



LAUDERHILL EASTERN CRA

EASTERN CRA + STATE ROAD 7 COMMUNITY REDEVELOPMENT AGENCY

AUGUST 2021





LAUDERHILL EASTERN CRA REPORT

EDSA INC.

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EXECUTIVE SUMMARY

The City of Lauderhill's Community Redevelopment Agency (CRA), is an entity created by the City of Lauderhill to promote economic and community revitalization of defined areas in the City. Each of these areas are defined as CRA districts and are governed by the Mayor and Commissioners of the City of Lauderhill. The Lauderhill CRA's mission is to encourage new investment, job creation, and housing options in urban areas that were blighted by inequity, non-conforming uses, and lack of infrastructure.

The City of Lauderhill currently has two CRA districts, the Central CRA and State Road 7 CRA. In the recent years, City realized the need to create an additional CRA district to revitalize areas to the east of the State Road 7 CRA. A study for the proposed areas was carried out in 2018 - 2019. The new Lauderhill CRA Plan was prepared for this purpose. In 2020, City received official approval from Broward County to either create a new CRA district or amend an existing CRA to address the studied areas. It was the City's decision to include the studied area as amendment to the existing State Road 7 CRA so that resources could be shared and combined. With the amendment, the current State Road 7 CRA will become the Lauderhill Eastern CRA that is further defined in this document.

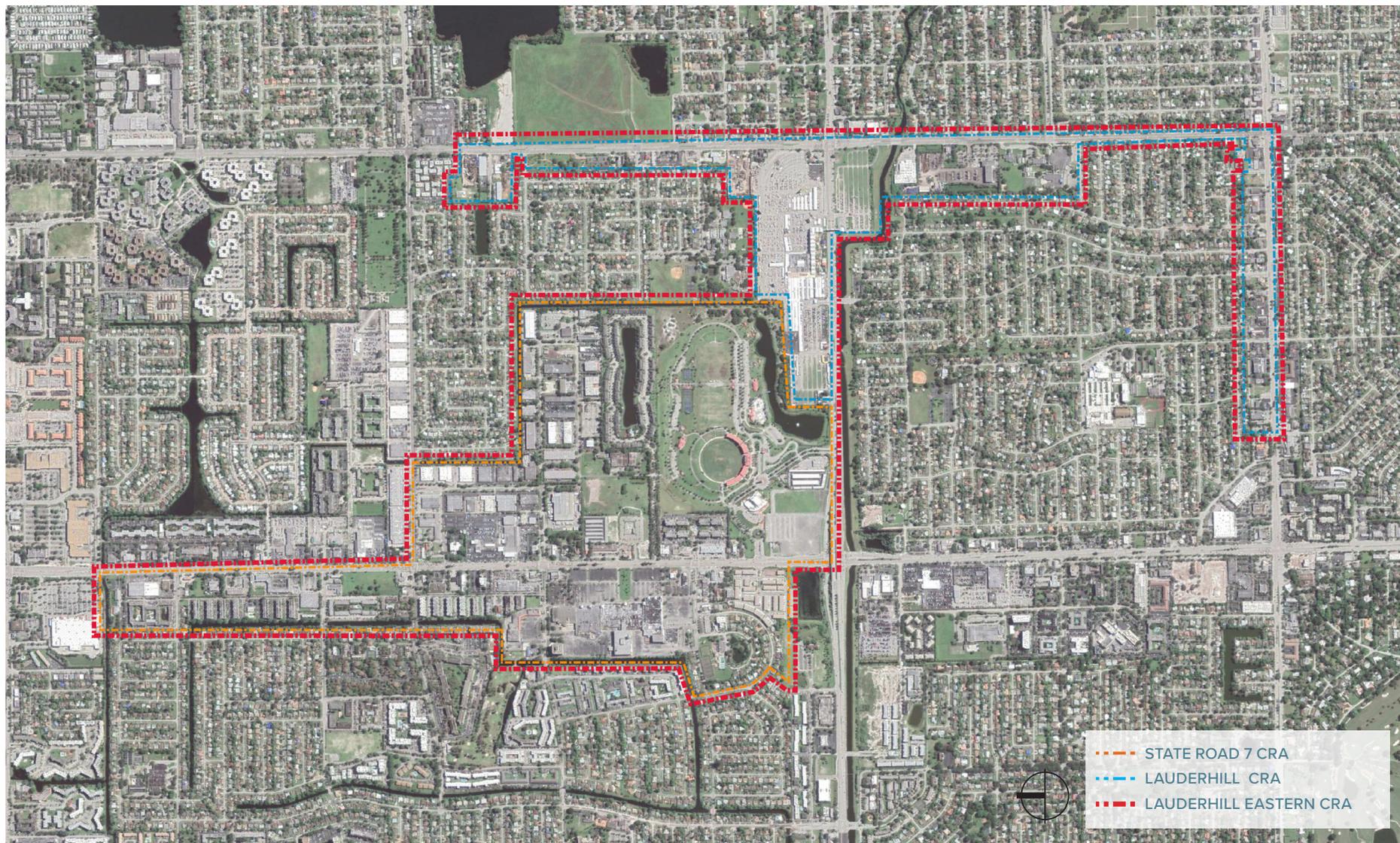
The State Road 7 CRA Plan (2005) focuses on the revitalization of the State Road 7 corridor in Lauderhill. This corridor suffered many years of decline - in function and diversity. The plan features infrastructure improvements, additional open and recreational space, and opportunities for robust public participation through public engagement and public-private partnerships. The State Road 7 Plan outlines the history and current conditions (per 2005) of the corridor, the actions to be taken to achieve corridor revitalization and districts to focus efforts within the corridor and CRA boundaries, and four implementation strategies to achieve a cohesive and comprehensive redevelopment of the State Road 7 corridor.

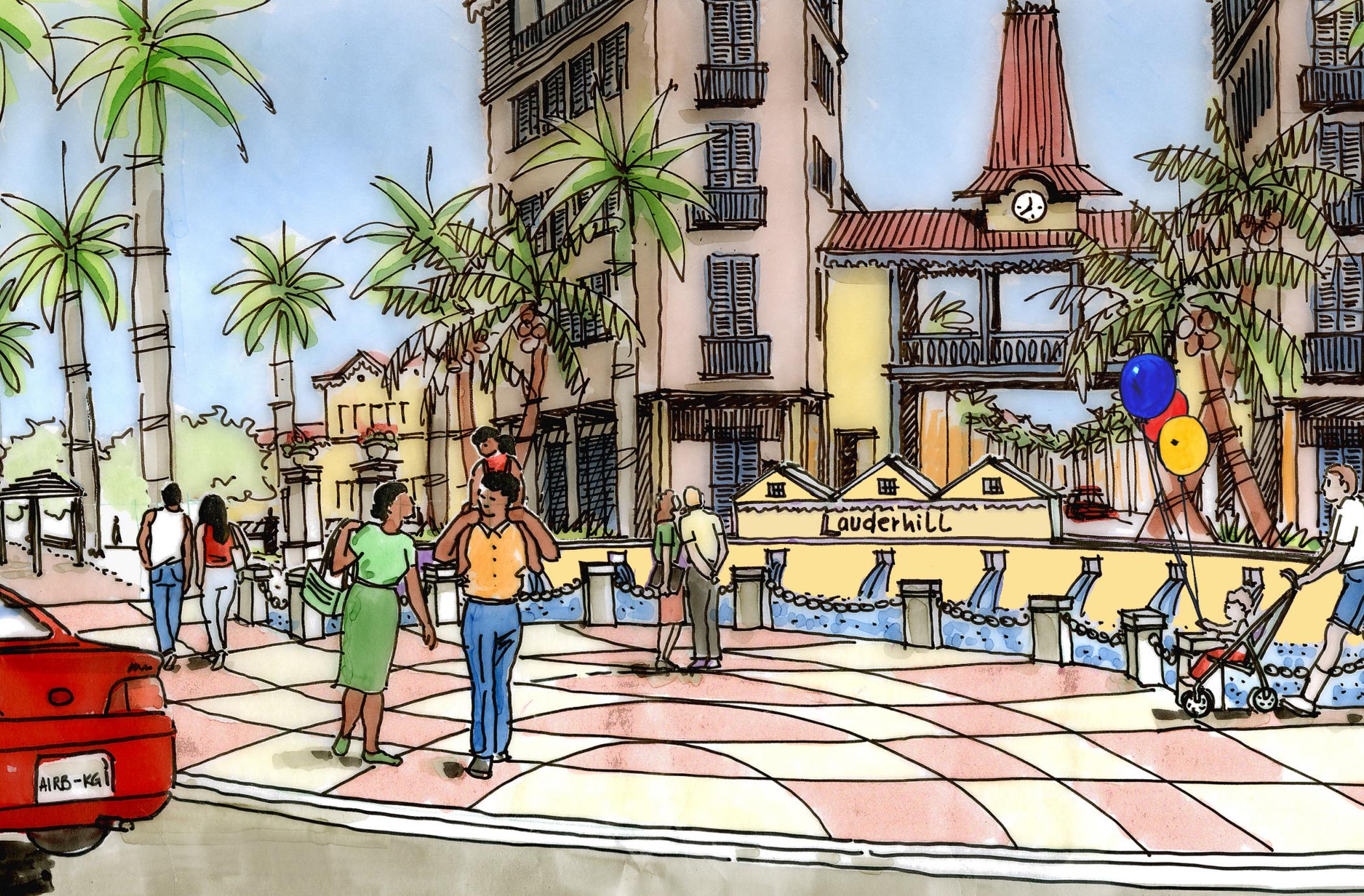
The Lauderhill Eastern CRA Plan (2019) produced a master plan based on analysis, public workshops, and precedents. The plan focused on identifying blighted areas, establishing a CRA boundary, forming a plan with overall goals and specific projects, and creating a development trust.

With the amendment, the two CRA plans come together to form one comprehensive document for the continued revitalization and redevelopment within the City of Lauderhill. The Lauderhill Eastern CRA will combine resources and planning efforts from the previous plans into one governing authority.



CRA BOUNDARY MAP





AIRB-KG1

Lauderhill

SECTION 1

STATE ROAD 7 CRA

INTRODUCTION

The City of Lauderhill and the Lauderhill Community Redevelopment Agency (CRA) have developed a bold, comprehensive plan to reverse decades of slow decline in the State Road 7 corridor and to transform it into a showcase of diversity in style and function in Broward County. The plan, already in progress, features infrastructure improvements that are not only aesthetically pleasing but which also, taken as a whole, create a sense of place that reflects the diversity of cultures in Lauderhill that defines the city and contributed to its being selected an All America City. The plan leverages a new Broward County Regional Park and cricket field as a magnet for international tourism and housing development. Finally, the plan calls for active public involvement in the redevelopment process through land acquisition and zoning changes allowing partnerships with private developers that fulfill the vision of the plan and are attractive to both the development and consumer markets.

The State Road 7 Community Redevelopment District is 446 acres in size, comprising approximately 10.8% of Lauderhill's land area and approximately 9.0% of Lauderhill's taxable property value.



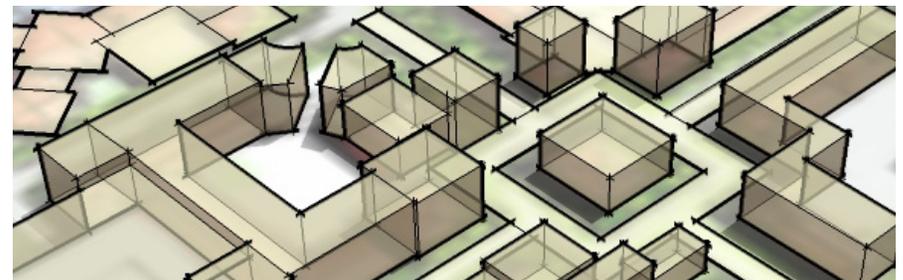
Key components of the Redevelopment Plan include:

- **CARISHOCA INTERNATIONAL MARKETPLACE** - Located at the entrance to Lauderhill and to the State Road 7 corridor and adjacent to the new Broward County Regional Park, Carishoca will feature over 100 stores and offices in a marketplace atmosphere with plazas, arcades, and landscaping that encourages pedestrians to walk and interact in the many public spaces. Carishoca is the keystone of this Plan. It will establish the State Road 7 corridor

as a destination and symbol for those seeking Caribbean products, services, and ambiance in South Florida, just as Calle Ocho symbolizes the Latino experience in Miami-Dade County.



- **ROADWAY CONSTRUCTION AND REDESIGN** - Two new roads, NW 39 Avenue and NW 41st Avenue will divert local traffic from State Road 7, increasing the throughput of that arterial, while also increasing the development potential of several deep properties that are underutilized because of a narrow frontage on State Road 7. Redesign and reconstruction of the intersections of State Road 7 with NW 12 St, NW 16 St, NW 19 St, NW 21 St, and NW 26 Street will increase access to the arterial and further define the distinction between the community design of the residential and commercial spaces and the functionality of a major state roadway.



- **PUBLIC SQUARES** - On State Road 7 intersections, decorative designs of pineapples, the sun, and the sea imprinted into the asphalt and framed by paver crosswalks will emphasize the tropical theme of the corridor. On side streets, landscaped squares that function as mini-parks and traffic calming devices will

complement the concept of the corridor being a friendly place that encourages pedestrians and interaction.



- **STREETScape AND LANDSCAPE IMPROVEMENTS ALONG STATE ROAD 7** - Trees, shrubbery, and swaths of green sod and groundcover plants will replace the barren concrete jungle that currently lines the roadway. Meandering sidewalks, benches, and pedestrian-level lighting will encourage residents and visitors to spend time in the public spaces allowing for both interaction and additional eyes on the street to discourage crime and promote community.



- **MIXED USE DEVELOPMENT** - Combining residential and commercial development is a proven technique for promoting a sense of community as residents patronize the local merchants; for increasing property values because flexible uses allow for developers to tailor the mix of space to market conditions; and, for reducing crime through the community policing concept of utilizing residents to observe and report unusual activities in the public and commercial spaces when they would otherwise be vacant.

This document describes how the plan was conceived, how it will function as a beacon for the revitalization effort, and why it will succeed. It begins with the history and demographics of the City of Lauderdale and the State Road 7 corridor in particular in order to understand the challenges that Lauderdale has faced in slowing and reversing the decline of what was once a showpiece of Broward County. It then reviews the current conditions and land uses in the corridor along with an analysis of the extant infrastructure including traffic conditions and utility availability.

The Redevelopment Plan then continues on to a summary of the current market conditions in the State Road 7 corridor (a complete Market Analysis is attached as Appendix B). The area is primarily a retail commercial district, although it also contains light industrial, office space, and multi-family residential uses. The market analysis discusses the shortcomings in the corridor that contribute to the current slum and blight status and further highlight the market challenges for future development that predicate the need for substantial public investment to make private redevelopment efforts successful.

In the Action portion of the plan, the unique elements of the community and the corridor are identified which could provide a viable niche for the State Road 7 corridor to foster both residential and commercial development. The plan describes, in words, maps, and illustrations, the overall design plan for the corridor and how it will stimulate both financial investment and a sense of place and community that will transcend the short-term benefits of new construction. The Action section includes discussions of

- Traffic circulation and streetscape improvements
- Mixed use development and design guidelines
- New open space in public squares and linear parks
- Seven specific districts within the corridor and their design and purpose

The Redevelopment Plan concludes with specific Implementation Strategies that will turn the plan into reality. These include the need to modify the Land Development Regulations to allow and enforce the design and uses envisioned in this Plan as well as details on public, private, and tax increment financing and the projects they will fund.

HISTORY OF THE CORRIDOR AND OF THE PLAN FOR REDEVELOPMENT

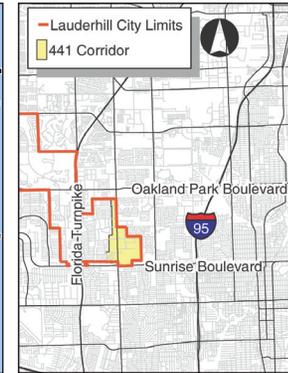
Established in 1959 with only 100 residents, the City of Lauderhill today is nearly built-out with an official population of 57,585 in 2000, and an estimated population, including two recently-annexed areas, of over 70,000 in 2005. Lauderhill's explosive growth phase occurred in the 1970s and 1980s when planning in South Florida centered on providing for automobile traffic. Growth in the number of residents and cars per household and the overall growth of the region were not anticipated in this process and have resulted in choking traffic on overburdened roads and ineffective land use patterns in Lauderhill and throughout Broward County. Principal roads, such as State Road 7 (U.S. Route 441/NW 40 Avenue), that were once used almost exclusively for moving regional traffic, have taken on the additional burden of carrying local traffic using the road for everyday trips. The shift in the role of roadways such as State Road 7 has had a profound effect on the parcels abutting the affected roads and the way they are accessed.

The demographics and diversity of the residents of the City has also changed dramatically over the past four decades. Lauderhill was developed and promoted in phases. The original demographics mirrored that of South Florida in general, families and retirees fleeing the cold of the northeast for suburban-style homes and condominiums. In Lauderhill, the older east and central sections, which include the State Road 7 corridor, contain homes that were originally marketed primarily on price and are now relatively small and provide minimal amenities compared to the demands of the current South Florida market. Even within the City, the demand for these residences was supplanted by the development of the huge Inverrary area and its famous golf courses in the northwest section of the City. Many original residents near the State Road 7 corridor relocated to Inverrary and northwest Lauderhill during its growth phase in the 1980s.

As the older sections of Lauderhill lost many homeowners, investors began buying duplexes, triplexes, and condominiums and assembling them as quasi-apartment buildings. The relatively low rents were attractive to recent immigrants from Caribbean nations who built a viable core of businesses and a community that attracted not only new immigrants but also the relocation of fellow recent



[Figure 1] REGIONAL MAP - Lauderhill is centrally located in Broward County and easily accessible to Miami Dade and W. Palm Beach County.



[Figure 1b] CITY MAP - The city's proximity to I-95 and the Florida Turnpike make the S.R. 7 corridor an appropriate "Gateway" to the city via Sunrise Ave.



[Figure 1c] CITY MAP - The CRA's linear orientation along S.R. 7 allows for a continuous opportunity for entry points along the corridor.

arrivals from other areas in South Florida so that today the City is uniquely diverse in terms of ethnicity, race, and socioeconomic status. This diversity manifests itself in the range of local businesses focused on Caribbean products and services as well as the success of recreational activities such as the City's cricket tournament and the annual Unite-A-Fest and Trinidad/Tobago Independence Day celebrations, which draw up to 40,000 spectators each year.

The City of Lauderhill proposes to intervene in the State Road 7 Corridor through a combination of strategies. On June 14, 2004, the City Commission of Lauderhill adopted Resolution 04-R0691, which approved the Findings of Necessity Report for the State Road 7 Corridor and forwarded the report to the Broward County Commission for review and action. On June 22, 2004, the Broward County Commission passed Resolution 2004-596, which conferred power to the City of Lauderhill to create a Community Redevelopment Agency and prepare a Community Redevelopment Plan for the State Road 7 Corridor. In order to guide development in the area and to identify and access funding sources for public improvements, the City of Lauderhill has prepared this CRA plan.

The predecessor to this CRA plan, the Strategic Redevelopment Plan for the State Road 7 Corridor, was discussed in draft format at a meeting open to the public on June 17, 2003. Several City Commissioners and approximately



Treasure Coast Regional Planning Council headed a week long public charrette that initiated the process of creating a masterplan for the CRA.

CURRENT CONDITIONS AND OPPORTUNITIES IN THE STATE ROAD 7 CORRIDOR

LOCATION

Located centrally within not only Broward County but also within the entire tri-county area, Lauderhill is ideally situated as a community for the future. State Road 7 is centrally located, serving as a north-south transportation arterial in the tri-county (Miami-Dade, Broward, and Palm Beach) area. The corridor is flanked by the Florida Turnpike 1 mile to the west and I-95 2.5 miles to the east. Oakland Park Boulevard, another major east-west corridor, is only 0.25 miles away from the northern boundary of the corridor.

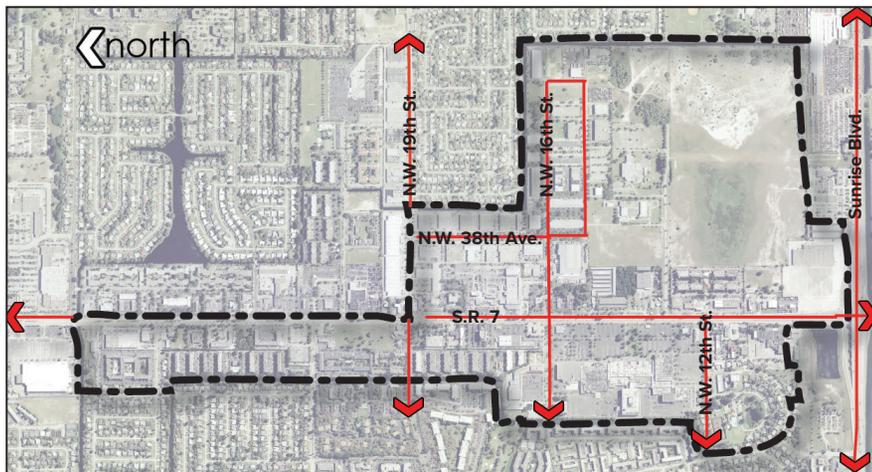
State Road 7 lies approximately seven miles due west of the Atlantic Ocean and Fort Lauderdale beaches. According to MapQuest, the corridor is 9.5 miles and a 17-minute drive from the Fort Lauderdale International Airport and less than a one hour drive from either Miami or Palm Beach International Airports. Port Everglades, which services numerous cruise ships traveling to the Caribbean and beyond, is adjacent to the Fort Lauderdale Airport. The State Road 7 corridor, therefore, is well-positioned to capture its share of the huge South Florida tourism market if it can establish an identity and attractions interesting enough to entice visitors to make a the short trip to Lauderhill.

For year-round residents of South Florida, Lauderhill's central location makes its retail outlets accessible to residents of the entire tri-county area, as further detailed in the Market Analysis - Appendix B. The State Road 7 corridor is also well-positioned as a site for residential development as it is close to downtown Fort Lauderdale and not a long commute to anywhere, given its ready access to the Florida Turnpike and I-95.

LAND AVAILABILITY AND USES

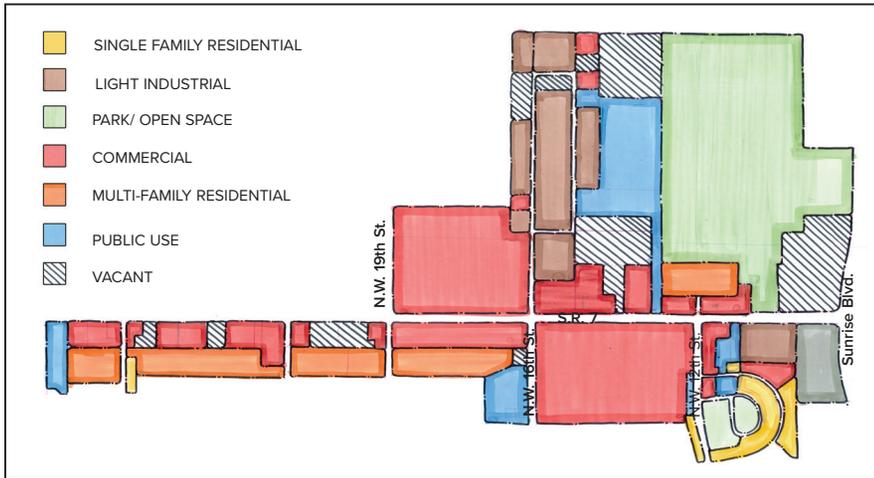
The land uses that currently comprise the State Road 7 corridor are a visual drain on the character of this district. Among the buildings that border State Road 7 - fast food restaurants, auto dealers, repair shops and parts stores, strip

100 interested residents and business owners in the State Road 7 corridor attended. In addition, the State Road 7 Collaborative, a regional coalition of local municipalities that border State Road 7, conducted a week-long public charrette headed by the Treasure Coast Regional Planning Council from March 6 through March 12th 2004. Thoughts and ideas generated and discussed at both of these meetings are included in this plan, and are the basis of this CRA plan. This plan and the existing conditions section address just the State Road 7 corridor, not other areas of Lauderhill.

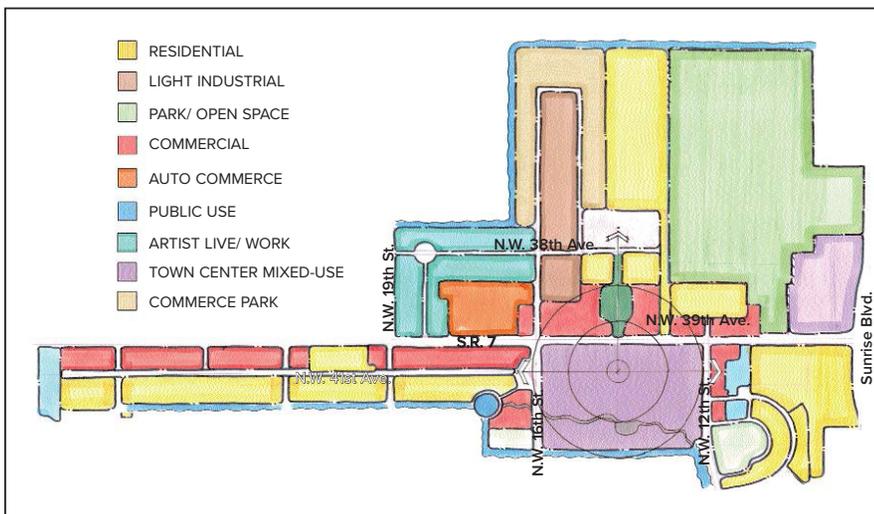


[Figure 1d] CRA MAP- The perimeter of the CRA has been generally defined by the city limits to the north, east, and south, and the single family neighborhoods to the west. Other defining features are the canals that run along most of the perimeter and the S.R.7 corridor that currently acts as a east/west barrier.

INTRODUCTION



[Figure 2a] EXISTING LAND USE MAP- The S.R. 7 corridor is predominately commercial in nature. Other land uses are isolated with no physical linkages to each other. This fragmentation has resulted in a lack of identity, and has prevented this area from attracting the private development that improves value.



[Figure 2b] PROPOSED LAND USE MAP- The proposed improvements seek to create an urban fabric that is anchored by a mixed-use Town Center. The new arrangement has a balance of land uses that varies from the Mixed-use/entertainment development at the entry from Sunrise, to the commercial frontage of S.R. 7, a commerce park buffering the already successful core of light industry, a vibrant artist live/ work district, a variety of residential development, and a green link corridor within the Towncenter to tie it all together.

commercial shopping centers, and convenience stores - none are architecturally significant or pleasing except the Hess Gas Station on the corner of NW 21 Street which was the prototype for the City's design guidelines. Vast open parking lots and narrow sidewalks separated from the State Road 7 roadway by two-foot wide strips of sod front the monotonous retail boxes and add to the blandness of the streetscape. Several vacant and underutilized properties also line the corridor, including the abandoned McArthur Dairy site, the shuttered K-Mart site, and a long-vacant Lum's restaurant. Setback from the State Road 7 roadway but within the corridor are the previous World Com building and property and the current AT&T antenna field. All of these sites represent opportunities to create catalytic projects. Additionally, large tracts of underutilized or vacant land exist - 19 commercial parcels of at least two acres, the largest of which is the Lauderhill Mall - where considerable redevelopment could occur.

While the State Road 7 corridor is predominantly commercial in nature, the CRA and this Plan intend to incorporate other uses and create a balance of commercial, office, residential, recreational and industrial space along the corridor. While alternate land uses already exist in the area, they are isolated on individual parcels with no physical or logical linkages. Currently, there are several low-rise multifamily residential buildings clustered in the most northwestern portion of the State Road 7 corridor just north of 19th Street. Ranging in size from 40 to over 800 dwelling units, each development is self-contained with one or two ingress/egress points and no access to one another or to the community at large.

A high-rise multi-family development, the Inverrary 441 Apartments, is located in the portion of the CRA and borders the Broward County Regional Park site. It comprises more than 300 dwelling units, yet has only one entrance and no direct pedestrian or vehicular connectivity to either the park site or the retail businesses on State Road 7. Both of these residential areas need to be redeveloped using the Public Squares concept to encourage the sense of place and community that will lead to increased assessed values.

The Lauderhill Commerce Park, an assembly of commercial, wholesale, and industrial uses, lies just east of State Road 7 and near the Regional Park site. While the buildings are, for the most part, occupied with viable businesses, the one-story buildings are obsolete, unattractive, and underutilized. Several house

storefront churches which are tax-exempt. As the underlying land becomes more valuable with the development of the park and Carishoca, these properties should be more intensively redeveloped as discussed later in the Arts District section.

While there is relatively little vacant land within the City, there is substantial land area that is currently underutilized or occupied by obsolete buildings. While the cost of land assembly is generally significant in the context of redevelopment, the relatively modest character of most of the improvements in the State Road 7 Corridor, particularly in the southern part of the corridor in Lauderhill, means the land is relatively available when compared to other underutilized or overlooked areas in the County.

The K-Mart property and the McArthur Dairy property, which have been acquired by the City in support of community redevelopment, are two good examples of the availability of land in the City.

If the City of Lauderhill wishes to become a city of the future and distinguish itself from others, the City must provide existing and future residents with a balance of land uses that will give its residents the opportunity to live and work in close proximity. It is the balance of land uses that will ultimately solve the dilemma of traffic congestion within the State Road 7 Corridor. Many different redevelopment ideas will be introduced in this CRA plan and they all promote a mix of uses. It is also important to note that for many of the proposed redevelopment ideas, the new product is replacing an existing single use development, which is generating as many trips, if not more than the development, especially when part of the new development is residential.

COMMUNITY CHARACTER

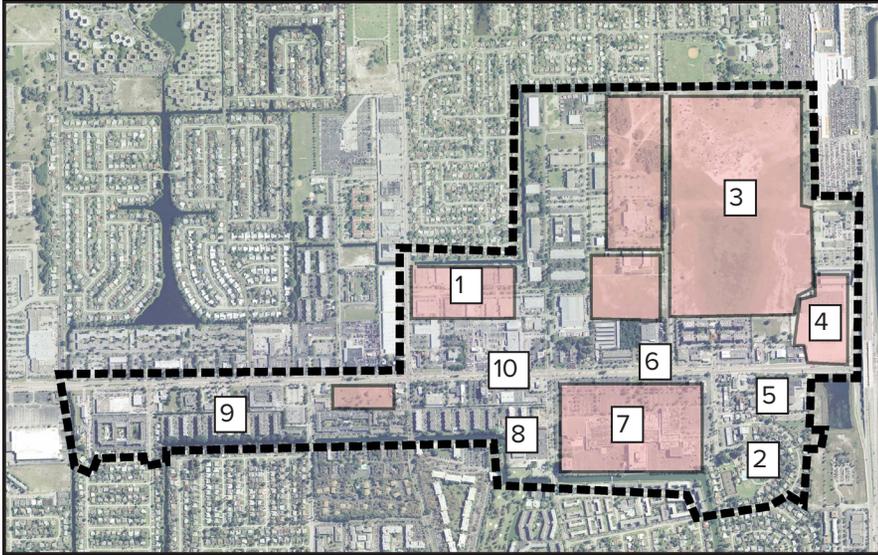
Establishing an identity for Lauderhill is critical to distinguishing it as a place to live, work, and play in Broward County. Slum and blight are distinguished as much by perceptions of a community as they are by its physical attributes. The community comes to understand that some places are slums, or run-down, or not safe and that perception translates into neglect and depressed property values.

The State Road 7 corridor's identity devolved over time from a suburban retail utopia anchored by the Lauderhill Mall and numerous furniture stores on NW 19 Street to one numerous incongruous mom-and-pop stores housed in outdated, half-empty buildings and attracting a "different" clientele. A decade ago, a local newspaper ran a long feature article on the changing character of Lauderhill, derisively referring to "Jamaicahill."

Lauderhill's political and civic leaders, however, have long recognized that diversity is strength in a modern community and the City is currently recognized as being at the forefront in Broward County in integrating a range of peoples and cultures into one community. Their efforts are validated by Broward County's recent decision to build the first cricket stadium in the ern United States in Lauderhill; by the explosion of small business development catering to an international clientele in the State Road 7 corridor - epitomized by Charlie's Pastries which sells Jamaican meat patties around the world - that has filled commercial buildings; and, most dramatically, by Lauderhill's recently being named an All America City based on its application which emphasized the diversity of the city's residents and programs.

Following the success of the Mizner Park renovation in Boca Raton, mixed use, tropical-style redevelopment has become the standard for cities in South Florida seeking to rehabilitate downtown areas. While Lauderhill similarly incorporates these successful elements into its plan for physical redevelopment, the model for community character is more like the Adams Morgan neighborhood of Washington, DC. Two decades ago, this neighborhood bordered on the utter decay and lawlessness that characterizes adjacent neighborhoods even today in DC. Vacancies and low rents attracted an international immigrant population to the community which began to flower with small businesses whose owners and extended families often lived upstairs in the same buildings. Today, Adams Morgan is a chic address in DC, with property values second only to Georgetown, precisely because its vibrant mix of nationalities, professions, and lifestyles makes it identifiable and desirable to a large segment of the population.

INTRODUCTION



CURRENT BLIGHTED CONDITIONS- The Areas shaded in red show just some of the largest parcels that are either available or currently underutilized. The city has already acquired numbers 4 and 5 as designated on the map above. Successful developments on these key parcels in conjunction with the County Park (#3) will influence the future development throughout the corridor.





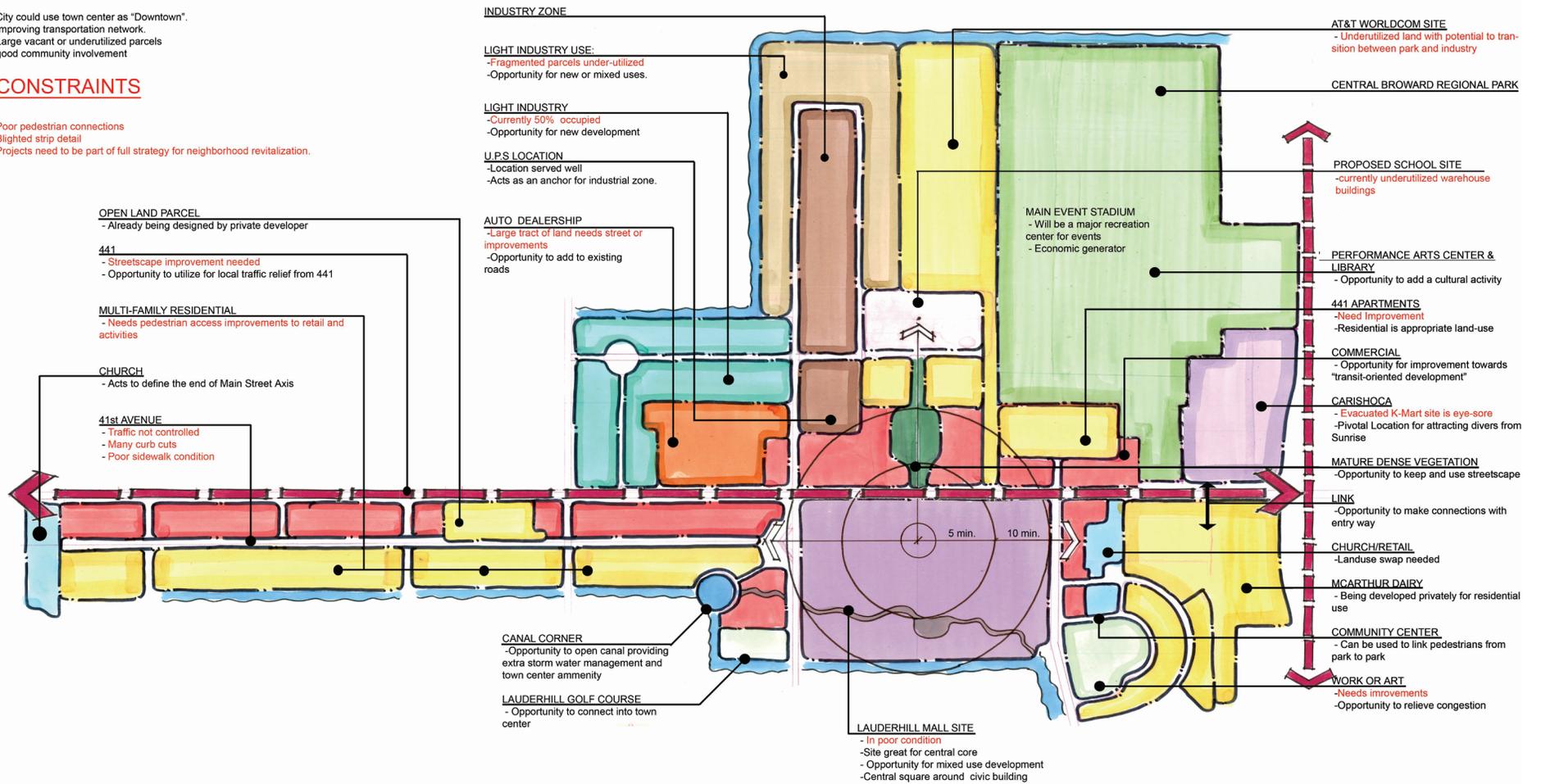
OPPORTUNITY & CONSTRAINTS

OPPORTUNITIES

City could use town center as "Downtown".
 Improving transportation network.
 Large vacant or underutilized parcels
 good community involvement

CONSTRAINTS

Poor pedestrian connections
 Blighted strip detail
 Projects need to be part of full strategy for neighborhood revitalization.



