



AGENDA ITEM MEMORADUM

Town Manager

Connie Hoffmann *CH*

Department

Department Director

COMMISSION MEETING DATE (*) - 7:00 PM	Deadline to Town Clerk
<input type="checkbox"/> Jan 10, 2012	Dec 30 th
<input checked="" type="checkbox"/> Jan 17, 2012 SPECIAL COMMISSION MEETING	Jan 6
<input type="checkbox"/> Jan 24, 2012	Jan 13
<input type="checkbox"/> Feb 14, 2012	Feb 3
<input type="checkbox"/> Feb 28, 2012	Feb 17

*Subject to Change

- Presentation Reports Consent Ordinance
 Resolution Quasi-Judicial Old Business New Business
 FY2011 DESIGNATED HIGH PRIORITY ITEM - PRIORITY TOPIC: EAST COMMERCIAL STREETSCAPE & DRAINAGE PROJECT

SUBJECT TITLE: Presentation of Streetscape Conceptual Design Recommendations for the 3 Easternmost Blocks of Commercial Boulevard

EXPLANATION: In October, the Commission approved work authorizations for Jaime Correa and Associates to design the streetscape and drainage improvements to the three easternmost blocks of Commercial Boulevard. At the same time, the Commission approved a work authorization for Hughes & Hughes, Inc. to provide traffic recommendations on the project, working in conjunction with Jaime Correa and Associates.

Conceptual Design

On December 3, 2011, Correa and Hughes met with businesses and residents to solicit their input on three conceptual designs Correa had drafted for the project. The design team has spent the intervening month considering the input they received and has provided the Town with drawings of their recommended design concept, based on the scope of services assigned them, input they received from stakeholders and the public, and their urban design expertise. The design boards were placed in Jarvis Hall for public review on Tuesday, January 10th and on the Town’s website the following day. Because of the Commission meeting on Tuesday night, the sign code meetings on Thursday, and community center activities held in Jarvis Hall this week, a good number of people have seen the design concept boards.

Jaime Correa, his design associates, and Molly Hughes will present the recommended design concept at Tuesday night’s Commission meeting, and will also discuss a more extensive (and expensive alternative) for the block of Commercial Boulevard located between A1A and Bougainvillea Drive. The designers are limited to a construction budget of \$2 million for the total project (including the drainage improvements). They have advised that the more expansive treatment of the A1A to Bougainvillea block suggested by the University of Miami in the design workshops held in Town last May cannot be accomplished within that budget. As a result, the design concept they have suggested for that block involves aesthetic, landscape improvements instead of the University of Miami proposal to eliminate the median, widen the sidewalks, and add parallel parking. They will address this issue in their presentation on Tuesday night.

It is important to note that, at the conceptual design stage, we are looking only at a general physical layout of the project and traffic flow and parking concepts. For purposes of illustration, dimensions have been shown in the drawings for road widths, sidewalk widths, heights of seating walls, etc., but as the team gets into actual design those dimensions will likely change somewhat to accommodate traffic engineering standards, underground utility conditions, and other design considerations. Any significant changes would be brought to the Commission’s attention.



Likewise, specific landscape materials, lighting, public furniture, and many other design details are not addressed at the conceptual design stage, although many members of the public keep asking about such details. The scope of services calls for the designers to provide alternative choices for paving and hardscape materials, lighting, and site furnishings and to detail "the location, size and type of landscape materials" in the schematic design phase, which is the next stage of the design process.

Design Schedule

The Commission has designated this project as having the highest priority. The hope was that we could begin construction on the project this fiscal year. The design schedule with Correa calls for us to put the project out to bid in August, assuming that we get permits from the State and County in a very quick time frame. We don't know at this stage how long the project will take to construct. A combination of the time it takes us to make decisions at various stages of the design, the time it takes to get permits from the State and County, and a realistic estimate of construction time will determine whether it is even possible to consider construction before the 2012/2013 tourist season.

