

**APPROVED**  
**MEETING MINUTES**  
**NORTHWEST-PROGRESSO-FLAGLER HEIGHTS**  
**REDEVELOPMENT ADVISORY BOARD**  
**FORT LAUDERDALE**  
**8<sup>TH</sup> FLOOR CONFERENCE ROOM, CITY HALL**  
**August 13, 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 (Via phone)	P	12	1
Dylan Lagi, Vice Chair	P	13	0
Leann Barber	A	10	3
Sonya Burrows	P	12	1
Kenneth Calhoun (Arrived at 3:33 p.m.)	P	5	1
Lisa Crawford (Arrived at 3:37 p.m.)	P	12	1
Matt Habibi	A	1	1
John Hooper (Left at 4:10 p.m.)	P	9	4
Michael Lewin	P	6	0
Steffen Lue	A	8	5
Christopher Murphy	P	6	1
Michelle Nunziata	A	5	8
John Quaily	P	3	0
Tina Teague	P	11	2

**Staff**

Vanessa Martin, CRA Business Manager  
 Bob Wojcik, Housing and Economic Development Manager  
 Clarence Woods, III, NPF CRA Manager  
 Lizeth DeTorres, Sr. Administrative Assistant  
 Karen Warfel, Transportation and Mobility  
 Jannelle Adderly – NPF CRA Project Coordinator  
 Thomasina Turner, NPF CRA Planner  
 Eleni Ward Jankovic, Housing and Economic Development Manager  
 Tania Bailey-Watson, Senior. Accounting Clerk  
 Lisa Tayar, Prototype-Inc.

**Guests**

Henry Mack, Vice President of Workforce Education at Broward College  
 Pamela Beasley-Pittman, Representative of the Historical Dorsey Bend Association  
 Miguel Pilgrim, Pilgrim Group  
 Zamar Brown, Architect  
 Robert Larson, Resident

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

**Rhoda Glasco Foderingham  
Chair**

Vice Chair Lagi called the meeting to order at 3:11 p.m. and roll was called. A quorum was not yet present; therefore, Vice Chair Lagi moved forward to non-voting items.

## **II. Approval of Minutes**

**NPF CRA Board**

- July 16, 2019

**Motion** by Mr. Lewin, seconded by Ms. Teague, to approve the minutes of July 16, 2019. In a voice vote, the **motion** passed. (8-0)

## **III. Project Funding Update**

**Vanessa Martin,  
Business Manager**

Ms. Martin reported that about \$1.4 million was projected at the end of 09-30, which ends fiscal year 2019.

## **IV. Funding Request – Marglip Development, LLC Development Incentive Program - \$1,500,000 Memphis Blues Complex – 1448 Sistrunk Boulevard**

**CRA Staff**

Mr. Wojcik read the staff report and stated that this is a funding request for Marglip Development, LLC for \$1,500,000 for the Memphis Blues Complex. Staff recommends approval of this project. Marglip Development, LLC is part of the Pilgrim Group, which is headed by Miguel Pilgrim. The Sistrunk property, a two-story vacant building, was purchased and would be completely renovated along with constructing a new three-story building next to it, connecting both buildings with a rooftop bridge. The Development Incentive Program is recommended, as the project creates a destination project in the CRA and has potential to have a significant economic impact on development of the corridor. The CRA Board would need to make an exception in this case since the Development Incentive Program is for projects \$5 million or more and the total capital investment for this project is approximately \$3.76 million.

Miguel Pilgrim, with the Pilgrim Group, provided a brief Power Point presentation as follows:

- Background and history were discussed. Because the area has historic and significant blight that needs assistance, the idea was to rescue the history of the community and make an economic, educational, and cultural impact. A brand must be established for the area, as people have to know something special is coming.
- Cultural tourism is one of the fastest growing areas.
- Blueprints, elevations, and drawings were shown for the proposed plans.
- A new building will be next door, which would include a restaurant, retail, a lounge, and a rooftop bar. The existing structure would have a fast, casual style deli restaurant, a rooftop bar with a kitchen that serves New York subs and wings and a Blues theme. These two areas are pictured as a gallery, a performing dance hall studio, and Memphis Blues at the top. There would be 200 seats to bring Blues and Classic Jazz as well as an indoor/outdoor venue.
- There would be three Phases. Memphis Blues Complex would be Phase I and II. Phase 3 would be next to the Mizell YMCA and would be four floors for a total of 33,000

square feet. There would be retail, performing arts, lofts, an entertainment terrace, a parking garage, and a service parking lot. The first floor would be retail and the second floor would be for studios; one for dance, instruments, and art.

