



APPROVED MINUTES
SPECIAL JOINT MEETING
BEACH REDEVELOPMENT BOARD (BRB)
AND
PARKS, RECREATION AND BEACHES BOARD (PRBAB)
100 NORTH ANDREWS AVENUE
8th FLOOR CITY COMMISSION CONFERENCE ROOM
FORT LAUDERDALE, FL 33301
Monday, May 20, 2019, 3:00 P.M.

MEMBERS	FEB 2019/JAN 2020				
	REGULAR MTGS		SPECIAL MTGS		
	Present	Absent	Present	Absent	
Thomas B. McManus, Chair	P	4	0	1	0
Art Bengochea, Vice Chair (left 3:56 p.m.)	P	4	0	1	0
Vincent Ang	P	3	1	1	0
Jason Crush	P	2	0	1	0
Jason Hughes (left 3:42 pm.)	P	4	0	1	0
Monty Lalwani	A	3	1	0	1
Christian Luz	P	2	2	1	0
Kristen Maus	A	3	1	0	1
Shirley Smith	P	4	0	1	0
Aiton Yaari (left 3:42 pm.)	P	2	2	1	0

PRBAB MEMBERS PRESENT

Mary Peloquin
 Tangerean Moore
 Charlie Leikauf
 Amber Van Buren
 Michael Flowers, Jr.
 Marianna Seiler (arr. 3:14 pm.)
 Martha G. Steinkamp (arr. 3:14 p.m.)

Staff

Don Morris, Beach CRA Manager
 Thomas Green, Project Manager, Beach CRA
 Lizeth DeTorres, Administrative Aide
 Cija Omengebar, CRA Planner
 Chijioke Ezekwe, CRA Senior Project Manager
 Tatiana Guerrier, Prototype, Inc.

Guests

Paul Weinberg, Keith & Associates
 Jeff Hugo, Brooks Scarpa
 Ina Lee, resident

I. Call to Order and Determination of Quorum – Thomas McManus, Chair

The meeting was called to order at 3:05 p.m. A quorum of the BRB was present, but there was no quorum for the PRBAB.

II. DC Alexander Park Design and Concept - Thomas Green, Beach CRA Presentation

Mr. Morris provided a brief introduction to the project.

Mr. Weinberg introduced Jeff Hugo from Brooks Scarpa, a member of the team also working on the design. Mr. Weinberg gave a PowerPoint presentation on the revised project design.

Comments and questions on the new design included the following:

- The design is much better than the previous one
- Would children want to play there instead of the beach?
 - Kids like to do many different things
- How is the 25-foot ramp ADA compliant?
 - The ramp is less than a 5% slope (ADA requires less than 8%) with no hand rails
 - Flatter areas (less slope) are built in for resting while pushing a wheelchair up,
 - It would be better to have flat areas for stopping if people only wanted to go halfway up
- The playground in the center part of the park is approximately 15,000 square feet
- There is no budget for making the same changes to SE 5 Street as were done on Las Olas Boulevard with the curb-less connection between park and hotel so it can be the same in design
 - They will push for treatments at the intersections even though they are not now in the budget
- Design is “amazing”
 - There is room for “womb to tomb or 8-80 years old” if desired
- Looks great/nice
- Make sure the “flat” places on the ramp are flat enough for people to rest
- “Big improvement” – more space to mingle
- “Outstanding design”
- Appeals to broader number of users
- There are several access points to get out by Seabreeze Boulevard
- The fence around the children’s area has not been designed yet
- The gray colored streets (on the rendering) will be scored concrete with a rock salt finish

- Can the trolley be extended elsewhere on the beach – and, if so, could a stop be made along SE 5 Street?
 - There is no plan at this time, although it is a good idea. There are now two trolleys to run simultaneously – should try to incorporate a stop at DC Alexander Park
 - Create a stop on the north end where the ramp is?
 - There is a drop off area planned to the Aquatic Center and one across the street where there is turn-around. There is a loading area with possible parallel parking.
 - Perhaps allow parking in the parallel spaces only when the trolley is not running; otherwise leave it as a drop-off area
- Will construction trigger environmental issues?
 - They do not think so; the fill will come from neighboring properties
- Bathrooms will be brought up to the FEMA level, and the nearby sidewalk is “surprisingly high” so there will not be such a big disparity. Details about the location of the bathrooms are still being discussed – the buildings will be made ADA accessible.
- To make the access point also a drop-off point would require working with FDOT and might be difficult. The Board could prioritize whether a loading zone or parking spaces are more important for that area.
- Installation of an elevator for the restrooms might be considered as a use for the “contingency” funds in the budget.
- Mr. Weinberg explained the changes that are planned for SE 5 Street.
- More pedestrian areas and green space
- Will be as much or more shade than shown in previous concepts
- Views from the ramp looking backward are being planned
- The design incorporated what the Board discussed
- Fitness and education would be important
 - Bring in educational factors with various species of trees
- “Fantastic” job
- Pickup, drop-off, and loading on the north edge are important and provide more benefit than 6-8 parking spaces
 - Good to have several parking spots for handicapped parking
 - Beware of Uber drop-offs that might clog traffic
 - If have a drop-off area, make it time-limited, like 30 seconds

Mr. Weinberg commented that as of now, only two components have been pulled out as alternates: a water feature/element and the intersection improvements.

Mr. Morris referred to the budget handout, noting the total funds available are \$4.4 million. He said that staff needs a recommendation so they can move forward with the City Commission to continue with the concept from 15% to 30% design. He emphasized that

when the CRA sunsets, they do not want to have to send any unused money back to the taxing agency.

Mr. Green elaborated that the drawings are only showing 15% design – no engineering has gone into the drawings. Actual costs to build will come in with the 30% design.

Ms. Steinkamp hoped that any funds leftover could be used for more educational components or better ADA access.

Motion made by Mr. Luz, seconded by Ms. Seiler, to support the plan as presented in terms of the general guidelines – with the addition of loading zones along the north edge of SE 5 Street, and to ensure there are adequate landing areas on the ramp up to the viewing area. In a voice vote, the motion passed unanimously (13-0). NOTE: The PRBAB was one member shy of a quorum.

IV. Communication to City Commission (None)

V. Old/New Business – Don Morris, CRA Manager

Mr. Green was asked to give an update on the Las Olas Beach project. He showed a diagram of the project. Active construction is underway, and the garage opened on December 20, 2018. Substantial completion of the Oceanside Park is targeted for mid-October, and should be completely done by mid-December.

Road construction between Seabreeze Boulevard and SR A1A continues and should be done by mid-August. The Las Olas Circle is shut down while roadwork is being done, and they hope to be finished at that site by the Memorial Day weekend.

When the utility work is done, the project will move to the park and the Promenade.

Regarding Oceanside Park, the buildings are up, rebar is up, decorative seat walls are in, and some tier seating is in. The area is meant to be as flexible as possible for the City – there is plug-in power for events, a lot of shaded, landscaping areas, seating, and interactive water feature, etc. The project is estimated to take another five to seven months of construction.

Ina Lee, resident, advised that in a previous conversation with City Manager Lagerbloom and Dan Barnett, they felt that “Fort Lauderdale Beach” should be part of the name of that park; i.e., Fort Lauderdale Oceanside Park. Mr. Morris commented that determination will be made by others.

Hearing no further business, the meeting was adjourned at 4:01 p.m.

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Attachments:

Budget document – Donald Morris

PowerPoint presentation on DC Alexander Park – Paul Weinberg

Diagram of Las Olas Beach Project – Tom Green