

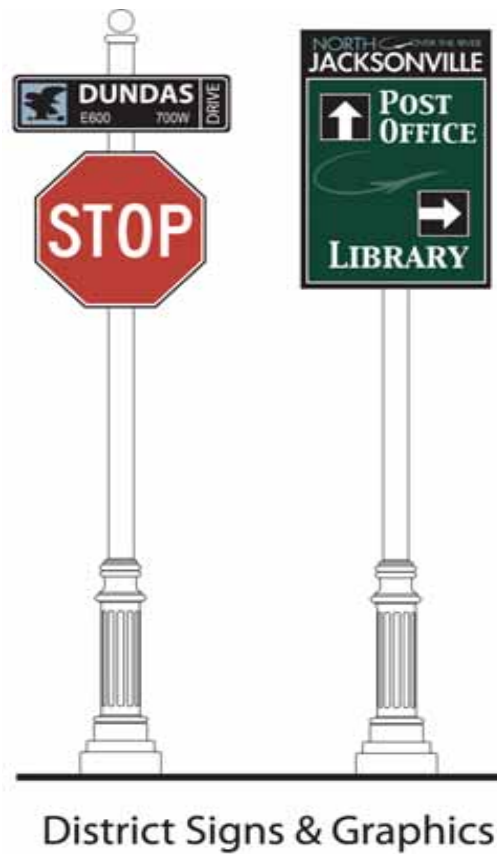
# District Placemaking and Urban Design Plan

## Public Realm Projects

### Priority #2 Signage & Wayfinding for the Dunn Avenue/ Busch Drive Segment & San Mateo District

**Project Overview:** The limits of the Signage & Wayfinding project is all of Dunn Avenue and Busch Drive and the Main Street segment south of 9A including the San Mateo District. This stretch of the corridor includes 5 character districts; Garden City District, Pine Estate District, Highlands District, Busch District and San Mateo District.

**Preliminary Cost Estimate:** The following is the preliminary cost estimate for the Signage & Wayfinding for the Dunn Avenue/ Busch Drive Segment & San Mateo District.



SIGNAGE & WAYFINDING COST ESTIMATE	
Item	Cost
Garden City District	
Sub-Total	\$120,000.00
Pine Estates District	
Sub-Total	\$136,000.00
Highlands District	
Sub-Total	\$288,000.00
Busch District	
Sub-Total	\$346,000.00
San Mateo District	
Sub-Total	\$28,000.00
TOTAL	\$918,000.00
Mobilization	\$36,720.00
Demolition	\$18,360.00
General Conditions	\$27,540.00
Maintenance of Traffic	\$45,900.00
GRAND TOTAL	\$1,046,520.00
10% Contingency	\$104,652.00
OVERALL GRAND TOTAL	\$1,151,172.00



# District Placemaking and Urban Design Plan

## Public Realm Projects

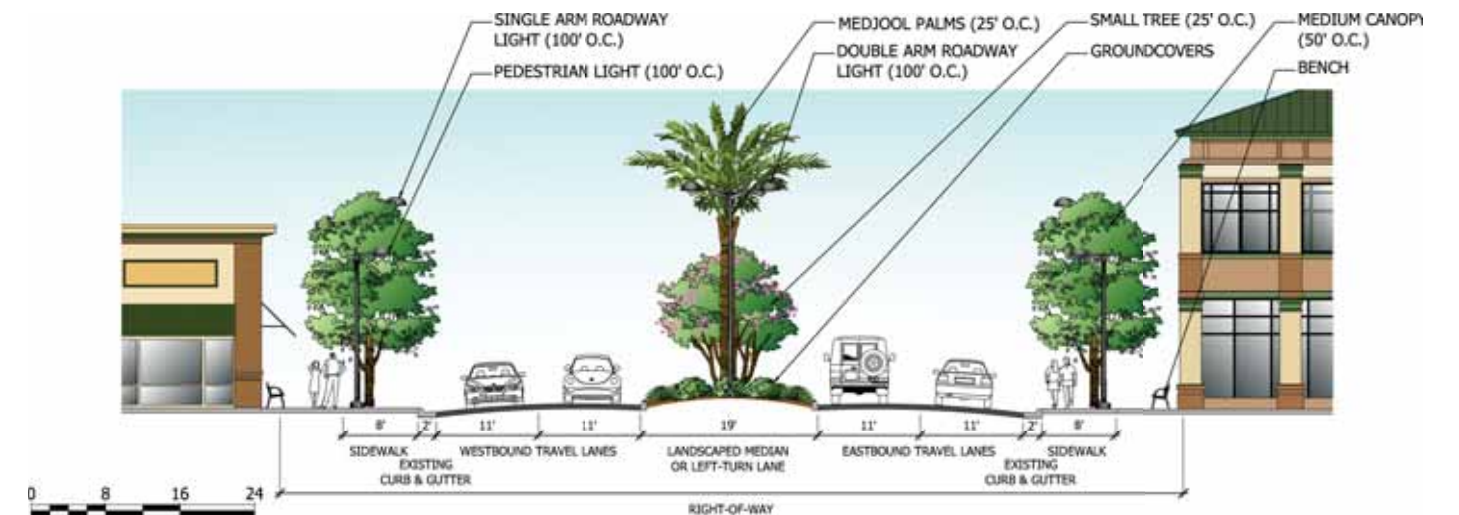
### Priority #3 Garden City District Streetscape

