

ATTACHMENT - A

MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # 397-2021

LETTER TO COMMISSION

TO: Honorable Mayor Dan Gelber and Members of the City Commission

FROM: Alina T. Hudak, City Manager 

DATE: September 21, 2021

SUBJECT: **OCEAN DRIVE CONFIGURATION**

The purpose of this Letter to Commission is to provide the Mayor and Commissioners with pertinent information with regard to the current configuration of Ocean Drive and present options for an interim reconfiguration of the street, in advance of the September 23 Commission Workshop. Attachment A depicts the Ocean Drive Short-Term Reconfiguration Options.

LONG-TERM VISION

On November 6, 2018, Miami Beach residents voted to approve the \$439 million City of Miami Beach General Obligation Bond (GOB) Program. The GOB program includes \$20 million for the design and reconstruction of the Ocean Drive corridor.

On September 16, 2020, the Mayor and City Commission adopted Resolution No. 2020-31388, authorizing the City to engage Zyscovich Architects in order to propose a long-term vision for the Art Deco Cultural District (ADCD), including Ocean Drive. The professional services agreement with Zyscovich Architects, executed on October 11, 2020, provides for a study area of Ocean Drive, Collins Avenue, Washington Avenue, as well as their side streets, from 5 Street to 17 Street.

Zyscovich's consultant team, including transit and mobility subconsultants Kittelson & Associates, has evaluated all available traffic data, pedestrian and bicycle volumes, and mobility needs, challenges, and opportunities in the ADCD. In addition, the consultant team has worked closely with the Mayor's Art Deco Cultural District Panel and the City team to identify long-term street configurations for Ocean Drive, Collins Avenue, Washington Avenue, and the side streets within the ADCD. The consultant has also utilized information gleaned from area resident stakeholders and members of organizations such as the Ocean Drive Association, Washington Avenue Business Improvement District, and the Miami Beach Chamber of Commerce.

Currently, the consultant team is evaluating two options for Ocean Drive consisting of a pedestrianization option without vehicles and an option that would allow vehicular traffic on a restricted basis but highly focused on pedestrian circulation, comfort, and safety. Both options are premised on initiatives that would control non-resident vehicular access and meter vehicular flow throughout portions of the ADCD to maintain low vehicular volumes and create a more pedestrian and transit amenable environment within the district. The final ADCD Vision Plan, including recommended street configurations, is expected to be presented to the City Commission

for approval in February 2022. The Vision Plan will serve as the basis of design for the GOB Ocean Drive project.

Given the City Commission's expressed desire to expedite the GOB Ocean Drive project, the City Administration anticipates commencing procurement of a design firm in December 2021. The design and procurement process for the reconstruction of the Ocean Drive corridor is anticipated to take approximately 22 months. Based on this preliminary schedule, construction of the long-term street improvements could potentially begin in December 2023.

While the Administration's actions and recommendations to date have focused on keeping Ocean Drive pedestrianized, the successful implementation of a pedestrianized Ocean Drive must be premised on a comprehensive plan that addresses pedestrian mobility, safety, and security; programming; emergency vehicle access; traffic control and access management; and parking/curb management strategies regulating valet, ride share, and freight loading operations. This comprehensive plan would also necessitate the enactment of new policies and regulations to ensure the successful operation of Ocean Drive, the side streets (100 blocks), and the businesses along the corridor.

SHORT-TERM CONFIGURATIONS

The Restaurant Recovery Outdoor Seating Pilot Program (Program) was authorized by the City Commission on May 13, 2020 through Resolution No. 2020-31276 to help restaurant recovery during the COVID-19 pandemic. The Program allows restaurants to expand their outdoor dining operations along a portion of Ocean Drive through September 30, 2021 in order to comply with social distancing. There are currently 135 businesses with this approval throughout the City, of which approximately 41 restaurants on Ocean Drive have been issued Outdoor Seating Expansion Permits. Per City Commission action on September 17, 2021, this Program, as it applies to Ocean Drive, is scheduled to conclude on September 30, 2021. To facilitate the Program, as well as to allow residents to walk along Ocean Drive while social distancing, Ocean Drive was closed to vehicular traffic from 5 Street to 15 Street.

The pedestrianization of Ocean Drive was approved by Miami-Dade County on May 15, 2020, and the actual pedestrianization began on May 16, 2020. Shortly after the implementation of the street closure, various concerns were raised by our public safety officials regarding congregation, safety, and security. In response to these concerns, the Administration re-opened Ocean Drive to vehicular traffic in the southbound direction only for the 2020 Fourth of July weekend. The re-opening, as deployed with construction barricades along the road to separate vehicles from the outdoor café seating areas, presented both aesthetic and safety concerns with pedestrians jaywalking and crossing over the barricades. To ensure any further changes to the configuration of Ocean Drive include City Commission consideration and community involvement, on July 17, 2020, the City Commission passed Resolution No. 2020-31313 "requiring any potential new pilot mobility options on Ocean Drive, or other major streets in the City, be fully vetted by all stakeholders, including residents and discussion by the City Commission, prior to taking any action."

On May 3, 2021, the Governor passed Executive Order 21-101 which was interpreted by the City Attorney's Office and was determined to not prevent the City from implementing discretionary

programs or benefits to promote economic recovery (including the Restaurant Recovery Outdoor Seating Pilot Program). Pursuant to the Governor's Executive Order, the Miami-Dade County Department of Transportation and Public Works (DTPW) advised the City that its approved pilots implemented during the COVID-19 pandemic would expire on June 30, 2021. Subsequently, the City worked with DTPW to obtain a permit following Miami-Dade County's Block Party permit process. The permit will expire on October 1, 2021 and can be renewed at the County's discretion.