Mr. Murphy questioned the timing with the development and different Phases.

Mr. Pilgrim stated that Phase 1 would be complete within a year, Phase 2 in two years, and all the way out within 36 to 48 months.

Ms. Crawford questioned how many residents would be in the building and if the units are rentals.

Mr. Pilgrim advised that there are 18 rental units; 11 would be at market rate and seven would be below market rate, so the local community could experience the project. It was noted that there would be criteria.

Ms. Burrows questioned if the height was more than 45 feet.

Zamar Brown, Architect, stated that the height would be 45 feet or less; floor to floor is typically about ten feet and there are four floors.

Ms. Crawford questioned if Sistrunk would be known for music venues based on this development.

Mr. Pilgrim stated that music was just one part; there would also be dance and art.

Ms. Burrows questioned how many floors would be in the parking garage.

Ms. Teague commented that there would be two levels.

Mr. Lewin referenced the restaurant in Phase 1 and questioned if any other parking would be used with the parking garage. Mr. Lewin also questioned whether there would be enough surface parking for the restaurants and operations until the later Phase is completed.

Mr. Brown advised that there is an agreement between Phase 1 and Phase 3 regarding parking. Surface parking would have to be provided when Phase 1 is built or during Phase 3.

Pamela Beasley-Pittman, President of the Historical Dorsey River Bend Homeowners' Association, questioned the square footage of the units.

Mr. Pilgrim indicated that the units would be created based on the design of Manhattan style lofts.

Mr. Brown stated that the units would vary in size from 600 to about 800 square feet.

Ms. Burrows questioned the rents for retail.

Mr. Pilgrim did not know and stated that there is no leverage on the dirt and there is no bank; therefore, a lot more flexibility is allowed. People will come because he is going to give them a one-year discount on the lease; it would be flexible. Market rates must be charged when there is leverage, but market rates do not have to be charged; he just wants to get people in so they can see if they have what it takes and once they are established, rents will increase.

Mr. Murphy commented that there is no leverage on the dirt but questioned if leverage would be used for construction of the building.

Mr. Pilgrim replied yes and noted that there is a big difference.

Mr. Lewin questioned where they were with the zoning permit application for Phase 1.

Mr. Brown advised that Phase 1 is in the pre-application phase and it would be resubmitted within the next 30 days.

Ms. Burrows mentioned that there are four new homes nearby on the west side and questioned if they met with those residents.

Mr. Pilgrim stated that they have met with the residents and they are excited about having entertainment.

Ms. Beasley-Pittman invited the applicant to attend a Historical Dorsey Bend Homeowners' Association meeting.

Ms. Crawford mentioned job incentives and questioned their plans for employment of locals.

Mr. Pilgrim did not know if he could find qualified individuals, but stated that once they start working, individuals would be incentivized to get qualified by school reimbursements.

Ms. Burrows questioned if there was a claw back in the agreement.

Mr. Wojcik stated that there was not a claw back; the applicant has a good track record for hiring local people and the mission is centered around the community. There is a small pool of people nearby to pull from, so it would be hard to achieve.

Mr. Woods advised that other ways to require investors to adhere to a community benefit agreement, which are being investigated; they are looking at ways to hire partners to benefit the community and are coming up with other incentives.

Mr. Pilgrim indicated that there must be some process to recruitment because as an investor, not only is he trying to recruit and meet the criteria; no one is assisting him.

Mr. Woods stated that one thing mentioned was providing scholarships, which was previously discussed by staff. The CRA is going to partner with Broward College to create academies; there is a need to get a pipeline of qualified people. They are trying to find a way to provide skills training for residents and to partner directly with developers in order to extract benefits in other ways and provide tailored benefits to the residents.

