Completing the Vision:

- North A1A-Lane Reconfiguration
- TDLC-Transportation Design for Liveable Communities
- Surf Rd. Redirection of Traffic
- Phase III Streetscape

October 30, 2012
Community Redevelopment Agency District
Established in 1997-updated plans in 2003 and 2007

- 52 Streets - Intracoastal to Broadwalk -(from Sheridan Street south to Magnolia Street)
- Historic Broadwalk, Surf Road, A1A, Public buildings, parking garages, Hollywood Beach Theater

**District Boundaries**

**Project Overview**

**District Boundaries**

**Streetscape Master Plan**
Approved 2007

- Undergrounding of Overhead Utilities-New lighting, landscape, sidewalks and roadways
- Streetend Plazas –Bike Racks, Recycle Bins, street furniture, native landscape and site amenities
- Improved Surf Road Hardscape
THE CHALLENGE:
Transforming 75 Years of Development

OVERHEAD UTILITIES • LACK OF PEDESTRIAN AND BICYCLE ACCESS • DRAINAGE DEFICIENCIES
LIMITED PUBLIC AND PRIVATE PARKING • LIMITED RIGHT-OF-WAY WIDTH • ADA ACCESSIBILITY
ENCROACHMENTS INTO THE PUBLIC SPACE
Completing the Vision: A1A Redevelopment
A1A Redevelopment

Stated Vision for A1A

- A1A Traffic calming, pedestrian/bicycle crossings, revitalization and beautification. Connectivity to marina and water activities on intracoastal (2010)
- Street design that prioritizes pedestrians, with particular attention to transforming A1A into a pedestrian-oriented thoroughfare (2007)
- Add more landscaping and incorporate left-turn lanes at major east-west streets (2003)
- Need for additional landscape on A1A and the need to create a ‘positive sense of arrival at a tropical beach destination’ (1997)
Implementing Vision for A1A

- **November 30th, 2011**: Met with FDOT regarding 3-Lane with center median / turn lane configuration. Were directed to perform traffic studies.

- **February 2012**: Performed traffic counts throughout project area on weekend.

- **August 3rd, 2012**: Met with representatives from the HB Civic Association and the Hwd. North Beach Association regarding 3-lane and 4-lane configurations along SR A1A from Hwd. Blvd. to Sheridan St. Presented results of traffic studies.

- **October 10th, 2012**: Met with FDOT to present and discuss 4-lane configuration.

- **October 19th, 2012**: Received TDLC Approval for medians along SR A1A.
A1A Redevelopment
Vision for A1A
1st Step to Corridor Enhancement
Transportation Design
For Liveable Communities

- October 19th, 2012: Received Approval from FDOT for TDLC

- Enhance existing medians along SR A1A with tropical lush vegetation (6 Medians from Cleveland to Sheridan Streets.)
  - Nevada to Roosevelt
  - Wilson to Harding
  - Harding to Coolidge
  - Missouri to Scott
  - New Mexico to Thomas
  - Sherman to Sheridan

- 6 Medians from Cleveland St. to Hollywood Blvd. to be replanted similarly.
Implementing Vision for A1A

Existing Conditions along SR A1A Corridor from Hwd. Blvd. to Sheridan St.

SR A1A looking north at Arizona St.

SR A1A looking north at Minnesota St.
Implementing Vision for A1A

Existing Conditions along SR A1A Corridor from Hwd. Blvd. to Sheridan St.

Enhanced café and pedestrian use

Intracoastal connectivity w/ wider sidewalks

Tropical Destination - vibrant nightlife
Implementing Vision for A1A

Proposed Rendering of 3-Lane Section at Garfield Street Looking North
Implementing Vision for A1A

Plan/Section of 3-Lane Configuration

NOTE: SIDEWALK AREA TO VARY BETWEEN 9.5' - 13'6" DEPENDING ON LOCATION OF TREES, PLANTING VERGE, AND OTHER R.O.W. COMPONENTS.
Implementing Vision for A1A

Proposed Rendering of 4-Lane Section at Garfield Street Looking North
Implementing Vision for A1A