CURRENT CHALLENGES

Public Safety

Professional staff and I remain deeply concerned about an Ocean Drive environment that is difficult to manage. Our public safety team has continued to experience issues with large swaths of Ocean Drive that lend themselves to areas for congregation and impromptu block parties. Our Police and Fire departments have expressed concerns with their ability to promptly respond to emergency calls when accessing Ocean Drive due to the limited access points and the frequent congestion that occurs on the side streets within the ADCD. Currently, emergency vehicles access Ocean Drive via gate arm systems at the 100 Block of 10 Street and at Ocean Drive and 5 Street; however, the existing system is not automated and requires that a person manually lift the gate arm to allow emergency vehicle access. Furthermore, Ocean Drive is closed at 14 Street with barricades that do not allow vehicles, including emergency vehicles, to continue traveling southbound on Ocean Drive from that point. To mitigate these concerns in the interim, the City has placed 24-hour security personnel to control the 10 Street gate. The 24-hour security guard presence comes at an added cost to the City.

Side Streets (100 Blocks)

One of the challenges of the current pilot configuration (pedestrianized Ocean Drive) is the operation of the 100 Blocks. The existing mobile vehicle barriers located just east of the Ocean Court alleyway create underutilized areas (dead zones) on the east ends of the 100 Blocks between the alleyway and Ocean Drive. These areas (east end of 10 Street in particular) have recently served as locations where large crowds congregate. Currently, valet stands are located on the 100 Blocks of 11 Street (from 9AM to 11PM) and 14 Street (24 hours) to serve hotels and restaurants on Ocean Drive. Given the current pedestrianization, the limited access to valet parking is significantly impacting guests' ability to conveniently access hotels and restaurants on Ocean Drive. The City is exploring the feasibility of expanding valet operations at all 100 Blocks. Additionally, the City considered Freebee service as a pedestrian accelerator to transport patrons from the valet stations and/or adjacent parking garages to the hotel/restaurant entrances; however, funding for this service has not been identified.

Aesthetics

The current pedestrianization of Ocean Drive is in large part accommodated with temporary construction barriers and signs which are not attractive or contextual to historic and iconic Ocean Drive. As a result, several businesses have raised concerns with the poor image of the area. Furthermore, the continued use of these barriers and signs presents a significant maintenance and fiscal burden on the City and is not sustainable as an interim solution.

JUNE 23, 2021 CITY COMMISSION MEETING

At the June 23 City Commission meeting, the Administration presented various options for a potential reconfiguration of Ocean Drive to mitigate growing issues with public safety, emergency vehicle access, traffic congestion, freight loading, parking, and access to businesses. At that time, and after some discussion with representatives of the Ocean Drive Association, the Administration recommended for discussion an option that was predicated on scaling back the footprint of the outdoor cafés to pre-pilot conditions and relocating them to the west on-street parking lane in order to maintain an unobstructed west sidewalk, keeping Ocean Drive pedestrianized, installing planters on the west and east sides of Ocean Drive and along the 100 Blocks to deter congregation, and providing Freebee service to help improve access to businesses, particularly hotels and restaurants, as well as enhance mobility along the corridor. Furthermore, this option proposed the installation of automatic gates at 5 Street, 10 Street, and 15 Street to improve emergency vehicle access. Several concerns were raised, including mixing pedestrians, bicyclists, and Freebee vehicles in the same shared space (i.e. no mode segregation), relocating the outdoor cafés from the west sidewalk to the west on-street parking lane, cost of providing Freebee service, and the cost of implementing a temporary reconfiguration in advance of the GOB project.

The Ocean Drive Association transmitted a letter to the Mayor and Commissioners on June 22, 2021 expressing its views on the Administration's reconfiguration options and conveying its recommended pilot configuration for Ocean Drive (Attachment B). At the June 23 City Commission meeting, the Chair of the Ocean Drive Association cited the attached letter and expressed various concerns with the Administration's recommendation, including the proposed footprint reduction and relocation of outdoor cafés from the west sidewalk to the west on-street parking lane which would separate outdoor cafés from the restaurants; the proposed planters on the west side of Ocean Drive which would shift pedestrians closer to the buildings; the proposed planters on the east side of Ocean Drive which would impede pedestrian flow into Lummus Park in case of an emergency; and the need to separate pedestrians and bicyclists for safety.

Following discussion, and based on input from the Ocean Drive Association, stakeholders, and others, the City Commission directed the Administration to organize a workshop to discuss the interim configuration of Ocean Drive. A Commission Workshop on Ocean Drive and Washington Avenue will be held on September 23, 2021 at 3 P.M. in the Commission Chambers.

POTENTIAL INTERIM RECONFIGURATIONS

Given the public safety, aesthetic, and operational concerns described above, the Administration believes that the current pedestrianized configuration of Ocean Drive is not sustainable as an interim solution in advance of the GOB project. To this end, staff has developed two new interim alternatives, described below and included in Attachment A, to bridge the gap between the current pedestrianized configuration and the long-term configuration(s) identified in the ADCD Vision Plan. **The goal of these two interim options is to promote a multimodal environment while re-introducing vehicles to reduce the amount of currently empty and unactivated space which is promulgating congregation and unruly behavior.** In addition, both concepts propose two-way bike lanes, sidewalk cafés on the west sidewalk adjacent to the buildings, and

passenger/freight loading zones, and valet parking along the curb on the west side adjacent to the businesses. In both options, on-street parking is not recommended.

Option A: Two-Way Vehicular Traffic with Two-Way Bike Lane

This option re-introduces vehicular traffic in both directions and, pursuant to City Commission direction at the September 17, 2021 Commission meeting, eliminates the existing parklets and situates sidewalk cafés on the west sidewalk adjacent to the buildings. Similar to the pre-pandemic configuration, this option includes valet parking and freight loading zones on the west side of Ocean Drive. This option also includes a two-way buffered bicycle lane adjacent to the east sidewalk replacing the east parking lane. This configuration not only provides bicycle mobility but also addresses public safety concerns with congregating and the unruly behavior which has historically occurred on Ocean Drive due to parked vehicles on the east side parking lane. Given that the existing curb extension at the intersection of Ocean Drive and 10 Street would interrupt the continuity of the proposed bicycle facility, the two-way bicycle lanes would need to be re-routed into the park and around the Art Deco Welcome Center to avoid this conflict. The estimated cost for this alternative is \$60,000 plus a recurring annual cost of approximately \$20,000 for maintenance of signage and pavement markings. Given this option primarily consists of restriping Ocean Drive, the reconfiguration is expected to take approximately one month to implement.

