an increase of 457 spaces in the Central Beach Area.
 - g. The purpose of the “Barrier Island Parking Study” prepared by Rich & Associates, Inc. (August, 2011) was “. . . to provide an analysis of the City’s Unified Land Development Regulations (ULDR) and how appropriate this code is for the provision of parking spaces.” (Page 1-1 of the Rich Study) In other words, that study looked at parking requirements for various land uses and assessed the appropriateness of those parking rates. Data relative to beach related activities (parking demand) was not included in the analysis. The study was, therefore, useful for the purposes of the current study effort only as it relates to parking location and supply (considered in concert with the latest inventory of parking meters supplied by the City), parking occupancy based on actual counts conducted in January 2011 and parking demand generated by other than beach related land uses (i.e. office, restaurant, clubs, bars, retail, etc.).
 - h. Beach related parking demand data was of limited use, as the Saturday counts conducted as part of the Rich Study were conducted on a day that was “. . . not necessarily a ‘beach day’ with relatively cool temperatures and generally cloudy conditions.” (Page 3-8 of the Rich Study)
 - i. In addition to the 835 publicly owned parking spaces within the study area, there are an additional 92 public parking spaces north

of the study area to Alhambra St. and 619 public parking spaces south of the study area to the Fort Lauderdale Beach Park Parking Lot.

- j. During peak parking activity, as measured in the Rich Study, the maximum of occupancy of these three areas was as follows:

	Thurs. 1/20/11	Sat. 1/22/11
North of Study Area	88 sp. 96%	39 sp. 42%
Study Area	472 sp. 57%	294 sp. 35%
South of Study Area	276 sp. 46%	240 sp. 39%

- k. Based on the data in the Rich Study (Page 3-2), “publicly available” parking spaces within the Central Beach area (which is slightly larger than the beach area defined above) account for 30% of the parking supply. This includes both City owned and privately owned spaces “. . . that anyone may park in regardless of their destination.” If the goal of not losing any parking spaces is met, this percentage will remain unchanged. To the degree that additional parking spaces can be provided, the percentage of both publicly available and publicly owned parking spaces will improve.
- l. As plans for the garage(s) are developed, a key tenet of parking analyses must be remembered – parking lots by themselves do not generate parking demand. The land uses that they serve (retail, restaurant, office, beach, etc.) generate that demand. As plans are developed that include additional uses, such as retail or restaurant uses that may line the first level of the parking structures, accommodation must be made for the additional parking needs that these uses generate.

PROPOSED PROGRAM

Based on the technical aspects of the site, its opportunities and constraints and the guiding principles associated with the project, the EDSA Design Team has prepared the following preliminary program of improvements for review by the City. More specifically, we recommend the following for review:

PEDESTRIAN CONNECTIVITY - MAKE PEDESTRIANS THE PRIORITY

- Widen and repave sidewalks and add landscape and other pedestrian amenities where possible
- Facilitate moving vehicles off the roads as quickly as possible and into the public parking garages as soon as they drive over the Las Olas Bridge to prioritize pedestrians over cars in the Central Beach Area
- Expand opportunities for pedestrians to experience the active edge of the Intracoastal Waterway by creating an Intracoastal promenade. Promenade to include pedestrian related amenities (landscape, lighting, seating, site furnishings, etc.)
- Provide an 'all way' pedestrian phase in the signal design at Las Olas Blvd. and Seabreeze Blvd. and Las Olas Blvd. and SR AIA

GATHERING PLACES - ALLOW FOR ALL TYPES OF EVENTS (REGARDLESS OF SIZE)