Plan/Section of 4-Lane Configuration

NOTE: SIDEWALK AREA TO VARY BETWEEN 4.5’-4.9’ DEPENDING ON LOCATION OF TREES, PLANTING VERGE, AND OTHER R.O.W. COMPONENTS.
Completing the Vision:
Surf Road Circulation
### Existing Circulation:

1. **Northbound Surf Road parallel to Northbound A1A with one way traffic flow on east-west streets creates the need for left turn movements in order to re-circulate back to previous block.**

2. **Movement from one street to the next resembles a ‘snaking’ movement.**

3. **Creates greater degree of circulation conflicts across A1A.**

4. **U-Turns required to backtrack.**
Potential Circulation:

1. **Switch direction of Surf Road to operate one-way southbound in this specific area only**
2. Creates smaller ‘loops’ throughout the neighborhood
3. **Eliminates the need for left-turn movements onto A1A and U-Turns on A1A**
4. Eliminates more conflicts
5. Creates greater capacity within the system
6. **Connecticut Street to become two-way or switch direction to one-way westbound – will require FDOT approval**

Might require a signal at Carolina street
The Next Steps: Phase III Streetscapes
Oklahoma to New Mexico Streets

- Sherman St.
- Thomas St.
- New Mexico St.
- New Hampshire St.
- Lee St.
- Scott St.
- Missouri St.
- Coolidge St.
- Harding St.
- Wilson St.
- Carolina St.
- Taft St.
- Roosevelt St.
- Nevada St.
- Nebraska St.
- McKinley St.
- Oklahoma Street
1. **Safety First!** No impediments in street or sidewalk - Must maintain both sidewalks
2. Respect existing driveways
3. Direct private parking space access ok with 16’ minimum depth, (compact cars) or 9’ for tandem parking
4. Maintain on-street parking and add landscape islands for public utilities
5. Use of coastal landscape material salt and draught tolerant
6. Improve lighting for public safety
7. Use of marine turtle friendly light fixtures
8. Design to ADA standards
The Pilot Program

E/W Streetscapes

Grant Street
Looking East
From A1A

Before

Today
STREETENDS: Central Business District-Pilot Project and Phase II

- Streetscape Master Plan 2007 recommended conversion of entire streetend into a pedestrian plaza
- Exceptions were for:
  1. Emergency access
  2. Access to existing drive-ways
  3. Loading Zones

Typical Street End Plan and Illustration
Redevelopment Concept:

Design program included:

- Sites for public restrooms
- Establish café zones where appropriate
- Opportunities for installation of public art
- Maintain access for emergency, loading zones and private driveways where applicable.

Arthur St. streetend view from Broadwalk
Phase II Streetscapes

Minnesota St. to Tyler St.

**Today**

Tyler Street
Looking East
From A1A

**Before**
Phase II Streetscapes

Tyler St. Streetend

Before

Today

PUBLIC RESTROOM
Phase II Streetscapes
Arizona St. Streetend

Before

Today
The Next Steps: Phase III Streetscapes

Oklahoma to New Mexico Streets

Sherman St.
Thomas St.
New Mexico St.
New Hampshire St.
Lee St.
Scott St.
Missouri St.
Coolidge St.
Harding St.
Wilson St.
Carolina St.
Taft St.
Roosevelt St.
Nevada St.
Nebraska St.
McKinley St.
Oklahoma Street
1. Higher frequency of encroachment issues in this phase
2. Addressing the pressures of parking challenges on the barrier island – no nearby public garages
3. Without compromising safety retain the sidewalk continuity and as many public and private parking spaces as possible while respecting original design vision
Encroachments

“Encroachments” = private improvements constructed within the public right of way

Landscape
- Yard
- Trees and shrubs
- All encroachments to be removed to support pedestrian connections

Hardscape
- Private Sidewalks
- Steps and Low Walls
- Landscape Curbs, etc.
- All encroachments to be removed to support pedestrian connections
Non-Conforming Parking

Parking:
- Within the ROW, Driveway Access
- ‘Straddling’ the ROW

Potential Solution
- Coordinate with individual properties to allow parking that does not impede public safety
Parking spaces accessed directly from Right of Way with less than 16’ of clearance*

*: Subject to legal mechanism to allow non-conforming parking spaces – under evaluation
Phase III Streetscapes

Non-Conforming Parking

Potential Solution:

- 16’ depth minimum: parking to remain for compact cars (under evaluation)

Parking spaces accessed Directly from Right of Way with Minimum 16’ depth*

Minimal safety obstructions

*= Subject to legal mechanism to allow non-conforming parking spaces – under evaluation

Cleveland Street
Proposed Solution for Spaces with less than 16’ of clearance* and a Minimum of 9”*

Re-orient parking to fit site (tandem parallel pkg.)

