

# OCEAN TERRACE NEIGHBORHOOD

URBAN DESIGN PLAN  
WORKING GROUP MEETING 3

AUGUST 29<sup>TH</sup>, 2018



INITIAL MEETING WITH CLIENT TO COORDINATE SCHEDULES + DELIVERABLES

[APRIL 19<sup>TH</sup> - COMPLETED]

WORKING GROUP MEETINGS:

1<sup>ST</sup> MEETING: LISTEN ("WHAT ARE THE ISSUES")

[JUNE 12<sup>TH</sup> - COMPLETED]

2<sup>ND</sup> MEETING: FEEDBACK ("THIS IS WHAT WE HEARD")

- I.E. DRAFT URBAN DESIGN PLAN

[JULY 11<sup>TH</sup> - COMPLETED]

3<sup>RD</sup> MEETING: RECOMMENDATIONS ("THIS IS WHAT WE RECOMMEND")

- I.E. FINAL URBAN DESIGN PLAN

[AUGUST 29<sup>TH</sup> - TODAY]

CITY COMMISSION MEETING TO PRESENT THE FINAL URBAN DESIGN PLAN.

[ANTICIPATED SEPTEMBER, 2018];

INDIVIDUAL FOLLOW-UP MEETINGS WITH THE CITY PLANNING,  
ECONOMIC DEVELOPMENT AND PUBLIC WORKS DEPARTMENTS

INDIVIDUAL MEETINGS WITH REPRESENTATIVES OF CITY OWNED  
PROPERTIES LOCATED WITHIN THE STUDY AREA

INDIVIDUAL MEETINGS WITH CITY ELECTED OFFICIALS

MEETINGS WITH OTHER CONSULTANT TEAMS



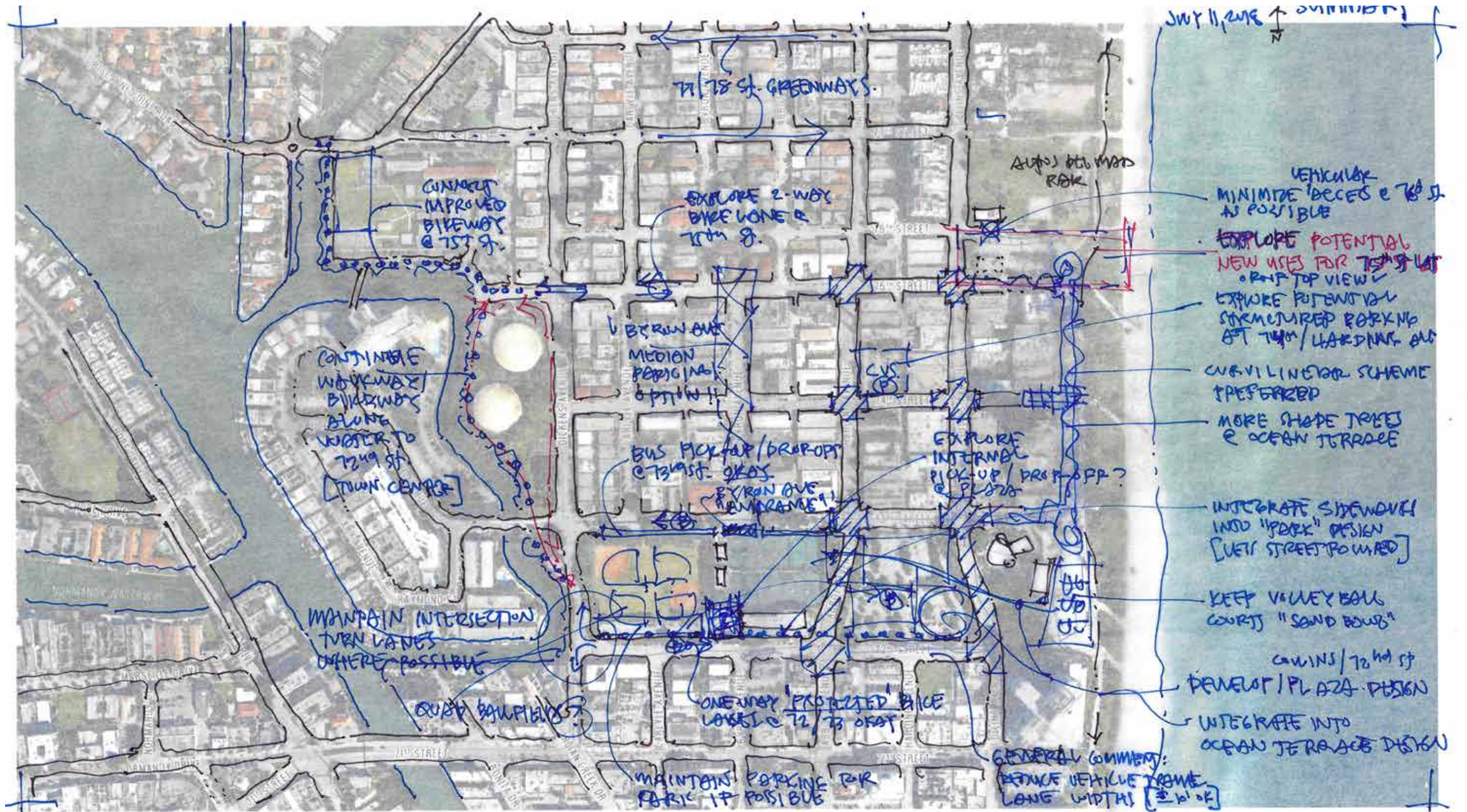
## MEETING SUMMARIES:

JUNE 12<sup>TH</sup> - WORKING GROUP 1  
JUNE 20<sup>TH</sup> - PARKS & RECREATION  
JUNE 20<sup>TH</sup> - PLANNING  
JUNE 20<sup>TH</sup> - BANDSHELL  
JUNE 29<sup>TH</sup> - CIP  
JUNE 29<sup>TH</sup> - TRANSPORTATION & PARKING  
JULY 11<sup>TH</sup> - WORKING GROUP 2  
JULY 19<sup>TH</sup> - TRANSPORTATION  
JULY 19<sup>TH</sup> - NORTH SHORE YOUTH CENTER



# WHAT WE HEARD

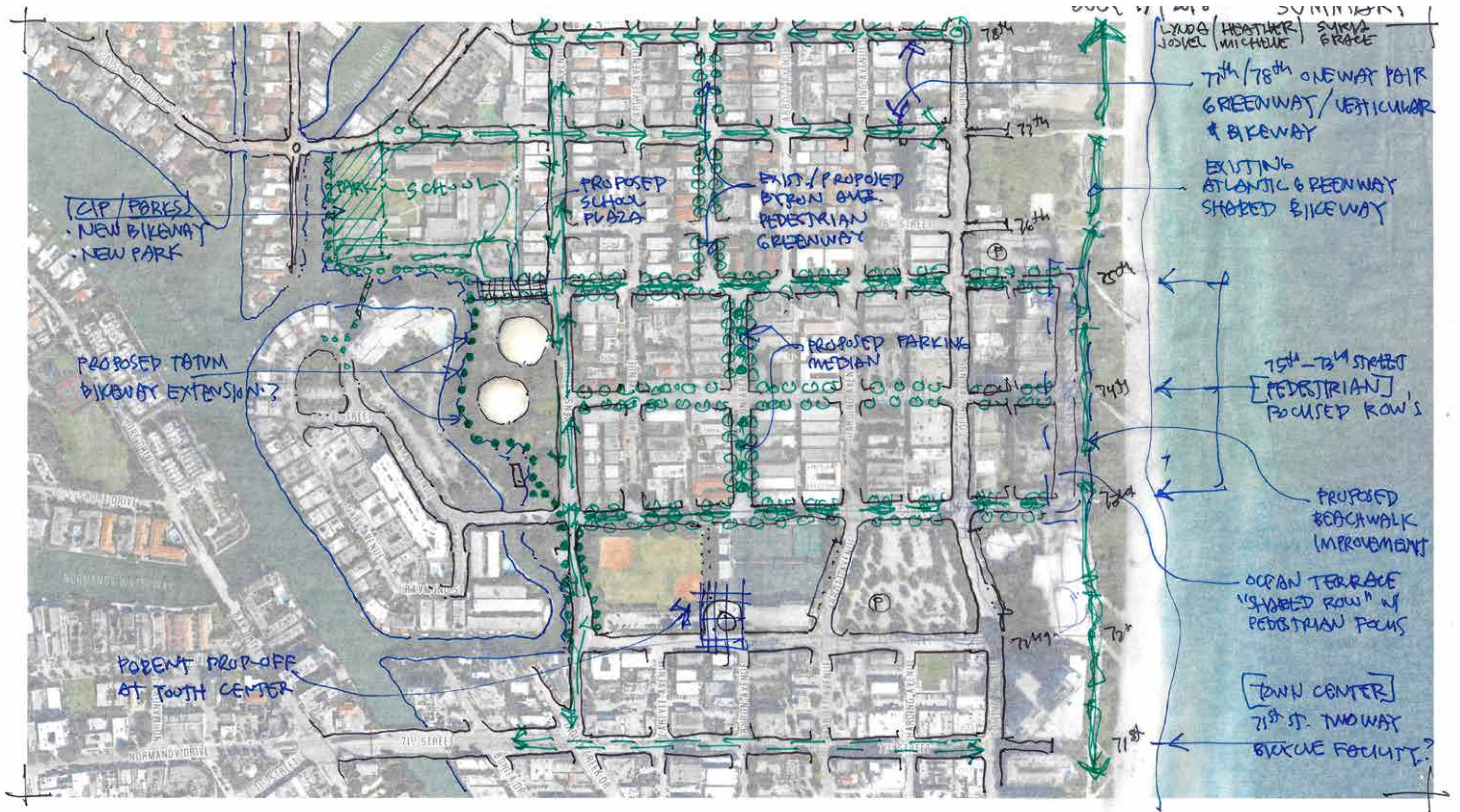
## WORKING GROUP 2 MEETING SUMMARY





# WHAT WE HEARD

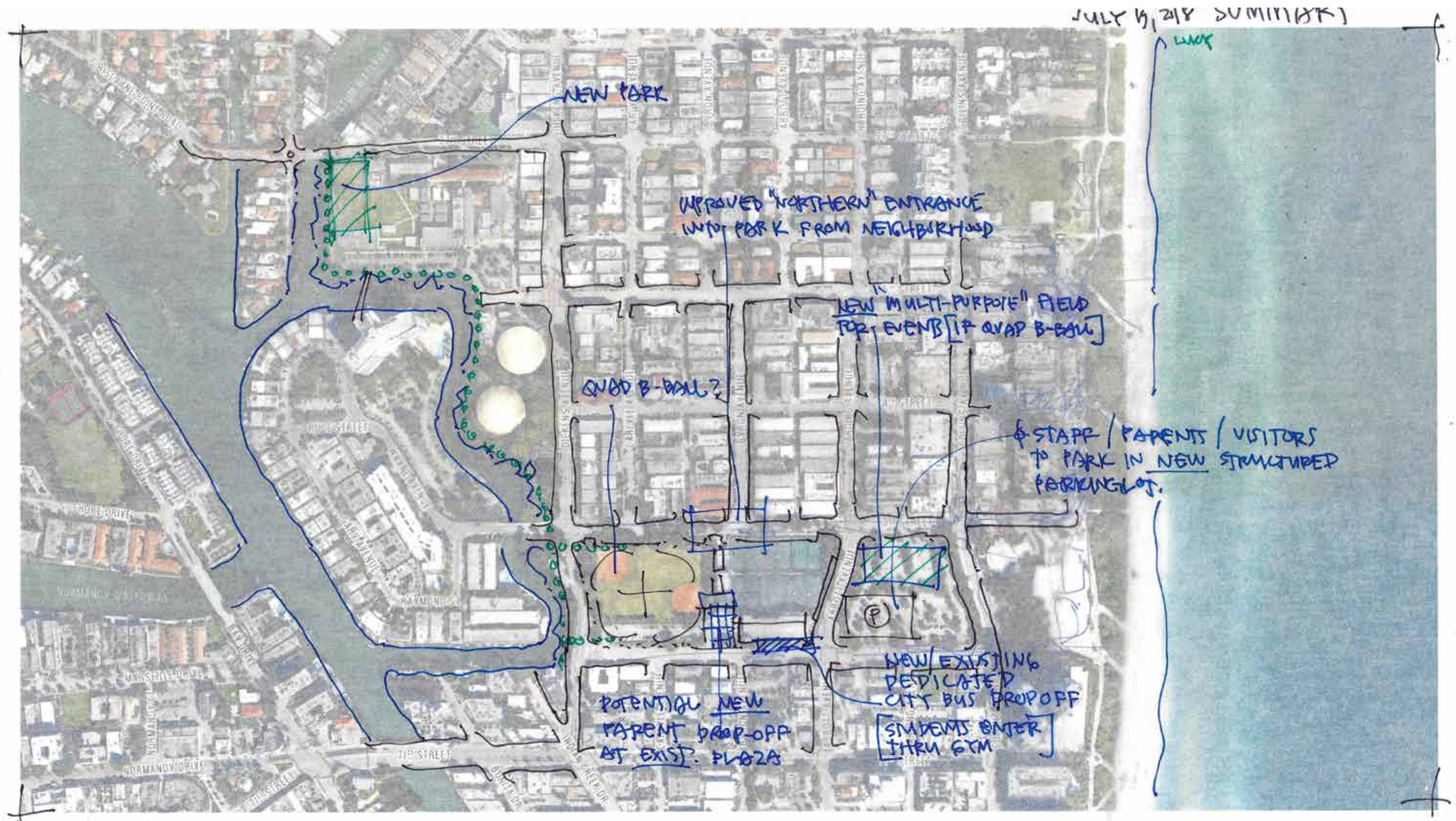
## TRANSPORTATION MEETING SUMMARY





# WHAT WE HEARD

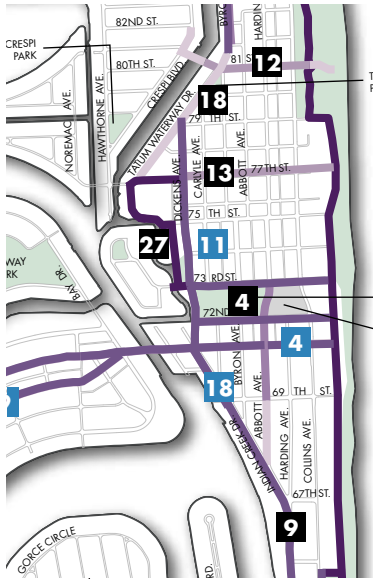
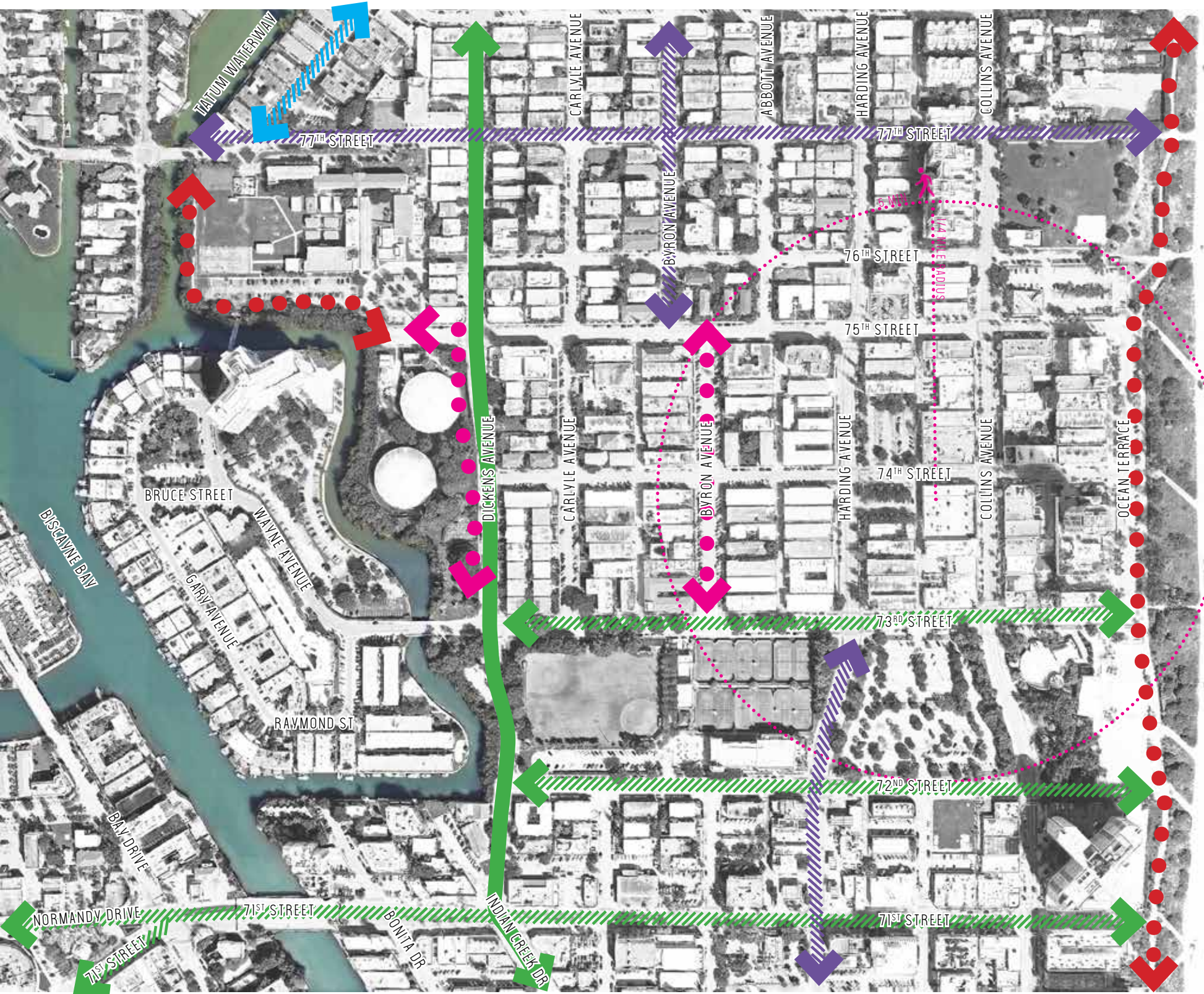
## NORTH SHORE YOUTH CENTER MEETING SUMMARY





