



BREAKERS AVENUE: PUBLIC OPEN HOUSE

5/8/2019

AGENDA

1. Recap of Public Open House #1
2. Review of Preferred Concept
 - a) Basic Street Program: seating, parking, etc.
 - b) Before & After Visualizations
 - c) Material & Landscape Options
3. Initial Cost Estimates
4. Next-Steps

Note: The work of Dover, Kohl & Partners on this project is for the purposes of town planning and conceptual illustration only, and is based on preliminary site information only; this work does not replace the future work of licensed professionals including surveyors, architects, engineers, and landscape architects and does not represent a guarantee of any kind. Dover, Kohl & Partners shall not have any control over and shall not be responsible for construction means, procedures, safety precautions, or legal disclosures in the implementation of the project, or for errors or omissions by future consultants, developers, or government.



REDUCE EXCESS PAVEMENT

FORMALIZE & INCREASE SEATING/GATHERING SPACES





CREATE A SPECIAL STREET SPACE FOR PEOPLE AND EVENTS

PUBLIC OPEN HOUSE #1

March 20, 2019



CONCEPT 1A

Two-Way Street

On-Street Parallel Parking

Street Trees

Wider Sidewalks

Curbed Design



Pros:

- Accommodates more parking
- Adds shade trees and room for bioswales
- Wider sidewalks than currently available

Cons:

- Less space for outdoor dining, festivals, art, and public furnishing
- Less flexibility in the future due to curbs
- Creates conflicts between designated parking, dining, and pedestrian space and the existing head-in parking along the west side

CONCEPT 1B

Two-Way Street

On-Street Parallel Parking

Street Trees

Wider Sidewalks

Curbless Design



Pros:

- Accommodates some parking
- Adds shade trees and room for bioswales
- Wide sidewalks with separated spaces for dining/seating and walking
- More flexibility due to curbless design

Cons:

- Less parking accommodated compared to Option 1A
- Creates conflicts between designated parking, dining, and pedestrian space and the existing head-in parking along the west side

CONCEPT 2

Two-Way Street

No or Very-Limited Parking

Center Rambla Design

Center Allee of Street Trees

Low Curb (with option to go curbless)



Pros:

- Adds shade trees and room for bioswales
- Large central area for public gathering, furnishing, dining space, and art
- Better accommodates existing head-in parking along the west side, as pedestrians are encouraged to use the central Rambla

Cons:

- No parking – though a few handicapped spaces could be added

CONCEPT 3

One-Way Street

On-Street Parallel Parking (One-Side)

Asymmetrical Rambla

Three Rows of Street Trees

Low Curb (with option to go curbless)



Pros:

- Includes on-street parking
- Adds many shade trees and room for bioswales
- Large area for public gathering, furnishing, dining, and art
- Better accommodates existing head-in parking along west side, as pedestrians are encouraged to use the eastern Rambla

Cons:

One-way design limits traffic flow (though low-volume suggests this may not be a big issue)

HYBRID OPTIONS

Option 4: Windamar to Auramar Street



Option 1a: All other blocks



PUBLIC OPEN HOUSE #1

Design Concepts: Community Preference

CONCEPT 1A



Pros:

- Accommodates more parking
- Adds shade trees and room for bioswales
- Wider sidewalks than currently available

Cons:

- Less space for outdoor dining, festivals, art and public furnishing
- Less flexibility to program the space due to curbs
- Creates conflicts between existing head-in parking and new designated parking, dining, and pedestrian spaces on the west side of the street

Thought? Let's make the parking...

- Driveways across promenade?
- Do not like the one-way

Design: Add a curb to activate your preference of the street over the other presented ideas.


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Reimagining Breakers Avenue
CITY OF FORT LAUDERDALE

Street Design - Concept 1A
Curbless, Shared Parking & Street Furniture

TYLIN DESIGN, RESEARCH & PLANNING

CONCEPT 3



Pros:

- Includes on-street parking
- Adds many shade trees and room for bioswales
- Large area for public gathering, furnishing, dining, and art
- Better accommodates existing head-in parking along west side, as pedestrians are encouraged to use the wide, eastern walkway

Cons:

- One-way design limits traffic flow (though low traffic volumes suggests this may not be a significant issue)

Thought? Let's make the parking...

- Driveways across promenade?
- Do not like the one-way

Design: Add a curb to activate your preference of the street over the other presented ideas.