Option B: Southbound Vehicular Traffic with Two-Way Bike Lane

This option introduces one-way southbound vehicular traffic on Ocean Drive and, pursuant to City Commission direction at the September 17, 2021 Commission meeting, eliminates the existing parklets and situates sidewalk cafés on the west sidewalk adjacent to the buildings. Similar to the pre-pandemic configuration, this option includes valet parking and freight loading zones on the west side of Ocean Drive. The eastern half of the corridor includes a two-way buffered bicycle lane replacing the parking lane on the east side of the corridor. This configuration not only provides bicycle mobility but also addresses public safety concerns with congregating and the unruly behavior which has historically occurred on Ocean Drive due to parked vehicles on the east side parking lane. Similar to Option A, given this option primarily consists of restriping Ocean Drive, the total estimated cost to implement is \$60,000 plus a recurring annual cost of approximately \$20,000 for maintenance of signage and pavement markings; and the reconfiguration is expected to take approximately one month to implement.

The following highlights are common to both options A and B:

- Reduces space for congregation and potential impromptu block parties
- Restores full emergency vehicle access
- Improves valet, passenger and freight loading operations
- Improves access to retail businesses
- Reduces spill-back congestion from side streets
- Reduces the current (pilot) operational challenges on the 100 Blocks
- Dedicated space for vehicles, pedestrians, and bicyclists
- Increases potential for conflicts between vehicles and pedestrians
- Increases noise and air pollution
- Easily convertible to a pedestrianized option with Freebee

Ocean Drive Association Preferred Option

Via an email to the Mayor and Commissioners dated September 15, 2021, the Ocean Drive Association, in anticipation of the upcoming Sept 23 Commission Workshop, resubmitted its June 22, 2021 letter to the Mayor and Commissioners from the Chairman regarding its position on the reconfiguration options being considered for Ocean Drive. The Association's preferred option consists of sidewalk cafés on the west sidewalk adjacent to the buildings as well as street-level restaurant expansion areas adjacent to the west sidewalk. The mobility options include an on-street pedestrian path, a two-way Freebee path, and a bicycle lane.

Given that this option would retain a pedestrianized configuration for Ocean Drive, it would require the installation of three automatic gates (at 5 Street, 10 Street, and 14 Street) to provide access to emergency vehicles. Additionally, this option would require the installation of approximately 400 planters located along the east end of each 100 Block (to deter congregation) and adjacent to the restaurant expansion areas along Ocean Drive (to separate the restaurant areas from the on-street pedestrian path). The cost of purchasing and installing the planters and plantings is approximately \$446,000. The maintenance of the planters is estimated to have a recurring annual cost of \$325,000. Furthermore, the Ocean Drive Association's preferred option proposes a Freebee service to improve access to businesses. Based on internal discussions, to activate the Freebee lane with sufficient service to effectively deter congregation while meeting the desired service frequency for businesses in the area, an operating plan consisting of eight Freebee vehicles operating a fixed route/fixed schedule for 12 hours a day/365 days a year would have an annual cost of approximately \$920,000 (based on the hourly rate established in the City's contract with Freebee for on-demand transit service). Given the above program requirements, City staff estimates that the cost to implement this option would be approximately \$785,000 with an annual recurring cost of approximately \$1,265,000. Given that funding for the Freebee service and planter maintenance is not currently allocated in the City's proposed FY 2022 budget, it is the Administration's expectation that these costs would be funded by the businesses along Ocean Drive. In addition, further discussions with the Ocean Drive Association would be needed to determine an expedited approach to procuring the planters, automatic gates, and the potential Freebee service.

Highlights:

- Prioritizes pedestrian mobility
- High cost of implementation and maintenance (no City funding identified)
- Potential for congregation at east end of 100 Blocks
- Narrow bike lane will not allow safe 2-way cycling
- Lead time to procure and deploy automatic gates, planters, and Freebee service
- Limited emergency vehicle access

City staff will be prepared to discuss the three options described above in detail at the September 23, 2021 Commission Workshop on Ocean Drive and Washington Avenue. The resulting recommendation from the Workshop will be presented to the City Commission at the October 13 Commission meeting for approval via Resolution.

As I stated in my LTC dated September 3, 2021 outlining a unified strategy for South Beach, the Administration will continue to do everything in its power to continue to improve one of the world's most beloved streets. I am committed to allocating additional resources as needed to address the current challenges on Ocean Drive and look forward to reaching consensus on a preferred interim configuration at the September 23 Commission Workshop.

Please do not hesitate to contact me if you have any questions.

Attachments:

- A: September 23 Commission Workshop Ocean Drive Presentation
- B: Letter from the Ocean Drive Association