# WHAT WE HEARD

## EXCERPTS FROM SEVERAL CITY OF MIAMI BEACH MOBILITY PLANS [ADOPTED]



LEGEND: BIKEWAY NETWORK

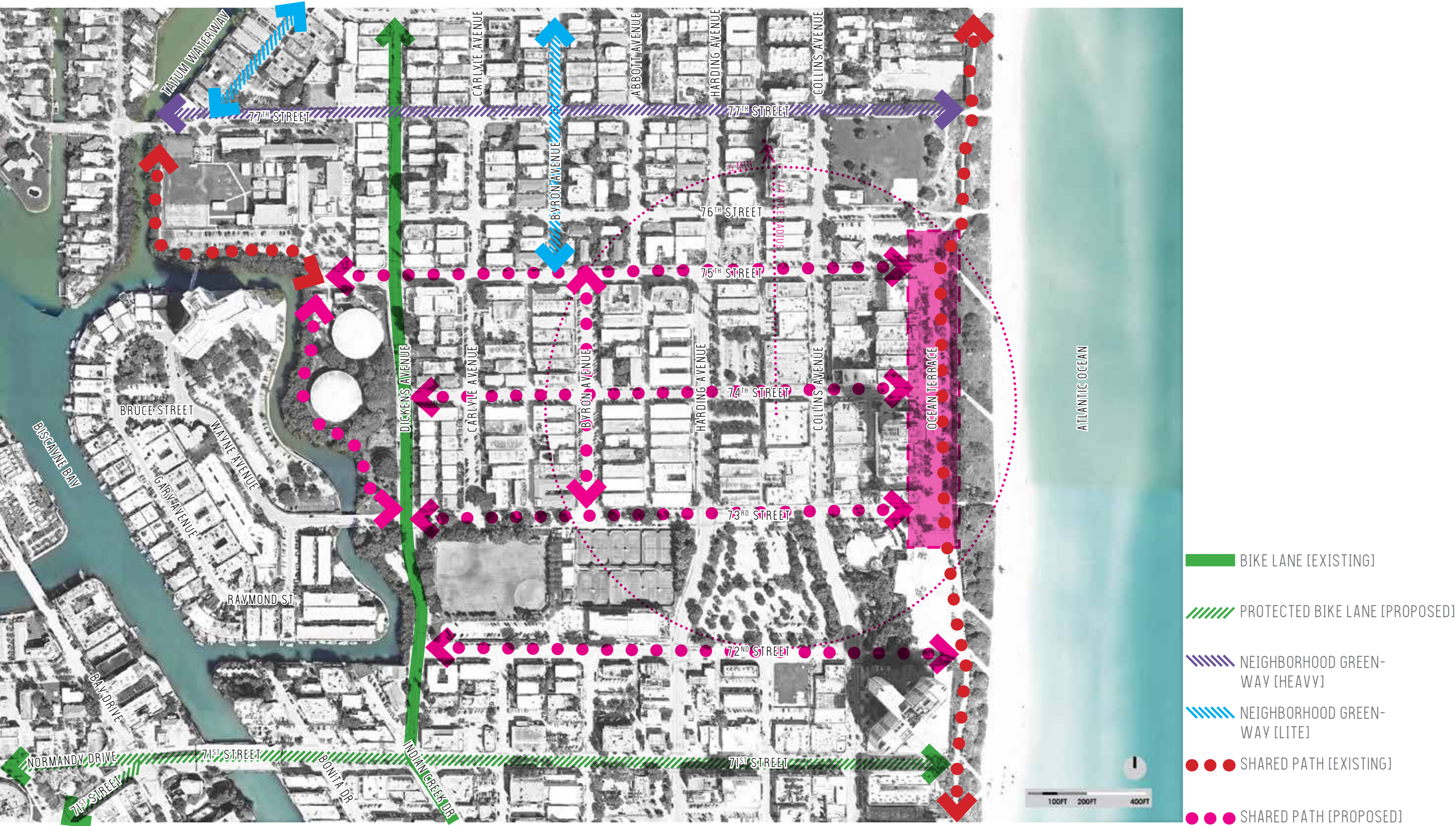
- Protected Bike Lane
- Conventional Bike Lane
- Neighborhood Greenway (Heavy)
- Neighborhood Greenway (Lite)
- Shared Path
- Shared Space

- BIKE LANE [EXISTING]
- PROTECTED BIKE LANE [PROPOSED]
- NEIGHBORHOOD GREENWAY [HEAVY]
- NEIGHBORHOOD GREENWAY [LITE]
- SHARED PATH [EXISTING]
- SHARED PATH [PROPOSED]



# OCEAN TERRACE NEIGHBORHOOD

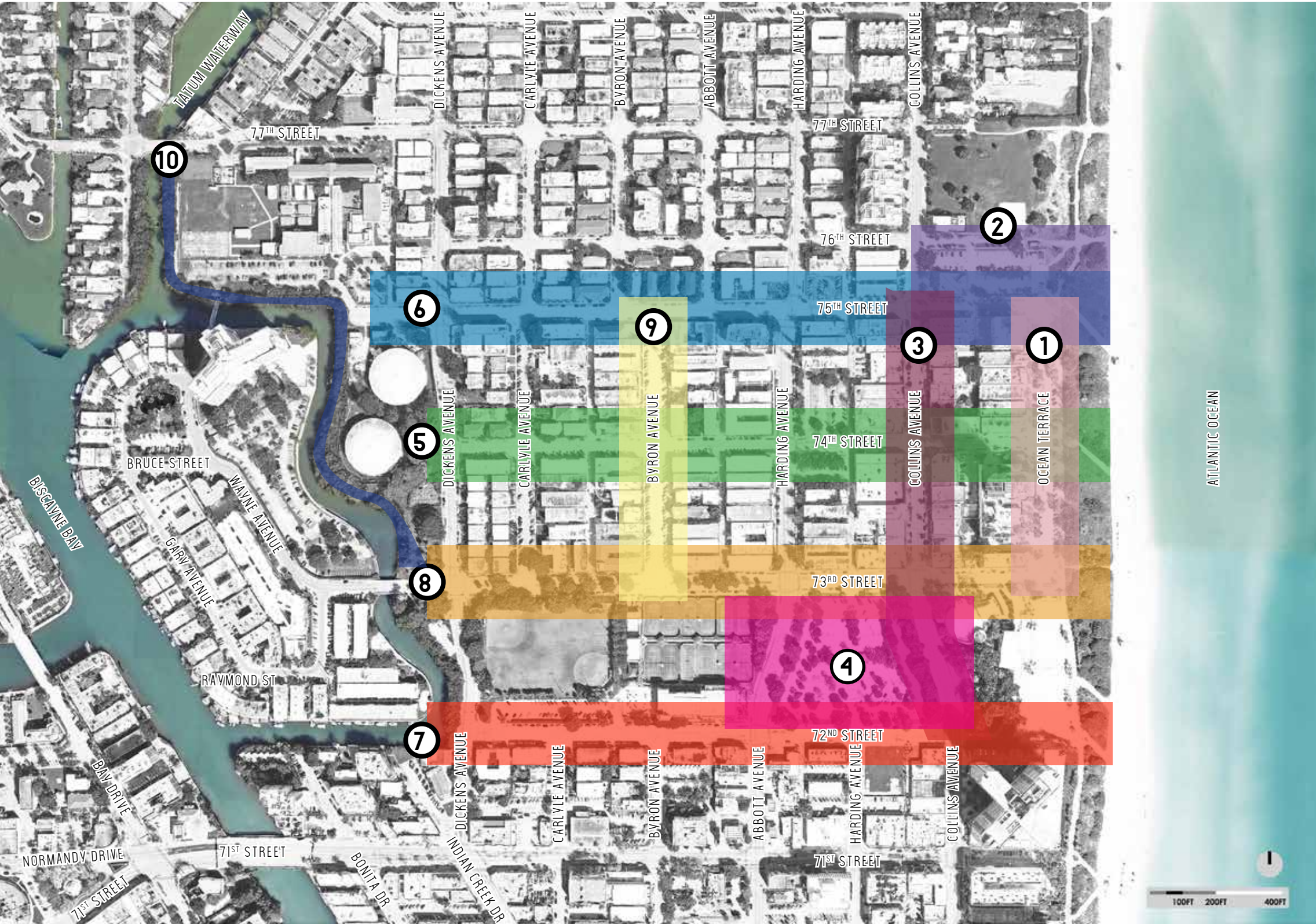
## BICYCLE + PEDESTRIAN NETWORK [PROPOSED CONNECTIONS]





# OCEAN TERRACE NEIGHBORHOOD

## PROPOSED CONNECTIONS + ONGOING CITY INITIATIVES\*





# OCEAN TERRACE NEIGHBORHOOD PROPOSED CONNECTIONS



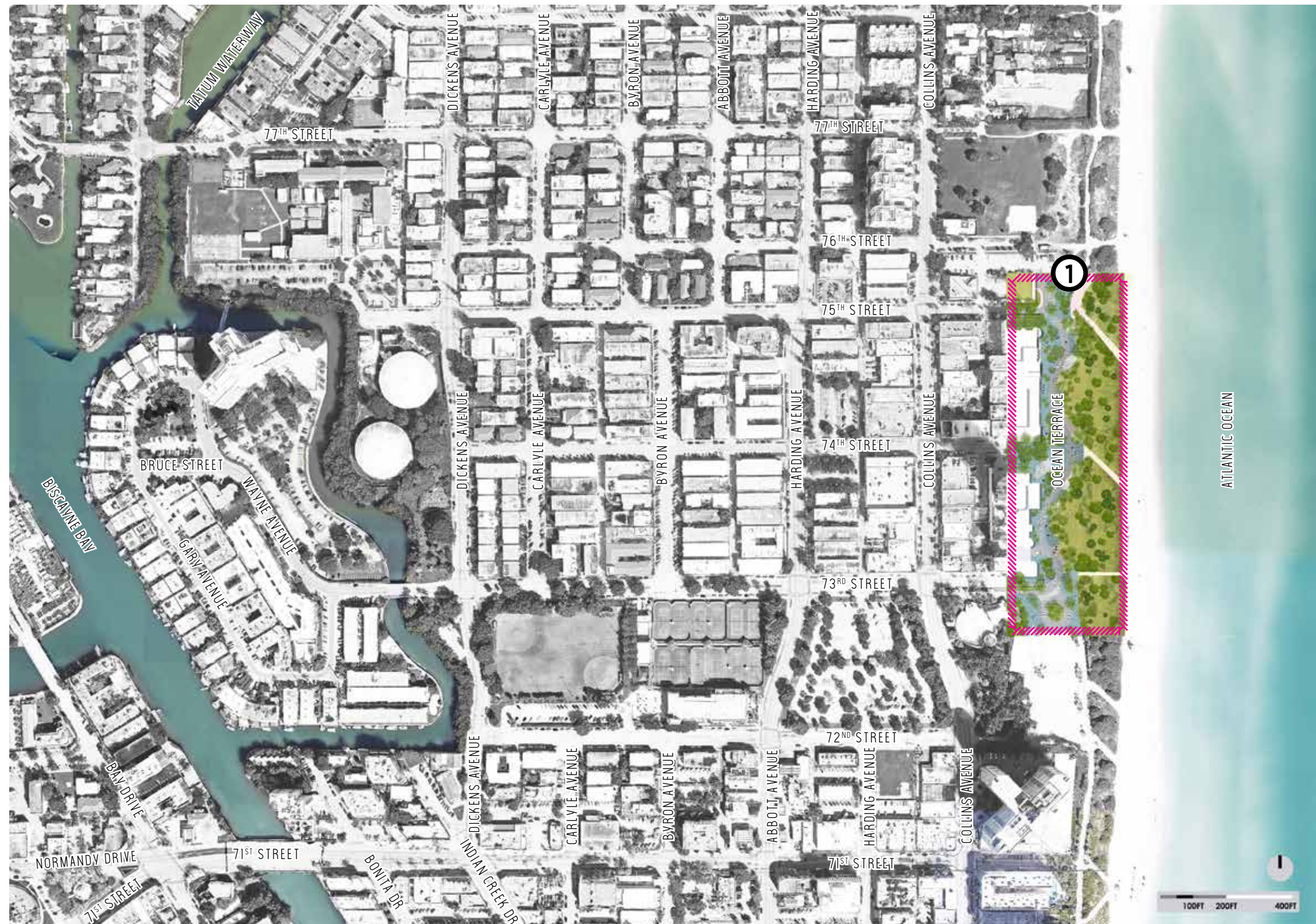
- 1 OCEAN TERRACE
- 2 LIBRARY & PARKING LOT
- 3 COLLINS AVENUE
- 4 NSYC TO BANDSHELL
- 5 74<sup>TH</sup> STREET
- 6 75<sup>TH</sup> STREET
- 72<sup>ND</sup> STREET\*
- 73<sup>RD</sup> STREET\*
- BYRON AVENUE\*
- TATUM WATERWAY  
SHARED USE PATH\*

\* ONGOING CITY INITIATIVES



# OCEAN TERRACE NEIGHBORHOOD

## 1 | OCEAN TERRACE [PROPOSED CONNECTION]



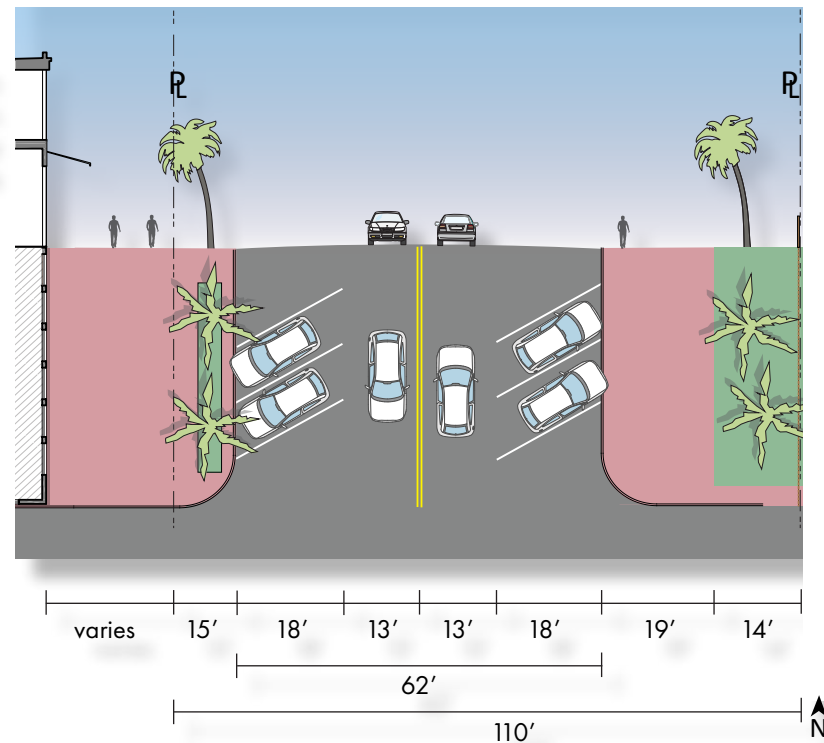


# ① | OCEAN TERRACE NOBE MASTER PLAN [ADOPTED]

## Ocean Terrace

### Existing Conditions

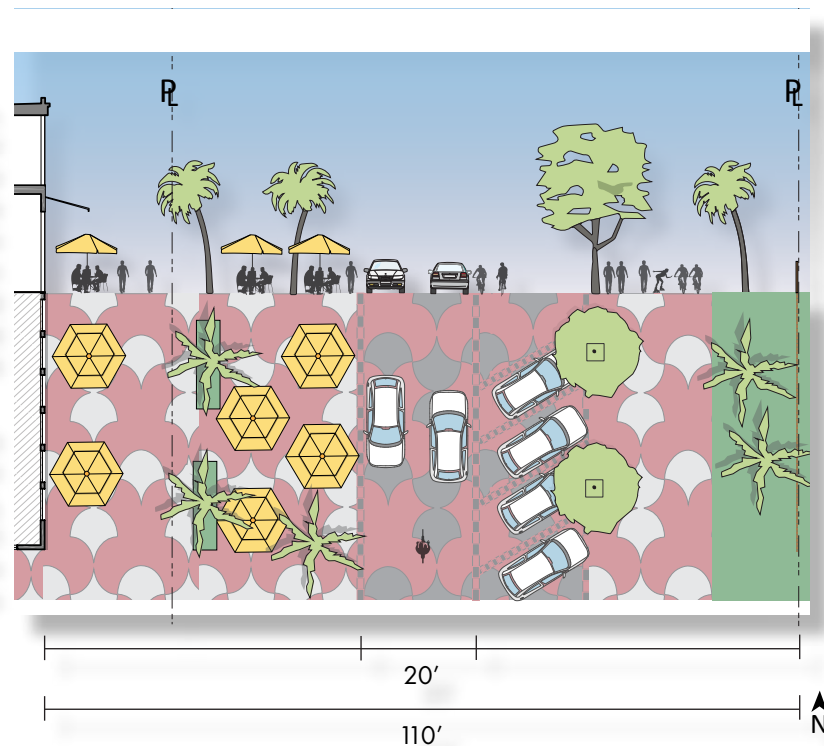
The existing condition of Ocean Terrace is one with angled parking on both sides of the street, few shade trees and a very wide pavement area to cross.