We are already several weeks behind schedule because the holiday season precluded us holding a public meeting on the design concept in accordance with the schedule. The schedule calls for the Commission to now give direction on the design concept and the project to move to the schematic design stage. That is why this meeting was set up as a Commission meeting and not a workshop (the Commission concurred with that approach when the decision was made to set the meeting in December). I am aware that some feel it is desirable to delay a decision at this time and wait until the newly elected Commissioner is seated. That is a policy decision on the part of the Commission.

It should be noted that the contract with the designers does not provide for additional meetings on the design concept.

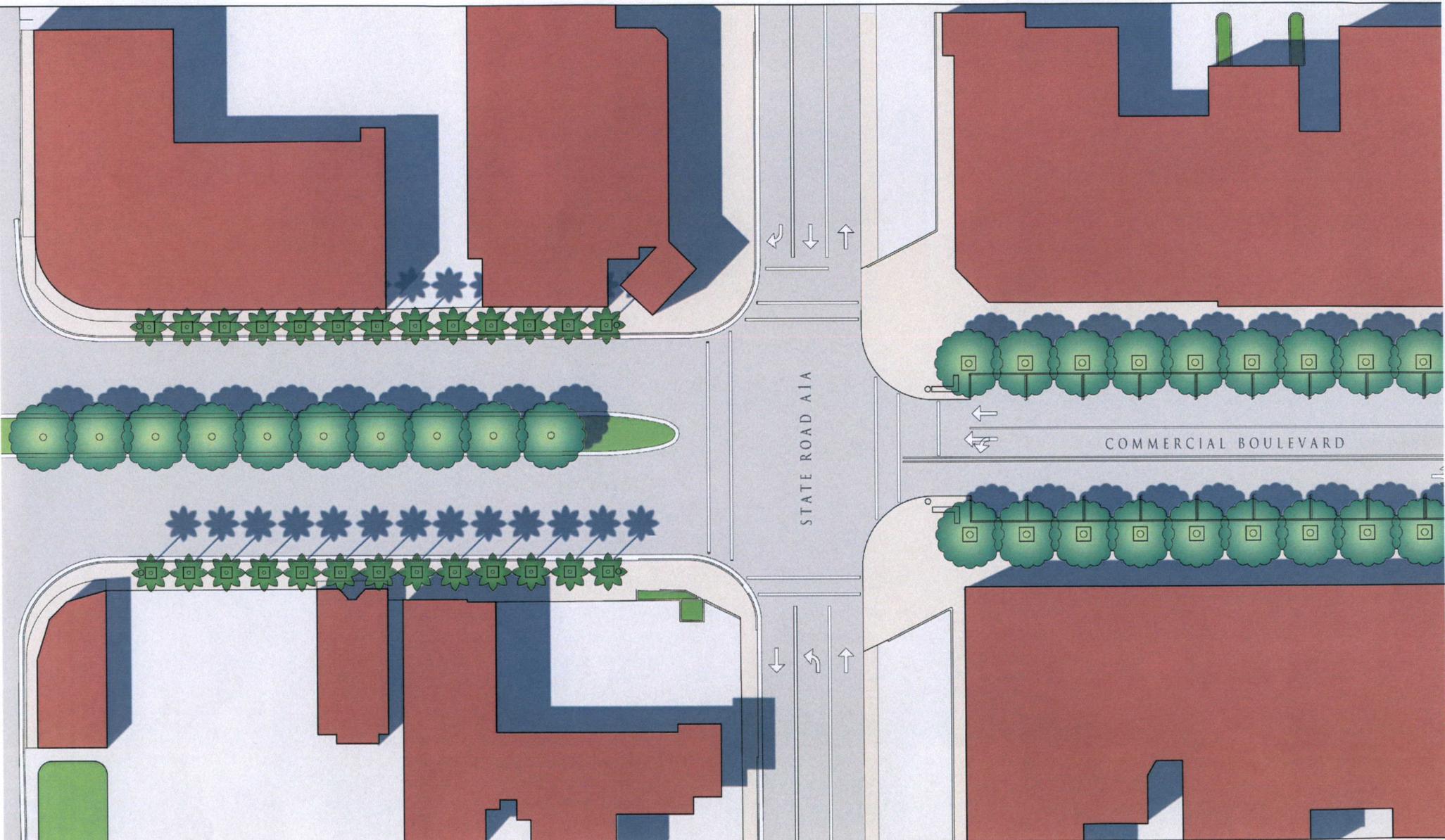
Once the Commission approves a design concept, the schedule allows 2.5 months for the schematic design stage, including Commission review and selection of the preferred alternatives for paving and hardscape materials, lighting, etc. Three months are then allocated to the final design.

