# Progress Meeting #5 Minutes

## Cypress Creek Mobility Hub Master Plan

***Broward Metropolitan Planning Organization – Board Room***

**Friday, April 10, 2015 @ 9:00 a.m.**

Attendees: Lynda Westin (SFRTA), James Cromar (BMPO), Loraine Cargill (SFRTA), Chris Gratz (City of Oakland Park), Rebecca Martinez (Broward County Traffic Engineering), Charlie Zhu (Broward County Traffic Engineering), Jim Hetzel (City of Fort Lauderdale), Karen Reese (City of Fort Lauderdale), Karen Mendrala (City of Fort Lauderdale), Craig Pinder (City of Fort Lauderdale), John Portera (FDOT), Scott Seeburger (FDOT), Miguel Vargas (FDOT), Nick Sofoul (BCT), Josh Rak (B&A), Eric Liff (Lambert), Diane Gormely-Barnes (HNTB), Odalys Delgado (HNTB), Matt Vinke (HNTB)

**Introductions were made**

**Progress Update:**

- Finals comments on the Market Study from the committee are due no later than April 24th
- 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 nearly complete except for some areas adjacent to the Tri-Rail track
- Technical Memorandum #1 will be delivered within two weeks after client review

**Presentation:**

- Diane presented the draft area concept plan, which detailed the draft concepts for future land use patterns within the study area. The majority of the area suggests mixed use development with transit-supportive retail uses that is strengthened by a connected circulation network
- There are some things that are "out of our hands" such as the I-95 interchange modifications at Andrews Avenue, which have a direct impact on the development and character of the study area
- There was some discussion regarding the right of way between the existing Tri-Rail platform and Cypress Creek Road – where there is currently vegetation and fencing

    - It is still unclear who owns this right of way – if it is University of Phoenix, would need to secure an easement if desired use is a pedestrian connection adjacent tothe rail to Cypress Creek Road
- The location of Cypress Creek Road at the Tri-Rail tracks was identified as 'Gateway Hub #1'
    - There was some concern mentioned regarding the placement of this potential future gateway and its proximity to the tracks and other intersections
    - There was some concern raised regarding the potential mid-block crossing proposed and its safety issues as it relates to design and traffic, etc.
    - Odalys mentioned that during the stakeholder interviews both BCT and BC Traffic Engineering were consulted regarding standards required to introduce this crossing/gateway
- All of the preliminary recommendations made are within the existing right of way with the exception of the off-street path connection between Powerline Road and the Cypress Creek Tri-Rail Station. This connection is proposed along existing right of way owned by the University of Phoenix.
    - Seems logical that this connection could be easily negotiated with owners
    - City of Fort Lauderdale mentioned that public access provided by this future (proposed) connection could be justified with a 'rational nexus' during any future development site reviews for the University of Phoenix site
- Josh presented the site-specific concepts, which included massing, placement, and other site considerations. The concepts are based on what could physically go on the site and there are no recommendations at this time.
    - The total area owned by the SFRTA is about 5.3 acres.
    - The allowable building height for any future development of this parcel cannot exceed 100' as estimated by FXE based on FAA regulations
    - SFRTA parking requirement is 250 spaces for their future build out. Currently has 345 spaces.
    - The retention needs of the site are directly related to the future development program
        - The site is currently designed to accommodate a 25 year flood event, but may be redesigned to only accommodate a 5 year flood event (according to Broward County)– which opens up more area for potential development
        - There was some discussion regarding the accuracy of this and whether this reduction in retention capabilities was too drastic – City of Ft. Lauderdale said they recently changed the rule to provide for a 10 year flood event at minimum. The consultant will follow up again with the County to clarify any retention requirements.
        - Lynda mentioned that she was aware of excess runoff entering the SFRTA site from the industrial land uses to the south – which provides more demand for water retention on the site. The consultant will follow up with SFRTA on this assessment. According to Broward County information this was not the case.
- A minimum build-out option was presented which showed how much development could happen on the site with surface parking only

- Loraine asked why transit-supportive retail needed parking – since it was factored in. Besides looking at the Boca Raton Tri-Rail station as an example of retail parking requirements, a couple of options were discussed to reduce the need for parking specifically for this use
    - An innovative shared parking agreement
    - On-street parking on site
- A maximum build-out option was presented which decked the totality of the existing surface parking.
    - This scenario could not be phased due to the complexity of development
- There was a discussion around the choice between an integrated and an independent parking structure
    - An integrated parking structure would exceed the 100' FXE height restriction if a reasonable development program is built on top of parking structure, thus it did not appear to be an option
    - It was determined that an independent parking structure would be needed to accommodate development due to parking demand needed that also met the100' FXE height restriction
    - An independent parking structure would make it *possible* to develop this site in phases – but would have to monitor / prohibit commuter parking use during construction
    - There was also some discussion about how to get / incentivize a future developer to 'pitch in' to the costs for a parking structure – potential RFP component. Eric Liff of Lambert stated he thought this idea would not work to entice a developer
- Josh then presented some alternate development options
    - The physical constraints and height restrictions of the site limits the development density of mixed uses
        - Would also need two parking structures – instead of one taller structure – to stay below 100' and accommodate demand from mixed uses
    - Any single-use development would have a parking structure likely with two entrances – one for commuters and one for the other use
        - Lynda mentioned potentially using technology to separate parking demand, similar to other garages in South Florida like Brickell, etc.
        - Some raised concerns of how this may be influenced by the Fire Code. Would need to be furthered assessed
    - By placing the transit-supportive retail use along the edge of the parking structure between the transit station, all commuters (and some pedestrians/bicyclists) would bypass the retail
        - It was suggested that any transit-supportive retail be incorporated into the parking structure in order to be eligible for different funding sources like the FTA
        - Streetscape improvements will be needed within the existing transit turnaround area

**Next Meeting:**

- Friday, May 8, 2015 @ 9:00am – Broward MPO Conference Room