**Project Overview:** The Garden City District Streetscape site is located on Dunn Avenue between McAllister Boulevard to the west and Duval Road to the east. The heart of this district is the Garden City Node Redevelopment site located at the southwest quadrant of the Dunn Avenue/ Lem Turner Road intersection. This busy intersection provides a great opportunity to introduce the corridor revitalization program from the western approach.

**Streetscape Concepts:** The streetscape concepts are designed to create an attractive, comfortable, safe and functional environment for both pedestrians and vehicles and to establish a new branding and identity reflecting the character of redevelopment improvements occurring within the Garden City District. Proposed streetscape elements include Traffic Management, Streetscape Enhancement, Transit, Gateway/ Branding & Imaging and Sidewalk Beautification.

**Preliminary Cost Estimate:** The following is a summarized preliminary cost estimate for the Garden City District Streetscape. This cost estimate was calculated from a conceptual plan and aerial photographs, therefore takeoffs are based upon the best available current information. It is also based on current material and labor costs, as of January 2006. Utility works, with the exception of the undergrounding of overhead utilities, are not included in this cost estimate. A more detailed cost estimate is available in Appendix C.

GARDEN CITY DISTRICT STREETScape COST ESTIMATE	
Item	Cost
Traffic Management	
Sub-Total	\$538,935.00
Streetscape Enhancement	
Sub-Total	\$1,379,908.00
Gateways/ Branding & Imaging	
Sub-Total	\$944,678.75
Transit	
Sub-Total	\$110,000.00
Pedestrian Connectivity	
Sub-Total	\$106,616.25
TOTAL	\$3,080,138.00
Mobilization	\$123,205.52
Demolition	\$154,006.90
Earthwork	\$154,006.90
General Conditions	\$92,404.14
Maintenance of Traffic	\$154,006.90
GRAND TOTAL	\$3,757,768.36
10% Contingency	\$375,776.84
OVERALL GRAND TOTAL	\$4,133,545.20



# District Placemaking and Urban Design Plan

## *Public Realm (Re)Development Strategies*

It is far too expensive to immediately improve all of the eight (8) Districts in accordance with the recommendations herein along a lengthy 9 mile corridor. A long term program of prioritized improvements will be necessary that is based upon the principle of maximizing public investment. In the conceptual approaches phase, the public real projects were ranked based upon their potential for leveraging a true “placemaking” project. (Refer to section \_\_ on page \_\_ herein for a review of the ranking). Thus, it is necessary to select to realistic and manageable project.

## *Dunn Avenue/Busch Drive Segment*

**Step #1: Establish Responsibility for Management and Funding:** The City and the JIA/CRA should cooperate to implement the project, which will also require approval and close coordination with the FDOT.

