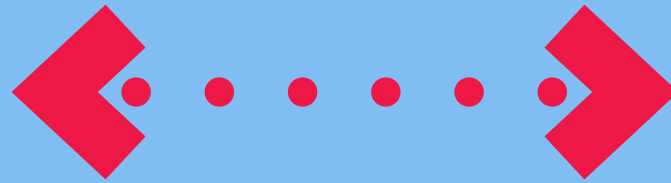


LINCOLN ROAD



OCEAN DRIVE

SOUTH BEACH PROMENADE STUDY INITIAL DESIGN IDEAS

Presenter

Gianno Feoli

Director of Landscape Urbanism & Design
Calvin, Giordano & Associates, Inc.



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- 01 Introduction
- 02 Project Limits + Scope
- 03 Project Approach
- 04 Planning Considerations
- 05 Design Alternatives - Pilot Project
- 06 Specific 'Asks'
- 07 Closing, Q+A



INTRODUCTION

module 01



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CITY OF MIAMI BEACH

DESIGN PROGRESS PRESENTATION | CONCEPTUAL DESIGN

FERC COMMITTEE MEETING

FEBRUARY 25, 2022

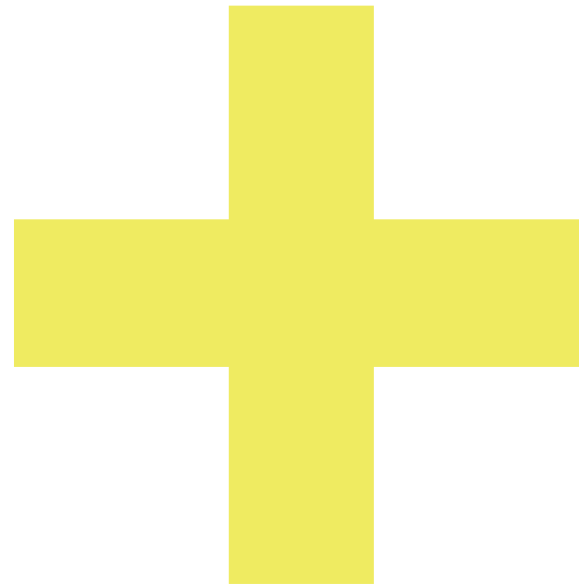
DEDICATED TEAM

GIANNO FEOLI, ASLA
VISION LEAD / URBAN DESIGN LEAD

DOMINIC MACK, PLA
LANDSCAPE DESIGNER

ALEX DAVID, AICP
PLANNER

MICHAEL CONNER, PLA, ISA
LANDSCAPE ARCHITECT



DIANA WHITE RIVAS, PE
TRANSPORTATION & MOBILITY ENGINEER

JAMES KEMP, EI
TRAFFIC ENGINEER

JENNA MARTINETTI, PE
CIVIL ENGINEER

KEISHA WESTBROOK, PE
CIVIL ENGINEER

SUBJECT-MATTER
INDUSTRY EXPERTS



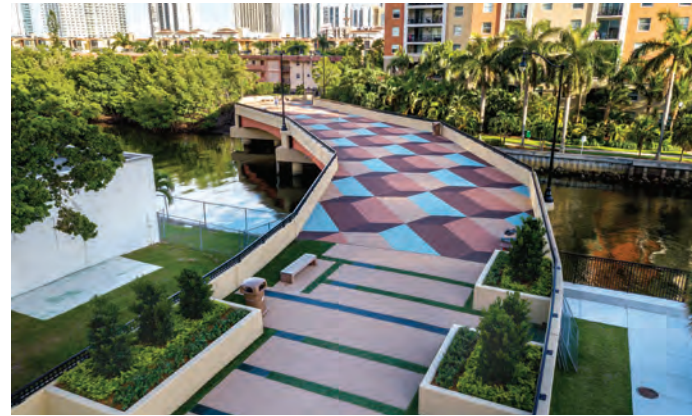
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Project Experience



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INTRODUCTION

MODULE

01

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PROJECT LIMITS + SCOPE

module 02



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Existing Conditions Overall Aerial



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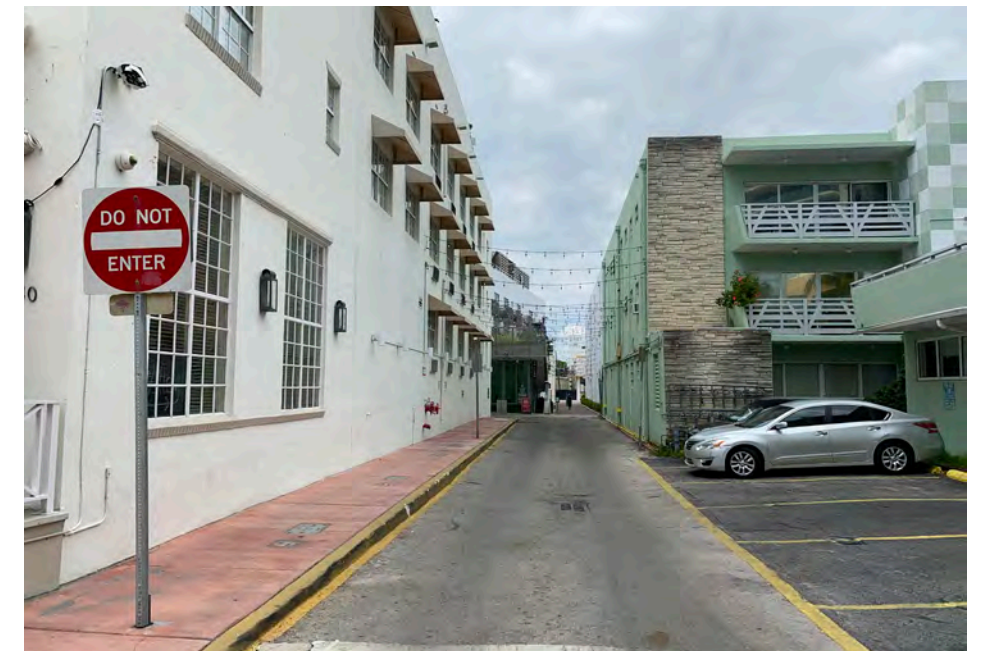
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PROJECT LIMITS + SCOPE

02 MODULE

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Existing Conditions 14th Place & Collins Ave



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PROJECT LIMITS + SCOPE

02 MODULE

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Existing Conditions Española Way



Existing Conditions Española Way



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PROJECT LIMITS + SCOPE

02 MODULE

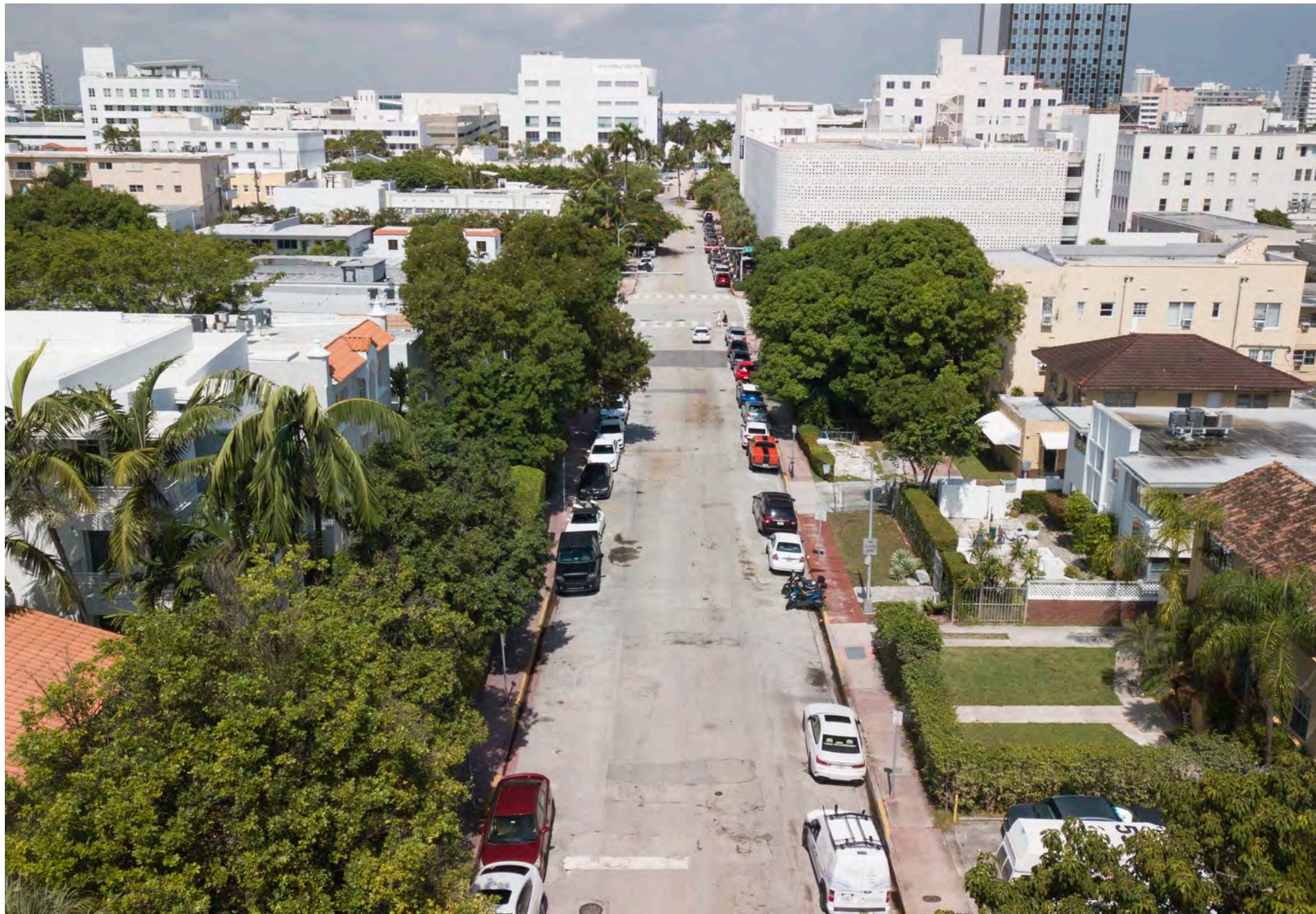
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Existing Conditions Española Way