RECOMMENDATION: Town Commission to provide direction on the design concept, or set a schedule to do so.

EXHIBITS: Conceptual Design Drawings from Jaime Correa and Associates

FISCAL IMPACT AND APPROPRIATION OF FUNDS: There is \$950,000 budgeted in the CIP budget this year for this project, which includes the \$200,000 or so for design and bidding of the project. That funding anticipated that construction would begin in this fiscal year and be completed next fiscal year. It is unlikely that we will incur much more than the design and bidding expenses this fiscal year.

The current year budget did not anticipate the inclusion of the block between A1A and Bougainville in the project. That section of Commercial Boulevard was slated to be designed in FY 2013 and built in in FY 2014. However, in October I recommended, and the Commission concurred that we include that block in this project design to provide a more cohesive look from the Commercial/A1A intersection through that block.



an (Western Half)

Scale: Aprox:

COMMERCIAL BOULEVARD

STREETScape IMPROVEMENT PROJECT

Lauderdale-by-the-Sea, Florida

Urban Designers
JIM CORREA AND ASSOCIATES
 with:
 STEVEN FETT ARCHITECTURE

landscape architects:
FALCÓN+BUENO
 traffic engineering consultant
whi HUGHES HUGHES INC.

Civil Engineers
CHEN-MOOF
 & ASSOCIATES



an (Eastern Half)

Scale: Aprox:

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landscape architects:

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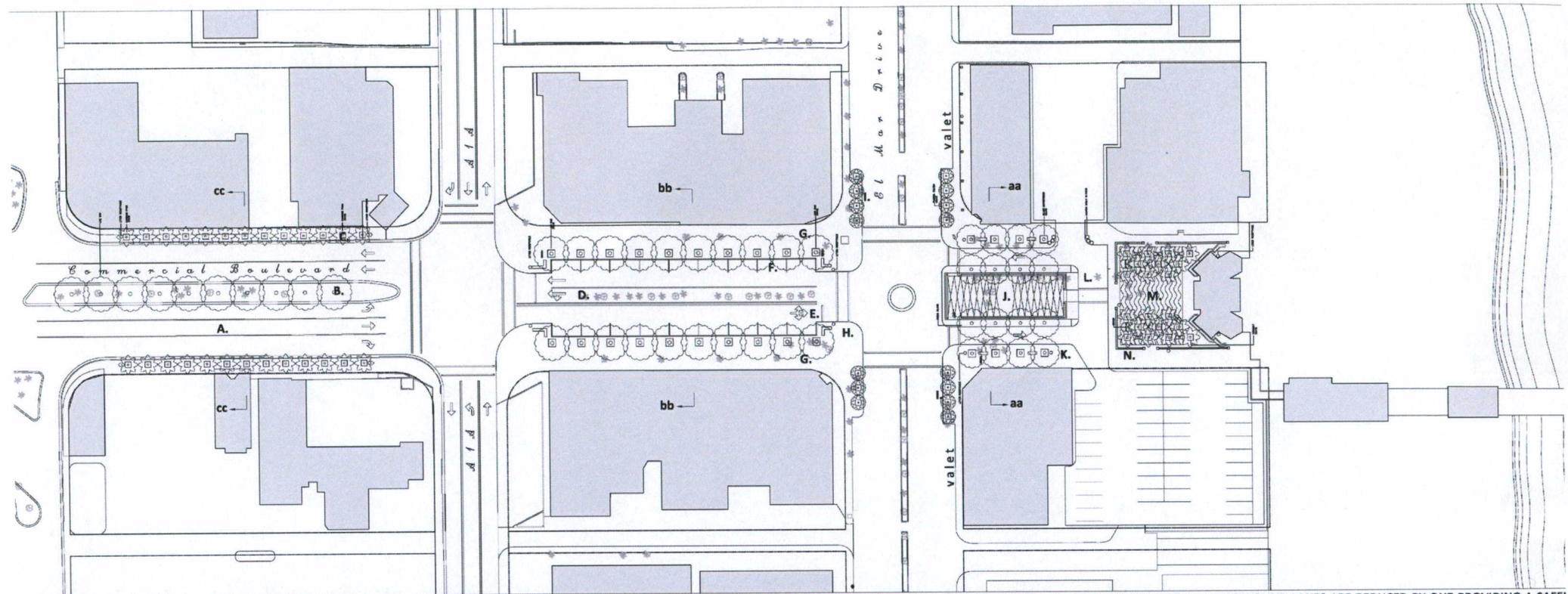
traffic engineering consultant