* Subject to legal mechanism to allow non-conforming parking spaces – under evaluation
Potential Solution:

- Where there is a minimum of 9’ from building to right of way, may use tandem parallel spaces on private property or re-design parking as desired on private property to fit safely (under evaluation).

Example: Cleveland St.
STREETEND OPTIONS

• Retain original vision: as per Streetscape Master Plan of 2007 - implemented in Central Business District.

• Options: Only utilize a portion of the street end for pedestrian plaza – remaining portion used for vehicular parking, dropoff, loading zone or emergency access and utilities relocation.

Previous Vision

Option 1

Option 2

Add Parking

Add Valet/ Drop-off/ Loading Zone/Emergency Access
Phase III Streetscapes

Streetend Plaza/ Parking

- Proposed Public Parking at Designated Streetends w/out emergency access or private property driveways:

OPTION 1: Alternate Streetend-Public Parking/Smaller Plaza
Proposed Valet/Drop-Off Zone at Designated Streetends w/out emergency access or private property driveways:

OPTION 2: Alternate Streetend-Valet/Drop Off/Loading Zone-Smaller Plaza
Phase III Streetscapes
Oklahoma Street

New Mexico St.

E/W Street

Oklahoma St.

Streetend

ROW
Phase III Streetscapes

McKinley Street

New Mexico St.

E/W Street

McKinley St.

Streetend
# Parking Quantities

**DRAFT 10/30**

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Existing Parking</th>
<th>Proposed Parking</th>
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<tbody>
<tr>
<td></td>
<td>Public</td>
<td>Private</td>
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<tr>
<td>New Mexico St.</td>
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<td>10</td>
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<tr>
<td>New Hampshire St.</td>
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<td>9</td>
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<td>Lee St.</td>
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<td>13</td>
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<td>10</td>
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<td>Harding St.</td>
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<td>Taft St.</td>
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<td>Nebraska St.</td>
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<tr>
<td>McKinley St.</td>
<td>6</td>
<td>41</td>
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<tr>
<td>Oklahoma St.</td>
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<td><strong>TOTAL</strong></td>
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<td>274</td>
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<td><strong>Streetends</strong></td>
<td>53</td>
<td>29</td>
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<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>155</td>
<td>303</td>
</tr>
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</table>

**SUMMARY OF PROPOSED PARKING QUANTITIES**

- **PUBLIC PARKING**
  - +4 pkg. spaces
- **PRIVATE PARKING**
  - -146 pkg. spaces
- **NEW PUBLIC PKG. GARAGE**
  - +300 +/- pkg. spaces

*new public pkg. garage being planned at site of old FS#40 Nebraska/Nevada Sts.
To address the need for additional parking resulting from:

- Infrastructure Improvements
- Increased densities in the future

The CRA is investigating the design and construction of

- 3 – 300+/- Space Parking Garages
- One in the north, one in the south, one in the central business district

RFQ submittals received on September 18th, 2012; A&E consultant for Garages currently being evaluated
Summary of Outstanding Issues

1. **Create legal mechanism to allow non-conforming parking spaces:**
   - 16' minimum standard*
   - 9' minimum standard for tandem parallel pkg.*
   - *Legal mechanism under evaluation

2. **Streetend design alternatives:**
   - Maintain as pedestrian-only space
   - Create valet/drop-off/loading zones?
   - Maximize public parking with smaller plaza

3. **Reverse direction of traffic on Surf Rd. to southbound from Thomas to Connecticut Streets**

4. **A1A: Complete the vision.**
   - Pursue approval of 3 lane or 4 lane section from Hwd. Blvd. to Sheridan St.
   - Requires Govt. Agency Approval

1st Step: Implement TDLC from Sheridan to Cleveland Street. Enhance landscape in medians from Cleveland to Arizona street as maintenance project

2nd Step: Prepare studies for FDOT

3rd step: Temporary pilot project