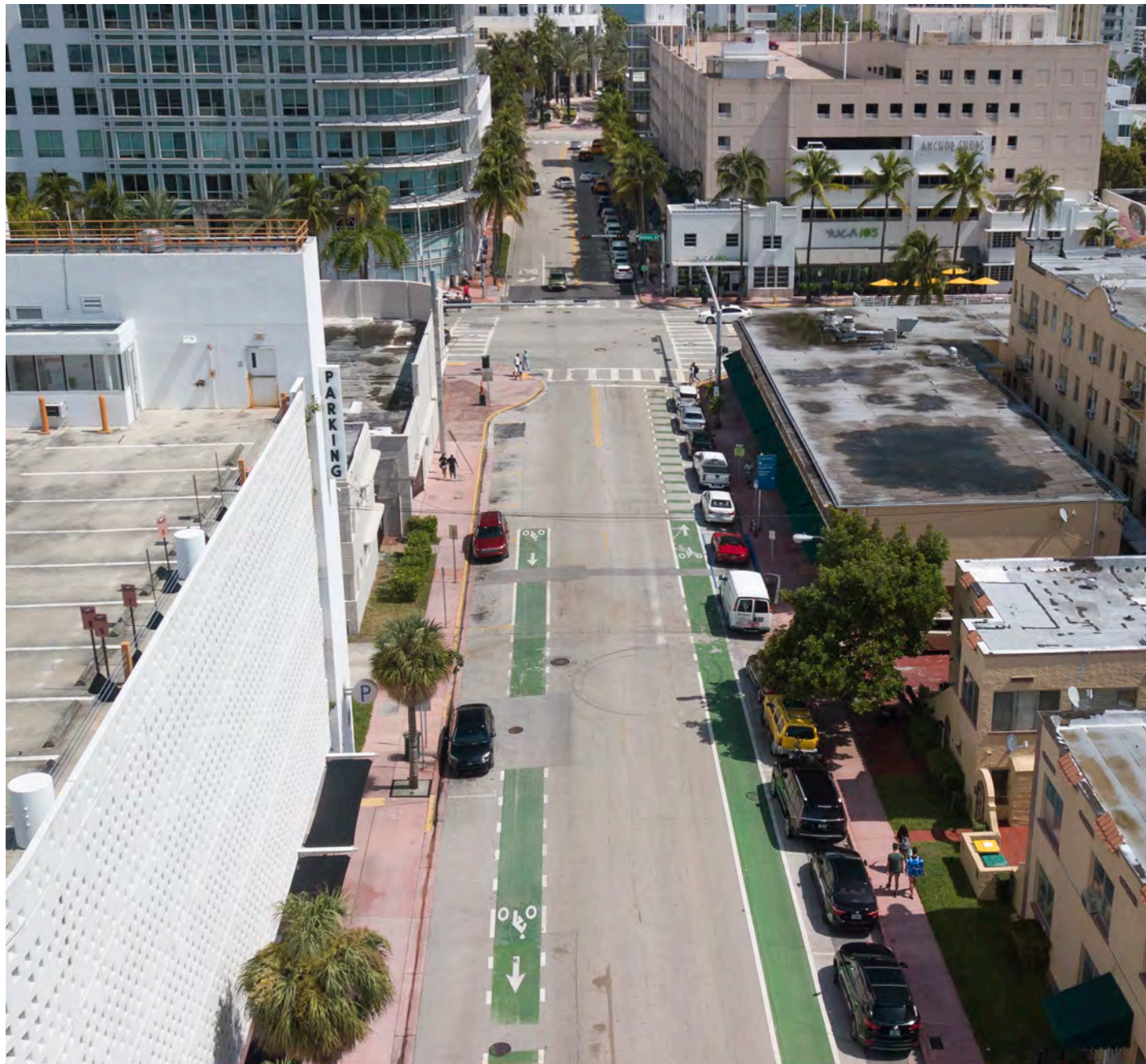
Existing Conditions Drexel Ave



Existing Conditions Drexel Ave



Existing Conditions Drexel Ave



Existing Conditions Intersecting Streets



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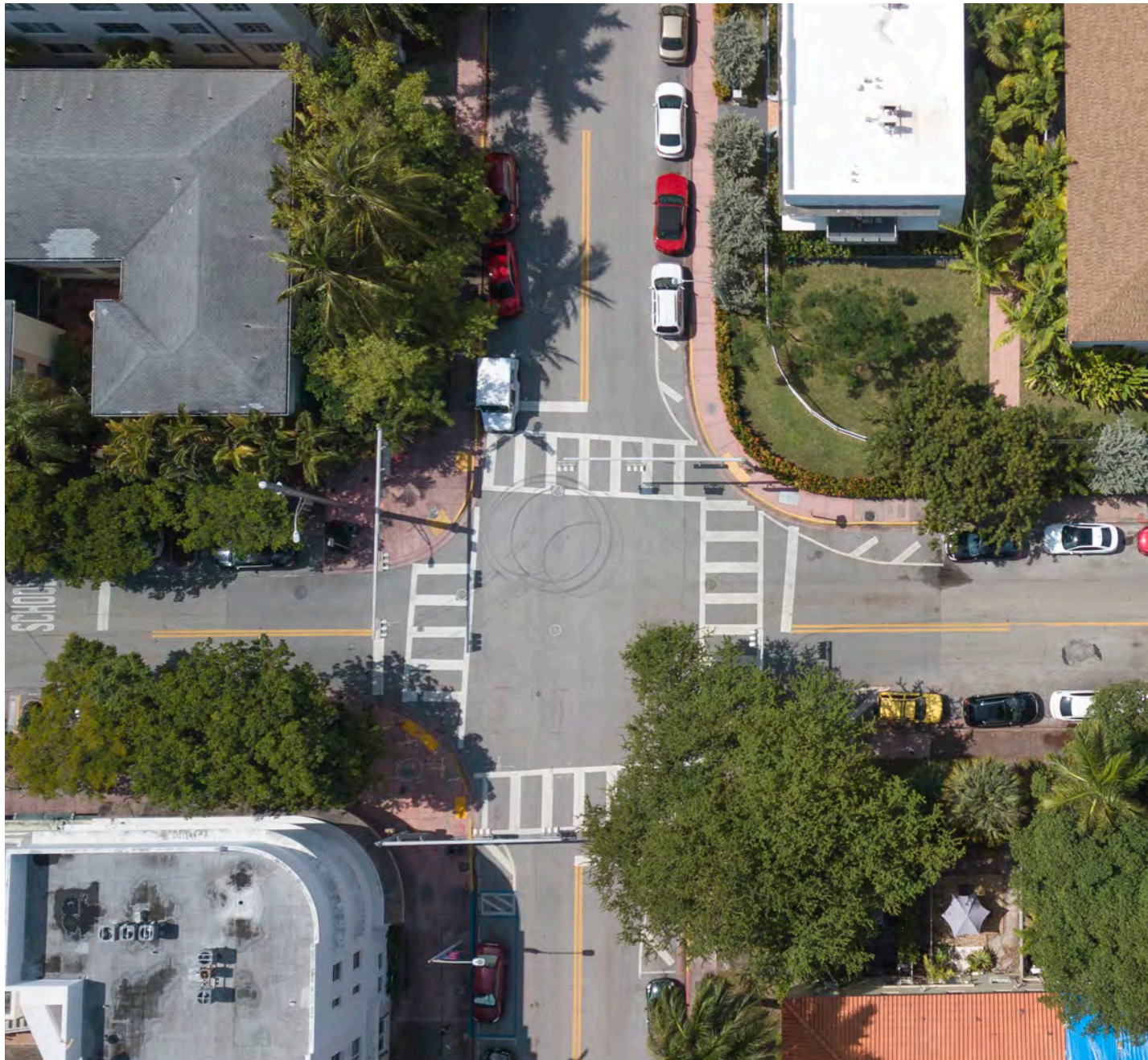
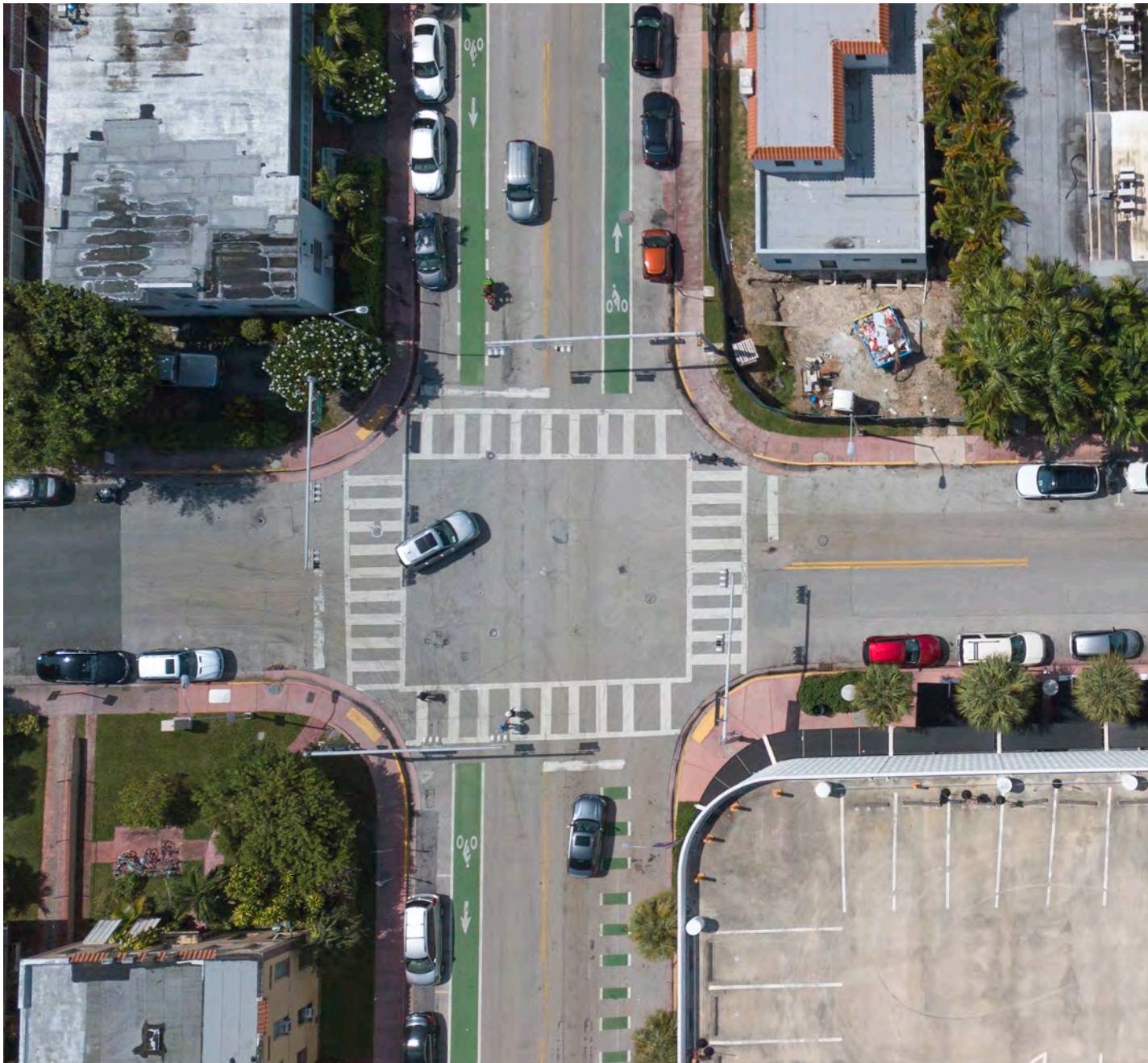
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PROJECT LIMITS + SCOPE

02 MODULE

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Existing Conditions Intersecting Streets



Existing Conditions Intersecting Streets



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PROJECT APPROACH

module 03



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2 PHASES OF PROJECT DEVELOPMENT

PILOT PROJECT

6 MONTHS
FUNDED - 2022



PERMANENT IMPROVEMENTS

CONSTRUCTION FOLLOWS:
FEASIBILITY PLANNING
ROADWAY DESIGN & ENGINEERING
PROCUREMENT & CONTRACTING
UNFUNDED - 2026



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Tactical Urbanism From-Cars-to-People



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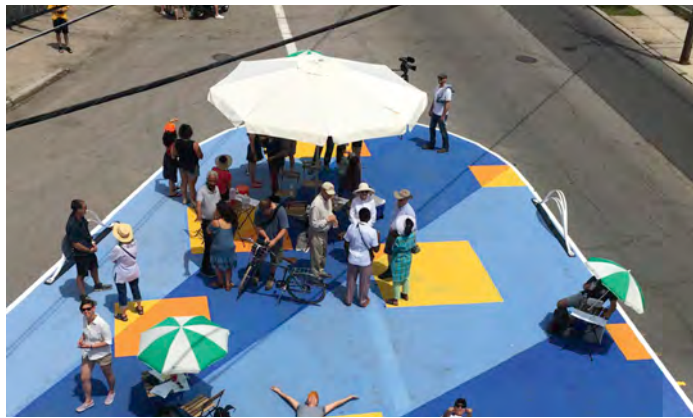
Tactical Urbanism From-Cars-to-People



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Tactical Urbanism From-Cars-to-People

Ability to ‘test’ the ideas as a ‘proof of concept’ before long-term, expensive investments are made



Ability to time the project correctly to interface with other medium- and long-term planning strategies under consideration

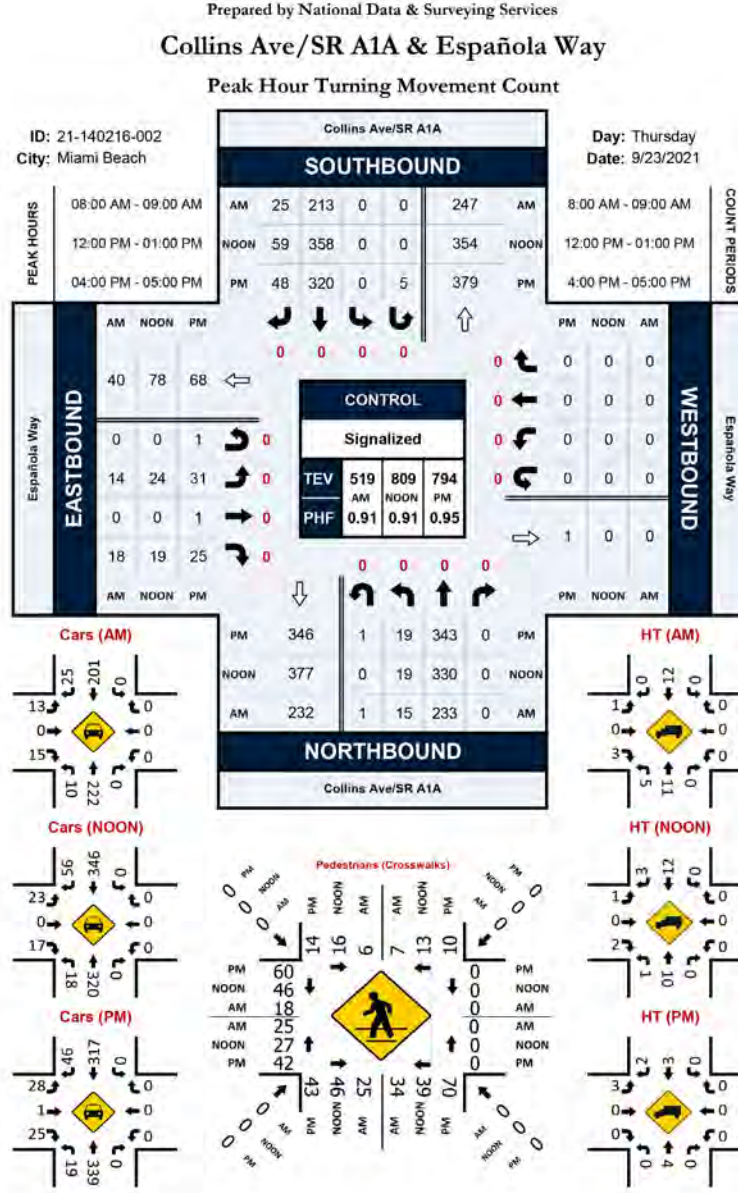
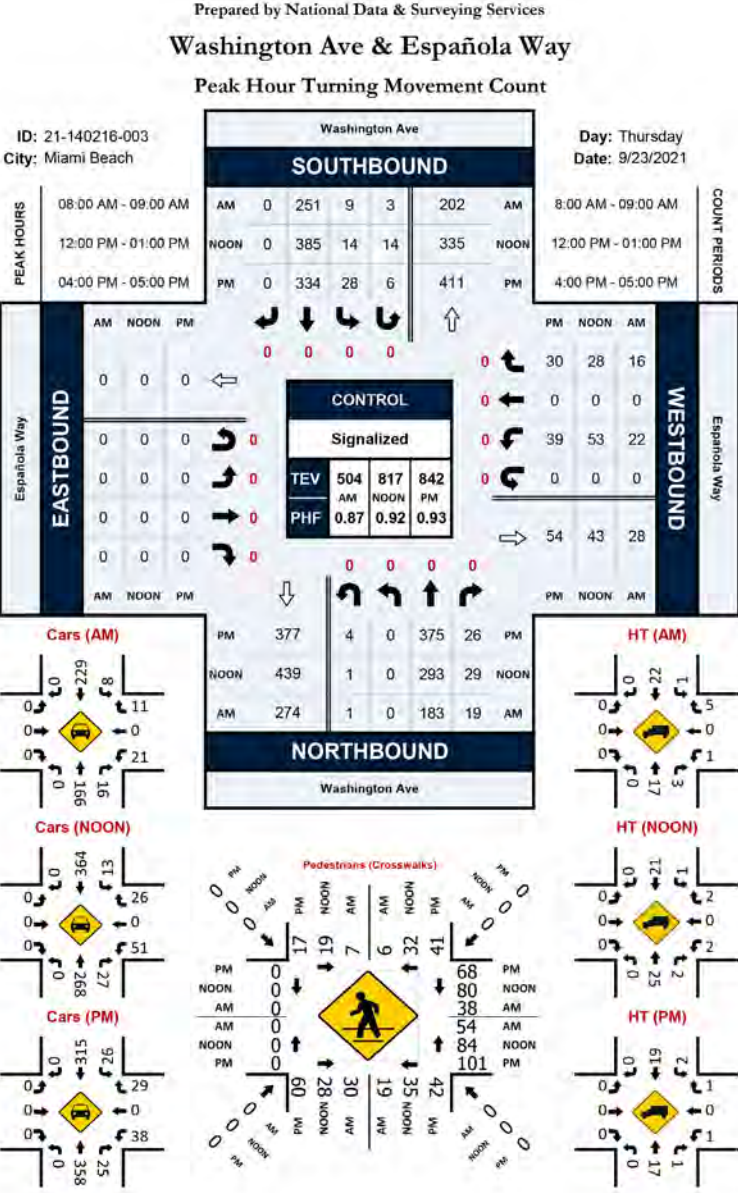