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Reimagining Breakers Avenue
CITY OF FORT LAUDERDALE

Street Design - Concept 3
One-Way Traffic, Public Parking & Wide Sidewalk

TYLIN DESIGN, RESEARCH & PLANNING

CONCEPT 1B



Pros:

- Accommodates some parking
- Adds shade trees and room for bioswales
- Wide sidewalks with separated spaces for dining/seating and walking
- More flexibility of uses due to curbless design

Cons:

- Less parking accommodated compared to Option 1A
- Creates conflicts between existing head-in parking and new designated parking, dining, and pedestrian spaces on the west side of the street

Thought? Let's make the parking...

- 1b allows wide sidewalks, trees, and outdoor dining - I love it
- Pedestrian friendly
- Slower car traffic
- Staler!
- 1b should be the 'core' of Breakers Avenue because it has the least back-out parking in the neighborhood

Design: Please add a curb to activate your preference of the street over the other presented ideas.

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Reimagining Breakers Avenue
CITY OF FORT LAUDERDALE

Street Design - Concept 1B
Curbless, Shared Parking & Street Furniture

TYLIN DESIGN, RESEARCH & PLANNING

CONCEPT 5



Pros:

- Accommodates some parking
- Adds shade trees and room for bioswales
- Wide sidewalks with separated spaces for dining/seating and walking
- More flexibility of uses due to curbless design

Cons:

- Less parking accommodated compared to Option 1A
- Creates conflicts between existing head-in parking and new designated parking, dining, and pedestrian spaces on the west side of the street

Thought? Let's make the parking...

- Driveways across promenade?
- Do not like the one-way

Design: Add a curb to activate your preference of the street over the other presented ideas.

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Reimagining Breakers Avenue
CITY OF FORT LAUDERDALE

Street Design - Concept 5
Curbless, Shared Parking & Street Furniture

TYLIN DESIGN, RESEARCH & PLANNING

CONCEPT 2



Pros:

- Adds shade trees and room for bioswales
- Large central area for public gathering, furnishing, dining space, and art
- Better accommodates existing head-in parking along the west side, as pedestrians are encouraged to use the central Rambla

Cons:

- No parking - though a few handicapped spaces could be added

Thought? Let's make the parking...

- Activate with shops

Design: Add a curb to activate your preference of the street over the other presented ideas.

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Reimagining Breakers Avenue
CITY OF FORT LAUDERDALE

Street Design - Concept 2
Remove with Street Trees & Two-Way Traffic

TYLIN DESIGN, RESEARCH & PLANNING

PREFERRED OPTION

- Two-Way Street
- On-Street Parallel Parking
- Street Trees
- Wider Sidewalks
- Curbless Design



Pros:

- Accommodates some parking
- Adds shade trees and room for bioswales
- Wide sidewalks with separated spaces for dining/seating and walking
- More flexibility due to curbless design

Cons:

- Less parking accommodated compared to Option 1A
- Creates conflicts between designated parking, dining, and pedestrian space and the existing head-in parking along the west side

