

**FINAL**  
**MEETING MINUTES**  
**NORTHWEST-PROGRESSO-FLAGLER HEIGHTS**  
**REDEVELOPMENT ADVISORY BOARD**  
**FORT LAUDERDALE**  
**8<sup>TH</sup> FLOOR CONFERENCE ROOM, CITY HALL**  
**June 11, 2019 – 3 :00 P.M.**

**Cumulative Attendance**

**June 2018 – July 2019**

<b><u>Members Present</u></b>	<b><u>Attendance</u></b>	<b><u>Present</u></b>	<b><u>Absent</u></b>
Rhoda Glasco Foderingham, Chair	P	10	1
Dylan Lagi, Vice Chair	P	11	0
Leann Barber	P	9	2
Sonya Burrows	A	10	1
Kenneth Calhoun	P	3	1
Lisa Crawford	P	10	1
John Hooper	P	7	4
Michael Lewin	P	4	0
Steffen Lue	A	6	5
Christopher Murphy	P	5	0
Michelle Nunziata	A	5	6
John Quailey	P	1	0
Tina Teague	A	9	2

**Staff**

Vanessa Martin, CRA Business Manager  
Lynn Solomon, Assistant City Attorney  
Clarence Woods, III, NPF CRA Manager  
Robert Modys, Transportation and Mobility  
Corey Ritchie, CRA Project Manager  
Lizeth DeTorres, Administrative Aide  
Bob Wojcik, Housing and Economic Development Manager  
Karen Warfel, Housing and Economic Development Manager  
Eleni Ward Jankovic, Housing and Economic Development Manager  
Jaimie Opperee, Prototype-Inc.

**Guests**

John Halliday, Thrive Progresso Team  
Abraham Fish, Thrive Progresso Team  
Bruno Franca, Project Manager for Provident Fort Lauderdale LLC  
Fabian De La Espriella, Kittelson and Associates

Chair Foderingham and the Board members welcomed new member, John Quailey.

Mr. Quailey introduced himself and indicated that he is a Real Estate Attorney in Fort Lauderdale.

Chair Foderingham advised that Ms. Teague's husband passed away over the weekend.

## **I. Call to Order/Roll Call**

**Rhoda Glasco Foderingham  
Chair**

Chair Foderingham called the meeting to order at 3:00 p.m. and roll call was called.

## **II. Approval of Minutes**

**NPF CRA Board**

- April 9, 2019

**Motion** by Mr. Calhoun, seconded by Mr. Murphy, to approve the minutes of April 9, 2019. In a voice vote, the **motion** passed. (9-0)

## **III. Project Funding Update**

**Vanessa Martin,  
Business Manager**

Ms. Martin introduced Corey Ritchie, Project Manager, to provide specific updates on each project.

Mr. Ritchie reviewed the Spending and Encumbrance Log and noted that Invasive Species is complete.

- Pharmacy - This project will not be 100% funded until the job is 100% complete as per the agreement. The project may be complete in approximately 90 days.
- Flagler Village Land Trust (Quantum) - Funding will not engage until the project is 100% complete, which will be approximately two years.
- Flagler Village Hotel - This project is under construction and is about 30% complete.
- Urban North – Commercial project - This project is approximately 95% complete.
- 613 NW 3<sup>rd</sup> Avenue – Residential six-story project - Almost all the underground is in; the power caps are being done and they are coming out of the ground. The title company is holding the money and construction drawings are reviewed and approved every month and disbursed as a percent complete.
- YMCA - Currently, the drawings are in the Building Department for approval, the property has been demolished, and they are waiting for permits to begin building.
- 1134 NW 6<sup>th</sup> Street - Drawings were recently approved by the Building Department and bidding will begin within the next two weeks.
- Solid Soccer LLC – Coffee shop - Nothing has started; they are still in permitting.
- Dale Properties, 300 West Sunrise – Renovation of an office building - The scope of the project is being developed and it will probably go out to bid within a month.
- Black Star – Restaurant on Sistrunk - This project is approximately 75% complete. Once drawings are submitted and received, the kitchen equipment will be installed, and the project will be complete.
- StartUps Club – Retail – Andrews Avenue and the tracks - The roof is being installed and they are waiting for the next drawing; the project is about 40% complete.
- Sistrunk Market – Sistrunk and the tracks - The project is about 90% complete. After delivery of HVAC units, the final inspection will be complete.
- 401 NE 8<sup>th</sup> Street – Renovation – Restaurant - This project is in the permitting process.
- Jamaican Jerk Restaurant - The agreement was recently signed with the CRA, and the drawings will be reviewed sometime this month.
- Orchestrated Brewers – Brewery – 801 NW 1<sup>st</sup> Street - This is work in progress.
- Jack & Jill - They are still working on the agreement between Jack & Jill and the CRA. Construction has not started.