Merits of the Approach

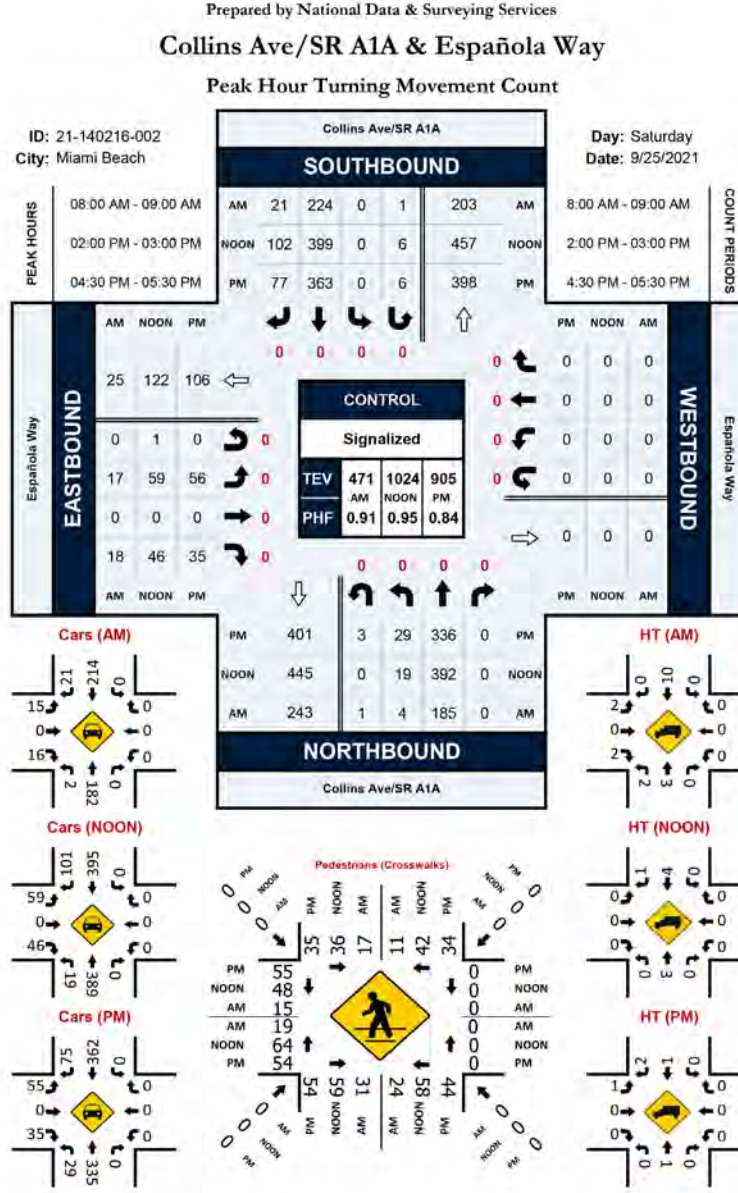
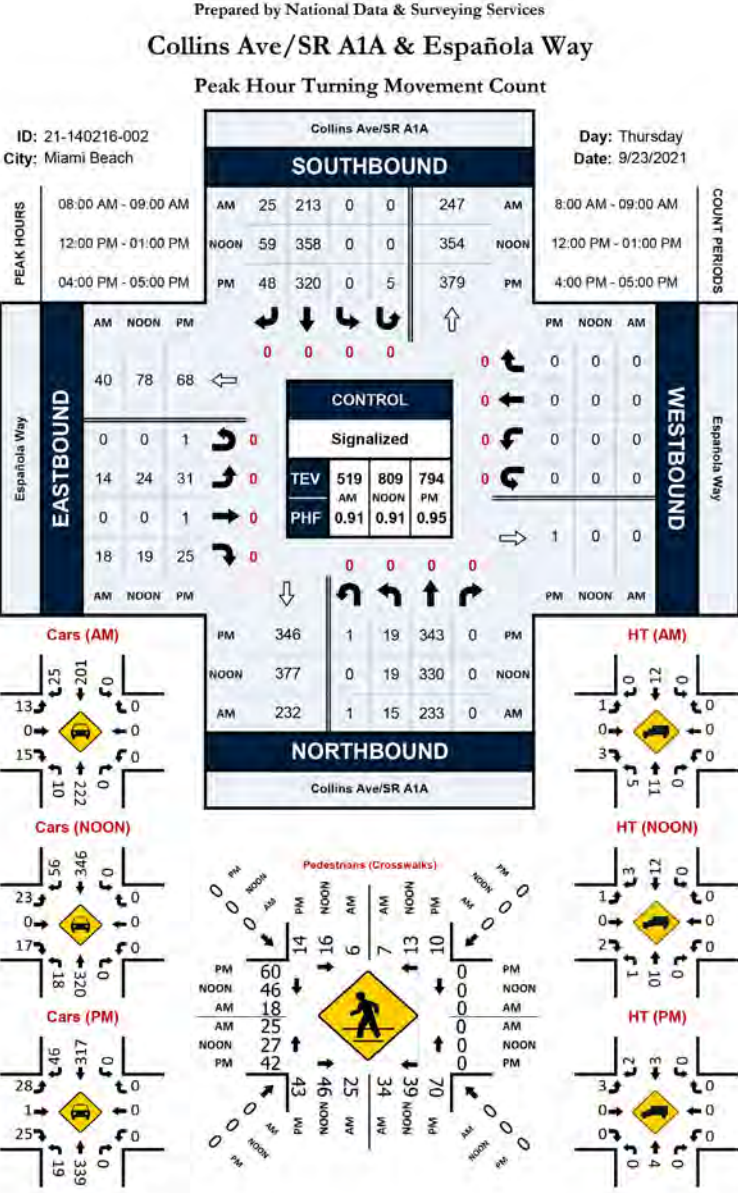
Given current conditions, both a partial- or even a complete-closure of Española Way will not have a negative impact on traffic flows and ‘rating’ for each of the surrounding intersections.



Española Way Closure Scenario Options



Española Way Between Washington and Collins Ave



Española Way Between Washington and Collins Ave

PERMANENT SOLUTIONS

‘BIG IDEA’



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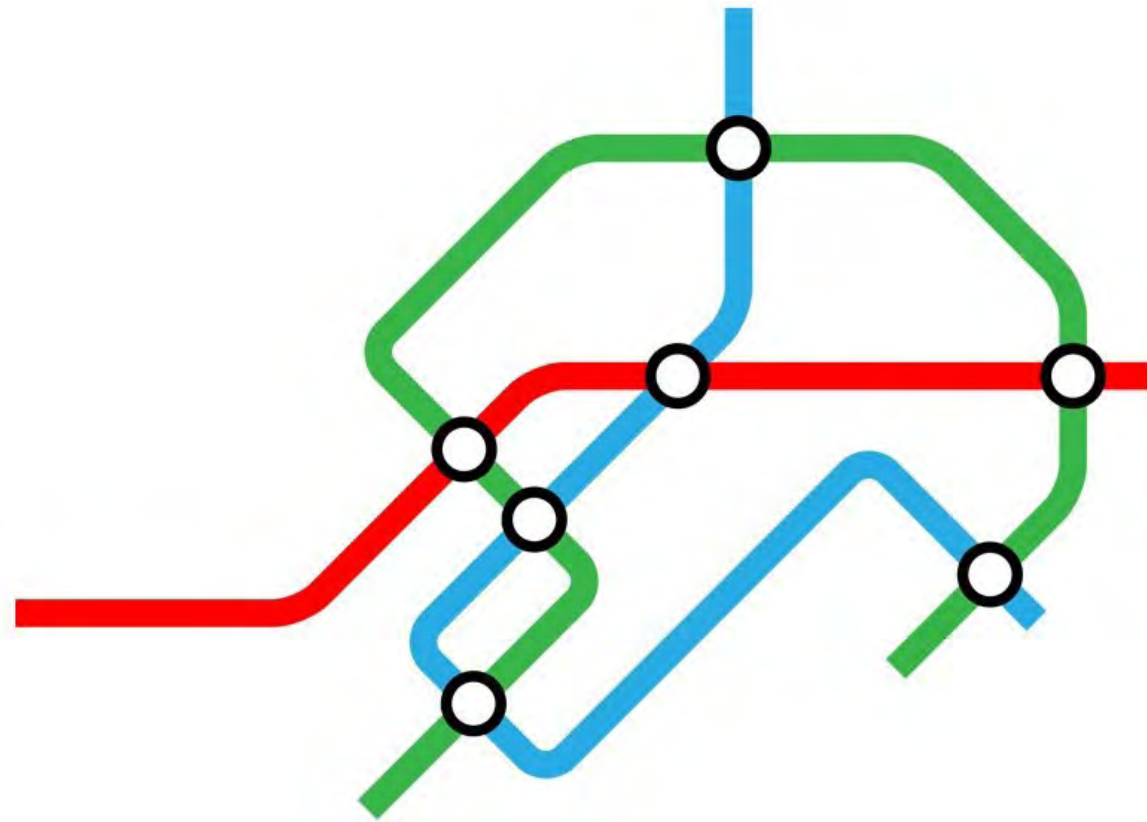
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PROJECT LIMITS + SCOPE

02 MODULE

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CONNECTIVE STRATEGY

- BEACHWALKS
- BAYWALK
- LINCOLN ROAD
- OCEAN DRIVE
- MERIDIAN AVE

THEMES:

- CULTURE
- ART DECO HISTORY
- SEASONAL EVENTS
- FOOD & ENTERTAINMENT
- WELLNESS

Approach + Scalability



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Setting the Bar

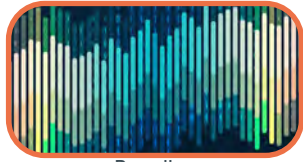


04 MODULE

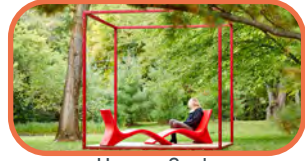
INDICATORS



Dining Tables



Branding



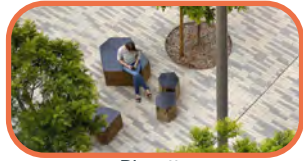
Human Scale



Swings



Parklets



Plazette



Paseo



Stepped Benches



Elevated Play Areas



Workout



Pop-up Play



Character Plantings

ACTIVATORS + GENERATORS



Street Music



Dance



Cinema



Performance Stage



Socialization



Open Air Market



Workspace



Nomad Theater



People Watching



Micro-libraries



Party



Privacy Pods

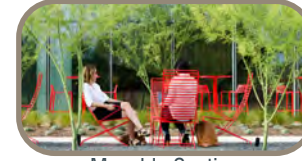
PERFORMATIVE ELEMENTS



Recycling/Composting



Gardening



Movable Seating



Super Nature



Gallery



Vendors



Floating Platforms



Murals



Food Trucks



Landforms



Drainage



Education

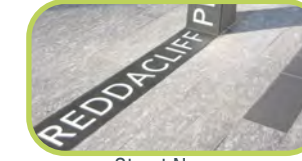
INFRASTRUCTURE COMPONENTS



Wayfinding



Floor Patterning



Street Names



Character Lighting



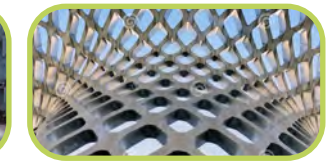
Wifi



Utilities



Road-Raising



Canopy & Shade



Intersections



Security Lighting



Edge Markers



Buffers

Approach + Scalability



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DESIGN PROGRESS PRESENTATION | CONCEPTUAL DESIGN
FERC COMMITTEE MEETING
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INDICATORS



Dining Tables



Branding



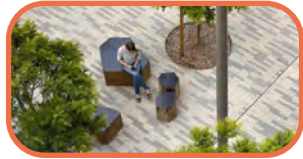
Human Scale



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Stepped Benches



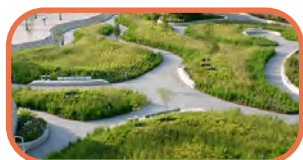
Elevated Play Areas



Workout



Pop-up Play



Character Plantings

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Dance



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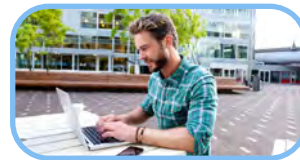
Performance Stage



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Canopy & Shade



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Security Lighting



Edge Markers



Buffers

Drexel Ave Between Lincoln Road and 16th St



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PLANNING CONSIDERATIONS

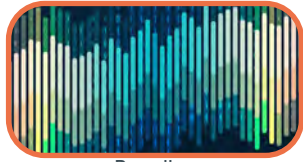
04 MODULE

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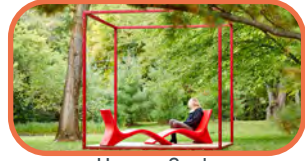
INDICATORS



Dining Tables



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Stepped Benches



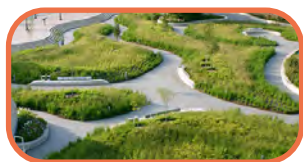
Elevated Play Areas



Workout



Pop-up Play



Character Plantings

ACTIVATORS + GENERATORS



Street Music



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Socialization



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Party



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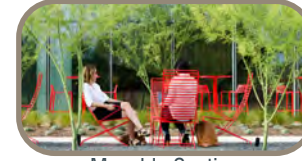
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Gardening



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Super Nature



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Floating Platforms



Murals



Food Trucks



Landforms



Drainage



Education

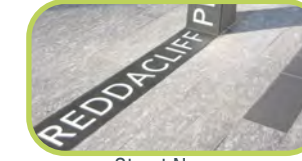
INFRASTRUCTURE COMPONENTS



Wayfinding



Floor Patterning



Street Names



Character Lighting



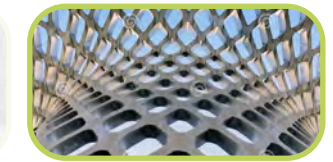
Wifi



Utilities



Road-Raising



Canopy & Shade



Intersections



Security Lighting



Edge Markers



Buffers

Drexel Ave Between 16th and 15th St



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PLANNING CONSIDERATIONS

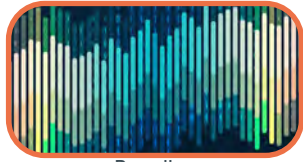
04 MODULE

33

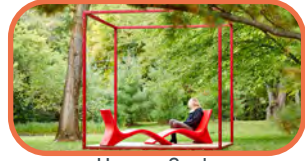
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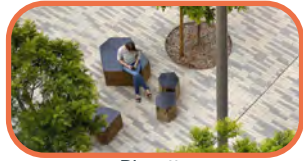
Human Scale