TRANSPORTATION CIRCULATION AND PARKING

The State Road 7 corridor lacks a sufficient number of local through roads to provide adequate circulation. For example, NW 38th Avenue extends only from NW 19th Street to NW 15th Street and, therefore, access to the road north of the regional park is unavailable. West of State Road 7, NW 41st and NW 42nd Avenues do not exist. Consequently, local north and south traffic must load onto State Road 7 in order to travel within the area. The addition and expansion of north-south oriented roadways will help provide some relief from traffic congestion. Likewise, the addition of east-west roads would improve circulation. Between NW 16th Street and NW 19th Street, access from State Road 7 eastward to NW 38th Avenue is not available. The addition of NW 17th and 18th Streets would allow such connections. The addition of NW 13th and NW 14th Streets west of State Road 7 would further enhance circulation within the State Road 7 corridor.

Another consideration to be made in the traffic congestion problem is that as the State Road 7 Corridor gets redeveloped, the excessive number of driveway cuts onto State Road 7, which severely slow down traffic flow and increase travel times, will diminish. This will significantly help increase the flow of traffic along State Road 7.

The State Road 7 Corridor has the highest public transit ridership in Broward County. The Broward County Mass Transit Division operates a regional public transit facility out of the Lauderhill Mall but the facility is overcapacity, aesthetically unappealing, and poorly located in relation to the corridor. Moreover, the corridor lacks appropriate public transit amenities, such as bus shelters, bus benches, trash receptacles, lighting and landscaping. This plan recommends a new transit station, either as part of the redevelopment of the Mall site or at a new location in the corridor.

The State Road 7 Corridor lacks bicycle and pedestrian facilities and amenities. The Corridor itself lacks bicycle lanes and bicycle facilities and amenities such as bicycle lockers. Pedestrian facilities and amenities, such as shelters, fountains and curb cuts, are either unavailable or inappropriate. For example, many sidewalks on local streets have a 4' width rather than the 5' width required by the City's Land Development Regulations. The State Road 7 corridor itself has



A TYPICAL SIDEWALK AND BUS STOP ALONG THE S.R. 7 CORRIDOR - Current sidewalk conditions are not only aesthetically displeasing, but a danger to public safety.

the minimally-required 5' width, but even this is inadequate if walking is to be encouraged. Further, the State Road 7 road edge lacks sufficient landscaping and pedestrian scaled lighting while the existing sidewalk is located too close to the roadway for safety.

INFRASTRUCTURE

Redevelopment of the State Road 7 corridor will require that City infrastructure be upgraded to meet the demands of additional density of both commercial and residential units. Planned improvements to the State Road 7 roadway and intersections and to traffic patterns in general are discussed in detail in other sections of the Plan. This section will focus on water and wastewater capacity, stormwater drainage, and parks.

The Lauderhill water plant has a permit to pump and produce 9 million gallons per day (mgd) of potable water. Current usage is approximately 90% of permit

INTRODUCTION



Current look down the S.R. 7 Corridor. The 3 lanes going each way and median make up about 100' of the corridor.

capacity. The plant itself, however, is designed for and capable of producing up to 17 mgd. The planned addition of 5550 housing units in the State Road 7 corridor combined with nominal growth in the remainder of the City will tax the limit of allowable production.

The City has investigated several options and believes that by following through on each, it will comfortably maintain the capacity to serve the anticipated development envisioned in the Plan.

- Apply to South Florida Water Management District (SFWMD) for additional permitted withdrawal from the Biscayne aquifer. Depending on the condition of the aquifer and growth conditions elsewhere, the City believes it is possible that its permit will be increased to offset voluntary reductions it had agreed to in the past.
- Discourage the use of potable water for irrigation, freeing capacity for development. The City plans to eliminate separate meters and rates for

irrigation use to encourage conservation and alternate sources of irrigation water. The City further plans to take advantage of a recently-introduced grant program by SFWMD for a planned project to build pipelines and pump stations for partially-treated wastewater from the City of Sunrise and canal water for use by resident properties without canal access.

- Upgrade the City water plant to utilize water from the Floridan aquifer. The Floridan groundwater requires a more intensive treatment process, but is readily available for additional permitted capacity. The City estimates the cost to upgrade the plant to be \$10 million. Although other options would be fully explored prior to undertaking a plant expansion, the new growth would justify the upgrade which would not only meet the Plan needs but also growth in the remainder of the City. The 5550 new residential customers and new commercial meters in the State Road 7 corridor would generate \$1.2 million annually in water and wastewater revenue. TIF funding would supplement the user fees to service the debt for expansion.



S.R. 7/ 441 congestion is a result of having to accommodate to local and commuter traffic. To alleviate this problem the improvement to and addition of arterial roads is key. The combination of streetscape improvements and driving options will not only improve the identify of Lauderhill, but also increase patronage to businesses fronting S.R. 7.



Adams Morgan neighborhood in Washington D.C.- A comparable example of how Lauderhill can use its mix of culture, ethnicity, and socioeconomic demographics to create a sense of "place" unique to its surroundings.

The stormwater drainage system in the State Road 7 corridor will be significantly upgraded as part of the plan. The City recently completed installation of a new drainage system on NW 12 Street from State Road 7 to NW 43 Terrace. Both the County Regional Park and the new Cornerstone housing project have lakes and significant on-site retention. As the entire corridor is currently a concrete jungle, much of the redevelopment will actually increase the pervious area and improve drainage conditions. The Lauderhill Mall, for example, is currently over 95% impervious. The Plan envisions redevelopment with several landscaped squares and entrance features that will significantly reduce that number.

In public areas, the addition of squares that serve as mini-parks will increase both the drainage characteristics of the corridor as well as adding green space and play areas. Of course, the Broward County Regional Park will become the largest park in the City limits and provide numerous recreational activities for the new and existing residents within the redevelopment area.



The monotonous streamline of concrete and curb cuts is the only impression left on those passing through the corridor.

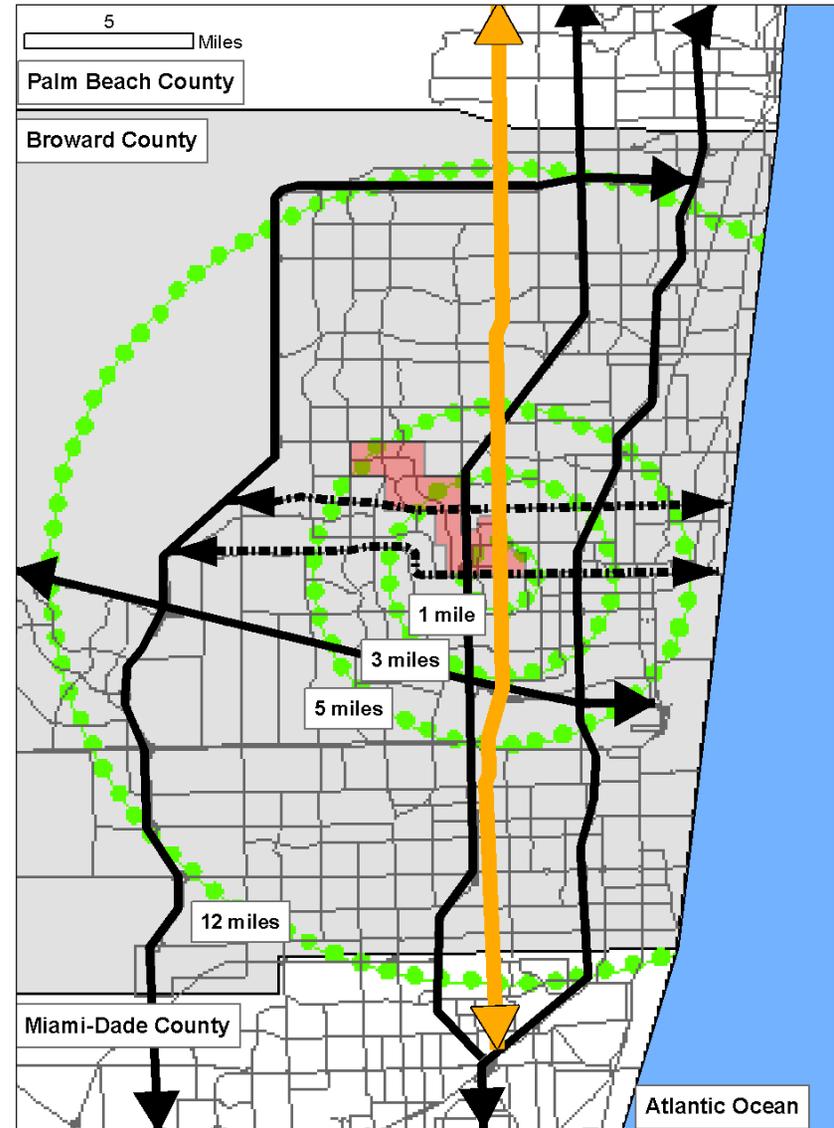
COMMUNITY REDEVELOPMENT AGENCY PLAN

THE MARKET FOR REDEVELOPMENT

A traditional analysis of the market in the City of Lauderhill would conclude that the demographics of the City and its environs would be hard pressed to support any significant community redevelopment. Household incomes within three miles of the intersection of Sunrise Boulevard and State Road 7 lag behind county, state and national averages. But a traditional analysis overlooks the strategic location of the City and the opportunities that a maturing metropolitan region offers. There are already early signs that regional mobility limitations are helping to redirect growth back towards the coast and overlooked, underutilized areas with significant redevelopment opportunities. Urban development during the last decade has been remarkable, and that growth is the result of five factors: municipal attention to redevelopment; the evolution of new quasi-urban housing types; an emerging understanding that “you can’t build enough roads” to solve regional mobility needs; the declining availability of undeveloped land; and a realization that residential locations in the general vicinity of the work place is the best antidote to regional transportation congestion. Lauderhill is strategically located within the framework of Broward County. Location, along with the availability of properties for redevelopment, a balance of uses, and unique



[Figure 3] OPEN SPACE MAP- The existing open spaces equate to roughly 7 acres and are limited to Wolk park and the edge of the Golf course. The proposed plan would add about 20 acres of open space to compliment the County regional park’s 110 acres, giving the State Road 7 CRA plan an estimated 137 acres of total open space



[Figure 4] REGIONAL MARKET MAP-Lauderhill’s central location within the county makes it conveniently accessible to many other markets in the region.

community character will define the areas that experience strong economic growth in the future.

Recent increases in gasoline prices are another element that supports the Plan's emphasis on concentrated, mixed-use development. The small business owners and artists that are potential residents of the corridor will have the opportunity to live, work, and play within a pedestrian-friendly corridor that can meet their lifestyle needs without long commutes. The people the corridor will attract are in the early stages of their earnings potential when affordable housing and minimal transportation costs are an attractive incentive to locate their homes and businesses in Lauderhill.

THE ACTION PLAN FOR REDEVELOPMENT

One of the greatest failings of the second half of the last century was that local governments ceded responsibility for community design and character to the private sector by failing to address such issues in their land use regulations. As a result, community design lacks a coherent public sensibility and a sense of place. Lauderhill wishes to alter the existing trajectory of the State Road 7 Corridor and to promote the creation of a community with a unique identity.

The City has moved proactively to foster this process by purchasing two key parcels within the corridor, the former K-Mart and McArthur Dairy properties, which sit at the gateway to the corridor at the intersection of State Road 7 and Sunrise Boulevard. These acquisitions will foster new mixed-use developments that will enhance the sense of place and community character. In addition, Broward County has acquired the land to the east of the K-Mart site for the development of a regional park for the County.

The City has also adopted amendments into the Land Development Regulations (LDR) that establish design guidelines for non-residential properties, that identify a set of colors or a paint palette for residential properties, and that designate certain roads and locations respectively as gateway roads and focal points that require specialized design treatment. The City is also addressing community character by maintaining and improving landscaping and irrigation in the public rights-of-way and on public properties and by increasing code enforcement

efforts on private property. City ownership of entranceway properties on gateway roads (e.g., Kmart and McArthur), allow the CRA to require upgraded design treatments before re-selling the property to the private sector.

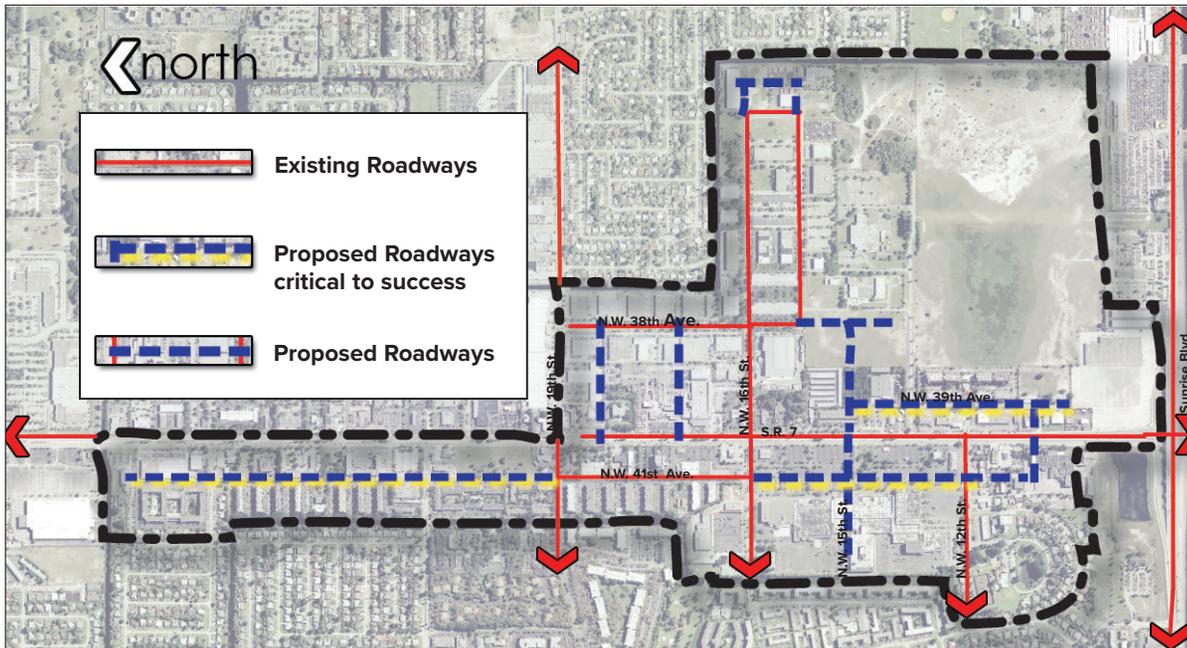
All of these actions have been taken in anticipation of the formal development of this CRA Plan. They indicate that the City's vision for the State Road 7 corridor is shared and espoused by elected officials, residents, and city staff, who are now translating that vision into this Plan. Listed below are some of the many specific areas that will be addressed by the CRA as the Plan progresses:

IMPROVE TRAFFIC CIRCULATION AND ACCESS IN THE STATE ROAD 7 CORRIDOR

The developed retail parcels along State Road 7 are currently accessed directly from driveway cuts on State Road 7 leading to large parking lots fronting buildings that house one or more businesses. Generally, each building has its own, or multiple, driveways that directly access State Road 7. The current layout is inefficient and leads to increased congestion because of the numerous cars slowing traffic on State Road 7 as they enter and exit the roadway at many locations. It creates unsafe traffic situations along the corridor for both motorists, who are constantly changing speeds and having turning vehicles in front of them, and for pedestrians, who face potential conflicts with turning vehicles at short intervals.

Frequent turning movements from State Road 7, coupled with through traffic traveling at high speeds, results in a situation ripe for rear-end collisions. Buses operating along the corridor also provide dangerous conflicts with automobiles as the buses frequently stop along the curb. Without a dedicated lane for buses, these conflicts will continue to escalate.

Additionally, pedestrians rarely enjoy a stretch of sidewalk that is uninterrupted by a driveway/access way. These are dangerous to cross as well because they are generally located too close to State Road 7. The situation does not present a welcoming atmosphere for the businesses as patrons do not feel comfortable driving or walking to the store. Inadequate parking, landscaping and ugly buildings add to the access issues in making the shopping experience bleak and utilitarian rather than an adventure. Finally, it is extremely difficult to combine



[Figure 5] ROADWAY ANALYSIS MAP - To alleviate the congestion on S.R. 7, Two new roads have been planned. East of S.R. 7 there is 39th which would extend from the Park, Library and Cultural Arts Center to the proposed 15th. To the West N.W. 41st Avenue would be created from easements that already exist to extend a connection from Town Center to residential.



shopping trips as most parcels and buildings are completely separate with no vehicle or pedestrian connections.

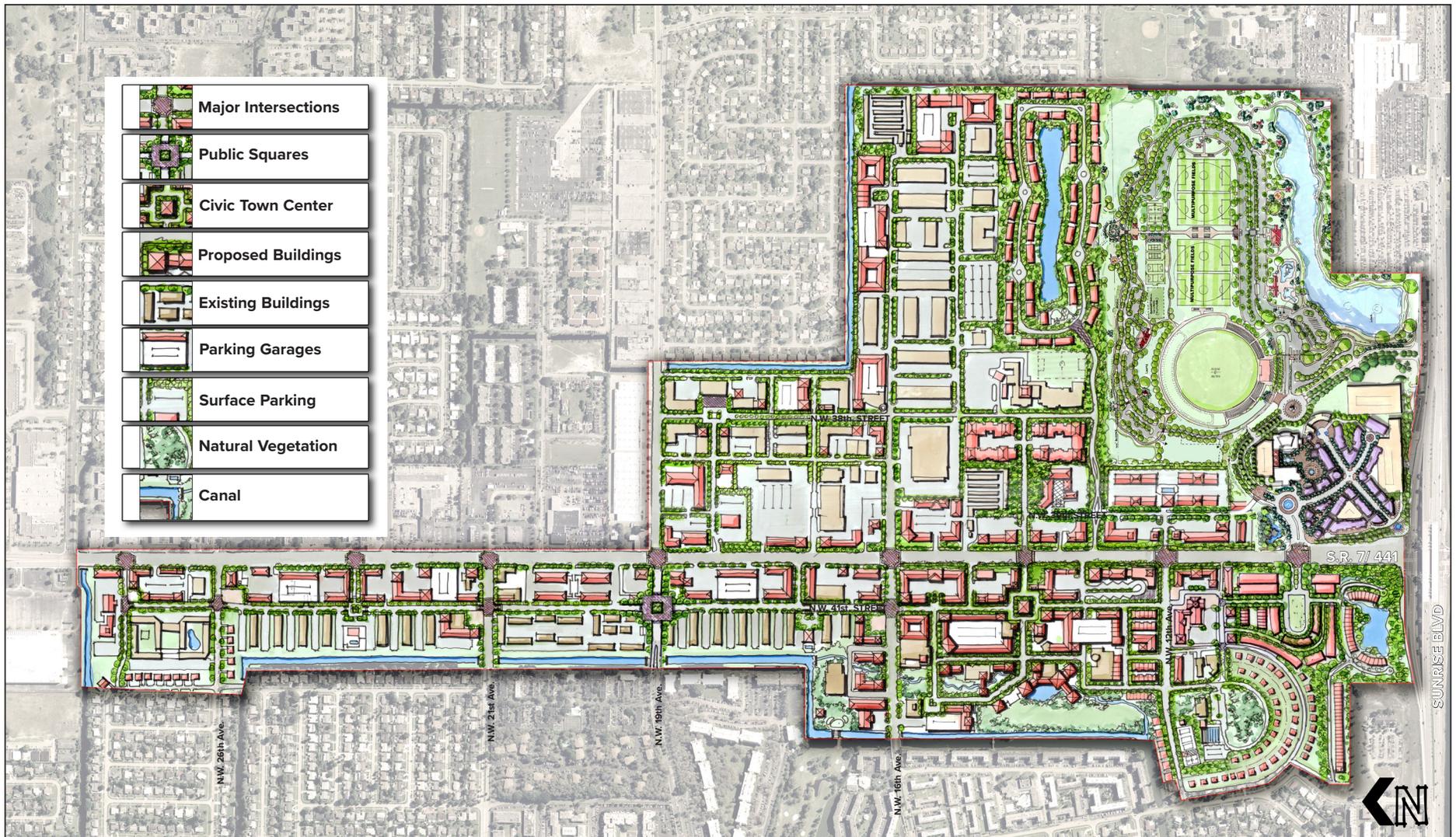
The plethora of street cuts on State Road 7 does more than present pedestrian and vehicular frustration and dangers. Confining access to parcels fronting State Road 7 requires that parking lots also be adjacent to State Road 7 and to the driveway. The setback of the buildings contributes to the blandness of the corridor and makes identification of businesses more difficult for potential customers driving by. The current configuration also limits the ability to develop the rear of lots fronting State Road 7 or other lots that are close to, but do not front, State Road 7.

Examples of the former situation would include three parcels on the east side of the corridor between NW 15 St and NW 16 St - the Seafood and BBQ fast

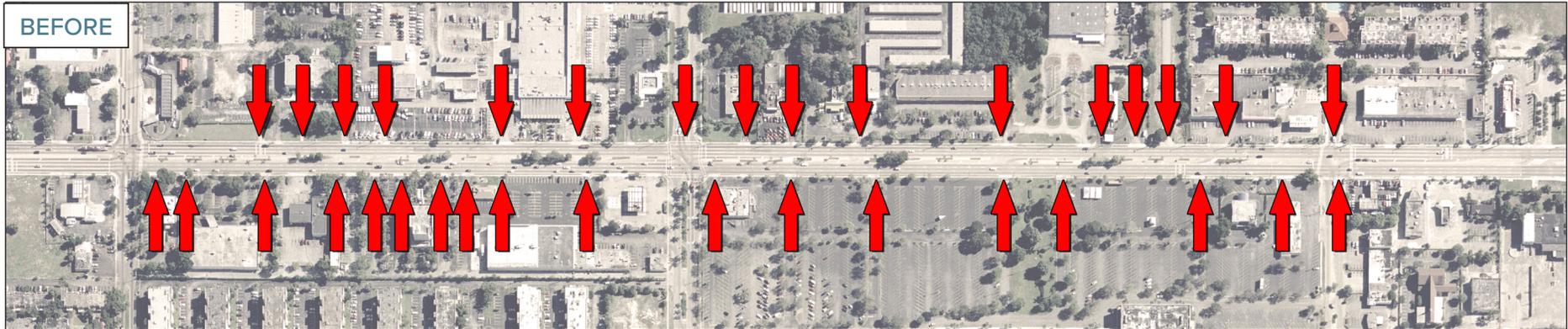
food parcel, the Horizon Auto Sales building, and the Wachovia Bank building. Examples of the latter situation include the storage lot of Phil Smith Chevrolet, the 441 Apartments, and Sonny's Car Wash. All of these properties, among others, could be more intensively developed and put to a higher and better use with an adequate road and access system that did not rely solely on State Road 7 for local traffic.

As stated earlier, State Road 7 is a dual-purpose road, serving both local traffic and through commuter traffic. The commercial component of the corridor is withering as evidenced by many vacant buildings and the under performance of commercial uses as evidenced by lower lease rates in the corridor versus Broward County in general. In some instances, buildings that have failed as a retail location are now occupied by land uses and establishments such as armed forces recruiting offices, storage facilities, and faith-based organizations.

MASTER PLAN



[Figure 6] CRA MASTER PLAN- The CRA Masterplan is a vision for what this area of Lauderdale could become. What is now a concrete jungle of isolated land uses connected by only a few heavily congested streets is shown here to become much more. By clearly defining the center and edge, creating a hierarchy of interconnected streets with a variety of parks and open space, this area begins to form the beginnings of an urban fabric. When a diversity of housing types are fused with mixed-use developments for work and shopping and tied together with civic sites and open spaces this area transforms into what could be seen as the “downtown” of Lauderdale.



[Figure 7] EXISTING CURB CUT ANALYSIS - The plethora of street cuts on State Road 7 does more than present pedestrian and vehicular frustration and dangers. Confining access to parcels fronting State Road 7 requires that parking lots also be adjacent to State Road 7 and to the driveway. The setback of the buildings contributes to the blandness of the corridor and makes identification of businesses more difficult for potential customers driving by. The current configuration also limits the ability to develop the rear of lots fronting State Road 7 or other lots that are close to, but do not front, State Road 7.

The CRA plan proposes to supplement the way parcels that front State Road 7 are accessed. Access to State Road 7 would continue from the front of the lot, but new access would be gained by driveways off of a new parallel street running behind the parcel. As a result, properties will have access from two directions: one along State Road 7 and one along the new rear access road. Again, new and extended local roads improve circulation within the State Road 7 corridor, thereby reducing the need to use State Road 7 as a local road, and providing additional opportunities for property access.

Construction of two roadways parallel to State Road 7, NW 39 Avenue to the east and NW 41 Avenue to the west, are critical to the Plan. These roadways will

- Provide alternate pathways for local traffic and reduce ingress/egress traffic to the State Road 7 thruway
- Allow commercial buildings to be built directly adjacent to State Road 7 right of way because access and parking can be provided from the rear
- Improve cross access for residential and commercial properties, encouraging residents to patronize local businesses

- Allow for development of squares which function as traffic calming and mini-parks for the new mixed-use development
- Allow for subdivision of larger parcels split by new roadways
- Provide on street parking within the right of way to replace the current expanses of asphalt that define the present industrial look of the corridor

Property owners may raise concerns that their ability to draw motorists off of State Road 7 will be significantly diminished by reducing the number of vehicular access points to the property. However, this reduction will be more than compensated by the new rear access way, aesthetically pleasing signage, appropriately located landscaping and moving building facades closer to the street that would increase the visibility of the premises to motorists and pedestrians.

Others may also raise the legality of limiting a property owner's right to access their main road frontage. The law in Florida is that access rights are subordinate to public necessity and that an abutting property owner may be deprived of direct access so long as a reasonable alternative is available. While it requires a case-by-case determination, the CRA plan puts forward that the functional



[Figure 8] PROPOSED CURB CUTS - The street cuts in this area alone have been significantly reduced by flipping the traditional layout of placing the building in the back and lining the front of the lot with parking. The proposed plan tries to enclose the parking with buildings facing the streets and in high density areas proposes parking garages. The use of N.W. 41st Avenue allows for an alternative access to alleviate the need for cut outs along S.R. 7

character of State Road 7 and the safety implications of direct access would justify access closure, so long as there is a reasonable and effective alternative system that provides effective access. Past experiences indicate that abutting property owners generally support the kind of public improvements that are contemplated and work with the government with regard to access management.

Retailers are concerned about two types of motorists. One is the motorist who knows they want to come to a particular retail store because of a particular retail need. The other is the passing motorist who is not particularly looking to make a retail stop but if the right retail opportunity presents itself along the way, they might stop at a store.

Under the current road layout along State Road 7, neither of these motorists is captured in an effective manner. The motorist with a particular retail demand to satisfy loathes the prospect of traversing long lines of traffic along State Road 7 and fighting other retail traffic to make turns at intersections and driveways.

The just-passing-through motorists have little time to glance at the retailer's signs as they drive through the corridor at high speeds. The visual clutter of signs, building types, and auto lots that appear along State Road 7 is too much for the through motorist to scan and even if one had an occasion to catch sight of

a store that was desirable to stop at, the prospect of fighting traffic and finding a parking space in a lot that is likely too small is enough to keep the potential customer from stopping. Therefore, the improvements suggested in this section address both aesthetic and commercial concerns.

In addition, the CRA plan recommends improving surrounding street conditions and adding new street connections. Since the east west access is limited to Sunrise Boulevard and Oakland Park Boulevard, new connections should be explored to cross the Turnpike through the eastward extensions of NW 25 Street and NW 19 Street. Additional north south roadways should also be developed to improve circulation within the State Road 7 CRA and to provide auxiliary access points to local properties.

On the west side of State Road 7, there is a huge opportunity to create a parallel secondary access road, NW 41 Avenue. Easements and/or alleyways already exist on several of the lots, simplifying the process of land acquisition. The minimum right of way for all new streets in the corridor should be 60 feet. In cases such as NW 41 Avenue, where public squares are to be included, the minimum right of way should be 80 feet.

As an ulterior roadway, the street will allow the integration of the existing residential developments on the west side of the proposed street with the predominately commercial uses that front on the west side of State Road 7. The road would be highlighted by civic structures and focal points at designated intersections. Similar to the layout of cities such as Paris, France and Washington D.C., public spaces comprised of monuments and civic buildings would orient passersby and provide strong connections between places.

CREATE A DISTINCT IDENTITY THROUGH STREETScape IMPROVEMENTS

Public improvements including new street lighting, bus shelters, and landscaping will enhance the neighborhood image. Improved and uniform signage should identify the district itself as well as directions to important destinations. Intersections and pedestrian crosswalks should be paved with a striking brick design that identifies State Road 7 as a destination. Unique architectural design through the City's recently adopted design guidelines should be applied to new buildings. Furthermore, it is recommended that the CRA help property owners improve their facilities by developing programs to enhance facades, signage and landscaping.

ADD RESIDENTIAL AND MIXED USE DEVELOPMENT THAT SUPPORTS THE CORRIDOR IDENTITY AND COMMERCIAL PROPERTIES

With little available land left within Broward County, cities must increase their densities. As such, new mixed-use developments proposed within the plan encourage the development of 2-3 or 4-5 story buildings, many with commercial uses on the bottom and either office or residential space on the upper floors.

The concept of mixed use is oriented more toward integrating commercial and housing activity on a smaller scale that is pedestrian-friendly and linked to transit. Specific sites that have been identified as potential mixed-use projects include: the old K-Mart site and McArthur Dairy site, which is proposed for development into Caribbean Village, Carishoca and housing; the Lauderhill Mall that is slated to become a Town Center focused on mixed use; and the Strong Tower Ministries site immediately adjacent to the mall that could be developed in a complementary way to the Mall.



[Figure 9] S.R. 7 PROPOSED CROSS-SECTION - The proposed cross-section of S.R. 7 presents a welcoming atmosphere for businesses and patrons. Adequate sidewalks with a landscaped buffer encourage patrons to park and walk around as well as giving the local homeowners an alternative to driving.

The plan anticipates the development of 1,200 new units to satisfy Lauderhill's population growth. It is anticipated that a diversity of housing types will be developed for a range of affordability. Many of these new units will be combined in mixed-use projects to provide livable housing near places of work and play. A concentration of residential units will also be developed both near the regional park and on the vacant land west of State Road 7 and north of NW 19 Street.

DEVELOP A SENSE OF PLACE AND COMMUNITY

A key element of the redevelopment Plan is the creation of an identity for the State Road 7 corridor. Residents of Broward County need to recognize the corridor as a distinct place where certain amenities, cultures, and sensibilities are available which correlate with their priorities for living, playing, and shopping. Any place with a unique identity will not be for everyone, but it will be so attractive to some, or even many, that will pay a premium in effort and money to visit or live in a place they find attractive. The Plan proposes multiple strategies to achieve a sense of place.

- A tropical design theme has been incorporated into the LDR for the corridor incorporating a coherent look that reflects the demographics of the community would be a significant upgrade of the hodgepodge of buildings currently in place
- Streetscape improvements such as meandering sidewalks, pedestrian-level lighting, distinctive and consistent signage, and complementary landscaping will provide visual keys that define the corridor as a separate place
- Public squares at side street intersections with public art which function as both landmarks and mini-parks within the corridor
- Decorative asphalt imprints at key State Road 7 intersections which reflect the tropical design theme and provide cues for people to remember that they were in a specific place

While the State Road 7 corridor will continue to grow in intensity it is important to provide an adequate amount of well-located open space (15% of the total area is a good rule of thumb). Existing park space should be improved and vacant land



Typical Example of high density mixed-use development that takes advantage of the complimentary functions between uses.



A tropical design theme has been incorporated into the LDR for the corridor incorporating a coherent look that reflects the demographics of the community would be a significant upgrade of the hodgepodge of buildings currently in place. Streetscape improvements such as meandering sidewalks, pedestrian-level lighting, distinctive and consistent signage, and complementary landscaping will provide visual keys that define the corridor as a separate place.

should be considered for park use. In addition to the new Regional Park, the plan recommends developing an open space park along the north side of NW 21 Street just west of State Road 7 and a greenway along the canal at the Lauderhill Mall site to connect Wolk Park and the City Golf Course.

TRANSITION ZONES

A commuter currently driving along State Road 7 cannot distinguish Lauderhill apart from any other city and even worse cannot distinguish unique places within Lauderhill. In effect, there are no unique addresses along State Road 7. One strategy for creating the sense of place described in the previous section is through the establishment of transition zones that divide the roadway and its mostly through traffic from the pedestrian and shopping areas that are being developed as a space separate from the commuting experience.



80' R.O.W. SECTION THROUGH S.R. 7 - The transition zone would lie between the edge of pavement and the parcels fronting State Road 7. Today, there is no viable buffer between the road and the sidewalk. At best there is a two feet wide grass strip between the road and the sidewalks, which are not generally ADA accessible nor consistent with current width and maintenance standards. In some cases, the existing transition zone between the road and the building is a parking lot and driveway.

The transition zone would lie between the edge of pavement and the parcels fronting State Road 7. Today, there is no viable buffer between the road and the sidewalk. At best there is a two feet wide grass strip between the road and the sidewalks, which are not generally ADA accessible nor consistent with current width and maintenance standards. In some cases, the existing transition zone between the road and the building is a parking lot and driveway.

The planned transition zone would be a minimum of 16 feet wide and could be as wide as 50 feet, depending on the particular parcel fronting State Road 7. This is enough room for various landscaping treatments to buffer State Road 7, outdoor seating for either patrons of restaurants or public seating, and for new sidewalks that provide ample room to stroll. Double rows of trees, sculpted hedges, fences, and walls could all be used to soften the space between State Road 7 and adjacent properties. The overhead sketch of the Cours Mirabeau in Aix-en-Provence, France gives one a general sense of the type of transition needed along State Road 7 in order to make it pedestrian friendly. Perhaps the best model is the use of frontage roads where landscaped parkways and parallel local access streets have constituted the transition zone. This treatment is in use in the City of Plantation on Sunrise Boulevard west of NW 72 Avenue and University Drive south of Sunrise Boulevard.