The following are new projects:

- Comfort Inn and Suites
- Pizzeria
- Hoover Products – 9<sup>th</sup> Avenue

Mr. Ritchie stated that the Triangle Services is finished; the only thing being done is tracking the workers hired.

Mr. Lagi requested that addresses be put on the log in the future.

**IV. Funding Request – BadeBox LLC DBA ShipMonk                      NPF CRA Staff**  
**• \$221,917 Property & Business Improvement Program**

Mr. Wojcik advised this request is to fund a buildout. The space is being leased at 201 NW 22<sup>nd</sup> Avenue in River Bend Corporate Park and the total renovation cost is \$619,381. The company provides order fulfillment service to e-commerce companies, which includes storing, packing and shipping products sold by e-commerce companies. They are moving from their Deerfield Beach office and were attracted to the CRA specifically because of the incentive offers; they will be leasing approximately 170,000 square feet. This is a fast-growing company and an additional 418 employees will be hired over the next five years. In exchange for CRA funding, they have committed 21 jobs to residents of the CRA.

Jan Bednar, founder of BadeBox LLC DBA ShipMonk, stated that they allow people to start online businesses without any overhead; they buy the products, ship them to their facility, and every time a product is sold online, they ship it on their behalf. They are also expanding to California, where they have another 100,000 square feet, and recently a lease was signed in Pennsylvania. They have created overall 200 jobs and locally they are planning to create approximately 400 jobs within the next five years; over 400 jobs have been created across the United States and Europe.

Ms. Barber questioned how long they expect to remain in this space.

Mr. Bednar stated that they have a seven-year lease in this building. After about five to seven years, they will probably open another building rather than relocate.

Mr. Lue questioned how they plan to recruit for the 21 positions.

Mr. Bednar indicated that different sources are utilized; a lot of recruiting happens online, but they have been engaged with hiring events and advertising in the area as well. The majority is warehouse jobs; picking, packing, and forklift operators, as well as office positions and programmers.

Chair Foderingham questioned if full time employees would be monitored with this incentive.

Mr. Woods stated that full time employees would be monitored since it is tied to the funding.

Mr. Martin corrected the log and noted that LPF Realty is Triangle Services.

Mr. Lagi suggested that future requests be listed for future years.

Ms. Burrows referenced leasing and questioned if the owner is part of the agreement.

Mr. Woods stated that the owner will not be a part of the agreement. The owner is not going to allow the CRA to put a mortgage on the property. Instead of a mortgage, \$221,000 will be placed in an escrow account until the job requirement is satisfied. There will be an assurance that there will be a certain number of jobs for the number of years agreed upon.

Mr. Lewin mentioned TI from the landlord and asked what work the landlord is doing versus what the CRA is doing.

Mr. Bednar stated that the landlord is basically getting the space ready for occupied condition. The \$600,000 is their investment outside of the TI. They already have contractors and the project is almost complete.

Mr. Woods indicated that the CRA would reimburse for hard costs.

Mr. Lagi commented that the amount requested is \$221,971, not \$221,917.

**Motion** by Mr. Murphy, seconded by Mr. Lue, to approve property improvement funding in the amount of \$221,917 for renovations. In a roll call vote, the **motion** passed. (9-0)

Ayes: Lagi, Barber, Burrows, Calhoun, Crawford, Hooper, Lewin, Lue, Murphy, Quailey, Foderingham

Nays: None

#### **V. Funding Request – Thrive Progresso**

**NPF CRA Staff**

- **\$2,500,000 Development Incentive Program**
- **\$340,374.87 Streetscape Enhancement Program**

Mr. Wojcik indicated that the Thrive Progresso project is approximately 60,000 square feet of existing warehouse buildings on 3.5 acres in the Industrial and Light Industrial area located in the 700 block of NW 5<sup>th</sup> Avenue. These warehouses were previously occupied by rag shops, paint body shops, and other uses that were having negative impacts on the area. The buildings are mostly vacant, and the new owners want to reposition the warehouses into a vibrant, urban business district. Renovations are estimated between \$3.75 million to \$4.5 million. In addition, NW 5<sup>th</sup> Avenue will be improved with sidewalks, landscaping, and other beautification at an estimated cost of approximately \$378,000. A community benefit will be provided of capping rent on 30,000 square feet of leasable area at \$17-per-square-foot base rent for five years.