Henry Mack, Vice President of Workforce Education at Broward College, indicated that there is a formally approved lease agent with the YMCA to occupy the fourth floor, where they are aiming to supply arts, hospitality, IT, business leadership, and both entry level industry certifications that can ladder up into four-credit technical degrees that can then ladder up into AS degrees. If they are connected with a partner or hotel agent, a curriculum can be built accordingly for what is desired.

Vice Chair Lagi mentioned the fiscal year and questioned how this would work in terms of payments and other things.

Mr. Woods stated that it probably would be broken up this year and next year.

Mr. Murphy questioned if reimbursements would be submitted as different Phases are completed during construction or if it would be upon completion of the entire project.

Mr. Woods stated that there would be three to four payments upon issuance of CO.

Vice Chair Lagi commented that since this is a DIP request, the CRA Board must approve a waiver exception by way of this Board's motion.

**Motion** by Mr. Calhoun, seconded by Ms. Crawford, to approve the Funding Request for Marglip Development, LLC. In a voice vote, the **motion** passed. (8-0)

Ayes: Quaily, Murphy, Lewin, Crawford, Calhoun, Burrows, Lagi, Teague

Nays: None

**V. Funding Request – Florida Irish Hospitality, LLC  
Property and Business Improvement Program - \$500,000  
Molly Maguires Pub and Eatery – 550 NW 7 Avenue**

**CRA Staff**

Mr. Wojcik read the staff report and noted that this is a funding request for Florida Irish Hospitality, LLC, which is a partnership with James Campbell and Arthur Duffy. All of Building B at Shops at Arts Avenue, which consist of three bays for a total of 3,240 square feet, are being leased. The property is a cold shell and the use offsets the cost of the buildout and equipment, which would be extensive. The building is in the CRA focus area and has been vacant since it was constructed in 2013. The Property and Business Improvement Program provides up to 90% funding or \$225,000 per location and the focus area can be increased on a case by case basis by the CRA Board. It was noted that the Jamaican Jerk Restaurant received \$245,000 for a space approximately half this size. The total estimated capital investment is approximately \$1.4 million, and a personal guarantee would be provided by the two business owners and UCC filing on equipment. Mr. Campbell was not affiliated with Maguires Hill 16 on Andrews Avenue that closed its doors and the site was purchased for redevelopment in 2017; however, he would like to bring the same experience back to the CRA and NW 7<sup>th</sup> Avenue with Molly Maguires. It is believed that this project would be a huge success and would be a destination that would draw crowds. This is an important project for the area and approval is recommended.

James Campbell, with Florida Irish Hospitality, advised that a packet was submitted with pictures and outlined financials for the existing building. He has operated different businesses in Fort Lauderdale for 28 years. He approached the landlords of the property about two years ago when Maguires Hill 16 closed. He explained that an Irish bar becomes a destination, not somewhere people walk past and go in for food or music; it is a destination that people deliberately set out to visit. Maguires Hill 16 had a strong following and it is believed that those followers would visit. It was noted that the demographics line up very well and are for everyone. The architects estimated four months to get everything complete.

Mr. Murphy questioned the closest competition and if music would be allowed.

Mr. Campbell did not think there was any local competition; the only other Irish bar is on 17<sup>th</sup> Street. He stated that there would be live music inside, particularly on weekend night and perhaps there would be sessions where people could show up from anywhere and join in together.

Ms. Crawford questioned why this establishment would be perfect for a mixed community in terms of diversity. She also questioned the maximum occupancy.

Mr. Campbell indicated that the maximum capacity is estimated at about 250 people, which includes outside seating under awnings. The community is reinventing itself in the Sistrunk area because of years of people moving, neglected buildings, and urban blight. New projects take years to complete and when something like this is done it is relatively quick and it brings a lot of interest from the community.

Mr. Lewin questioned Mr. Campbell's specific experience in operating bars and restaurants.

Mr. Campbell advised that he ran several bars in Ireland and had a small hotel in Ireland until 2007, which he ran from here. He has a lot of hands on experience and currently has sightseeing and dinner cruise boats; he has the skill set to fill in when required if they are short on staff.

Mr. Lewin mentioned the financial summary and the ten-year rent cost freeze. He also questioned if the landlord was contributing any TI.