- Create a variety of useable public spaces for daily use, as well as special events and performances
- Plan for infrastructure needs for special events, but design memorable spaces that work on a day to day basis
- Create places for families and children
- Increase open space in the area by consolidating surface parking into garages (Reduce vehicular pavement areas)
- Create an ocean park plaza at the existing Oceanside Parking Lot with infrastructure for special events
- Allow for the temporary closing off of Las Olas Blvd. between Seabreeze Blvd. and SR AIA during events to connect the Oceanside Park and Plaza, Las Olas Oceanfront Plaza, and Almond Avenue for pedestrian only use
- Create a symbolic and iconic center/gathering place in the oceanfront plaza at the nexus of the Las Olas Blvd. SR AIA intersection. This iconic plaza may incorporate a series of elements or features to help shape and form the space, and will add to its attraction as a primary urban space on the beach
- Shift existing wave wall to open up beach access and expand the Las Olas Oceanfront Plaza
- Provide a non-motorized recreational watersport launching area
- The new public green space on the North Intracoastal Lot that is created by moving Oceanside surface parking to garages should be flexible and temporary to allow for events and future marina expansion
- City to entertain potential restaurant/entertainment venue along Intracoastal at ground floor of southern parking garage
- Potential for gathering spaces on top of the proposed garages – flexible green spaces for activities as well as viewing from surrounding buildings

STREETSCAPE – ENHANCE THE BRAND OF FORT LAUDERDEALE BEACH

- Re-establish and enhance the branding of the beach and the streetscape vocabulary through site elements, landscape, hardscape and lighting
- Establish a comprehensive identity system and implement the City's new wayfinding system
- Replace trombone style traffic signal mast arms with smaller post mounted signal heads to open up the views to the beach
- Open up views to the beach from Las Olas Bridge along Las Olas Blvd. to beach
- Introduce gateway elements on the west side of the Las Olas Bridge
- Implement sustainable streetscape design principles

PARKING – CONSOLIDATE AND ACCOMMODATE THE NEEDS

- Replace surface parking located on the two Intracoastal lots with two (2) parking garages, one on either side of the Las Olas Bridge (sizes to be determined in 15% design phase). Or depending on utilities, zoning and other aesthetic issues, two (2) garages on the north side, separated by a multi-modal transportation center, people street and open space, and one (1) garage on the south side.
- Examine the need to reduce the number of parking spaces in the Oceanside Lot to accommodate a signature urban space on the beach. Relocate spaces to parking garages (exact quantity to be determined in the 15% design phase – based on garage sizing)
- Target no net loss of parking spaces in the Las Olas Blvd. Corridor Project area (total number of spaces is 835 spaces). No increase in parking capacity through the addition of spaces.
- Beachfront loading/unloading zone for vehicles before they park in garage
- GARAGE PROGRAM:
 - i. Parking spaces to accommodate no net loss of parking in the project area (835 spaces)
 - ii. Substantial bicycle parking - size to be determined in 15% design phase – preliminary assumption 50 bicycles
 - iii. Public bathrooms (no showers)
 - iv. Green roof / garden roof / event space on rooftop
 - v. Electric vehicle charging
 - vii. Motorcycle / moped parking
 - viii. Beach tram pickup & drop-off as part of the multi-modal transportation center
 - ix. Possible retail, commercial, restaurant space on ground floor of garages
 - x. If no ground floor retail at this time, design ceiling heights to accommodate future non-parking ground floor usage
 - xi. License plate recognition payment system
 - xii. Electronic counting system (signage with number of available spaces)
 - xiii. Follow International Parking Institute - Green Parking Council best practices

MULTI-MODAL TRANSPORTATION CENTER - HELP MOVE PEOPLE AROUND THE BEACH AND CITY

- Possible locations:
 - i. In Channel Square, or in front of one of the new garages (final location to be determined during 15% design phase)
- Program elements:
 - i. Sun Trolley stop
 - ii. Tram from garages to beach
 - iii. Broward County Transit bus stop
 - iv. Bike parking
 - v. B-cycle station
 - vi. Ticket kiosk (if necessary for trams / or other transit mobility options)
 - vii. Bathroom
 - viii. Seating & shade
 - ix. Staging lanes & parking for buses / trolleys / trams
 - x. Water Taxi stop if possible
 - xi. Concessions
- Enhance public transportation connectivity and improve stops throughout the project area

NEXT STEPS

The immediate next steps in the process will be for representatives to attend the July 21, 2014 Beach Redevelopment Advisory Board (BRAB) meeting. During this meeting, the EDSA team will present an overview of this technical document for review and discussion. As part of that review and discussion, the EDSA Team would anticipate discussion and approval of the preliminary program, as included in this Stage One Document.