John Halliday, developer, and Abraham Fish, one of the owners of Thrive Progresso, were present. Mr. Halliday provided a brief Power Point Presentation and noted the following information:

- The project encompasses both sides of NW 5<sup>th</sup> Avenue between NW 7<sup>th</sup> Street to the south and NW 8<sup>th</sup> Street to the north and the only property not included is the NE corner of the NW 8<sup>th</sup> Street and NW 5<sup>th</sup> Avenue connection.
- They back up to residential on the east side, which is currently an RHM 25 Zoning that they intend to rezone to XP, so that part can be developed as part of the project with parking. One of the key factors is that the site plan is developed with a lot of on-site parking.

- The road is a 60-foot right-of-way, which means there is three lanes of public right-of-way traffic. The road was heavily impacted by the uses and is an eyesore and an unsafe haven for prostitution, drug deals, etc.
- Photographs were shown of the interior of the building, which is in dismal condition from many years of abuse.
- Property photographs were shown with their vision for this project.
- Streetscapes will be slightly different than the original concept; each is based on the location of the property.
- Several overhead doors will be replaced by impact glass door fronts, overhead doors with glass panels, and many of the doors will be closed to create paintable surfaces to get rid of the warehouse feel, creating more of a pedestrian environment.
- Renderings have been shared with the Department of Sustainable Development.
- They are working with three tenants and their occupancies will be subject to moving forward with the project. One is a well-known catering company that will be taking just under 4,000 square feet of space; another is a consulting firm to the cruise industry that provides medical services and calibration of medical equipment onboard the ships; and the third is a micro distiller, which has been discussed with the City. There have been other inquiries, but the property has not been marketed since it was unknown if funding would be received.
- If able to move forward, this would be a typical office use.
- The streetscape plan is complicated; large-scale drawings are available for review.
- A streetscape has been designed from NW 7<sup>th</sup> Street to NW 8<sup>th</sup> Street. There will be a ten-foot sidewalk on both sides of the parking lot to provide both pedestrian and bicycle access and an eight-foot strip to keep cars off the pedestrian pathway. The 60-foot right-of-way that allows three lanes of traffic will be reduced to two 12-foot lanes of 24 feet on each side and there will be 18 feet, ten of which will be the sidewalk area, with the other eight feet that will be landscaping or textured concrete. It is anticipated that about 180 to 200 people will be working in this district once it is completed.
- There have been meetings with several organizations and employment exchange was discussed. A website is being created for this project that provides leasing opportunities and benefits. At the same time, there will be an exchange of opportunities for employment within the district and for people in the organizations to post what is available. This is not just for Thrive Progresso; their expectation is that this will go to the balance of employers in the Progresso Village Industrial area and allow them to post as well.
- A Job Fair will be held at the same time as the groundbreaking.

Chair Foderingham mentioned streetscape improvements and questioned what would be done concerning lighting in the area and the type of lighting used.

Mr. Halliday indicated that it is part of the project.

Mr. Wojcik advised that plans were done by Cadence, which will go through development review.

Mr. Halliday stated that a meeting is scheduled for June 19, 2019 with the Sustainable Development Staff to discuss site planning and streetscape design. This is going to be a coordinated project because the streetscape is all encompassing; it includes sidewalks and drainage, but also asphalt replacement along the street and street striping, which will require the City to waive its bid process; it will not go through a standard bid process.

Mr. Wojcik commented that as per the Florida Statute, the City can waive the competitive bid process for projects over \$300,000. Because this project has not yet been bid and the overall costs are still being determined, they will in fact be going through a competitive process, which will satisfy the requirements and the City will not be asked to waive competitive bidding requirements.

Chair Foderingham mentioned the previous types of uses and questioned if there are any environmental impacts.

Mr. Halliday advised that they have clean environmental reports and stated that there are no issues to worry about.

Anthony Malinovski indicated that environmental reports were done for Phase 1 and Phase 2; properties 701 and 745 NW 5<sup>th</sup> Avenue. There are also reports for 415 NW 7<sup>th</sup> Street and 710 and 726 NW 6<sup>th</sup> Avenue. There are two existing single-family homes located at 401 and 405 NW 7<sup>th</sup> Street, but the environmental is not required because it is residential being converted into parking.