Mr. Campbell stated that there is a small sliding scale. The income estimates were conservative to go to the worst-case scenario rather than the best and there are some other potential income streams, which were not included. Opening as a regular Irish Pub on a seven-day week should comfortably generate those numbers. He indicated that the landlord is contributing about \$5 per square foot.

In response to Ms. Crawford, Mr. Campbell stated that all the traditional Irish dishes will be served. Modern food is changing, so there are new options.

Vice Chair Lagi mentioned the balance of funds.

Mr. Wojcik advised that there are sufficient funds.

Ms. Burrows questioned if there are community incentives.

Mr. Wojcik stated that a certain number of jobs would be provided; 20% or five jobs.

Mr. Campbell believed they would do more than that, but at a minimum 20%.

**Motion** by Mr. Murphy, seconded by Mr. Calhoun, to approve the Funding Request for Molly Maguires Pub & Eatery in the amount of \$500,000. In a voice vote, the **motion** passed. (8-0)

Ayes: Burrows, Calhoun, Crawford, Lewin, Murphy, Quailey, Teague, Lagi  
Nays: None

**Mobility**

Karen Warfel, Transportation & Mobility, provided a brief Power Point presentation and highlighted the following:

- The intent is to get impressions on the different cross sections and to give more direction to the consultant on the future of what 7<sup>th</sup> Avenue and 9<sup>th</sup> Avenue could look like.
- On 7<sup>th</sup> Avenue there is currently a five-lane cross section, two north and two south with 12-foot outside lanes and a two-way center turn lane in the middle. There is no landscaping, so fast vehicle movement is encouraged. There is 90 feet of existing City right-of-way to work with.
- Alternative 1 keeps the five lanes across, so there are still two north and south; it narrows them down to the current standard, which is a ten-foot inside lane and 11-foot outside to allow for transit. The width taken away is put to the sides to add landscaping and to make it more comfortable to walk on the sidewalks and to widen the sidewalks as much as possible, as well as adding landscaping and small median islands throughout the center turn lane to add shade and vertical structure to help slow vehicles.
- Alternative 2 is where some of the lanes are repurposed. Two lanes would be repurposed keeping one in each direction and adding on-street parking and a protected bike lane; it still has landscaping on the sidewalk and in the center. It shows better transit combinations along that road.
- Alternative 3 has the same landscaping and parking as Alternative 2, but it puts bike facilities off to the side, protected from the vehicles; this is called a two-way cycle track on the west side.
- Alternative 4 is taking off parking and accentuating landscaping and protecting the two-way cycle track with landscaping on both sides.

Ms. Teague questioned the speed on those roads.

Ms. Warfel stated that the speed is 35 mph and there is no intent to change it at this point. If certain measures are taken, the speed limit can be reduced.

Mr. Murphy questioned if there was a way to achieve the bike lanes while keeping two rows of traffic in each direction.

Ms. Warfel advised that it widens the sidewalks, so it could be an opportunity to make a sidewalk on one side wider than the other to allow more of a shared use path.

Vice Chair Lagi questioned the minimum footage for a bike lane. He also mentioned a seven-foot on Alternative 1 versus Alternative 2 at six feet and elevated curbs.

Ms. Warfel stated that the minimum footage is four-foot. As far as the elevated curbs, there needs to be enough space for trees.

Ms. Teague questioned how far north and south the bike lanes would go.

Ms. Warfel stated that the bike lanes would be from Broward Boulevard to Sunrise Boulevard. There are currently bike lanes south of Broward Boulevard, so the intent of having bike lanes is to continue the bike network, which currently goes to Perimeter Road.

Rob Larson, resident, questioned if there was any way to divert traffic going west on Sistrunk Boulevard to use the corridor to get to Sunrise Boulevard.

Ms. Warfel stated that could be considered.

Mr. Lewin questioned if the one-way each side bike lane has been done anywhere else.

Ms. Warfel advised that there are standards on how wide the bike lanes need to be so it is comfortable; the lowest they can go is eight feet and they are trying to do at least ten feet.

Vice Chair Lagi noted that a quorum was achieved at 3:31 p.m.