**Step #2: Establish a Long Term Program and Select a Manageable 1st Phase Project.**

- **Priority #1. Highlands District Project:** The combined improvements for the Highlands District are designed to create a much more pedestrian environment, spur private investments and include the following:
  - o Urban Level Streetscape Project: From I-95 west through Biscayne Boulevard and including:
    - Gateways,
    - Site Furnishing,
    - Landscaping,
    - Wayfinding/Branding, and
    - JTA Bus Shelters
  - o Pedestrian Connections: The recommended sidewalk improvements
  - o Bus Rapid Transit (BRT) Service: Implement as a public component of the Highlands Nodal Project
- **Priority #2. Wayfinding/Branding for the Entire Segment:** Less expensive devices to start branding the eight (8) different Districts located along the segment to reinforce a “sense of place” and “sense of community” may precede formal streetscape projects. Branding

of the districts using quality graphics and design will help to create the framework of landmarks and icons that exists in all successful corridor redevelopment programs. Note: The San Mateo District on Main Street should be included.

- **Priority #3. Garden City District Project:** The combined improvements for the Garden City District are designed to create a much more pedestrian environment and include the following:
  - o Urban Level Streetscape Project: Through the District and including:
    - Gateways,
    - Site Furnishing,
    - Landscaping,
    - Wayfinding/Branding, and
    - JTA Bus Shelters
  - o Pedestrian Connections: The recommended sidewalk improvements
  - o Bus Rapid Transit (BRT) Service: Implement as a public component of the Garden City Nodal Project
- **Priority #4. Pine Estates District Project:** The combined improvements for the Pine Estates District are designed to be less pedestrian intensive than the Highlands and Garden City Districts and includes he following:
  - o Suburban Level Streetscape Project: Through the District and including all elements.
  - o Pedestrian Connections: Sidewalk improvements
- **Priority #5 Busch District:** The Busch District provides immediate opportunities for lower intensity beautification improvements such as median landscaping but ultimately the improvements similar to the less intensive Pine Estates District are recommended.
  - o Suburban Level Streetscape Project: Through the District and including all elements.
  - o Pedestrian Connections: Sidewalk improvements

**Step #3: Establish a Joint Participation Agreement (JPA) between the City/JIA/CRA and FDOT.** The JPA should serve as an inter-local agreement with the purpose of achieving the following:

- Establishing a Scope of Work to prepare a detailed set of plans and specifications for a bid package that reflects FDOT Traffic Management objectives and the public realm recommendations of the Corridor Revitalization Plan.
- Establishing a cooperative approach to the selection and management of consultant to perform the requirements of the Scope of Work
- Consider utilizing Local Agency Participation (LAP) certification to allow the City/JIA/CRA to bid and manage construction of the project.

**Step #4: Establish a Corridor Management Entity:** Once the Highlands District improvements are under construction it will be important to maximize the results by creating an on-going business improvement management entity with service responsibilities to guide and assist relocation of businesses. Establishment of an Assessment District to serve as a Business Improvement District (BID) should be strongly considered.

- One-stop site location assistance
- Create a web site and a news letter
- Create an awards program
- Provide a reliable source for economic, demographic, community and traffic data, maps, development opportunity profiles
- Provide planning, zoning and development issue resolution assistance
- Maintain a comprehensive database of properties and businesses
- Provide maps and aerial photos of corridor and individual sites
- Provide real estate data and broker/property owner referrals
- Provide incentive assistance and referrals
- Become a business ombudsman, local networking and business introduction
- Provide quality of life information

# District Placemaking and Urban Design Plan

## Main Street Segment

**Step #1: Establish Responsibility for Management and Funding:** The FDOT is responsible for the PD&E Study to determine the feasibility of a project to widen and improve Main Street from 9-A to Pecan Park Road including right of way acquisition and construction of additional lanes. Once the project is scheduled for implementation in the MPO Transportation Improvement Program and the FDOT Five Year Work Program, this presents a great opportunity for the JIA/CRA to work with the FDOT project and fund the streetscape improvements recommended in the Corridor Revitalization Plan.

**Step #2: Establish a Long Term Program and Select a Manageable 1st Phase Project.** Every attempt should be made to fund the total length of the streetscape project as a component of the FDOT road widening project to take advantage of cost advantages.