Mr. Halliday mentioned the properties for the two houses and noted that one building will be redone at a time, so there will not be a major impact on the area.

Mr. Lewin questioned if the owner would run and operate the property beyond stabilization and if there is a long-term commitment to the project.

Mr. Halliday responded, "Absolutely".

Chair Foderingham questioned the overall timeframe.

Mr. Halliday indicated that during a previous meeting with Sustainable Development, it was made clear that certain elements of the projects must be fast-tracked because some of the tenants need to get in by certain dates; they are trying to get two of the tenants in by January. He would expect the project to be complete within 18 months to two years. Rezoning will probably start next week and that will be on the residential yard property.

Mr. Wojcik stated that this item will be on the July CRA Board agenda and agreements will be attached.

Mr. Woods stated that with respect to any environmental issues, the developer will make sure all issues have been taken care of by the appropriate authorities and that there are no issues.

Mr. Lagi questioned reimbursements, disbursements, and scheduling. He also mentioned the cheap rent.

Mr. Woods stated that it is a multi-year commitment and there has been discussions with the owners. The owners agreed to allow half of the total square footage and have a rent regulatory agreement that would restrict the rent for at least five years.

Mr. Halliday advised that they would be recommending \$500,000 in this year's funding that will end October 1<sup>st</sup>, and then another \$1 million after that. He stated that estimated operating expenses are between \$5 and \$6 per foot.

**Motion** by Mr. Calhoun, seconded by Mr. Lagi, to approve the funding request subject to staff recommendations. In a roll call vote, the **motion** passed. (9-0)

Ayes: Lagi, Barber, Burrows, Calhoun, Crawford, Hooper, Lewin, Lue, Murphy, Quailey,  
Foderingham

Nays: None

**VI. Provident Fort Lauderdale LLC – 612 NW 9<sup>th</sup> Avenue      NPF CRA Staff**

Eleni Ward Jankovic advised that an application has been received from Provident Fort Lauderdale LLC for their project at 612 NW 9<sup>th</sup> Avenue at the intersection of NW 9<sup>th</sup> Avenue and Sistrunk Boulevard. The company is renovating an existing building to create more office and retail space and its partner has already successfully renovated buildings at 900 and 914 Sistrunk Boulevard, where the CRA office is located. Permitting was granted CRA funds in the amount of \$225,000 in September 2017 under the PDIP Program and \$125,000 under the Façade Program. In 2018, during the permitting process, the City required the applicant to install a sidewalk as part of its requirements under the City's guidelines. The applicant is requesting \$30,000 under the Streetscape Enhancement Program to be able to comply with requirements. Also, in 2018, it became apparent that the applicant would have to install a water retainage system on the property to deal with flood water and heavy rain events. After reviewing their options, it was determined that underground water tanks would be installed under the parking lot since there is no space on the property for a pond or any other system. The company has received a permit for the water tanks from Broward County and the applicant is requesting an increase in funding under the PDIP Program in the amount of \$70,000 to pay for the additional expense. Staff recommends approval of funding for this project, as construction is well under way at about 55% completion.

Bruno Franca, Project Manager, was present. He showed photographs of the water retention tanks and noted the importance of the tanks for the property as well as properties nearby.

Mr. Lagi questioned if this is an environmental issue.

Mr. Woods stated that when looking at how to handle the stormwater issue there was not enough room to do other efficient methods; this was the only way to deal with it and the cost is an additional \$70,000 beyond what was requested in the prior application.

Mr. Franca advised that this method also adds at least two more months to the construction schedule. He noted that the water would be released slowly, and it would not affect other properties.

Mr. Murphy questioned the height of the water table.

Mr. Woods clarified that the improvement has already been received and approved by Broward County.

**Motion** by Ms. Burrows, seconded by Ms. Crawford, to approve the application subject to staff recommendations. In a roll call vote, the **motion** passed. (9-0)

Ayes: Lagi, Barber, Burrows, Calhoun, Crawford, Hooper, Lewin, Lue, Murphy, Quailey,  
Foderingham

Nays: None

**VII. NPF – CRA Mobility Master Plan Presentation      Robert Modys**

## Transportation & Mobility

Mr. Modys, Transportation & Mobility, and Fabian De La Espriella, with Kittelson and Associates, were present.