Not all of the 50 feet for the transition zone would be included in the ROW for the corridor. For example, the existing 22' median and three 12' lanes of vehicle travel would remain as is. A rapid transit bus lane could be at the outside edge of the vehicle travel lanes. A five foot landscaped buffer and 11 foot sidewalk and bicycle corridor would constitute the portion of the transition zone dedicated within the ROW. Aesthetically pleasing and clear marking on the 11' shared pedestrian and bicycle path would help alleviate conflicts between the two different uses.

Additional landscaping or a wider sidewalk could be installed or a restaurant could utilize the any additional space for outdoor seating. The current conceptual State Road 7 landscaping plan provided by EDSA, an international planning and urban design firm, anticipates an average 20' of transition space with a 10' wide meandering sidewalk found throughout the corridor.

The planned State Road 7 ROW between Sunrise Boulevard and NW 19 Street is 175' at major intersections and is 150' elsewhere as is shown in the cross section depicted in Figure 9. According to a City of Lauderhill Planning & Zoning Department Staff Report to the City Commission on December 23, 2002, only two existing structures fall within a 150' ROW and would have to be acquired and demolished by the Department of Transportation. The CRA plan realizes the possibility that a dedicated bus lane might never be built along the State Road 7 Corridor. If the bus lane never gets built, the landscaped buffer should be expanded from 5' to 12' and the pedestrian/bicycle path should be expanded to 16'. Furthermore, any additional ROW owned by the Department of Transportation that is not utilized should be transferred to the City to assist in improving the streetscape.

It is important to keep in mind that the size and character of the transition zone presented in the CRA plan is an idealized concept. In application, the specific character of the zone would have to be implemented on a parcel-by-parcel basis. For example, it would be feasible to include a very wide transition zone in a large-scale redevelopment project such as the Lauderhill Mall site or the former K-Mart site. In fact, the Mall has already given the City a 32-foot deep easement for implementation of the transition zone. In contrast, for a small parcel, the actual width of the zone might be strictly limited. Prior experience says these field adjustments do not necessarily undermine the effectiveness of the overall strategy. The probability of creating a significant transition zone from NW 19 Street (the southern boundary of Lauderdale Lakes) to Sunrise Boulevard is very good.

EDSA has prepared preliminary drawings and cost estimates for the implementation of the transition zone from 19 Street south to Sunrise Boulevard. In total, the cost of implementing the transition zone is estimated at \$4.3 million. Noting that the land on the east side of State Road 7 north of 19 Street is under the control of Lauderdale Lakes, the CRA plan recommends that the two cities work together to develop attractive landscaping and streetscape improvements reflective of the enhancements found within the transition zone.

The transition zone would not be a continuous stretch of shops and restaurants but rather a series of inter-connected nodes of pedestrian activity focused around intersections where street level retail is brought from the interior of a site out to the walkway. Bricked or other textured pedestrian connections across State Road 7 would also be located at these points.

The Future Land Use Element of the City of Lauderhill's Comprehensive Plan calls for the provision of "greenways." Greenways are, in part, defined as "... a path for travel by multiple modes, such as bicycle, foot, and roller-blade. The paths are intended to provide safe and convenient connections among public facilities, parks, commercial centers, and residential neighborhoods." The Comprehensive Plan also says, "Due to the limited availability of land, some sections of the greenway will consist of sidewalks and bike lanes, with particular attention given to the quality of landscaping." Under these definitions, the transition zone could be considered a greenway and fits into the goals of the Future Land Use Element.



[Figure 10] TRANSITION ZONE CONCEPT- The cost of implementing the transition zone is estimated at \$4.3 million. Noting that the land on the east side of State Road 7 north of 19 Street is under the control of Lauderdale Lakes, the CRA plan recommends that the two cities work together to develop attractive landscaping and streetscape improvements reflective of the enhancements found within the transition zone.

ARCHITECTURE AND DESIGN

Another part of the successful equation for creating a unique sense of place involves a coherent architectural style that makes sense for the community. For Lauderdale, home to many immigrants from various Caribbean nations, the coherent style should be a combination of the *mélange* of styles found throughout the island nations. Not only should the architecture remind one of the tropics, but also the color, the landscaping, and the details within a building and on the street need to follow a tropical flavor. Even small things such as bus shelters need to be coherently placed and designed to fit in with the tropical theme.

The tropical design precedent has already been set and been implemented for the last few years. Examples include the Hess Station on State Road 7 and NW 21 Street as well as the County Library, Police Station, and Inverrary Falls Shopping Center on Oakland Park Boulevard. Following the tropical theme with Carishoca will anchor the design standards at the entrance to the corridor and set the tone for future development.

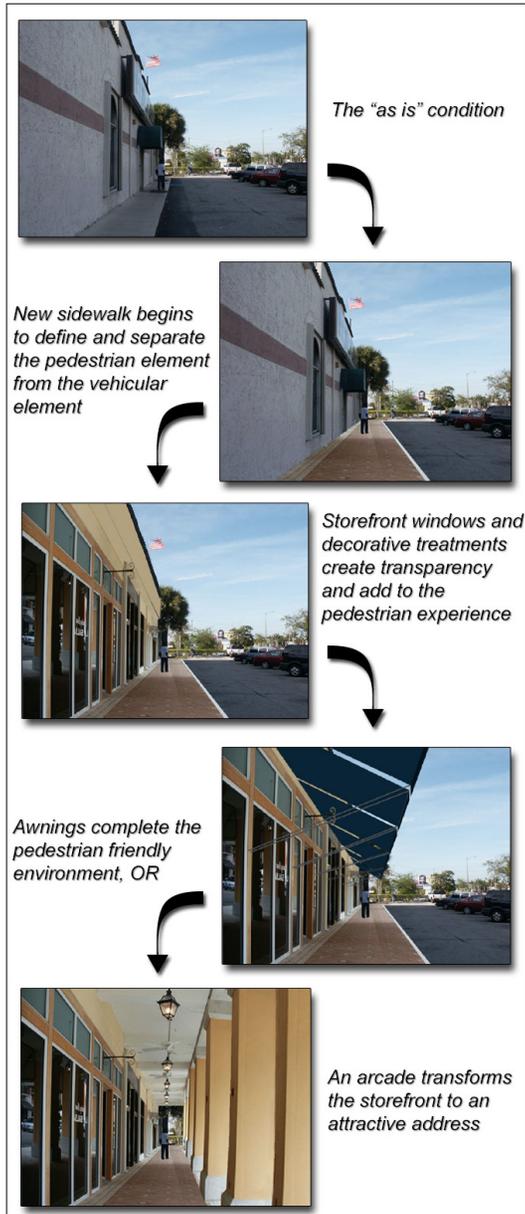
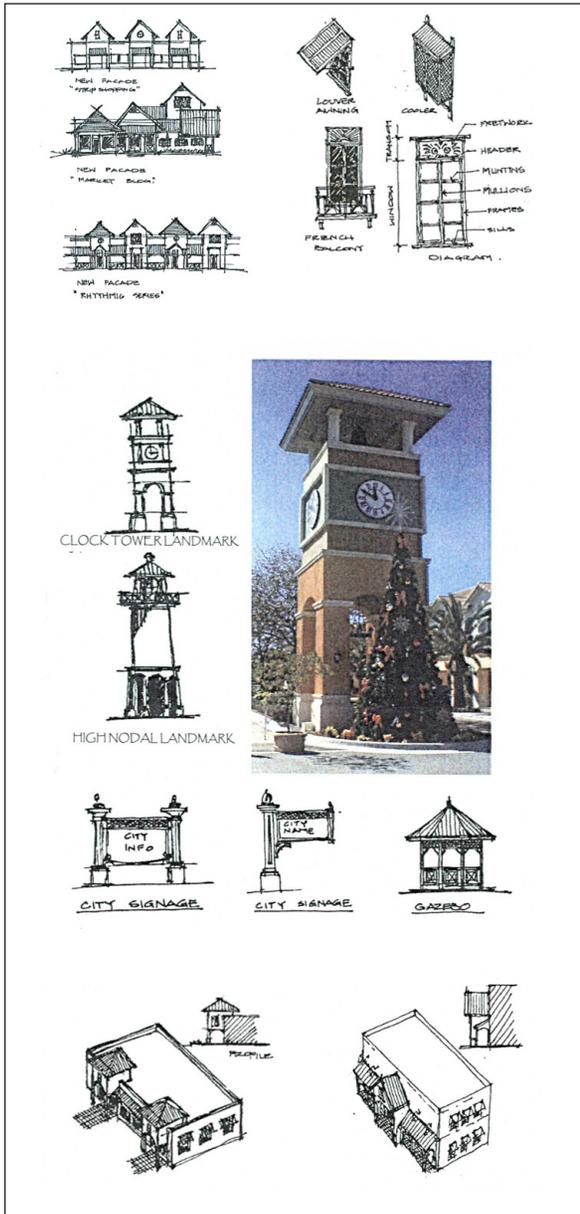
Buildings in the regional park, especially the cricket stadium, need to be examples for others along State Road 7 to follow. A set of design guidelines have been prepared and adopted for use in the park and commercial properties and are attached to this plan as Appendix F.

Architectural design standards can also be incorporated into the Land Development Regulations to eliminate the vast, open swaths of asphalt parking lots that now frame the State Road 7 roadway. Site plan reviews for redevelopment should require that buildings be moved close to the roadway and that parking be primarily provided behind buildings. The construction of the parallel roadways, NW 39 and NW 41 Avenues will provide additional access and possibly on-street parking to help eliminate the parking in front. Buildings should be required to be multi-story, possibly with upstairs residential, to properly frame the street and bring an urban look to the corridor.



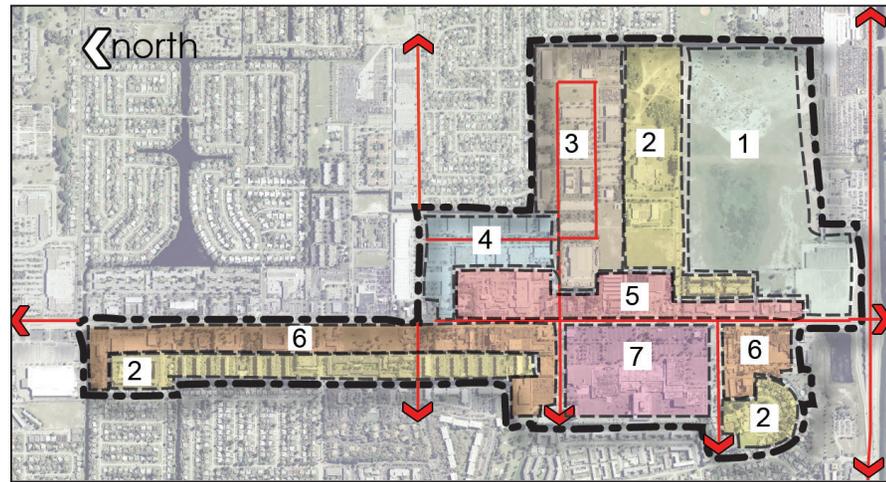
This rendering shows how the transition zone might connect to the commercial zone and how the proposed reduction in curb cuts places creates access to the parking from behind buildings.

Public improvements should also follow the architectural scheme. The City should adopt a standard design for street signage and carry it through the corridor. The Public Arts Fund could be used to install sculptures and public art in the squares and mini-parks that are contemplated along the new local roadways. These public improvements contribute to the sense of place by becoming landmarks and points of reference.



DISTRICTS WITHIN THE STATE ROAD 7 REDEVELOPMENT AREA

The Plan envisions the development of distinct districts that provide opportunities for concentrated uses that contribute to a sense of place within each area. The districts will also complement one another in achieving the overall goal of creating a vibrant community that functions as a destination for Broward County residents.



[Figure 11] PROPOSED DISTRICTS MAP - Land uses are organized so that appropriate relationships are created between certain activities. The park is looked over by the residential district to the north. The artist work/live area blends in with the industrial feel of the commerce district. State Road 7 is flanked on both sides by commercial, but gives special regulations to the west side which acts as a transition to Residential.

- | | |
|--|---|
| 1 Recreation & Entertainment District | 5 Commercial District |
| 2 Residential District | 6 Commercial To Residential District |
| 3 Commerce District | 7 Town Center |
| 4 Arts District | |

1 RECREATION & ENTERTAINMENT DISTRICT

CARISHOCA CARIBBEAN MARKETPLACE

In 2002, the City purchased the vacant K-Mart site for redevelopment. Situated next to the planned Regional Park at the intersection of two major transportation corridors (Sunrise and State Road 7), the site is highly visible - over 110,000 vehicles pass by the site daily. As such, the redevelopment of this site will be highly vital to the success of the region.

Adjacent to two major destination points within the City - the Swap Shop, a large venue for the trading of goods and services, and the proposed Regional Park - the new development will also provide a significant draw to patrons across the region. As such, preliminary plans for a mixed-use, entertainment district are already underway. The proposed development, Carishoca, will incorporate the Caribbean businesses already found in the area and region into a one of a kind tropical marketplace. The Caribbean theme will be carried throughout the development in terms of design, architecture, goods and food.

In addition to themed retail establishments and restaurants, the development will be home to both the proposed Library and the proposed Performing Arts and Cultural Center. The proximity of regional amenities will make it possible for a visitor to enjoy an entire day in the area, arriving at the Park for a midday stroll, eating at a nearby restaurant for dinner and attending a performance at the Performing Arts and Cultural Center in the evening. Likewise, the entire area's potential as a prominent destination makes it a prime location for a hotel. During tournaments at the regional park, the hotel could service sport teams and their fans. In the off-season, visitors will enjoy nearby restaurants and shops at Carishoca, while remaining in close proximity to beach fronts and other shopping facilities such as the Swap Shop and Sawgrass Mills Mall.

The current conceptual plan could handle as much as 500,000 square feet of development, including retail, office, residential, and civic uses. The current conceptual plan calls for a hotel pad in the northwest corner of the site and retail, restaurant and office buildings centered on the axis of the two major streets that cut through the site. The structures around the edge of the site are parking

garages to accommodate both the amount of development in Carishoca and overflow parking demand for the main event field when there is a major event.

However, alternative conceptual site plans for Carishoca should be considered to improve connections between other local destinations. A simplified grid roadway would incorporate the Swap Shop, Regional Park, Lauderhill Mall, and Arts District into the schema.

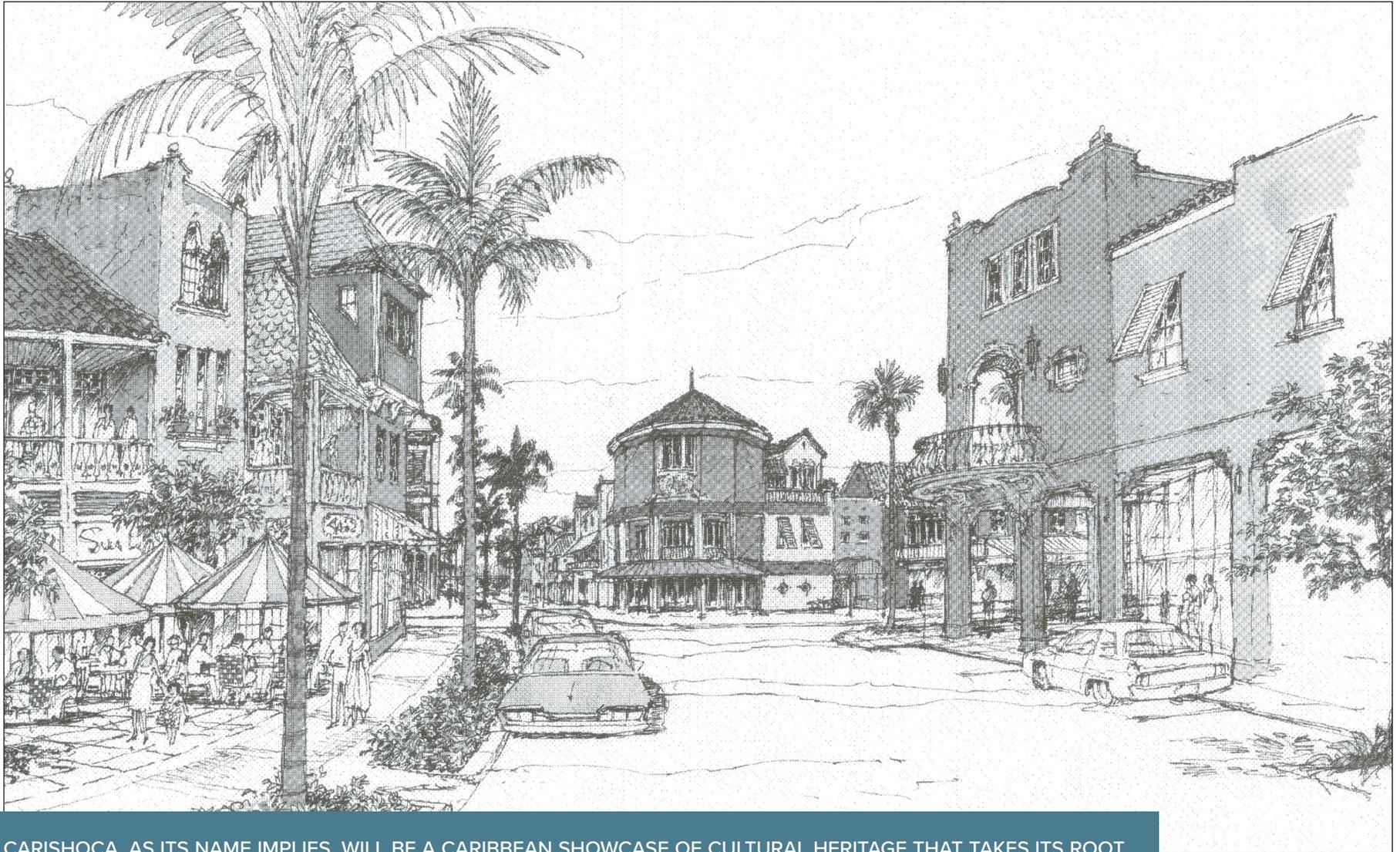
All told, the rough total market value of the planned improvements at the Carishoca site will be about \$63.5 million - a hefty increase from the current assessed value of \$4 million for the site. Additionally, the Carishoca project will be a catalytic project, meaning it will induce more positive redevelopment in the State Road 7 Corridor by simply existing and showing the rest of the investment community that the State Road 7 Corridor in Lauderhill can be a successful address to which to invest. Because of its catalytic potential, the project should be able to receive direct incentives from the State Road 7 CRA. The CRA plan estimates that about \$5.75 million will be available from tax increment financing revenues for the retail and office component and about \$1.1 million will be available for the hotel. The final numbers will be negotiated with Broward County and the City of Lauderhill.



[Figure 12] CARISHOCA - The current conceptual plan could handle as much as 500,000 square feet of development, including retail, office, residential, and civic uses. The current conceptual plan calls for a hotel pad in the corner of the site and retail, restaurant and office buildings centered on the axis of the two major streets that cut through the site. The structures around the edge of the site are parking garages to accommodate both the amount of development in Carishoca and overflow parking demand for the main event field when there is a major event.



Conceptual entry plan at corner of sunrise and S.R. 7



CARISHOCA, AS ITS NAME IMPLIES, WILL BE A CARIBBEAN SHOWCASE OF CULTURAL HERITAGE THAT TAKES ITS ROOT FROM THE EUROPEAN SETTLEMENT OF THE FRENCH, DUTCH, ENGLISH, AND SPANISH. EACH OF THE FOUR BLOCKS OF CARISHOCA WILL BE INFLUENCED THEMATICALLY AND ARCHITECTURALLY BY ONE OF THESE COUNTRIES.

REGIONAL PARK AND CRICKET STADIUM

Within Lauderhill, Broward County is currently constructing a 110 acre regional park that will include basketball, netball and tennis courts, a fitness trail, a lake with boat dock, an aquatics center, open space and a state-of-the-art Main Event Stadium that will be the first facility in the United States capable of holding regulation international cricket matches. Due to its configuration, the stadium also will be able to accommodate football and soccer matches and large outdoor musical and cultural events.

Although cricket has historically been an international sport, it is becoming increasingly popular in the United States. Within the South Florida region alone, there are one million immigrants from cricket-playing countries (Great Britain, West Indies, Australia, Pakistan, Caribbean, etc.) and over 50 teams in the South Florida Cricket Alliance and Cricket Association. Despite these numbers, a premier cricket facility does not exist anywhere in the state. According to the United States Cricket Club, such a facility could draw at least five major cricket tournaments a year, attracting 20,000 to 50,000 people from around the world. In order to promote the facility as a premiere destination for national and international matches, the City is already planning several tournaments and is currently being considered to host warm-up matches for the 2007 Cricket World Cup.



This 110 acre regional park will include basketball, netball and tennis courts, a fitness trail, a lake with boat dock, an aquatics center, open space and a state-of-the-art Main Event Stadium that will be the first facility in the United States capable of holding regulation international cricket matches.

The creation of a regional park equipped with recreational facilities can stimulate economic growth within the corridor. The park should be easily accessible so that visitors can fluidly transition between the park and new civic centers, residences, hotels, restaurants and retail shops. It is essential to integrate the proposed cricket stadium with other local destinations such as Carishoca, the Caribbean marketplace, and the Swap Shop. In addition, integrating nearby housing complexes into the park design will provide residents with spectacular views and the park with constant human surveillance of the property.

The City and County's combined investment of approximately \$60 million in the park and related amenities will significantly increase in the value of properties in the State Road 7 corridor. The park is expected to be complete by the end of 2006. As noted, adjacent properties will have their views improved from that of a vacant, overgrown field to that of a lushly-landscaped park. The City and County have worked together on the design of the park to ensure that the perimeter is well-landscaped to help with the redevelopment of area properties.



According to the United States Cricket Club, such a facility could draw at least five major cricket tournaments a year, attracting 20,000 to 50,000 people from around the world.

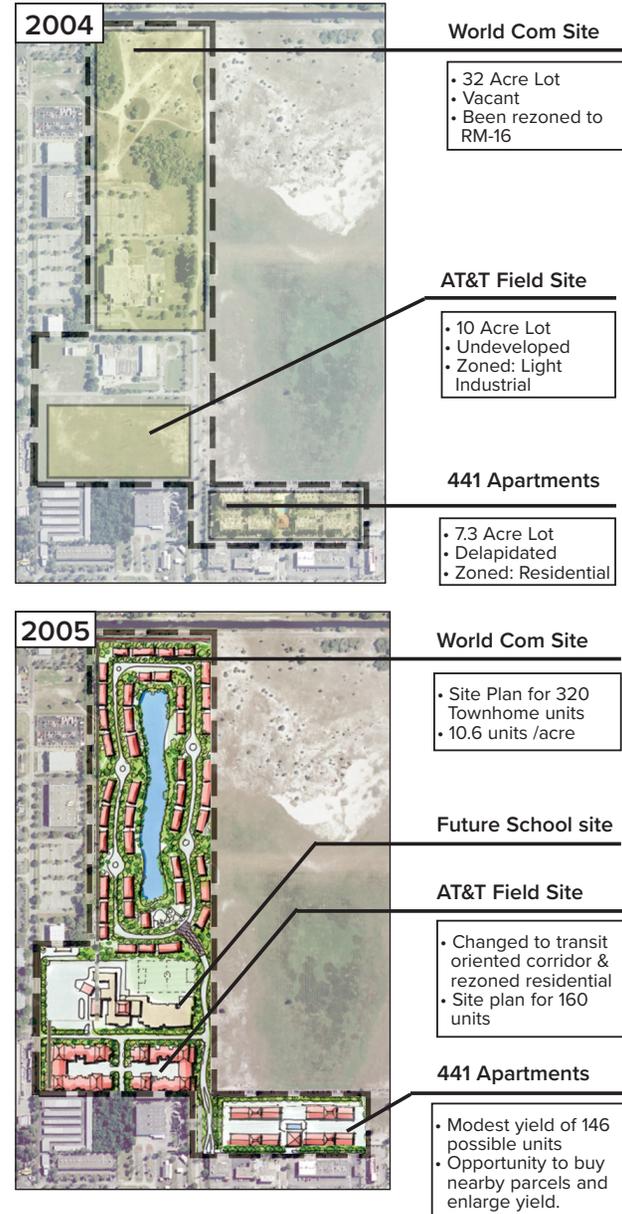
DISTRICTS WITHIN THE STATE ROAD 7 REDEVELOPMENT AREA

A developer is currently in the final stages of site plan review for the former 32 acre Worldcom site located north of the park where they plan to begin construction on a 320 unit townhouse development called Georgetown by the end of 2005. Another developer has purchased a 10 acre site located north of the park and they also intend to develop a townhouse/mixed use community. The 441 apartments, to the west of the park in the Residential District, are another property that will benefit from improved views and the CRA will work with the owners to upgrade that property.

In addition to the park itself, the City and County have agreed to spend more than \$10 million to build a regional library and cultural arts facility within the park. These facilities will spur development in the proposed Arts District.

RESIDENTIAL DISTRICT

One model for the plan's residential district is the Sycamore Street Co-Op in Santa Cruz, California - a workforce rental housing project for those earning below 60% of the area median income. The project is a testament to the fact that good and attractive design can address the workforce housing market and that affordable housing can be integrated into market rate neighborhoods. There are 24 units per acre as well as community facilities and a day-care center for up to 40 children. The homes are 2-story townhouses above ground floor flats and 3-story townhouses organized around courtyards. Two courtyards with entry gazebos, along with 5 townhouses above the child-care center, face the city street, placing eyes on the street. All courtyards open to a central green, fronted by a building containing the community facilities and co-op offices. Autos enter two side alleys, tucking into the backside of the edge buildings. Rear decks above the parking serve as outdoor living rooms for the townhouses above.



2 RESIDENTIAL DISTRICT

441 APARTMENTS

The current, dilapidated 441 Apartments should be maintained for residential use but should be significantly redeveloped. Residential in close proximity to parks and recreational facilities has been proven time and again as a key component to successful redevelopment strategies. Not only do they provide residents with open space and attractive views, but they also provide the park with constant human surveillance. The large size of the parcel, 7.3 acres, would allow a developer to build a significant residential component on this site. A modest urban density of 20 units per acre applied to this site would yield 146 units. The approximate value of 146 new townhouses and its infrastructure would be about \$32.7 million, notably more than the site's current assessed value of \$6.1 million. Furthermore, if a developer were able to assemble the three underutilized, adjacent commercial parcels and redevelop the land at a modest FAR of 0.35, approximately 35,000 square feet of development could be built. The expected value of that amount of development would be around \$4.4 million, substantially more than the current assessed value of \$1.6 million for the three properties today. The two projects could also be combined into a much larger mixed-use development.



AT&T ANTENNA FIELD SITE

The land use for the 10-acre AT&T site has been re-designated and is being re-districted from a Light Industrial (IL) district to a transit oriented corridor (mixed use). Located directly northeast of the existing 441 Apartment complex, the site's proximity to the proposed regional park will create added value and desirability for the residences and bring "eyes on the park". Further, it will help to alleviate the residential-to-jobs imbalance that exists in the State Road 7 corridor today. A modest urban density of 16 units per acre could yield up to 160 units for this site. The ballpark assessed value of such a residential redevelopment project would be about \$32 million. The 2004 assessed value of the property was \$2.3 million.

In addition, it is recommended that the eastern portion of the site be set aside for the development of a school. The new school's location, as proposed, would connect the Arts District to the Performing Arts & Cultural Center, link the new residential developments, align with the new Town Center at the Lauderhill Mall, and utilize the Regional Park amenities.

WORLD COM SITE

The WorldCom site, a 32-acre vacant site located north of the Regional Park, should be viewed as an opportunity to bring a significant residential component into the district. While mixing residential with industry may not seem like a good idea at first glance, the situation in this district is different. A current proposal has received preliminary site plan approval to develop 320 townhouse units. The property was recently rezoned to RM-16.

First, the immediate neighbors to the site are, as with most of the uses in the district, light industry or warehouse/supplier operations that produce few emissions or little noise. Even if the proximity of industry were a concern, the size of the parcel allows sufficient landscaping to buffer any noise and visual pollution. Only two of the four sides have an industrial neighbor, the other two sides are the regional park and a single-family neighborhood across a canal in part of unincorporated Broward County that was recently annexed into Lauderhill.

Second, the site is directly to the north of the proposed regional park. As the CRA plan has previously established, locating residential next to an activity node such

DISTRICTS WITHIN THE STATE ROAD 7 REDEVELOPMENT AREA



Site Plan of the 32 Acre World Com site that has an estimated future value of over \$50 million.



The development has already illustrated the vision of a higher density development that would follow the LDR guidelines and tropical style.

as the park is the best way to create a lively neighborhood and ensure that the park is actively used. Additionally, the proximity of the park will be an amenity that the developer could use to sell the units.

The site plan for the proposed development provides for 320 townhouses units built around a large open space provided in the middle of the site. Several traffic circles break up the streetscape at regular intervals. A couple of view sheds are provided at the traffic circles, would allow unobstructed views into the regional park. None of the units would face into the neighboring light industrial uses and many of them would have views into the regional park. The Planning and Zoning Board has recommended approval for a Comprehensive Plan Land Use change for this site from industrial to residential. The City transmitted the Comprehensive Plan amendment to the State on September 27, 2004.

The site plan calls for an overall density of 10.66 units/acre. The CRA plan assumes an average assessed value of \$175,000 per unit. Assuming the minimum starting price of \$225,000 and 80 percent assessed value, the minimum assessed value should be \$184,000. The assessed value of this project could be over \$50 million while the current assessed value of the land is slightly over \$1 million - a huge increase in taxable value for the State Road 7 Corridor. These numbers are conservatively reflected in the Tax Increment Finance (TIF) analysis in the Strategies for Implementation section of the CRA plan.

3 COMMERCE DISTRICT

INDUSTRIAL DISTRICT

Lauderhill's Industrial District contains a number of light industrial and warehousing businesses, among them a large distribution facility for UPS. There is sufficient need to maintain many of these uses to ensure the economic vitality of the State Road 7 corridor and the overall region. While the current zoning for the central portion of the industrial district should remain light industrial (IL), the outer perimeter should develop into either flex manufacturing/office space or live/work facilities with ground floor light industrial uses and residential loft units above the ground floor. These multiple uses will help the industrial park transition into the adjacent residential developments and will take advantage of the waterways found adjacent to the facilities.



These unattractive one-story warehouse buildings are about 50% unoccupied. They have served to help the mix of light industrial uses that this area has become known for, but their structural problems large parking lots have limited their contributions to the urban whole.



This conceptual sketch helps illustrate the idea of mixing the light industrial uses of the area with a residential component that plays off the ambiance of the arts district nearby. Working warehouse/ storage garages could replace those in the photos (above) and offer loft living on the upper floors. Architectural elements such as pitched roofs and vibrant colored facades would also add to the tropical theme held throughout the city.

4 ARTS DISTRICT

The Lauderdale Commerce Park consists of those parcels from NW 16 Street to NW 19 Street that front on NW 38 Avenue. This area currently comprises eight freestanding one-story buildings with many vacancies. The properties that are rented are occupied by vehicle repair shops, house of religious worship, wholesale outlets, and other underperforming uses.

The location is a prime area for artist live/work places to develop. The location amidst commercial and industrial buildings will ensure relatively low rents, while the wide, well landscaped streetscape on NW 38 Avenue is potentially pedestrian friendly while also providing good vehicular access via NW 19 Street and State Road 7. In a county with over 10,000 artists and 450 not-for-profit cultural organizations, surprisingly, very few such arts districts currently exist.

The new Performing Arts/Cultural Center in the Broward County Regional Park will provide a showcase and potential income generation for the artists living and working in the area. At the same time, the NW 38 Avenue area, if properly developed with artists' studios, related retail stores, and cafes, could become another reason for the corridor to be a destination for South Florida residents and tourists.

it is a common phenomenon that artists spur revitalization within many cities. Struggling artists often move into blighted neighborhoods that provide both an anti-establishment atmosphere and an abundance of cheap space to perfect their craft. As more and more artists begin to move into the area, urban cafes, hip bars and sleek art galleries begin to appear to cater to the new residents. A diverse, unique, mixed-income community arises and many onlookers want to be a part of this new, trendy neighborhood. Quickly, real estate prices increase to keep pace with demand, significantly boosting the area's economic base.



In a county with over 10,000 artists and 450 not-for-profit cultural organizations, surprisingly, very few such arts districts currently exist.



This section along N.W. 16th Street looks down the redesigned N.W. 38th Avenue. This is how you would enter the Arts district if you were coming from the Regional Park.



Struggling artists often move into blighted neighborhoods that provide both an anti-establishment atmosphere and an abundance of cheap space to perfect their craft.

Noting that many of the individual artists and arts groups may need to be subsidized to afford space, it is recommended that the City establish a Public Arts Fund. The costs will be insignificant in comparison to the benefits. Arts and culture help develop individual capacities, create a sense of community pride, attract visitors, and sustain a healthy economy. Furthermore, it is a common phenomenon that artists spur revitalization within many cities. Struggling artists often move into blighted neighborhoods that provide both an anti-establishment atmosphere and an abundance of cheap space to perfect their craft. As more and more artists begin to move into the area, urban cafes, hip bars and sleek art galleries begin to appear to cater to the new residents. A diverse, unique, mixed-income community arises and many onlookers want to be a part of this new, trendy neighborhood. Quickly, real estate prices increase to keep pace with demand, significantly boosting the area's economic base.

Examples of this model of economic development are found across the country. The Adams Morgan neighborhood in Washington, DC has already been noted. Seattle's original downtown and waterfront are in the midst of a revitalization that relies heavily on artists and studios moving into abandoned retail stores and offices. The former slums of SoHo in New York developed into one of the most fashionable, not to mention most expensive, neighborhoods in that city. Likewise, the once abandoned warehouses of Williamsburg are now the hip, chic part of Brooklyn.

5 COMMERCIAL DISTRICT

While automotive shops and car dealerships have characterized the corridor for decades, it is essential to develop new ways to improve the physical characteristics of those sites. Currently, the automotive dealership's entire State Road 7 frontage is encompassed by a vast, paved lot lined with the dealer's automotive selection. If the site is to remain a car dealership, the CRA should encourage the property owner to build a multi-story display building or expand the current building at the front of the lot consistent with the corridor design guidelines and to bring structure and scale to the pedestrian area fronting the property. The transparency of the structure would allow the cars in the rear lot to still be seen by passersby while the dealer's best cars would be highlighted within the front display.

As an offset to the cost of the project additional density of mixed uses in the rear of the property could increase the total value of the property and further the goal of adding the NW 39 Avenue roadway. The remaining portion of the district should be encouraged to develop into a more substantial retail and office center,



With proper redevelopment, automobile drivers are given a much more attractive setting to drive through and park in. Businesses are given a more attractive and marketable address and product. Pedestrians are able to navigate the parcel in a safe and comfortable fashion. This model could also be applied to smaller parcels that are assembled under common ownership for redevelopment.



Drive access to the parcel is gained from a rear road where there is enough room for parking assuming a typical retail parking ratio of 4 spaces per 1,000 square feet of retail. The rough assessed value for such a plan would be about \$2.4 million or 30-50% more than the typical assessed values of the extant strip centers in 2004.

with direct auto access oriented away from State Road 7. The typical building found along the commercial section of the State Road 7 corridor in Lauderhill is a strip shopping center. Several tenants inhabit the building, with parking in front of the building and driveway access directly off of State Road 7.