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Paseo



Stepped Benches



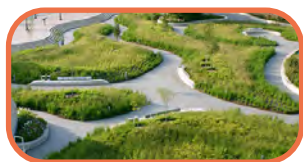
Elevated Play Areas



Workout



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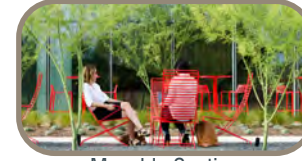
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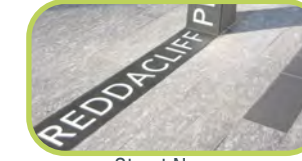
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Wayfinding



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Character Lighting



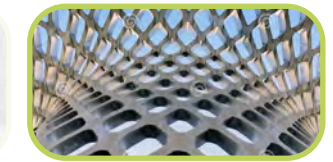
Wifi



Utilities



Road-Raising



Canopy & Shade



Intersections



Security Lighting



Edge Markers



Buffers

Española Way Between Washington and Collins Ave



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PLANNING CONSIDERATIONS

04 MODULE

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Permanent Solutions Ideas for the Future



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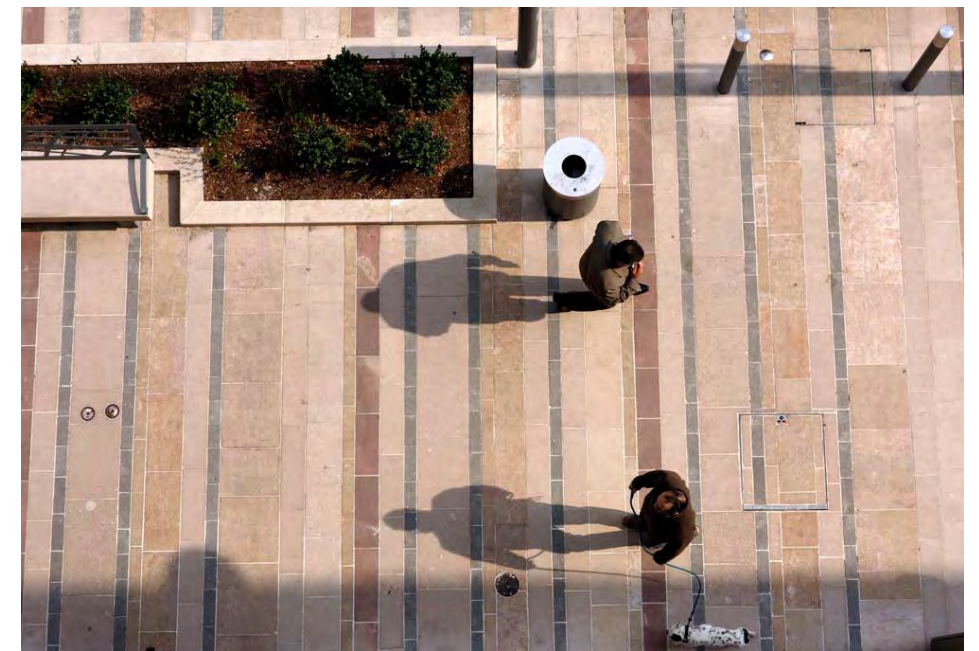
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PLANNING CONSIDERATIONS

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Permanent Solutions Ideas for the Future



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Permanent Solutions Ideas for the Future



Permanent Solutions Ideas for the Future



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PLANNING CONSIDERATIONS

module 04



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EXISTING CONDITIONS DREXEL AVENUE



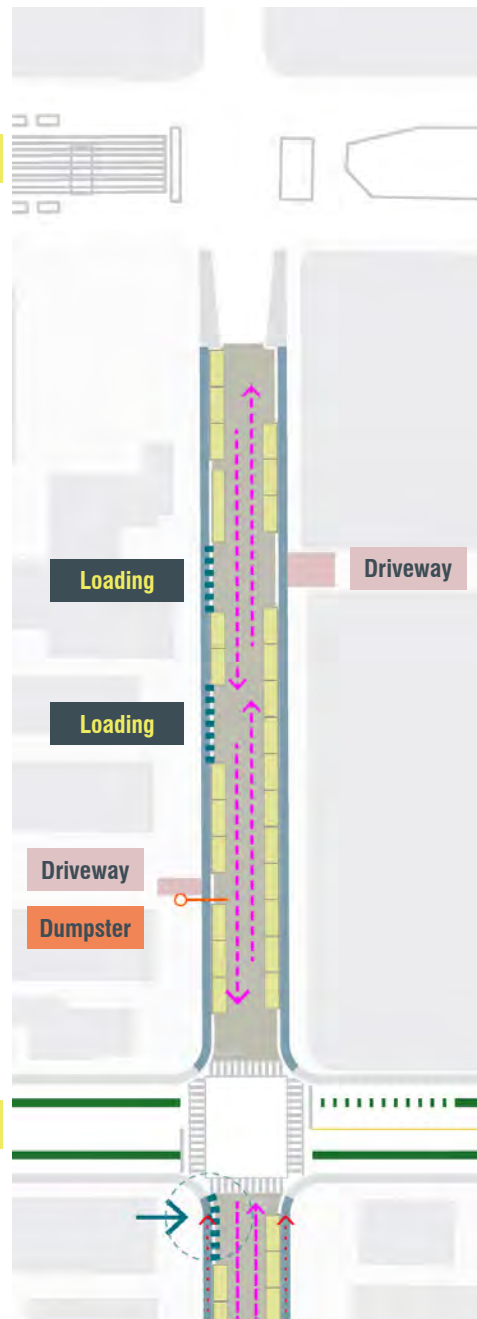
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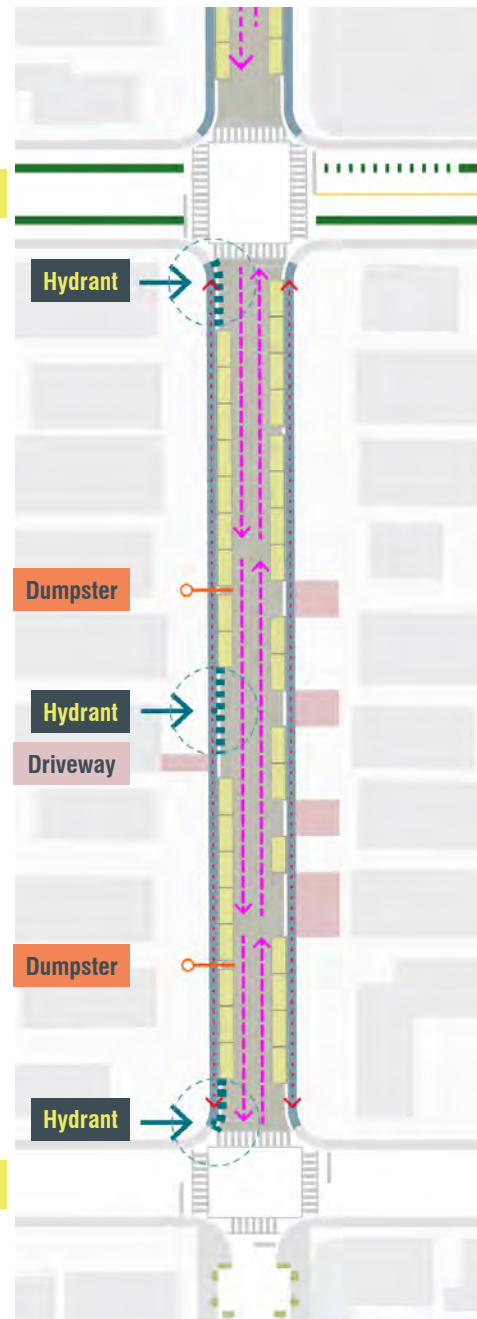
LINCOLN RD

16TH STREET



16th STREET

15TH STREET



Existing Conditions

Drexel Ave Between Lincoln Lane South and 15th Street



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PARKING



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Parking Garages

PRELIMINARY PARKING VACANCIES SURVEY

(DATA COLLECTED BY PARKING DEPT STAFF)

	THURSDAY			FRIDAY	SUNDAY	MONDAY	WEDNESDAY		THURSDAY
	4-Nov			5-Nov	7-Nov	8-Nov	8-Dec		9-Dec
Drexel	1am	10am	8pm	1am	4pm	8pm	11am	8pm	1am
1500	0	2	0	0	0	0	1	1	1
1600	3	1	3	0	0	0	0	0	9

OPTION 01
(50% RELOCATION)
RECOMMENDED

OPTION 02
(100% RELOCATION)

LINCOLN TO 16TH STREET:
16TH TO 15TH STREET:

TOTAL PARKING
ALONG DREXEL:

25 SPACES
34 SPACES

PARKING REMAINING
ALONG DREXEL:

10 SPACES (15)
17 SPACES (17)

PARKING REMAINING
ALONG DREXEL:

0 SPACES (25)
0 SPACES (34)

NOTE: ALL RELOCATED PARKING SPACES TO BE RELOCATED TO THE CEJAS PARKING GARAGE

FIRE DEPT



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Hard-lined Requirements by Fire Dept. (Conceptual Design)

- 20-foot minimum unobstructed horizontal clearance for firetruck
 - Clearance is required by National Fire Protection Assoc. Codes and Standards
 - Cannot be incumbered by furnishings and obstructions
 - Unobstructed bike lanes can count towards the required 20-feet
- Shall access front entrances of buildings within 50 feet of the truck
 - Parked vehicles do not count as obstructions



INTERFACE WITH LINCOLN ROAD IMPROVEMENTS



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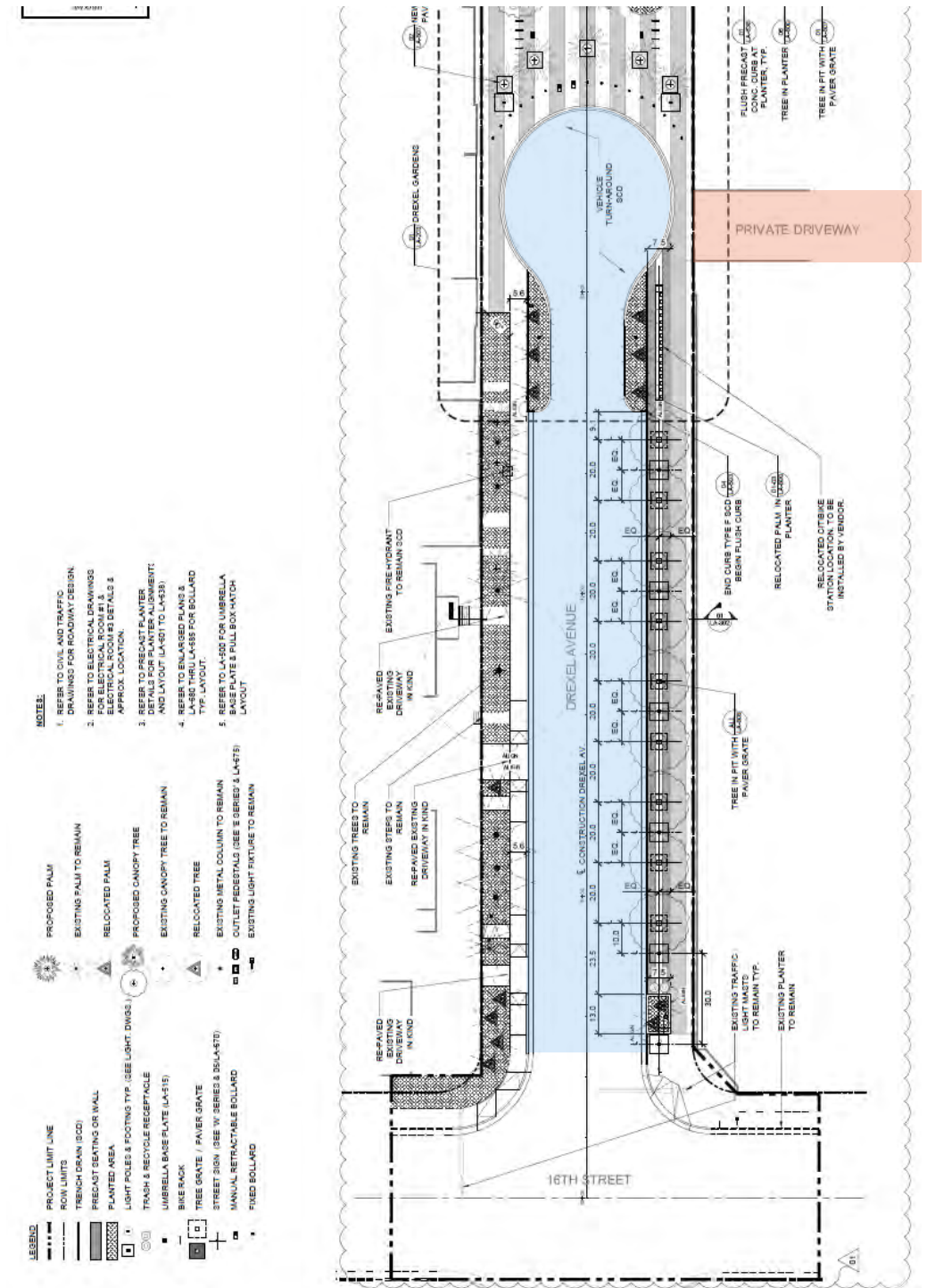
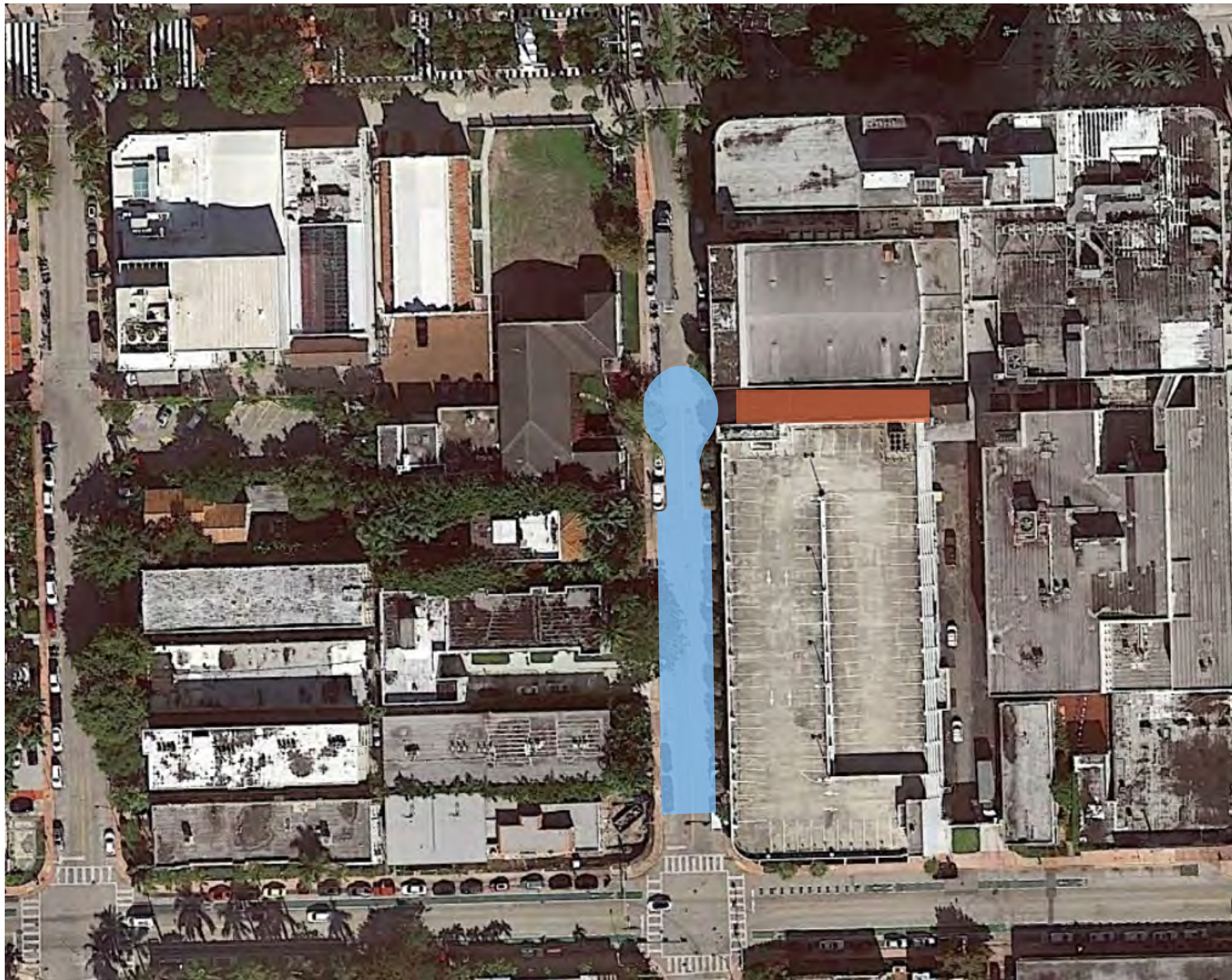
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PROJECT LIMITS + SCOPE