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PREFERRED OPTION

Illustrative Plan View




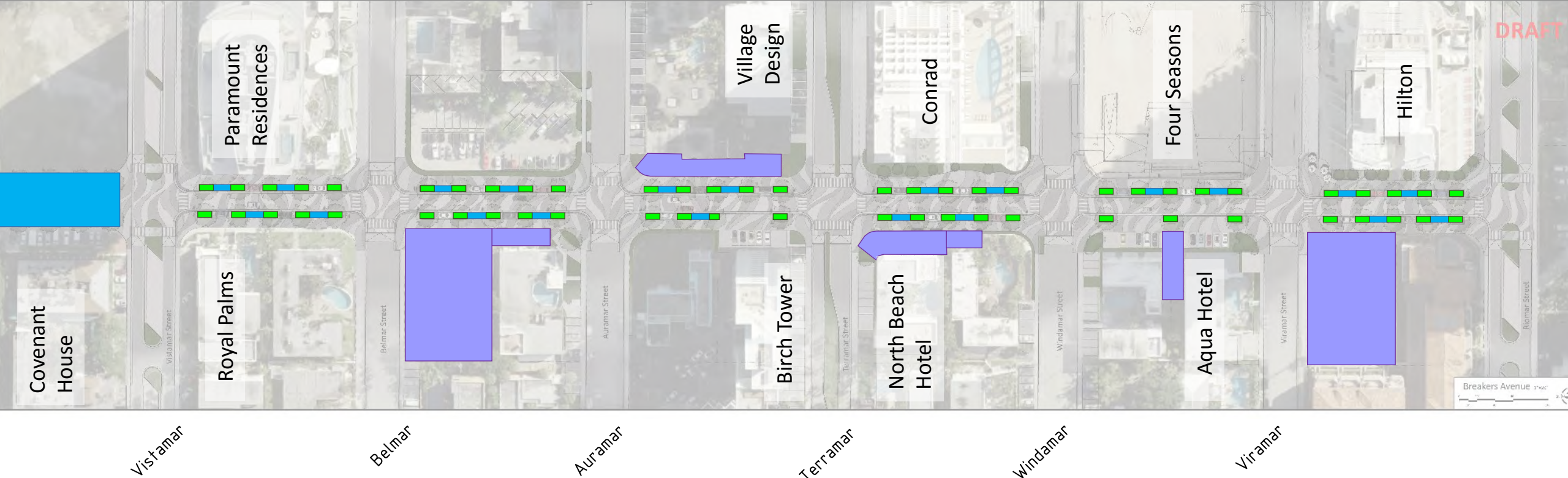
DRAFT

PREFERRED OPTION




 57 New Trees/Planting Areas (Not Counting Bonnet House Plaza)

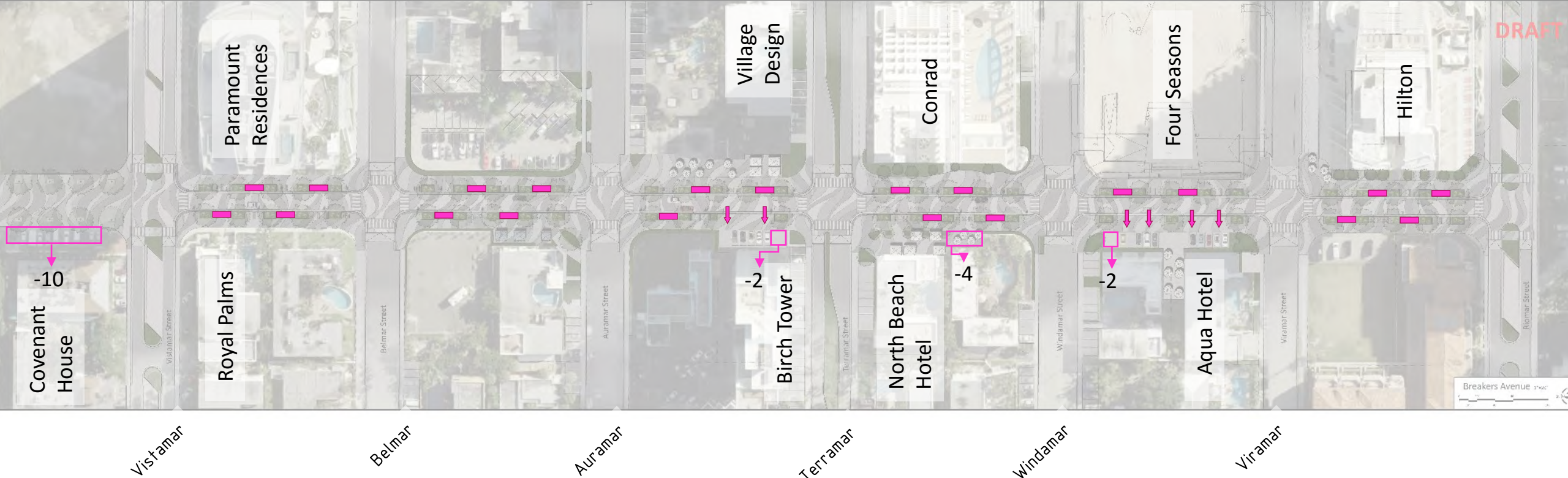
 Public Seating/Dining/Gathering Space

 Private Seating/Dining/Gathering Space



PREFERRED OPTION

-  21 Public Parallel Parking Spaces
-  18 Private Head-In Parking Spaces Converted to Seating/Gathering Space
-  Clear sidewalk for head-in parking and driveways



ADDITIONAL PARKING SOLUTIONS

Addressing a Net Loss of 33 On-Street Spaces

1. Short and Long-Term Pricing Strategies:

- Policy changes that better manage existing parking in the area so that parking lots or streets with habitual parking vacancies have lower rates, thus attracting drivers and relieving pressure from areas that are habitually occupied, which would in turn have higher rates

2. Public-Private Partnership in Private Garages:

- Strategic partnerships with local property owners who currently have excess parking in their garages
- Can be negotiated so that a pre-defined numbers of spaces are shared or leased to the city (example, Breakers Avenue Hilton)