ATH/LS/JRG/JFD

ATTACHMENT - A

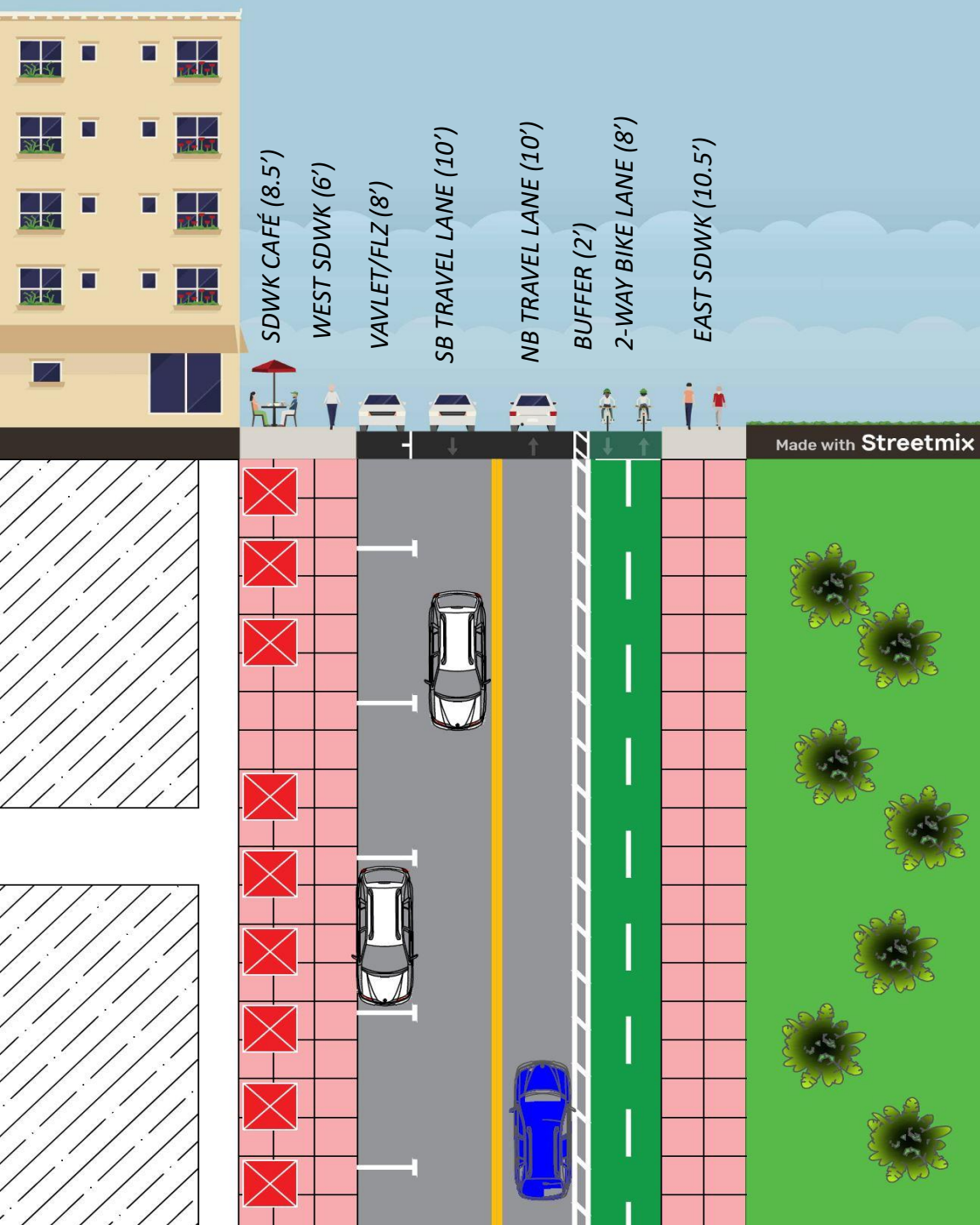
Ocean Drive

SHORT-TERM RECONFIGURATION OPTIONS



Goals

- Safety
- Business Friendly
- Elevated Resident/Visitor Experience
- Avoid Congregation



Ocean Drive Option A

Re-introducing Two-Way Traffic

- Sidewalk cafés remain on sidewalks and parklets/sidewalk café extensions are eliminated
- Reintroduces two-way traffic on the road
- Valet and freight loading zones on west side
- Two-way buffered bike lanes on east side
- Requires bicycle detour at 10th Street
- Easily convertible to Freebee operation
- Implementation Costs - \$60,000
- Recurring Costs - \$20,000