whi HUGHES HUGHES INC.

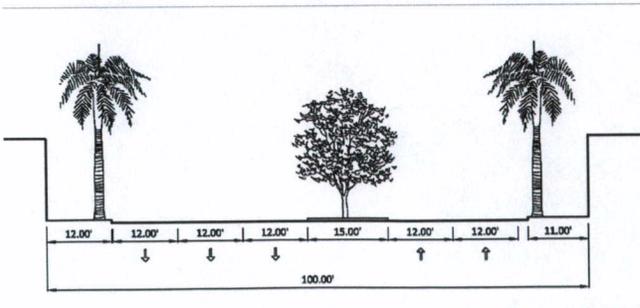
Civil Engineers

CHEN+MOOF

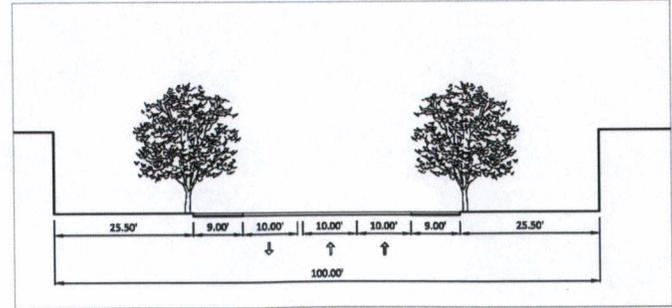
& ASSOCIATES



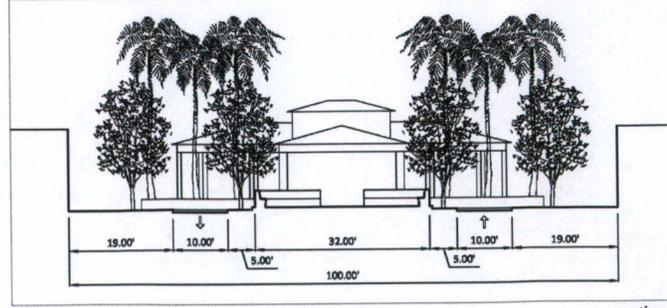
A. ROADWAY REMAINS AS EXISTING. **B. LARGE SHADE TREES** ARE PLACED IN MEDIAN. **C. PALM TREES** IN GRATES ARE ADDED TO THE NORTHERN AND SOUTHERN SIDEWALKS. **D. WESTBOUND LANES** REMAIN AS IS. **E. EASTBOUND LANES** ARE REDUCED BY ONE PROVIDING A SAFE INTERSECTION AT EL MAR DRIVE FOR BOTH CARS AND PEDESTRIANS. **F. PARALLEL PARKING** REPLACES ANGLED PARKING. **G. SIDEWALKS** ARE WIDENED TO 24 FEET. **H. BULB-OUTS** ADDED AT THE CORNERS TO REDUCE PEDESTRIAN CROSSING DISTANCE. **I. PALM TREES** ARE ADDED TO THE CORNERS AT EL MAR DRIVE AND COMMERCIAL BOULEVARD TO ANNOUNCE THE ENTRANCE TO THIS SPECIAL DISTRICT. **J. A