- **Priority #1. Oceanway, Duval Station and Pecan Park Districts:** The combined improvements for the Districts including:

- o Streetscape Project: Through the Districts and including:
  - Urban Level Streetscape for Oceanway District and at the Pecan Park and Duvall Station intersections
  - Suburban Level for the remainder of the segment.
  - Gateways,
  - Site Furnishing,
  - Landscaping,
  - Wayfinding/Branding, and
  - JTA Bus Shelters
- o Pedestrian Connections: The recommended sidewalk improvements
- o Bus Rapid Transit (BRT) Service: Implement as a public component of the Oceanway and East-West Connector Nodal Project

- **Alternate Priority # 1. San Mateo District:** The San Mateo District provides immediate opportunities for lower intensity beautification improvements such as median landscaping but ultimately the District should receive the recommended suburban level streetscape project including:
  - o Suburban Level Streetscape Project: Through the Districts and

including:

- Gateways,
  - Site Furnishing,
  - Landscaping,
  - Wayfinding/Branding, and
  - JTA Bus Shelters
- o Pedestrian Connections: The recommended sidewalk improvements

- **Priority #2. Wayfinding and Branding:** Additionally, the Wayfinding/Branding improvements are appropriate for early implementation in the Sam Mateo District.

- **Alternate Priority #2: The Oceanway “Town Center Vision Plan”** recommends a cross-section design concept to guide preparation of a detailed streetscape plan for New Berlin Road. If funding is obtained for preparation of bid specifications and construction, this project should proceed on a separate track from the Main street project.

**Step #3: Establish a Joint Participation Agreement (JPA) between the City/JIA-CRA and FDOT.** The JPA should serve as an inter-local agreement with the purpose of authorizing JIA/CRA funding the Revitalization Plan components of the FDOT project.

**Step #4: Establish a Corridor Management Entity:** Once the Oceanway District improvements are under construction it will be important to maximize the results by creating an on-going business improvement management entity with service responsibilities to guide and assist relocation of businesses. Establishment of an Assessment District to serve as a Business Improvement District (BID) for the entire Oceanway commercial area should be strongly considered.

- One-stop site location assistance
- Create a web site and a news letter
- Create an awards program
- Provide a reliable source for economic, demographic, community and traffic data, maps, development opportunity profiles
- Provide planning, zoning and development issue resolution assistance

- Maintain a comprehensive database of properties and businesses
- Provide maps and aerial photos of corridor and individual sites
- Provide real estate data and broker/property owner referrals
- Provide incentive assistance and referrals
- Become a business ombudsman, local networking and business introduction
- Provide quality of life information