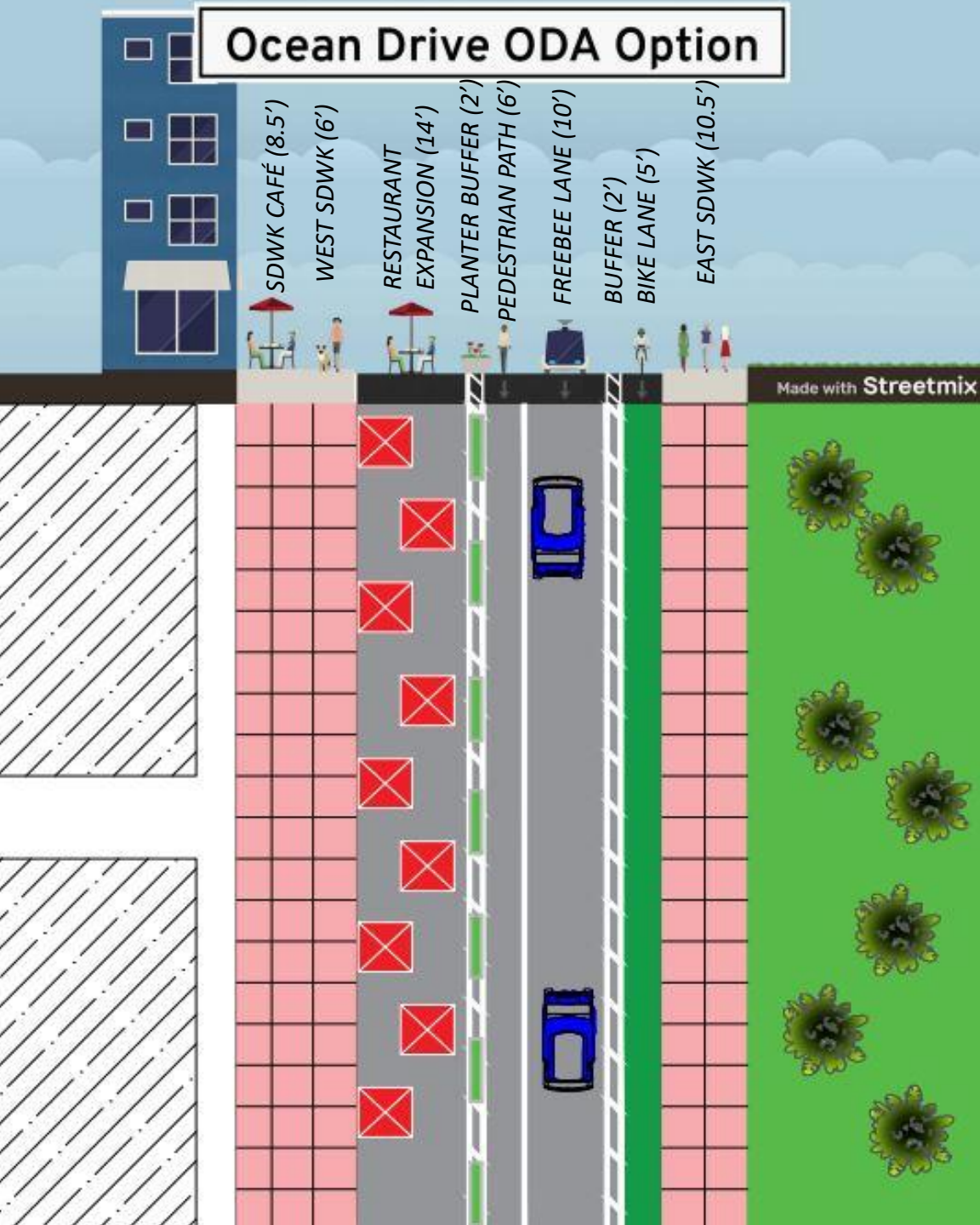
Ocean Drive Option B

Reintroducing One-Way Traffic

- Sidewalk cafés return to sidewalks and parklets/sidewalk café extensions are eliminated
- One-Way southbound vehicular traffic
- Valet and freight loading zones on west side
- Two-way buffered bike lanes on east side
- Planters on the east side to reduce congregation
- Easily convertible to Freebee operation
- Implementation Costs – \$60,000
- Recurring Costs - \$20,000



Ocean Drive ODA Option



Ocean Drive Association Preferred Option

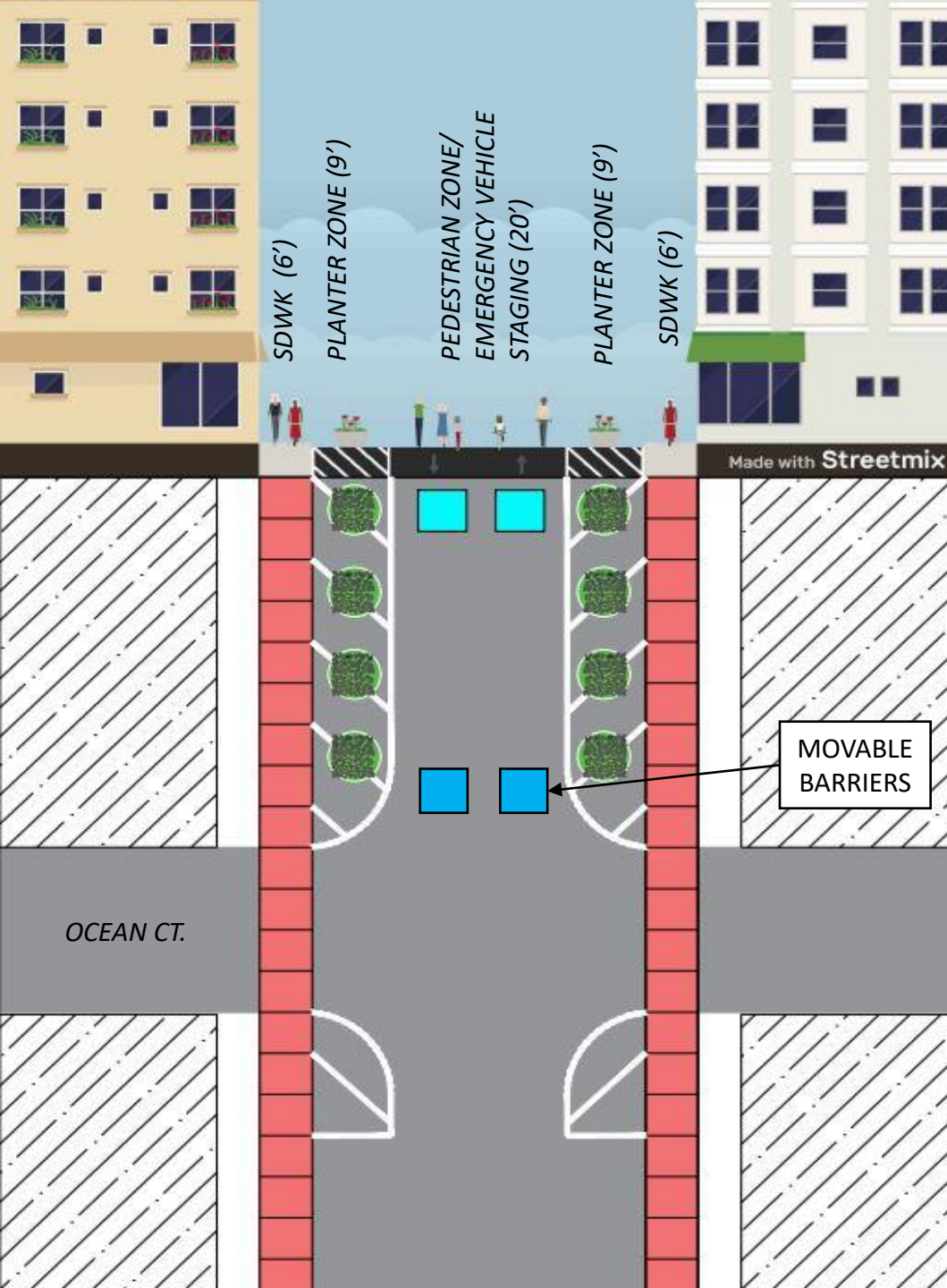
Pedestrianized

- Sidewalk cafés return to sidewalks and sidewalk café extensions are included on west side
- Pedestrian path on street with no protection
- Freebee operation with 8 vehicles would cost \$920,000 per year for 12 hours per day 365 days a year
- Proposed bicycle lane is too narrow for two-way operation
- Management of 100 blocks will present a challenge and will require additional cost
- Implementation Cost: \$785,000*
- Recurring Costs: \$1,265,000**

