

# 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



Detail: Add a curb to separate your preferred use of the street from the street created today.

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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)

Thoughts? I like the parking.

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

Reimagining Breakers Avenue CITY OF FORT LAUDERDALE

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

TYLIN DESIGN, KIMBLE & PARTNERS

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

Thoughts? I like the wide sidewalks.

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

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Street Design - Concept 1B Curbless Two-Way Street with Street Trees, Roadway Parking, & Wide Sidewalk

TYLIN DESIGN, KIMBLE & PARTNERS

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

Thoughts? Let us know what you think!

- Activate with shops

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Street Design - Concept 2 Rambla with Street Trees, & Two-Way Traffic

TYLIN DESIGN, KIMBLE & PARTNERS

# 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:

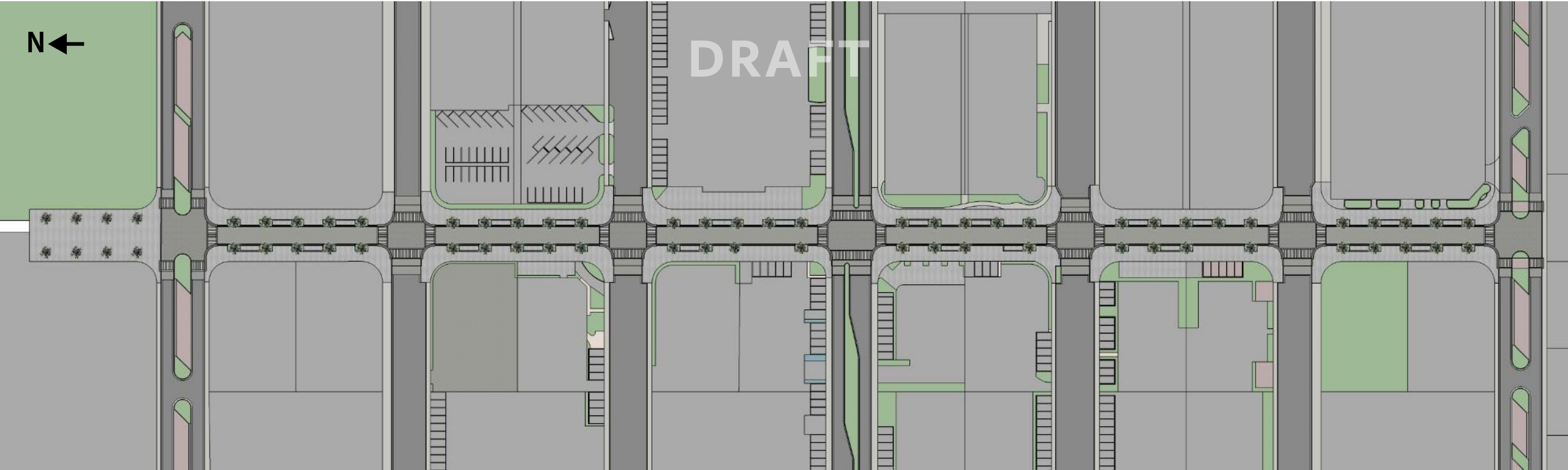
- Less parking accommodated compared to Option 1A
- Creates conflicts between designated parking, dining, and pedestrian space and the existing head-in parking along the west side

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.



# PREFERRED OPTION

Illustrative Plan View



Vistamar

Belmar


Auramar

Terramar

Windamar

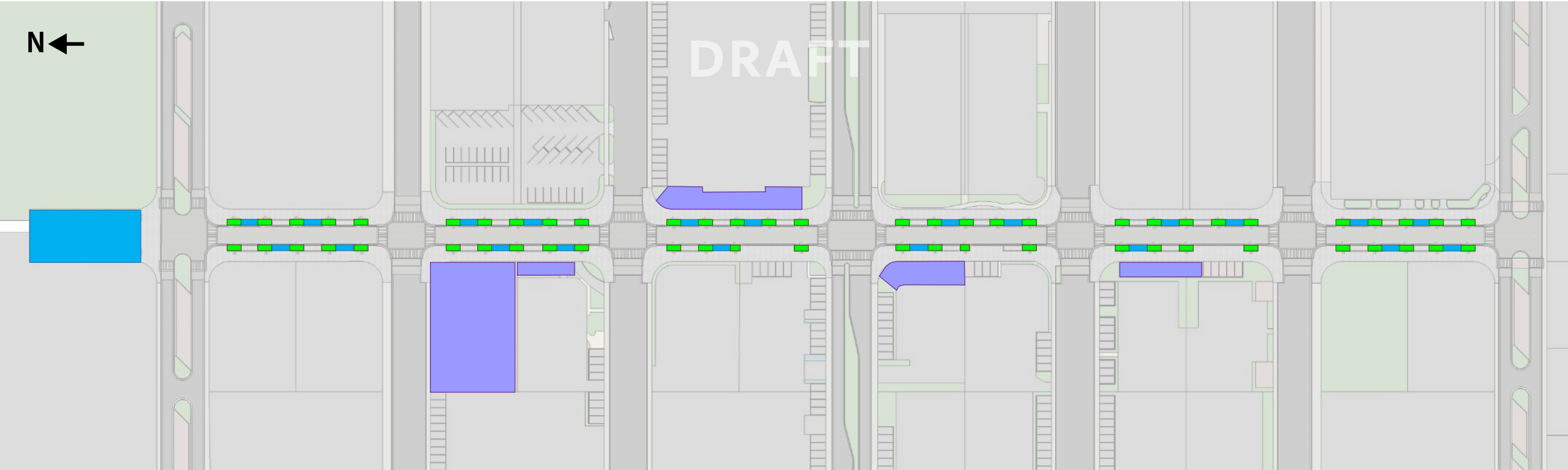
Viramar

# PREFERRED OPTION

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

 Public Seating/Dining/Gathering Space

 Private Seating/Dining/Gathering Space



Vistamar

Belmar

Auramar

Terramar

Windamar

Viramar

# PREFERRED OPTION

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

