

May 4, 2016

QUESTIONS RAISED AT PUBLIC MEETING

Questions:

1. **(Paul Chettle)** Traffic diversion to single lane residential roads with back-out parking. These include Poinsettia, Banyan and South Birch Road. Please can you ease our concerns about this?

Response: *The location of the parking garage will allow for multiple routes to access the garage and will allow for a distributed traffic flow. Thereby eliminating concentrated traffic loads on Las Olas Boulevard and Seabreeze Boulevard. The existing ocean-side parking lot only provides entry and exit from Seabreeze Boulevard and creates concentrated traffic loads on Seabreeze Boulevard.*

- *Existing traffic circulation requires vehicles to travel on southbound Seabreeze Boulevard and make a u-turn to travel northbound or westbound*
- *The proposed plan improves traffic circulation by reducing vehicle trip length as vehicles will travel a shorter distance to get to their intended travel direction.*
- *Additionally, not all vehicles parked at the proposed garage are expected to use the drop-off area proposed at the ocean side parking lot.*
 - *Traffic from mainland (Las Olas Boulevard) can make a right-turn onto Las Olas Circle to access the proposed parking garage*
 - *Traffic from the south (AIA) can access the parking garage via a right-turn onto Birch Road from Las Olas Boulevard, a left-turn onto Poinsettia Street, or a left-turn onto Cortez Street/Birch Road.*
 - *Traffic from the north (Seabreeze Boulevard) can access the proposed parking garage via Birch Road*
 - *Additionally, the proposed garage currently has fewer spaces in the garage than exists on the north and south Intracoastal lots, thereby, less cars coming out of the parking lots and onto Birch and other secondary streets*

2. **(Paul Chettle)** Eliminating 3 diversified parking lots and concentrating parking into 1 location. With the Aquatic Center undecided. Shouldn't you wait before proceeding with this plan that includes a net loss of parking?

Response: *The Design Team is moving forward at the direction of the City Commission. Concurrently, the City and CRA staff is reviewing options for parking on the barrier island. More specifically, based on the last Commission/BRAB meeting, the Design Team was directed to continue with the value engineering options as well as the CRA staff was to review the proposed CIP budget and look for funds to cover some type of renovation of the Aquatic*

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Center and free up some of the budget for other projects, one of them to be parking. Ultimately the City Commission will make the decision. Additionally, as the CRA will sunset in the near future if the City waits until completing a plan for the additional parking, instead of moving forward concurrently with the development of the plan, the CRA funds could be in jeopardy.

- 3. (Paul Chettle)** Building a structure in a designated flood zone that currently floods – Infrastructure or pumps? Are there funds embedded in the \$56,000,000 for infrastructure or pumps or some sort of solution?

Response: *The project site is located within AE-5 flood zone. Which means that the proposed office space will need to comply with Section 14-77 (2)(a) and (b) of the City code and ASCE24, incorporated by reference into Section 1612 of the Florida Building code. The requirement is the finished floor elevation shall be one (1) foot above the base flood elevation. On the North Intracoastal parking lot, the base flood elevation is 5.5', so by code, the finished floor elevation should be at 6.5'. However, the project is incorporating the City's 30 year sea level rise criteria, which adds another foot, so the finished floor elevation of the parking garage is 7.5'. Therefore, due to the height of the parking garage, pumps are not necessary.*

- 4. (Paul Chettle)** Las Olas Bridge opening and closing twice an hour creating a landlocked situation. What is the plan or solution for people stuck in the parking garage with no way to exit because the area is landlocked?

Response: *Traffic exiting the garage will have several alternative routes to avoid the Las Olas Bridge including Birch Road, Poinsettia Street, Banyan Street, or Las Olas Circle. These roadways also provide connectivity to Seabreeze Boulevard or State Road AIA. In addition, since there will be less parking spaces on the Intracoastal parking lots, there should be less cars circulating from the parking garage.*

- 5. (Paul Chettle)** D.C. Alexander Park. Nobody goes to this park with beautiful green grass and on site parking. Why will another park that costs \$12 million 2 blocks north work?

Response: *From an urban design perspective there is a difference between the two sites. The Las Olas/AIA site is the terminus to Las Olas, which comes directly from downtown, there is a higher degree of active uses adjacent to it, and the Oceanfront plaza is programmed to facilitate a number of uses, and is in close proximity to the bulk of the beach users as well as parking. The DC Alexander site, while it does have some commercial uses adjacent to it, the density is not as great, nor is the number of beach goers across the street at AIA, like at Las Olas and AIA.*

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6. **(Paul Chettle)** 5th street designed and built to be 2 ways. We need to alleviate traffic which currently gets stuck at the Oasis (restaurant - soon to be Bokampers) Seabreeze and A1A. Can this be addressed in the plan?

Response: *This could be discussed with FDOT. However, our current FDOT focus is to determine the required roadway geometry for the westbound approach of Las Olas Boulevard at Seabreeze Boulevard. In addition, this is not something that the Design Team can address, as it is outside of the scope of services outlined in the RFQ. However, we understand that this is something that the City can certainly examine separately, which we believe is a good idea.*

7. **(Paul Chettle)** Revenue streams of the Ocean Side and Birch Lots. What are the revenue streams?