These commercial strip centers could be redeveloped in an attractive manner and still retain and enhance its economic function along the corridor. In place of one long, rectangular center, two 8,000 square foot commercial buildings designed in accordance with the design guidelines of this plan would be constructed. The buildings would be setback 10' from the edge of the transition zone and 10' from the sides of the parking lot. Drive access to the parcel is gained from a rear road where there is enough room for parking assuming a typical retail parking ratio of 4 spaces per 1,000 square feet of retail. The rough assessed value for such a plan would be about \$2.4 million or 30-50% more than the typical assessed values of the extant strip centers in 2004.

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6 COMMERCIAL TO RESIDENTIAL TRANSITION DISTRICT

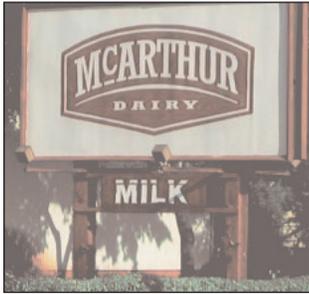
As with the rest of the State Road 7 Corridor in Lauderhill, the commercial buildings found west of State Road 7 and north of NW 16 Street are a mix of small shopping centers and single-use buildings. Some of the commercial buildings in this district are relatively new and appear to be in good physical shape. There are a few pieces of vacant land, most noticeably two adjacent parcels just north of NW 19 Street that combine to make a 4.6-acre parcel. The shopping center in the far southwest corner of the district, across NW 16 Street from the Lauderhill Mall, is now home to the Strong Tower Ministries.

The residential land bordering the commercial properties to the west is completely built-out. The buildings are mostly once owner-occupied condominiums that have been converted to rentals. As expected with such a transition the maintenance of some of the properties has deteriorated slightly. The buildings range from two stories to four stories high, some featuring better community facilities than others, such as pools and clubhouses.

The current land use pattern of commercial in front of residential is appropriate. Rehabilitation of the existing residential buildings and the conversions from rental units to condominium units should be supported, even at a small scale. New paint and landscaping can go a long way to improve the quality and presentation of a building to the rest of the community. Rehabilitation and redevelopment of the underutilized commercial properties should be encouraged through greater flexibility in the land development regulations and vacant land should be taken as an opportunity to visually enhance the State Road 7 Corridor. The possibility of developing the vacant land in this district into passive parks is also a possibility. However, one of the empty sites has already been purchased by a developer and is slated for commercial and residential use.

Noting that the Strong Tower Ministries now occupies much of the space on the 4.7 acre shopping center site (originally intended for retail and office use), the property should be redeveloped to contain a mix of office, commercial, and residential uses.

MCARTHUR DAIRY SITE



In 2003, the City purchased the 10 acre former McArthur Dairy property for \$2.4 million and leveled the structure the following year. The McArthur Dairy plan would contain 85 townhouses units built on narrow streets on a grid with public squares.

The residential land use would be a welcome addition to the State Road 7 Corridor, both in terms of helping to achieve a balance of land uses along the corridor (alleviating traffic congestion and increasing viability) and being a friendly neighbor to the existing single family homes to the west.

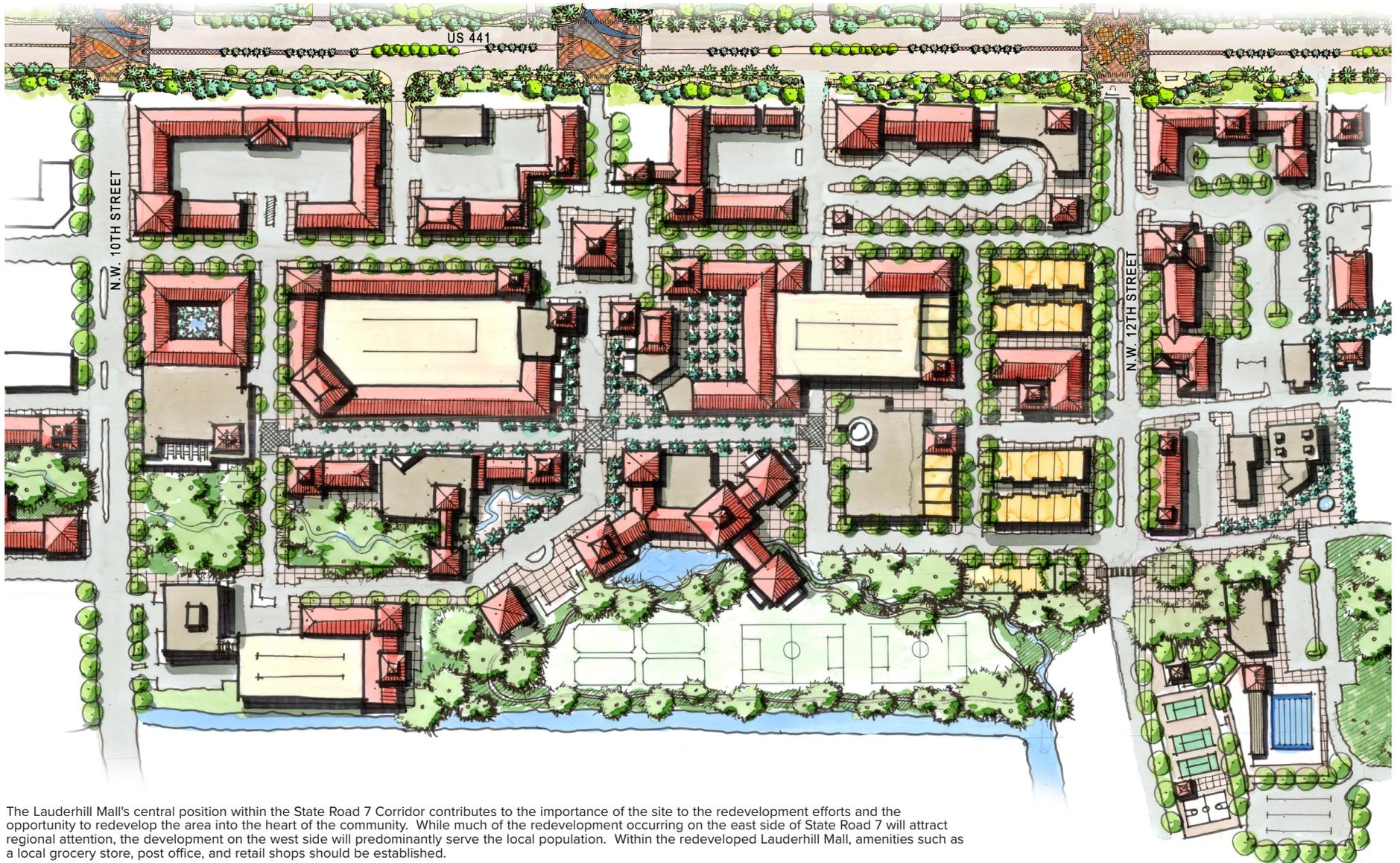
Other uses in the area are single use commercial buildings, a strip commercial building, residential homes that have been converted to small businesses, a large empty lot, a church, a fire station, the Herbert Sadkin Community Center, single family homes, and Wolk Park. Wolk Park, which offers a variety of activities such as swimming, basketball, tennis, horseshoes, a playground, shelters, open space and a small lake, combined with the Herbert Sadkin Community Center, creates a considerable node of activity in the district. This node should be complemented with the redevelopment of the existing rundown commercial buildings.

Discussions have already taken place to acquire and assemble the property on the corner of NW 12 Street and State Road 7. Currently buried at the back of the site, the Church should be relocated to the corner of NW 12 Street and NW 41 Avenue (the proposed roadway) to improve visibility and serve as an anchor for the neighborhood. The remaining parcels facing State Road 7 could be adapted to commercial uses.



The current land use pattern of commercial in front of residential is appropriate. Rehabilitation of the existing residential buildings and the conversions from rental units to condominium units should be supported, even at a small scale. New paint and landscaping can go a long way to improve the quality and presentation of a building to the rest of the community

7 LAUDERHILL TOWN CENTER



The Lauderhill Mall's central position within the State Road 7 Corridor contributes to the importance of the site to the redevelopment efforts and the opportunity to redevelop the area into the heart of the community. While much of the redevelopment occurring on the east side of State Road 7 will attract regional attention, the development on the west side will predominantly serve the local population. Within the redeveloped Lauderhill Mall, amenities such as a local grocery store, post office, and retail shops should be established.

While the Lauderhill Mall opened in 1966 with great acclaim, touting itself as the first enclosed air-conditioned mall in the entire United States, today the mall is in a serious state of disrepair. Much of the retail is low end and discount retail and the much of the space is occupied with various public agencies and non-retail businesses such as the police, tax accountants, and mortgage lenders.

Nevertheless, the Lauderhill Mall represents a major opportunity for redevelopment in the State Road 7 Corridor. There are very few sites in south Florida that have the size of the Mall site (45 acres) and the location (State Road 7 near Sunrise Boulevard) which are under common ownership. As such, private developers could be enticed to redevelop the site into a mixed-use center that combines residential, retail and office space. The Town Center should be structured around a central civic space and a strong geometry that connects the area to the rest of the community based on the Public Squares outlined in this Plan. As described in the Access section of the document, ulterior roads (NW 41st Avenue and NW 42nd Avenue) need to be constructed for this purpose. In addition, new pedestrian bridges should connect the Mall redevelopment to the Park South condominiums across the canal. Today, there is only one pedestrian bridge and it has been chained shut at the request of Park South because of fears that it supports criminal activity.

Potentially the most attractive feature within the proposed development is the open space park along the canal. The green space could connect Wolk Park on

NW 12 St and the Lauderhill Municipal Golf Course on NW 16 St with a linear park. Additionally, the area could build on one of the locale's most prominent features, canals, by incorporating a meandering stream running through both the buildings and park.

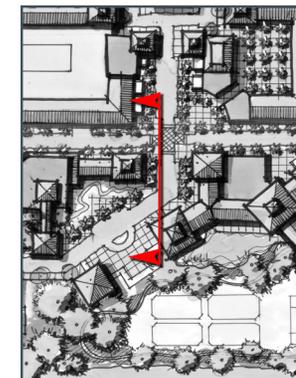
A few small commercial buildings, a six-story office building, and a bus transfer station are found immediately adjacent to the Mall. While some of the buildings could be retained and integrated into the plan, the CRA should make relocating the bus transfer facility to the front of the property adjacent to State Road 7 a high priority. Currently, the station adds unnecessary traffic to NW 12 Street, a primarily residential local road. Moving the station closer to State Road 7 would remove this unneeded traffic and would allow riders to more easily transition into other parts of the State Road 7 Corridor, such as the Regional Park and Carishoca sites. Efforts should be made to provide attractive bus shelters with sufficient pedestrian crossings at the site.

The Lauderhill Mall's central position within the State Road 7 Corridor contributes to the importance of the site to the redevelopment efforts and the opportunity to redevelop the area into the heart of the community. While much of the redevelopment occurring on the east side of State Road 7 will attract regional attention, the development on the west side will predominantly serve the local population. Within the redeveloped Lauderhill Mall, amenities such as a local grocery store, post office, and retail shops should be established.

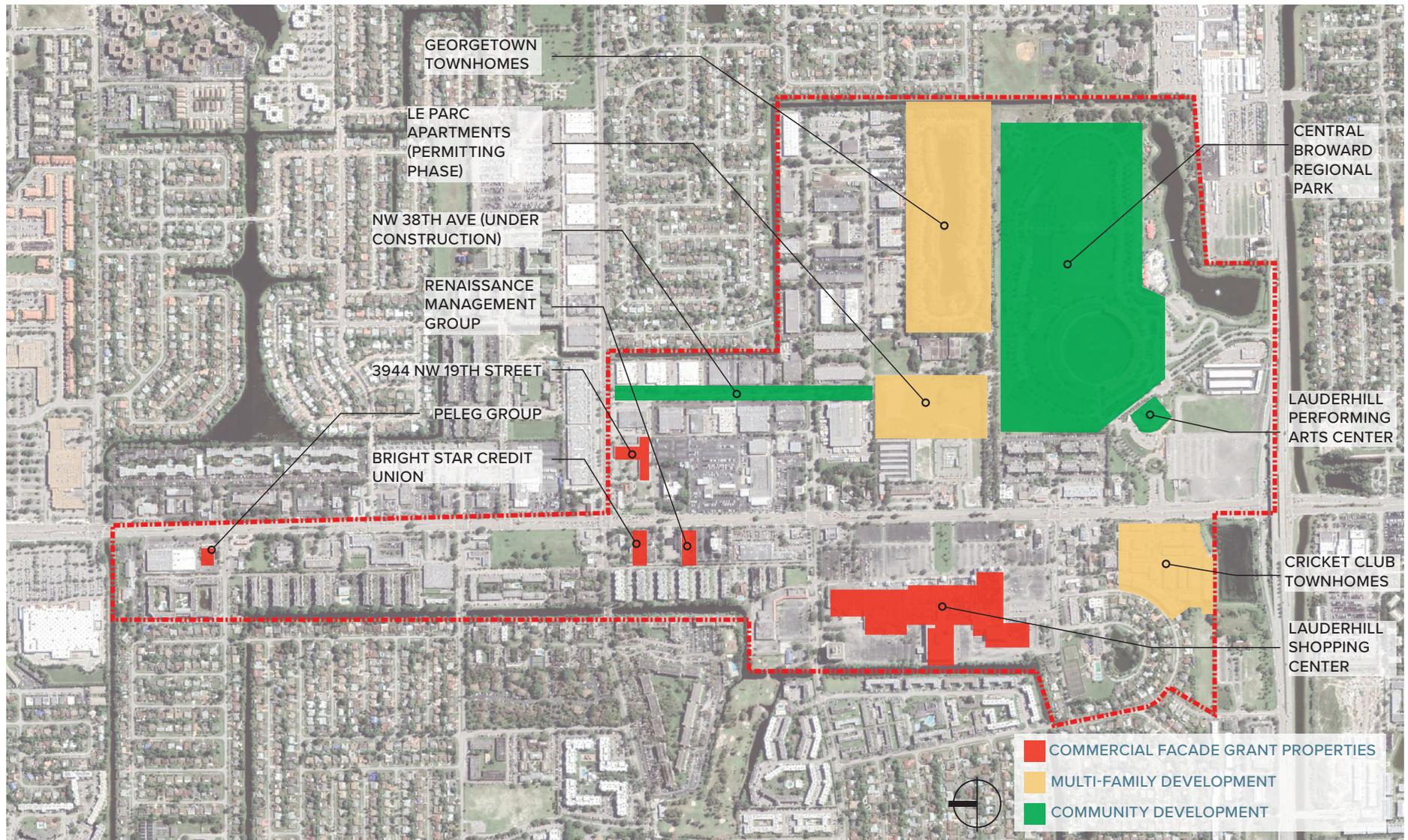


This elevation of the Town center illustrates the how the street life of Lauderhill's "Downtown" might feel. One of the most attractive features of this area is the idea of a green corridor that begins from transforming the single functioning canal in the Northwest corner into a meandering nature walk that takes through the heart of the city's downtown area. This corridor serves to link the neighborhoods to the north, link downtown to Wolk park and acts as natural escape from the hardscape of the urban environment.

Section Key



COMPLETED AND ONGOING PROJECTS IN STATE ROAD 7 CRA (2005- JUNE 2020)



COMMERCIAL FACADE GRANT PROPERTIES

LAUDERHILL SHOPPING CENTER (BEFORE)



LAUDERHILL SHOPPING CENTER (AFTER, COMPLETED)



PELEG GROUP (BEFORE)



PELEG GROUP (AFTER, COMPLETED)



RENAISSANCE MANAGEMENT GROUP (BEFORE)



RENAISSANCE MANAGEMENT GROUP (AFTER, COMPLETED)



3944 NW 19TH STREET (BEFORE)



3944 NW 19TH STREET (AFTER, COMPLETED)



LAUDERHILL MALL OUTPARCEL (RENDERING)



MULTI-FAMILY DEVELOPMENT

GEORGETOWN TOWNHOMES (COMPLETED)



CRICKET CLUB TOWNHOMES (COMPLETED)



LE PARC APARTMENTS (PERMITTING PHASE)



COMMUNITY DEVELOPMENT

CENTRAL BROWARD REGIONAL PARK (COMPLETED)



LAUDERHILL PERFORMING ARTS CENTER (COMPLETED)



NW 38TH AVE (UNDER CONSTRUCTION)



COUNTY TRANSIT CENTER



IMPLEMENTATION STRATEGIES

The opportunities for redevelopment in the State Road 7 Corridor will not be self-actuating. In order to realize the Corridor's potential, the City of Lauderhill must continue to take an active role in making the kind of development and redevelopment the City desires a reality. There are four broad approaches to community redevelopment: 1) active participation in the development and redevelopment process, 2) community reinvestment strategies, 3) modification of land development regulations to eliminate disincentives and create incentives for community redevelopment, 4) the option of creating a statutory community redevelopment agency and tax increment financing to be a leadership entity in the implementation of the Plan.

ACTIVE PARTICIPATION IN CATALYTIC REDEVELOPMENT PROJECTS

The CRA plan identifies three parcels of land that would be appropriate for large scale, mixed use redevelopment - the K Mart property, the McArthur Dairy property and the Lauderhill Mall. The K-Mart property and the McArthur Dairy property are owned by the City and are in the disposition process, facilitating the City's active participation in the redevelopment of these properties. With regard to the Lauderhill Mall, which is privately owned, the City of Lauderhill has taken affirmative steps to ensure that the ownership of the Mall fully understands the City's redevelopment objectives and to inform ownership of the manner in which the City could assist in the redevelopment of the Mall.

The first step in promoting catalytic redevelopment is the modification of the City's Land Development Regulations (LDR) to establish the procedural and substantive ground rules that govern the redevelopment of the candidate redevelopment properties. The City has made and is in the process of making further changes to its LDR which set standards for the State Road 7 corridor and simultaneously give the CRA and the City some flexibility to work with individual developers to help make certain that redevelopment can happen that benefits everyone and furthers the goals of this plan.

In negotiating a public private redevelopment agreement, the City should give priority to the character and quality of the proposed redevelopment project and consistency with the City's redevelopment objectives rather than the amount of money the preferred developer is willing to pay. In the long run the economic

benefits of quality redevelopment are more important than short-term recapture of land cost.

The City should employ a different strategy with regard to the Lauderhill Mall because the City is not the owner. Instead of initiating the development process, the City should play a role of ready and willing public/private partner. The City should make its desires with regard to redevelopment known to ownership of the Mall and aggressively encourage the owners to consider redevelopment. Until ownership makes a decision to commit to redevelopment, the City should assume a reactive role as opposed to the active role for the properties owned by the City.

In addition to these three projects, two privately-financed townhouse projects, in the range of 150-300 units each, are already well into the design and permitting phase. These projects, both on the east side of State Road 7 between NW 13 and NW 16 Streets, will further spur the momentum of investment generated by the Regional Park, Carishoca, and McArthur.

The City, like any other municipality has finite resources and the primary purpose of the catalytic redevelopment projects is to create momentum in the market place which will sustain itself through private initiative. In most successful redevelopment environments, catalytic projects represent less than 50% of the total amount of community redevelopment that is achieved.

The funds from an Interlocal Agreement with Broward County combined with Tax Increment Financing funds described later in this section along with other sources of funding listed in Appendix C, Funding Sources, should put the CRA in a position to assertively encourage, promote and pay for redevelopment and improvement projects in the State Road 7 corridor.

MODIFICATIONS TO CITY LAND DEVELOPMENT REGULATIONS

One of the obstacles to community redevelopment are traditional land development regulations which focus on prohibiting undesirable development through regulations as opposed to promoting desired forms of development. Too often, a developer and the community agree on a particular proposal but are unable to build it because of the limitations of applicable land development regulations.

In order to promote community redevelopment the City of Lauderhill needs to create a regulatory environment that gives property owners and developers both flexibility and certainty to the maximum extent possible. Flexibility is necessary to overcome the cost and complexity of redevelopment and to deal with the limitations of existing conditions such as parcel size and existing improvements. Certainty is necessary to overcome the economic implications of high land costs, demolition costs (often of income producing improvements) and existing market trajectories.

Flexibility and certainty, however, are not always concurrent. Flexible regulations, which reserve substantial discretion with regard to permitted uses, densities and bulk standards, may create uncertainty. Similarly, certainty in regulations creates an inherent limit on flexibility. The City will provide assistance to developers whose projects are consistent with the recommendations laid out within this plan. Assistance could include, but should not be limited to, expedited local review processes and assisting with applications for state expedited review, flexibility in land use policies as allowed by the State, impact fee waivers, and direct financial incentives.

There are a variety of solutions to the flexibility/certainty calculus that can be employed. For example, land development regulations can provide flexibility with certainty by creating a two tier regulatory regime. The first level establishes a fixed floor which assures a developer that no matter what happens during the development review process, he or she will come away with an approval for the permitted floor. The second level would allow flexibility through a discretionary review, which would judge particular proposals on the basis of performance standards in lieu of fixed standards. Another way of balancing flexibility and certainty is to create a carefully prescribed process for development review that includes a set schedule of events and time limits for approval. Lauderhill has a set schedule and time limits but lacks other elements of flexibility.

Appropriate regulations can be developed in a number of ways. Some communities, for example, create overlay zones, which add flexibility not otherwise available in the underlying zoning district. Other communities simply design new district regulations for identified redevelopment areas. Although both approaches have been used successfully, the new district approach is the preferred approach because it is less complex and more easily tailored to the specific needs of a particular redevelopment area.

In order to implement the CRA plan, the City of Lauderhill intends to modify its land development regulations to accommodate the development and redevelopment options, which are presented in this Plan. The land development regulations should allow, at a minimum, the following:

- Vertically and horizontally mixed uses (A mixed use overlay zoning district is being created by the City)
- Gross residential densities based on the total project site (independent of other uses that may be present on site) of at least twenty (20) dwelling units per acre so long as the total floor area ratio of all the buildings, including parking garages, does not exceed 2.0
- Interchangeable land uses, such as a negotiable mix of residential versus commercial would give developers added flexibility to their building programs and responsiveness to the market
- Buildings with a height of up to 100 feet should be subject to limitations on the location of the 100 foot portions of the building in relation to the street and surrounding sites and the percentage of the building with heights over 50 feet and 75 feet - for multiple buildings on a single site the limitations should be tied to the percentage of the number of buildings over 50 feet and 75 feet
- Surface and/or structured parking (currently allowed)
- Shared off-street parking (currently allowed)

COMMUNITY REINVESTMENT

A key part of any community redevelopment initiative involves repositioning the community redevelopment area in the marketplace. Momentum, positive or negative, is a powerful force in community redevelopment and perceptions are as important as realities. In order to successfully implement the CRA plan it will be necessary for the City to create an expectation of a positive future. While promoting individual development and redevelopment initiatives will be important, overcoming negative or blighting influences and the reality and perception of weakening is essential to successful implementation.

IMPLEMENTATION STRATEGIES

The easiest way for the City of Lauderhill to convince the private sector that the character and value of the Corridor will improve over time is for the City to establish a Capital Improvement Program in the future of the corridor. While the City has already taken the first, most important step in creating positive momentum through the acquisition of the K-Mart and McArthur Dairy sites, the City should take further steps to ensure that the marketplace understands that those acquisitions are just the beginning. The City's public and expected private investment in the corridor are discussed in the Tax Increment Financing section which follows.

The most visible element of the CRA plan is the creation of a transition zone, which converts the edges of the road into an attractive and distinctive location for future private investment. The outline for the transition zone was discussed earlier in this Plan. Implementation of the transition zone will involve a variety of initiatives depending on location and particular conditions. With regard to the major redevelopment sites such as K-Mart, the creation of a transition zone will be relatively easy, particularly for property owned by the City. The City could, for example, design an appropriate transition zone and require that the developer of the property incorporate the transition zone into the redevelopment of the property. Likewise, other streetscape improvements, such as the burying of utilities, should occur simultaneously.

In addition, the City may create a transition zone improvement fund to apply to the east side of State Road 7 from NW 19 Street to the City limits. The fund would be used to pay for the creation of transition zone as a part of qualifying redevelopment initiative. For example, the owner of a freestanding retail building could come to the City and propose the revitalization of his or her property and apply for funding assistance from the transition zone fund. Applications for funding could be on a first come, first serve basis, or the City could create a funding cycle where revitalization and redevelopment proposals compete for available funding. One possible funding source for the improvement fund is the FDOT Highway Beautification Grants program. Qualified projects can receive up to \$150,000 per year and phased projects, like the transition zone, can receive \$150,000 over the course of several years.

The first step in the implementation of the transition zone concept is the preparation of a parcel-by-parcel design. While the CRA plan speaks in terms of a 50-foot transition zone to create a meaningful "space" between State Road 7 "the road" and the adjoining "places." In reality, the character of the zone will differ from property to property; however, careful design and consistent use of materials can be used to create a coherent whole out of disparate parts. The key to successful implementation of the transition zone concept is the creation of a vista from State Road 7 through the City, which differentiates the City of Lauderhill from the balance of the corridor and creates a desirable edge for development and redevelopment along the Corridor.

The plans will help the City achieve several objectives. First, the plans address the inevitable property owner fear of the unknown concerns as to "how will the concept of the transition zone affect my property?" The intuition of most property owners is to resist proposals to devote private property to any purpose other than for buildings or off-street parking. The conceptual plans show the individual property owner that implementation of the transition zone concept would be implemented in a balanced and beneficial manner.

Second, the plans paint a picture of the benefits of implementing the transition zone concept on a particular property, stimulating property owner interest in revitalization and competing for implementation funding. Third, the plan tells the private sector that the City is serious about the future of the State Road 7 Corridor and it overcomes the natural tendency to assume that "talk is cheap" with regard to the City's commitment for the State Road 7 Corridor. Finally, the preliminary plans are a framework for negotiating potential public/private partnerships for the major catalytic redevelopment properties.

There are other ways that the City could demonstrate its commitment to implementation through community investment. One way would be to create a redevelopment incentive program to make financial assistance available to property owners who are willing to improve their properties. There are a wide variety of interim and permanent improvements which could be implemented for existing improvements including new and improved signage, new paint, additional landscaping (temporary or permanent) and architectural treatments which evidence a new direction. What is important is for the market place to observe that change has started, no matter how modest.

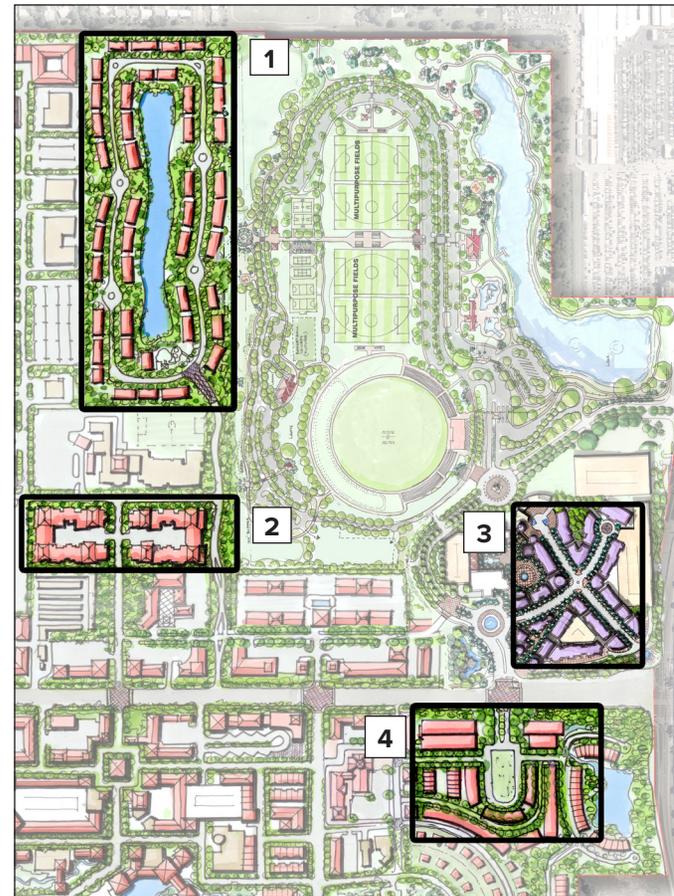
In some communities where poor and aging signage is a key indicator of decline, local governments have created redevelopment programs that provide design and financial assistance to property owners willing to replace their signage with alternative signage, which is complementary with the communities' redevelopment objectives. Coupled with even modest landscape improvements, a sense of change and momentum is relatively easy to accomplish, even if the improvements fall short of the ultimate objective. The City's Planning Department will prepare a Comprehensive Signage Plan for the State Road 7 CRA resulting in distinctive signage.

TAX INCREMENT FINANCE (TIF) ANALYSIS

A major benefit of establishing a CRA is the use of incremental tax revenues for the purposes set forth in the CRA plan. These funds are the tax revenues on property value increases or new construction after the date that establishes the CRA Redevelopment Trust Fund. For the State Road 7 CRA, this date would be approximately the end of 2005. The CRA is not allowed by state statute or does not presently intend to collect TIF revenues from any taxing district other than the City of Lauderhill. The CRA does intend to execute an Interlocal agreement with Broward County for revenues from their Redevelopment Capital Projects (RCP) grant program that is intended to substitute for TIF revenues.

The TIF analysis for the State Road 7 CRA, therefore, is presented only for the City of Lauderhill and for Broward County. For Lauderhill, the analysis represents what the City's potential TIF contributions to the CRA would be each year. For Broward County, the analysis calculates a net present value (NPV) of the potential tax flow attached to the projected projects that would be eligible for the RCP program. This analysis, then, is illustrated in the two accompanying tables. Table 1 illustrates the potential TIF revenues for Lauderhill projected from the development foreseen in this plan and is based on the proposed thirty-year life of the CRA. Table 2 illustrates only the NPV of projects well into the design and/or permitting stage and is based on Broward County's prescribed formula, including a twenty-year tax revenue stream for calculation of the NPV. The second table forms the basis for negotiations of the initial interlocal agreement with Broward County. As additional projects become realities, the CRA and City of Lauderhill can submit new RCP applications based on the additional NPV added by the projects.

The NPV analysis (Table 2) focuses on four projects. These are the Georgetown housing project(1), the United Homes housing project(2), the Carishoca Marketplace(3), and the McArthur housing project(4). The TIF analysis (Table 1) also assumes \$1million annually in new office and retail construction and 20 housing units per year with an average assessed value of \$250,000. These are conservative estimates that are below what is foreseen elsewhere in this plan. For consistency, Table 1 further assumes the same assessment, collection, and discount rates as used by Broward County in its RCP calculation.