Mr. De La Espriella provided a Power Point presentation and the following results were noted:

- An audit of the transportation network conditions is being conducted; looking at safety, pedestrians, and bicycle networks.
- Issues and opportunities are being identified as well as development of context sensitive solutions and creating a list of prioritized and implemental community action items that will become this plan, so the City and the CRA can jointly find a way to implement.
- Studies began in September 2018 and will continue through October 2019.
- This process has been aligned with City policies; they are following the City's Vision Plan and Objectives and Goals that are basically calling for the City to be a walkable multimodal City.
- The process is multi-disciplinary, which blends urban and streetscaping, transportation planning, urban and designing landscape architecture, engineering, and public involvement.
- A Mobility Master Plan is being developed, which will allow people to move around with more than just automobiles.
- Quantitative data is being reviewed, which meets safety, crash and traffic analysis, and land use, and qualitative data, which is reaching out to people, talking to stakeholders, and having online service.
- This process goes through discovery, design, and discussion, where ideas are developed, and feedback groups are allowed, then they document.
- Input was requested, and common issues were identified. Principles and Goals are extracted that will guide the process. Action items are highlighted, which are prioritized and implemented.
- A Workshop was held in February 2019 and an activity was conducted with the youth group at the YMCA.
- Recently, they had a concept development Workshop and part of the scope was to develop a concept alternative for NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue.
- In looking at all the context and existing conditions, they go right to a Purpose and Needs Statement. Mr. De La Espriella read the Purpose and Needs Statement,

Principles will be developed to keep focus while moving forward.

- There has been a lot of development over the years and multimodal or transportation infrastructure has lagged and created this mobility gap, which is where a lot of issues are.
- Instances have been found that people at Walker Elementary can walk to the Boys and Girls Club, which is three blocks away, but people think it is unsafe to get there.
- Demographics are being reviewed to determine who lives and works in the study area.
- There is a project website where the project can be reviewed.
- From a commuting perspective, it is known that there are about 4,700 people commuting into the study area every day. About 188 residents live and work in the area and there are about 6,700 people who commute out of the study area to work in nearby areas.

Engagement Process:



- Several Agencies and property owners have been engaged in this process. People have been asked what issues and concerns they have in relation to mobility within the neighborhood. The top five issues are: Unsafe walking conditions; high vehicle speeds; better transit connectivity; congestion of traffic; and lighting.
- There was also an online survey to gather concerns in terms of mobility. The audience is very spread; 30% between ages 45 and 54, 22% over 65, and 22% between 25 and 34. A wide audience is being covered and there have been about 100 responses. 55% of the people are primarily using cars and transit to get around; 31% are using transit and bicycles; 10% are using cars and walking; and 4% are walking and cycling.
- Three top mobility issues are bumper to bumper traffic, unsafe conditions especially at intersections, and unsafe driving behavior at high speeds.
- A correlation of data showed that younger respondents tend to care more about walkable and bike path infrastructures versus other residents that are less likely to say they are going to walk or bike to places nearby.

#### Summary:

There is a traffic calming section, network connectivity, street design and streetscape elements, safety and traffic operations, and access to pedestrian facilities. This covers the range of themes and actions that are going to be framed and recommended.

#### Background:

- NW 7<sup>th</sup> Avenue is a County road and NW 9<sup>th</sup> Avenue is a City street. NW 9<sup>th</sup> Avenue is being looked at between Sistrunk Boulevard and Sunrise Boulevard and NW 7<sup>th</sup> Avenue is being looked at between Sunrise Boulevard and Broward Boulevard. The posted speed on NW 7<sup>th</sup> Avenue is 35 mph and 30 mph on NW 9<sup>th</sup> Avenue. While observing these streets with a speed gun, average speeds were 40 mph to 45 mph on NW 7<sup>th</sup> Avenue with high outliers of 50 mph to 55 mph and speeds of 30 mph to 35 mph were observed with high outliers of 40 mph on NW 9<sup>th</sup> Avenue.
- Data confirms crashes at the intersection of Sunrise Boulevard and Broward Boulevard.
- There is 90-foot of right-of-way on NW 7<sup>th</sup> Avenue.
- Traffic data was collected and NW 7<sup>th</sup> Avenue has about 14,000 to 15,000 cars daily. LOS- Level of Service, which is the method of service used by transportation agencies for quantifying automobile delays, shows that AM and PM peaks vary, but overall this road is processing traffic very well and that is the reason cars are speeding through the corridor.
- Things to be considered when evaluating and prioritizing alternatives are measuring alternatives, including safety, access, auto through, multimodal transit, and in terms of level and comfort; walking and biking.
- One alternative for NW 7<sup>th</sup> Avenue is skipping the road as a five-lane road with a landscape median, potentially edge treatment having bio swales and a wider landscape buffer and wider sidewalks.
- NW 7<sup>th</sup> Avenue could be redesigned to be a three-lane street, which could meet community values and accommodate economic goals of the CRA and the City. According to an FDOT document, this would be successful with 20,000 vehicles or less. Potentially, NW 7<sup>th</sup> Avenue is a good candidate to be redesigned to be a three-lane section.
- In terms of trying to reduce NW 7<sup>th</sup> Avenue into a three-lane road, they also want to look at the AM and PM peak conditions to see what happens if traffic today is processed as three lanes. If right turn lanes were provided at NW 7<sup>th</sup> Avenue, Sunrise Boulevard, and Broward