Response: *Per information from the City's Transportation and Mobility Department:*

		FY13, 14, & 15 Actual Revenue		
		2013 Actual	2014 Actual	2015 Actual
TAM020302 PARKING-OCEANSIDE LOT	J404 MTR-OCEANSIDE LOT	1,438,179	1,477,037	1,587,763
	TOTAL	1,438,179	1,477,037	1,587,763
TAM020303 PARKING-BIRCH/INTRACOASTAL LOT	J483 MTR-BIRCH (E LOT)	486,953	519,591	514,426
	J527 PMT-E LOT BIRCH	18,813	24,108	26,068
	TOTAL	505,765	543,699	540,494

8. **(Paul Chettle)** Projected revenue stream of the 428 spaces, parking garage. What is the projected revenue stream?

Response: *In conjunction with the City Transportation and Mobility staff, the Design team worked through as many as ten (10) different pro-formas related to the garage. The purpose of the pro-formas was to forecast the revenue and debt service for the parking garage. The pro-formas will be finalized after the Commission Workshop on May 11th, 2016. Any design changes at the Commission Workshop would have to be incorporated into the pro-forma.*

9. **(Paul Chettle)** 30yr Parking revenue bond and the CRA sunset. What happens to the proceeds from the bond offering if that is what you choose to do and what happens to the actual parking revenue both before and after the CRA sunsets in late 2020?

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Response: *We are proposing a 13 million dollar parking revenue bond and the CRA would cover the remaining garage cost. It will be a 30 year term bond, thus any revenue that the parking garage generates will go to Transportation and Mobility Parking Fund to pay off debt service and to maintain the facility.*

- 10. (Sherman Whitmore)** [Will you be] taking enough parking in the garage to compensate for [current lot] the proposed marina?

Response: *The total number of parking spaces between the Oceanside lot, the north and south Intracoastal parking lot and the on-street parking on Birch road is 835 spaces. In this number there are 50 spaces that are currently included for the marina. The City Commission has indicated that there will not be a net loss of parking on the beach; however the total 835 spaces could be phased in. In addition to the 50 parking spaces allocated for the marina, there are approximately 359 spaces left for public parking. The ultimate number of spaces is to be determined by the City Commission.*

- 11. (Sherman Whitmore)** Are you counting the number of spaces of the Marina if it were put in?

Response: *The total number of parking spaces in the parking garage will be determined by the City Commission. This final number will be determined ultimately upon the height that is acceptable as well as if there is an amenity deck included.*

- 12. (Sherman Whitmore)** Do you know how many slips are going in?

Response: *This is not included as part of our project. Additionally, we are not privy to the proposals that the City has received.*

- 13. (Sherman Whitmore)** In your studies, does it include mechanical parking at this site?

Response: *No.*

- 14. (Ernie Schaffer)** Is there a feasibility study-an impact study- of Birch Road and Las Olas Circle?

Response: *The current study is examining the westbound geometry at the intersection of Seabreeze Boulevard and Las Olas Boulevard. At this point, we examined Birch Road and Las Olas Circle from a circulation standpoint but not from a quantitative analysis perspective.*

- 15. (Ernie Schaffer)** How are you going to include the Bahia Mar [referring to the current traffic study]?

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Response: *The 2015 Bahia Mar redevelopment program is included as a committed development in future background conditions. Future background conditions will also include the projects included in the City of Fort Lauderdale's Central Beach Regional Activity Center (RAC) matrix. As it has not received site plan approval, it is impossible to know what the public parking component, if any is available.*

- 16. (John D. Davanzo)** What about the restaurant? A tiny little restaurant, no one's talked about whether they're going to have weddings, conferences, bands or whatever they have.

Response: *We have included the potential opportunity for a restaurant or a banquet room. The intention of the space is to provide an entrepreneur with an opportunity to start a business, employ people and run the concession of the facility. At this point in time, it is intended, if it is included in the project that the City would put out an RFP for a concession for the facility. Again, this will be up to the City Commission.*

- 17. (John D. Davanzo)** Where are the trip trolleys?

Response: *As the City's design team, we are facilitating a space for a future trolley or an existing trolley service that would take people that park in the garage and would like a ride to the drop off area. The City Commission will decide if they would like to utilize existing trolley (Sun Trolley) or another system. More importantly, the project allows room for this activity to happen.*

- 18. (John D. Davanzo)** How do you say that [creation of the garage] does not end in congestion?

Response: *As the parking on the beach will initially be consolidated in the North Intracoastal lot, and there are fewer spaces than currently exists, there will be less cars circulating in and out of the garage. In addition, as the City Commission has indicated, they are looking at a phased approach to meeting the 835 parking spaces, which will distribute the traffic within the street grid, thereby reducing congestion. Land use creates congestion, not parking.*

- 19. (Mona Dermarkar)** Have you considered using the DC Alexander Park [Into a parking garage for expecting mothers or families with children]?

