

**G. OTHER BUSINESS**

**2. BROWARD COUNTY TRAFFICWAYS AMENDMENT FOR ATLANTIC BOULEVARD**

A request by staff to amend the Trafficways Plan to reduce the Atlantic Boulevard right-of-way width from 120 feet between Cypress Road and Federal Highway and from 110 feet from Federal Highway to the Intracoastal to 100 feet for the entire segment. This reduction will allow maintenance of the desired transit oriented street sections while not further limiting the existing frontage lot depths.

Ms. Jean Dolan, Principal Planner, introduced herself to the board. She stated that the proposed amendment is to change the Broward County Trafficways Plan for Atlantic Boulevard. She explained that this plan is the document that tells cities what the ultimate right-of-way should be for all the state and county roads. The Plan also ensures that a certain portion of the property is dedicated to right-of-way each parcel is developed. The ultimate right-of-way width required by the Plan for the portion of Atlantic Boulevard between Cypress Road and Federal Highway is 120 ft. and section between Federal Highway and the Atlantic Boulevard Bridge is 110 ft. She explained that the amount of right-of-way is not needed for the planned complete street cross sections. Currently, the width of the Atlantic Boulevard right-of-way is 100 ft., which is how it should remain. Staff is requesting that the County let the City reduce the ultimate right of way to the current width, so that the City does not have to take property away from adjacent parcels. She added that one of the critical issues of getting transit oriented development is to promote structured parking so that people are not walking by large parking lots that disturb neighborhood walkability. She used a map to show that the lot depth between Cypress Road and Federal Highway are very narrow, which makes it difficult for developers to fit any sort of structure parking. Staff is requesting that the board recommend approval to the City Commission. The application will be submitted to the County, should the City Commission approve it.

Mr. Hill asked for the reason that staff believes the City does not need extra 10 ft. of right-of-way.

Ms. Dolan stated that the sections adopted by the code show amount of travel lanes needed, the width of those travel lanes and the width of the lanes. The sections also show the width of the sidewalks and the location of the bike lanes and parking. She stated that it all fits within 100 ft. Thus, the City does not need the extra 10 ft. She explained that some properties have dedicated the 10 ft., but the City would have to wait until all the adjacent properties dedicate the right-of-way to use it.

Mr. Hill asked why Broward County believes that 10 ft. should be dedicated but the City does not.

Ms. Dolan stated that back in the day Atlantic Boulevard was planned to be 6 lanes, but it was removed from the MPO's plan in 2011 since nobody wanted a six lane highway. However, the concept has changed from adding more lanes to increase the flow of traffic to fewer lanes in order to promote complete streets. The new trend is to stop all right-of-way dedications and to fit street amenities within the existing right-of-way.

Mr. Hill stated that he is a bit confused with the concept. There are some sections of Atlantic Boulevard that have on-street parking, but not on other sections. There are sections with two lanes that turns into three lanes. He asked if there have been any conversation regarding the removal of on-street parking.

Ms. Dolan stated that the City is not planning on removing the on-street parking on Atlantic Boulevard between Cypress Road and Federal Highway, and not have on street parking between Federal Highway and the Atlantic Boulevard Bridge.

Mr. Hill stated that the ETOC zoning designation requires on-street parking in some areas.

Ms. Dolan stated that if a proposed development changes the section of the street they would be required to provide on street parking. Providing on-street parking is a bonus to the developer because it reduces the amount of off-street parking required on-site.

Mr. Hill stated that full block development would have to provide on-street parking.

Ms. Dolan agreed with Mr. Hill's statement.

Mr. Hill stated that the only reason he is struggling with the proposed amendment is because there is lots of development being proposed. Lots of units have been approved in the Barrier Island. City is now trying to make Atlantic Boulevard too narrow.

Ms. Dolan stated that the City is not trying to narrow Atlantic Boulevard. The proposal is to leave the right-of-way width as it currently exists.

Mr. Hill stated that the East Transit Oriented Corridor was recently passed. He stated that it seems like an appropriate opportunity to widen the street whether it is used for traffic lanes or not. Additionally, he has heard that people are concerned that they are going to have to drive along 6 story buildings on each side of the street. The City should be adding 10 more ft. to the existing right-of-way.

