

APPROVED
MINUTES
NORTHWEST PROGRESSO – FLAGLER HEIGHTS
REDEVELOPMENT ADVISORY BOARD
FORT LAUDERDALE
100 NORTH ANDREWS AVENUE
8th FLOOR CONFERENCE ROOM
NOVEMBER 28, 2012 – 3:30 P.M.

Cumulative Attendance

<u>Members Present</u>	<u>Attendance</u>	May 2012 - April 2013	
		<u>Present</u>	<u>Absent</u>
Steve Lucas, Chair	P	6	0
Ella Phillips, Vice Chair	P	6	0
Jessie Adderley	P	4	2
Sonya Burrows	P	6	0
Ron Centamore	P	6	0
Nate Ernest-Jones	P	6	0
Alan Gabriel	P	3	3
Mickey Hinton	A	4	2
Brice Lambrix	A	2	4
Richard D. Powers	P	5	1
Yvonne Sanandres	P	4	2
Scott Strawbridge	P	5	1
John Wilkes	P	5	1
Samuel Williams	P	4	2

Currently there are 14 appointed members to the Board, which means 8 would constitute a quorum.

It was noted that a quorum was present at the meeting.

Staff

Alfred Battle, Director, CRA
Sandra Doughlin, Clerk III, CRA
Bob Wojcik, CRA
Diana Alarcon, Director, Department of Transportation and Mobility
Renee Cross, Department of Transportation and Mobility
Kevin Walford, Department of Transportation and Mobility
Lisa Edmondson, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order / Roll Call

Chair Lucas called the meeting to order at 3:35 p.m. Roll was called and it was noted a quorum was present.

II. Approval of Minutes from October 24, 2012 Board Meeting

Motion made by Mr. Gabriel, seconded by Mr. Wilkes, to approve. In a voice vote, the **motion** passed unanimously.

Chair Lucas advised that there would be no Board meeting in December.

III. Request for Public Input for TMA Service Funding Request

Diana Alarcon, Director of Transportation and Mobility, informed the Board that there has been a recommendation for a route change in the Northwest district. The Housing Authority will no longer operate its routes in this area. Staff has met with other agencies to develop a new route and program, which are being presented to the Board as part of the public outreach process.

Kevin Walford of the Department of Transportation and Mobility distributed a packet describing four potential scenarios for the area. At this morning's meeting of the Downtown Fort Lauderdale Transportation Management Association (TMA), scenario A was selected from these four possibilities. The two Housing Authority routes are 12.4% within the CRA; under scenario A, 60.9% of the route will fall within the CRA. While the old route operated between the hours of 7 a.m. to 5 p.m., the proposed new route will run from 9 a.m. to 3 p.m. daily.

Mr. Williams asked why the hours of operation were reduced, noting that this would affect the ability of riders to get to work. Mr. Walford explained that the hours were cut back due to budget considerations. Ms. Alarcon added that the service is driven by the peak hours of 10 a.m.-2 p.m., which would fall within the new hours of operation.

Mr. Walford stated that the minimum hours of operation that are eligible for Broward County Community Bus Funding are 24 per week. The new service scenario comes to 30 hours per week.

He noted that the members were provided with a copy of the current Housing Authority routes. The blue route, which travels to the Northwest area and mirrors the TMA's Northwest link, has been modified to eliminate this duplication. The area east of I-95 will be served by Tri-Rail, while the area to the west will be served by the new combined route.

Ms. Alarcon advised that representatives of the Broward Metropolitan Planning Organization (MPO), Broward County Transit (BCT), the Housing Authority, the TMA, Tri-Rail, and other community partners were participants in the process of selecting the new route. The CRA boundaries are outlined on the rendering so the Board members can see how much of the route lies within the CRA. Ms. Alarcon added that Staff also recommends scenario A.

She continued that the TMA and the Housing Authority began this discussion some time ago, as there has been a good deal of duplication between the routes with a limited amount of funding. There are few gas tax dollars left available for this service. The intent was to cover an area of the community that would otherwise be missed.