3. Redevelopment with Parking Built-In:

- Larger vacant and underutilized parcels along Breakers and in the neighborhood can be redeveloped with parking included as a part of the project

4. Temporary Public Parking Vacant Sites:

- Initial site plans for the temporary fire station on Vistamar Street indicate the possibility of new surface parking for up to 79 cars

ILLUSTRATIVE PLAN – CLOSE-UP



INTERSECTION – BREAKERS & WINDAMAR

Existing Condition



INTERSECTION – BREAKERS & WINDAMAR

Proposed Design















RECOMMENDED STREET TREES

Picking the right tree



Mahogany
Native FL Species
Medium Salt Water
Tolerance
Mature Size: 30x50'



Gumbo Limbo
Native FL Species
High Salt Water
Tolerance
Mature Size: 35x60'
Requires Proper Pruning



Wild Tamarind
Native FL Species
High Salt Water Tolerance
Mature Size: 25x50'



Live Oak
Native FL Species
High Salt Water Tolerance
Mature Size: 40x60'
Requires Proper Pruning

PLANTING AREAS



Bioswale



Tree Grate



Traditional Planting Area



Silva Cell

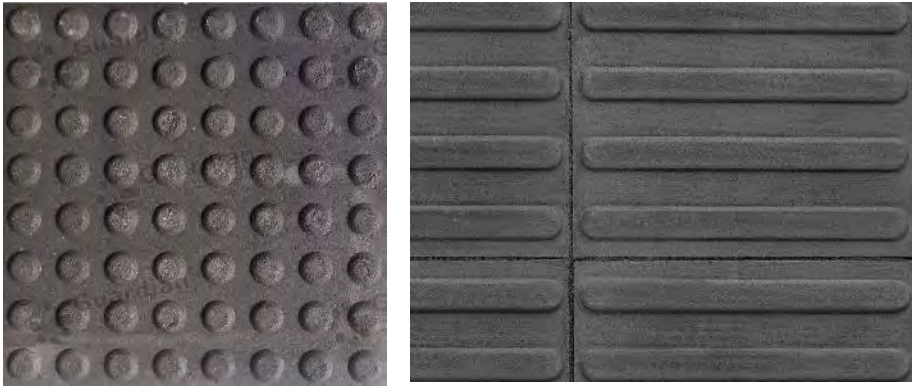
RECOMMENDED HARDSCAPE



Roadway - Tumbled Concrete Pavers



Rectangular Pavers for Crosswalk and Valley Gutter



Roadway Edges

RECOMMENDED HARDSCAPE



Sidewalk – Scored Concrete



Sidewalk – Concrete Pavers

RECOMMENDED FURNISHINGS



Retractable & Concrete Bollards



LED Street Lighting



Street Benches



EDUCATIONAL ELEMENTS



Educational Parklet



Bioswale Educational Sign

INITIAL COST ESTIMATES

Costs vs. Funding

Estimated Construction Cost – \$5.5 – \$8.0 Million

- Costs for above-ground improvement plus burying power lines
- Does not include cost of stormwater, water, and sewer

Estimated Funding Gap – \$2.5 – \$5.0 Million

Note: Stormwater, water, and sewer costs (awaiting funding) – \$2.1 Million

ADDITIONAL CONSIDERATIONS

Let Us Know What Design Elements Are Most Important To You!



Green Infrastructure



EV Charging Stations



Public Art



Plaza Space



Street Vendors



Bike/Scooter Share Options



Raised Intersections & Other Traffic Calming Elements



Markets & Festivals

ADDITIONAL CONSIDERATIONS

Let Us Know What Design Elements Are Most Important To You!

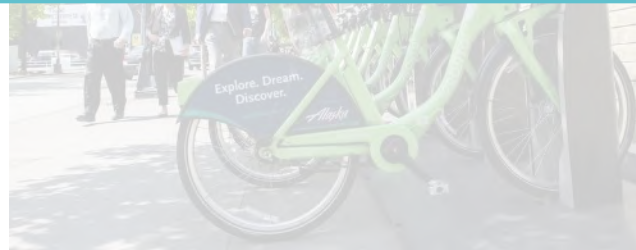


TAKE THE SURVEY!

<http://bit.ly/BreakersSurvey>



Street Vendors



Bike/Scooter Share Options



Raised Intersections & Other
Traffic Calming Elements



Markets & Festivals

NEXT STEPS

1. Compile online poll results to confirm community priorities
2. Final revisions to preferred design concept
3. Refine initial cost estimates
4. Submit Final Concept Plan
5. Phase 2 - Engineering & Construction Documents