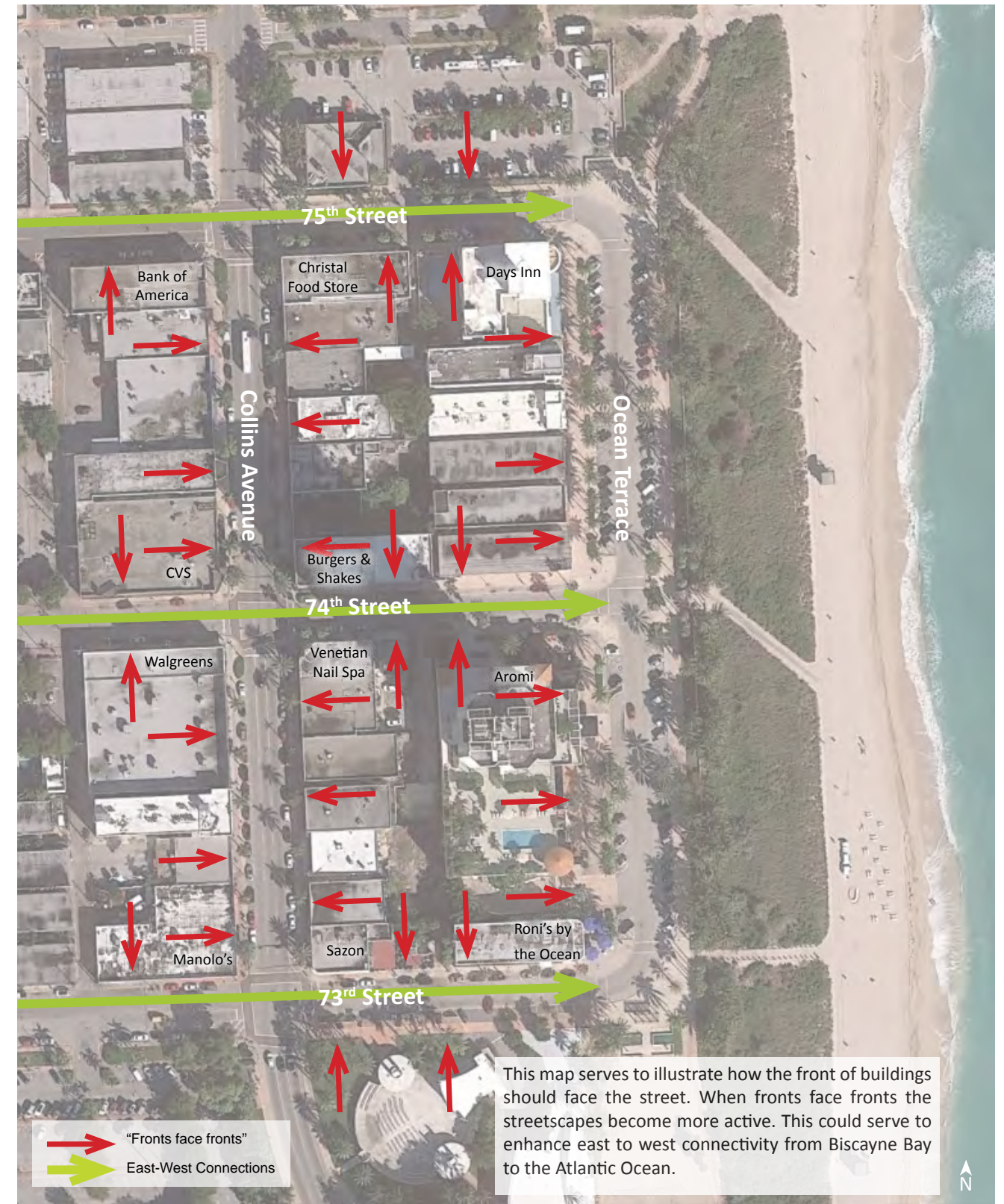
### Shared Space

Designed as a curbsless shared space, Ocean Terrace can become an elegant public space in Miami Beach. The pavement design can subtly indicate primarily pedestrian space from space that cars may occupy. At certain key times, such as during festivals and street fairs, the street can be closed to cars completely with simple metal bollards.

What is key is that Ocean Terrace remain a street accessible to all with vehicular access, ample parking, bicycle lanes, sidewalks, and transit access. Residents will still need to maintain access to parking entrances located on Ocean Terrace.



FROM NOBE MASTER PLAN 2016



DRAFT

Chapter 2 | Five Big Ideas [2.11]



# ① | OCEAN TERRACE STREETSCAPE CONDITIONS [EXISTING]



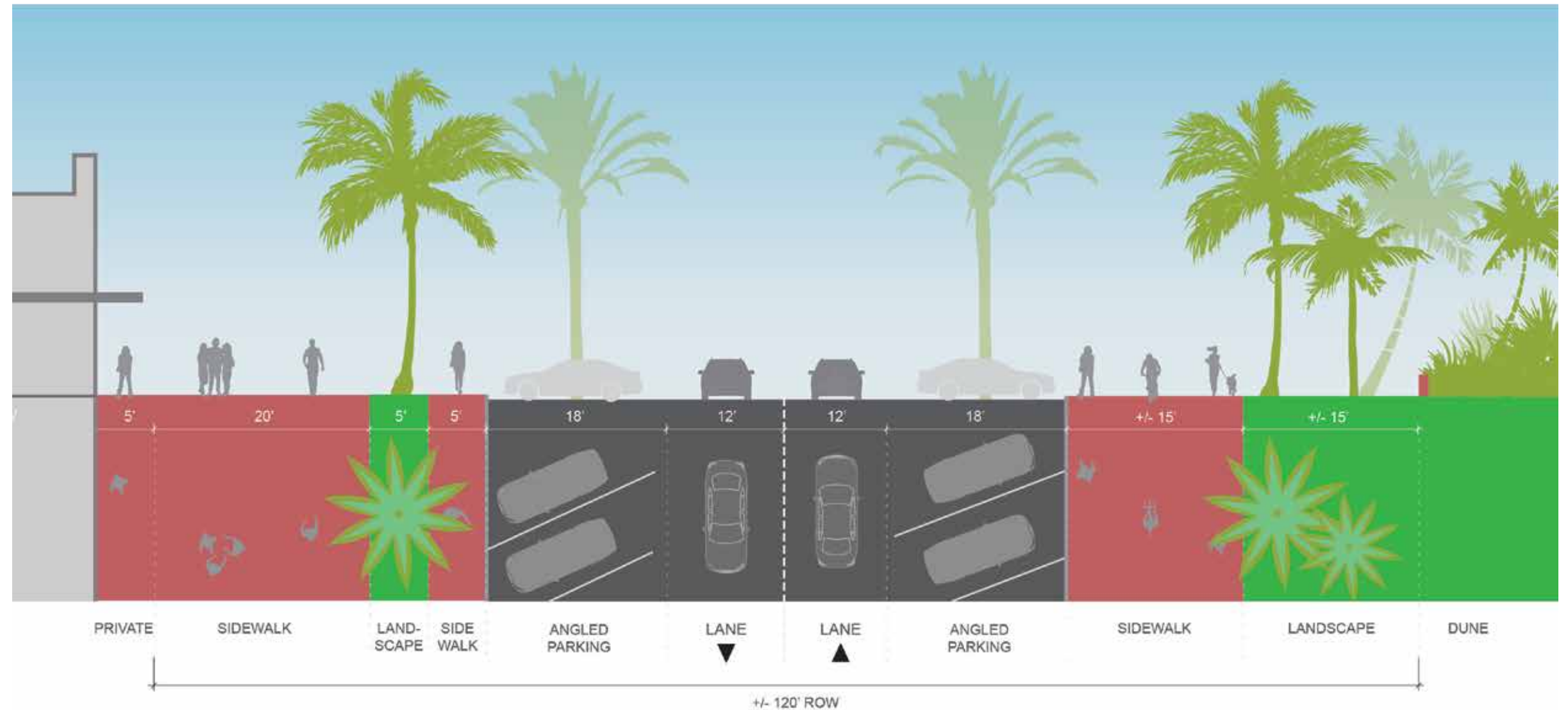
OCEAN TERRACE + 73<sup>RD</sup> STREET [LOOKING NORTH]



OCEAN TERRACE + 74<sup>TH</sup> STREET PLAZA [LOOKING NORTH]



OCEAN TERRACE + BEACHWALK [LOOKING NORTH]

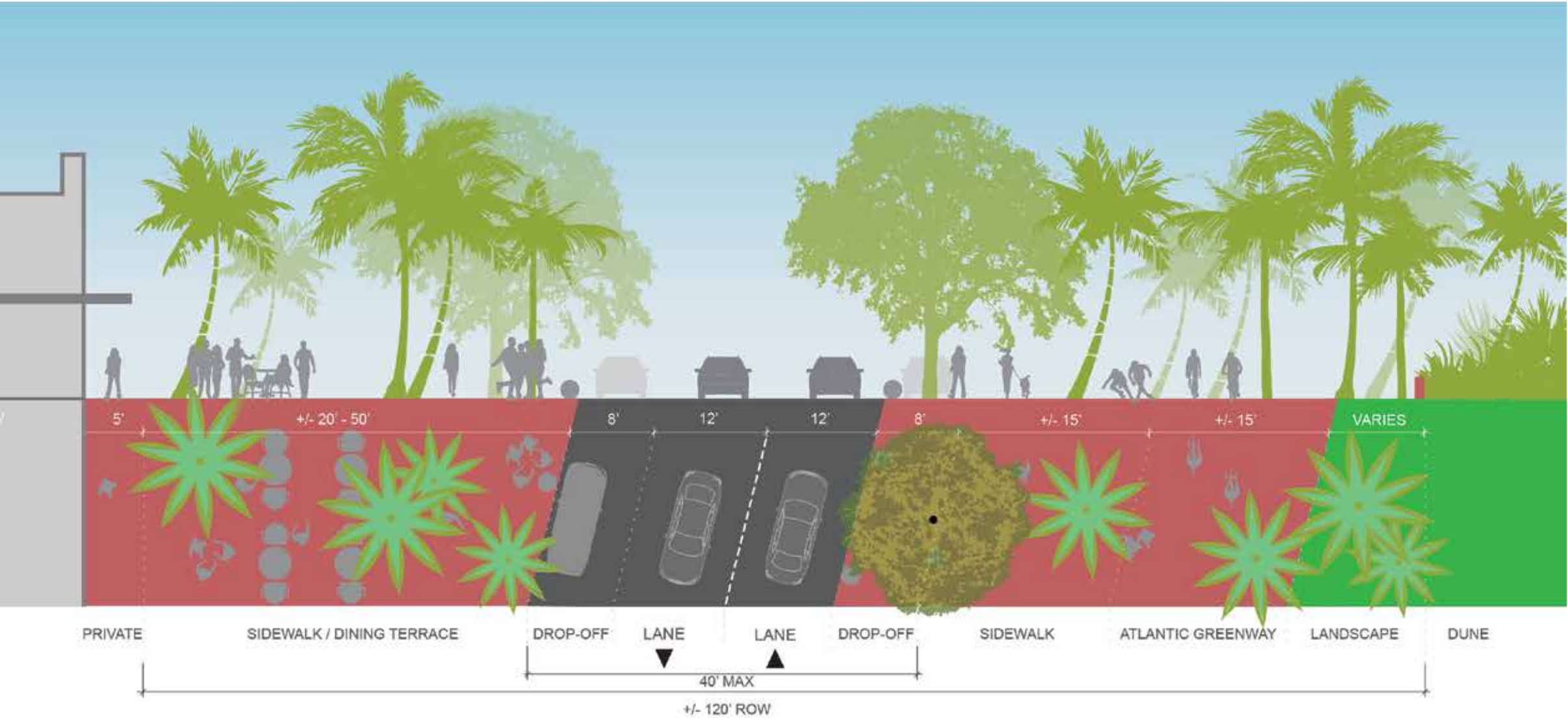




① | OCEAN TERRACE  
STREETSCAPE CONDITIONS [PROPOSED]

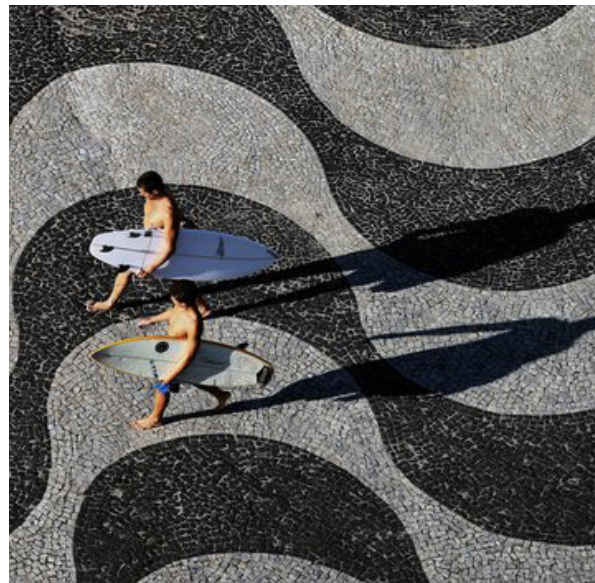


PEDESTRIAN ORIENTED SHARED STREET





# ① | OCEAN TERRACE INSPIRATION IMAGES [CURVILINEAR]





① | OCEAN TERRACE  
STREETSCAPE IMPROVEMENTS [PROPOSED]

PEDESTRIAN ORIENTED SHARED STREET



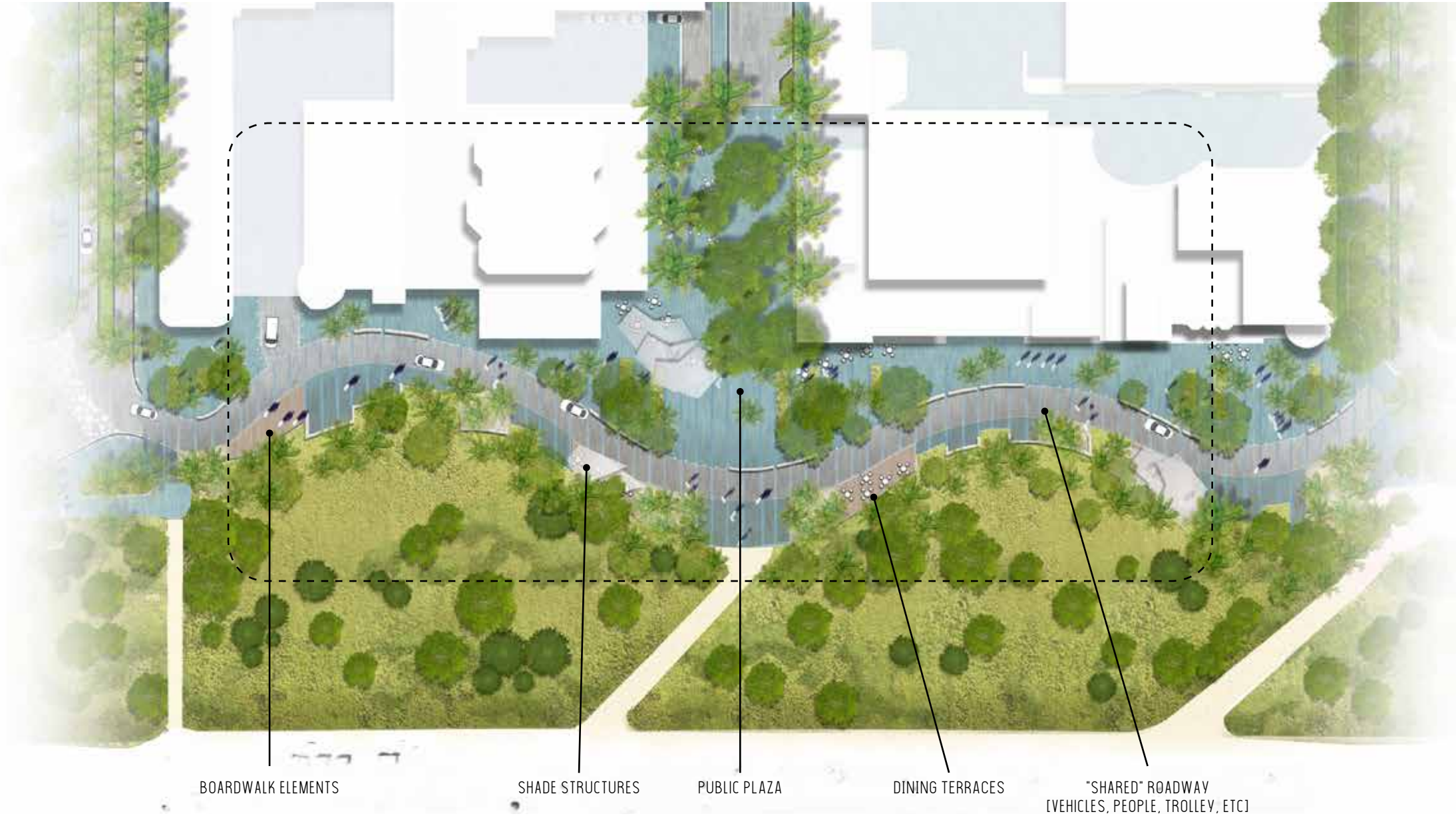


# ① | OCEAN TERRACE @ 73<sup>RD</sup> STREET [PROPOSED]





① | OCEAN TERRACE  
@ 74<sup>TH</sup> STREET [PROPOSED]





# ① | OCEAN TERRACE @ 75<sup>TH</sup> STREET [PROPOSED]





① | OCEAN TERRACE  
WEST - EAST SECTION [PROPOSED]



SECTION @ OCEAN TERRACE





① | OCEAN TERRACE  
WEST - EAST SECTION [PROPOSED]



SECTION @ 74<sup>TH</sup> STREET PLAZA





① | OCEAN TERRACE

VISUALIZATION @ 73<sup>RD</sup> STREET LOOKING WEST [PROPOSED]