Mr. Williams asked to know the ridership and capacity of the buses on any given day. Mr. Walford replied that the Housing Authority routes typically carry 6000-7000 riders per month, with the red route carrying over 20 riders per hour. BCT requires that 7.1 passengers per hour be carried in order for the service to continue to receive funding. Both routes are within this requirement. There is no charge to ride the bus.

He added that information regarding the changes in service will be posted on the buses themselves, along with notice posted at Housing Authority residential facilities, the Food Pantry, and other services used by Housing Authority residents, such as the health center.

Mr. Wilkes asked if most passengers come from Housing Authority facilities. Mr. Walford said ridership studies have shown that most passengers on the red route come from Broward Central Terminal, the Food Pantry, and Lauderhill Mall. On the blue route, there is no single stop that dominates the ridership.

Ms. Alarcon said service would no longer extend to Lauderhill Mall, as the city of Lauderhill has started its own route. Riders going to this destination will need to change buses at the Swap Shop in order to access the stop. While it will require an extra step, the riders will still be able to reach this destination.

Ms. Alarcon pointed out that care has been taken to eliminate duplication of the routes without disenfranchising system users. Housing Authority bus service will stop on November 30. A request has been sent to the Housing Authority to ask them to supplement the budget shortfall for a two-month period while the TMA works through the public hearing phase of the program and new service is fully implemented; should there be discontinuation of service, riders in the area would still be served, although they may have to travel longer distances to reach an access point.

Chair Lucas requested that scenarios B, C, and D be described for the Board members. Mr. Walford referred the members to the information packets, stating that scenario A includes the Broward Central Terminal, Sailboat Bend, Housing Authority system, and Plantation Hospital; while the current Housing Authority route runs every 90 minutes, scenario A would run every hour and 17 minutes. Scenario B is the same route, with the exclusion of Sailboat Bend; scenario C does not serve the Dillard area; and scenario D is to the west of I-95, including Lauderhill Mall, the Swap Shop, the food pantry, and the Tri-Rail station.

Mr. Walford noted that TMA Executive Board member Roosevelt Walters had advised the TMA Board that the local community overwhelmingly rejected scenarios C and D.

Mr. Wilkes asked how much service is covered by Broward County Community Bus Funding, which provides \$15/hour. Ms. Alarcon replied that under scenario A, the total operating cost would be \$64,240, which breaks down to \$40.83 per hour for operations, gas, and administrative costs. She requested a recommendation from the Board at this time to help move the discussion forward with regard to the funding of a given scenario.

Motion made by Mr. Williams, seconded by Ms. Burrows, to move forward with scenario A.

Mr. Wilkes observed that routes C and D are outside the boundaries of the CRA, which meant he did not feel the Board had jurisdiction to comment on them. He asked if it might be possible to combine service with a route on Sistrunk Boulevard, as there are Housing Authority buildings on that route.

Ms. Alarcon agreed that there is a need for greater service on Sistrunk Boulevard; however, she noted that the TMA currently has a Northwest Tri-Rail link that serves this area and connects with the Tri-Rail station. She reiterated that one goal of the proposed scenarios was to eliminate duplication of routes due to the limited funds available, and noted that BCT already serves Sistrunk Boulevard.

In a voice vote, the **motion** passed unanimously.

Ms. Alarcon continued that the request would be made to BCT for a 12-month period of operation at \$40.83/hour. She noted that with BCT's \$15/hour contribution, a shortfall of just over \$25/hour would still remain. In addition to the cost savings realized by shortening the hours of operation from nine hours per day to six, the Housing Authority has agreed to provide \$10,000 in funding. This will result in a \$20,500 shortfall for the next nine months once the public process

is complete. The new route would be expected to go into operation in January 2013. For one year, the shortfall would be \$30,640.

She continued that one way to address this shortfall is to consider extending the route up NW 7th Avenue and asking the businesses in that area to contribute some marketing dollars. Another possibility would be to tie in with the Tri-Rail station on Broward Boulevard, which could also provide marketing funds. Ms. Alarcon concluded that the third option is to request assistance from the CRA, as 16.9% of scenario A lies within the CRA boundary.