02 MODULE

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TRAFFIC



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Drexel Avenue: Traffic Direction



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22'



Standard 2-Way
2 Travel Lanes @ 11-ft each

16'



1-Way with Required Clearance
1 Travel Lane @ 11-ft
16-ft Minimum required clear-path
5-ft of under-utilized pavement area

16'



1-Way with Bike Lane
1 Travel Lane @ 11-ft
5-ft Painted Bike Lane

Travel Lane Standards



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20'

16'



1-Way with Paving Design
1 Reduced Travel Lane @ 10-ft
10-ft Painted Pedestrian Realm
(20' Clearance Req'd by Fire)



1-Way with Bike Lane
1 Travel Lane @ 11-ft
5-ft Painted Bike Lane

Travel Lane Standards



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COST CONSIDERATIONS



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Unit Costs (Conceptual Design)

Cost to vacate one (1) parking space along Drexel Ave and relocate it temporarily to the Cejas Garage

Parking Stall - Negotiated Special Rate	\$	150.00 per month
Anticipated Tactical Urbanism Duration		6 months

Total Cost per Parking Stall \$ 900.00

Other Considerations for Improvements (Conceptual Design)

- Temporary Signage
- Security Barriers & Lane Delineators
- Furnishings
- Planters
- Lighting



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DESIGN ALTERNATIVES (PILOT PROJECT)

module 05



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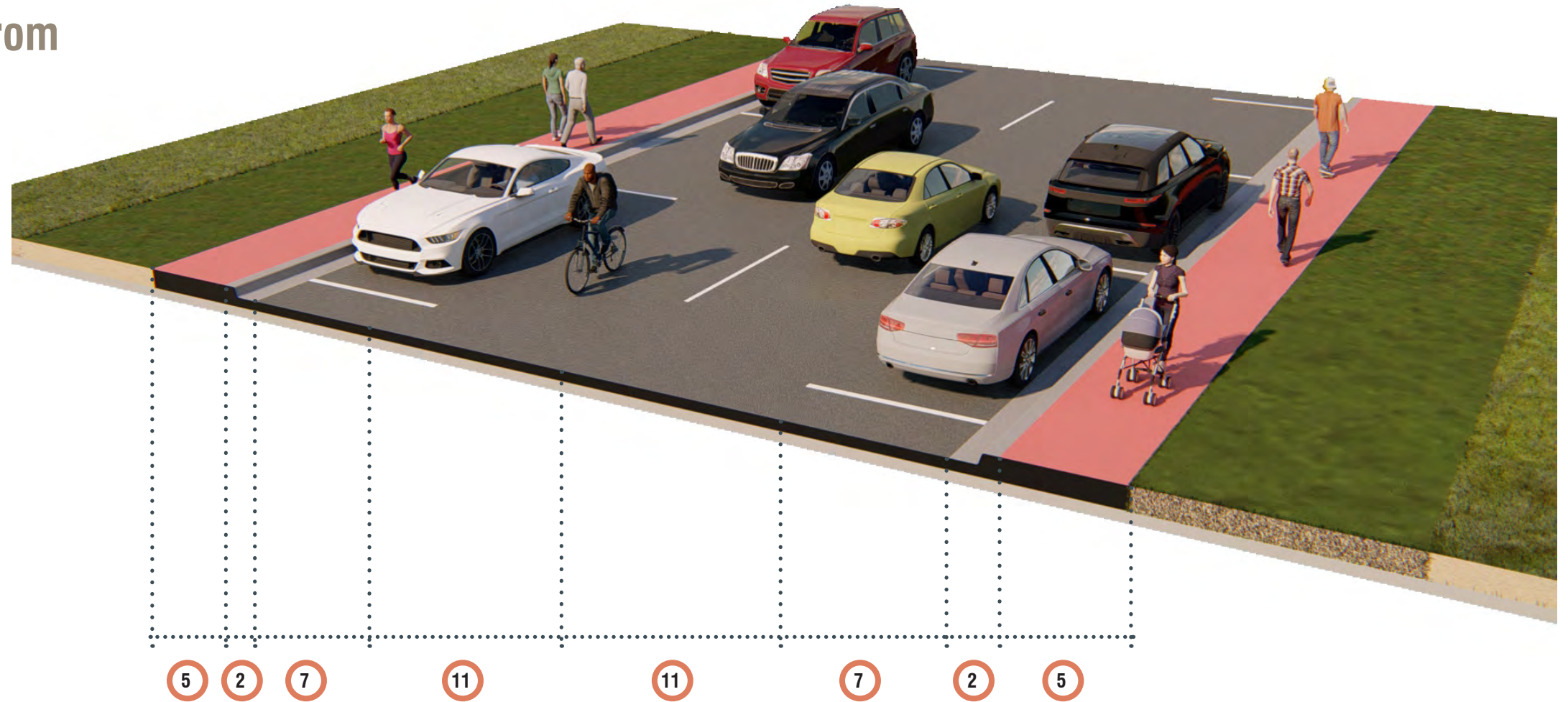
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70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)



Parking Estimates
 Parking Count 59

Existing Conditions

Drexel Ave Between Lincoln Lane South and 15th Street



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DESIGN ALTERNATIVES - PILOT PROJECT

05 MODULE

57

PILOT PROJECT CONCEPTS DREXEL AVENUE



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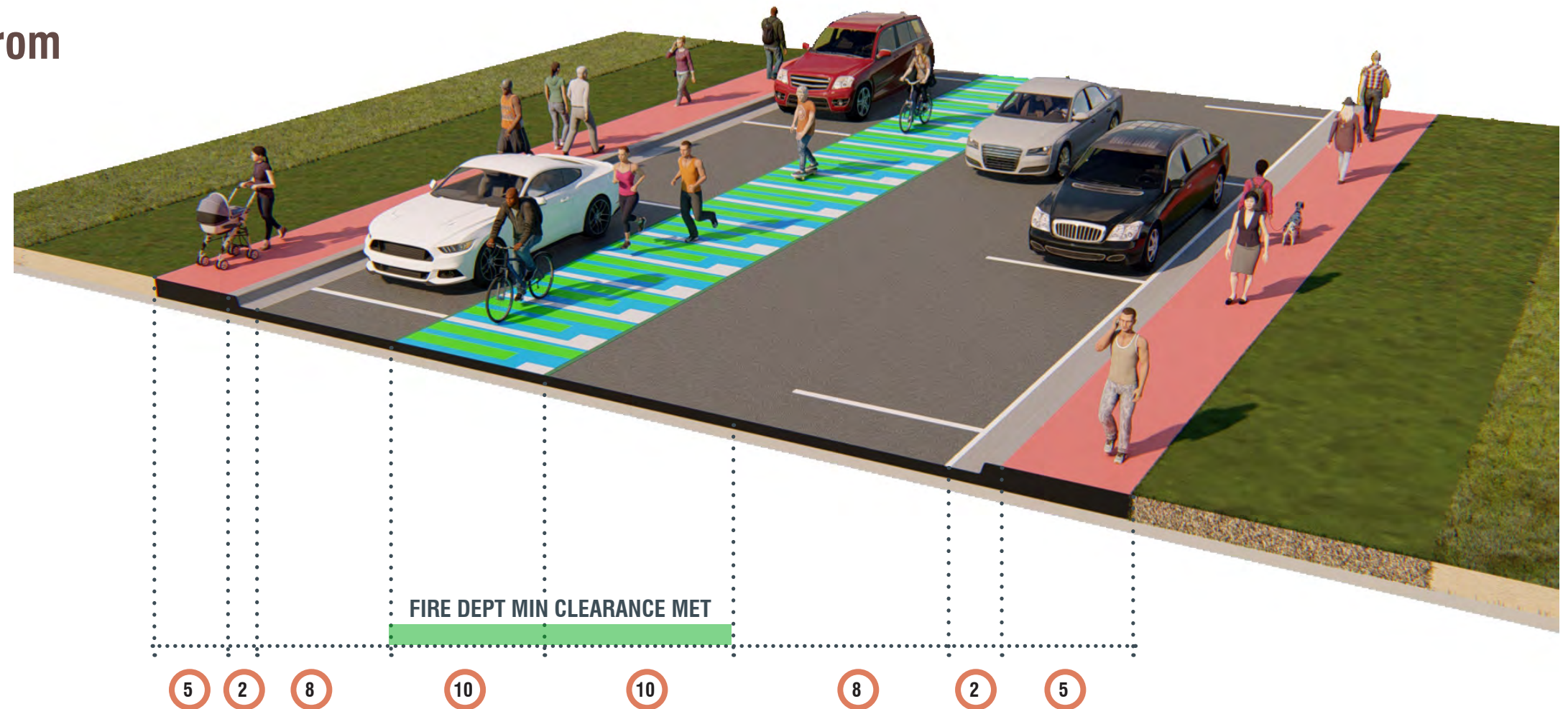
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70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Not Recommended
 Minimum benefits achieved



Overall Parking Estimates
 Parking Loss Count 0
 Parking Remaining 59
 Cost \$0.00

DESIGN ALTERNATIVES - PILOT PROJECT

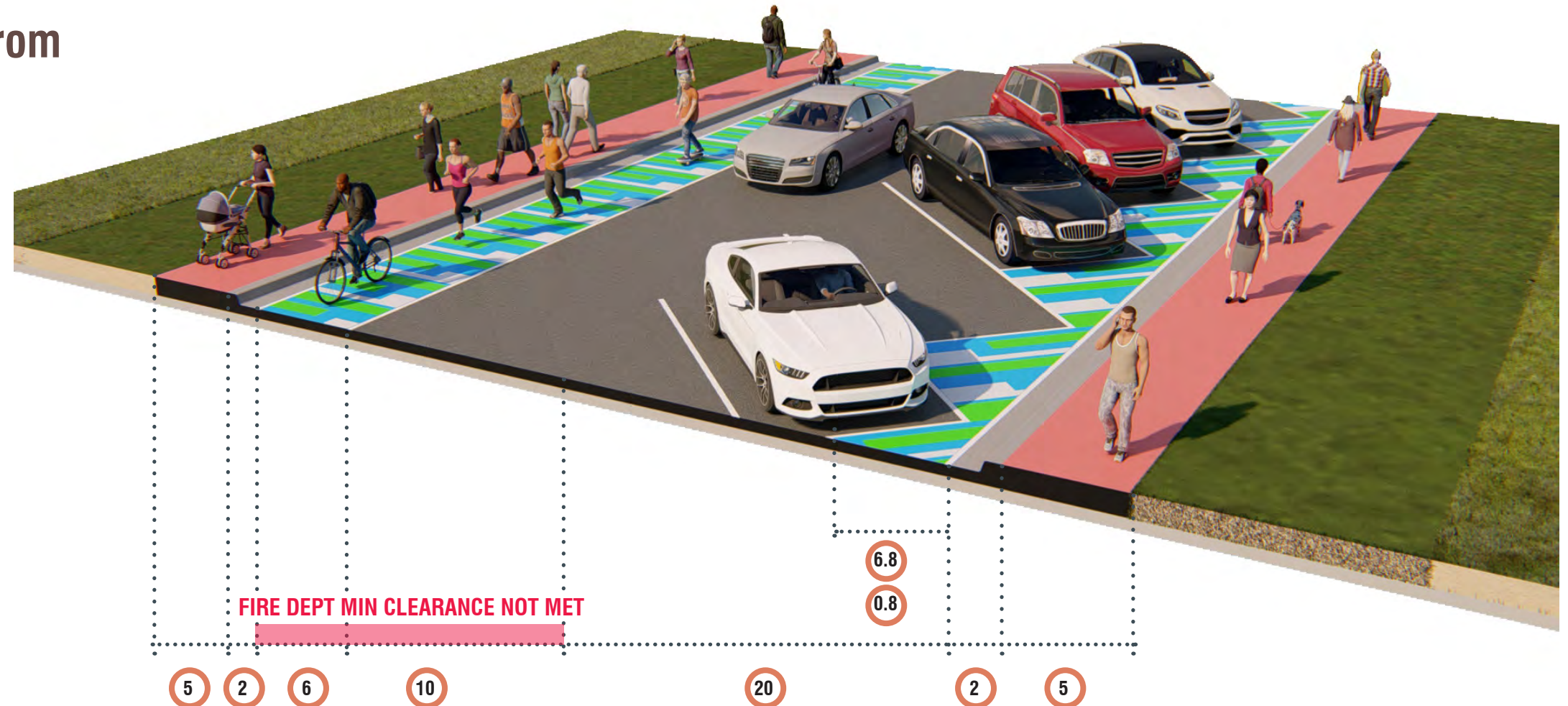
05 MODULE

59

Option A: 1-way Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Not Recommended
 Does not meet Fire Dept minimum criteria