Boulevard, NW 7<sup>th</sup> Avenue could be a three-lane road. It is important to say that currently at Broward Boulevard and Sunrise Boulevard, there is already a certain number of seconds of delay at the intersections and if they go with a three-lane section, 12 seconds of delay would be added. There is a possibility to explore and it will not make it worse than it is already; there may be many good tradeoffs for the community.

Mr. Warfel questioned if a lane change reduction helps calm traffic.

Mr. De La Espriella stated that when approaching traffic calming, cross sectional changes are one of the key factors of slowing traffic down, which is what would be done on NW 7<sup>th</sup> Avenue. Drivers would focus on a closer vision frame rather than a wider vision frame and that will reduce speed and make it safer for pedestrians and bicyclists.

Mr. Modys distributed a survey, which was also shared online, that shows all alternatives that have been created to allow the Board to say they like it or not.

Chair Foderingham mentioned traffic during peak hours going from NW 7<sup>th</sup> Avenue west on Sunrise Boulevard; traffic is backed up.

Mr. De La Espriella stated that at the intersection at NW 7<sup>th</sup> Avenue and Sunrise Boulevard there would be a right turn channel to alleviate the back up. Sunrise Boulevard continues to be an arterial road that carries a lot of traffic. It is not believed that changes on NW 7<sup>th</sup> Avenue would affect the congestion seen on Sunrise Boulevard.

Ms. Warfel commented that usually where there is a lane elimination, turn lanes are kept at the intersections to move people through because the signal is what causes the delay.

Ms. Burrows commented that it appears the congestion is on Broward Boulevard and Sunrise Boulevard and because of that, Sistrunk Boulevard also becomes a problem. She questioned if a study was being conducted to address the congestion.

Mr. De La Espriella advised that signalization is being looked at, but their scope was directed at development alternative concepts for NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue. As a main street, the City did not want to look at redesigning Sistrunk Boulevard because of the recent streetscape project. In terms of scope of their work in relation to Sistrunk Boulevard, it is looking at the intersections and seeing how certain conditions could be improved. They are reporting findings and looking at potential safety improvements regarding issues for the entire area. From a wide area perspective, they would be addressing and providing recommendations and Sistrunk Boulevard would be a corridor included. The focus of this Workshop was just focused on NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue.

Mr. Murphy mentioned traffic counts and questioned if there was any growth rate data. His concern was if the number of lanes were adjusted and what would happen five to ten years from now.

Mr. De La Espriella stated that they are in the process of doing that projection for NW 7<sup>th</sup> Avenue. Part of that exercise is not only applying a forecast or a growth number because part of the exercise is looking at historical growth.

Ms. Barber mentioned a flashing street block that has been popping up around the City and questioned why those are not used at crosswalks. She mentioned the fatalities on Broward Boulevard and Sunrise Boulevard and probably Sistrunk Boulevard.

Mr. De La Espriella advised that their recommendation will get to pedestrian crossings. He noted that these are crashes, not fatalities. Recommendations will be made that suggest specific locations for crossings based on the analysis conducted. The Transportation Mobility Department is working with Public Works to implement pedestrian crossings that were previously arranged.

Ms. Warfel stated that the CRA is funding that process; they already worked with the community on where those locations made sense and it is currently in design. In terms of Sunrise Boulevard, that is an FDOT street as well as Broward Boulevard. Sunrise Boulevard is a priority for the City and FDOT on ways to improve safety because it is one of the worst corridors in the County. There is new technology to warn drivers that people might be crossing even though there might not be a signal at a bus stop. They are working with FDOT on new innovative signage that can go there.