She noted that for the next eight months, the shortfall would come to \$8132, or \$10,157 annually. The request would be up to \$8132, which would fund the entire shortfall until the end of the current fiscal year. For additional years, this cost would be up to \$10,157/year.

She added that the City is also applying for grant funding, and will go before the City Commission on December 18, 2012 to apply for New Freedom and Job Access and Reverse Commute (JARC) grants, which would provide operating dollars for up to two years. If this grant is received, no additional funding would be necessary.

Mr. Williams asked if the Housing Authority would provide funding for one year only. Ms. Alarcon replied that it is hoped this funding will continue on an annual basis.

Mr. Williams requested input from Mr. Battle regarding the potential CRA contribution. Mr. Battle stated that the CRA has sufficient funds for the request, although they could not make a commitment of funds past the current fiscal year, which would end on September 30, 2013. He noted that because the Board has been alerted to this potential need, it may be possible to obligate additional funds when future budgets are approved, depending upon how much unobligated funding is available.

Chair Lucas advised that the route is a partnership within the community, as evidenced by the percentage of riders within the CRA who use the route. He felt the request was "more than fair."

He asked for more information on the shortfall, noting that it may be best to place a percentage limit rather than a dollar limit. Ms. Alarcon said the request was based on the cost of operations rather than on the amount of the shortfall for the next eight months. She noted that the goal is to seek multiple partners so there is a fair and equal contribution; once this is done, she could report back to the Board on the amount of the contribution, which would be up to \$8132.

Mr. Wilkes asked if the percentage of the contribution was based on mileage through the CRA rather than usage by residents within the area. Ms. Alarcon confirmed this. Mr. Wilkes asked if a breakdown was available based on usage. Ms. Alarcon advised that this was not possible. The 16.9% figure is based on the overall annual cost of operations, shortened to the cost required to run the service for the next nine months.

Mr. Gabriel asked if the CRA could receive publicity, such as signage, if they accommodated the funding request. Ms. Alarcon replied that signage could be placed on buses, and the CRA would be listed as a funding partner.

Mr. Battle commented that the Board has discussed transit funding issues in the past, and this request could serve as a test case for the CRA's involvement in the future. Ms. Alarcon added that while transportation does not drive revenue, this contribution does meet a need and helps drive the economy by providing access to a workforce. She concluded that the route under discussion would also serve as a feeder system to The WAVE streetcar system.

Mr. Williams asked if studies have been done regarding the purchase of bus passes, and whether this would positively affect cost. Ms. Alarcon said when a fare box was implemented on another route, ridership suffered a dramatic increase and resulted in the discontinuation of the fare box system for that route.

Motion made by Mr. Gabriel, seconded by Mr. Wilkes, to approve the recommendation to provide the amount of \$8132, not to exceed [this amount] for nine months, the remaining portion of this fiscal year, subject to providing CRA publicity in association with the contribution. In a voice vote, the **motion** passed unanimously.

IV. Child Day Care Facility 120 NW 7th Avenue – CAMM Educational Enterprises, Inc.

Chair Lucas advised that this project is currently in the Development Review Committee (DRC) phase.

Nectaria Chakas, representing the Applicant, explained that the facility, formerly known as Tutor Time, will be moving from another location within the City because its lease has expired. The business has been in operation for over 20 years. The Applicant is proposing to vacate the existing facility and construct a new child day care facility in the RAC district. The building presently on-site would be demolished and a new building will be erected.

She provided an aerial view of the site, noting that a small parking area is accessible from 7th Avenue, with a larger parking area located off 7th Avenue.

This is in compliance with the more urban feel encouraged by the Downtown Master Plan. The facility will include an outdoor play area. All sidewalks around the perimeter of the site will be reconstructed, parallel parking on the street will be added, and the sidewalk will be inside a landscaping strip in order to create a more pedestrian-friendly environment.