[TABLE 1] TAX INCREMENT FINANCING

| City of Lauderhill TIF Calculation | | | | | | | |
|------------------------------------|------------------------|---|--------------------|----------------------------|---------------|-----------------------|--|
| Specific Projects | Specific Projects Cost | Current Assessed Value with 3.5% appreciation | Commercial/ Retail | Residential 20/units/yr | TIF Valuation | Lauderhill Tax \$6.02 | |
| 2006 | \$ - | \$ 144,432,000 | \$ - | | \$ - | \$ - | |
| 2007 From Table 2 | 226,552,106 | 149,487,120 | 807,500 | 4,037,500 | 236,452,226 | 1,423,442 | |
| 2008 | 234,481,430 | 154,719,169 | 1,643,263 | 8,216,313 | 254,628,175 | 1,532,862 | |
| 2009 | 242,688,280 | 160,134,340 | 2,508,277 | 12,541,384 | 273,440,281 | 1,646,110 | |
| 2010 | 251,182,370 | 165,739,042 | 3,403,567 | 17,017,832 | 292,910,811 | 1,763,323 | |
| 2011 | 259,973,753 | 171,539,908 | 4,330,192 | 21,650,956 | 313,062,809 | 1,884,638 | |
| 2012 | 269,072,834 | 177,543,805 | 5,289,249 | 26,446,239 | 333,920,127 | 2,010,199 | |
| 2013 | 278,490,383 | 183,757,838 | 6,281,873 | 31,409,357 | 355,507,451 | 2,140,155 | |
| 2014 | 288,237,546 | 190,189,362 | 7,309,239 | 36,546,184 | 377,850,331 | 2,274,659 | |
| 2015 | 298,325,860 | 196,845,990 | 8,372,562 | 41,862,800 | 400,975,212 | 2,413,871 | |
| 2016 | 308,767,265 | 203,735,600 | 9,473,102 | 47,365,498 | 424,909,465 | 2,557,955 | |
| 2017 | 319,574,119 | 210,866,346 | 10,612,161 | 53,060,790 | 449,681,416 | 2,707,082 | |
| 2018 | 330,759,213 | 218,246,668 | 11,791,087 | 58,955,418 | 475,320,386 | 2,861,429 | |
| 2019 | 342,335,785 | 225,885,301 | 13,011,275 | 65,056,358 | 501,856,719 | 3,021,177 | |
| 2020 | 354,317,537 | 233,791,287 | 14,274,170 | 71,370,831 | 529,321,825 | 3,186,517 | |
| 2021 | 366,718,651 | 241,973,982 | 15,581,266 | 77,906,310 | 557,748,209 | 3,357,644 | |
| 2022 | 379,553,804 | 250,443,071 | 16,934,110 | 84,670,531 | 587,169,516 | 3,534,760 | |
| 2023 | 392,838,187 | 259,208,578 | 18,334,304 | 91,671,500 | 617,620,569 | 3,718,076 | |
| 2024 | 406,587,524 | 268,280,878 | 19,783,505 | 98,917,503 | 649,137,410 | 3,907,807 | |
| 2025 | 420,818,087 | 277,670,709 | 21,283,428 | 106,417,116 | 681,757,340 | 4,104,179 | |
| 2026 | 435,546,720 | 287,389,184 | 22,835,848 | 114,179,215 | 715,518,967 | 4,307,424 | |
| 2027 | 450,790,855 | 297,447,805 | 24,442,603 | 122,212,988 | 750,462,251 | 4,517,783 | |
| 2028 | 466,568,535 | 307,858,478 | 26,105,594 | 130,527,943 | 786,628,550 | 4,735,504 | |
| 2029 | 482,898,434 | 318,633,525 | 27,826,790 | 139,133,921 | 824,060,670 | 4,960,845 | |
| 2030 | 499,799,879 | 329,785,698 | 29,608,228 | 148,041,108 | 862,802,913 | 5,194,074 | |
| 2031 | 517,292,875 | 341,328,197 | 31,452,016 | 157,260,047 | 902,901,135 | 5,435,465 | |
| 2032 | 535,398,126 | 353,274,684 | 33,360,337 | 166,801,649 | 944,402,796 | 5,685,305 | |
| 2033 | 554,137,060 | 365,639,298 | 35,335,449 | 176,677,207 | 987,357,014 | 5,943,889 | |
| 2034 | 573,531,857 | 378,436,673 | 37,379,690 | 186,898,409 | 1,031,814,629 | 6,211,524 | |
| 2035 | 593,605,472 | 391,681,957 | 39,495,479 | 197,477,353 | 1,077,828,261 | 6,488,526 | |
| TOTALS | | | | | | \$ 103,526,224 | |
| Discount Rate | | 4.56% | | | | | |
| Property Value | | 3.50% | | Present Value of Tax Flows | | \$48,358,496 | |
| Assessment Rate | | 85% | | | | | |
| Collection Rate | | 95% | | | | | |

[TABLE 2] NET PRESENT VALUE ANALYSIS

| State Road 7 CRA Projects | | | | | | | |
|---------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|-----------------------|
| | Carishoca Phase Ia | Carishoca Phase Ib | Carishoca Phase II | McArthur Townhomes | United Homes Phase I | Georgetown Townhomes | Total |
| Construction Dates | 2006-2007 | 2006 | 2007-2008 | 2006 | 2006 | 2006 | |
| Housing Units | | | | 113 | 120 | 360 | 593 |
| Hotel Units | | 150 | | | | | 150 |
| Square Footage | | | | | | | |
| Restaurants | 21,233 | | 19,137 | | | | 40,370 |
| Office | 115,377 | | 80,088 | | | | 195,465 |
| Retail | 29,363 | | 55,038 | | | | 84,401 |
| Total Square Footage | 165,973 | 87,910 | 154,263 | | | | 408,146 |
| Development Costs | | | | | | | |
| Land Acquisition | \$ 3,000,000 | \$ - | \$ - | \$ 2,923,000 | - | - | \$ 5,923,000 |
| Public Infrastructure | 2,600,000 | - | - | 2,660,000 | 2,000,000 | - | 7,260,000 |
| Building Construction | 16,603,444 | - | 15,079,077 | 22,035,000 | - | - | 53,717,521 |
| Tenant Improvements | 9,565,976 | - | 7,034,391 | - | - | - | 16,600,367 |
| Design and soft costs | 4,965,000 | - | 4,530,271 | 5,181,972 | - | - | 14,677,243 |
| Hotel Construction | - | 15,600,000 | - | - | - | - | 15,600,000 |
| Garage Construction | - | - | 11,700,000 | - | - | - | 11,700,000 |
| Total Development Cost | \$ 36,734,420 | \$ 15,600,000 | \$ 38,343,739 | \$ 32,799,972 | | | \$ 123,478,131 |
| Sales Prices | | | | | | | |
| Commercial: 15% Premium | \$ 39,254,583 | \$ 17,940,000 | \$ 30,640,300 | | | | \$ 87,834,883 |
| Residential: \$325k/unit | | | | 36,725,000 | | | 36,725,000 |
| Residential: \$300k/unit | | | | | 39,000,000 | 117,000,000 | 156,000,000 |
| Total Sales Prices | \$ 39,254,583 | \$ 17,940,000 | \$ 30,640,300 | \$ 36,725,000 | \$ 39,000,000 | \$ 117,000,000 | \$ 280,559,883 |
| Funding | | | | | | | |
| Private | 26,716,107 | 14,600,000 | 24,143,739 | 24,680,972 | | | \$ 90,140,818 |
| Lauderhill CRA TIF | 2,400,000 | 1,000,000 | 2,500,000 | 2,100,000 | 500,000 | | 8,500,000 |
| Broward County RCP | | | | | | | |
| Land Acquisition | | | | | | | |
| Infrastructure | 5,600,000 | | 11,700,000 | 5,583,000 | | | 22,883,000 |
| Design and Soft Costs | 2,018,313 | | | 436,000 | | | 2,454,313 |
| Broward County RCP Total | 7,618,313 | 0 | 11,700,000 | 6,019,000 | | | \$ 25,337,313 |

| Net Present Value Calculation | | |
|-------------------------------|------------------|--------------|
| Sales Price | \$ | 280,559,883 |
| Assessment Rate | | 238,475,901 |
| TIF Collection Rate | | 226,552,106 |
| | | 85% |
| | | 95% |
| 20 year Bond Rate | | 4.56% |
| County Tax Rate | | 6.503 |
| Property Appreciation Rate | | 3.50% |
| NPV of TIF | | \$25,624,536 |
| | Net Increase | County |
| | in Taxable Value | Tax |
| 2007 | 226,552,106 | \$ 1,473,268 |
| 2008 | 234,481,430 | 1,524,833 |
| 2009 | 242,688,280 | 1,578,202 |
| 2010 | 251,182,370 | 1,633,439 |
| 2011 | 259,973,753 | 1,690,609 |
| 2012 | 269,072,834 | 1,749,781 |
| 2013 | 278,490,383 | 1,811,023 |
| 2014 | 288,237,546 | 1,874,409 |
| 2015 | 298,325,860 | 1,940,013 |
| 2016 | 308,767,265 | 2,007,914 |
| 2017 | 319,574,119 | 2,078,190 |
| 2018 | 330,759,213 | 2,150,927 |
| 2019 | 342,335,785 | 2,226,210 |
| 2020 | 354,317,537 | 2,304,127 |
| 2021 | 366,718,651 | 2,384,771 |
| 2022 | 379,553,804 | 2,468,238 |
| 2023 | 392,838,187 | 2,554,627 |
| 2024 | 406,587,524 | 2,644,039 |
| 2025 | 420,818,087 | 2,736,580 |

CARISHOCA CARIBBEAN VILLAGE COMMERCIAL AND ENTERTAINMENT DEVELOPMENT PROJECT

The Carishoca Caribbean Village Commercial and Entertainment Development Project is an essential and unique component of the City of Lauderdale's SR7 CRA Plan in its efforts to reverse blighted conditions. Located at the northeast corner of SR7 and Sunrise Boulevard, this 14 acre site formerly housed a Kmart store. In conjunction with the proposed redevelopment of the McArthur Dairy site across SR7, the proposed 400,000 square foot complex will create a mixed-use project of residential, hotel, commercial, restaurants, entertainment and retail uses. The proposed project(s) will be adjacent and complement the planned Broward County Regional Park, stadium, library and cultural center. The project also will parallel the State of Florida's Department of Transportation enhancement of the major arterials in a more environmentally pleasing and pedestrian friendly mode.

The site is within a Brownfield designated area and serves as a gateway to the CRA. The total proposed development cost is \$90,000,000. It is eligible for a variety of public incentive programs that will enhance the economic viability of the project.

The Carishoca project is a mix of low- and high-rise buildings, designed specifically for the international, diplomatic, and trade sectors as well as an entertainment district focused on Caribbean culture. Office use will include Counsels General of several Caribbean island nations who will house their consulates at the Caribbean Village. An office building and trade exhibition hall are planned. These uses will complement the cultural center, library, and sports stadium and will be served by a major convention-class hotel and a wide range of restaurants, retail and entertainment facilities.

These activities will be placed along active streets in an atmosphere reminiscent of Caribbean designations that are acknowledged for their unique character. Its architecture and ambiance are designed to reflect the aesthetics and vitality of Caribbean countries. The project will showcase the four historic influences of the Caribbean - English, French, Dutch and Spanish - through architecture, foods, music and entertainment. The Caribbean theme will provide a unique destination that will appeal to both Broward residents and visitors.

Upon completion, Carishoca will lead to expanded business opportunities of the surrounding communities to the financial benefit of all stakeholders. The Carishoca project will be an economic stimulus as a result of well-paying jobs and new and expanded small business opportunities. These opportunities will be enhanced by the attraction of regional, national, and international tourists and business visitors. These activities will enhance the attractiveness of a quality residential neighborhood (i.e. McArthur Development)

DEVELOPMENT COSTS

McArthur Dairy Housing Development Project

The former McArthur Dairy 10.5 acre property will be developed into a new residential community including 108 for-sale residential town home units on the west side of SR7. The units will be integrated within a landscaping buffer along Sunrise Boulevard on the south and SR7 on the east. The residential units will be served with essential residential community amenities, including tennis courts, pools, day care services, counseling and learning centers. The residential project will be integrated with the retail and commercial activities (i.e. Carishoca) east of SR7.

The site is within a Brownfield designated area and serves as a gateway to the CRA. The total proposed development cost is approximately \$24,000,000. It is eligible for a variety of public incentive programs that will enhance the economic viability of the project.

The City of Lauderdale has already made a significant financial commitment to the redevelopment of the State Road 7 corridor. Lauderdale recognizes that reinvestment, despite the financial commitment and consequence risk, is imperative to ensure the City's future. City leaders and residents have supported this plan with funding from a combination of voted General Obligation Bond, Revenue Bond, AAA-rated insured (underlying city rating of A) and from ongoing general and utility revenues.

As the table below indicates the City has invested or committed over \$20 million in the past three years for public improvements within the corridor. When added to the TIF funding the City anticipates spending over the next 30 years, there will be sufficient public funding to implement the vision of this plan.

[TABLE 3] PUBLIC IMPROVEMENTS FUNDING

| PROPERTY DESCRIPTION | CATEGORY | DATE | STATUS | COST \$ |
|-------------------------------|------------------|-----------|----------|---------------------|
| Former K Mart property | Acquisition | 2003 | complete | 4,400,000 |
| | Maintenance | 2003-2005 | ongoing | 100,000 |
| Water-Boggan property | Acquisition | 2004 | complete | 575,000 |
| Aaron Rent's property | Acquisition | 2004 | complete | 700,000 |
| Pre Mart Motors property | Acquisition | 2005 | pending | 1,500,000 |
| McArthur Dairy property | Acquisition | 2003 | complete | 2,500,000 |
| | Demolition | 2004 | complete | 170,000 |
| | Maintenance | 2003-2005 | ongoing | 75,000 |
| 34 Avenue waterline | Infrastructure | 2005 | design | 500,000 |
| Lift station upgrades | Infrastructure | 2005 | design | 600,000 |
| Wastewater force main | Infrastructure | 2005 | design | 400,000 |
| Medians 19 St; 38 Ave | Infrastructure | 2003 | complete | 125,000 |
| Traffic calming 41 St; 43 Ter | Infrastructure | 2004-2005 | complete | 35,000 |
| 12 St Curb and drainage | Infrastructure | 2004-2005 | complete | 220,000 |
| State Road 7 improvements | Infrastructure | 2005 | design | 4,300,000 |
| Golf Clubhouse | New construction | 2004 | complete | 350,000 |
| Wolk Park | New construction | 2005 | bids | 480,000 |
| Cultural Arts Center | New construction | 2005 | design | 5,200,000 |
| Legal, consultant fees | CRA application | 2004-2005 | ongoing | 200,000 |
| TOTAL | | | | \$22,430,000 |

PRIORITIES FOR FUTURE ACTION

HIGH PRIORITY

CATALYTIC PROJECTS

- Proceed with applications for funding to ensure economic viability for Carishoca Project
- Review opportunities for enhancement of Georgetown Project
- Redevelopment of State Road 7 apartments into condominiums
- Work with the County to redesign the site plan for the regional park and ensure an architecturally aesthetic stadium design.

GENERAL

- Establish a process for the Community Redevelopment Agency to review all incoming projects and funding applications
- Create a Public Arts Fund to subsidize the Arts District.
- Update land use regulations to allow mixed-use developments, design flexibility for developers, residential growth, and increased densities.

LAND ACQUISITION

- Acquire a 40' ROW to widen and improve NW 39th Avenue between NW 16th Street and NW 19th Street and NW 41st Avenue between NW 16th Street and NW 26th Street. These roads are local roads and are not contingent on any other plans.
- Purchase the property west of State Road 7 between NW 11th Street and NW 12th Street to provide for a continuous 40' ROW along NW 41st Street, the relocation of the Seventh Day Adventist Church, and residential redevelopment.
- Obtain land for an open space park on the north side of NW 21st Street and west of State Road 7.
- Acquire Commerce Park property on west side of NW 38th Avenue between NW 16th and NW 19th Street to redevelop into a mixed-use site for culturally-related activities and residential use.

STREET IMPROVEMENTS

- Partner with DOT to accomplish street improvements (bricked intersections and pedestrian crosswalks, planted medians and sidewalks, decorative street and pedestrian lighting, and buried utilities and crosswalk signals).
- Ensure the creation of a transition zone by working with the DOT to set a maximum lane limit for State Road 7 (a total of six lanes), the transfer of additional ROW to the City, and the dedication of 12'-24' for paved and landscaped pedestrian pathways.

MODERATE PRIORITY

- Catalytic Projects
- Encourage private sector to redevelop the current Lauderhill Mall into a mixed-use center.
- Work with county to develop a new public library, cultural center, and post office in the neighborhood.

STREET IMPROVEMENTS

- Create NW 41st Avenue between NW 11th Street and NW 12th Street and widen and improve NW 41st Avenue between NW 16th Street and NW 26th Street
- Extend NW 38th Avenue from NW 15th Street to private road
- Widen and improve NW 39th Avenue between NW 16th Street and NW 19th Street.
- Create NW 14th Street between State Road 7 and canal along the west side of the Lauderhill Mall.
- Create two additional east-west roads through Lauderhill Mall, from State Road 7 to Canal.
- Create three additional north-south roads through Lauderhill Mall, from NW 12th Street to NW 16th Street.

LONG TERM PRIORITY

GENERAL

- Continue to work closely with the State Road 7 Collaborative.
- Seek the designation as either a Regional Activity Center (RAC) or Local Activity Center (LAC).

To recap, the CRA plan has recommended and suggested the following:

- Shift physical access to parcels that front State Road 7 from the front of the parcel to the rear or side;
- Create a distinct visual environment and memory along the State Road 7 Corridor;
- The creation of a transition zone along the edge of State Road 7 that would be used for parcel identification (through signage), be used for municipal identification through consistent and appropriate architecture, street furniture and landscaping, separate the traffic from the building and pedestrian environment;
- Integrate the proposed Caribbean marketplace (Carishoca) on the K-Mart site with the proposed County Regional Park;
- Encourage residential development along the corridor - especially near the County park site and on the vacant land on the west side of State Road 7, north of NW 19th Street - by creating new mixed use land use regulations and educating the City Commission on the benefits of residential in the State Road 7 Corridor so that if a rezoning application comes before them, they are aware of all the issues;
- Encourage mixed-use on the Lauderhill Mall site by creating mixed-use land use regulations and making ownership aware of the new regulations;
- Encourage mixed-use on the Strong Tower Ministries site;
- Modify the existing land development regulations to allow greater flexibility while at the same time increasing certainty to developers;

- Create positive market momentum and expectations through public investment in the form of acquisition such as the acquisition of the K-Mart and McArthur Dairy sites - and through public
- Investment in the form of implementing the transition zone;
- Create positive market momentum and expectations through public investment in the form of providing financial assistance for specific “catalytic” projects.

It is important to note that the recommendations made within this plan are not intended to serve as a concrete site plan with unchangeable land uses and layouts. Different parts of each of the buildings could be contemplated as different uses to achieve a desired outcome. This scenario is merely an illustration of what could realistically be achieved within the CRA.

The corridor was described in terms of several districts that interact with each other and the land uses in the corridor. Strategies for implementation of the CRA plan were laid out. The CRA plan does not anticipate nor suggest that everything proposed in this plan be implemented immediately - the market will control what is feasible. The illustrations, figures and ideas are meant to stir the imagination of City leaders, residents, entrepreneurs, and developers so that everyone might see what this plan believes are very real possibilities for change within the State Road 7 Corridor.



SECTION 2

LAUDERHILL EASTERN CRA

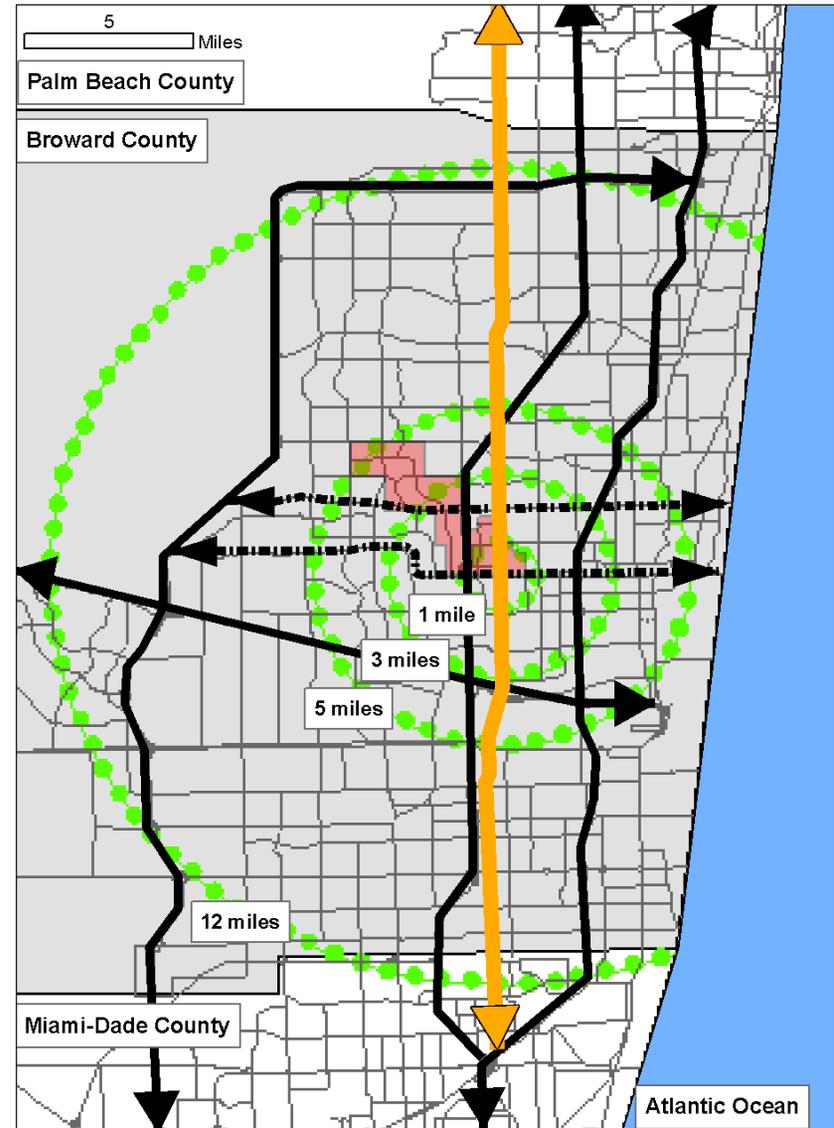
LAUDERHILL EASTERN CRA PLAN

THE MARKET FOR REDEVELOPMENT

A traditional analysis of the market in the City of Lauderhill would conclude that the demographics of the City and its environs would be hard pressed to support any significant community redevelopment. Household incomes within three miles of the intersection of Sunrise Boulevard and State Road 7 lag behind county, state and national averages. But a traditional analysis overlooks the strategic location of the City and the opportunities that a maturing metropolitan region offers. There are already early signs that regional mobility limitations are helping to redirect growth back towards the coast and overlooked, underutilized areas with significant redevelopment opportunities. Urban development during the last decade has been remarkable, and that growth is the result of five factors: municipal attention to redevelopment; the evolution of new quasi-urban housing types; an emerging understanding that “you can’t build enough roads” to solve regional mobility needs; the declining availability of undeveloped land; and a realization that residential locations in the general vicinity of the work place is the best antidote to regional transportation congestion. Lauderhill is strategically



[Figure 3] OPEN SPACE MAP- The existing open spaces equate to roughly 7 acres and are limited to Wolk park and the edge of the Golf course. The proposed plan would add about 20 acres of open space to compliment the County regional park’s 110 acres, giving the State Road 7 CRA plan an estimated 137 acres of total open space



[Figure 4] REGIONAL MARKET MAP-Lauderhill’s central location within the county makes it conveniently accessible to many other markets in the region.

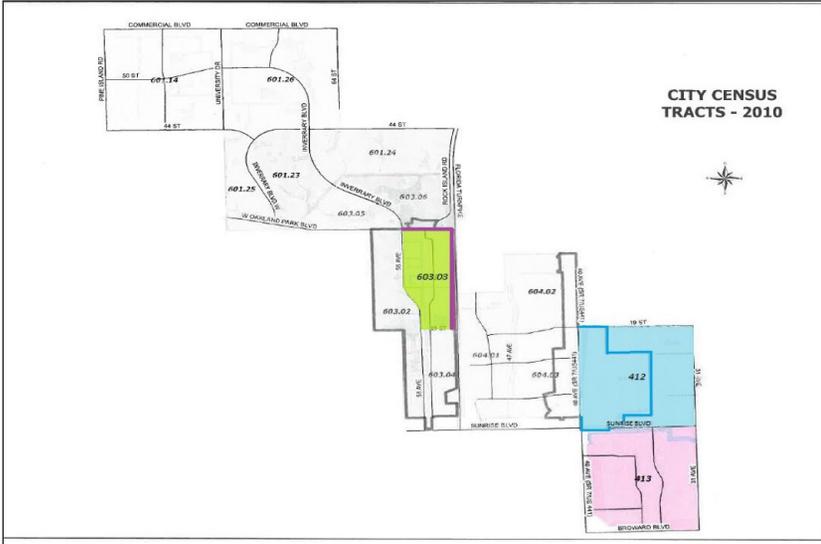
located within the framework of Broward County. Location, along with the availability of properties for redevelopment, a balance of uses, and unique community character will define the areas that experience strong economic growth in the future.

Affordable housing is vital to add diverse housing options to the Lauderhill CRA. Affordable housing, or equitable housing as it is now referred, should be placed in key locations, both mixed use nodes and clustered developments of various housing typologies. Architectural character should be reviewed to not hinder the community character of the the Lauderhill Eastern CRA.

Opportunity Zones have been identified by the IRS as areas of special interest for specific development typologies. Opportunity zones are economically-distressed communities where new investments, under certain conditions, may be eligible for preferential tax treatment (City of Lauderhill). These zones should focus on catalytic development, such as mixed use communities or needed community infrastructure, such as alternative energy solutions, community centers, or public or open community space.

Development incentives should be prioritized for necessary development, such as alternative energy production, equitable housing opportunities, and attractive, mixed use developments. Incentives should be given to ease the burden of development potential from within the community. There are key locations shown within this document highlighting spaces development incentives should be considered.

Recent increases in gasoline prices are another element that supports the Plan’s emphasis on concentrated, mixed-use development. The small business owners and artists that are potential residents of the corridor will have the opportunity to live, work, and play within a pedestrian-friendly corridor that can meet their lifestyle needs without long commutes. The people the corridor will attract are in the early stages of their earnings potential when affordable housing and minimal transportation costs are an attractive incentive to locate their homes and businesses in Lauderhill.



THE ACTION PLAN FOR REDEVELOPMENT

CREATE A SENSE OF PLACE AND COMMUNITY

Creating a sense of community is vital for the combined Lauderhill CRA. A community that feels a sense of ownership within a community leads to increased safety, stronger interpersonal connections, and increased maintenance of a space. A community is a conglomeration of multiple aspects, such as central gathering or public spaces, architectural character, and mixed use spaces for both lively interactions and pedestrian refuge. However, most importantly Community is solidified by its neighborhoods and people.

BUFFER EXISTING COMMERCIAL/LIGHT INDUSTRIAL FROM RESIDENTIAL + DEVELOP TRANSITION ZONES

Transition zones can provide a buffer between differing land uses that are not always compatible. These zones will help address housing supply and manage traffic congestion as Lauderhill continues to grow. They can provide diverse housing choices to serve more people in a wider range of income brackets. Transition zones are strategically located connecting commercial goods and services, as well as major multimodal roadways and corridors.

A commuter currently driving along State Road 7 and the Lauderhill Eastern CRA cannot distinguish Lauderhill apart from any other city and, even worse, cannot distinguish unique places within Lauderhill. In effect, there are no unique addresses along State Road 7. One strategy for creating the sense of place described in the previous section is to curate the experience. Through the establishment of transition zones that blend the spaces so the roadway, pedestrians, living, working, and shopping areas that are compatible and seen in a holistic approach.

through the establishment of transition zones the divide the roadway and its mostly through traffic from the pedestrian and shopping areas that are being developed as a space separate from the commuting experience.

The transition zone would lie between the edge of pavement and the parcels fronting State Road 7. Today, there is no viable buffer between the road and the sidewalk. At best there is a two foot wide grass strip between the road and the sidewalks, which are not generally ADA accessible nor consistent with current width and maintenance standards. In some cases, the existing transition zone between the road and the building is a parking lot and driveway.

The planned transition zone would be a minimum of 16 feet wide and could be as wide as 50 feet, depending on the particular parcel fronting State Road 7. This is enough room for various landscaping treatments to buffer State Road 7, outdoor seating for either patrons of restaurants or public seating, and for new sidewalks that provide ample room to stroll. Double rows of trees, sculpted hedges, fences, and walls could all be used to soften the space between State Road 7 and adjacent properties. The overhead sketch of the Cours Mirabeau in Aix-en-Provence, France gives one a general sense of the type of transition needed along State Road 7 in order to make it pedestrian friendly. Perhaps the best model is the use of frontage roads where landscaped parkways and parallel local access streets have constituted the transition zone. This treatment is in use in the City of Plantation on Sunrise Boulevard west of NW 72 Avenue and University Drive south of Sunrise Boulevard.

Not all of the 50 feet for the transition zone would be included in the ROW for the corridor. For example, the existing 22' median and three 12' lanes of vehicle travel would remain as is. A rapid transit bus lane could be at the outside edge of the vehicle travel lanes. A five foot landscaped buffer and 11 foot sidewalk and bicycle corridor would constitute the portion of the transition zone dedicated within the ROW. Aesthetically pleasing and clear marking on the 11' shared pedestrian and bicycle path would help alleviate conflicts between the two different uses.

Additional landscaping or a wider sidewalk could be installed or a restaurant could utilize the any additional space for outdoor seating. The current conceptual State Road 7 landscaping plan provided by EDSA, an international planning and urban design firm, anticipates an average 20' of transition space with a 10' wide meandering sidewalk found throughout the corridor.

The planned State Road 7 ROW between Sunrise Boulevard and NW 19 Street is 175' at major intersections and is 150' elsewhere as is shown in the cross section depicted in Figure 9. According to a City of Lauderhill Planning & Zoning Department Staff Report to the City Commission on December 23, 2002, only two existing structures fall within a 150' ROW and would have to be acquired and demolished by the Department of Transportation. The CRA plan realizes the possibility that a dedicated bus lane might never be built along the State Road 7 Corridor. If the bus lane never gets built, the landscaped buffer should be expanded from 5' to 12' and the pedestrian/bicycle path should be expanded to 16'. Furthermore, any additional ROW owned by the Department of Transportation that is not utilized should be transferred to the City to assist in improving the streetscape.

It is important to keep in mind that the size and character of the transition zone presented in the CRA plan is an idealized concept. In application, the specific character of the zone would have to be implemented on a parcel-by-parcel basis. For example, it would be feasible to include a very wide transition zone in a large-scale redevelopment project such as the Lauderhill Mall site or the former K-Mart site. In fact, the Mall has already given the City a 32-foot deep easement for implementation of the transition zone. In contrast, for a small parcel, the actual width of the zone might be strictly limited. Prior experience says these field adjustments do not necessarily undermine the effectiveness of the overall strategy. The probability of creating a significant transition zone from NW 19 Street (the southern boundary of Lauderdale Lakes) to Sunrise Boulevard is very good.

EDSA prepared preliminary drawings and cost estimates for the implementation of the transition zone from 19 Street south to Sunrise Boulevard. In total, the cost of implementing the transition zone is estimated at \$4.3 million. Noting that the land on the east side of State Road 7 north of 19 Street is under the control of Lauderdale Lakes, the CRA plan recommends that the two cities work together to develop attractive landscaping and streetscape improvements reflective of the enhancements found within the transition zone.

The transition zone would not be a continuous stretch of shops and restaurants, but rather a series of inter-connected nodes of pedestrian activity focused around intersections where street level retail is brought from the interior of a site out to the walkway. Bricked or other textured pedestrian connections across State Road 7 would also be located at these points.

The Future Land Use Element of the City of Lauderhill's Comprehensive Plan calls for the provision of "greenways." Greenways are, in part, defined as "... a path for travel by multiple modes, such as bicycle, foot, and roller-blade. The paths are intended to provide safe and convenient connections among public facilities, parks, commercial centers, and residential neighborhoods." The Comprehensive Plan also says, "Due to the limited availability of land, some sections of the greenway will consist of sidewalks and bike lanes, with particular attention given to the quality of landscaping." Under these definitions, the transition zone could be considered a greenway and fits into the goals of the Future Land Use Element.

IMPROVE STREET CORRIDOR THROUGH BEAUTIFICATION

Streetscape beautification is an aspect of community placemaking. Landscape upkeep, street maintenance, and a safe space for all create memorable, desired spaces for both local and non-local users. Maintenance and street beautification are important aspects of keeping a community desirable and attractive to locals and visitors.

CREATE NODES OF ACTIVITY

The creation of pedestrian nodes is important to create a 24/7 community (a space where there is safe activity through traditional working hours {9am-5pm} and after hours {5pm-beyond}). Activity provides "eyes on the street," adding to the community policing and safety felt by residents. With that said, there should be spaces for activity and refuge; active spaces should be clustered together and provide the basic services of commercial, retail, open (public) space, and community uses.

ADD RESIDENTIAL AND MIXED-USE DEVELOPMENTS

The Eastern CRA should provide not only a range of housing options, but also multiple mixed use developments.

Mixed-use developments should capitalize on high-traffic (vehicular and pedestrian) nodes, such as key intersections and community hubs of the exchange of goods and services. These include, but are not limited to, W. Broward Boulevard and NW 31st Avenue, N. Fork New River and Martin Luther King, Jr. Avenue, the Swap Shop, and the W. Broward Boulevard and Martin Luther King, Jr. Avenue (North of N Fork New River) commercial corridors.

Residential developments can widen housing options within the area, Key residential developments should be maintained in existing residential areas and incorporated within proposed mixed use developments per the following Future Land Use Plan (pages 74-75). Proposed mixed-use developments should understand missing housing typologies within the CRA and target the creation of those that are both affordable and market rate for inclusivity.

PROVIDE MAJOR OPEN SPACE DESTINATION (WINGATE)

Expanding community facilities and open space strengthens community ties and economic and social potential. The redevelopment of key sites, such as the Wingate Charter School, can provide additional community space and create another destination within the CRA. The Wingate site specifically has great proximity to the existing Swap Shop, Central Broward Regional Park, and easy access to key transportation corridors.

CREATE ACCESSIBILITY TO HEALTHY FOODS

Food security is an issue that needs to be addressed globally. Lauderhill should focus on eliminating food deserts (areas where there is no access to fresh, healthy foods) and providing a range of fresh options for local residents to easily access. Currently, the Lauderhill CRA is a food desert. The CRA should prioritize adding a local grocer to new or existing development.

STRENGTHEN COMMUNITY APPEARANCE THROUGH ARCHITECTURE AND DESIGN

To create a cohesive space, the architectural character and design of all spaces within the Lauderhill CRA should be maintained to a certain aesthetic. This can improve community empowerment, create a sense of ownership, strengthen neighborhood identity (placemaking), and improve wayfinding capabilities within and outside of the CRA and Lauderhill. Architectural character should be reviewed to not hinder the community character of the Lauderhill CRA.



INTRODUCTION

CITY OF LAUDERHILL
“THE ALL AMERICA CITY”.



MISSION

TO MAKE THE CITY OF LAUDERHILL A SECURE, CLEAN AND DESIRABLE PLACE TO LIVE, WORK AND VISIT BY PROVIDING FOR A CONTINUALLY IMPROVING WIDE RANGE OF CITY SERVICES; TO ENCOURAGE A COMMUNITY THAT RETAINS AND PROMOTES EMPLOYMENT OPPORTUNITIES, ECONOMIC GROWTH AND IMPROVED QUALITY OF LIFE, WHERE PEOPLE OF DIVERSE CULTURAL BACKGROUNDS AND INCOMES PEACEFULLY INTERRELATE.



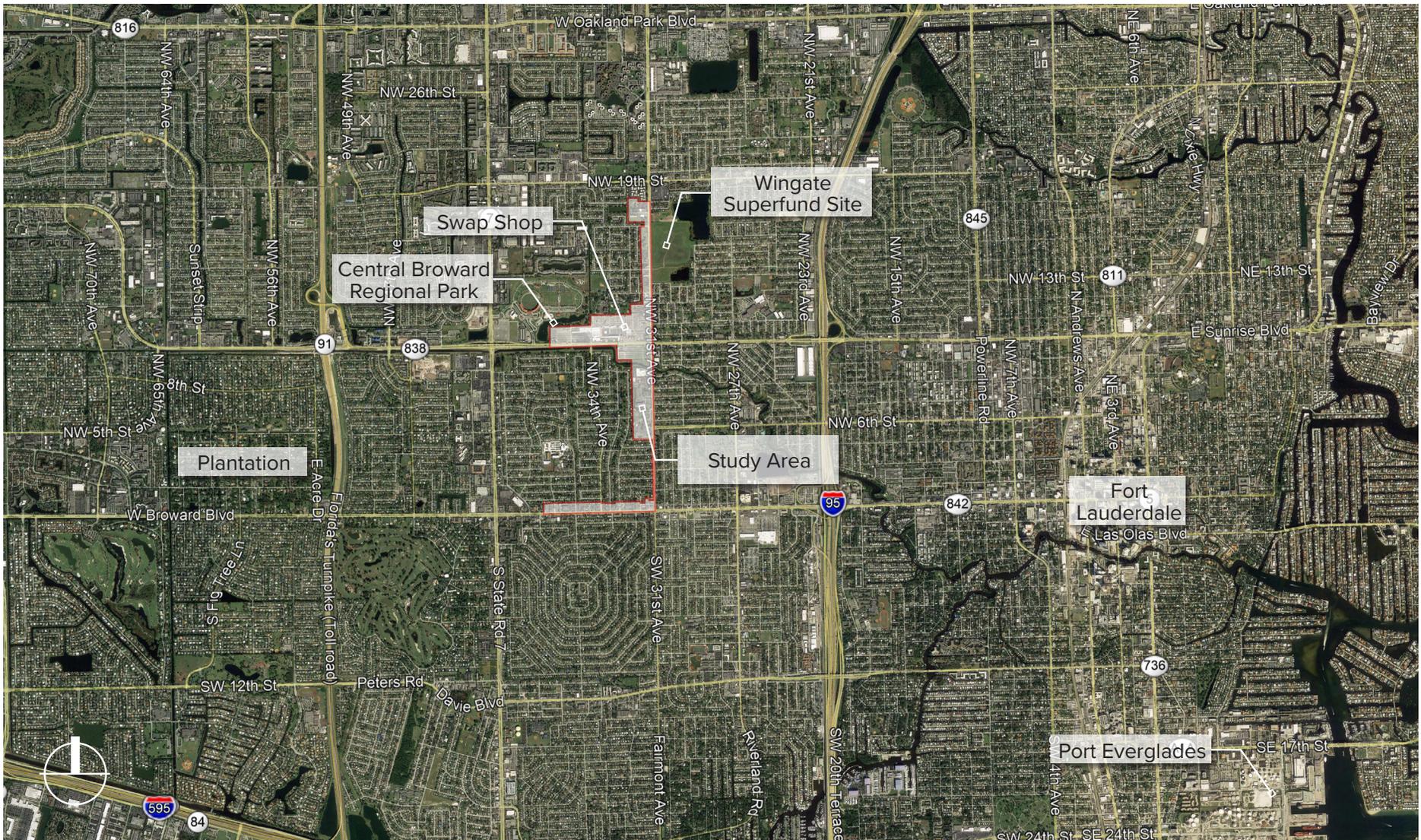
CITY HISTORY

BRIEF HISTORY

- The City of Lauderhill, Florida was incorporated in 1959 with substantial vacant land.
- The population count started at about 100 persons.
- Today the City of Lauderhill is nearly built-out with a population count of 68,887 from the 2010 census and an estimated population of 71,970 in 2017.
- Lauderhill developed as a suburb without a traditional downtown, and had an explosive growth phase in the 1970s and 1980s when planning in South Florida centered on providing for automobile traffic.



SITE CONTEXT



PURPOSE

- To establish a new CRA in the City of Lauderhill with a focus on the annexed areas.
- There are 222 active CRA's in Florida
- Community Redevelopment Agency's (CRA) encourage new investment and job creation in urban areas that were blighted due to substantial growth.



PROJECT TASKS



1

FINDING OF NECESSITY

Formally identify blight conditions within the targeted area and establish the area boundary.

2

COMMUNITY REDEVELOPMENT PLAN

Create a plan that addresses the unique needs of the targeted area, includes the overall goals for redevelopment, and identifies specific projects.