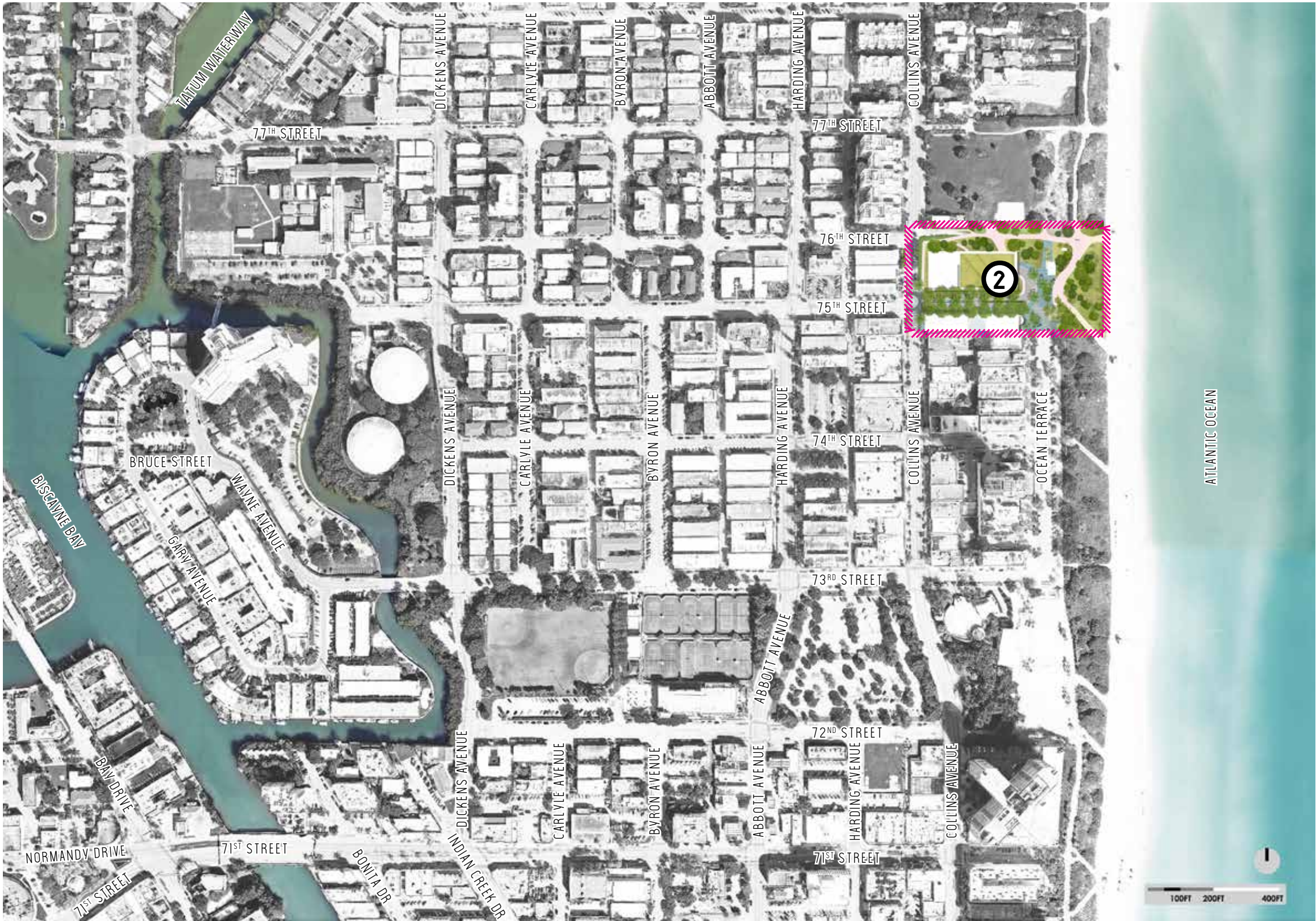


① | OCEAN TERRACE  
VISUALIZATION @ 73<sup>RD</sup> STREET LOOKING NORTH [PROPOSED]





2 | LIBRARY + 75<sup>TH</sup> STREET PARKING LOT [PROPOSED CONNECTION]





② | LIBRARY + 75<sup>TH</sup> STREET PARKING LOT  
STREETSCAPE CONDITIONS @ 75<sup>TH</sup> STREET LOT [EXISTING]



COLLINS AVENUE + 76<sup>TH</sup> STREET LIBRARY *[LOOKING EAST]*



75<sup>TH</sup> STREET + COLLINS AVENUE *[LOOKING EAST]*



LIBRARY *[LOOKING EAST]*



OCEAN TERRACE + 75<sup>TH</sup> STREET *[LOOKING WEST]*



LIBRARY + 75<sup>TH</sup> STREET *[LOOKING EAST]*



## North Shore Branch Library

One of the key recommendations made by North Beach stakeholders who participated in the Mayor’s Blue Ribbon Panel on North Beach in 2014 and 2015 was to “Relocate the library from its current location at 7501 Collins Avenue, to a more centrally-located and modern site in the Town Center” (cited from North Beach Revitalization Summary Report, November 20, 2014).

A couple of questions arise: Where should the library be relocated? What should happen with the current library site?

### Relocating the Library

The North Shore library’s proximity to the beach makes this public asset unique, as it is the only facility of its type located in such a desirable location, steps from the beach. However, one of the complaints about the current library facility is that it is out-dated and does not meet the functions or have the selection of books that one finds at larger regional facilities like the Miami Beach Regional Library in South Beach.

Town centers should host City offices, banks, post offices, and other public services. These types of institutions, both public and private, give a “center” its primacy. North Beach’s post office is currently located on 71<sup>st</sup> Street across from the Byron Carlyle Theater. If the Byron Carlyle Theater is one day to be redesigned, one of its potential new uses could be the creation of a ‘21<sup>st</sup> Century library’ that could consist of a media center and community space that would provide Wifi access and computers that could be used by local residents to access the Miami-Dade County Library System’s Online database.

### Re-purposing the Current Library Site

It is important to note that the library site is a public facility owned by the City and that a portion of the current library is within the Coastal Construction Line. This line makes it difficult, if not impossible, for any buildings larger than the current footprint to be built. Any new uses would likely to be smaller in size. New buildings on the Coastal Construction Line are intended to have a lighter environmental footprint than what they replace.

New public uses could include outdoor dining under a public pavilion. South Point Park in South Beach includes a popular coffee and non-alcoholic frozen drink concession alongside a space that can be rented by members of the public for events. Similar low impact, community-serving, City-owned opportunities should be investigated.

Another public use to explore is an Ocean Rescue Station. The City of Miami Beach Ocean Rescue Division provides for the safe swimming and beach protection to all Miami Beach residents, visitors and tourists in designated areas. The responsibilities of Ocean Lifeguards include accident and drowning prevention, public education, citizen assist, search and recovery of lost children, basic life support, and swimmer rescues.

The Miami Beach Ocean Rescue Headquarters is located at 1001 Ocean Drive in South Beach. Ocean Rescue has three sub-stations located at South Pointe Park, 53<sup>rd</sup> Street and Collins Avenue and 79<sup>th</sup> Street and Collins Avenue.

The plan recommends establishing an advisory group to explore the possibilities for relocating the Library to the Town Center and re-purposing its current location for either public concessions, Ocean Rescue, a combination of the two, or some other appropriate use.



North Beach stakeholders would like to see the North Shore Library located at 7501 Collins Avenue relocated closer to the Town Center

### Recommendations

#### West Lots

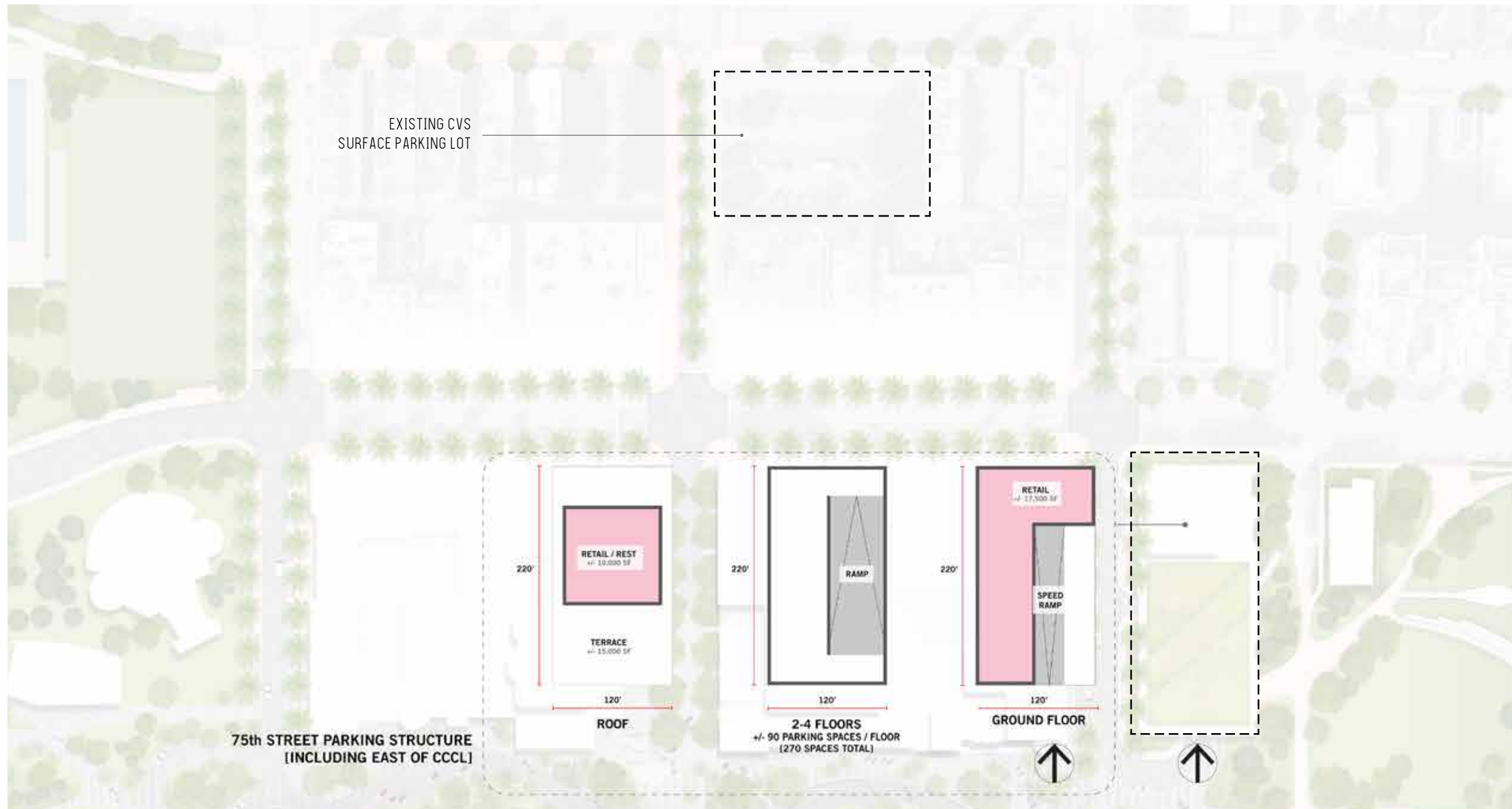
- Make landscape and streetscape improvements on the West Lots.
- Issue a Request for Proposals to assess what the private market would be willing to build in the West Lots in accordance with plan principals.

#### North Shore Library

- Establish an advisory group to explore the possibilities for relocating the Library and re-purposing its current location.



## ② | LIBRARY + 75<sup>TH</sup> STREET PARKING LOT STRUCTURED PARKING OPTION [PROPOSED]



### EXISTING

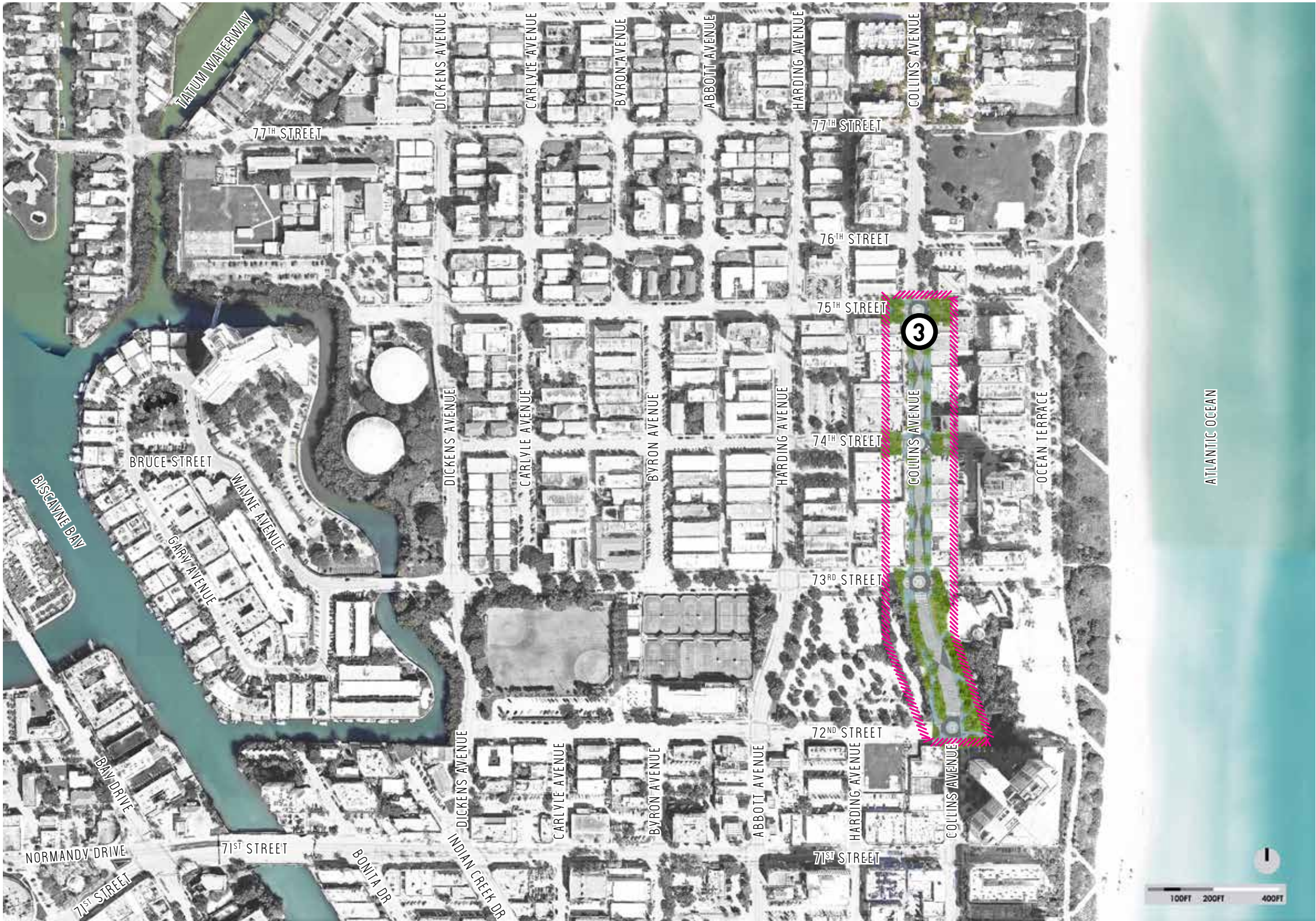
- LIBRARY BUILDING WITH PLAZA FRONTING COLLINS AVENUE
- THREE-BAY SURFACE PARKING LOT BETWEEN LIBRARY AND BEACH

### PROPOSED

- RELOCATE LIBRARY USE TO 72<sup>ND</sup> STREET PROJECT (ONGOING CITY INITIATIVE)
- MAINTAIN PARKING AT THIS LOCATION (TO INCLUDE DISPLACED OCEAN TERRACE PARKING)
- REPLACE EXISTING BUILDING AND SURFACE PARKING LOT WITH A NEW STRUCTURED PARKING DECK (CCCL NOT A CONSTRAINT)
- PROVIDE NEW GROUND FLOOR RETAIL ALONG COLLINS AVE AND 75<sup>TH</sup> STREET
- PROVIDE NEW BEACH PATROL OFFICES AND PERHAPS BEACH MAINTENANCE FACILITIES
- PROVIDE INTEGRATED DESIGN CONNECTION BETWEEN ALTOS DEL MAR PARK AND OCEAN TERRACE



3 I COLLINS AVE - BTWN 72<sup>ND</sup> AND 75<sup>TH</sup> STREETS [PROPOSED CONNECTION]





③ | COLLINS AVE - BTWN 72<sup>ND</sup> AND 75<sup>TH</sup> STREETS  
STREETSCAPE CONDITIONS [EXISTING]



COLLINS AVENUE + BANDSHELL [LOOKING NORTH]



COLLINS AVENUE + BANDSHELL [LOOKING NORTHEAST]



73<sup>RD</sup> STREET + COLLINS AVENUE INTERSECTION  
[LOOKING NORTH]



75<sup>TH</sup> STREET + COLLINS AVENUE [LOOKING EAST]

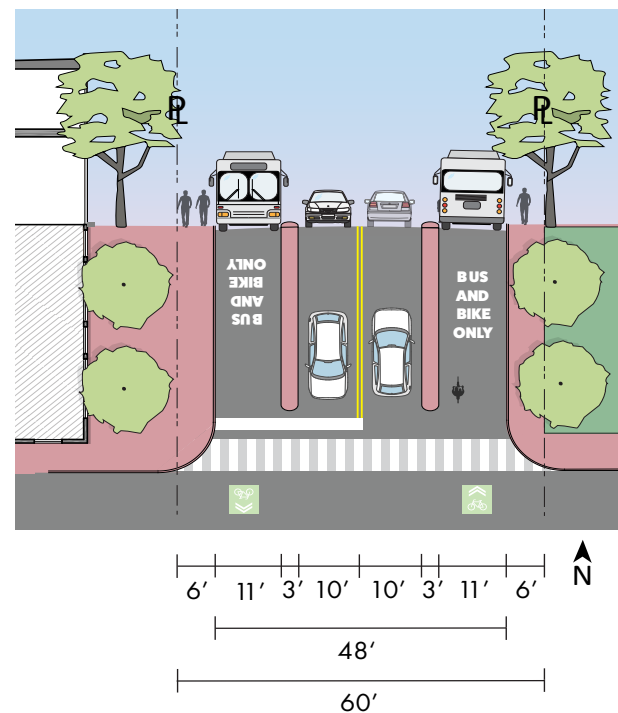


COLLINS AVENUE + 77<sup>TH</sup> STREET [LOOKING SOUTH]



# ③ I COLLINS AVE - BTWN 72<sup>ND</sup> AND 75<sup>TH</sup> STREETS MIAMI BEACH INTERMODAL HUB OPTION [ONGOING CITY INITIATIVE]