Ms. Warfel indicated that the survey has all the different cross sections with basic questions on the second page. The third page goes through existing conditions and each of the Alternatives. The same survey has been conducted with stakeholders involved throughout the Master Plan. A meeting will be held on August 22, 2019 to compile all information and determine all options. She believed that once the final project was put together, another presentation would be provided.

Ms. Burrows commented that there seemed to be a different pattern from Broward Boulevard to NW 4<sup>th</sup> or NW 6<sup>th</sup> and then north of NW 6<sup>th</sup>. She is looking at congestion and not a lot is seen north of NW 6<sup>th</sup> and there is a lot south.

Ms. Warfel stated that alternatives could be considered; they are still in a gathering stage.

- With regard to NW 9<sup>th</sup> Avenue, there are currently two 12-foot lanes, parking, a mix of land uses with industrial on the east side and residential primarily on the west side. Various outreach has been done over the years and all the issues are poor lighting, no accommodations for pedestrians and bicycles, drainage concerns, and vehicle concerns. A very important gap is missing in between NW 9<sup>th</sup> Avenue and what is happening to the north and the south. There is only 65 feet and there is a lot of parking along the right-of-way, so what can be done is limited. As far as short-term versus redevelopment, it is believed that there are a lot more opportunities once redevelopment happens. There are a few Concept Alternatives.
- Alternative 1 involves focusing on the west side where residential is located; landscaping improvements, widening the sidewalk, and back-in angle parking. Not much would be done on the east side because of the industrial uses, but adding landscaping where possible, maybe some drainage options, and adding lighting.

Ms. Burrows commented that there is some on-street parking on the west side of NW 9<sup>th</sup> Avenue south and questioned if that would be redesigned.

Ms. Warfel stated that the CRA already contributed.

- Alternative 1A is switching the sidewalk to the east side instead of the west side; the rest remains the same.
- Alternative 2 puts bike lanes on the street; parking and landscaping will be the same.

- Alternative 3 is keeping perpendicular parking the same, adding more landscaping, putting the ten-foot path on the west side, and putting in parallel parking. This would have to be a Phase because of existing development. This could be a long-term goal to fit everything if that was the desire.

Ms. Teague referenced option #2 and noted that bikes are on both sides, but vehicles have to back in; she questioned if that is a hazard.

Ms. Warfel advised that is safer than backing out.

Ms. Burrows mentioned the front in parking and backing out into the road. She also questioned if parking would be enforced by tickets.

Ms. Warfel stated that there are always safety concerns with any conflict that happens where people are crossing each other, but in terms of best practices, the back-in is the safer option. In this case, the street is public parking; therefore, it probably would not be enforced.

Vice Chair Lagi questioned if the focus was more towards pedestrian with traffic and noted that there is a purpose to do so, but Alternative 3 does not have that.

Ms. Warfel stated that everything is part of the mix; she believed the ten-foot sidewalks are better in this area because it is tight and busy.

Vice Chair Lagi referenced Alternative 3 and noted that the head-in parking seems just as difficult. He questioned if there was data regarding accidents.

Ms. Warfel advised that parking must be accommodated for residents. There have been a lot of accidents, especially in cross streets.

Vice Chair Lagi commented that head-in parking may be helping to cause some of the accidents.

Mr. Larson questioned if the parking was private and noted that there was no parking for residents.

Ms. Warfel stated that the parking is used for residents; it is partial private and first come first serve and that is why parallel parking was not recommended. If it were on private property they would ask if they could have more, but in public right-of-way, it is a public improvement. There are no designated private parking spaces; it is challenging.

**VII. Funding Request for Sun Trolley FY2020 – (Still Pending)**

**Renee Cross**

This item was not discussed.

**VIII. Communication to CRA Board**

**NPF CRA Staff**

None.

**IX. Old/New Business**

**NPF CRA Staff**

Janelle Adderly, NPF CRA Project Coordinator, announced the “Finally Friday” event on August 23, 2019, which would include live entertainment and food trucks; it was noted that flyers were available.

Ms. Adderly distributed a survey to be filled out and returned to the CRA.

**X. Public Comment** – None.

**XI. Adjournment**

There being no further business to come before the Board at this time, the meeting was adjourned at 4:53 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.]