3

CREATION OF REDEVELOPMENT TRUST

Establishment of the Trust Fund enables the CRA to direct the increase in real property tax revenues back into the general fund and apply for grants.

WORKSHOP SUMMARY

BUFFER
 APPEALING
 BUSINESS
 AFFORDABLE
 RETAIL SAFETY HOME
 EDUCATION
 SUCCESSFUL
 ZONING
 ENVIRONMENT
 LONG-TERM



EDSA conducted 2 workshops with the City of Lauderhill residents, business owners, residents of Broward Estates and St. George, and the West Ken Lark HOA in December 2019. The purpose of these workshops were to gather public feedback on what the community envisioned for the future of the area.

The team asked residents 4 questions:

- What important aspects of Lauderhill need to be protected?
- What changes can make this community a better place?
- How do you want people to feel when experiencing the area?
- What does community mean to you?



EDUCATION
 BEAUTIFUL
 DIVERSITY
 COMFORT
 COMMUNICATION CIVIC LONGEVITY
 PEOPLES SAFE FRIENDS UNITY
 RESPECT PARKS PEACE ACCESSIBLE SUPPORT
 FAMILY
 TOGETHERNESS
 LIVING HOME BUSINESS
 NEIGHBORS EVERYTHING

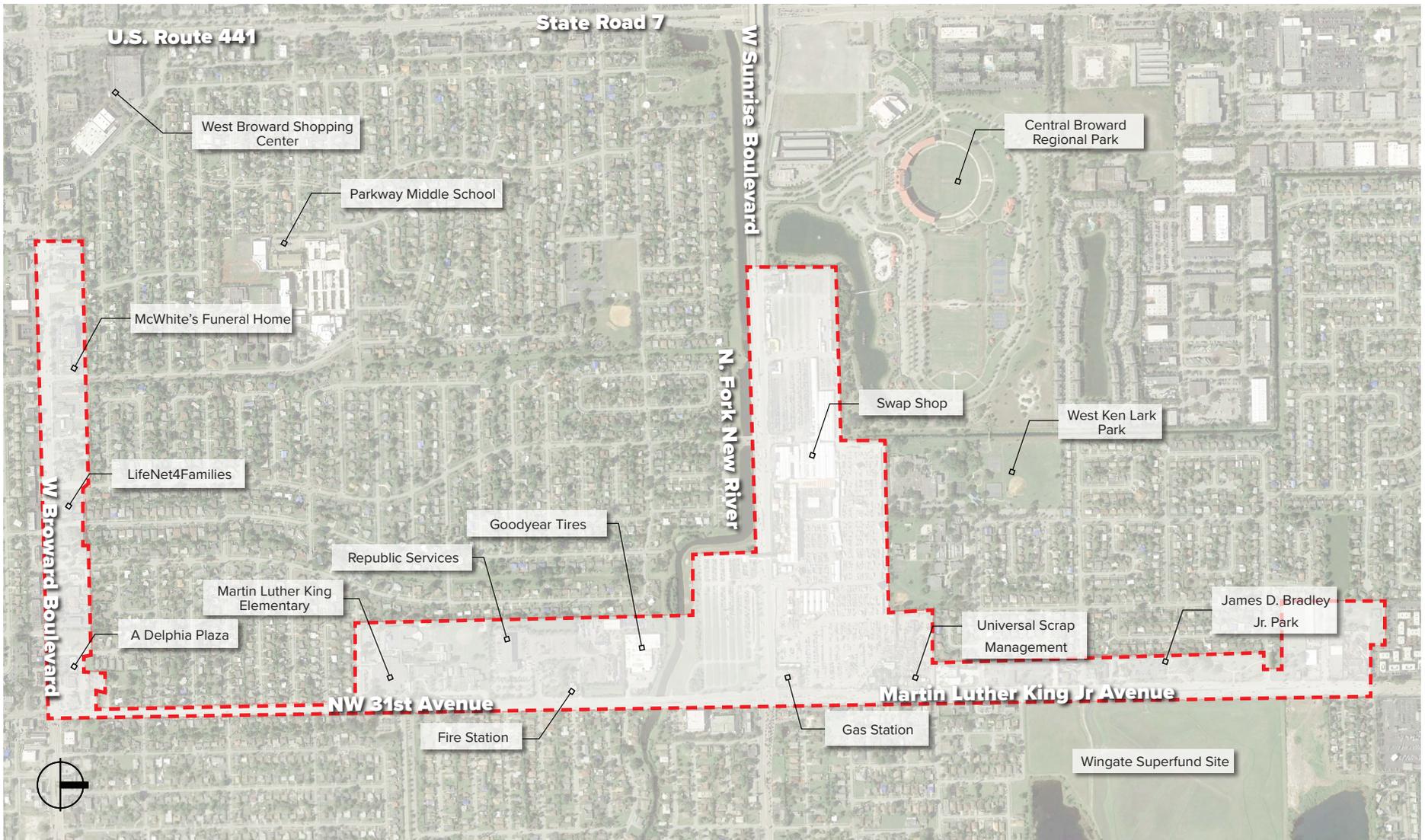


Overall, the team heard from the public on wanting a buffer, increasing business's appeal, creating affordable retail and residential units, and the incorporation of successful zoning, education, and environmental benefits within the community. The most noted concern by residents and business owners was the desire for increased safety.



INVENTORY & ANALYSIS

INVENTORY



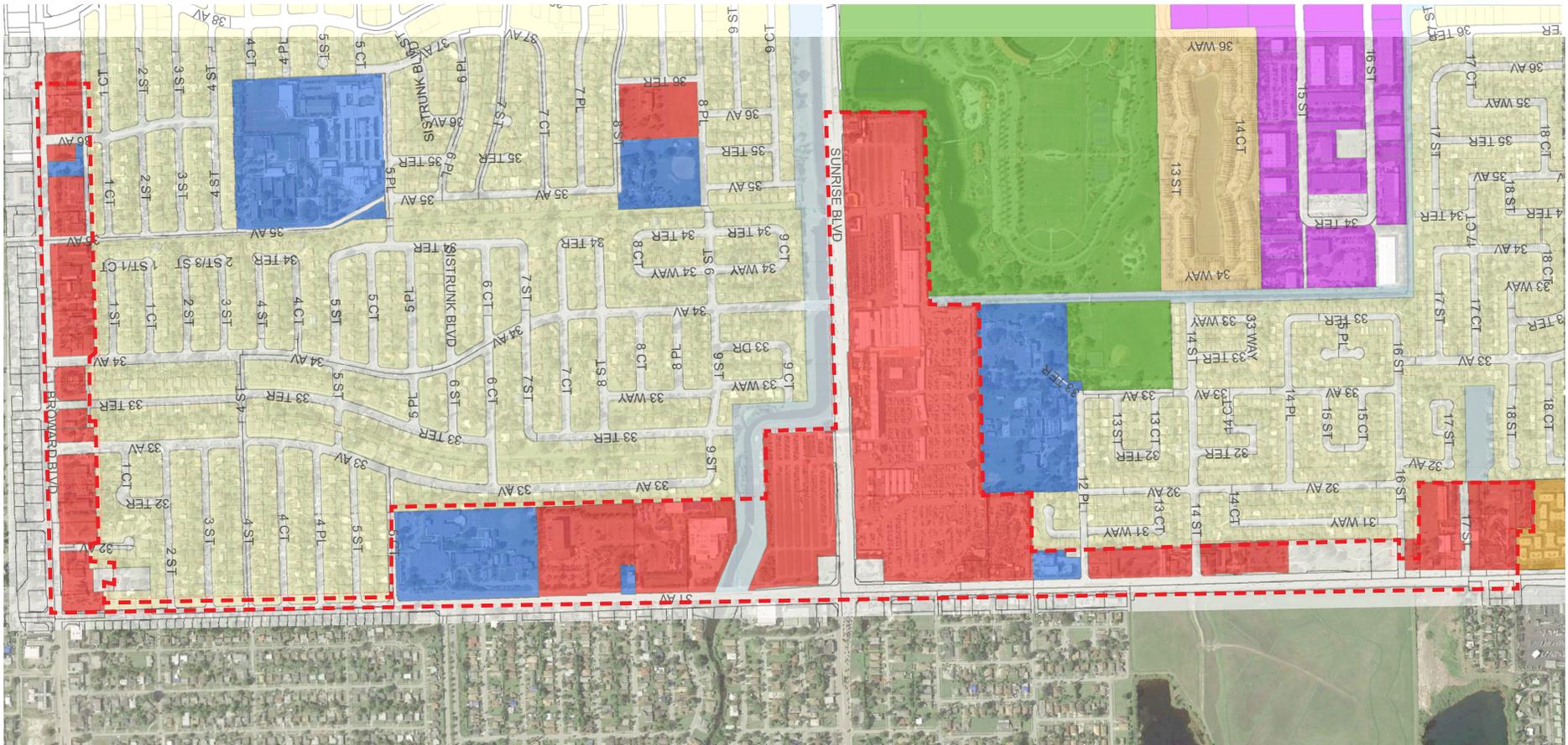
EXISTING LAND USE

LAND USES

The existing land uses within the CRA boundary are primarily commercial along Broward Boulevard and NW 31st Avenue. The site is primarily surrounded by single-family residential homes.

LEGEND

- WATER BODIES
- LAND USE DESIGNATION**
- COMMERCIAL
- GROUP LIVING QUARTERS
- INDUSTRIAL
- MULTI-FAMILY RESIDENTIAL (LESS THAN 10 UNITS)
- MULTI-FAMILY RESIDENTIAL (MORE THAN 10 UNITS)
- COMMUNITY FACILITIES
- RECREATION - OPEN SPACE
- SINGLE FAMILY RESIDENTIAL
- VACANT LAND



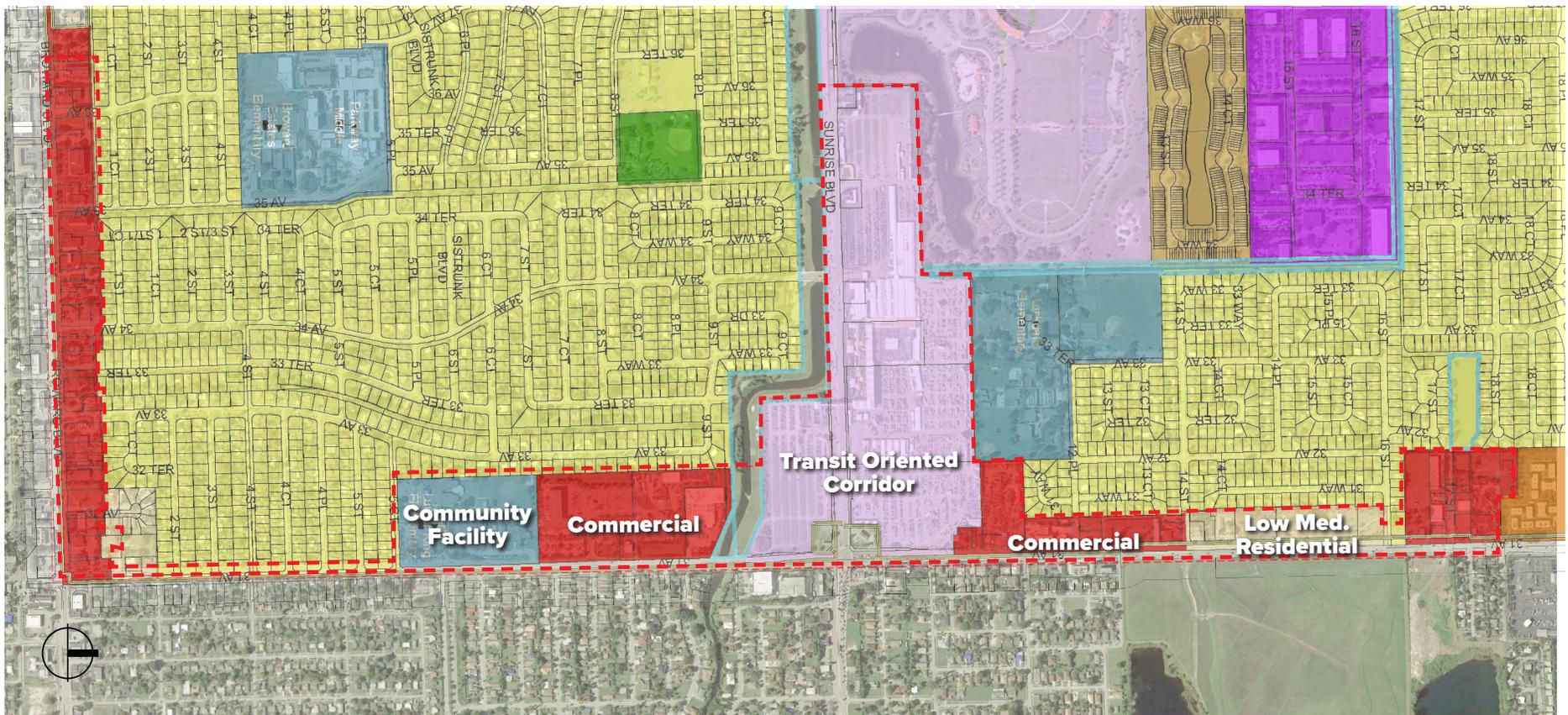
FUTURE LAND USE

OPPORTUNITY

The TOD provides an opportunity incorporate a mix of uses within the CRA boundary.

CONSTRAINT

Light industrial uses currently within the Commercial categories are in close proximity to single family homes.



ZONING

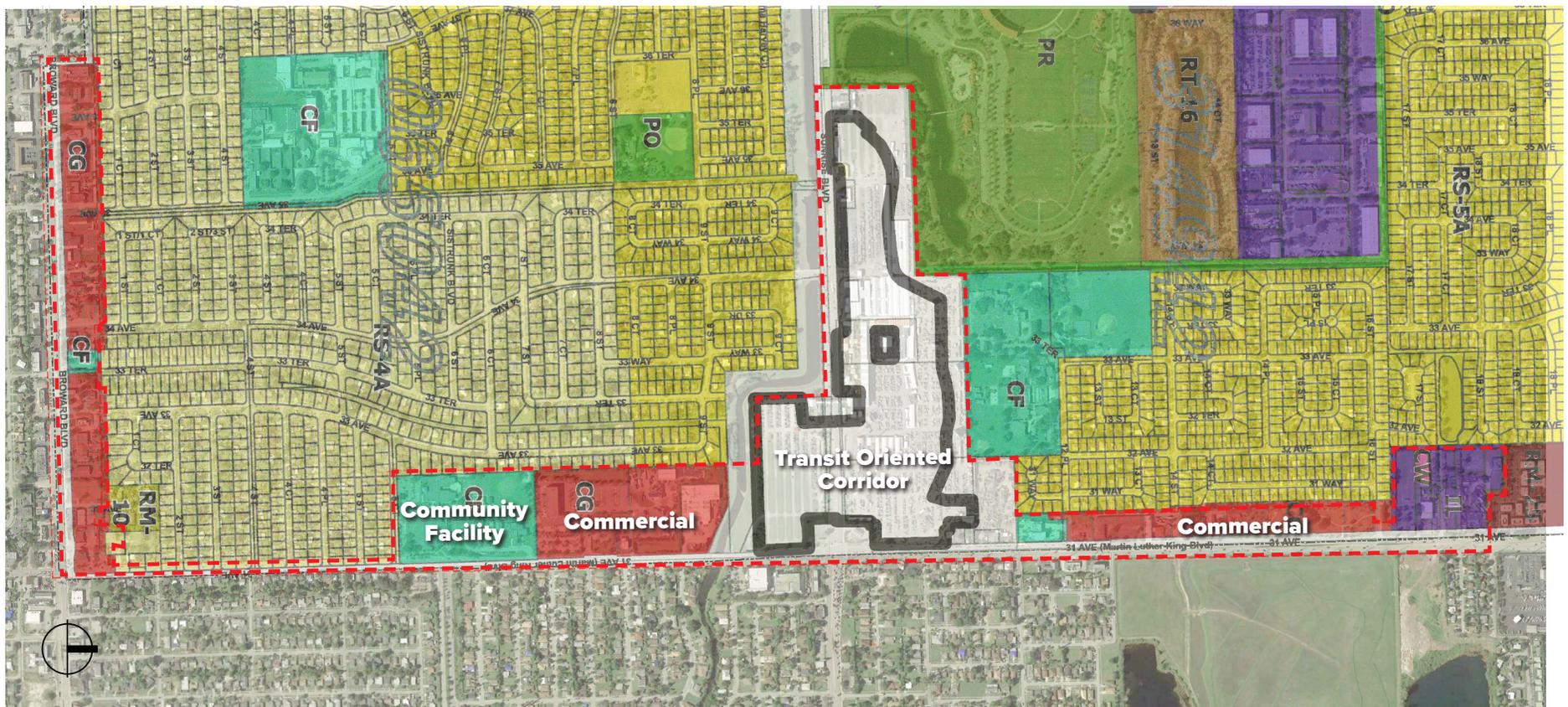
OPPORTUNITY

Opportunity to adapt zoning categories particularly in unidentified areas to meet the needs of the CRA.

CONSTRAINT

Allowing Light Industrial categories within close proximity to residential could create a nuisance for residents if not done well.

| Legend | | | |
|--------|-----------------------------|--------------------------------|---|
| | Commerce Park Overlay | PL Local Park | RO Residential Office |
| | Transect Overlays | PO Open Space Park | RS-4 Residential Single Family |
| | CC Community Commercial | PR Regional Park | RS-4A Single Family Residential Annexed |
| | CE Commercial Entertainment | RM-10 Residential Multi-Family | RS-5 Residential Single Family |
| | CF Community Facility | RM-18 Residential Multi-Family | RS-5A Single Family Residential Annexed |
| | CG General Commercial | RM-22 Residential Multi-Family | RT-15 Residential (15) Townhouse |
| | CN Neighborhood Commercial | RM-25 Residential Multi-Family | RT-16 Residential Multi-Family Transitional |
| | CO Commercial Office | RM-40 Residential Multi-Family | S-1 Open Space & Recreational |
| | CR Commercial Recreation | RM-45 Residential Multi-Family | SRFO Special Residential Facility Overlay |
| | CW Commercial Warehouse | RM-5 Residential Multi-Family | TR Transportation |
| | IL Light Industrial | RM-50 Hotel | UT Utility |
| | NZ Not Zoned | RM-8 Residential Multi-Family | |



ZONING - TRANSECT ZONE

OPPORTUNITY

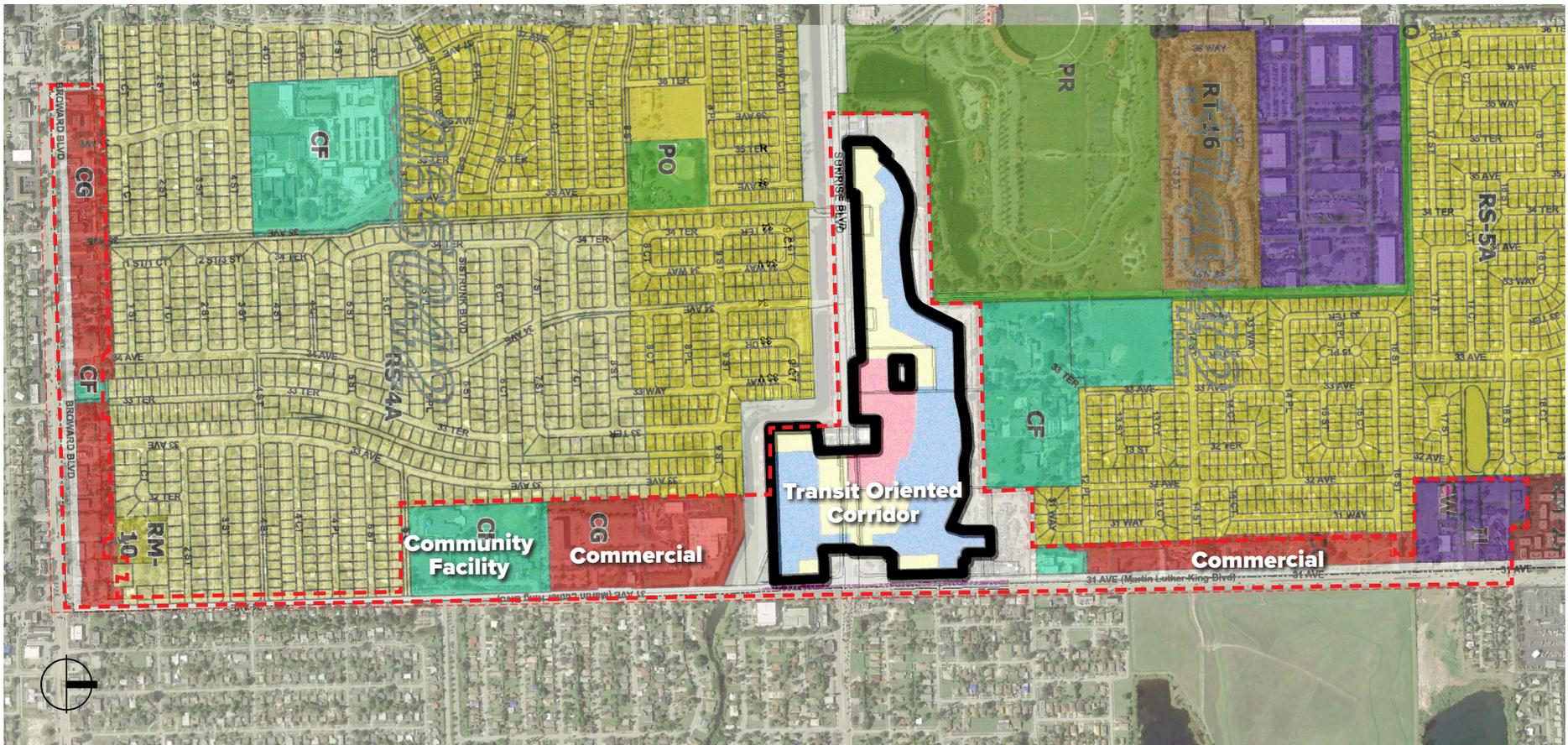
Transect zones increase development opportunities and flexibility for the CRA.

CONSTRAINT

The transition between transect parcels and the perimeter can be abrupt if not thoughtfully planned for.

Legend

-  TZone Boundary
-  OverlayConnections
- TZones**
-  CIVIC
-  T4
-  T5
-  T6
-  City Boundary



CIRCULATION - VEHICULAR & PEDESTRIAN

OPPORTUNITY

Opportunity to improve connectivity for pedestrians within and throughout the CRA district.

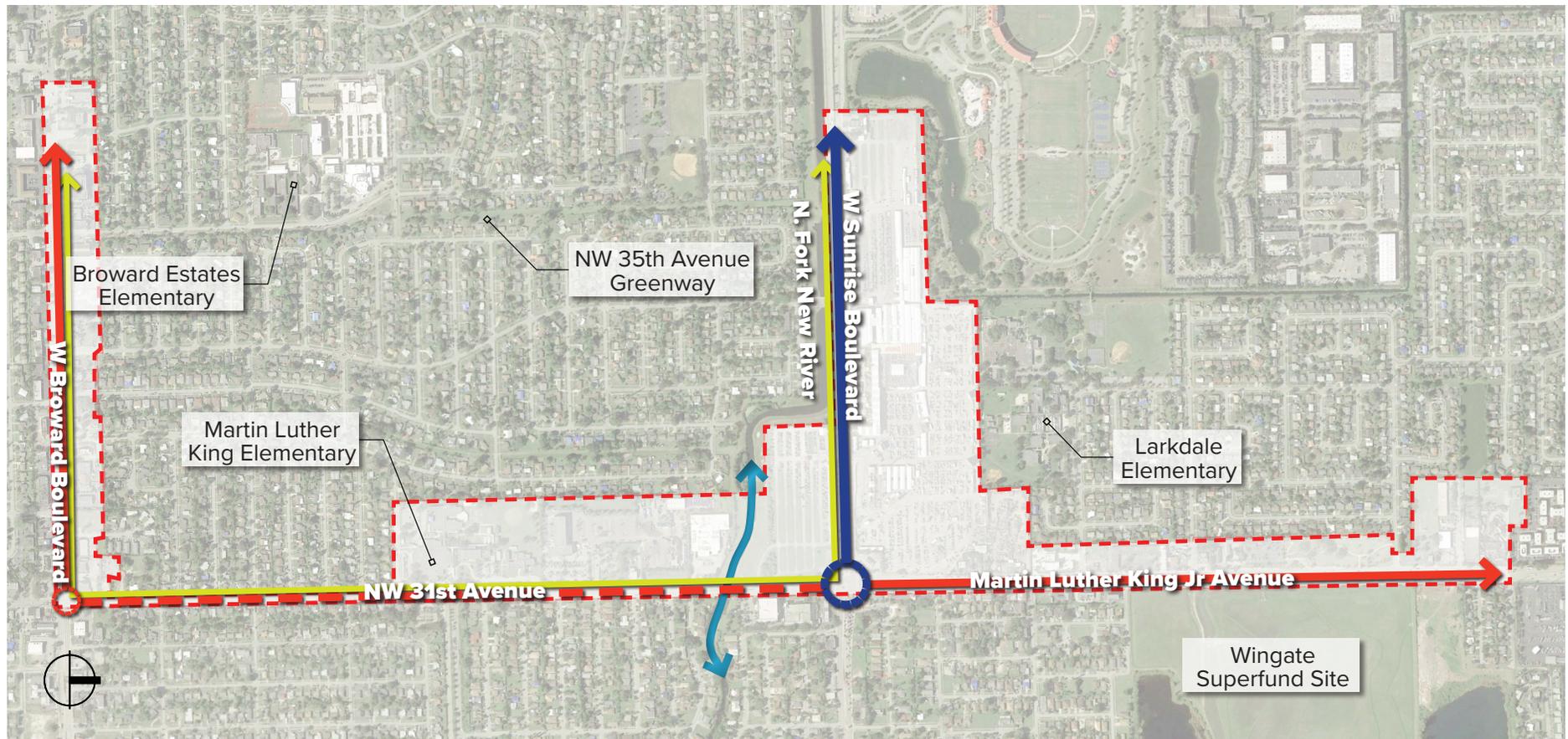
CONSTRAINT

Heavy traffic conditions on Sunrise require thoughtful design considerations and planning to improve circulation and provide a safe environment for pedestrians.

LEGEND

-  PRIMARY VEHICULAR ROADWAY (60,000+ AADT)
-  SECONDARY VEHICULAR ROADWAY (40,000-60,000 AADT)
-  TERTIARY VEHICULAR ROADWAY (20,000-40,000 AADT)
-  PEDESTRIAN WAY
-  CANAL (N. FORK NEW RIVER)
-  MAJOR SITE INTERSECTIONS

NOTE: ROUTES PER FDOT ANNUAL AVERAGE DAILY TRAFFIC AND CITY OF LAUDERHILL TRANSPORTATION ELEMENT MAP



CIRCULATION - BUS & BICYCLE

OPPORTUNITY

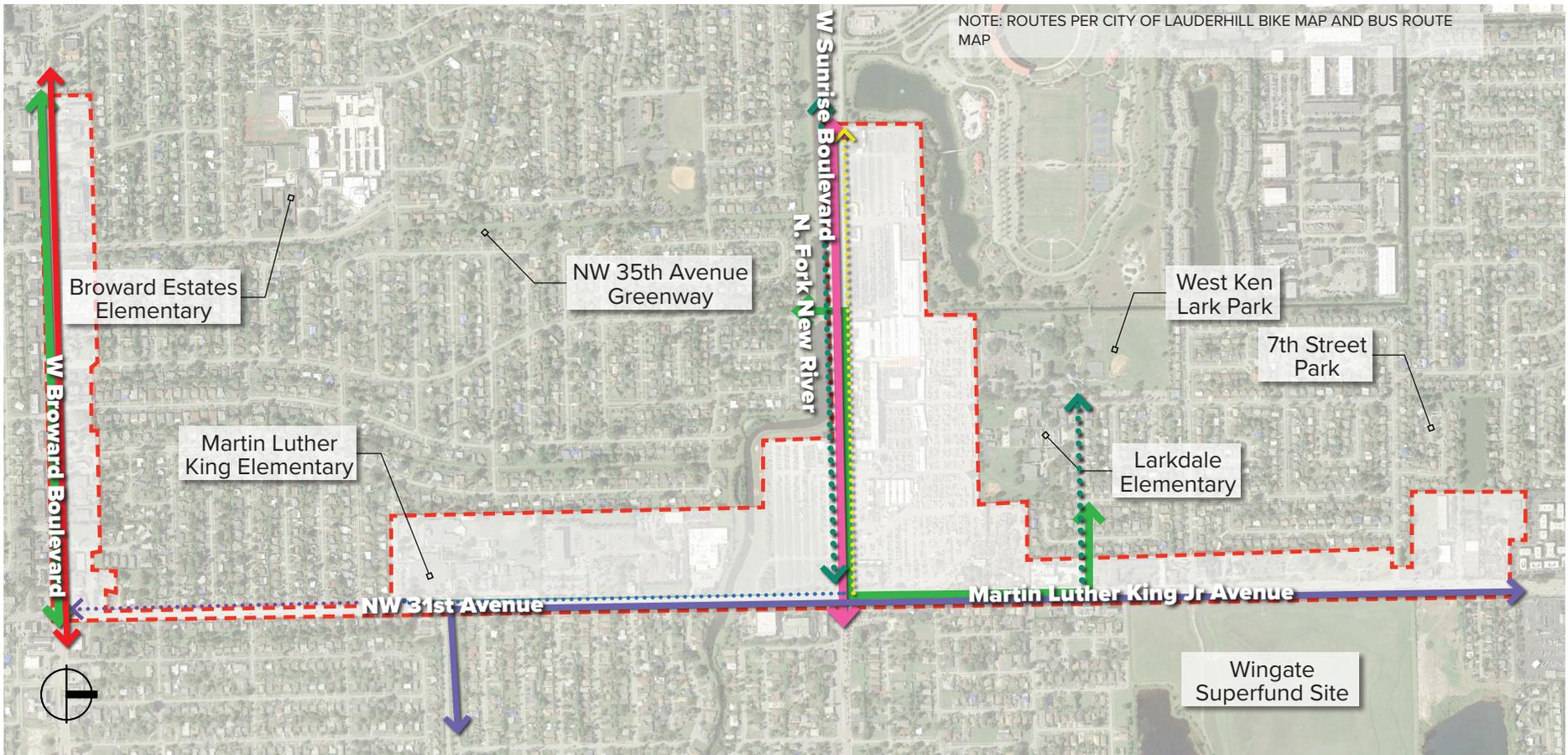
Opportunity to reduce bus connection gaps and consider transit alternatives.

CONSTRAINT

Current right-of-ways limit feasibility for safe bike ways.

LEGEND

- 3' UNDESIGNATED BIKE LANE
- PROPOSED DESIGNATED BIKE LANE
- WIDE CURB LANE
- BICYCLEWAY
- COMMUNITY BUS ROUTE
- BCT BUS ROUTE NO. 22
- BCT BUS ROUTE NO. 36
- BCT BUS ROUTE NO. 40



CASE STUDIES

GAS WORKS PARK

SEATTLE, WA

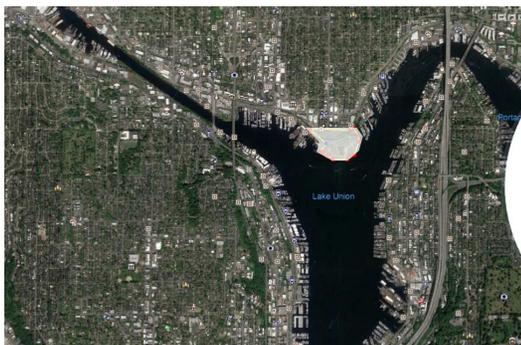
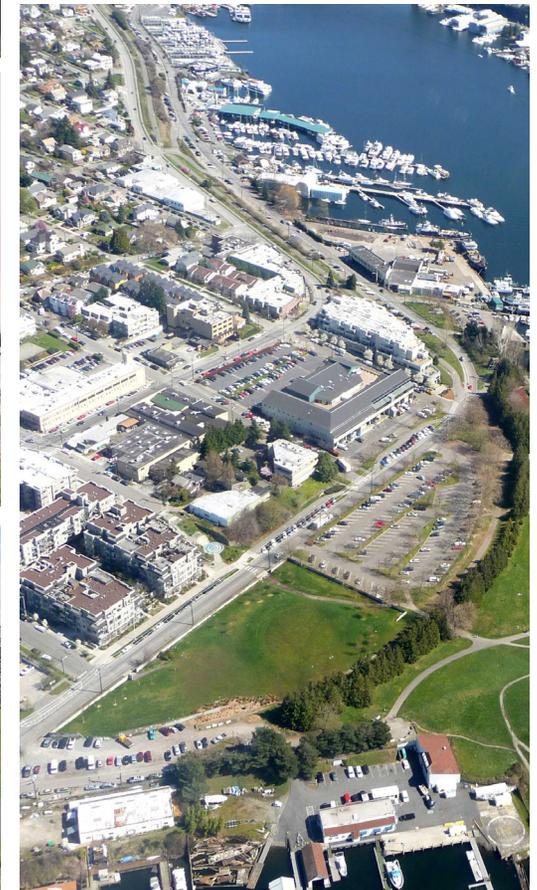
For possible implementation at the former waste dump on the east side of NW 31st Ave in partnership with Broward County.

Though gas production ceased in 1956, the buildings and manufacturing structures were still intact in 1962 when the City of Seattle began purchasing the abandoned gas works. After an intense public appeal to convince the public of the value of the plant, the 1971 master plan for an industrial preservation park was unanimously approved by the Park Board. The proposal centered on recycling the buildings, production structures, machinery, and even the grounds themselves. Through bio-phyto-remediation techniques, the soil and water would be “cleaned and greened”.

The park site consists of 20.5 acres of land projecting 400 feet into Lake Union with 1,900 feet of shoreline.

Part of the master plan, known as the “Great Mound”, hill was molded out of thousands of cubic yards of rubble from building foundations covered with fresh topsoil.

Soil has been bioremediated with 18” of sewage sludge and sawdust. This process has decontaminated the soil and allowed for the growth of field grass which makes possible constant, hard use with low maintenance.



VISTA VIEW PARK

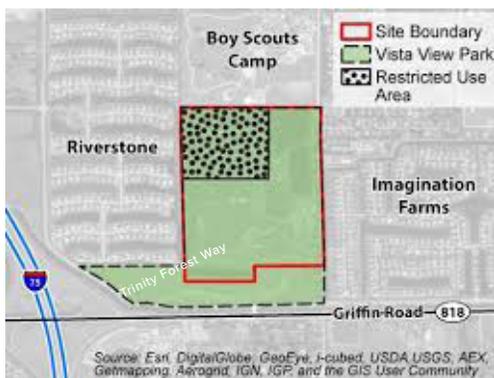
DAVIE, FL

For possible implementation at the former waste dump on the east side of NW 31st Ave in partnership with Broward County.

Opened in 2003, Vista View Park is a nearby, remediated 272-acre Superfund turned now usable as local and regional park space by people and the natural environment. Now the largest park in Davie, Vista View has increased overall park space to exceed 10 acres of recreation space per 1,000 residents. The park was a joint effort across multiple levels of government - federal, state, and local - as well as local community groups; it is continually managed by Broward County and the City of Davie.

Environmentally, the park is home to a multitude of species using the reestablished and recreated prairies, flatwoods, and hammocks as home. Vista View provides an important environmental connection through Davie and Broward County - connecting habitats for people and the natural environment.

The park has developed economic benefits in tandem with environmental benefits. The site has spurred additional residential development surrounding the park, increasing the local tax base by millions. Over \$200,000 in revenue has been generated from park activities.