# CORRIDOR REDEVELOPMENT PLAN ----- MULTI-YEAR ACTION PLAN

Capital Projects	Year	Estimate	Implementation Strategy/Responsibility	Financing Methods
<b>Highlands District Project</b>	<b>2007-15</b>	<b>\$9,952,971</b>	<b>JIA/CRA &amp; JEDC, FDOT, JTA, JEA, Public Works,</b>	<b>See below</b>
<ul style="list-style-type: none"> <li>▪ Highlands District Plans &amp; Specifications et.al.</li> <li>▪ Highlands District Street Related Construction (Two ½ mile phases)                             <ul style="list-style-type: none"> <li>○ Traffic Management Project</li> <li>○ Streetscape Enhancement Project</li> <li>○ Gateways Project:(I-95 gateway), minor gateways, &amp; Wayfinding</li> <li>○ Transit Shelters</li> <li>○ Mobilization, Demolition, Earthwork, General Conditions, MOT</li> <li>○ Contingency</li> </ul> </li> <li>▪ Pedestrian Connectivity</li> <li>▪ Transit Station - internal to Nodal Catalyst Project</li> </ul>	<ul style="list-style-type: none"> <li>2007-08</li> <li>2014-15**</li> <li>2014</li> <li>2014-15</li> <li>2008-11</li> <li>Unknown</li> </ul>	<ul style="list-style-type: none"> <li>\$ 940,000</li> <li>\$2,740,473</li> <li>\$3,156,750</li> <li>\$ 380,000</li> <li>\$ 222,000</li> <li>\$1,552,700</li> <li>\$ 861,048</li> <li>\$ 558,555</li> <li>\$ 100,000</li> </ul>	<ul style="list-style-type: none"> <li>JIA/CRA is primary</li> <li>FDOT is primary with some upgrades to JIA/CRA</li> <li>JIA/CRA is primary, should apply for matching grants</li> <li>JIA/CRA is primary, should apply for matching grants</li> <li>JTA</li> <li>FDOT &amp; JIA/CRA (Proportional)</li> <li>FDOT &amp; JIA/CRA/JTA (Proportional)</li> <li>Non-Statutory TIF, Assessment District, or City Program</li> <li>JTA &amp; Developer</li> </ul>	<ul style="list-style-type: none"> <li>TIF (Tax Increment Financing)</li> <li>FDOT, FDOT Safety Funds</li> <li>TIF, JEA, Trans Enhance (SE) Grant</li> <li>TIF, Trans Enhance (SE) Grant</li> <li>JTA</li> <li>FDOT &amp; TIF</li> <li>FDOT/TIF/JTA</li> <li>City sidewalk program, (SE) Grant</li> <li>JTA and or Fair Share, Developer</li> </ul>
<b>Wayfinding Project</b>	<b>2009-11</b>	<b>\$ 1,014,000</b>	<b>JIA/CRA and FDOT</b>	<b>See Below</b>
<ul style="list-style-type: none"> <li>▪ Detailed Plans and Specs and Permits</li> <li>▪ District(s) Installation (Garden City Pine Estates, Busch, &amp; San Mateo)</li> <li>▪ Mobilization, Demolition, Earthwork, General Conditions, MOT</li> <li>▪ Contingency</li> </ul>	<ul style="list-style-type: none"> <li>2009-10</li> <li>2010-11</li> <li>2010-11</li> <li>2010-11</li> </ul>	<ul style="list-style-type: none"> <li>\$ 65,000</li> <li>\$ 655,000</li> <li>\$ 100,520</li> <li>\$ 75,000</li> </ul>	<ul style="list-style-type: none"> <li>JIA/CRA</li> <li>JIA/CRA and Garden City CRA</li> <li>JIA/CRA and Garden City CRA</li> <li>JIA/CRA</li> </ul>	<ul style="list-style-type: none"> <li>TIF, seek enhancement grant (SE)</li> <li>TIF, seek enhancement grant (SE)</li> <li>TIF, seek enhancement grant (SE)</li> <li>TIF, seek enhancement grant (SE)</li> </ul>
<b>Garden City District Project</b>	<b>2008-16</b>	<b>\$4,795,338</b>	<b>JIA/CRA &amp; JEDC, FDOT, JTA, JEA, Public Works</b>	
<ul style="list-style-type: none"> <li>▪ Blight Study, Finding of Necessity, Redevelopment Plan</li> <li>▪ Garden City Plans &amp; Specifications et.al.</li> <li>▪ Garden City Street Related Construction                             <ul style="list-style-type: none"> <li>○ Traffic Management Project</li> <li>○ Streetscape Enhancement Project</li> <li>○ Gateway Project (Lem Turner &amp; Dunn)</li> <li>○ Transit Shelters</li> <li>○ Mobilization, Demolition, Earthwork, General Conditions, MOT</li> <li>○ Contingency</li> </ul> </li> <li>▪ Pedestrian Connectivity</li> <li>▪ Transit Station internal to Nodal Project</li> </ul>	<ul style="list-style-type: none"> <li>2008-09</li> <li>2010-11</li> <li>2016-18***</li> <li>2016-18</li> <li>2016-18</li> <li>2010-12</li> <li>Unknown</li> </ul>	<ul style="list-style-type: none"> <li>\$ 150,000</li> <li>\$ 413,354</li> <li>\$ 