*Assumes installation of planters to separate restaurant expansions from pedestrian path and planters on the side street

**Includes operation costs of Freebee, maintenance of planters, and minor maintenance of pavement markings

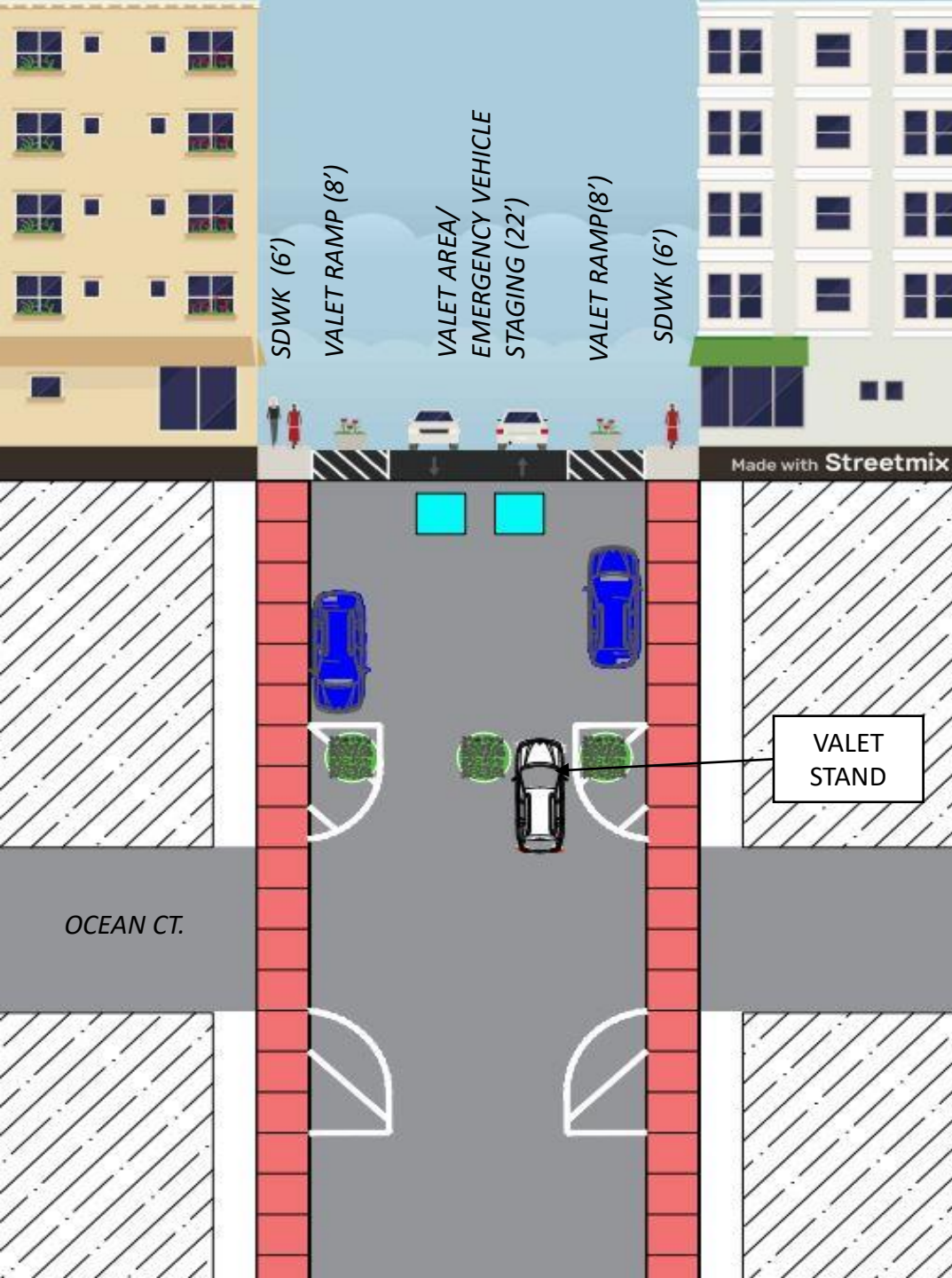




Ocean Drive Pedestrianized – 100 Block Alternative *No Valet Parking*

- Closed to vehicles east of 100 blocks
- Movable barriers to at Ocean Court
- Rigid barrier at Ocean Drive
- Planters to improve aesthetics and reduce congregation
- 20 ft. clearance required for emergency vehicle operation





Ocean Drive Pedestrianized – 100 Block Alternative *Valet Parking*

- Valet stand on Ocean Ct. to process vehicles
- Valet operations assumes control of east half of 100 blocks
- Rigid barrier at Ocean Drive intersection
- Planters to improve aesthetics and delineate valet area
- 20 ft. min clearance required for emergency vehicle operation



ATTACHMENT - B



June 22, 2021

Via Email

Mayor and Commissioners
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

Dear Honorable Mayor and Commissioners.

I write with the endorsement of the Board of Directors of the Ocean Drive Association for which I serve as chair. I am also an Ocean Drive resident and Owner of The Betsy -South Beach. I also Chair the Mayor's Committee on the Reimagination of the Art Deco Cultural District where we have been fortunate to be exposed to a series of informative presentations by the Bernard Zyscovich team of experts as we explore longer term options for the ADCD, many of which impact the discussion you are having on June 23, 2021.