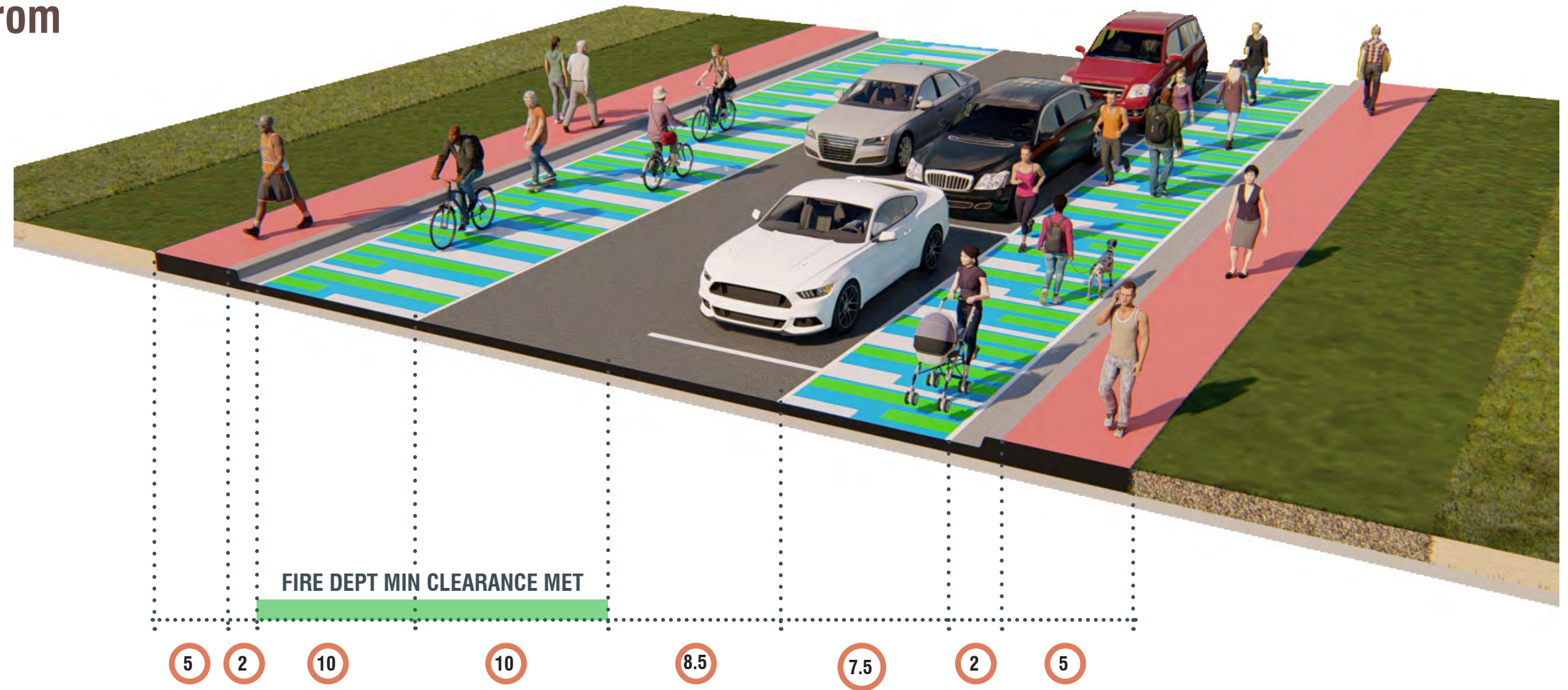


Overall Parking Estimates
 Parking Loss Count 25
 Parking Remaining 34
 Cost \$22,500

Option B: 1-way, Angled Parking, Parking Loss Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Not Recommended
 Bifurcates pedestrian areas



Overall Parking Estimates

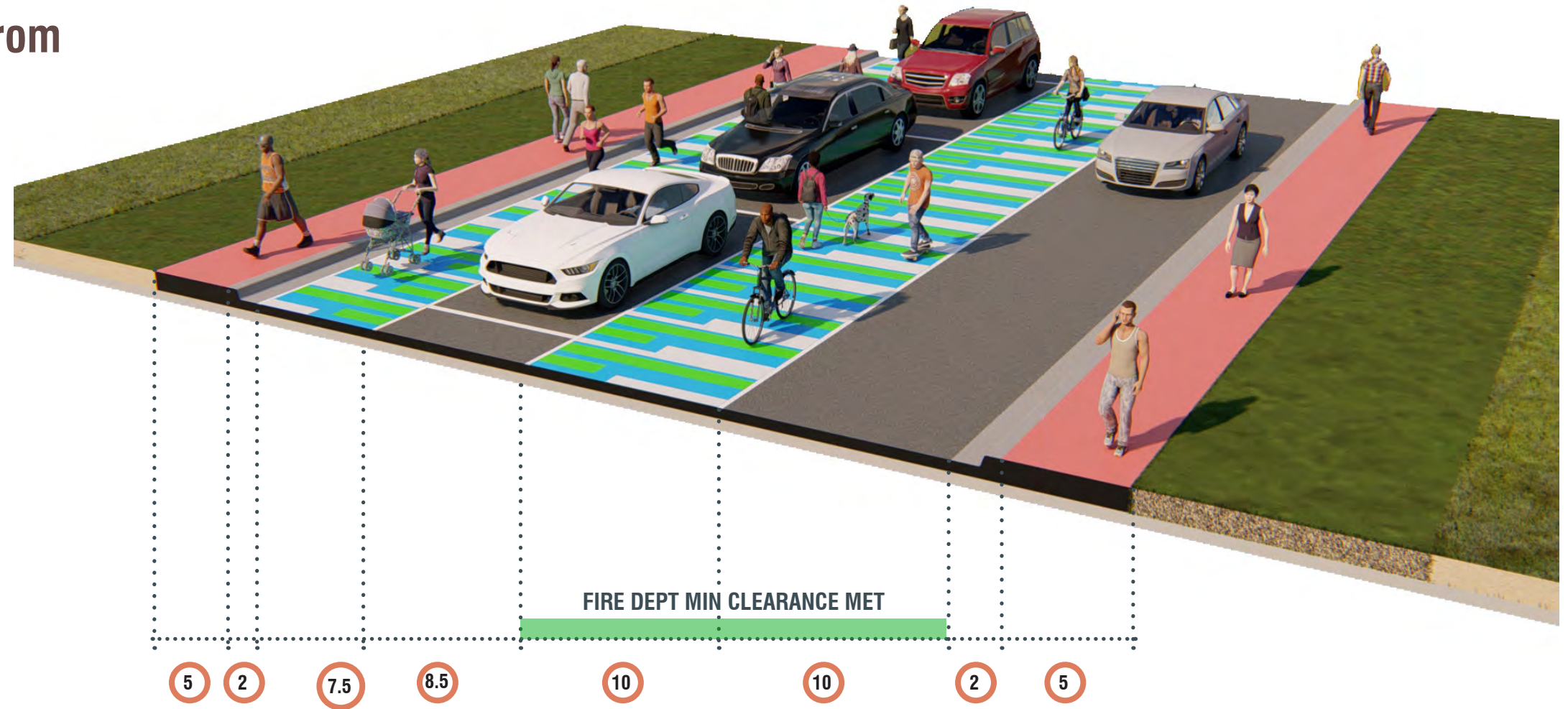
Parking Loss Count	27
Parking Remaining	32
Cost	\$24,300

Option C: 1-way, 50% Parking Loss

Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Not Recommended
 Comingles pedestrian and vehicular areas



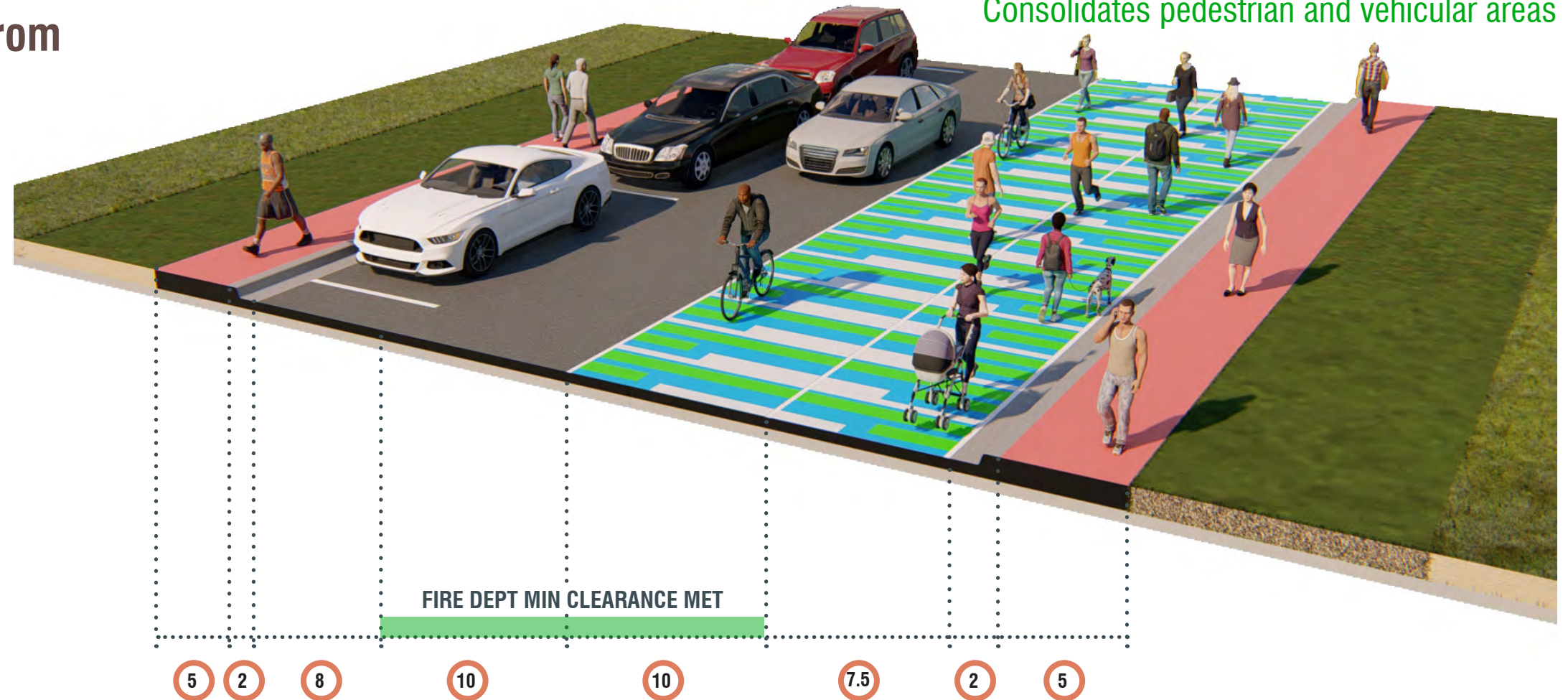
Overall Parking Estimates
 Parking Loss Count 32
 Parking Remaining 27
 Cost \$28,800

Option D: 1-way, 50% Parking Loss

Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Recommended
 for Lincoln Rd Lane South to 15th
 Consolidates pedestrian and vehicular areas



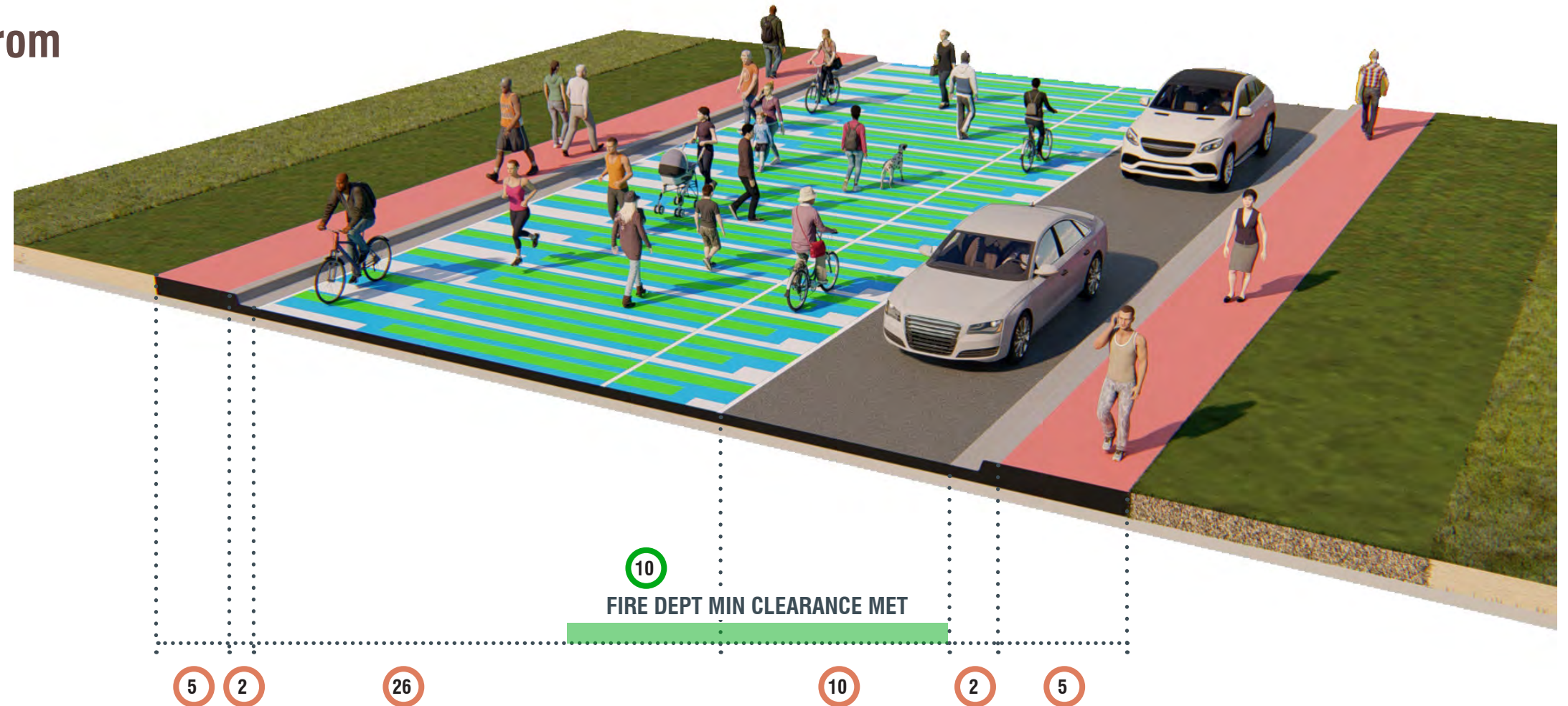
Overall Parking Estimates
 Parking Loss Count 28
 Parking Remaining 31
 Cost \$25,200