Mr. De La Espriella noted that the third alternative is a three-lane section for NW 7<sup>th</sup> Avenue with a cycle track and on-street parking at both sites. Another part of that same alternative is the same three-lane section with a buffered two-way cycle track on the west side; the difference is that there is no on-street parking.

Ms. Barber questioned the point of the cycle track that is only six blocks long.

Mr. De La Espriella advised that there is a greater analysis of the area. Currently, NW 7<sup>th</sup> Avenue does not have any bicycle facilities and it is a high stress corridor for bikes. If a safe bike infrastructure is provided between Broward Boulevard and NW 4<sup>th</sup> Street, which already has a planned bike range, they can then take people on bikes towards NW 9<sup>th</sup> Avenue, which is a lower stressed street and have NW 9<sup>th</sup> Avenue be a street that is only two lanes and two ways that can allow people to go on bikes safer with slower traffic and less volume.

Mr. Lue mentioned the bike range on Las Olas Boulevard and stated that it is awful.

Mr. De La Espriella said the one on Las Olas Boulevard is a pilot; they are testing configurations of bike infrastructure and it was meant to be there for a specific period of time.

Mr. Modys commented that bike networks do not happen overnight.

Ms. Warfel stated that funding is found in bits and pieces, so as funding is found they try to add and connect to the network.

Mr. Murphy mentioned scooters and questioned if the bike lane is legal.

Mr. Modys reported that they are waiting for the Governor to sign HB453, which would redefine scooters as bicycles and they would be allowed to be operated in the same manner as a bicycle.

Ms. Crawford mentioned aesthetics on NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue.

Mr. De La Espriella stated that aesthetics have been considered and as part of the alternatives, they are improving the aesthetic appeal of the section by adding trees and certain elements that make it more comfortable to walk or bike.

Chair Foderingham questioned if buses will have a pullover lane when the road is reduced to three lanes.

Mr. De La Espriella indicated that when providing for pull-offs, it makes it difficult for the buses to get back into the travel lane. The example shows an extended bulb-out, so the bus shelter can be placed close to the curb, so when the bus comes people can enter comfortably.

Ms. Barber mentioned that community needs were identified and one of them was getting from Walker Elementary to the YMCA. She questioned how this relates to what the community wanted.

Mr. De La Espriella stated that the Master Plan will deal with all measures and recommendations, but they were trying to provide the concept alternatives for NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue because that was the focus at the last Workshop. The City, for the scope of the project, this was the second most important thing was to develop alternatives for NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue.

Ms. Warfel indicated that there is an overall mobility plan of where all the crosswalks are. NW 7<sup>th</sup> Avenue and NW 9<sup>th</sup> Avenue are very large streets within the CRA and more work will be involved to get to that concept. These streets will be completely redesigned since there is surtax money available.

Mr. De La Espriella advised that there is a series of spot improvements.

Ms. Barber thought if there were things that could be resolved with less money that they should be prioritized.

Ms. Warfel stated that everything would be prioritized at the end and noted that short-term and long-term projects can start at the same time.

Chair Foderingham questioned how much consideration is given to redevelopment when conducting the transit mobility studies for the CRA.

Mr. De La Espriella advised that mapped properties are changing, so development and redevelopment activity pushing from the east to the west is being acknowledged. That helps to understand where there will be more pedestrian generators.

Chair Foderingham expressed concern about more congestion once major decreases are made to the traffic lanes.

Mr. De La Espriella stated that a lot of traffic on NW 7<sup>th</sup> Avenue is people commuting from outside areas going through the community. It is known by demographics that people in this area take more transit and walk and bike more than the overall numbers in the City.

Mr. Modys indicated that there will be quite a few jobs in the area as well as restaurants and other major residential projects and mixed-use projects. These people cannot and will not only drive, so as this redevelops and as there are ways to live and work in the area, more people will use transit, bike, and walk, especially on NW 7<sup>th</sup> Avenue. Capacity must be provided for those other modes as well; otherwise, there will be a vibrant neighborhood with no one biking, walking, or taking transit.

Ms. Crawford requested examples of successes.

Mr. De La Espriella referred to a State guidebook and noted that FDOT has done things all over the State. Transportation and land use are integrated and in order to allow for successful land uses and

meet economic development goals in certain areas and community goals, transportation needs must be balanced.

Ms. Warfel mentioned that the CRA and City received a grant from the Broward Redevelopment Authority Program for infrastructure for a roadway project from NW 4<sup>th</sup> Avenue to the railroad tracks.