Collins Avenue at 71<sup>st</sup> Street  
 Two-Way Travel & Dedicated Transit

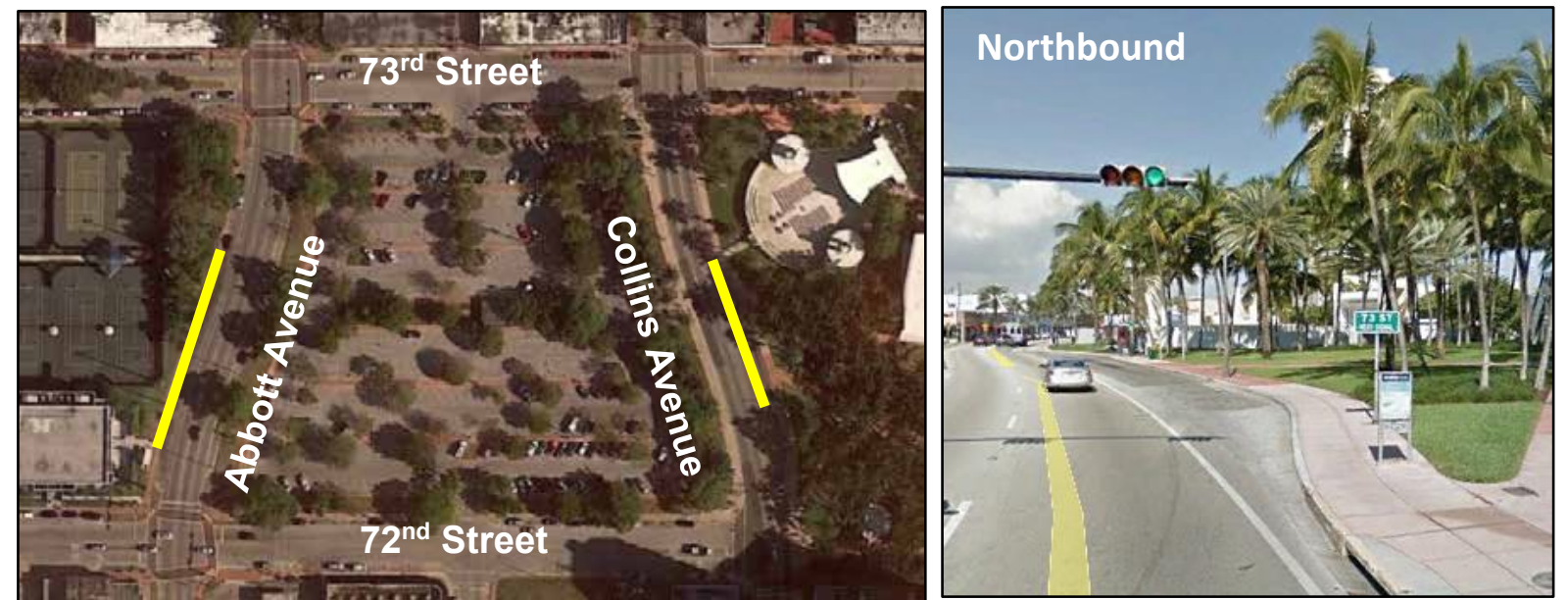


FROM NOBE MASTER PLAN 2016

Figure 14. Alternative A Site

**Name:** Harding Avenue/Collins Avenue Split Configuration (existing layout)

**Aerial and Street View:**

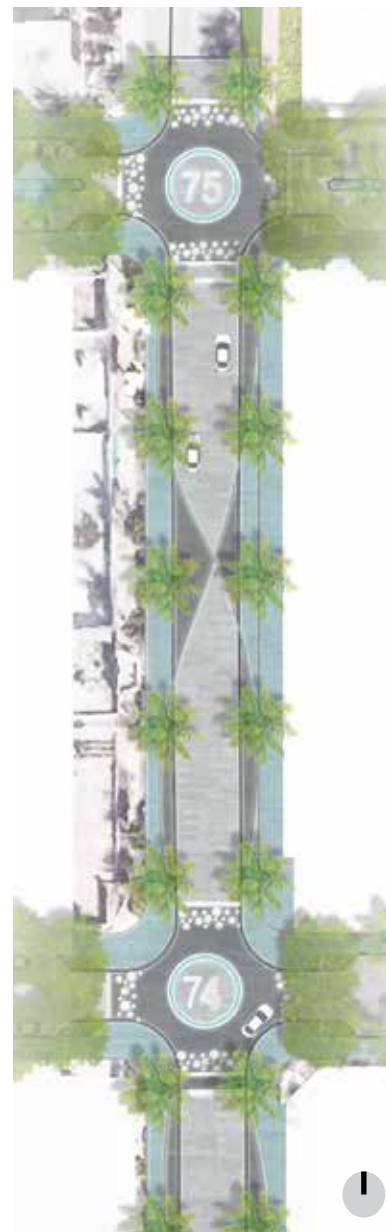
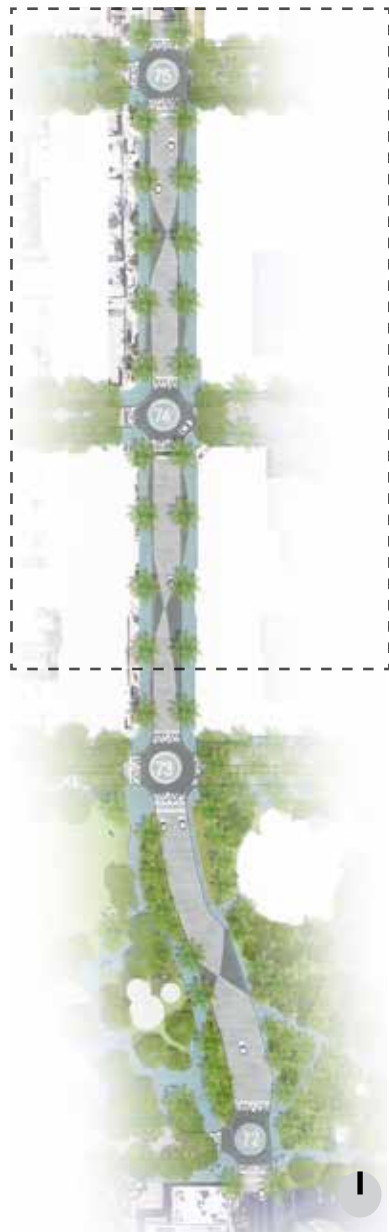


FROM MIAMI BEACH INTERMODAL HUBS FEASIBILITY STUDY 2018

STATUS: PENDING COMMUNITY + COMMITTEE REVIEW

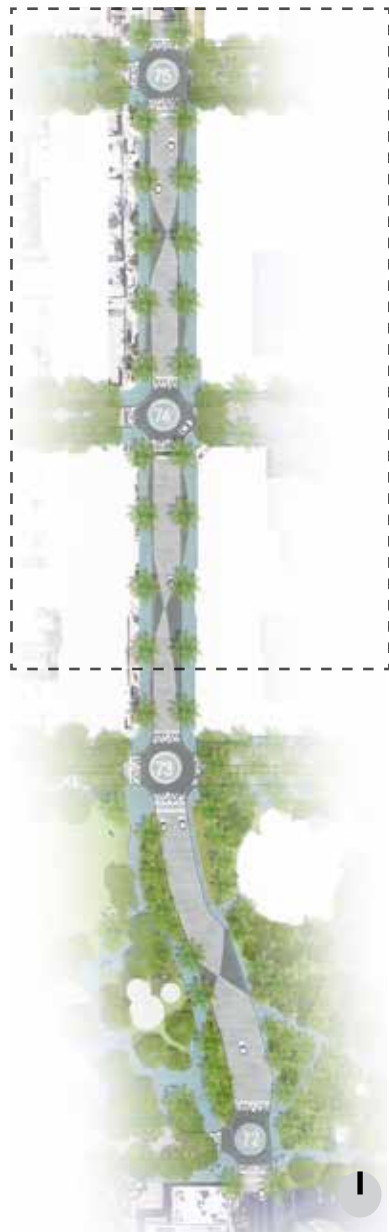


③ I COLLINS AVE - BTWN 72<sup>ND</sup> AND 75<sup>TH</sup> STREETS  
POTENTIAL CHARACTER IMAGERY





③ I COLLINS AVE - BTWN 72<sup>ND</sup> AND 75<sup>TH</sup> STREETS  
POTENTIAL CHARACTER IMAGERY





4 | YOUTH CENTER TO BANDSHELL [PROPOSED CONNECTION]





## ④ | YOUTH CENTER TO BANDSHELL STREETSCAPE CONDITIONS [EXISTING]



COLLINS + 72<sup>ND</sup> STREET [LOOKING NORTH]



72<sup>ND</sup> STREET LOT + ABBOT [LOOKING WEST]



73<sup>RD</sup> STREET + 72<sup>ND</sup> STREET LOT ENTRANCE [LOOKING SOUTH]



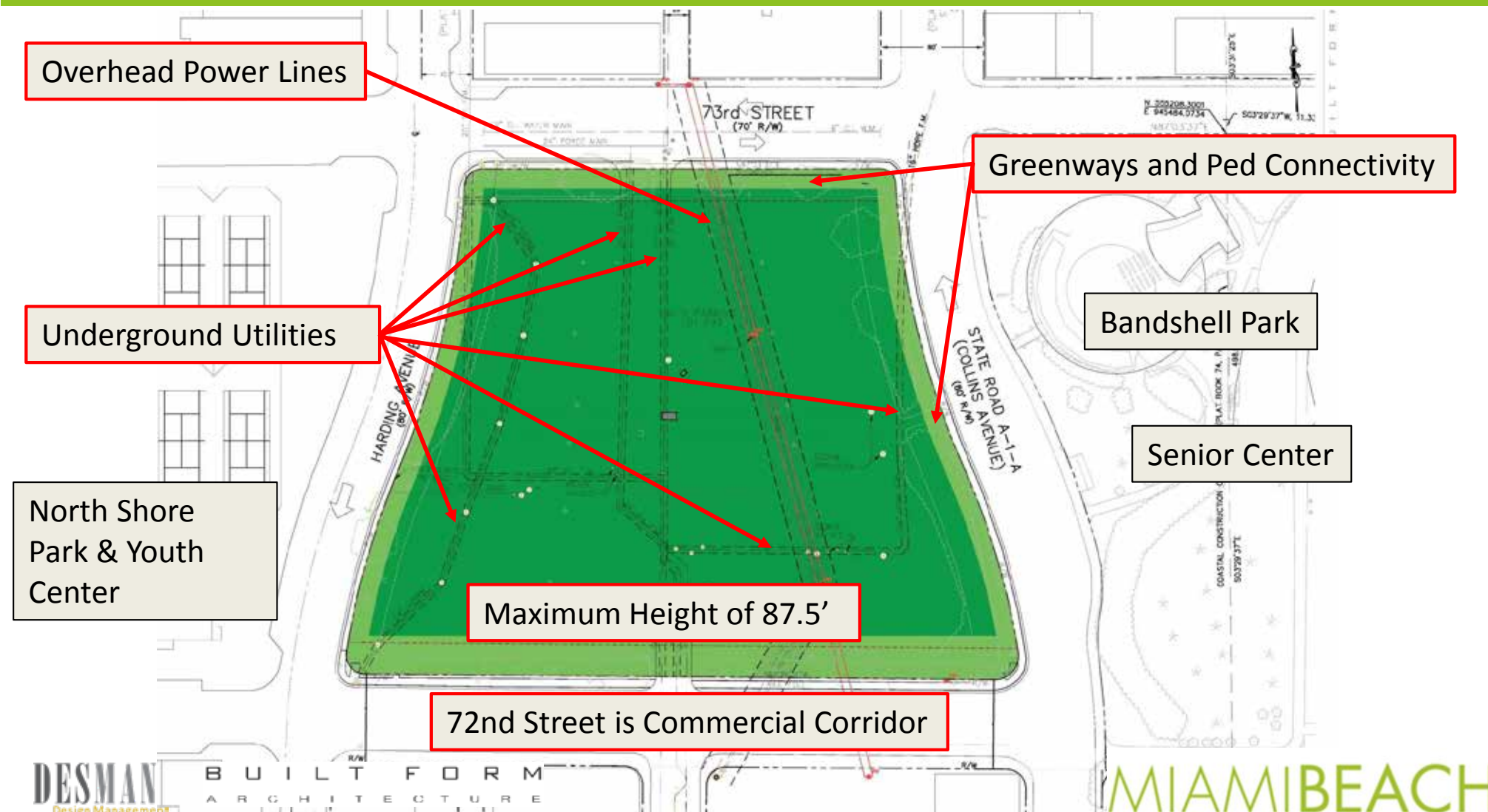
72<sup>ND</sup> STREET LOT + HARDING [LOOKING NORTH]



72<sup>ND</sup> STREET LOT + HARDING [LOOKING WEST]



## Site Constraints



STATUS: IN COMMITTEE REVIEW



## ④ | YOUTH CENTER TO BANDSHELL PLAN NOBE [ADOPTED]



### General Recommendations

- a** Commercial kiosks activate the public space
- b** An all-wheels skate park offers an amenity to the neighborhood
- c** A recreational field can be used for a variety of sports including soccer
- d** A civic use such as a library, community center or other, further builds on the public uses on the adjacent blocks
- e** Green space serving the surrounding businesses and residences
- f** Compatible new buildings face the street and locates parking in the rear
- g** Street trees enhance the pedestrian environment
- h** Convert Collins Avenue to two-way traffic; include a dedicated bus lane and on-street parking

### Mid-term Improvements

In the near future, on-demand car sharing and transit use are anticipated to increase. A balanced mix of transportation options, including efficient buses, a connected bike network, walkable streets and a connected street network for cars will further decrease the need for abundant parking at all hours. Self-driving vehicles may also further change the mobility needs of the community.

A parking strategy that accommodates current and future demand should be developed. The plan should balance on-street and off-street options, and provide for easy access and efficient use of space. The City can also require new development projects to prepare and implement a transportation demand management plan to reduce parking demand and greenhouse gas

emissions. These development standards and rules can reduce Vehicle Miles Traveled (VMT) and promote transit, car sharing, bicycle parking, and other VMT-reduction strategies.

As mobility options improve, and fewer parking spaces are required, the remaining spaces can be converted into additional green space, creating a complete public space within the Town Center. With improved pedestrian, cyclist, and trolley/transit facilities, on-street parking, smaller surface lots will provide ample parking options to meet existing demand, while encouraging foot traffic.

A bus transfer station could also be created using a small footprint within the parking lot. Such a facility could further encourage the use of mass transit over cars.

### Long-term Possibilities

Someday, the city might also *consider* the option of constructing a mixed-use parking garage, with retail, commercial, and office or residential units lining the garage on all sides. The scenario illustrated here holds open the option of building a public parking garage as a last resort, in the distant future, should it ever actually prove necessary.





# Site Options



**DESMAN** BUILT FORM  
Design Management ARCHITECTURE

**MIAMI BEACH**

STATUS: IN COMMITTEE REVIEW



④ | YOUTH CENTER TO BANDSHELL  
PROPOSED STREETSCAPE CONDITIONS





④ | YOUTH CENTER TO BANDSHELL  
POTENTIAL CHARACTER IMAGERY | MULTI-USE FIELD + PLAYGROUND

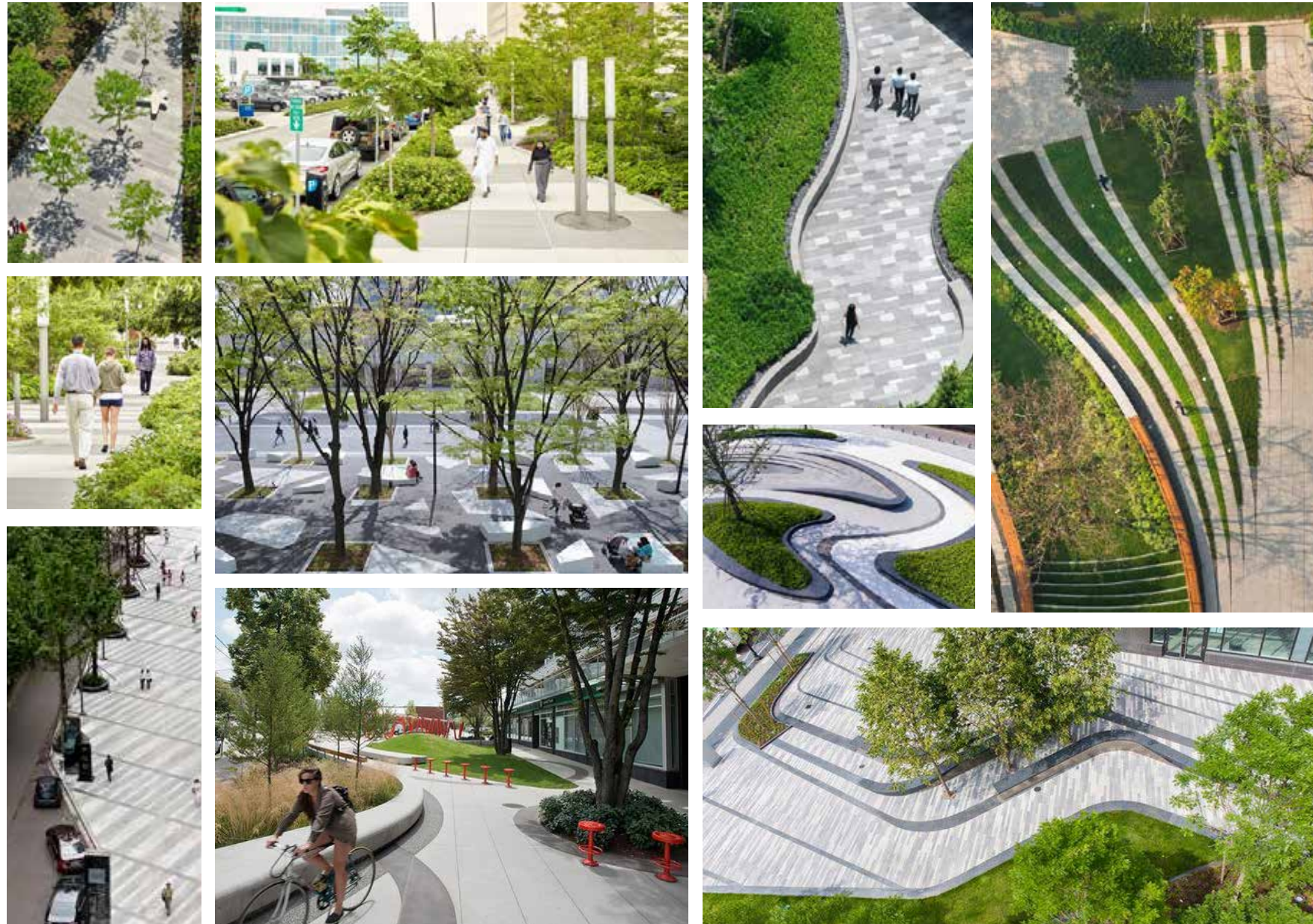


MULTI-USE FIELD  
[ONGOING CITY INITIATIVE]

INTEGRATED STREETScape +  
ALL WHEELS PARK OR PLAZA  
[ONGOING CITY INITIATIVE]