Option E: 1-way, 50% Parking Loss

Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Not Recommended
 Great 'testing' scenario; exceeds allocated budget



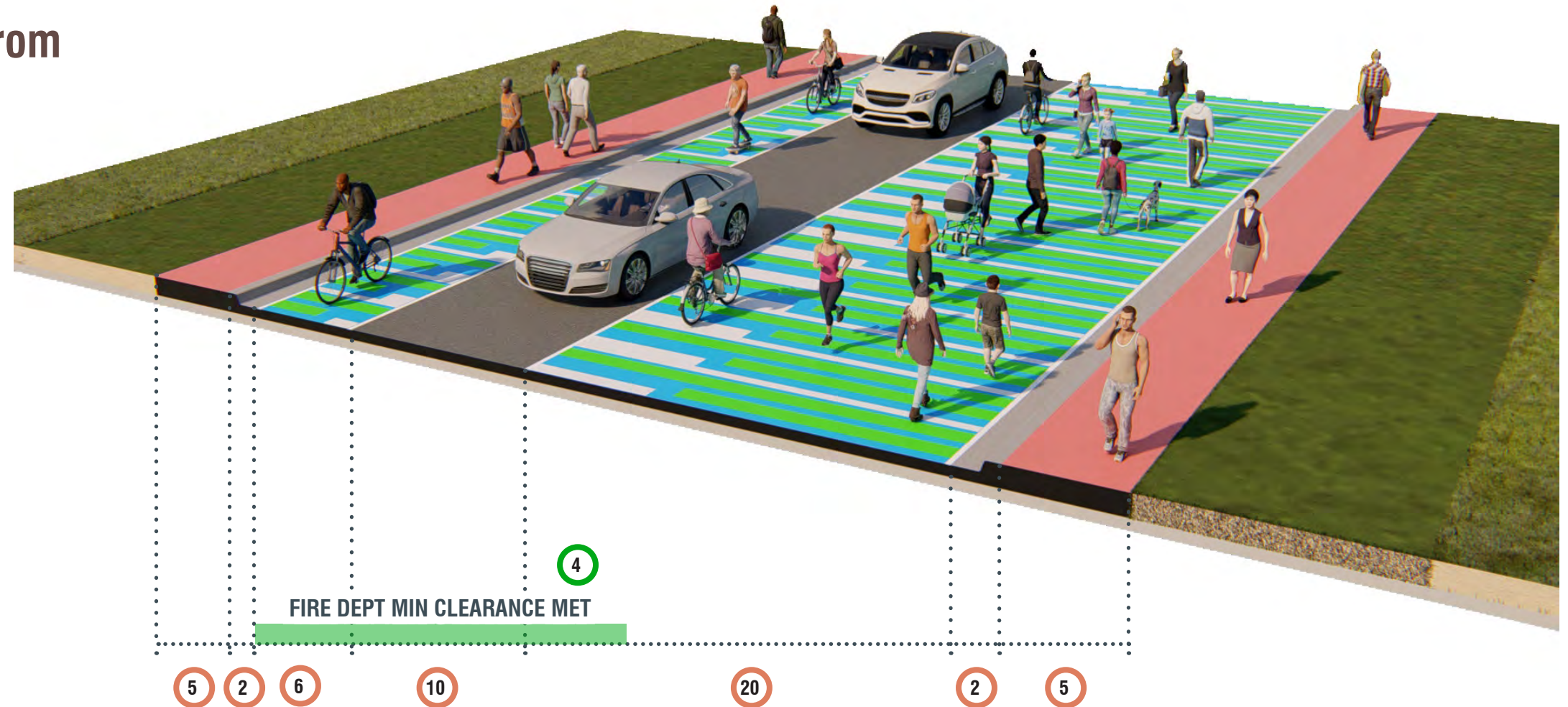
Overall Parking Estimates
 Parking Loss Count 59
 Parking Remaining 0
 Cost \$53,100

Option F: 1-way, 100% Parking Loss

Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.
 (Generally 50' built-out from
 Sidewalk-to-Sidewalk)

Not Recommended
 Best 'testing' scenario; exceeds allocated budget



Overall Parking Estimates
 Parking Loss Count 59
 Parking Remaining 0
 Cost \$53,100

Option G: 1-way, 100% Parking Loss

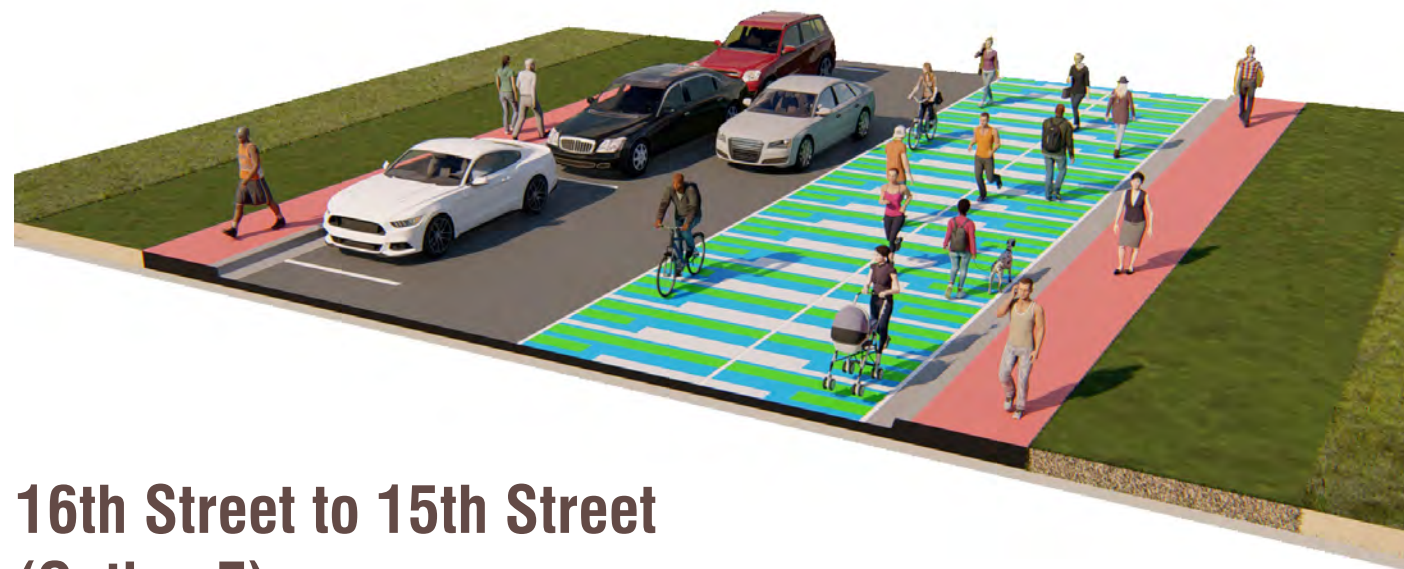
Drexel Ave Between Lincoln Lane South and 15th Street

70' R.O.W.



Lincoln Lane South to 16th Street (Option E)

- Remove 15 parking spaces
- Re-allocate them to the Cejas Garage (\$ 13,500 for 6 months)



16th Street to 15th Street (Option E)

- Remove 17 parking spaces
- Re-allocate them to the Cejas Garage (\$ 15,300 for 6 months)

Recommended Strategy

Drexel Ave Between Lincoln Lane South and 15th St



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DESIGN ALTERNATIVES - PILOT PROJECT



-
- 16th Street to 15th Street**
(Option C)

- Remove 34 parking spaces
- Re-allocate them to the Cejas Garage (\$ 30,600 for 6 months)

Preferred Strategy, but Insufficient Budget
Drexel Ave Between Lincoln Lane South and 15th St



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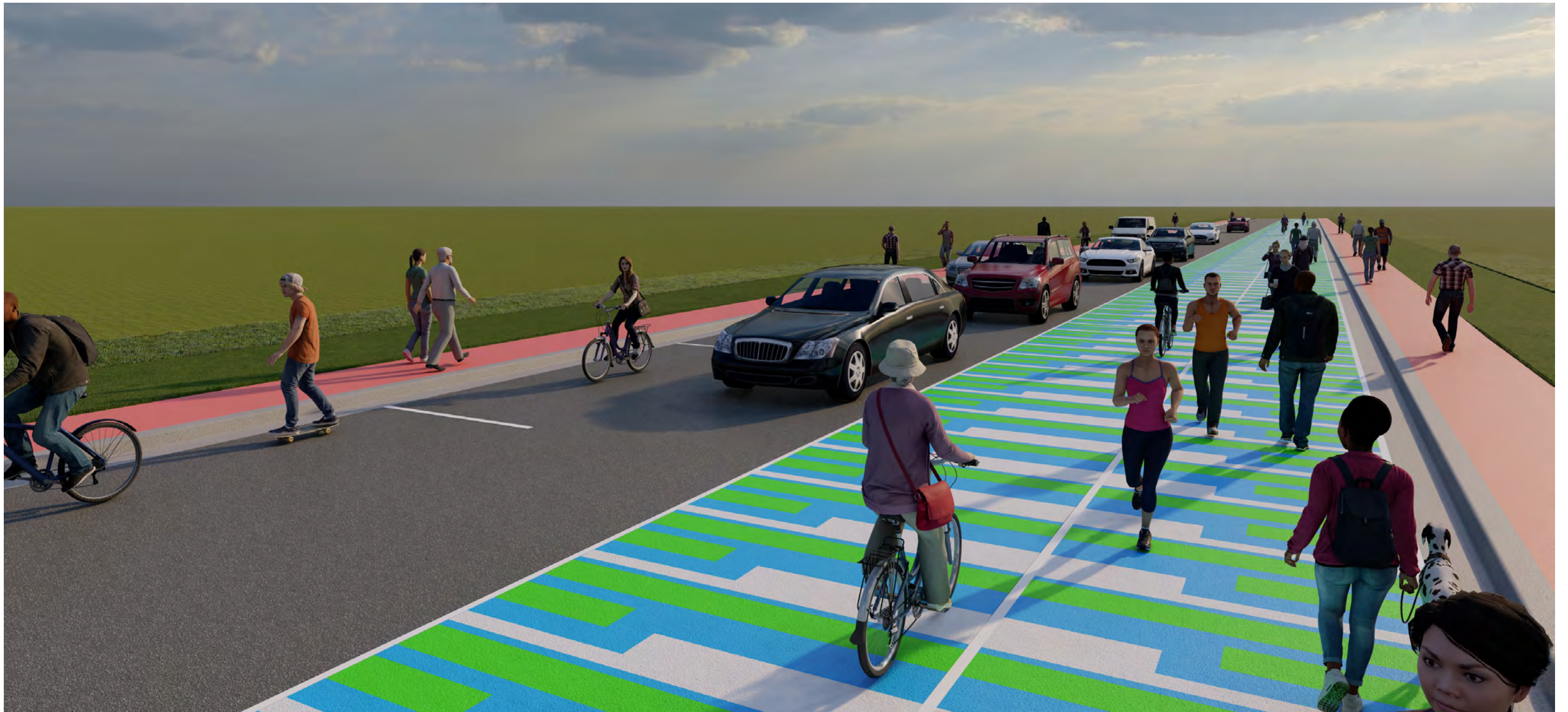
Drexel Ave Proposed Vision



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Drexel Ave Proposed Vision



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Eye-Level View Existing Conditions



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Eye-Level View Conceptual Rendering



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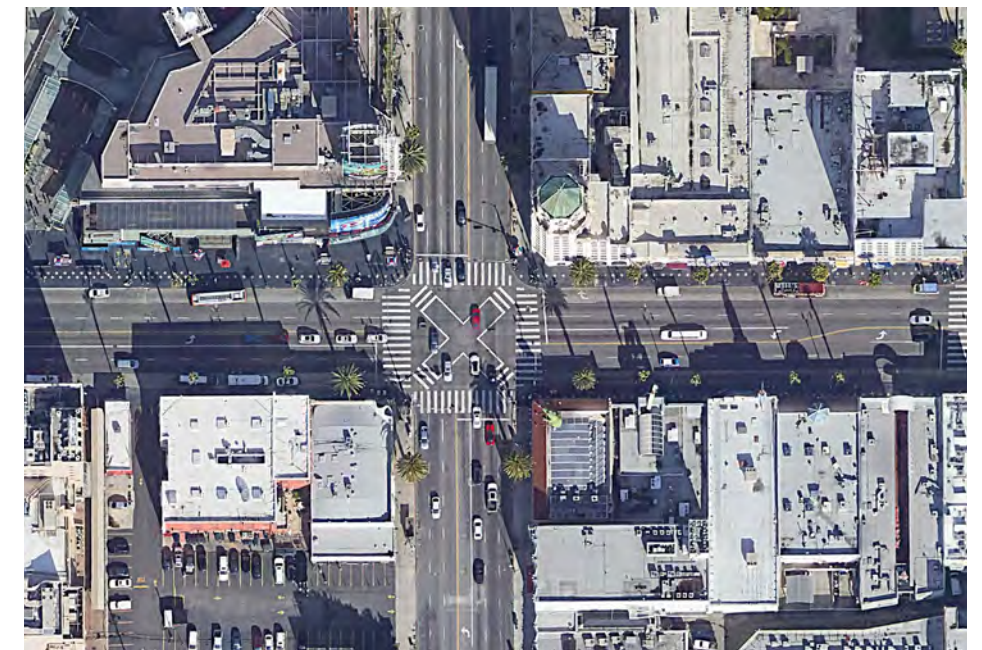
Alignment & Continuity