Mr. De La Espriella stated that place making is a huge part of balancing transportation needs. He referenced NW 9<sup>th</sup> Avenue; a two-lane, two-way, with poor drainage conditions, poor pedestrian and bicycle environment, unorganized parking, conflicting land uses, some residential, some industrial, low aesthetic appeal, and about 65 feet of right-of-way. There is very low traffic volume as well, so landscaping, a multi-purpose pad on the west side, and reverse angle parking, which is very safe when heading out, is being considered. Two other alternatives include reverse angle parking with on-street parking and parallel parking on the other side, which could happen closer to Sunrise Boulevard, and that is alternative #3 of the NW 9<sup>th</sup> Avenue location. The second alternative is the reverse angle parking with bike lanes; instead of having the mixed-use path on one side or the other it has the bike facility on the street. The only way the green bike lanes could be provided on the street would be with the reverse angle parking because backing out is very unsafe for bicycles. On-street always presents friction and the best way to provide for bicycle facilities would be to provide a buffer or a buffered or protected environment and parking would be on one side of the street to create a formalized edge. He would like the Board to think about what they would like regarding the preferred alternative and forward their thoughts to Mr. Woods. Their next steps involve developing cost estimates.

Chair Foderingham suggested this be placed on the agenda for the July meeting.

Mr. Modys indicated that this would be a capital project that could be built with a variety of funds at one time. Whether redevelopment has come along or not, it would be complete and a continuous network that makes sense.

Ms. Burrows stated that infrastructure is being improved for economic development and future development.

Ms. Warfel advised that they are addressing neighborhood concerns, such as lack of pedestrian crossings, lack of lighting, and people speeding.

Mr. De La Espriella stated that the project website is [www.NPFMobilityPlan.com](http://www.NPFMobilityPlan.com).

Mr. Woods commented that as they look at the major thoroughfare they also need to look at cross streets and sidewalks, which need to be completed.

Mr. De La Espriella suggested a Workshop be held in August.

Ms. Burrows mentioned the roundabout at NW 4<sup>th</sup> Street and NW 15<sup>th</sup> Avenue and questioned why it was removed.

Ms. Warfel stated that the City was asked to take the roundabout out because it was not designed properly. The plan is to replace it and at one point the intent was to do a raised intersection to calm traffic.

**VIII. Communication to CRA Board- None.**

**NPF CRA Board**

Mr. Lagi stated that although there are no communications, there are certain Hearings going on for the overall CRA budget.

## **IX. Old/New Business**

## **NPF CRA Staff**

### **• 1<sup>st</sup> Take Youth Program – Film Project**

Mr. Woods indicated that there is a film house in Miami, who will spend a week with 12 boys and girls from the Boys and Girls Club and 12 kids from the YMCA, hopefully at the Midtown Chamber of Commerce. The kids will be exposed to filming, script writing, directing, acting and all the different professions within the film and entertainment industry. The kids will create their own movie and maybe do documentaries, which would be shown at the end of the week. This is being done as a pilot and may cost up to \$5,000.

Mr. Woods stated that in July, the Board will be discussing another pilot project called Finally Fridays, which is activities on Sistrunk Boulevard. They will be looking for \$50,000 to host events for three different months. Vacant lots will be transformed with fancy shipping containers and people coming out to listen to music and eat. The idea is to have the events on vacant lots owned by the CRA, so as development starts to happen people will see the change.

Mr. Lagi questioned if they have talked to the two CRA based film production facilities, Canvas Films and C&I Studios, as that would be an excellent tie in for the youth program.

Mr. Woods advised that the next Board meeting would be on July 16, 2019 due to the 4<sup>th</sup> of July holiday.

Chair Foderingham requested that a summary of accomplishments of the youth project be provided at the end of summer.

Mr. Woods stated that the pilot is only five days and there was not a lot of money to invite other areas. The thought of getting kids from the Boys and Girls Club and the YMCA was because this program was not advertised. The YMCA has requested that the film house be a permanent part of the new YMCA being built. The CRA would like to see how this is received by people in the neighborhood. It is a long-term look; perhaps they can occupy a space at the YMCA or even at the Midtown Chamber of Commerce.

Mr. Woods announced that Sandra Doughlin retired, and introduced Lizeth DeTorres, who took over the same position as part of the Beach team and will be replacing Ms. Doughlin.

## **X. Public Comment – None.**

## **XI. Adjournment**

There being no further business to come before the Board at this time, the meeting was adjourned at 5:30 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

[Minutes prepared by C. Guifarro, Prototype-Inc.]