KEY MAP

MARKET PARK

SAN JOSE, CA

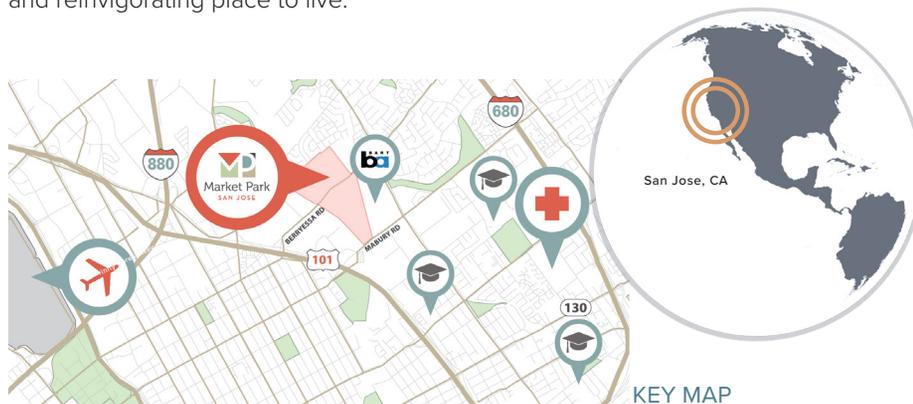
For possible implementation at the swap shop site.

Project features:

- 449 townhomes and single-family residences;
- 100,000 sf of supermarket-anchored retail space;
- Two city parks totaling approximately seven acres;
- South Village—a separate mixed use project to include an additional 1,818 residential units, up to two million sf of office space, more than 40,000 sf of retail space and 7,000 parking spots;
- Western National Group’s project will bring the total number of housing units at Market Park San Jose to more than 1,000

Developer San Jose Flea Market will direct \$5 million from sale proceeds to the City of San Jose Department of Parks, Recreation and Neighborhood Services to help pay for the two city parks, plus an additional \$6 million for utility infrastructure improvements.

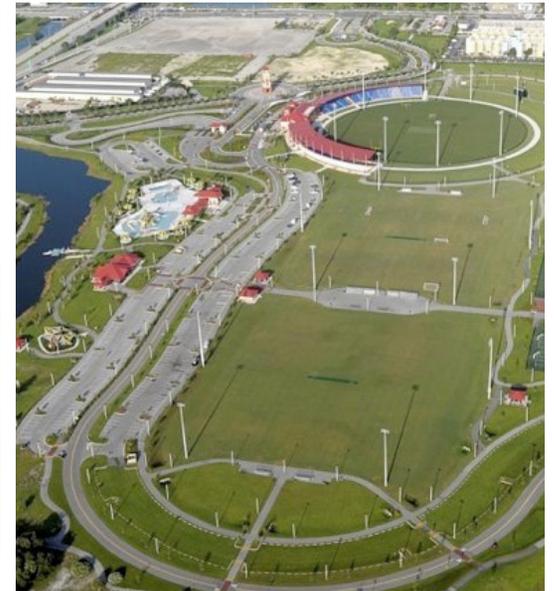
“The Market Park community is destined to become one of San Jose’s signature mixed-use developments,” Ralph Borelli, chairman of Borelli Investment Co., in prepared remarks. “With affordable housing, retail and restaurants, future office space, neighborhood parks, lush greenbelts and the Coyote Creek trail bisecting the community, this will be a uniquely welcoming and reinvigorating place to live.”



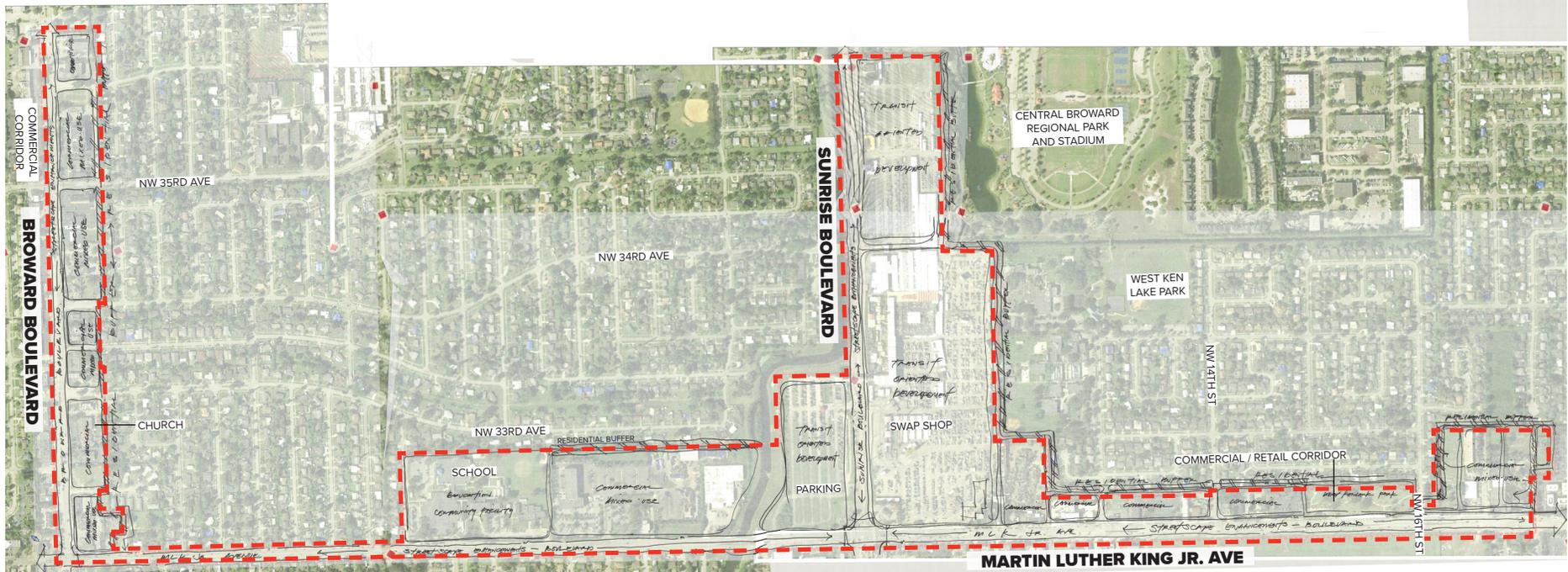
POSSIBLE SWAP SHOP CONFIGURATION



PRELIMINARY CRA PLANNING & DESIGN



LANDUSE PLAN DEVELOPMENT



LEGEND

FOCUS AREA

PROPOSED CRA LAND USE PLAN



LEGEND

- | | |
|--|--|
|  TRANSIT ORIENTED DEVELOPMENT |  RESIDENTIAL LANDSCAPE BUFFER |
|  COMMERCIAL/MIXED USE |  FOCUS AREA |
|  COMMERCIAL/RETAIL |  STREETScape ENHANCEMENTS |
|  EDUCATION/COMMUNITY FACILITY | |
|  PUBLIC PARK | |

CRA LAND USE ZONING CODE DEFINITIONS

(Code definitions found in City of Lauderhill Land Development Regulations: Article III unless stated otherwise)

1. COMMERCIAL/MIXED USE (p. 107)

SEC. 3.8. Mixed Use Zoning Districts (Reserved)

F3: Business uses permitted in a mixed use are as follows:

Commercial recreation:

- Indoor motion picture theater, less than 5 screens

Food and beverage service:

- Bakery store
- Bar, cocktail lounge, nightclub
- Cafeteria
- Candy, nuts store
- Delicatessen
- Food and beverage
- Fruit and produce store
- Grocery/food store
- Ice cream/yogurt store
- Liquor store
- Meat and poultry store
- Restaurant
- Seafood store
- Supermarket

Retail Sales:

- Antiques store
- Apparel/clothing, accessories
- Arts & crafts supplies store
- Art galleries, art studio
- Bait and tackle store
- Bicycle shop
- Book store
- Camera, photographic supplies
- Card and stationary store
- Cigar, tobacco store
- Computer/software store
- Consignment, thrift store
- Cosmetic, sundries store
- Department store
- Fabric, needlework, yarn shop
- Flooring store
- Florist
- Furniture store
- Gifts, novelties, souvenirs

- Glassware, china, pottery store
- Hardware store
- Hobby items, toys, game store
- Holiday merchandise
- Household appliance store
- Jewelry store
- Linen, bath, bedding store
- Luggage, handbags store
- Music, musical instrument
- Newspaper, magazine
- Optical store
- Paint, wallpaper store
- Party supply store
- Pet store
- Pharmacy
- Shoe store
- Sporting goods store
- Tapes, music, video store

Services/office facilities:

- Film processing store
- Copy center
- Formal wear, rental
- Hair salon
- Health and fitness center
- Instruction: fine arts, sports and recreation, dance, music, theater
- Interior decorator
- Mail, postage, fax service
- Massage therapist
- Medical clinic
- Nail Salon
- Photographic studio
- Professional office
- Shoe repair, shoe shine
- Tailor, dressmaking store, direct to customer
- Tanning salon
- Watch and jewelry repair

RAC: DOWNTOWN REGIONAL ACTIVITY CENTER

RAC:

- The RAC-CC zoning district will permit mixed use development including high intensity commercial uses, as well as downtown residential housing. Commercial retail uses will be required on the ground floor of buildings on those streets where pedestrian activity is encouraged.
- RAC-AS Arts and Sciences District is the city's downtown arts and sciences cultural district. It is located in those areas where cultural, civic entertainment, institutional, and other complementary high-activity land uses draw patrons from the surrounding region.
- RAC-UV Urban Village District is intended to support the RAC-CC district by providing a mix of uses including institutional, office, commercial and residential. This area will encourage housing for the Downtown RAC. The RAC-UV regulations require ground floor retail, service and arts activity on the main street where pedestrians are encouraged.
- RAC-RPO Residential and Professional Office District is intended to promote the preservation and enhancement of existing low-density residential neighborhoods while providing for the continued development of neighborhood-servicing commercial land uses.
- RAC-TMU Transitional Mixed-use District is intended to provide three transition areas between the high intensity RAC-CC, district and the lower intensity residential neighborhoods which abut the RAC.

RAC-MU:

- The purpose of Affordable Housing height incentive is to maintain a balanced community that provides housing for people of all income levels and to ensure the opportunity of affordable housing for employees of businesses that are located in the community.
- Affordable housing development: Housing subsidized by the federal or state government, or any housing development in which at least 20% of the housing units are affordable dwelling units.
- **Provision of personal services such as:**
 - Alterations
 - Barber and beauty shops
 - Bars, juice but not alcohol
 - Dry cleaning
 - Financial institutions, no drive-in facilities
 - Laundromats (self-service)
 - Restaurants, sit down and takeout but no drive-through
- **Business and professional offices that provide services such as:**
 - Accounting and financial services
 - Outpatient medical and dental services
 - Travel agencies
- **Schools, preschool, nursery, childcare, and elderly care**

2. COMMERCIAL/RETAIL (p. 108)

Cn: Neighborhood Commercial Zoning District

Permitted principal uses and structures:

Retail display, storage, rental, sales and limited repair services:

- Convenience store
- Delicatessen store
- Drug store
- Florist
- Fruit and vegetable market
- Gift store
- Hardware
- Hobby supply
- Newsstand
- Small appliance sales and repairs

Provision of personal services such as:

- Alterations
- Barber and beauty shops
- Bars, juice but not alcohol
- Dry cleaning
- Financial institutions, no drive-in facilities
- Laundromats (self-service)
- Restaurants, sit down and takeout but no drive-through

3. EDUCATION/COMMUNITY FACILITY (p. 109)

CF: Community Facility Zoning District

Permitted principal uses and structures:

- Animal Hospital
- Athletic courts
- Athletic fields
- Birthing center
- Community gardens subject to standards in Land development regulation, article 3, part 5.
- Fire rescue & police facilities
- Government administration offices excluding courthouses
- House of religious worship
- Library
- Live entertainment (indoors)
- Museum
- Open spaces
- Parking facilities
- Pathways

4. LANDSCAPE BUFFER (p. 110)

SEC. 6.4. Special Treatments Between Zoning Districts

6.4.1. Perimeter landscaping relating to abutting properties, and buffers between residential and non-residential property.

- a. All districts except in residential single-family districts, when all other areas are not exposed to adjacent public rights-of-way, shall be required to have a landscaped strip at least 5 feet in depth, to include 1 tree for each 45 linear feet. The planting area shall be at least 25 square feet with a dimension of at least 5 feet. In addition, a continuous hedge of at least 30 inches in height at the time of installation shall be placed along such perimeter landscaped strip. The remainder of the required landscape area shall be landscaped with grass, ground cover, or other landscape treatment, excluding pavement.
- b. In commercial and industrial districts, there shall also be a requirement that when the perimeter property line is adjacent to a residential district, or separated from a residential district by a street, alley, canal, or other open space, that any plot or parcel in such nonresidential district shall be buffered from said residential district by an 8 feet high masonry wall with a landscaped strip on both the inside and outside of the wall. The remainder of the required landscaping, for these landscaped strips, shall be described in paragraph 6.4.1.a. (Above), except for depth of yard and landscaping strips under conditions contained in paragraph 6.4.1.c. Also, along the landscaped strip on the exterior of the wall, the hedge shall be 36 inches in height at the time of installation. Maintenance shall be the responsibility of the property owner on both sides of the wall.

5. PUBLIC PARK (p. 111)

PO: Open Space Park Zoning District

Permitted principal uses and structures:

- Open space, such as open fields, green spaces, water bodies and water management tracts within developments and pathways, such as boardwalks, sidewalks, bicycles paths, greenways, exercise and jogging paths, pedestrian bridges, and interpretive trails (open or covered)
- Boat ramps and docks for maintenance
- Essential utilities and services

Accessory uses and structures: (See City of Lauderhill Land Development Regulations - Article III - Sec. 3.5.1.C.)

6. STREETScape (p. 112)

Sec. 5.2. Streetscape Planting

Design Standards:

- The location of street trees should provide a strong buffer between vehicular traffic zones and pedestrian zones.
- Continuous street tree trenches should be encouraged throughout the city to provide soil area for roots to spread and water to penetrate.
 - Trenches should be approximately 30 inches deep and 6 to 8 feet wide running continuously parallel to the curb. Street tree trenches promote a healthier tree canopy.

Design guidelines:

- A strong tree program should be created along primary and secondary roadways.
- Street trees should be at a consistent distance from each other and should be of the highest quality.
- Shade trees should be encouraged in order to create outdoor spaces that are habitable all year.

7. TRANSIT ORIENTED DEVELOPMENT (p. 113)

Transect Zones

T4: GENERAL URBAN

General character: Mix of townhouses & apartment buildings with scattered commercial activity; balance between landscape and buildings; presence of pedestrians

T5: URBAN CENTER

General character: Shops mixed with townhouses, larger apartment houses, offices, work-place, and civic buildings; predominantly attached buildings; trees within public right of way, substantial pedestrian activity

T6: URBAN CORE

General character: Medium to high-density mixed use buildings, entertainment, civic and cultural uses. Attached buildings forming a continuous street wall, trees in public right of way, highest pedestrian presence

COMMERCIAL/RETAIL

CONCEPT IMAGERY



STREETSCAPE

CONCEPT IMAGERY



EDUCATION/COMMUNITY FACILITY

CONCEPT IMAGERY



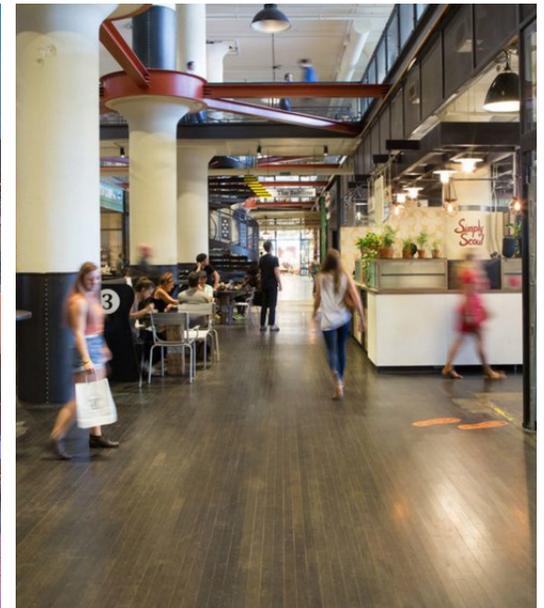
PUBLIC PARK

CONCEPT IMAGERY



TRANSIT ORIENTED DEVELOPMENT

CONCEPT IMAGERY

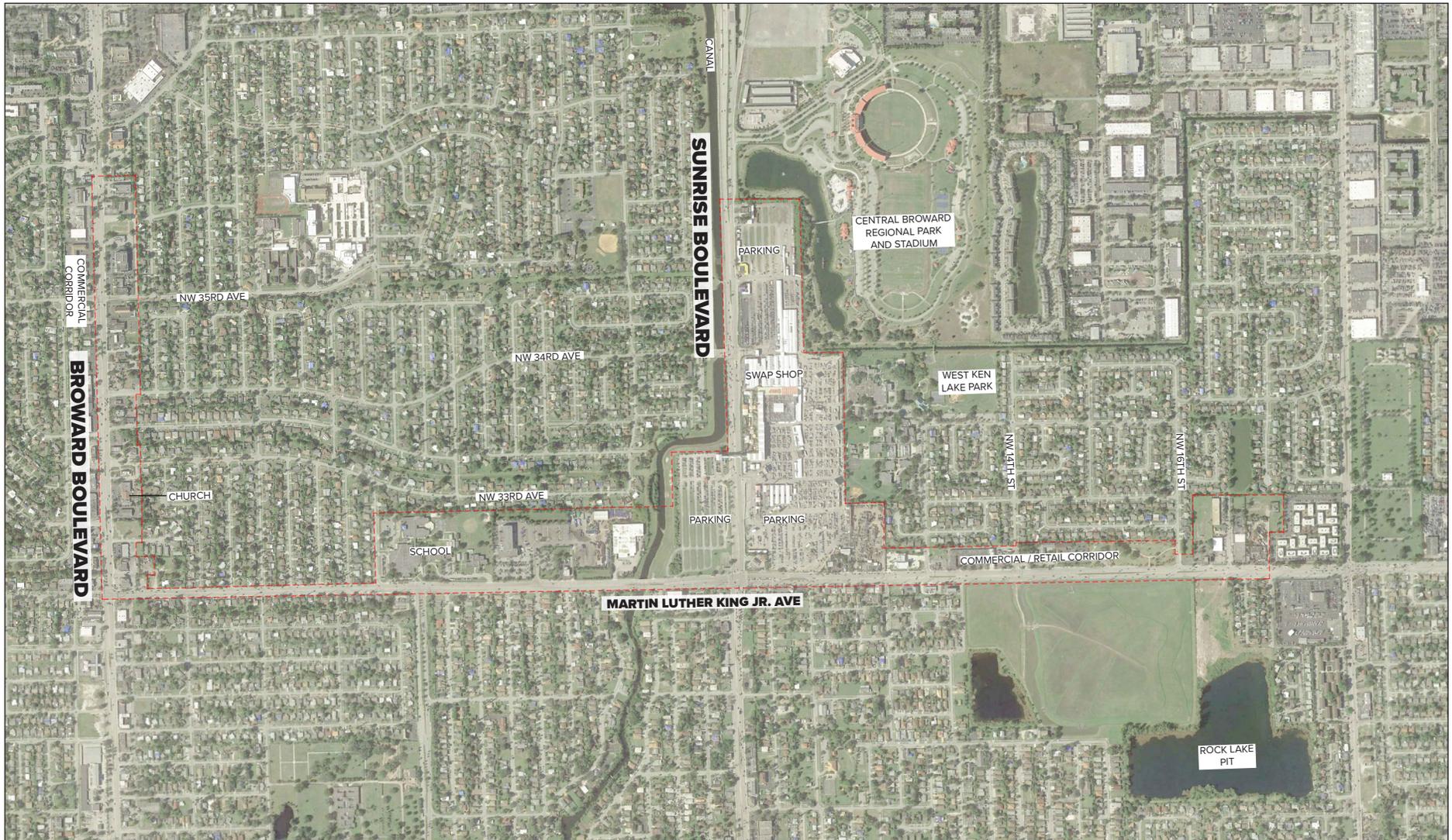




FINAL MASTER PLAN

FINAL CRA DEVELOPMENT PLAN

CRA BOUNDARY



PROPOSED LANDUSE PLAN



LEGEND

- TRANSIT ORIENTED DEVELOPMENT
- COMMERCIAL/MIXED USE
- COMMERCIAL/RETAIL
- EDUCATION/COMMUNITY FACILITY
- PUBLIC PARK
- RESIDENTIAL LANDSCAPE BUFFER
- FOCUS AREA
- STREETScape ENHANCEMENTS

FINAL MASTER PLAN



LEGEND

- | | | |
|-----------------------|-----------------------------|---|
| ① MIXED USE | ⑩ LINEAR PARK | ⑲ MARTIN LUTHER KING ELEMENTARY |
| ② RESIDENTIAL | ⑪ DRIVE IN | ⑳ REPUBLIC SERVICES |
| ③ MARKET | ⑫ CENTRAL PARK | ㉑ GOODYEAR COMMERCIAL TIRE & SERVICE CENTER |
| ④ COMMERCIAL | ⑬ ENTRY PLAZA | |
| ⑤ HOTEL | ⑭ ENHANCED STREETSCAPE | |
| ⑥ RESTAURANTS | ⑮ LANDSCAPE BUFFER | |
| ⑦ TOWNHOUSES | ⑯ INTERSECTION PAVEMENT | |
| ⑧ PARKING GARAGE | ⑰ EXISTING COMMERCIAL | |
| ⑨ COMMUNITY AMENITIES | ⑱ JAMES D. BRADLEY JR. PARK | |

ENLARGEMENT 1



LEGEND

- ① RESIDENTIAL
- ② HOTEL
- ③ RESTAURANTS
- ④ TOWNHOUSES
- ⑤ COMMUNITY AMENITIES
- ⑥ LINEAR PARK
- ⑦ PARKING GARAGE
- ⑧ PAVEMENT TREATMENT
- ⑨ ENHANCED STREETSCAPE
- ⑩ PLAZA
- ⑪ EVENT SPACE
- ⑫ DROP OFF
- ⑬ POND
- ⑭ AMENITY DECK
- ⑮ LANDSCAPE BUFFER
- ⑯ DOG PARK
- ↔ PARKING ENTRANCE



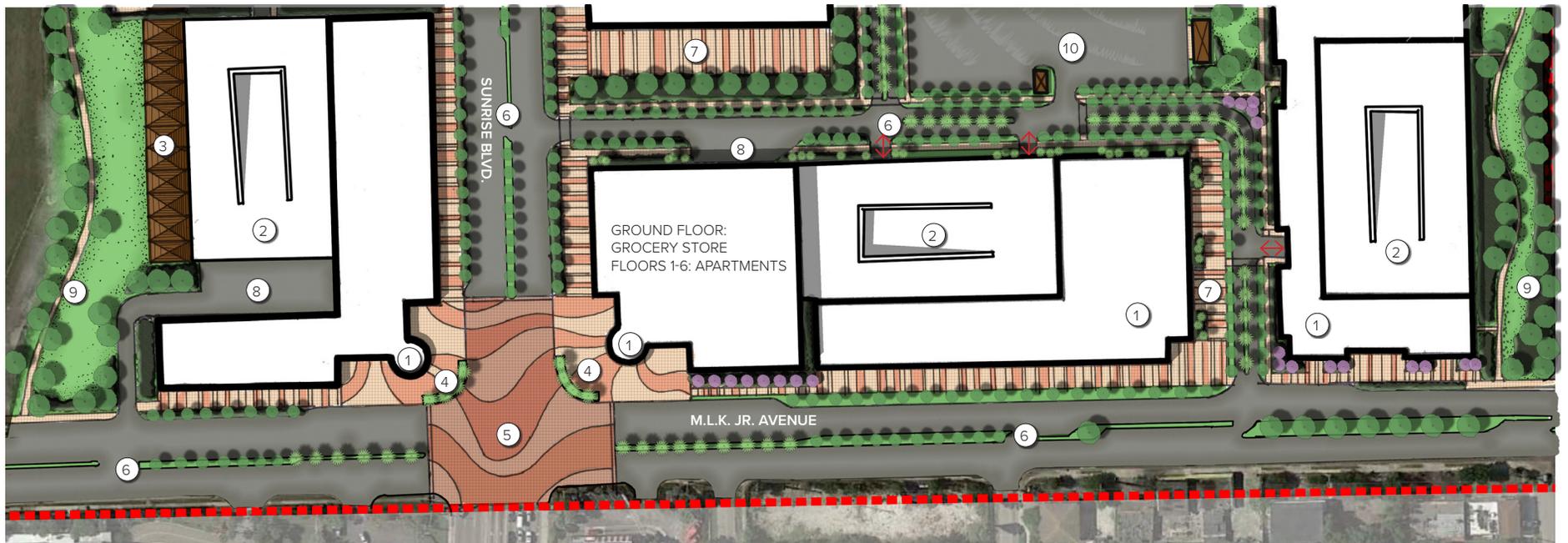
ENLARGEMENT 2



- ① MARKET
- ② MIXED USE
- ③ PARKING GARAGE
- ④ DRIVE IN
- ⑤ AMENITY DECK
- ⑥ COMMUNITY AMENITY
- ⑦ PLAYGROUND
- ⑧ SHADE SAILS
- ⑨ CENTRAL PARK
- ⑩ PLAZA
- ⑪ EVENT SPACE
- ⑫ DOG PARK
- ⑬ LINEAR PARK
- ⑭ POOL
- ⑮ PEDESTRIAN BRIDGE
- ⑯ PAVEMENT TREATMENT
- ⑰ ENHANCED STREETSCAPE
- ⑱ TOWNHOUSE
- ⑲ LANDSCAPE BUFFER
- ⑳ BOH
- ㉑ RESTAURANT
- ↔ PARKING ENTRANCE



ENLARGEMENT 3



LEGEND

- ① MIXED USE
- ② PARKING GARAGE
- ③ TOWNHOUSE
- ④ ENTRY PLAZA
- ⑤ PAVING TREATMENT
- ⑥ ENHANCED STREETSCAPE
- ⑦ PLAZA
- ⑧ BOH
- ⑨ LINEAR PARK
- ⑩ DRIVE IN
- ↔ PARKING ENTRANCES



PERSPECTIVE 1



PERSPECTIVE 2



PERSPECTIVE 3



IMPLEMENTATION

HIGH PRIORITY

CATALYTIC PROJECTS

- Attract a grocer to the area
- Create opportunities for owner and local resident conversations on improving the Swap Shop
- Increase public right-of-ways (ROW) for improved public transportation and non-motorized transportation (bicycle and pedestrian) options
- Focus on the creation of transition zones for buffering non-compatible land uses

GENERAL

- Bolster Commercial Offerings
- Eliminate use of chain link fences
- Enforce parking codes and maintenance standards for businesses
- Create a Public Arts Fund (or expand existing) to subsidize the Arts District OR work with Broward County Public Art and Design (PAD) to incorporate art throughout CRA district
 - Use art projects to improve safety, enhance public realm

LAND ACQUISITION

- XXX

STREET IMPROVEMENTS

- Continue investment in streetscape improvements
- Corridor Specific Improvements
 - Sunrise Boulevard Improvements (Sunrise Blvd / MLK Jr. Avenue Specialty Pavement Treatment)
 - Broward Boulevard Improvements
 - NE 31st Avenue / MLK Jr Boulevard

MODERATE PRIORITY

GENERAL

- Increase green space with proposed additions listed in this plan
- Encourage private sector to redevelop the current Lauderhill Mall into a mixed-use center
- Improve Pedestrian Connectivity
 - Add shelters to bus stops
- Protect and Define Residential Neighborhoods
 - Add community gardens
 - Establish design guidelines for the NW 31st Ave commercial corridor redevelopment
 - Conduct analysis of water infrastructure options
- Establish beautification program
- Develop an outdoor cultural hub
- Add healthy restaurant options
- Attract entertainment options
- Rezone to prevent clustered uses
- Provide financial assistance for rehabilitation of existing homes

- Work with county to develop a new public library, cultural center, and post office in the neighborhood
- Promoting jobs, entrepreneurship, and redevelopment
 - Create fund for startups
 - Establish job training programs
 - Expedite the permitting process
 - Offer density bonuses
 - Digital marketing campaign to promote initiatives

To recap, the CRA plan has recommended and suggested the following:

- Create a distinct visual environment and memory along the Lauderhill CRA Corridor
- Create opportunities for owner and local resident conversations on improving the Swap Shop; maintain momentum for future reimagining opportunities
- Work to expand public ROW for improved public and non-motorized transportation options
- Establish access to healthy foods

It is important to note that the recommendations made within this plan are not intended to serve as a concrete site plan with unchangeable land uses and layouts. Different parts of each of the buildings could be contemplated as different uses to achieve a desired outcome. This scenario is merely an illustration of what could realistically be achieved within the CRA.

The corridor was described in terms of several areas that interact with each other and their respective land uses in the corridor. Strategies for implementation of the CRA plan were laid out. The CRA plan does not anticipate nor suggest that everything proposed in this plan be implemented immediately - the market will control what is feasible. The illustrations, figures and ideas are meant to stir the imagination of City leaders, residents, entrepreneurs, and developers so that everyone might see what this plan believes are very real possibilities for change within the Lauderhill CRA corridor.

LONG TERM PRIORITY

GENERAL

- Establish site remediation plans at former waste dump on the east side of NW 31st Ave in partnership with Broward County
- Create homeownership financial assistance program
- Continue land acquisition strategies at strategic locations for a more connected public realm
- Continue to work closely with residents and businesses within the Lauderhill CRA (and greater Lauderdale Eastern CRA) district to keep up momentum on improving the visual and physical sense of place
- Seek the designation as either a Regional Activity Center (RAC) or Local Activity Center (LAC)

REIMAGINE SWAP SHOP

- Improve connectivity with surrounding sites
- Be aware of potential redevelopment roadblocks
- Establish corporate partnerships

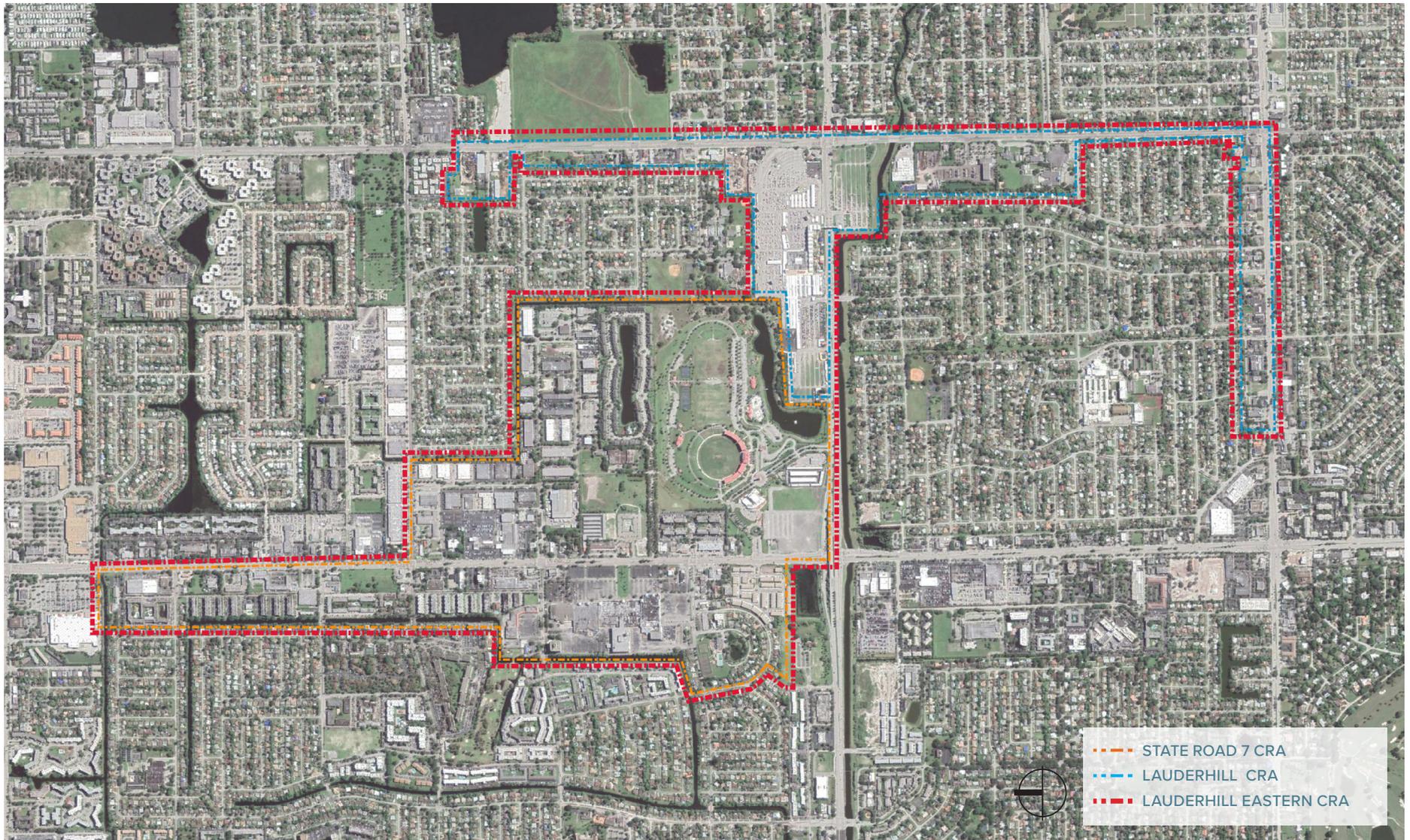
NEXT STEPS

The City of Lauderhill's Community Redevelopment Agency (CRA), is an entity created by the City of Lauderhill to promote economic and community revitalization of defined areas in the City. Each of these areas are defined as CRA districts and are governed by the Mayor and Commissioners of the City of Lauderhill. The Lauderhill CRA's mission is to encourage new investment and job creation in urban areas that were blighted due to substantial growth. With the CRA amendment, the current City of Lauderhill State Road 7 CRA will join into the expanded Lauderhill Eastern CRA, as shown on the adjacent map.

SUGGESTED NEXT STEPS

- Encourage mixed-use on the Lauderhill Mall site by creating mixed-use land use regulations and making ownership aware of the new regulations (State Road 7)
- Encourage mixed-use on the Strong Tower Ministries site (State Road 7)
- Continue positive market momentum and expectations through public investment in the form of providing financial assistance for specific “catalytic” projects (State Road 7)
- XXX

CRA BOUNDARY MAP





SWAP

SUPERFLY TONIGHT
Ferrari

CLEARANCE 17' 6"

APPENDIX

LAUDERHILL COMMUNITY POLICING INITIATIVES

FINDING OF NECESSITY

LAUDERHILL COMMUNITY POLICING INITIATIVES

Despite steady progress by the Lauderhill Police Department, which has reduced crime by 14.2 % over the past four years, well above the statewide average reduction of 3%, the State Road 7 corridor and Lauderhill in general have above average crime rates, ranking in the top third of city crime rates in Broward County. The Police Department's progress has been largely due to the adoption of community policing practices such as satellite offices, beat walking, crime prevention through environmental design (CPTED) design standards, DARE and School Resource officers, and bicycle patrols. The Plan recommends increasing the staffing in the State Road 7 corridor by adding four new bicycle officers and by purchasing a radar trailer for the corridor to help control speeding in the neighborhoods.

UPDATE JUNE 2020

The City of Lauderhill has strove to continually push forward innovative police practices and improve upon building a safe city for all. A safe city can only be achieved with the joint effort of all stakeholders, not only the Police Department, but also institutions, businesses, organizations, communities and everyone in the communities. Lauderhill East CRA's Community Policing Initiatives focuses on developing CRA lead programs that involve multiple stakeholders across the board to collaborate towards the shared vision.