538,935</li> <li>\$1,379,908</li> <li>\$ 944,678</li> <li>\$ 110,000</li> <li>\$ 677,687</li> <li>\$ 375,776</li> <li>\$ 106,000</li> <li>\$ 100,000</li> </ul>	<ul style="list-style-type: none"> <li>City</li> <li>City</li> <li>FDOT is primary with some upgrades to CRA</li> <li>CRA is primary, should apply for matching grants</li> <li>CRA is primary, should apply for matching grants</li> <li>JTA</li> <li>FDOT &amp; CRA (Proportional)</li> <li>FDOT &amp; CRA/JTA (Proportional)</li> <li>City Program and CRA</li> <li>JTA, Developer, Fair Share</li> </ul>	<ul style="list-style-type: none"> <li>City upfronts and paid back from TIF</li> <li>City upfronts and paid back from TIF</li> <li>FDOT, FDOT Safety Funds</li> <li>TIF *, JEA, Trans Enhance (SE) Grant</li> <li>TIF *, Trans Enhance (SE) Grant</li> <li>JTA</li> <li>FDOT &amp; TIF</li> <li>FDOT/TIF/JTA</li> <li>TIF, City sidewalk program, (SE) grant</li> <li>JTA and or Fair Share</li> </ul>
<b>Oceanway, Duval Station &amp; Pecan Park District(s) Project *****</b>	<b>2017-23</b>	<b>\$16,453,436</b>	<b>JIA/CRA &amp; JEDC, FDOT, JTA, JEA, Public Works</b>	
<ul style="list-style-type: none"> <li>▪ District Plans &amp; Specs: Prepare jointly with FDOT Road Improvement</li> <li>▪ Enhancement Components                             <ul style="list-style-type: none"> <li>○ Traffic Management Enhancement</li> <li>○ Streetscape Enhancement Project</li> <li>○ Gateways (Oceanway, Pecan Park, Duvall Station, East-West Connector)</li> <li>○ Transit Shelters</li> </ul> </li> <li>▪ Mobilization, Demolition, Earthwork, General Conditions, MOT</li> <li>▪ Contingency</li> <li>▪ Pedestrian Connectivity</li> <li>▪ Transit Station internal to Nodal Project</li> </ul>	<ul style="list-style-type: none"> <li>2017-18</li> <li>2019-23</li> <li>2019-23</li> <li>2019-23</li> <li>Unknown</li> </ul>	<ul style="list-style-type: none"> <li>\$ 1,645,396</li> <li>\$ 312,680</li> <li>\$8,233,688</li> <li>\$1,398,010</li> <li>\$ 620,000</li> <li>\$ 2,472,579</li> <li>\$ 1,371,160</li> <li>\$ 674,650</li> <li>\$ 100,000</li> </ul>	<ul style="list-style-type: none"> <li>JIA/CRA</li> <li>JIA/CRA</li> <li>JIA/CRA</li> <li>JTA</li> <li>FDOT &amp; JIA/CRA (Proportional)</li> <li>FDOT &amp; JIA/CRA/JTA (Proportional)</li> <li>Non-Statutory TIF, Assessment District or City Program</li> <li>JTA, Developer</li> </ul>	<ul style="list-style-type: none"> <li>FDOT, FDOT Safety Funds</li> <li>TIF, JEA, Trans Enhance (SE) Grant</li> <li>TIF, Trans Enhance (SE) Grant</li> <li>JTA</li> <li>FDOT &amp; TIF</li> <li>FDOT/TIF/JTA</li> <li>City sidewalk program, (SE) grant</li> <li>JTA, Fair Share, Developer</li> </ul>

TIF = Tax Increment Financing,

TIF \* = Tax Increment Financing only if a new Redevelopment area is created or the JIA CRA is expanded. (The area(s) appears to meet Statutory criteria for a Finding Of Necessity “Blight Determination”)

\*\* Project must be included in MPO 2007/08-2011/12 Transportation Improvement Program (TIP) to achieve construction during 2014-15. Project must also be included in the 2006 MPO List of Priority Projects which will be adopted in August 2006.

\*\*\* Project must be included in the MPO 2008/09 – 2012/13 TIP to achieve construction during 2016-18. In 2006 and every year there after this project should be submitted as a candidate project for inclusion into the MPO List of Priority Projects.

\*\*\*\*Project must be included in the 2011/12- 2015/2016 TIP in order to achieve construction during 2019-23.

\*\*\*\*\* Main Street widening project should be advance/funded for the right-of -way phase in the 2006/07- 2010/11 TIP. FDOT and the MPO should be encouraged to include funding for design and construction in subsequent TIPs.

\*\*\*\*\* It should be noted that all of the above could be constructed earlier if federal or state dollars are not used thereby not being constrained by the TIP Process.

Maintenance cost estimates are \$100,000 per year for the Urban Section Streetscapes & \$60,000 for Suburban Sections.