## ④ | YOUTH CENTER TO BANDSHELL POTENTIAL CHARACTER IMAGERY | PLAZA





4

I YOUTH CENTER TO BANDSHELL

VISUALIZATION @ COLLINS & 72<sup>ND</sup> LOOKING NORTH [PROPOSED]

EXISTING



PROPOSED



INTEGRATED STREETScape +  
Park / Plaza Improvements  
[ongoing City Initiative]

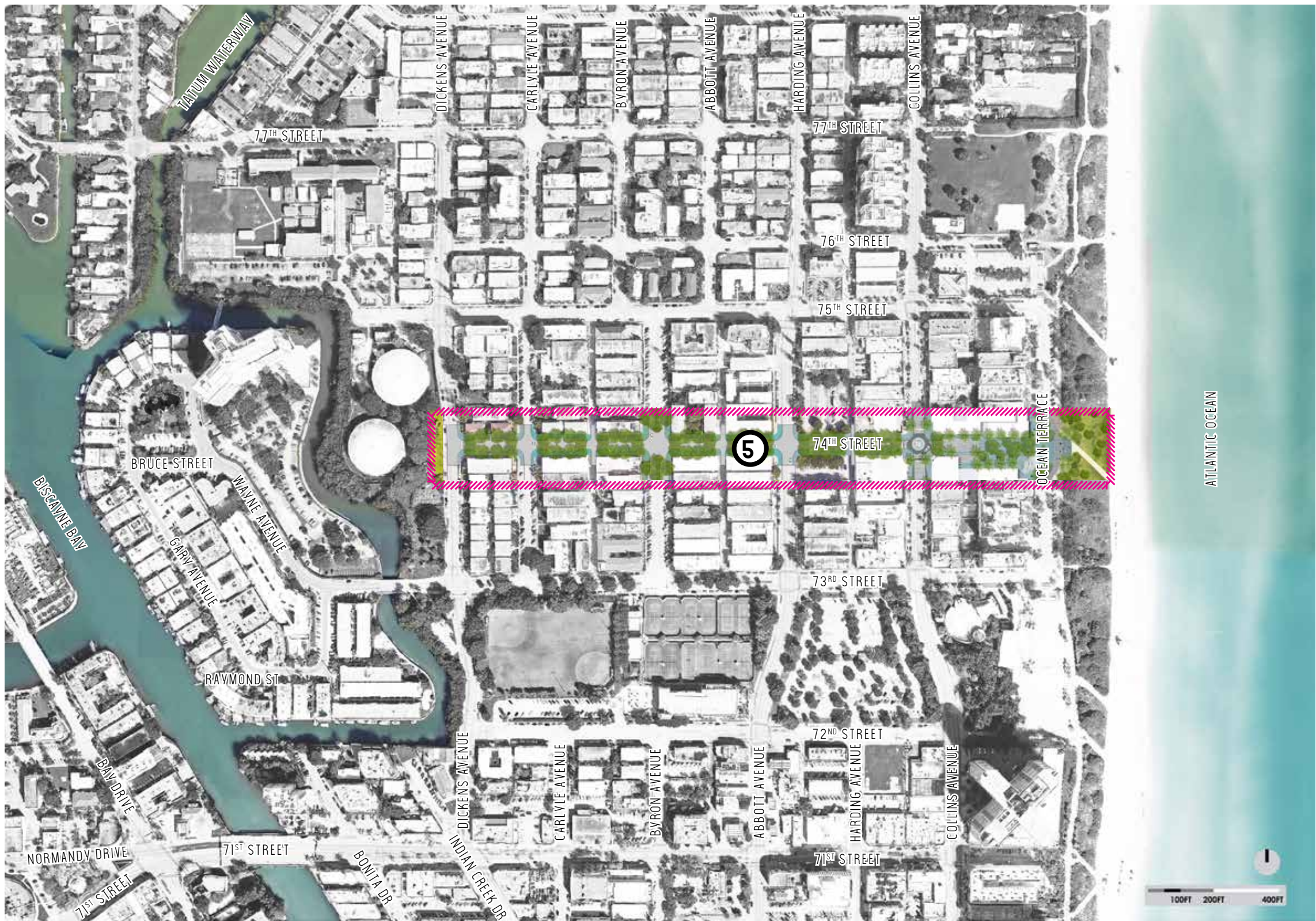
Crosswalk + Roadway  
Hardscape Improvements  
[Proposed Connection]  
[Must be coordinated with FDOT]

Ocean Terrace Neighborhood  
Hardscape Improvements  
[Proposed Connection]  
[Must be coordinated with FDOT]



# OCEAN TERRACE NEIGHBORHOOD

## 5 | 74<sup>TH</sup> STREET [PROPOSED CONNECTION]





5 | 74<sup>TH</sup> STREET

STREETSCAPE CONDITIONS [EXISTING]



74<sup>TH</sup> STREET + CARLYLE AVENUE [LOOKING WEST]



74<sup>TH</sup> STREET + BYRON AVENUE [LOOKING EAST]



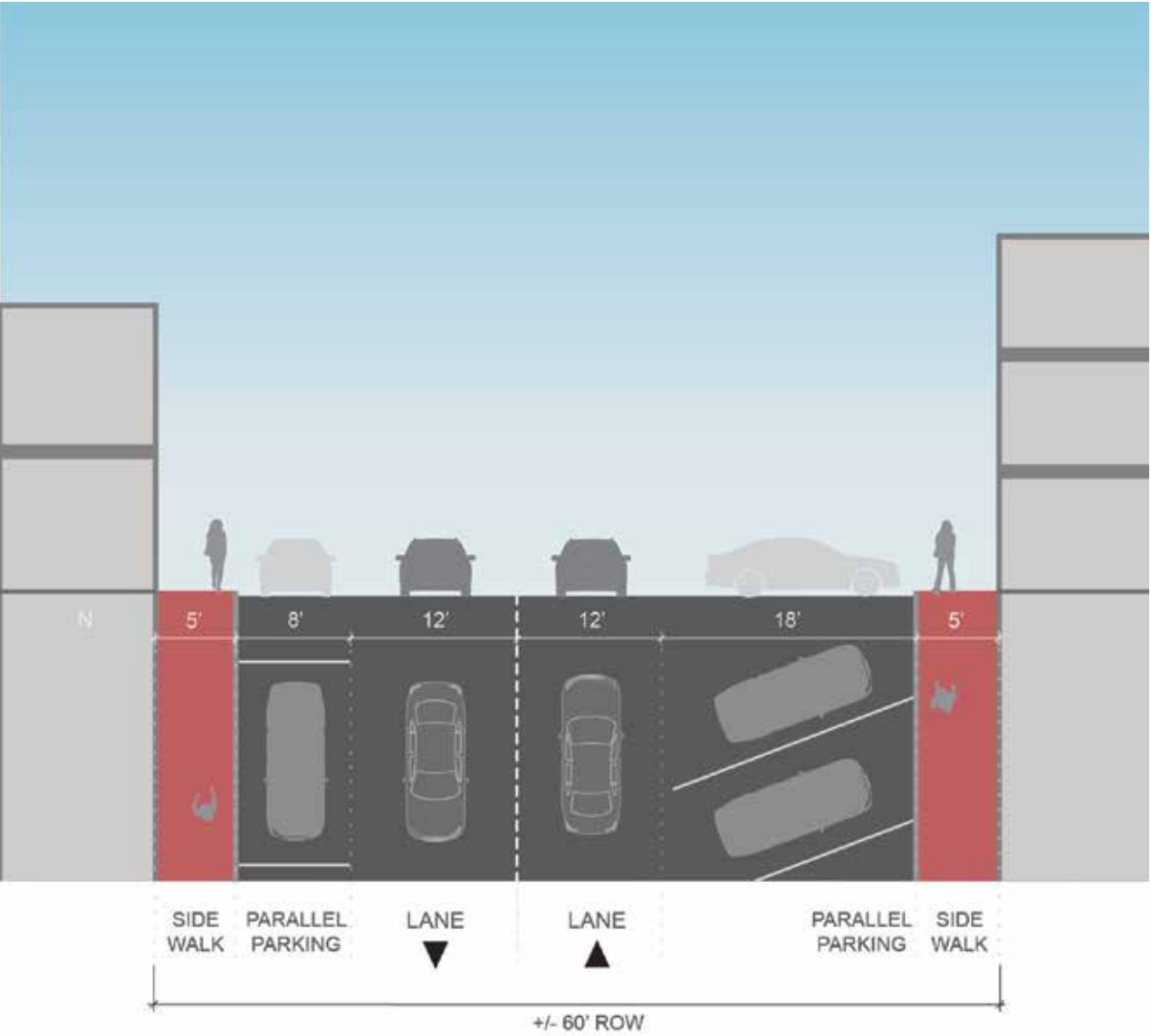
74<sup>TH</sup> STREET + BYRON AVENUE [LOOKING WEST]



74<sup>TH</sup> STREET + CARLYLE AVENUE [LOOKING WEST]



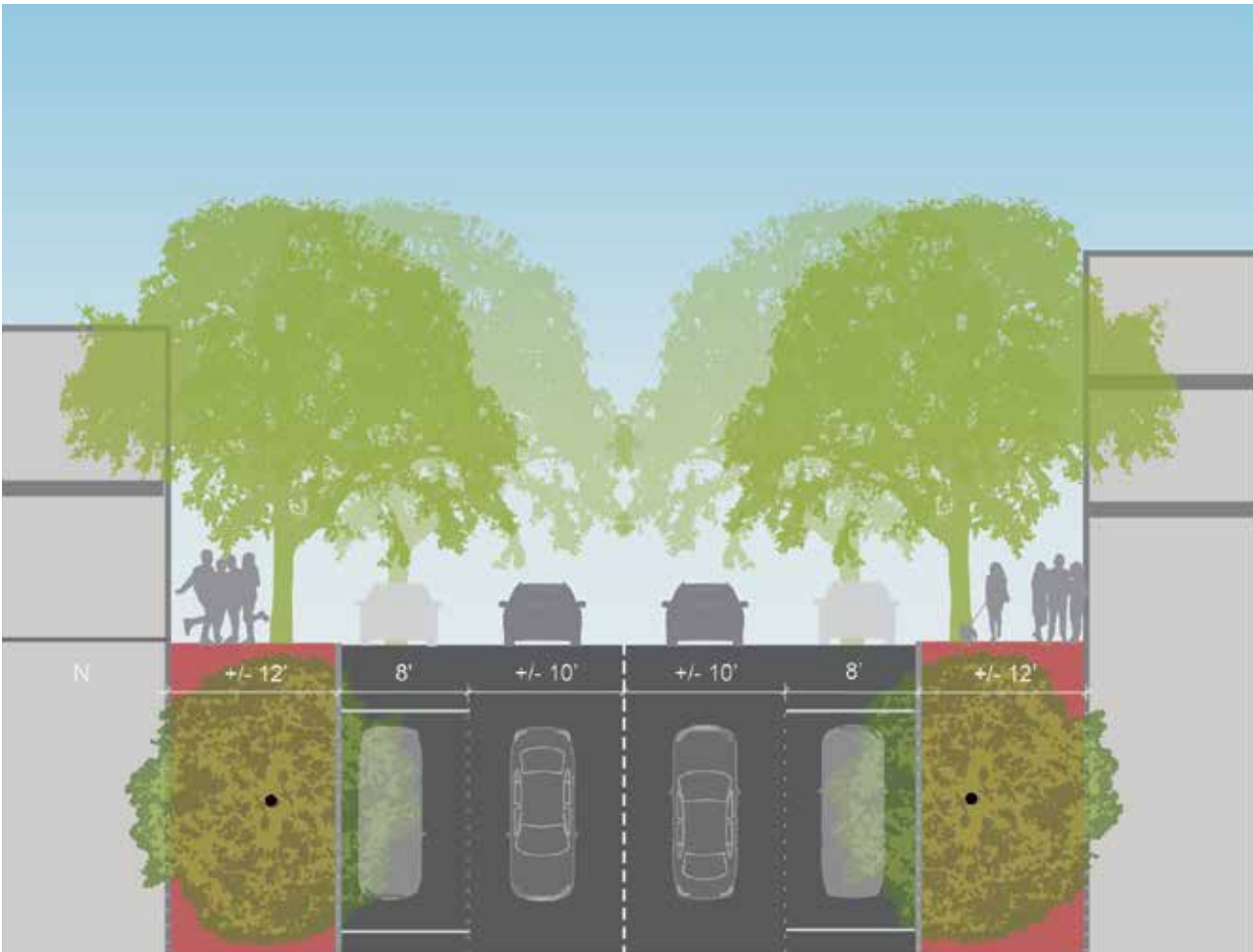
74<sup>TH</sup> STREET + LOT ALLEY [LOOKING WEST]







# 5 | 74<sup>TH</sup> STREET STREETSCAPE IMPROVEMENTS [CONCEPT]





## 6 | 75<sup>TH</sup> STREET

### STREETSCAPE CONDITIONS [EXISTING]



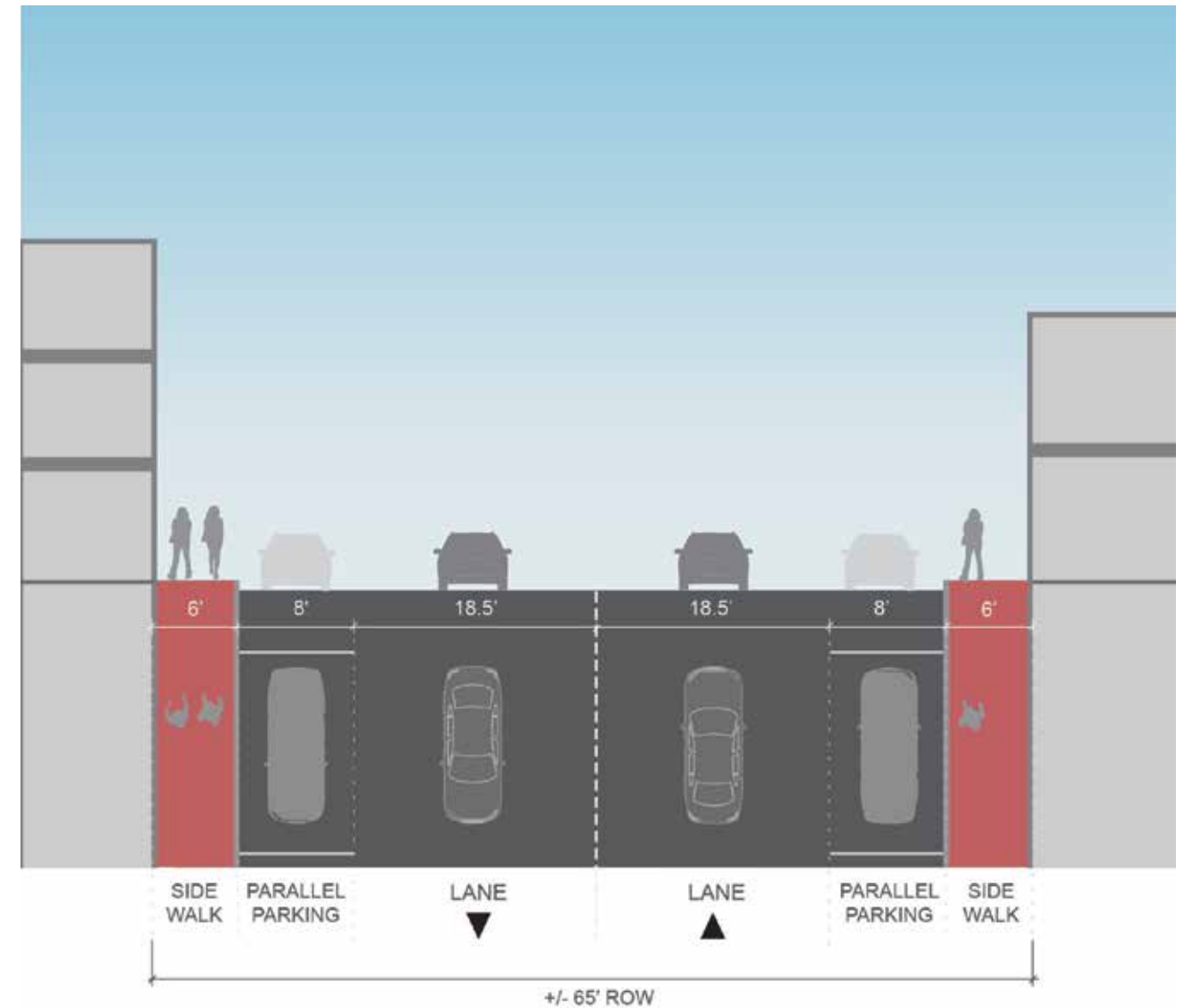
75<sup>TH</sup> STREET + DICKENS AVENUE [LOOKING EAST]



75<sup>TH</sup> STREET + DICKENS AVENUE [LOOKING WEST]



75<sup>TH</sup> STREET + BYRON AVENUE [LOOKING EAST]