We have a great deal of respect for the leadership the Mayor and Commission are providing as we pursue a better future for our community. Similarly, we admire the City Manager's efforts and those of her appointed civilian and public safety leadership teams wrestling with some profoundly difficult issues.

The ODA welcomes the Manager's LTC on near term Ocean Drive options. There are many excellent recommendations and some we have concerns about. We seek to summarize concisely.

- Our primary concerns relate to public safety. Any options that we as operators and owners think have the potential of compromising public safety, we do not support (noting we are not public safety experts):

1. Businesses must be held accountable for what occurs immediately in front of their premises/property, particularly in the outdoor café seating areas. Moving the cafes to the east side of Ocean Drive eliminates the possibility of this important responsibility and creates a disconnection for customers, visitors and residents from the destination they are patronizing. This issue has both public safety and operational challenges which is why Options 3 & 3A are not advised.
2. In the current environment we have a manageable and modest stream of pedestrians on the west sidewalk, with most encouraged (and desiring) to use the street or east sidewalk (which is a much better place to observe our celebrated architecture). From a public safety point of view, we need to keep the larger crowds away from café guests and hotel entrances. We would limit the passage to the 6' space along the curb (not adjacent to the buildings) outlined in current city guidelines. We would also respectfully remind the Commission that in previous years we worked together to eliminate the unsightly "gauntlet" on the west sidewalk which compromised the safety of guests, service personnel and limited MBPD visibility into this critical area. (Note: There are several buildings with

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Celino Hotel*

*David Wallack
Mango's Tropical
Café*

*Ceci Velasco
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unique architectural design that require exemption from the requirement that café tables are immediately adjacent to the buildings (e.g., Mango's))

3. Sadly, we have all observed consistent crowd control issues on Ocean Drive. It has been very important that in those surge or "stampede" moments that an unobstructed exit to Lummus Park exists. We do not support the installation of planters on the east side of Ocean Drive. We welcome them as cosmetic additions to the vacant west side areas (e.g., in front of the Tides) to beautify the street. Noting too, that we have a very limited amount of real estate on Ocean Drive and have ambitions to tackle other matters in the street (Freebees, pedestrians, bicycles, skateboarders etc.), taking seven feet of it for east side planters creates issues with options 3 and 3A.
 4. We support a pilot program of very actively managed Freebees (with passenger loading zones) to ensure that the vision is both safe and effective for residents and visitors to Ocean Drive. We would recommend(i) silent electric vehicles, (ii) speed governors, (iii) no music, (iv) carefully vetted drivers and (v) ADCD appropriate Freebee signage (i.e., no advertising except our cultural programming!!). One of our very important amendments is that the Freebees need to operate with two-way Freebee traffic, reinforcing the view that we need to protect every inch of real estate we have. (Noting longer term, with appropriate improvements, Ocean Court might be used as one of the corridors(northbound?) for the Freebee loop. Similarly, the serpentine path might be considered for "return" Freebee trips south to north).
 5. Further, as it relates to several proposed options we are concerned about the shared spaces. Even as we welcome bicyclists to OD, we are aware that many are traveling at dangerous speeds and, others, demonstrating acrobatic skills that are inconsistent with a safe environment. Our recommended course of action seeks to get this behavior under control and some possible additional separation from pedestrians before substantial injury occurs. As mentioned above, this item highlights our concern with Options 3 and 3A.
 6. We acknowledge that we, together, have not sufficiently explored the more active utilization of the "100" blocks of OD. We are aware that we have important hotel guest arrival issues that need addressing. Especially with the rainy season commencing. Better signage, valet operations and some better imagination has the potential of having a very favorable impact. We really need to focus our best minds on this issue with great urgency as we search for comprehensive solutions.
- Now on to business and redevelopment issues.
1. With both a long- and short-term perspective, we are all focused on creating the conditions which cause private capital to invest in our buildings on Ocean Drive in such desperate need of renovation. That investment is critical to our shared vision for an extraordinary future of the ADCD. The Zyscovich work with the ADCD Committee (in active dialogue with MB's Planning Department) and the MB Chamber Committee are both wrestling with this multi-faceted issue. We also need to find ways to produce financial support for our shared goals on OD and in Lummus Park. The short-term message? We can't casually remove substantial cash flow producing café seating from the sidewalks. These seats certainly benefit the current operators and landlords, but they also have significant implications for the financial modeling associated with prospective investment. An 11' sidewalk café alone (as contemplated in Options 3 or 3A) is not a sufficient amount of space for sidewalk café tables. We are hoping that the continuing elevation of the pedestrian experience brings strong café and business engaged traffic to Ocean Drive that will enhance sales and result in further investment into our historic properties. To become the "American Riviera" that we all believe strongly that this street can be, we need to enhance the café experience by thoughtfully increasing/protecting operational scale, while focusing aggressively on elevating operator performance.
 2. Operating an isolated satellite café on the east side of OD is simply impossible under current conditions. Providing security for guests and having service people crossing lanes of pedestrian, bicycle and Freebee traffic are all operationally profoundly challenged. About this, all our operational experts are certain further highlighting our concerns with Option 3 and 3A.

ODA's Formal Recommendation to the Commission: Explore and discuss Option 4 as Amended. The Amendments include:

1. Rather than southbound Freebee traffic only, we recommend two-way traffic. Consequently, there should be no automotive vehicles on Ocean Drive. However, 10' should be sufficient for two **slow moving** Freebees who occasionally cross and utilize a portion of what is depicted in Option 4 as the "buffer" area.
2. We need attractive planters blocking the west side sidewalk and Ocean Drive café expansion seating from the traffic of all types. This will provide much needed safety protection but will keep most of the flow to Lummus park still seamless and visible. These planters can be two feet or less in east-west dimension and must be beautiful and contribute to a more inviting environment!
3. Further discussion to make certain that we avoid the recreation of the 'tunnel and gauntlet effect' that the Commission worked so hard to eliminate a few years back.