After receiving comments from the BRAB and City staff, the EDSA Team will embark upon the development of the 15% Conceptual Design. As part of this process, the EDSA Team will work closely with the City staff in the development of a more specific planning and design schedule, as we understand that the City has a number of beach projects it is currently coordinating. It will be important for all of these projects to come together at a conceptual design conclusion at the same time, as we understand that ultimately, the City will need to determine which projects or parts of projects will go forward. In conjunction with the 15% Conceptual Design, we understand that the City is moving forward with the advertising and ultimate selection of a Construction Manager at Risk that will become part of the overall Las Olas Boulevard Corridor Improvement Team.

As the EDSA Team initiates the 15% Conceptual Design Phase, we understand that the City Commission will be reviewing this technical document and will have an update on the project during their August Commission meeting.

PLANNING
LANDSCAPE ARCHITECTURE
URBAN DESIGN



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EXECUTIVE SUMMARY

The City of Fort Lauderdale has been through an extensive effort in order to create a vision for the City going forward that will bring this City from the amazing City that it is to the City you never want to leave. Out of this visioning process, the City developed “Fast Forward Fort Lauderdale: Our Vision 2035”, a document detailing the plan, which is summarized in the below vision statement:

- We are connected. We move seamlessly and easily through a safe transportation system where the pedestrian is first.
- We are ready. We are a resilient and safe coastal community.
- We are community. We are a neighborhood of neighborhoods.
- We are here. We are an urban center and a vacationland in the heart of South Florida.
- We are prosperous. We are a subtropical City, an urban laboratory for education and business.
- We are united. We are a strong and vibrant kaleidoscope of multi-generational cultures, ethnicities, and community partners.
- **We are Fort Lauderdale**, a community of choice. ***WE ARE THE CITY YOU NEVER WANT TO LEAVE.***

The SR A1A and Almond Avenue streetscape projects will serve to progress several of the vision statement goals, particularly related to connectivity, resiliency, enhancing the urban center, and bringing prosperity to the City and the businesses and residents within it. The projects will serve to create pedestrian priority corridors, emphasizing pedestrians, bicyclists, and other modes of non-vehicular transportation through the improvements along the east and west sides of SR A1A northbound and the Almond Avenue reconstruction. The improvements will bring a fresh outlook to the beach area, and in conjunction with the Las Olas Boulevard Corridor project, help to enhance the beach brand and the resident and visitor experience.

OVERALL GOALS AND SCOPE

The projects have four major areas of work with their associated goals:

- SR A1A East Side: Improve pedestrian and bicyclist safety. Shift lighting and landscaping towards the curb to clear the sidewalk for pedestrians. Widen and paint the bike lane.
- SR A1A West Side: Improve pedestrian safety. Shift lighting and landscaping towards the curb to clear the sidewalk for pedestrians.
- Sebastian Street: Provide an iconic restroom building relating to others along the beach. Open Sebastian to through traffic. Improve pedestrian connectivity between the Sebastian Street Parking Lot and the beach.
- Almond Avenue: Activate Almond Avenue for pedestrian use. Major reconstruction of Almond Avenue, including changing a portion of Almond Avenue to one-way traffic, widening the sidewalks, and providing landscaping and lighting. Relocate overhead utilities so that they are underground. Reconstruction of Banyan Street.

OVERALL PROJECT SCHEDULE

The two streetscape projects have been divided into several phases and stages of work. This Data Collection and Initial Findings Report is the main deliverable for the Phase I – Stage I portion of work.