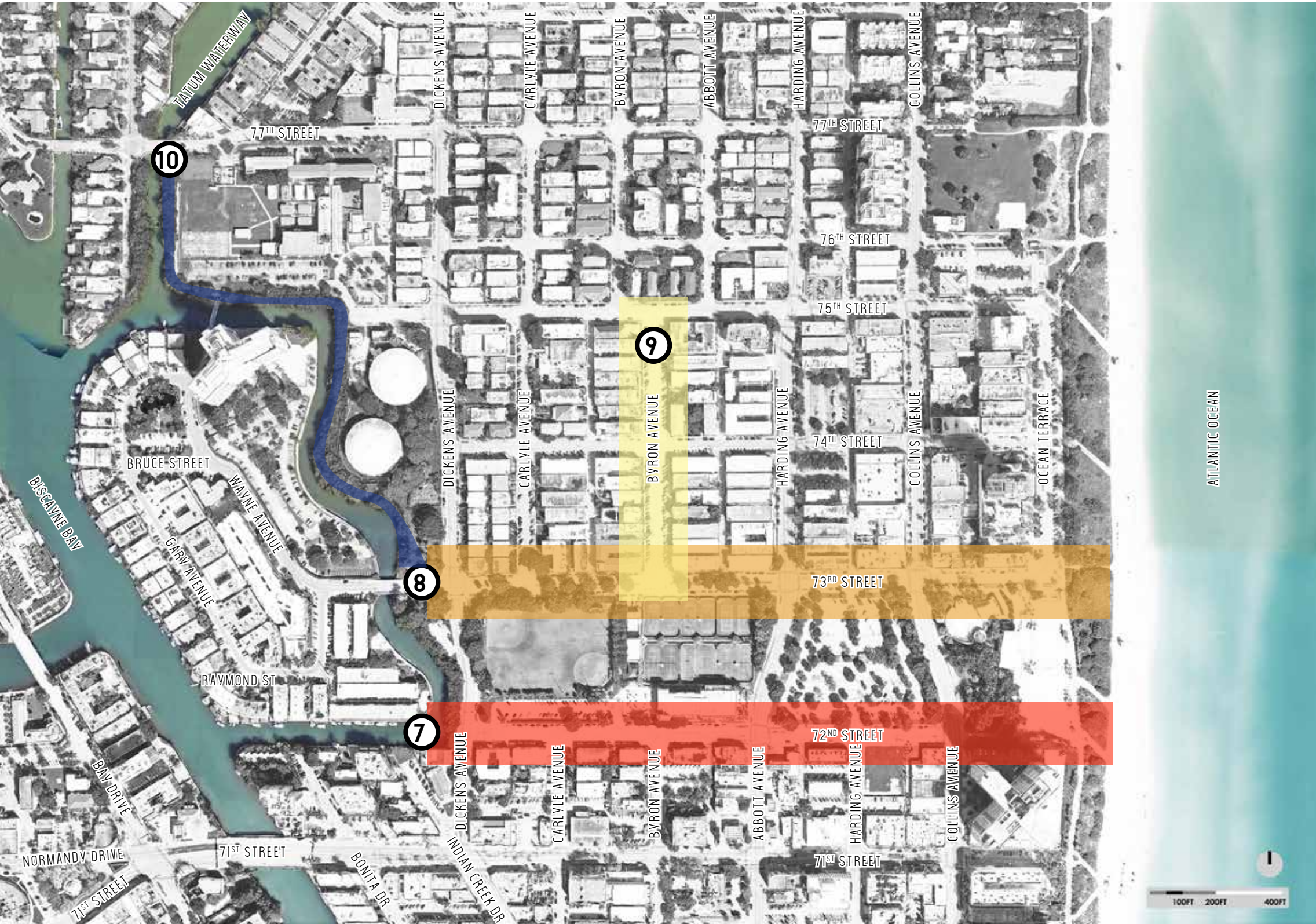
6 | 75<sup>TH</sup> STREET  
STREETSCAPE IMPROVEMENTS [CONCEPT]





# OCEAN TERRACE NEIGHBORHOOD

## ONGOING CITY INITIATIVES\*



- OCEAN TERRACE
- LIBRARY & PARKING LOT
- COLLINS AVENUE
- NSYC TO BANDSHELL
- 74TH STREET
- 75TH STREET
- 72ND STREET\*
- 73RD STREET\*
- BYRON AVENUE\*
- TATUM WATERWAY SHARED USE PATH\*



# OCEAN TERRACE NEIGHBORHOOD

## 7 | 72<sup>ND</sup> STREET [ONGOING CITY INITIATIVE]





# MASSING DIAGRAM TOWN CENTER [ONGOING CITY INITIATIVE]



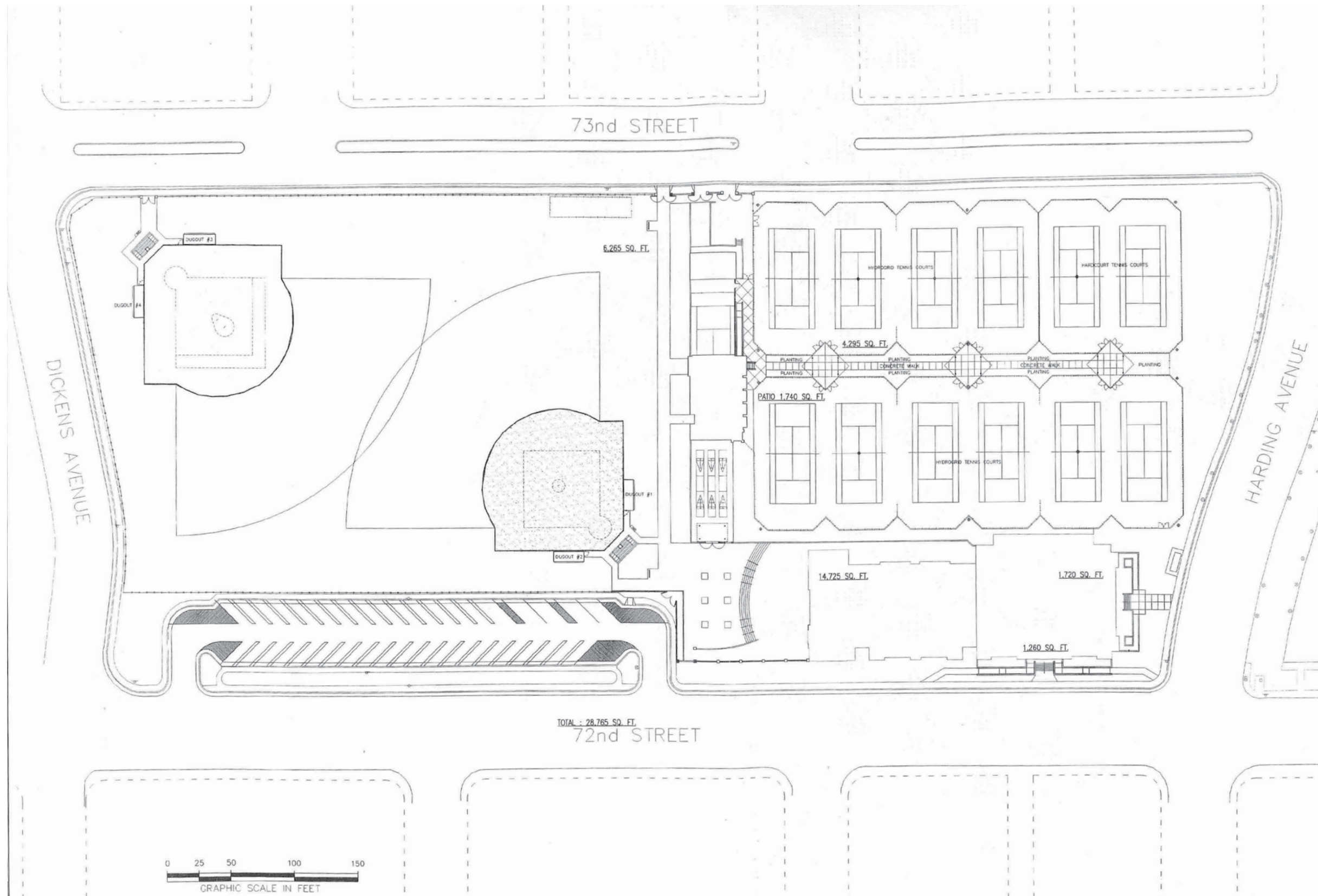
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FROM TOWN CENTER GUIDELINES REPORT

STATUS: PENDING COMMISSION ADOPTION

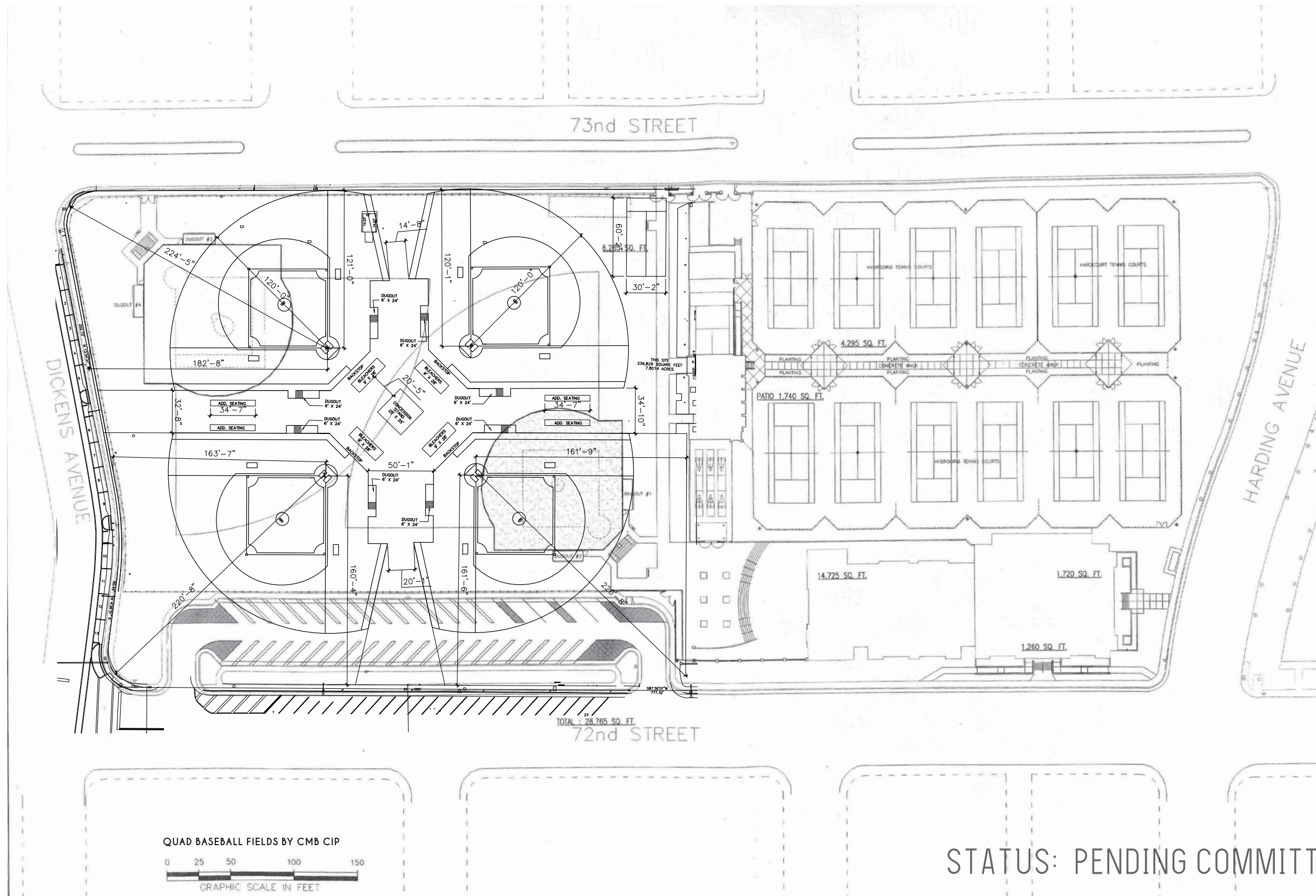


7 | 72<sup>ND</sup> STREET  
NORTH SHORE YOUTH CENTER [EXISTING]





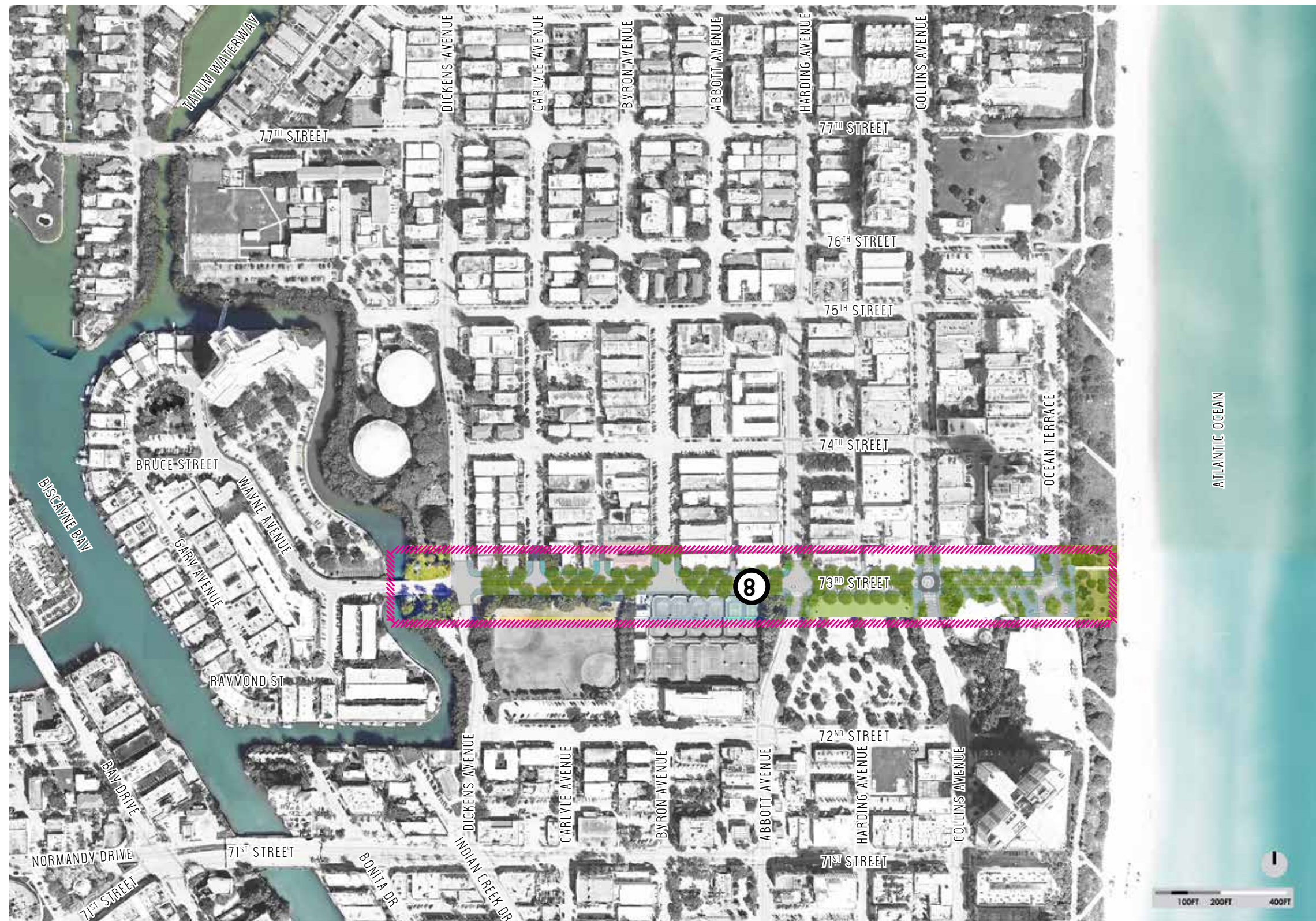
# POTENTIAL QUAD BASEBALL FIELDS [ONGOING CITY INITIATIVE]





# OCEAN TERRACE NEIGHBORHOOD

## 8 | 73RD STREET [ONGOING CITY INITIATIVE]





# 8 | 73RD STREET STREETSCAPE CHARACTER IMAGES



## EXISTING



73<sup>RD</sup> STREET + BYRON (LOOKING EAST)



73<sup>RD</sup> STREET (YOUTH CENTER ENTRANCE)



73<sup>RD</sup> STREET + CARLYLE (LOOKING WEST)

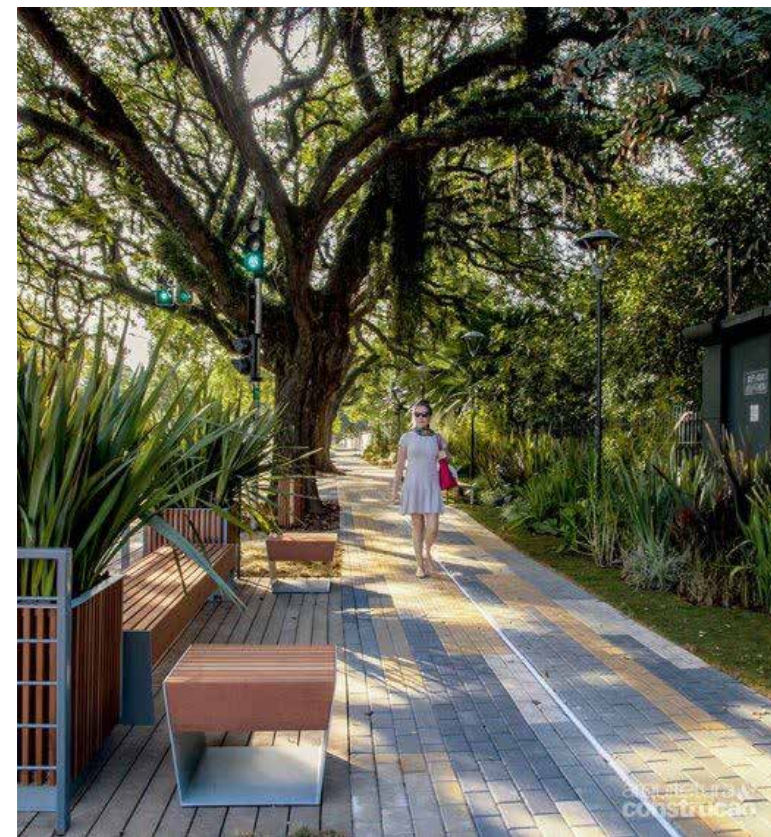


73<sup>RD</sup> STREET + DICKENS AVENUE (LOOKING EAST)



73<sup>RD</sup> STREET + BYRON (LOOKING EAST)