Response: *The Beach CRA has not discussed using DC Alexander Park as a parking garage but it could be considered. However, it would not be included in the Las Olas Corridor Project as it is outside the project boundary and was not included in the Request for Qualifications (RFQ) for the project.*

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20. (Mona Dermarkar) If we are going to put a park, can we not put some facilities?

Response: *Based on the City Commission's past direction of previous feasibility studies and the current referendum, the space at Las Olas and AIA has to be open space and cannot have commercial facilities.*

21. (Mona Dermarkar) Is the restaurant really going to be that successful?

Response: *The design team believes that the restaurant provides a unique location and venue that does not currently exist on the beach. The design team further believes that this is the first step in creating a unique venue. However, it will be up to the City and an entrepreneur to ultimately determine if it will be successful. However, please note, this is the kind of opportunity that a CRA looks to provide the community.*

22. (Ann Fraas) How could you possibly say that traffic is not going to be affected [referring to lose of 500 parking spaces, and having 500 cars circling for parking]?

Response: *The location of the parking garage will allow for multiple routes to access the garage and will allow for a distributed traffic flow. Thereby eliminating concentrated traffic loads on Las Olas Boulevard and Seabreeze Boulevard. The existing ocean-side parking lot only provides entry and exit from Seabreeze Boulevard and creates concentrated traffic loads on Seabreeze Boulevard.*

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23. (Craig Fisher) How are you going to move all this traffic by taking these cars out of this parking lot at this drop off area [referring to the proposed plaza]?

Response: *The location of the parking garage will allow for multiple routes to access the garage and will allow for a distributed traffic flow. Thereby eliminating concentrated traffic loads on Las Olas Boulevard and Seabreeze Boulevard. The existing ocean-side parking lot only provides entry and exit from Seabreeze Boulevard and creates concentrated traffic loads on Seabreeze Boulevard.*

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24. (Craig Fisher) Question on whether image of garage next to the Las Olas Bridge is to scale.

Response: *Yes, the rendering is to scale.*

25. (Craig Fisher) What is this considered to be [referring to the current design plans being discussed]?

Response: *The presentation includes the 30% drawings which were submitted to the City and heard at the Planning and Zoning Board and the City Commission for Site Plan approval. The 60% construction drawings are not yet completed, but will be presented on May 11 at 12:00pm at the City Hall in a public meeting.*

26. (Craig Fisher) How much money has been spent to get to 30%?

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Response: *The Beach CRA spent approximately \$1.4 Million to finish 30% design plans.*

27. (Craig Fisher) You have the 60% design drawing already?

Response: *The 60% construction drawings are not yet completed, but will be presented on May 11 at 12:00pm at the City Hall in a public meeting.*

28. (Craig Fisher) Why do we build these crazy things and not fix the Swimming Hall of Fame and do what we really need to do?

Response: *As indicated in the meeting, the City has been looking at the beach, seriously since 1982 and the formation of the CRA. Additionally they have also had a number of plans and studies of elements that should be included on the beach. Through the public consensus building process the City adopted the Sasaki Master Plan for the public realm in 2009. In this master plan, all of the projects were mentioned. The reason that these facilities are being contemplated is that the overall community is interested in improving the beach, which is a community resource.*

29. (Craig Kurlander) How are we going to communicate whether parking is available or not in that parking garage?

Response: *Transportation and Mobility (TAM) department is currently looking into a City-wide system or mobile application that helps drivers find available parking near their destination. Available parking data will be obtained either from meters, sensors or camera. TAM is looking to implement this application within the next 12 months or more.*

30. (Craig Kurlander) Do we really have to eliminate the left turn lane?

Response: *The ultimate decision will be made by the Florida Department of Transportation.*

31. (Liz Gavin) What are those bike pedestrian survey signs accomplishing other than mucking up some of the turning lanes, much like the one recently removed shortening the south bound entry into the port on 17th street?

Response: *This is not currently part of the project area.*

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32. (Liz Gavin) How about a Mock up trial of your plan [suggest study to be done on improvement plan]?

Response: *This currently is not part of the project scope.*

33. (Abby Laughlin) I have heard it stated before in regards to parking, that the average cost of parking space is around \$25,000, looks like this garage's space is about \$40,000, why is there such an additional cost?

Response: *The final cost of construction of the garage is still being determined. The reason being is that there are different options being considered based on the number of spaces, the inclusion of the amenity deck and restaurant building, and the office space. If they are all included, the cost per space is higher. If these items are not included, the garage becomes more efficient, however the uses, like the office would need to be included in a separate building, thereby not necessarily reducing the cost of the overall project, just re-allocating the funds to another part of the project. Additionally, the type of construction drives the cost of the garage as well as the decorative wrap that is required. Once we are able to receive more direction on the garage options, we will be able to examine the cost of the parking garage.*

34. (Art Seitz) Why is that the minutes of the Beach Advisory Board, it takes months and months for them to come out and they are executive minutes?

Response: *Meeting procedures and minutes are in accordance with the laws of the State of Florida and the policies and procedures established by the City of Fort Lauderdale. If any questions related to board meetings or minute procedures, please contact the City of Fort Lauderdale Clerk's office at (954) 828-5002.*