- Phase I – Stage I: Reconnaissance / Studies / Outreach
- Phase I – Stage II: Conceptual Planning (15% Design Plans)
- Phase I – Stage III: Schematic Design (30% Design Plans) / Outreach
- Phase II: Detailed Design (50%, 90%, 100% Plans)
- Phase III: Bidding Assistance
- Phase IV: Construction Phase Services

OPPORTUNITIES AND CONSTRAINTS

Through the meetings held thus far, discussions with City staff, and other investigations performed as a part of the scope for this Stage, the following opportunities for development and constraints on those opportunities have been ascertained. Cost will be a driving factor for the entire projects, however, some specific items of significant concern from a cost perspective have been identified.

SR A1A

Enhance Crosswalks Along SR A1A

Opportunities:

- Provide in-ground lighting at specific crosswalks.
- Revise crosswalks to remove pavers and replace with another surface with less maintenance required.

Constraints:

- FDOT resistance to approval of in-ground lighting.
- Maintenance/cost of in-ground lighting.
- Maintenance agreement with FDOT required to be revised for special crosswalk materials and in-ground lighting.
- Coordination of funding and timing with FDOT's 3R project.

Improve Pedestrian Sidewalks

Opportunities:

- Create pedestrian priority corridor by shifting trees, light poles and signs closer to the roadway.
- Create defined pedestrian and café zones.
- Beautify streetscape with better sidewalk pavement treatments.

Constraints:

- Fish and Wildlife lighting criteria conflicts with FDOT lighting criteria for sea turtles for any newly installed light poles.
- Transportation Design for Livable Communities (TDLC) must be approved by FDOT.
- Temporary Construction impacts to existing residents and businesses within corridor/Coordinate timing with the FDOT 3R project (roadway resurfacing project from Little Mercedes Bridge to Sunrise Blvd) to mitigate construction impacts.
- Need many easements and/or other legal documents for work outside right-of-way.
- Significant coordination with adjacent property owners.

Bike Lanes

Opportunities:

- Widen and enhance existing bike lanes on the east side of SR A1A.
- FDOT acceptable to (2) 10' lanes and (1) 5' bike lane.
- Improve bicyclist safety with full bike lane width painted green.

Constraints:

- City desired green paint through entire bike lane isn't within FDOT standards and a variance will be required.

Signalization

Opportunities:

- Remove trombone style mast arms and replace with post mounted signals.
- Open up views to beach.
- Decorative posts in lieu of large mast arms.

Constraints:

- FDOT and Broward County approval required. FDOT has indicated resistance to providing post mounted signals.
- Driver behavior and expectations must be met with the proposed design.

SR A1A – Sebastian Street

Signage

Opportunities:

- Add way finding signage for proposed garages and other public parking lots.

Improve Triangle Median at Split

Opportunities:

- Add entry feature and/or enhance landscaping.
- Gateway signing.
- Provide thick landscaping or barriers to prevent pedestrian crossings at existing “cowpaths” where people cross illegally.

Remove U-Turn

Opportunities:

- Enhance landscaping.
- Remove left turn lane.
- Improve sidewalk connection north.
- Relocate U-turn to Sebastian Street.

New Restroom Building

Opportunities:

- Provide a new restroom building at the north side of the one-way pair corridor.
- Create an iconic architectural feature that relates to the potential restroom buildings at Oceanside Plaza and DC Alexander Park.
- Add public bike storage.

Constraints:

- Remove ADA parking and relocate to the Sebastian Street parking lot (as part of another project).

- Relocate existing bike rental station.
- Building will be raised due to CCCL and FEMA flood protection criteria.
- Maintenance and security of the restroom building.

Signalization

Opportunities:

- Replace pedestrian signal mast arms with post-mounted traffic signals.

Constraints:

- Cost.
- FDOT and Broward County approval required. FDOT has indicated resistance to providing post mounted signals.

Opening Roadway

Opportunities:

- Open Sebastian Street to vehicular traffic.
- Widen and enhance the pedestrian sidewalk on the north side of Sebastian Street.
- Evaluate 1-way vs. 2-way.
- Direct drivers to the Sebastian Street parking lot.