Ms. Dolan stated that there are different philosophies regarding this issue. The City is trying to promote redevelopment by leaving the land as private property which will create entitlements and make projects more viable. Some developers are commenting that the 10 ft. section would be very useful to them. The City could either leave the right-of-way the way it is and use it sometime in the future or reduce the ultimate right-of-way for certain sections and make the adjacent properties more developable.

Mr. Hill asked what options the City would have in 10 or 15 years when the developments along Atlantic Boulevard and in Barrier Island start coming to fruition to address traffic on Atlantic Boulevard.

Ms. Dolan stated that the future is to promote alternative modes of transportation in order to reduce traffic. It is not about more cars and more pavement. She stated that there should be less traffic 15 years from now.

Mr. Hill stated that he likes the idea of less traffic, but it does not seem realistic.

Ms. Dolan responded that first you have to believe it and then make it happen.

Ms. Coleman stated that the City passed a redevelopment plan and strategy for Atlantic Boulevard. She asked if part of the buildings that are close to the street will have to be demolished.

Ms. Dolan stated that the City has not done a lot by lot analysis to determine which buildings that are currently or would encroach. She stated that some of the properties that have dedicated the 10 ft. do have buildings encroaching into the right-of-way. Therefore, there are plenty of buildings that would have to be demolished in order for the City to do anything with the right-of-way dedications.

Ms. Coleman stated that progressive cities have been perusing the creation of complete street concepts. She is in agreement with the proposed amendment. She believes that the amendment would be a great thing for the City. She stated that if you look at Brickell in Miami, there are walkable streets that are as narrow as Atlantic Boulevard. She stated that she agrees with putting property in private hands to promote development, which is what is needed and wanted in Atlantic Boulevard.

Mr. Mills stated that he doesn't agree with the concept that there will be fewer vehicles on the street in the future of South Florida. He doesn't understand what will be the benefit of reducing the right-of-way.

Ms. Dolan stated that staff is not proposing to reduce the current right-of-way, just to not take more right-of-way in the future. Therefore it should remain the as it exists today.

Mr. Mill stated that the width of the Atlantic Boulevard right-of-way between Cypress Road and Atlantic Boulevard is 120 ft.

Ms. Dolan clarified that the right of way is currently 100 ft. It is 120 ft. on the Broward County Trafficways Plan. The City does not want the extra 20 ft.

Ms. Eaton stated that a canyon effect will not be created along Atlantic Boulevard since buildings would have to be set back as they get higher.

Ms. Dolan stated that the height limit along Atlantic Boulevard and between Cypress Road and Federal Highway is 55 ft.

Ms. Eaton stated that she conquers with the idea of more walkable and sustainable communities. Making the road wider will create more traffic. She believes that asking the County to change the ultimate right-of-way since is needed and will make the properties along the Atlantic Boulevard a greater benefit to the City as it will facilitate development.

Ms. Eaton opened the discussion to the public.

Mollie Moore (District 1, Pompano Beach) asked a developer could be granted a variance to build out if the amendment does not pass.

Ms. Dolan stated that if the ultimate right-of-way remains in the Trafficways Plan, the city would have to require 10 ft. dedication.

Ms. Eaton closed the public hearing.

Ms. Jackson asked if the right-of-way will remain as it currently exists if the Board approves it.

Ms. Dolan responded that it will have to be presented to the City Commission. Then, the Commission will vote to approve it. If it gets approved by the Commission, the amendment would be submitted to the County. The County's application requirements include the approval of the City Commission prior to accepting the trafficways plan amendment application.

Mr. Mills asked if reducing the width of the right-of-way from 120 ft. to 100 ft. would allow a development to be located in the street.

Ms. Dolan stated that the City has not taken the 10 ft. yet, but new developments would have to dedicate it.

Ms. Coleman clarified that the city is not taking 10 ft. from anyone. The city is trying to keep the right-of-way at 100 ft. and asking the County to revise their plan to be consistent with the current right-of-way width.

**MOTION** was made by Carla Coleman and seconded by Richard Klosiewicz to recommend approval of the amendment to the Broward County Trafficways Plan. All voted in favor of the motion with the exception of Tony Hill; therefore, the motion passed.