GOAL

Foster trust among CRA stakeholders and create a safe environment within the CRA district as well as the surrounding areas to build a strong relationship between the police and community.

OBJECTIVES

- Create CRA lead or funded programs to promote trust among CRA stakeholders
- Reduce crimes within the CRA district through community involved initiatives
- Cultivate the culture of continuous collaboration and justice
- Prevent or deter crime through innovative police programming



[Figure 3]
TOP: Police Explorers Bootcamp; BOTTOM: The City of Lauderhill Police Department.
Photos taken from the City of Lauderhill Police Department website.

When developing Lauderhill East CRA's Community Policing Initiatives, several factors were taken into consideration including the best policing practices recommended in the President's Task Force on 21st Century Policing Report published in May 2015, past programs the Lauderhill Police Department has developed, and the current crime breakdown within the district.

The President's Task Force on 21st Century Policing Report

This report focuses on identifying best practices and recommendations for policing practices that create cohesion within the communities they police. There are six "pillars" established to achieve a just policing system. The pillars and recommendations are community-based, meaning they will address more systemic issues beyond strictly those that are solvable through a police presence.

PILLAR ONE – BUILDING TRUST AND LEGITIMACY

Strives to establish a good relationship between both the police and the community. This pillar focuses on bridging the gap of responsibility on both sides; one side should not have more 'power' than the other.

PILLAR TWO – POLICY AND OVERSIGHT

The need for both of those aforementioned. Policy is critical is establishing understanding within a community and those who enforce the policy – the police. Oversight is needed to make sure the enforcement is done within reason. The innovative approach with policy and oversight is to connect the community and police values with together within the policies to be enforced.

“COMMUNITIES SHOULD SUPPORT A CULTURE AND PRACTICE OF POLICING THAT REFLECTS THE VALUES OF PROTECTION AND PROMOTION OF THE DIGNITY OF ALL – ESPECIALLY THE MOST VULNERABLE, SUCH AS CHILDREN AND YOUTH MOST AT RISK FOR CRIME OR VIOLENCE.”

PILLAR THREE – TECHNOLOGY AND SOCIAL MEDIA

Pushes technological advancements forward as methods to solve longstanding issues – such as transparency, accountability, and privacy. Social media can bring a community together and can improve the effectiveness, efficiency, and evolution of policing techniques.

PILLAR FOUR – COMMUNITY POLICING AND CRIME REDUCTION

Focuses on “co-producing” public safety to bring about secure community. By having residents and the community take part in the ownership of law enforcement, it becomes more balanced and, perhaps, felt to be less of a power struggle. Ownership can provide more incentive for protection of the community.

“AS OUR NATION BECOMES MORE PLURALISTIC AND THE SCOPE OF LAW ENFORCEMENT’S RESPONSIBILITIES EXPANDS, THE NEED FOR EXPANDED AND MORE EFFECTIVE TRAINING HAS BECOME CRITICAL.”

PILLAR FIVE – TRAINING AND EDUCATION

The fifth pillar is training and education. The training aspect is important as the world becomes more complicated and intertwined. Special expertise and leadership should be areas of focus to further develop law enforcement officers. Continued education will provide for well-rounded officers; more opportunities should be provided for continued education as well.

PILLAR SIX – WELLNESS AND SAFETY

Wellness and safety are just as important for officers as they are for the community. All law enforcement should be given equal opportunities for growth in wellness and safety.

Five Ways Stakeholder Groups Can Implement the Task Force's Recommendations

Local government

1. Create listening opportunities with the community.
2. Allocate government resources to implementation.
3. Conduct community surveys on attitudes toward policing, and publish the results.
4. Define the terms of civilian oversight to meet the community's needs.
5. Recognize and address holistically the root causes of crime.

Law enforcement

1. Review and update policies, training, and data collection on use of force, and engage community members and police labor unions in the process.
2. Increase transparency of data, policies, and procedures.
3. Call on the POST Commission to implement all levels of training.
4. Examine hiring practices and ways to involve the community in recruiting.
5. Ensure officers have access to the tools they need to keep them safe.

Communities

1. Engage with local law enforcement; participate in meetings, surveys, and other activities.
2. Participate in problem-solving efforts to reduce crime and improve quality of life.
3. Work with local law enforcement to ensure crime-reducing resources and tactics are being deployed that mitigate unintended consequences.
4. Call on state legislators to ensure that the legal framework does not impede accountability for law enforcement.
5. Review school policies and practices, and advocate for early intervention strategies that minimize involvement of youth in the criminal justice system.

[Figure 5] Five Ways Stakeholder Groups can Implement the Task Force's Recommendations.
("The President's Task Force on 21st Century Policing Implementation Guide: Moving from Recommendations to Action," 2015.)

PAST PROGRAMS USED BY THE LAUDERHILL POLICE DEPARTMENT

The City of Lauderhill has put effort into diversifying the policing methodologies and partnering with key community stakeholders. These include Broward County Public Schools, Regional Chamber of Commerce, homeowners associations, faith-based organizations, non-profits, and local business owners, residents, and community leaders. In the past years, the police department has focused on strengthening ties with the community through a series of youth outreach programs including:

List all the youth programs here:

- Youth Conference
- Family Day
- Rescue Our Kids (ROK)
- Guardians Involved for Tomorrow (GIFT)
- Police Explorers Bootcamp
- Sneakers for Shorties
- Safety Town
- Anti-Bullying Walk-A-Thon
- Halloween Safety Night Out
- Shop with a Cop
- Secret Santa

The Police Department has been implementing alternative transportation for officers including bicycles, two-wheel Segways, SE-3 Patrollers, 4-seat Gator Utility Vehicles and other communication equipment. Such alternative transportation enables law enforcement officers to present themselves and approach community in a way that encourages equality and trust.

The city has followed guidelines for community partnering through Community Oriented Policing Services (COPS) of the U.S. Department of Justice, “Partnering with Businesses to Address Public Safety Problems.” This guide is a part of a series that problem-oriented guides for police problem-solving tools; the series strives to address alternatively-accepted techniques for community-based policing.

CURRENT CRIME BREAKDOWN WITHIN THE CRA DISTRICT

The City of Lauderhill Police Department participates in a partnership within redevelopment areas with business owners within Business District Zone 44 (Swap Shop along Broward and 31st Avenue). The following are calls for service between December 2019 and June 2020.

Total Calls for Service: 3,779

Crime Breakdown:

- Assaults: 47
- Burglary Attempt: 0
- Burglary Commercial: 21
- Burglary Conveyance: 34
- Burglary Residential: 10
- Disturbance: 228
- Fighting: 17
- Murder: 0
- Narcotics: 22
- Robberies: 9
- Shootings: 10
- Stabbing: 0
- Stolen Vehicle: 19
- Stolen Vehicle Recovery: 10

Total: 427

CONCLUSION

As policing methods become even more scrutinized with current events, alternative and innovative poliing technologies should be implemented. Police officers should be seen as a part of the community, not as powerful, untouchable members of the community. The City of Lauderhill should continue to better their police department and work with the Lauderhill Eastern CRA to create a safe community for all.

City of Lauderhill
5581 W. Oakland Park Blvd.
Lauderhill, FL 33313



Finding of Necessity

Lauderhill Southeastern CRA

Produced by:
EDSA &
Carras Community Investment, Inc.

September 28, 2018

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EXECUTIVE SUMMARY

In accordance with Chapter 163, Part III, Florida Statutes, EDSA and Carras Community Investment, Inc. (CCI) conducted this Finding of Necessity to assess conditions of slum and blight in the following study area. The Finding of Necessity provides a detailed review of existing land use characteristics, socioeconomic conditions, and physical features, and finds the existence of slum and blight conditions in the study area as defined in Section 163.355, F.S. With this finding, the study area meets the requirements for the creation of a Community Redevelopment Agency and ultimately a Community Redevelopment Area.

A Community Redevelopment Agency will have the ability to focus redevelopment resources into the proposed Community Redevelopment Area, which will help reduce and eliminate slum and blight and improve the livability of the study area. Improving living conditions will reverse trends of economic, socioeconomic, and physical decline, and provide the critical incentives for redevelopment and growth to maintain a vibrant and thriving community.

INTRODUCTION

On March 26, 2018, the Lauderhill City Council approved Resolution 18R-03-47, initiating this Finding of Necessity to determine if a Community Redevelopment Area is needed. To create a Community Redevelopment Area, a city first must conduct a "Finding of Necessity" to determine if an area contains slum and/or blight. If a Finding of Necessity determines that such conditions exist, a city then has the authority to create a Community Redevelopment Agency, which is tasked with developing a Community Redevelopment Plan. A Community Redevelopment Plan delineates the boundaries of a Community Redevelopment Area and outlines the methods to reduce slum and blight in the proposed area.

Community Redevelopment Act

This document has been produced in accordance with Finding of Necessity requirements, as stipulated by the Community Redevelopment Act of 1969, Chapter 163 Part III, Florida Statutes (the "Act"). The Act authorizes local governments to establish Community Redevelopment Agencies to improve slum and blighted areas within their jurisdiction. The Act also sets forth the legal process by which local governments may establish Community Redevelopment Agencies and implement financing and regulatory processes aimed at addressing the underlying causes of slum and blight in declining areas. The following statutes have been provided for reference.

Relevant Florida Statutes

163.355 Finding of necessity by county or municipality.

No county or municipality shall exercise the community redevelopment authority conferred by this part until after the governing body has adopted a resolution, supported by data and analysis, which makes a legislative finding that the conditions in the area meet the criteria described in s. 163.340(7) or (8). The resolution must state that:

- (1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in such county or municipality; and*
- (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of the public health, safety, morals, or welfare of the residents of such county or municipality.*

163.356 Creation of community redevelopment agency

(1) Upon a finding of necessity as set forth in s. 163.355, and upon a further finding that there is a need for a community redevelopment agency to function in the county or municipality to carry out the community redevelopment purposes of this part, any county or municipality may create a public body corporate and politic to be known as a "community redevelopment agency."

163.340 Definitions (Slum)

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

- (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- (c) The existence of conditions that endanger life or property by fire or other causes.

163.340 Definitions (Blight)

(8) "Blighted area" means an area in which there are a substantial number of deteriorated or deteriorating structures; in which conditions, as indicated by government-maintained statistics or other studies, endanger life or property or are leading to economic distress; and in which two or more of the following factors are present:

- a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
- b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions.
- c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
- d) Unsanitary or unsafe conditions.
- e) Deterioration of site or other improvements.
- f) Inadequate and outdated building density patterns.
- g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality.
- h) Tax or special assessment delinquency exceeding the fair value of the land.
- i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.
- j) Incidence of crime in the area higher than in the remainder of the county or municipality.
- k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.

- l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality.
- m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.
- n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.
- o) A substantial number or percentage of properties damaged by sinkhole activity which have not been adequately repaired or stabilized.

163.340 Definitions (Community Redevelopment)

(9) "Community redevelopment" or "redevelopment" means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.

163.340 Definitions (Community Redevelopment Area)

(10) "Community redevelopment area" means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.

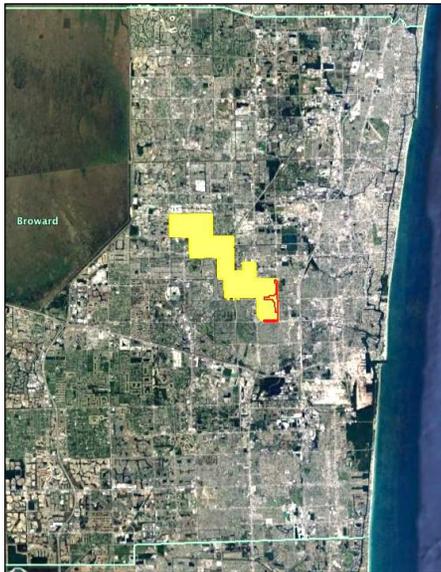
163.340 Definitions (Community Redevelopment Plan)

(11) "Community redevelopment plan" means a plan, as it exists from time to time, for a community redevelopment area.

STUDY AREA

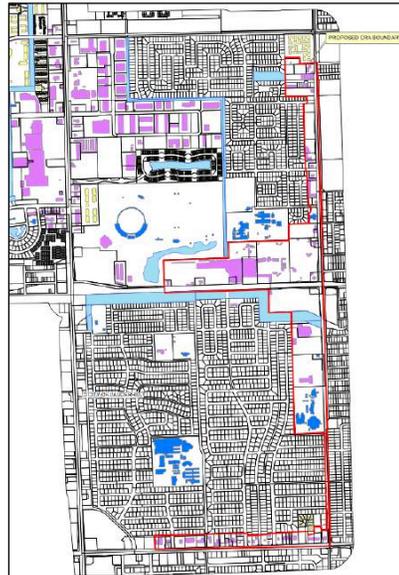
The study area is within the municipal boundaries of the City of Lauderhill, which is centrally located in Broward County, Florida. The majority of the study area is adjacent to Northwest 31st Avenue, Sunrise Boulevard, and Broward Boulevard, and is just west of I-95 and east of the Florida Turnpike.

Figure 1. City of Lauderhill and Study Area



Source: Google Earth

Figure 2. Study Area Boundary



Source: Lauderhill GIS

Land Uses

The study area consists of outdated industrial and commercial land uses. In particular, Northwest 31st Avenue contains numerous junkyards, automotive repair facilities, and the Wingate landfill and incinerator, which is no longer in operation and has been designated by the Environmental Protection Agency as a Superfund site.¹ The study area has a large Transit Oriented Development (TOD) Corridor comprised of the Swap Shop, however, significant redevelopment hurdles remain to transition this land to an active TOD.

Figure 3. Land Use Map



Source: City of Lauderhill

Abandoned Building – 3351 West Broward Blvd



International Global Metals – 1701 Martin Luther King Jr Ave



Mr Bs Auto Sales LLC – 1391 NW 31 Ave



Flamingo Liquors No 4 – 3101 W Broward Blvd



Empty Lot – 3201 West Broward Blvd



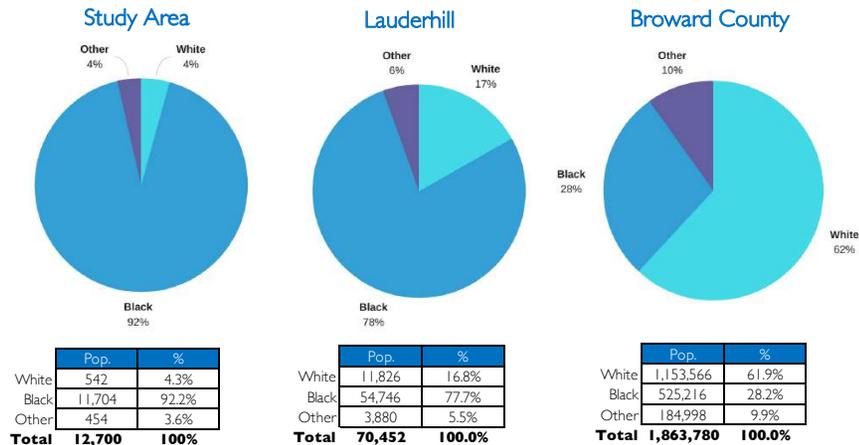
Socioeconomic Data

CCI utilized census data to extract various data sets for the study area, the City of Lauderhill, and Broward County. This allows for a direct comparison of the study area to surrounding areas and provides clarity regarding the study area's needs. CCI extrapolated data from the United States Census American Community Survey 2016 datasets for the two census tracts that cover the study area: 12011041200 and 12011041300. This is the most recent and geographically specific data that can be found for the study area.

Demographics

The study area has a total population of 12,700 people.² Like the City of Lauderhill, the study area has a majority minority population, with African Americans constituting 92% of the population.³ Compared to the City of Lauderhill (78% African American) and Broward County (28% African American), the study area has one of the larger minority populations in the County (based on a percentage of the total population for the census tracts).⁴

Figure 4. Demographics



Source: U.S. Census Bureau; American Community Survey, 2016

Economic Data

Compared to the City of Lauderhill and Broward County, the study area has a lower median household income, higher rate of poverty, higher rate of unemployment, and higher number of individuals requiring food assistance. Combined, these factors illustrate a community that is economically depressed.

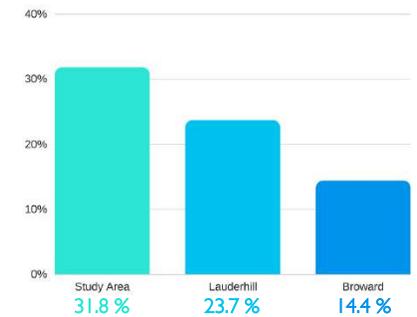
The study area's median household income is \$35,414 (when averaged between the two census tracts), while the median household income in Lauderhill is \$37,597 and \$52,954 in Broward County. The study area's challenging economic circumstances are further highlighted by the relatively high rate of poverty (31.8% below poverty), high unemployment rate (16.9%), and number of individuals on food assistance programs (41.3%). The following charts illustrate the aforementioned comparison and demonstrate these challenging economic conditions.

Figure 5. Median Household Income



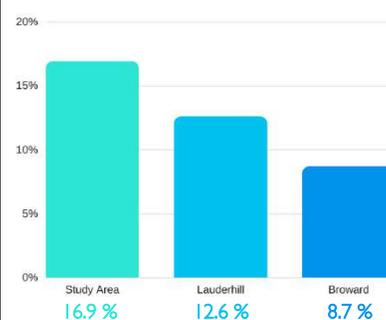
Source: U.S. Census Bureau; American Community Survey, 2016

Figure 6. Percentage of Population Below Poverty Level



Source: U.S. Census Bureau; American Community Survey, 2016

Figure 7. Unemployment Rate



Source: U.S. Census Bureau; American Community Survey, 2016

Figure 8. Percentage of Households Receiving Food Stamps in the Past 12 Months



Source: U.S. Census Bureau; American Community Survey, 2016

Challenges Facing the Study Area

The study area faces significant challenges. The surrounding residential neighborhood is economically disadvantaged, which is further exacerbated by failing infrastructure and an absence of diverse and thriving businesses. The study area is in need of substantial redevelopment to provide quality economic opportunities for surrounding households and to improve the general welfare of the community. While not exhaustive, the list below outlines some of these challenges.

Summary of Challenges

- Badly maintained commercial properties
- Empty and vacant lots with visible garbage and waste
- Lack of access to healthy and nutritious foods
- Poor connectivity between subdistricts of the study area
- Presence of Wingate Incinerator and Dump Superfund Site
- Large area of land (Swap Shop) owned by a single entity
- Lack of quality mass transit options
- Numerous unsanitary and unsafe conditions, including homeless living in abandoned buildings
- Poor general community appearance
- Lack of singular focus and vision for redevelopment
- Lack of dedicated funds for revitalization

PROJECT METHODOLOGY

CCI reviewed data from the Broward County Property Appraiser, the City of Lauderdale, and the United States Census. Additionally, site surveys were conducted on June 20, 2018, to support the results of the data analysis and confirm the blighted conditions. Observers documented the varying physical conditions in the study area, including: buildings, sidewalks, site layouts, swales, parking lots, and drainage areas. Findings and photographs of the site survey are discussed in each applicable "Blight Findings" section.

| Statute | Data Source | Requirement Met |
|---|---------------------------------|-----------------|
| (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities. | Field Observations/GIS Analysis | Yes |
| (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions. | NA | Inconclusive |
| (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness. | NA | Inconclusive |
| (d) Unsanitary or unsafe conditions. | Field Observations | Yes |
| (e) Deterioration of site or other improvements. | Field Observations | Yes |
| (f) Inadequate and outdated building density patterns. | Zoning Code | Inconclusive |
| (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality. | CoStar Report | Inconclusive |
| (h) Tax or special assessment delinquency exceeding the fair value of the land. | NA | Inconclusive |
| (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality. | CoStar Report | Yes |
| (j) Incidence of crime in the area higher than in the remainder of the county or municipality. | GIS Analysis | Inconclusive |
| (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality. | GIS Analysis | Inconclusive |
| (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality. | Code Violation Report | Inconclusive |

| | | |
|---|---------------------------------|--------------|
| (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area. | Property Appraiser | Yes |
| (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity. | Environmental Protection Agency | Yes |
| (o) A substantial number or percentage of properties damaged by sinkhole activity which have not been adequately repaired or stabilized. | NA | Inconclusive |

ANALYSIS OF BLIGHT FACTORS

Inadequate Transportation Facilities

Section 163.340(8)(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.

Dangerous Roadways

The study area has three major roadways: NW 31st Avenue, Sunrise Boulevard, and Broward Boulevard.

Figure 9. Study Area Roadway Network



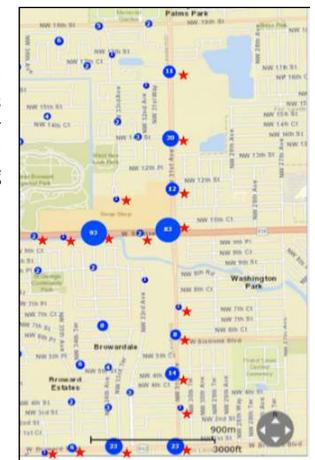
Source: Google Earth

These are dangerous roadways, as roughly 10% of all vehicular accidents in the City of Lauderhill occur within and around the study area.⁵ Sunrise Boulevard, which receives additional traffic from the Swap Shop and is a major connection between the Florida Turnpike, I-95, and downtown Fort Lauderdale, is particularly unsafe, accounting for approximately 60% of the accidents in the study area.⁶

Figure 10. Vehicular Accidents in Study Area, 2017

| | | |
|-------------|-------|---------|
| Study Area: | 302 | = 10.4% |
| Lauderhill: | 2,913 | |

Source: Lauderhill Police Department



Pedestrian Connectivity

Pedestrian facilities are inadequate and unsafe. The sidewalks are narrow and perilously close to speeding vehicles. There are no barriers (natural or artificial) between pedestrians and the street, which creates an uncomfortable and dangerous situation for the non-vehicular traveler.

The dangerous pedestrian conditions are particularly alarming considering that Martin Luther King Elementary School is located on 591 NW 31st Avenue. Roughly 480 students attend this school, many of them walking or biking from the surrounding neighborhoods.⁷ Children on their way to school are forced to use dangerous sidewalks and cross large intersections prone to vehicular accidents, as described in the previous section.



Public Transit

The study area is served by the Broward County bus system and Lauderhill Community Bus Shuttle. While there are numerous stops in the study area, bus service is intermittent, and waiting stations are often completely exposed to the elements.



Bus travelers must endure harsh conditions, including high heat, thunderstorms, rain, and hail. The bus stations provide limited shade and protection from the elements, and bus travelers are often forced to wait in lawns, under trees, or at nearby businesses.

Parking Facilities

Numerous parking facilities are inadequate or in need of repair. In numerous circumstances the asphalt is crumbling, striping is indiscernible, and parking stops/bumpers are not at the end of parking spaces. Few parking lots have landscaping, and many of the auto service facilities have overflow parking on the sidewalk and in the street.



Unsanitary or Unsafe Conditions

Section 163.340(8)(d) Unsanitary or unsafe conditions.

Dangerous Uses and Facilities

The study area contains unsightly and unsafe junkyards, scrapyards, and automotive repair facilities. These facilities are clustered along Northwest 31st Avenue, which exacerbates an already dangerous use and compounds deleterious environmental conditions.

These facilities often have poor lighting, are bordered by fences and barbed wire, have unsupervised alleys, and appear to contain large quantities of environmentally dangerous materials.



Water Runoff Facilities

Water runoff facilities contain trash and debris. These facilities are not only unsightly but appear dangerous and unsanitary. Storm water collection facilities are in need of upgrades and routine maintenance. While pollution monitoring and collection are outside the scope of this study, the site survey found several instances of what appeared to be environmental hazards and water facilities in critical condition.



Street drainage systems also appear to be lacking routine maintenance. Gutters have accumulated large amounts of garbage, which slows water dispersion during periods of high precipitation. This garbage also accumulates in front of businesses, along sidewalks, and other locations frequented by customers and residents, which reduces "curb appeal" and can hurt commercial foot traffic.



Site Deterioration

Section 163.340(8)(e) Deterioration of site or other improvements.

Observers documented deteriorating conditions in the study area and found deteriorating buildings, lots, parking facilities, fencing, and landscaping.

Abandoned Buildings and Lots

Abandoned lots and buildings are unsightly and dangerous and have noticeable site deterioration. Homeless individuals appear to be residing in or around the structures of several buildings, producing unsafe conditions for the individual living at the facility and the surrounding community. Several abandoned lots on Broward Boulevard are littered with waste and lack adequate maintenance.



Building and Lot Deterioration

Several buildings and parking lots have fallen into disrepair. Not only do these structures exhibit decay, but many appear unsafe. It is questionable if these structures should even remain in use.



Fencing

Poor fencing is another indicator of blight. Many of the structures in the study area are junkyards, scrapyards, and automotive repair facilities, which typically have walls and fencing. Many of these fences are in failing condition. Several abandoned lots also contain fencing that is unsightly and in disrepair.



Vacancy Rates

Section 163.340(8)(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.

Commercial Vacancy Rate

Vacancy rates can illustrate the desirability of a geographic region, and high vacancy rates are one indication of a struggling real estate market. Lauderhill's commercial vacancy rate is 12.2%, compared to Broward County at 5.6%. Other variables further demonstrate that commercial real estate in Lauderhill is performing poorly. As the tables indicate, Lauderhill's commercial property has low rental rates (\$11.01 sf per sf compared to \$17.46 per sf), high availability (19.1% compared to 8.7%), and spends more time on the market (11.9 months compared to 8.3 months).

Figure 12. Commercial Real Estate Indicators

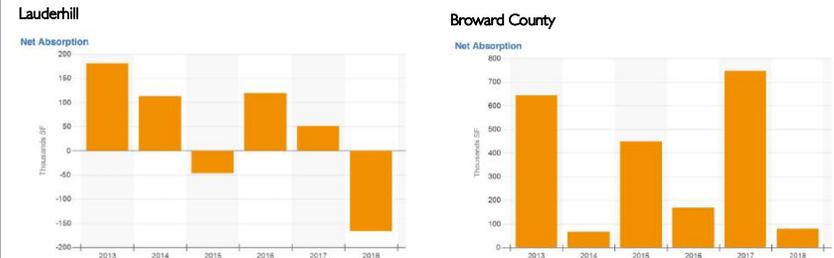
| Lauderhill | | | Broward County | | |
|-------------------|---------|------------|-------------------|-----------|------------|
| | Survey | 5-Year Avg | | Survey | 5-Year Avg |
| Availability | | | Availability | | |
| Rent Per SF | \$11.01 | \$12.54 | Rent Per SF | \$17.46 | \$14.60 |
| Vacancy Rate | 12.2% | 10.7% | Vacancy Rate | 5.6% | 5.6% |
| Vacant SF | 537,288 | 598,844 | Vacant SF | 2,895,862 | 3,737,242 |
| Availability Rate | 19.1% | 13.7% | Availability Rate | 8.7% | 7.9% |
| Available SF | 841,093 | 768,841 | Available SF | 4,506,839 | 5,318,325 |
| Sublet SF | 11,772 | 5,836 | Sublet SF | 228,804 | 206,597 |
| Months on Market | 11.9 | 22.9 | Months on Market | 8.3 | 14.4 |

Source: City of Lauderhill

Commercial Net Absorption Rate

Lauderhill has a dramatically lower commercial net absorption rate compared to its neighbors. Net absorption is the amount of commercial space that was leased compared to the amount of commercial space that became vacant in an area for a given time period. Positive net absorption is when more space is leased than becomes vacant, and negative absorption is when more space becomes vacant than is leased.⁸ As the graphs illustrate, Lauderhill's commercial absorption rate has been trending lower, compared to Broward's, which has remained positive.

Figure 13. Net Absorption Rates



Source: City of Lauderhill

Diversity of Ownership

Section 163.340(8)(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

The Swap Shop

The most notable landmark in the study area is the "Swap Shop." The Swap Shop is located along Northwest 31st Avenue and Sunrise Boulevard and is adjacent to the Central Broward Regional Park and Cricket Stadium. Originally constructed in 1963, the Swap Shop has grown in popularity and size, attracting roughly 12 million visitors each year, making it the second most visited tourist attraction in Florida behind Walt-Disney World.⁹



Source: Google Earth Pro Aerial Photo

Figure 14. The Swap Shop



Source: Google Earth

The Swap Shop covers approximately 65 acres, and accounts for a large percentage of developable land within the study area.¹⁰ If redeveloped, it could become a major catalyst for growth. There are also potential synergies between the Swap Shop and the Broward County Regional Park. If the Park is properly leveraged, the area has the potential to transition into a major redevelopment anchor for the city and the county.



Governmentally Owned Property with Adverse Environmental Conditions

Section 163.340(8)(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

Wingate Superfund Site

The Wingate Road Municipal Incinerator Dump was constructed in 1954 and operated until 1978.¹¹ In 1989, the Environmental Protection Agency placed the site on the Superfund National Priority List because it exhibited "contaminated soil, sediment, and surface water resulting from waste and disposal practices."¹²

The site remains a controversial relic of past public initiatives that placed undesirable projects – like landfills, highways, and incinerators - in low-income areas.¹³ The result has been possible contamination of surrounding residential and commercial areas and the loss of valuable land that could have been used for less environmentally damaging purposes. The site is now dormant, and except for continued monitoring by the Environmental Protection Agency, is fenced off and unused.

While not directly in the study area, the Wingate Superfund Site is adjacent to a large swath of the study area. As such, it directly impacts redevelopment in the area and acts as a major inhibitor to future growth.

Figure 15. Wingate Superfund Site



FINDINGS AND CONCLUSION

This Finding of Necessity has identified several indications of blight as defined by Section 163.355, F.S. Additionally, the study area has a lower median household income, higher rate of poverty, higher unemployment rate, and higher percentage of households requiring food assistance than both the City of Lauderhill and Broward County. The study area is characterized by:

- Poor pedestrian connectivity
- Dangerous roadways
- Inadequate public transportation facilities
- Insufficient parking facilities
- Unsafe and unsightly land uses
- Polluted water runoff facilities
- Abandoned buildings and lots
- Deteriorating structures
- Poor fencing
- Single ownership of large swaths of land
- Adjacent Superfund Site

Therefore, the City of Lauderhill should pursue the creation of a Community Redevelopment Agency to address the many issues facing the study area. The Community Redevelopment Agency should develop a Community Redevelopment Plan with input from community stakeholders. The implementation of a Community Redevelopment Plan will help eliminate challenges that have historically encumbered the area, and provide a focused path forward.

ENDNOTES

¹ United States Environmental Protection Agency; *Wingate Road Municipal Incinerator Dump Fort Lauderdale, FL*. <https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.Cleanup&id=0401078#bkgground>

² United States Census / American Fact Finder. U.S. Census Bureau's American Community Survey Office 2016.

³ Id.

⁴ Id.

⁵ The City of Lauderhill. (June 26, 2018). *Lauderhill Police Department Accident Report*.

⁶ Id.

⁷ Dr. Martin Luther King, Jr. Montessori Academy. <https://www.browardschools.com/mlking>

⁸ CREpedia. (September 28, 2018). *Commercial Real Estate Dictionary*.

<http://www.crepedia.com/dictionary/definitions/net-absorption/>

⁹ Tanayshuk, John. *The Swap Shop*. <http://www.southflorida.com/sfl-swapshopstory-story.html>

¹⁰ Pounds, Marcia. (May 1, 2017). *Iconic Swap Shop bequeathed to family; 'It's in the will,' founder said*.

<http://www.sun-sentinel.com/business/fl-bz-swap-shop-business-20170501-story.html>

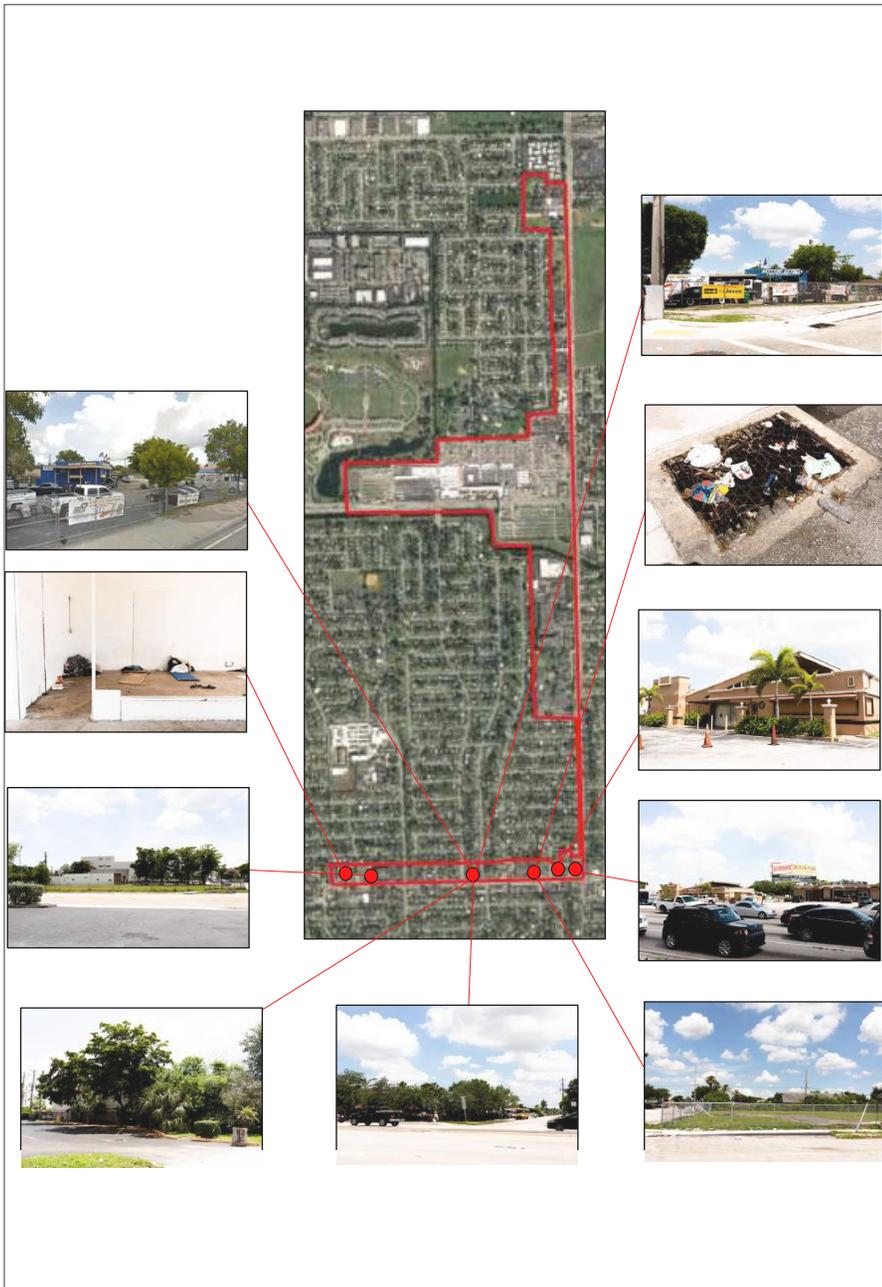
¹¹ United States Environmental Protection Agency; *Wingate Road Municipal Incinerator Dump Fort Lauderdale, FL*. <https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.Cleanup&id=0401078#bkgground>

¹² Id.

¹³ Chabot, Lucy. (December 25, 1997). *The Killing Fields*. <https://www.browardpalmbeach.com/news/the-killing-fields-6332360>.

APPENDIX – PHOTO SURVEY







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