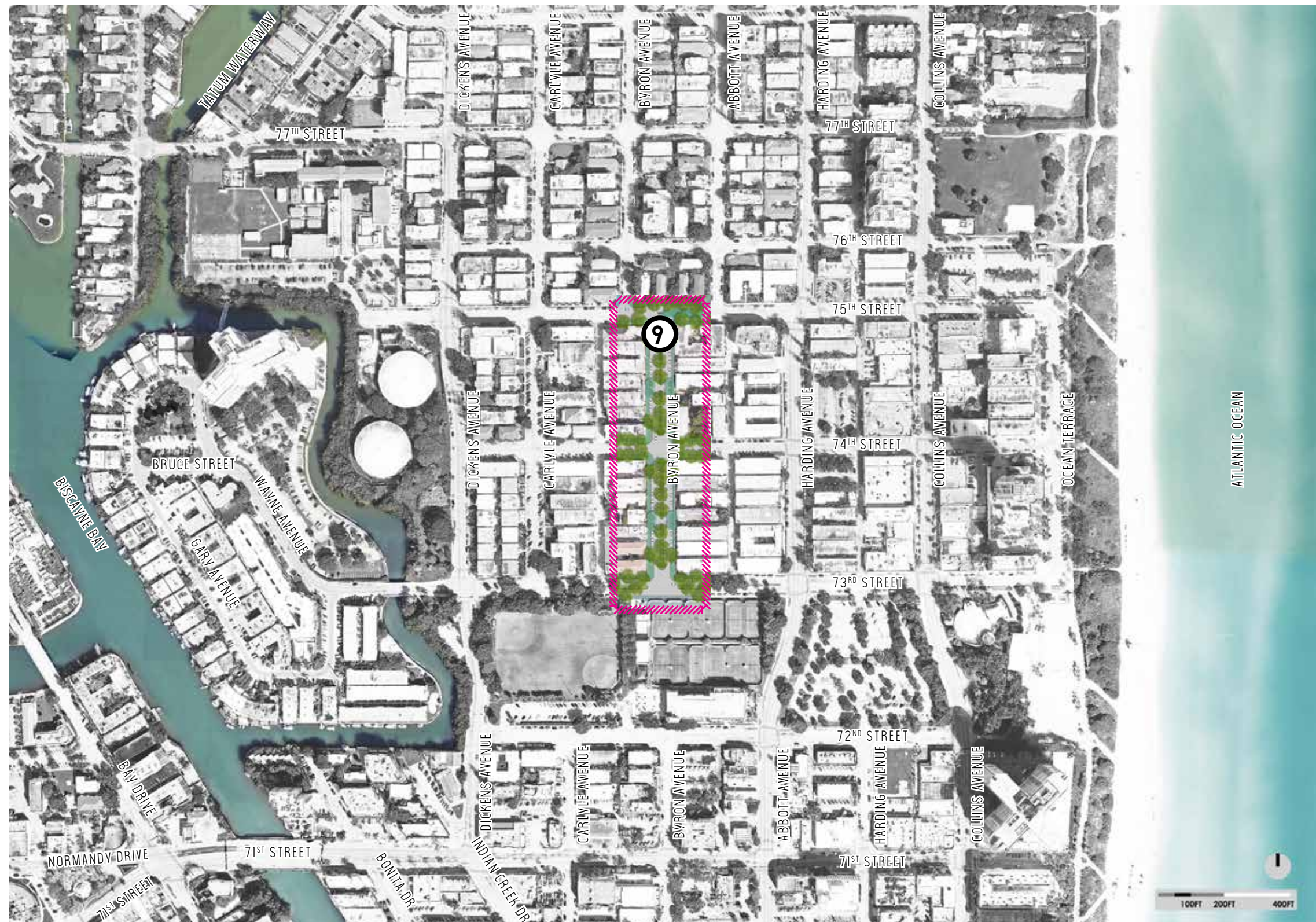
## CONCEPTUAL





# OCEAN TERRACE NEIGHBORHOOD

## 9 | BYRON AVENUE [ONGOING CITY INITIATIVE]





9 | BYRON AVENUE  
STREETSCAPE CHARACTER IMAGES



EXISTING



73<sup>RD</sup> STREET + BYRON AVENUE *[LOOKING SOUTH]*



73<sup>RD</sup> STREET + BYRON AVENUE *[LOOKING NORTH]*



CONCEPTUAL



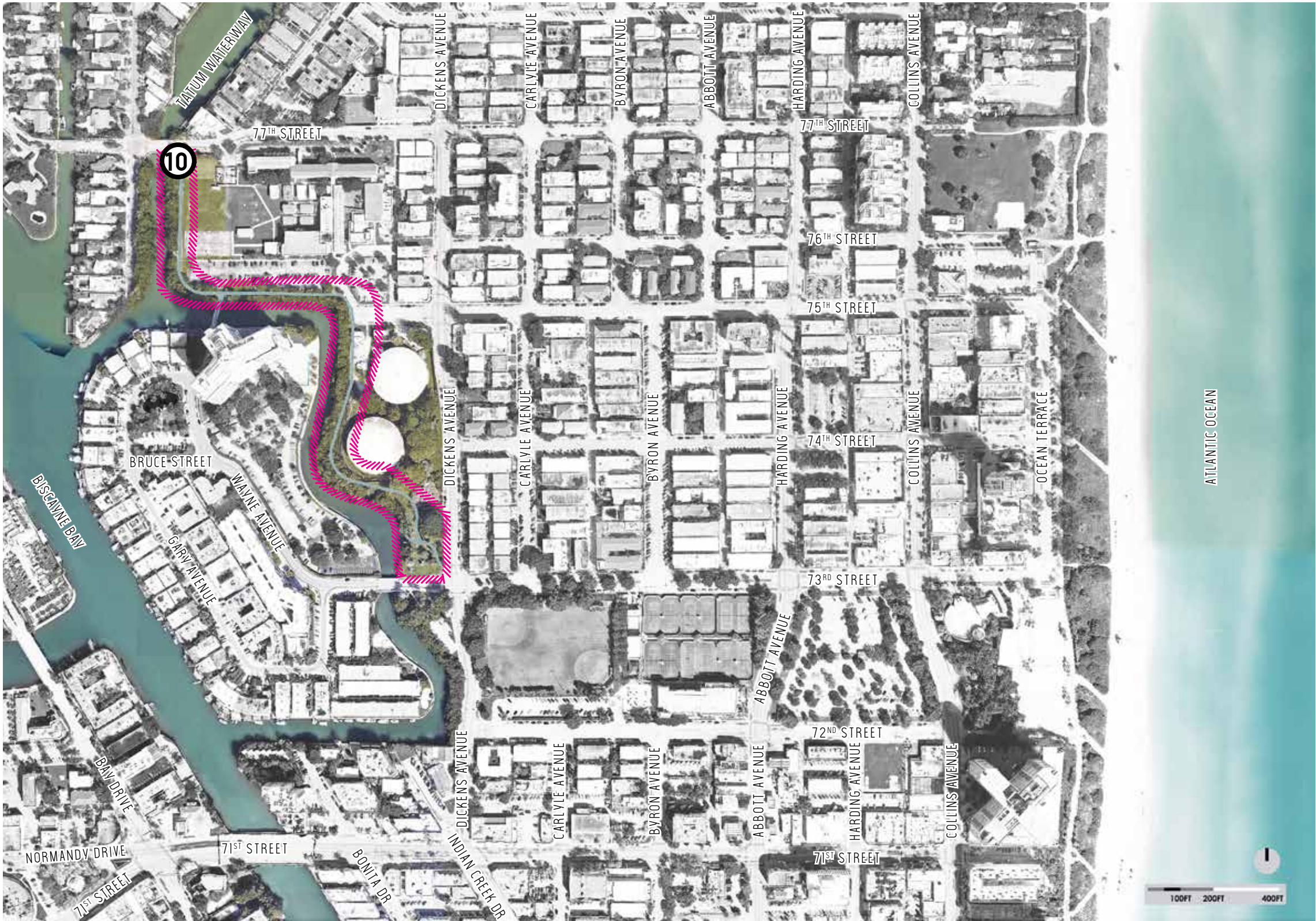
74<sup>TH</sup> STREET + BYRON AVENUE *[LOOKING NORTH]*



74<sup>TH</sup> STREET + BYRON AVENUE *[LOOKING SOUTH]*



10 | TATUM WATERWAY SHARED USE PATH [ONGOING CITY INITIATIVE]





10 | TATUM WATERWAY SHARED USE PATH  
WALKWAY CONDITIONS [EXISTING]



TATUM WATERWAY WALKWAY [LOOKING WEST]



TATUM WATERWAY WALKWAY + BISCAVNE ELEMENTARY SCHOOL PARK [LOOKING SOUTH]



TATUM WATERWAY WALKWAY [LOOKING SOUTH]



TATUM WATERWAY WALKWAY + PARKVIEW PEDESTRIAN BRIDGE [LOOKING SOUTH]



TATUM WATERWAY WALKWAY + PARKVIEW PEDESTRIAN BRIDGE [LOOKING EAST]



## 10 | TATUM WATERWAY SHARED USE PATH SCHOOL / CITY PARK / FIELD [ONGOING CITY INITIATIVE]



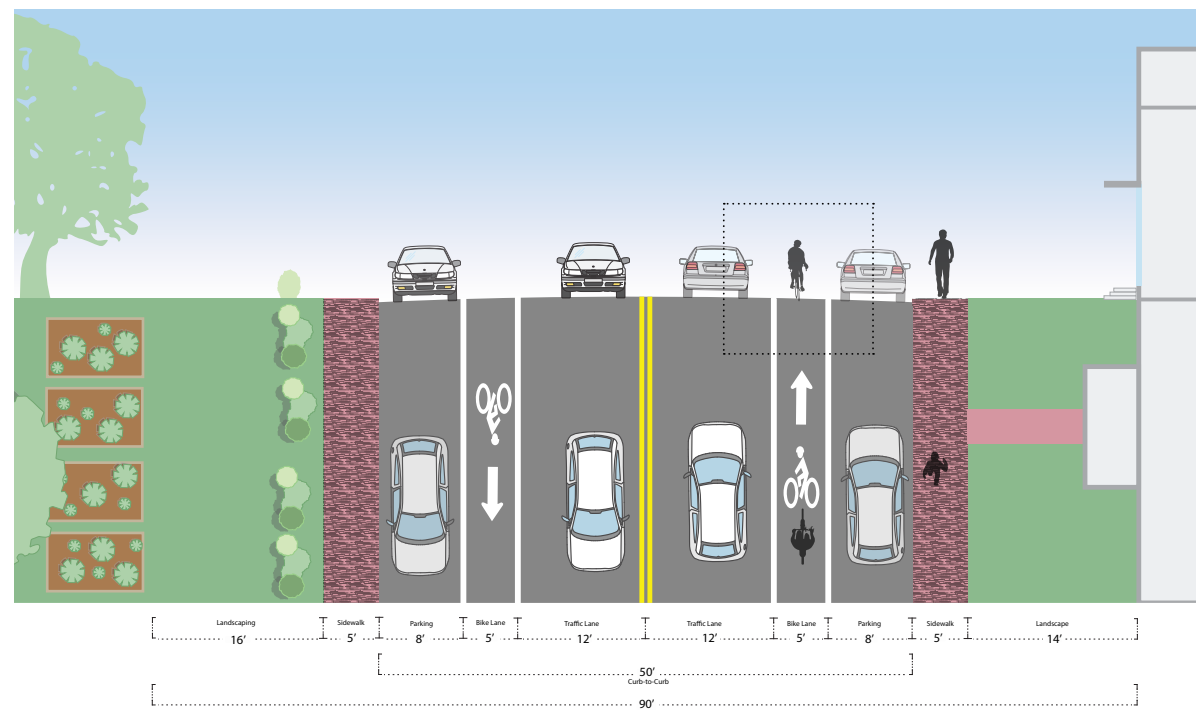


# 10 | TATUM WATERWAY SHARED USE PATH MIAMI BEACH BICYCLE MASTER PLAN [ADOPTED]

## DICKENS DRIVE / PARK VIEW ISLAND PARK

STREET DATA	
Public Right-of-Way Width	90'
Pavement Width	50' typical
Project Limits	Dickens Between 72nd and 77th Streets
Project Length	1,800' or 0.35 Miles
Posted Speed Limit	30 mph
Daily Volume	NA
Predominant Land Use	Compact Urban
Predominant Development Pattern	1 - 2 Residential Buildings
Bicycle / Pedestrian trip generator(s) (parks, paths, bike shop, etc.)	Park View island Park, Community Garden, Biscayne Elementary , North Shore Park
Impact on modeshare	low
Upcoming Public Works Project	Yes

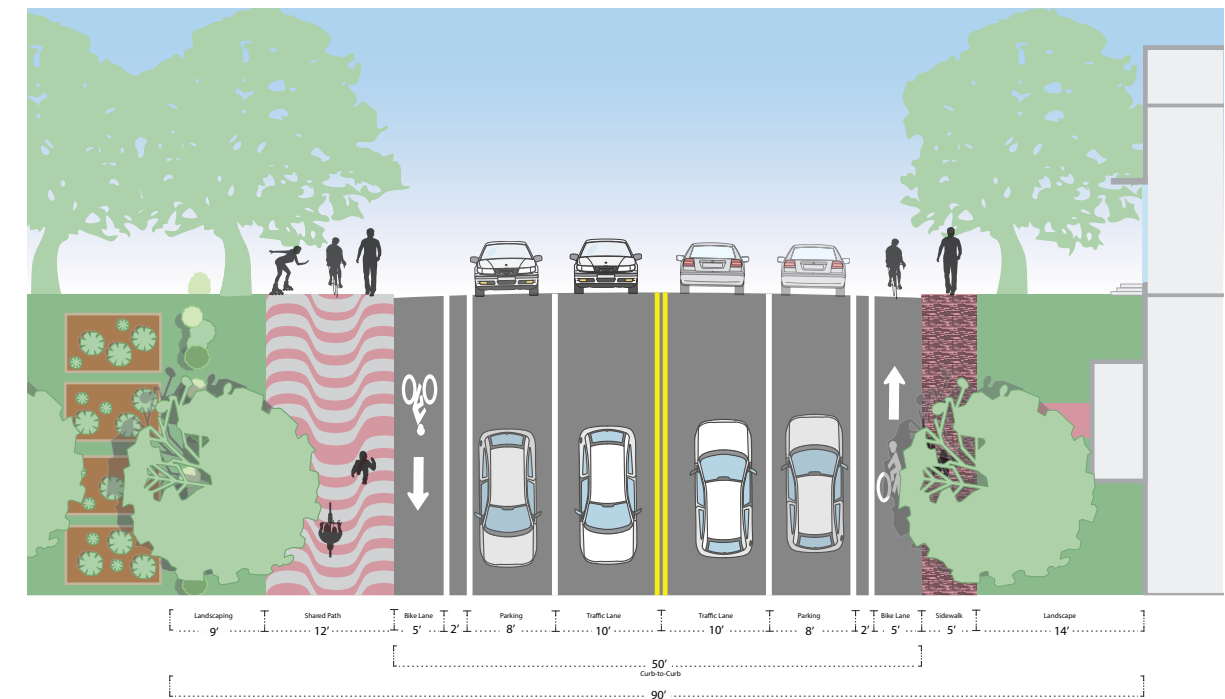
### EXISTING CONDITIONS



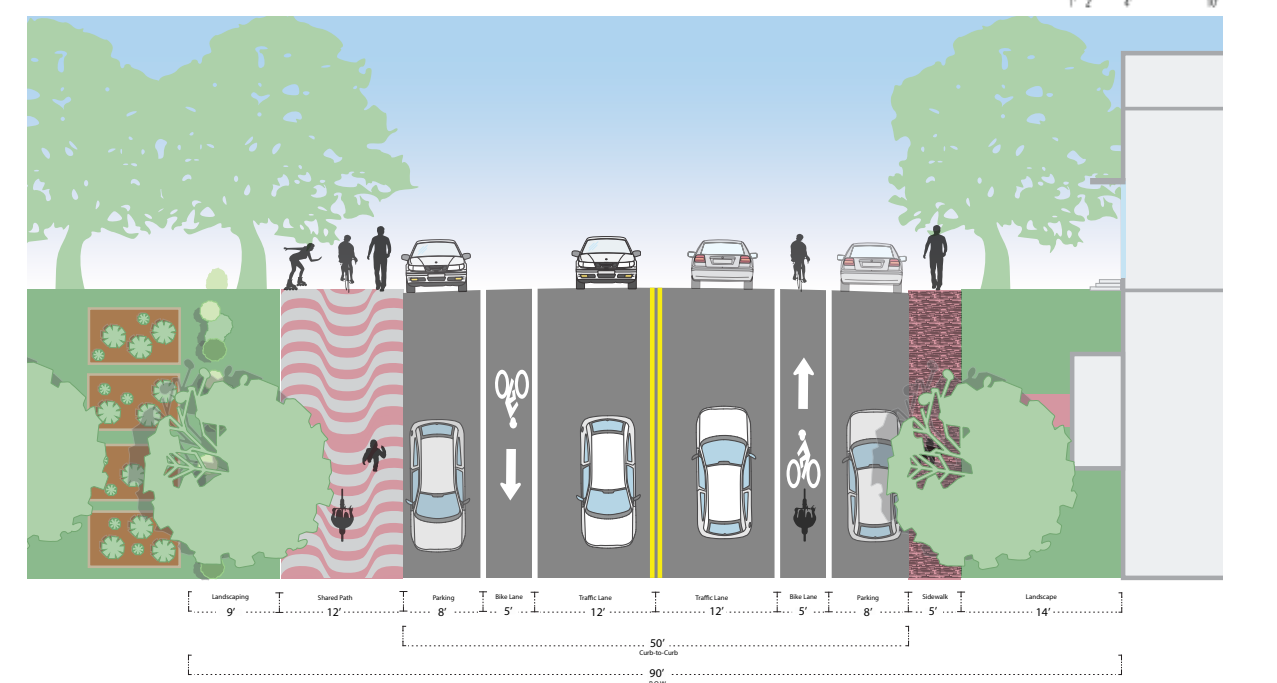
Refer to figure 3.18 of the street design guide for additional information.

## DICKENS DRIVE / PARK VIEW ISLAND PARK

### SHARED PATH AND PARKING PROTECTED BIKE LANE



### SHARED PATH AND CONVENTIONAL BIKE LANE





OCEAN TERRACE NEIGHBORHOOD  
ONGOING CITY INITIATIVES AND PROPOSED CONNECTIONS PLAN





## OCEAN TERRACE RECOMMENDATIONS

### VISUALIZATION OF OCEAN TERRACE NEIGHBORHOOD





A photograph of a tropical city street, likely in Miami Beach. In the foreground, there are several tall palm trees and lush greenery. A paved walkway runs along the street, with a person riding a bicycle. In the background, a tall, modern, curved building with many windows stands prominently. To its right, a lower, historic-style building with a red-tiled roof and arched windows is visible. The sky is blue with some clouds.

# THANK YOU!

## NEXT STEPS

COORDINATION AMONGST CITY OF MIAMI BEACH PLANNING, HISTORIC PRESERVATION, PARKING, & TRANSPORTATION DEPARTMENTS  
AND THE FLORIDA DEPARTMENT OF TRANSPORTATION