To summarize, from **West to East** our recommendation is to adopt 'Option 4' with the following friendly amendments:

1. 8.5 feet of West sidewalk café (abutting the buildings),
2. 6.0 feet of pedestrian clearance on the West sidewalk
3. 16.0 feet of Ocean Drive café, including allocation of two feet for planter boxes
4. 5.0 feet of Ocean Drive **CLEARLY MARKED** Pedestrian passage including café entrance/exit and strolling
5. 10.0 feet of **CLEARLY MARKED** Ocean Drive Freebee passage
6. 2.0 feet of buffer
7. 5.0 feet of **CLEARLY MARKED** Bicycle Lane (both north and southbound)
8. 10.5 feet East sidewalk pedestrian passage

The reasons why we support Option 4 (as amended) are the following:

- Provides ample sidewalk café seating to generate sales and, critically, promote reinvestment in the properties
- Provides two-way Freebee traffic to address the need for hotel or restaurant guests to be dropped off at their destination.
- Ample sidewalk pedestrian path on the East and more modest on West sidewalk.
 - Provides an easy way to close the Freebee and bike lanes for pedestrian use only on certain days/weekends/events
 - Pedestrians can still use the freebee lane as a walking path when the (speed limited) Freebees are not passing by, but it clearly delineates the Freebee path / 'right of way' (not unlike what one would observe in an airport terminal today)

Finally, we encourage the city to hold operator's "feet to the fire", demanding excellent performance from us every day. We want to work with the city to address many of the "low hanging fruit" opportunities (e.g., apply fresh paint, add lighting, sweep, hose down, freshen up, empty garbage more frequently etc.) in all the ADCD areas in and adjacent to OD. We, together, need to take those steps now if we really want to inexpensively jump start immediate change in the community.

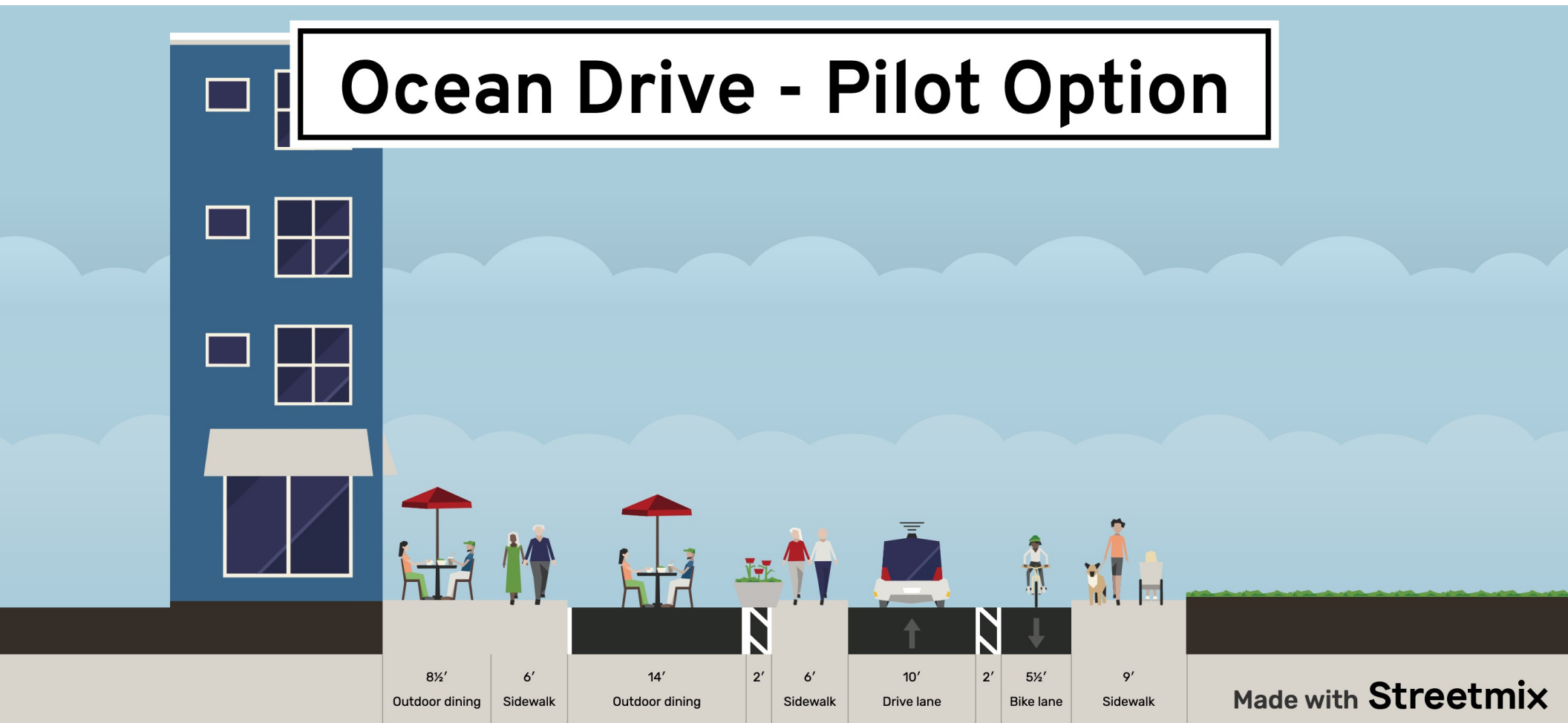
We want to be your partner in a great OD future. We are all striving for a more satisfying, safe, and consistent "live, work and enjoy" environment.

Respectfully,

Jonathan Plutzik
Chairman – Ocean Drive Association
Owner – The Betsy Hotel
Resident – Ocean Drive

cc: Alina Hudak, City Manager
Rafael Granado, City Attorney

Ocean Drive - Pilot Option



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