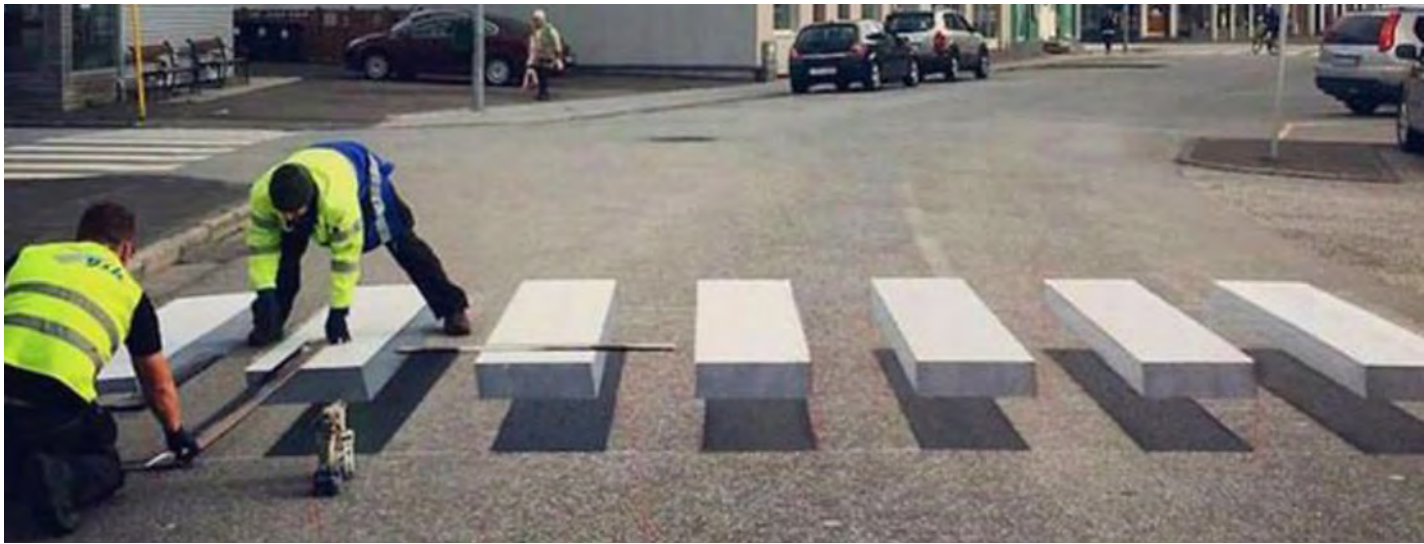
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Diagonal Crosswalk



Artistic Expression



Thermoplastic Print



Colorful Paint



Stamped Thermoplastic Print

Intersection Temporary Options



Textured and Colorized



Diagonal Crosswalk with Material Variation



Raised Intersection



Diagonal Crosswalk Marking

Intersection Permanent Options

PILOT PROJECT CONCEPT ESPAÑOLA WAY



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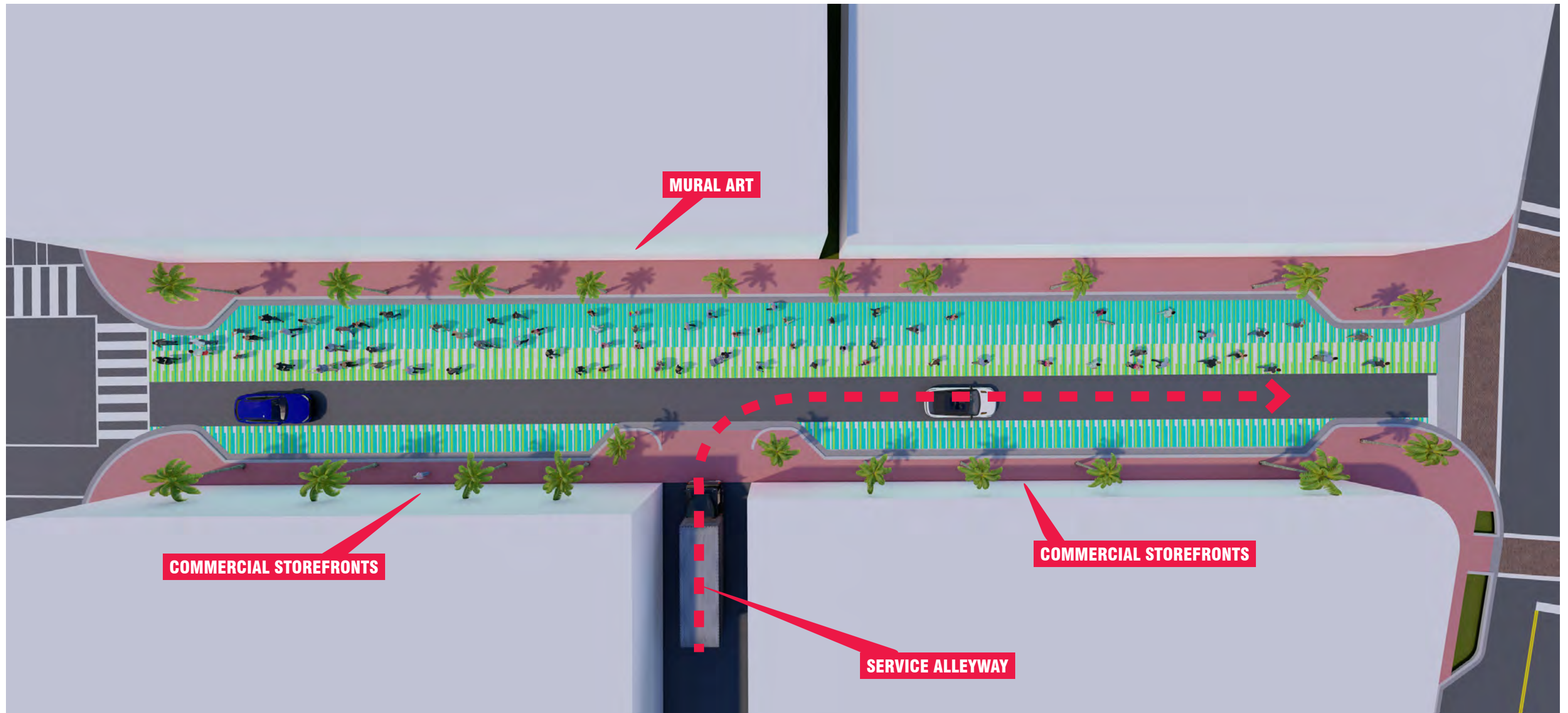
Española Way Between Washington and Collins Ave



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Española Way Between Washington and Collins Ave



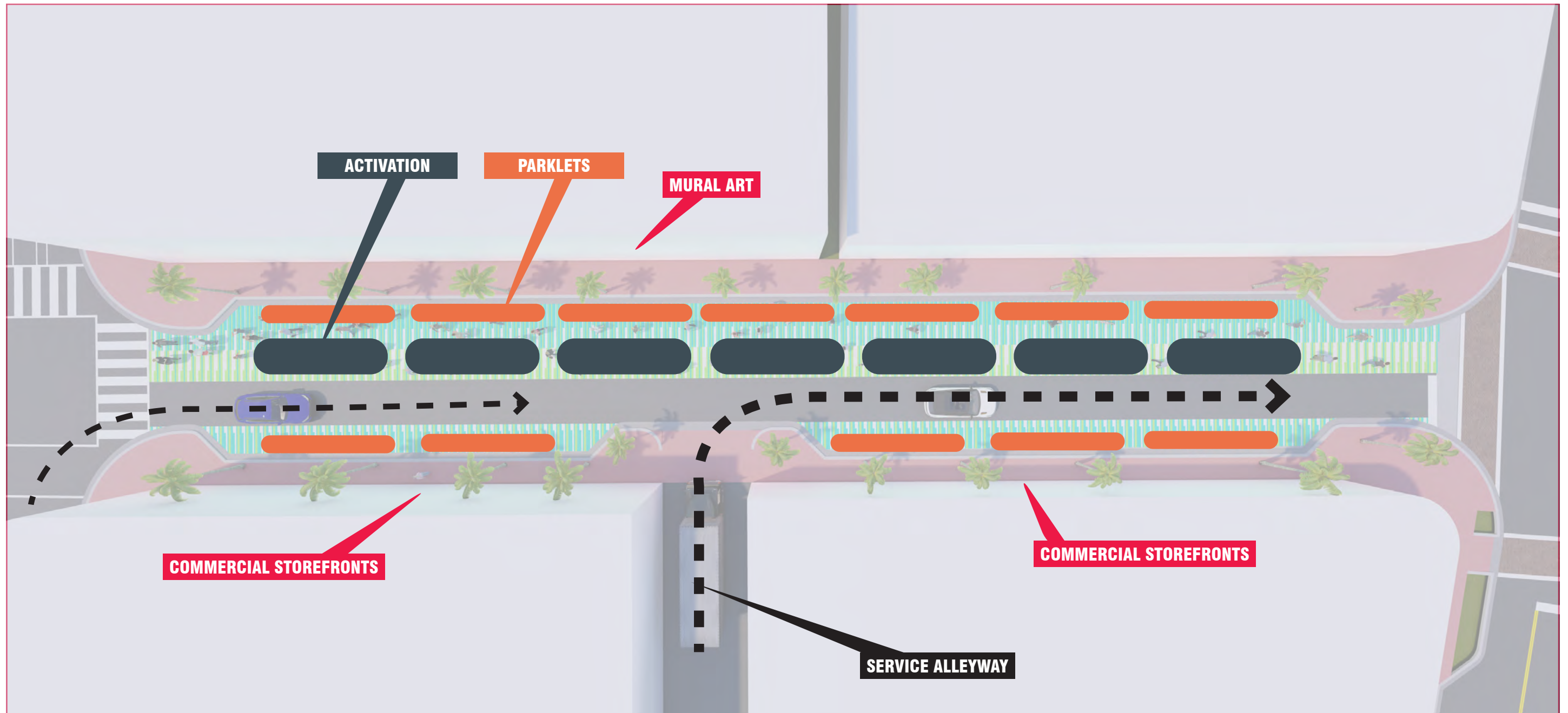
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Española Way Between Washington and Collins Ave



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Española Way Proposed Vision



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Eye-level View Existing Conditions



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Eye-level View Conceptual Rendering



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Eye-level View Existing Conditions



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Eye-level View Conceptual Rendering



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PILOT PROJECT CONCEPT

14th Place



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Eye-level View Existing Conditions



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Eye-level View Conceptual Rendering



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COST BREAKDOWN



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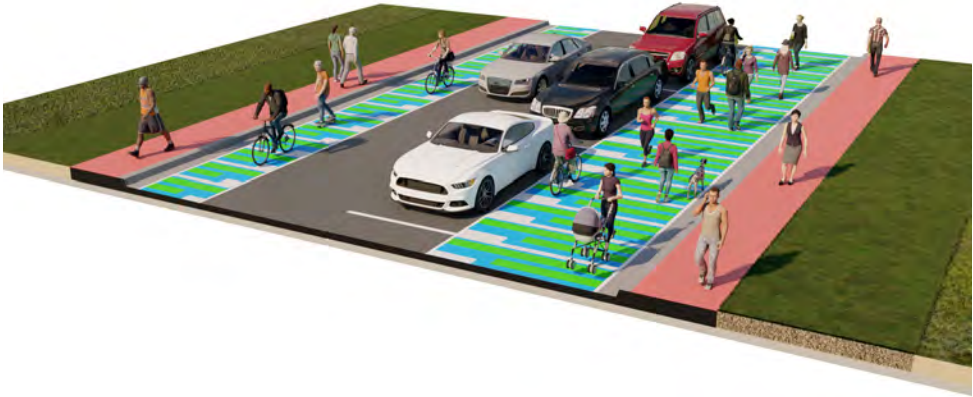
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Lincoln Road to 16th Street

Total Parking Spaces Vacated		15
Unit cost per space for 6 months	\$	900.00
Total Trial-period Cost	\$	13,500.00
Total surface area to be painted	sf	8,010
Estimated Cost per SF to Paint	\$	4.50
Total Estimate Cost to Paint	\$	36,045.00



16th Street to 15th Street

Total Parking Spaces Vacated		17		
Unit cost per space for 6 months	\$	900.00		
Total Trial-period Cost	\$	15,300.00	\$ 28,800.00
Total surface area to be painted	sf	8,750		
Estimated Cost per SF to Paint	\$	4.50		75,420.00
Total Estimate Cost to Paint	\$	39,375.00	\$

Totals

Recommended Strategy

Drexel Ave Between Lincoln Road and 15th St

Opinion of Cost (Conceptual-design)

Site Preparation & MOT	\$	8,000.00
Tactical Urbanism - Drexel Ave	\$	104,220.00
Tactical Urbanism - Española Way & 14th Place	\$	53,379.00
Sub-total	\$	165,599.00
Contingency 20%	\$	33,119.80
TOTAL	\$	198,718.80

Unfunded Improvements

- Furnishings & Temporary Signage
- Security Barriers & Lane Delineators



SPECIFIC 'ASKS'

module 06



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Direction Needed:

- **Impact on parking**
 - Where does the Committee stand on the relocation/removal of parking (none, 50%, or all?)
- **Duration of pilot project:**
 - Is 6 months enough (this is what is currently funded)
 - Generally pilot projects target 1-2 years of 'testing'
 - May generate the need for a recurring funding source: parking & maintenance
- **Feedback on the various options proposed for Drexel**
- **Española Way: Full-length partial closure or Half-length partial closure:** Which does the Committee prefer
- **Items not included in the short-term project because of funding limitations:**
 - Lane separators for added security (+ \$12,500)
 - Planters (+ \$21,000)
 - Furnishings (+ \$30,000)
 - Traffic Control, Directional and Safety Signage (\$3,200 - if produced in-house)
 - Monument Signs and Wayfinding (+ \$35,000)
- **Reclaiming the entire 70'-ROW on Drexel:** For future, long-term improvement design



Discussion

GIANNO FEOLI

GFeoli@CGAsolutions.com

Director of Landscape Urbanism & Design

Calvin, Giordano & Associates, Inc.

Tel: 954-766-2776



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