Constraints:

- Requires new traffic signals at SR A1A and Seabreeze Blvd depending on the vehicular travel.
- May require a turn lane in SR A1A NB.

Almond Avenue

Poinsettia Street

Opportunities:

- Widen sidewalk on the south side of Poinsettia Street or provide on-street parking.
- Enhance the pedestrian path from the proposed parking lots/garages.

Constraints:

- Cost to offset lost parking.
- Expand the scope of project.

Poinsettia Street Sidewalk Extension

Opportunities:

- Create a pedestrian priority corridor between the parking garages at the Intracoastal Waterway and the beach.
- Add way finding signage between the locations.

Constraints:

- Cost.
- Expand the scope of project.
- Pedestrian safety at Seabreeze Blvd without signal.

Almond Ave – Banyan Street to Poinsettia Street

Opportunities:

- Widen sidewalks to enrich the pedestrian experience.
- Add landscaped areas.
- Remove parallel parking on west side to provide better pedestrian access.

Constraints:

- Lose ten (10) metered parking spaces, potentially used for media, valet, or other such uses.

Almond Ave – Las Olas Blvd to Banyan Street

Opportunities:

- Change to one-way traffic (northbound) between Las Olas Blvd. and Banyan Street.
- Widen sidewalks to enrich the pedestrian experience and provide areas for café seating, events, or other such functions.
- Add landscaped areas.
- Special paving to improve visual aspect and potentially combat the heat island effect.

Constraints:

- Budget for special paving.
- Lose three (3) parking spaces.

Undergrounding of Overhead Utilities

Opportunities:

- Beautify and clear the corridor of unsightly poles and overhead wires.
- Provide decorative street lighting on Almond Avenue.
- Replace and improve the existing fence along the roadway with decorative fence.

Constraints:

- Cost.
- Need easements if cabinets or other facilities are outside the right-of-way.

Stormwater Improvements

Opportunities:

- Provide drainage for water quality treatment and to reduce potential for ponding/flooding in the right-of-way.

Constraints:

- Conflicts with underground utilities/water/sewer/gas and proposed overhead utilities to be buried.

Closing Almond Avenue

Opportunities:

- Close off Almond Avenue on a daily basis at noon.
- Promotes pedestrian activity, can be used for events and café seating.

Constraints:

- All deliveries must be completed prior to the closing time each day at noon.
- Method of closure and protection of pedestrians.

Las Olas Blvd and Almond Avenue Intersection

Opportunities:

- Potential crossing of Las Olas Blvd at Almond Avenue.

Constraints:

- Doesn't meet the minimum 300' spacing requirements.
- Pedestrian safety concerns.
- FDOT prefers to limit mid-block crossings.
- City concerns over pedestrians trampling landscaping.

GOING FORWARD

As the Kimley-Horn team moves forward into Phase I – Stage II, we will continue to coordinate heavily with the City, adjacent property owners, outside agencies, and other stakeholders to hone the program and prepare the 15% Conceptual Plans for review by the City. This Data Collection and Initial Findings Report, along with the finalized surveys, geotechnical information (in process), traffic study (in process), and continued input from the City will be the basis of the design for the 15% Conceptual Plans. As more information is obtained and reviewed and the design progresses through Stage II and the remainder of the project, the findings presented and assumptions made in this report may change. The opportunities and constraints will be reviewed with City staff to arrive at design decisions that meet the goals of the project and are financially responsible.

CONCLUSION

The City of Fort Lauderdale team, consisting of City staff, the Kimley-Horn team, and citizens of Fort Lauderdale and Broward County, will continue to drive the City of Fort Lauderdale towards the goals set forth in “Fast Forward Fort Lauderdale: Our Vision 2035”. The SR A1A and Almond Avenue streetscape projects, along with the Las Olas Boulevard Corridor Improvements project, are integral projects that will shape the beach area now and in the future. They are key projects that will help the City to attain the goals for better pedestrian connectivity and safety, prosperity, and community as they help to shape and enhance the beach brand and enrich the visitor and resident experience at the beach.