NEW CENTRAL SQUARE** REPLACES THE EXISTING MEDIAN AND PARKING WEST OF EL MAR. **K. WIDER SIDEWALKS** HELP PEDESTRIANS FEEL SAFER AND REDUCE THE FEELING OF AN AUTOMOBILE DOMINATED AREA. **L. ROADWAY** REMAINS A LOOP WITH ACCESS TO BOTH PARKING LOTS. **M. NEW BEACHFRONT PLAZA** HAS A CASUAL "BEACH-LIKE" CHARACTER WITH A SPECIAL PAVING PATTERN AND FLANKING ROWS OF PALM TREES. **N. A LOW BENCH** WITH AN EIGHT WALL PROVIDES A DEFINED SPACE AROUND THE BEACHFRONT PLAZA.



section c-c



section b-b



section

COMMERCIAL BOULEVARD

STREETSCAPE IMPROVEMENT PROJECT

Lauderdale-by-the-Sea, Florida

Urban Designers
JIM CORREA AND ASSOCIATES
 with:
 STEVEN FETT ARCHITECTURE

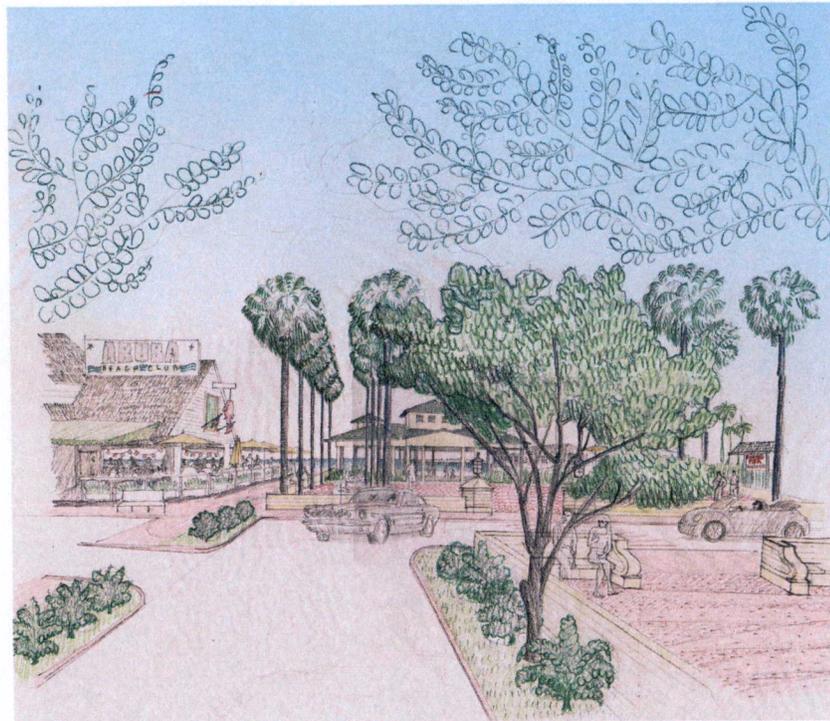
landscape architects:
FALCÓN+BUENO
 traffic engineering consultant:
hhi HUGHES HUGHES INC.