While Code requires the provision of only 20 parking spaces, the Applicant plans to provide 46 spaces for the 10,000 sq. ft. facility in order to accommodate parents bringing their children to the site, parking, and walking them to the entrance.

Mr. Gabriel noted that there is an existing one-way alleyway within the property. Ms. Chakas advised that there is no proposition to vacate the alley, as this would require the consent of other property owners in the area.

Mr. Battle noted that the alley could provide the opportunity for cars to pass by the parking area, and asked if there was a way to limit or slow this potential traffic. Frank Perez, architect, replied that a sidewalk will cross the alley, and it will be clear that there is pedestrian access in this segment, which would serve to slow traffic. He pointed out that the current owners have permission to place a chain-link gate across the alley. Ms. Chakas characterized the alley as “[existing] on paper” but not in practical use.

Mr. Strawbridge asked if there are plans to attempt to have the alley vacated. Ms. Chakas replied that this has been considered, but as the process is cumbersome and often conditional, no steps have been taken toward vacation. Mr. Perez added that the Planning Department has stated it would not require vacation of the alley.

Ms. Chakas continued that the project has gone through the DRC process and is responding to comments generated by this process. The Applicant is also reaching out to the Progresso neighborhood. The facility would serve 175 children.

Mr. Centamore stated he would like additional time to review the plans. He observed that the front door of the facility “activates a parking lot.” Ms. Chakas explained that the entrance was planned to open off the parking lot for the convenience of the parents. Mr. Centamore concluded that he would save further comments for the time when the project was presented to the Progresso neighborhood.

Mr. Ernest-Jones asked if site lighting was required by the DRC process. Ms. Chakas confirmed this. Mr. Ernest-Jones asked why the play area would be located to the north of the building rather than shifting the footprint. Mr. Perez

said this plan was preferred from a traffic standpoint and was considered to be the best location within the site.

Mr. Ernest-Jones asked if the Applicant planned to request funding from the CRA at a later date. Ms. Chakas said there were no such plans.

Mr. Gabriel asked to know the DRC's comments regarding the alley. Mr. Perez advised that the DRC had requested the Applicant dedicate an additional 5 ft. at a future date, but had made no further suggestions and did not take issue with the alley. The Application is subject to DRC approval, with a 30-day call-up; it is before the Board as a courtesy, as the project lies within the CRA. The CRA's comments will be provided to the DRC as part of the record.

Mr. Centamore asked to know the width of the proposed sidewalks. Ms. Chakas replied that they will be 7 ft. wide, per the requirements of the Master Plan.

Mr. Wilkes advised that while development along 7th Avenue is very welcome, he did not feel the design of the project was safe, as it encouraged queueing on 7th Avenue for drop-off of the children. He noted that the alleyway could be opened at any time, as a gate is not legally allowed there, and the public space required for a day-care facility is located on the street on both sides of the facility. He expressed surprise that the project has met with DRC approval thus far.

Ms. Adderley asserted that the proposed facility was no less safe than the existing Tutor Time facility downtown. Ms. Chakas added that more parking will be available at the proposed building than at the existing facility. Tony Ajakie, owner of Tutor Time, stated that the facility has met with all Broward County child care licensing and enforcement requirements, including its site plan, playground area, and drop-off area.

Mr. Battle asked how tall the façade of the building would be, recalling that the CRA encourages taller façades in this area as one similarity to a nearby shopping center. Mr. Perez said it would be 25 ft. tall, with a corner feature on the corner of 2nd and 7th Avenues.

V. Property Purchase – Geneva Sapp Estate

Mr. Battle advised that this property is located at 1136 NW 6th Street, which is on the same block as the Eula Johnson House. One reason it is recommended that the CRA purchase this property is to encourage development to occur in this area; another is that the seller in this case is willing to sell the property, and the location is appropriate for the addition of a parking facility along the corridor. The property is located in the central portion of the Midtown Business District. He noted that a sales contract prepared by the City Attorney's Office, and

documentation from the Property Appraiser's Office, list the worth of the two parcels at \$104,000, with a purchase contract for \$100,000. The property has been for sale by a family for some time. Staff recommends purchase of the parcels.

