

Progress Meeting #4 Minutes

Cypress Creek Mobility Hub Master Plan

Broward Metropolitan Planning Organization – Board Room

Friday, March 13, 2015 @ 9:00 a.m.

Attendees: Lynda Westin (SFRTA), James Cromar (BMPO), Paul Calvaresi (BMPO), Greg Stuart (BMPO), Daniel Knickelbein (BMPO), Carl Ema (BMPO), Peter Gies (BMPO), Loraine Cargill (SFRTA), Chris Gratz (City of Oakland Park), Rebecca Martinez (Broward County Traffic Engineering), Jim Hetzel (City of Fort Lauderdale), Karen Reese (City of Fort Lauderdale), Craig Pinder (City of Fort Lauderdale), John Portera (FDOT), Kevin Fisher (Broward County Planning), Scott Seeburger (FDOT), Nick Sofoul (BCT), Cary Goldberg (Envision Uptown), Alfredo Sanchez (B&A), Josh Rak (B&A), Eric Liff (Lambert), Tom Lavash (WTL Associates), Diane Gormely-Barnes (HNTB), Odalys Delgado (HNTB), Matt Vinke (HNTB)

Introductions:

Progress Update:

- Odalys introduced the meeting's agenda and updated the committee with the progress to date per task
- Odalys also mentioned that the surveying work is expected to be completed soon
- Based on the project schedule, Technical Memorandum #1 will be delivered by the end of March
- The conceptual site planning phase of the study will begin next month
- The previous meeting minutes were approved by the committee.

Presentation:

- The consultant presented existing physical conditions, addressing land use, mobility, and existing utilities.
 - Regarding the land use map, it was noted that the Broward County Future Land Use map should be included; all other land use maps (City of Fort Lauderdale, Oakland, etc.) should be consistent with the Broward County Land Use Plan for plans to be approved

- James mentioned his concern with the slide on existing and future AADT counts for the study area. He mentioned that the factors used to make these future projections should be further analyzed as it relates to future potential streetscape improvements.
- There was some clarification made regarding the future operations of the Uptown Link – which will be operated by the Fort Lauderdale TMA (aka - Sun Trolley).
- There was some discussion of the hazards of crossing Cypress Creek Boulevard near the railroad tracks.
 - Some people feel that crossing mid-block nearest to the (slightly elevated) railroad tracks is safer than at intersections – which is a matter of perception
 - A passenger catching the Tri-Rail was seen being dropped off along Cypress Creek Boulevard – hinting at the wayfinding challenge in the area
- The lack of existing water and sewer infrastructure directly serving the Tri-Rail park-and-ride lot was presented to the committee. This issue will translate to higher overall construction costs.
- The second section covered the existing policies and regulations that impact the study area
 - Cary mentioned that Envision Uptown is planning on putting together a regulating plan for the larger Cypress Creek area that should be done in coordination with this study and other similar efforts. This regulating plan would support some sort of area-wide rezoned area with flexible standards.
 - There was some discussion regarding the application and availability within the County's flex zones for units to serve the area. These flex units can only be used for certain residential and commercial categories. The Tri-Rail site is currently zoned (and Land Use) as industrial and doesn't allow for any residential uses and therefore any application of flex units. A land use amendment (potentially TOD, or a residential category) would be needed to allow for any residential development on the Tri-rail site. Discussion overall supported a broader land use plan amendment change to the Cypress Creek TOD area not just the Tri-rail site. Jim Hetzel from the City was to confirm whether City has begun this land use amendment process.
 - It was mentioned that this area is currently covered by zone '42' for flex unit allotment, while the nearby FDOT-owned site falls in both zones 41 and 42. HNTB to confirm flex unit boundaries and availability with the City. Flex units are provided on a first come first serve basis and these units would remain available for other sites in the area such as the FDOT site.
- The third section covered the stakeholder and due diligence interviews
 - Cary asked if there were any mention during the stakeholder interviews of the relationship between the current industrial uses and the office uses with regards to future development and community identity. It was noted that this issue was not raised by any meeting participants.
 - Cary also asked whether there were any mention during the stakeholder interviews of FXE's impact or image for the community. It was noted that there was little to no mention of FXE as being a positive or negative influence, just that it is a key element of the area that will remain.

- The next section recapped the previously presented market study and economic analysis
 - Eric Liff reiterated the residential and retail as more of a near-term opportunity and that office and hotel uses are more of a mid-term opportunity.
- The concluding section introduced a “preliminary planning framework”, of which the conceptual site plan options will be developed. Some comments, observations, considerations, and concerns made by the committee regarding this framework included:
 - Indicate a need for streetscape connection improvements south along Andrews Way
 - Planning efforts regarding the potential I-95 SB on-ramp modification are on-going, and Scott Seeburger mentioned FDOT’s efforts to better understand the unique aspects of this interchange with a newly assembled committee.
 - The I-95 study will seek to consider other important, non-autocentric values such as walkability, safety, and development potential.
 - Place-making and pedestrian improvements are a high priority.
 - Nick mentioned the location of the “transit facility” on the FDOT site in the planning framework seems to be too close to the southeastern corner. It was noted as a conceptual location, intended to accommodate I-95 express riders, assuming that Route 60 and 62 riders may potentially be accommodated at enhanced bus stops at Andrews Way and Andrews Avenue in the future.
 - Tom, Cary, James, and others referenced similar TOD projects around transit (mostly light rail) such as the many stations along DART’s Red Line in Dallas / Richardson TX.
 - Nick reminded the committee that these examples are mostly light rail and that other examples with commuter train service should be explored
 - Cary mentioned the importance of connecting with major uses (both existing and future) such as the airport, the Schlitterbahn waterpark, etc.
 - Cary also mentioned the importance of considering workforce housing as a component of the site plan as it would be a highly viable option for the Tri-Rail site and is needed in the area
 - There was a brief discussion of the possibility of elevated connections such as between the MPO building and any future development on the FDOT site. Safety concerns were noted.

Next Meeting:

- At the next meeting, refined planning framework diagrams and up to three proposed development programs will be discussed, along with preliminary ideas for catalyst public improvements.
- Friday, April 10, 2015 @ 9:00am – Broward MPO Conference Room