Civil Engineers
CHEN+MOOF
 & ASSOCIATES



existing view

"PELICAN SQUARE": THE ADDITION OF A CASUAL BEACH FRONT PLAZA PROVIDES A PLEASANT PLACE FOR PEDESTRIANS TO ENJOY THE SUN, GRAB BITE TO EAT, OR JUST SIT AND ENJOY THE SCENE. THE PLAZA IS LARGE ENOUGH TO HOST SMALL EVENTS, TOWN FUNCTIONS, OR A SMALL FARMERS MARKET. AS A COUNTERPART, A SMALLER, MORE FORMAL SQUARE TO THE EAST (SHOWN IN THE IMAGE TO THE RIGHT) HAS A LOW CURB, WRAPPING AROUND IT, WITH AN INTEGRATED BENCH. PEDESTRIANS MAY STOP HERE WHILE ENJOYING AN ICE CREAM, OR SITTING FOR A TABLE AT ONE OF THE MANY NEARBY RESTAURANTS.



proposed view of "Pelican Square"

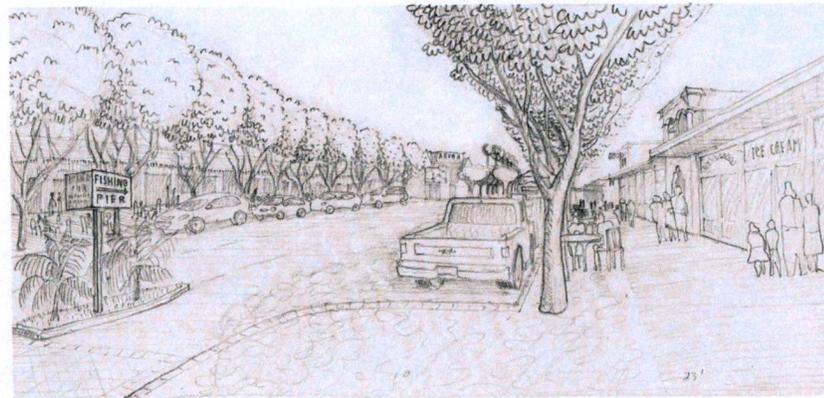


example of a possible paving pattern for "Pelican Square"



existing view

"BLOCK B" IS LOCATED BETWEEN STATE ROAD A1A AND EL MAR AVENUE ALONG COMMERCIAL BOULEVARD. THE CHANGES PROPOSED TO THIS SECTION OF ROAD INCLUDE REMOVING AN ANGLED TURN IN FAVOR OF PARALLEL, REMOVING THE EXISTING SIDEWALK, AND PLANTING LARGER SHADE TREES AT THE SIDEWALKS EDGE. THE TRAFFIC PATTERN ALSO HAS A PROPOSED CHANGE: ELIMINATION OF ONE LANE OF EASTBOUND TRAFFIC. THESE MODIFICATIONS ARE SEEN AS A COMBINED EFFORT TO INCREASE THE WIDTH OF THE SIDEWALKS TO ALLOW FOR OPTIMUM PEDESTRIAN COMFORT, SAFETY, AND EXPANDED BUSINESS OPPORTUNITIES, SUCH AS SIDEWALK DINING.



proposed view of "Block B"

PLANTS AND MATERIALS: THE MOST APPROPRIATE PLANTS AND MATERIALS ARE NECESSARY TO ENSURE THAT WHAT IS BUILT WILL REMAIN FOR MANY YEARS AND WILL BE ABLE TO RESIST SALT AND THE OCEAN BREEZES. IN "PELICAN SQUARE" PALMS WERE CHOSEN FOR THE BEACH FRONT PLAZA, AND SILVER BUTTONWOODS WERE ADDED TO THE INTERIOR SQUARE. A WATER-INSPIRED PAVING PATTERN COULD ADD TO THE CASUAL BEACH-LIKE NATURAL FEEL OF THE PLACE. FURTHER WEST ALONG COMMERCIAL, SHADE TREES WERE SELECTED AT A LOCATION ALONG THE CURB'S EDGES.

COMMERCIAL BOULEVARD

STREETScape IMPROVEMENT PROJECT

L a u d e r d a l e - b y - t h e - S e a , F l o r i d a

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