Mr. Wilkes asked to know the depth of the property. Mr. Battle replied that it is 127 ft. deep, in an area primarily zoned Community Business. The CRA owns another piece of property beside these parcels. The property could serve many users within the area in the short term as a parking site, with the possible location of a structure on the property in the long term.

Mr. Gabriel observed that p.9 of the purchase contract referred to court approval of the sale, and asked if this has been obtained for the site. Mr. Wojcik replied that the independently appraised value was for \$80,000; he also clarified that the approval referred to a probate issue. It was confirmed that the purchase price of \$100,000 was a fair market price at reduced value, due to the corner location of the parcels.

Mr. Centamore asked if the CRA had an agreement with the property owner. Mr. Battle noted that the owner has signed the purchase contract, which will go before the CRA Board for approval.

Mr. Ernest-Jones requested clarification on what Staff felt should be done with the property. Mr. Battle reiterated that in the immediate future, it would serve as a surface parking facility, while the long term offered an opportunity for a parking facility serving the corridor, such as a parking garage, as well as the potential for other development.

Motion made by Mr. Strawbridge, seconded by Mr. Gabriel, to recommend that the CRA Board approve the purchase of the Sapp estate for \$100,000, of the two combined parcels. In a voice vote, the **motion** passed unanimously.

VI. Director's Report

Mr. Battle reported that Light Up Sistrunk will be held on Friday, December 7, in conjunction with a ribbon-cutting event marking the official reopening of the roadway. Emails including invitations should be sent to the Board members within the next two days.

He recalled that at the October 24 meeting, the Board had discussed proposed amendments to the Redevelopment Plan. These amendments will be discussed further at the Board's January 2013 meeting. He noted that Board members have provided him with data related to past efforts to plan the construction of some of these improvements. In addition, Staff has discussed the possibility of partnering

with the Downtown Development Authority (DDA) on key improvements, particularly those that overlap between Downtown and the CRA. This would, however, require the City to fund the bulk of these improvements, including streetscapes.

He continued that another item to appear on the January 2013 meeting agenda will be an update on the property business investment program, which has been discussed by the City Commissioners. The Commissioners hope the process will focus on those applicants with the greatest potential for job creation, as well as applicants who can invest a greater amount of capital. The Commissioners also requested that a higher minimum scoring threshold be developed for this program, with bonus points for job creation and private capital investment. Mr. Battle felt the program is likely to be adopted at the December City Commission meeting.

Another item discussed at the last meeting was the affordable housing study requested by the City Commission as a response to recent requests for low income tax credit dollars. He observed that in order to prevent the study being specific to the Northwest CRA, the study will be expanded to include more of the City. There is also a concern that comments raised by the Affordable Housing Advisory Committee on inclusionary zoning may not be adequately addressed by the scope of the study, which could result in the reissue of the RFP.

VII. Communication to CRA Board

None.

VIII. Old / New Business

Ms. Burrows asked if there was any new information regarding the renaming of Sistrunk Boulevard west of 6th Street, as proposed by the Board in a previous communication to the City Commission. Mr. Battle said there has been no advancement of this request.

Chair Lucas recalled that a suggestion was made for an email to be sent to Board members listing the 2013 meeting dates. Mr. Battle said this could be done.

Chair Lucas added that with regard to the meeting materials, the new process for their provision did not seem to be working. He asked if it was possible to return to the courier system. Mr. Battle said the Board did not have this flexibility, although they could send this request as a communication to the City Commission if they wished. He recalled that this change was originally made as a cost savings issue, and added that presentations may be prevented from appearing before the Board

if they cannot provide the necessary materials in time for addition to the agenda. Chair Lucas noted that two Items on today's Agenda were added as last-minute Items.

IX. Adjournment

There being no further business to come before the Board at this time, the meeting was adjourned at 5:08 p.m.

[Minutes prepared by K. McGuire, Prototype, Inc.]