



# AGENDA ITEM

# # 55

Meeting Date  
12/13/05  
10:00 AM  
Page 1 of 2

<b>Requested Action</b>	(Identify appropriate Action or Motion, Authority or Requirement for Item and identify the outcome and/or purpose of item.)
<p>MOTION TO ADOPT a resolution approving the City of Lauderhill State Road 7 Corridor Community Redevelopment Plan (Plan) and delegating certain powers to implement the Plan based on the understanding that County funding for the City of Lauderhill State Road 7 Corridor redevelopment area will be predicated upon successful negotiation of an Interlocal Agreement which specifically enumerates the terms and conditions for County participation. <b>(Commission Districts 1 and 9)</b></p>	
<p><b>Why Action is Necessary:</b> Board action is required for approval of Community Redevelopment Plans and delegation of powers, pursuant to Section 163.410, FS.</p>	
<p><b>What Action Accomplishes:</b> The recommended action will allow the City of Lauderhill to implement its Community Redevelopment Plan for the State Road 7 Corridor.</p>	
<p><b>Is this Action Goal Related?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	

<b>Summary Explanation/Background</b>	(The first sentence includes the Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item. Identify how item meets Commission Challenge Goal.)
<p>The Department of Urban Planning and Redevelopment, Planning Services Division (PSD) recommends approval of the motion.</p>	
<p>On June 22, 2004, the Board of County Commissioners adopted Resolution 2004-596 (Exhibit 5) approving the Finding of Necessity Report, and delegating authority to the City of Lauderhill to create a Community Redevelopment Agency (CRA), and prepare a Community Redevelopment Plan (Plan) (Exhibit 2) pursuant to Chapter 163, Part III, F.S. The resolution also stated that the City and the CRA have agreed that County funding of redevelopment activities within the State Road 7 Corridor Redevelopment Area would be delineated in an Interlocal Agreement by and between the City, the CRA and the County.</p>	
<p>The State Road 7 Corridor redevelopment area covers 446 acres comprising approximately 10.8% of the City's land area, and approximately 9.0% of the City's taxable property value.</p>	
<p>City and County staff met regularly to collaboratively discuss the City's Community Redevelopment Plan and an Interlocal Agreement as shown in the Department of Urban Planning and Redevelopment, Planning Services Staff Report. (Exhibit 4)</p>	

Authorized Signature		Scheduling
(Signature confirms that required approvals from other agencies have been received – e.g. Purchasing, Budget, Risk Mgmt, Attorney)		County Admin initials
<b>Signature:</b>	<b>Date:</b>	
	<b>Type: Name, Title, Agency, and Phone</b>	
<p><b>Source of additional information: Type Name, Agency, and Phone</b></p> <p>Cathy Randazzo, Planner/Economist Planning Services Division (954) 357-6674</p>		

County staff also met with the City Attorney and Consultants to discuss specific redevelopment projects envisioned by the City.

On September 26, 2005, the City Commission adopted Resolution 05R-09-335 (Exhibit 6) and thereby approved the Plan. On November 14, 2005, the Plan was submitted to the County for staff review. Planning Services Division (PSD) staff requested additional clarification and City staff provided the "Points of Clarification" shown in Exhibit 3. PSD staff concluded that the Plan generally satisfies the statutory requirements of ss. 163.360 and 163.362, F.S. (Exhibit 4)

The Plan envisions infrastructure improvements, a regional park, a multi-event facility, and significant private development including a hotel, office, retail space, and mixed-use development that will enhance the sense of place and community character of the City. The Plan is consistent with and furthers the objectives of the State Road 7 Collaborative efforts to revitalize State Road 7.

### Fiscal Impact/Cost Summary

(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)

No fiscal impact will result from approval of the Plan. County funding within the City of Lauderhill State Road 7 Corridor redevelopment area will be predicated upon successful negotiation of an Interlocal Agreement which specifically enumerates the terms and conditions for County participation.

### Exhibits Attached (copies of original agreements)

(Please number exhibits consecutively.)

- Exhibit 1. Broward County Resolution approving the City of Lauderhill State Road 7 Corridor Community Redevelopment Plan.
- Exhibit 2. State Road 7 Corridor Community Redevelopment Plan which includes a boundary map of the redevelopment area on page 23 dated 11/14/05. Exhibit 2 has been distributed to the Board on CDs, and is available for viewing in Document Control (Room 336U) and on the Internet.
- Exhibit 3. City of Lauderhill staff provided a "Points of Clarification" letter to the State Road 7 Corridor Community Redevelopment Plan dated 11/30/05.
- Exhibit 4. Department of Urban Planning and Redevelopment, Planning Services Division Staff Report (including reviewing agencies' comments to date) 11/30/05.
- Exhibit 5. Broward County Resolution 2004-596 approving the Finding of Necessity Report and delegating certain powers dated 6/22/04.
- Exhibit 6. City of Lauderhill Resolution 05R-09-335 approving State Road 7 Corridor Community Redevelopment Plan dated 9/26/05.

### Document Control

### Commission Action

4 Executed original(s) for permanent record  
(Number)

APPROVED  DENIED

Executed copies return to: **Cathy Randazzo**  
(Number) **Planning Services Division**  
**(954) 357-6674**

DEFERRED

Other instructions (Include name, agency, and phone)

Please return 3 of the executed originals to Cathy Randazzo.

From: \_\_\_\_\_

To: \_\_\_\_\_

RESOLUTION NO. 2005-

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, APPROVING THE CITY OF LAUDERHILL STATE ROAD 7 CORRIDOR COMMUNITY REDEVELOPMENT PLAN AND DELEGATING TO AND CONFERRING UPON THE CITY OF LAUDERHILL, FLORIDA, CERTAIN POWERS TO IMPLEMENT THE STATE ROAD 7 CORRIDOR COMMUNITY REDEVELOPMENT PLAN PURSUANT TO CHAPTER 163, PART III, FLORIDA STATUTES, THE COMMUNITY REDEVELOPMENT ACT OF 1969, AS AMENDED, CONFIRMING THAT THE CITY OF LAUDERHILL, THE LAUDERHILL COMMUNITY REDEVELOPMENT AGENCY AND BROWARD COUNTY WILL ENTER INTO AN INTERLOCAL AGREEMENT TO ENSURE CITY, COMMUNITY REDEVELOPMENT AGENCY AND BROWARD COUNTY PARTNERSHIP FOR REDEVELOPMENT WITHIN THE STATE ROAD 7 CORRIDOR REDEVELOPMENT AREA; CONFIRMING THAT REDEVELOPMENT FUNDING FOR REDEVELOPMENT ACTIVITY PURSUANT TO LAUDERHILL'S STATE ROAD 7 CORRIDOR COMMUNITY REDEVELOPMENT PLAN SHALL BE PURSUANT TO COUNTY'S REDEVELOPMENT CAPITAL PROGRAM; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Lauderhill, Florida ("City"), is desirous of utilizing the community redevelopment powers specified in Chapter 163, Part III, Florida Statutes, the Community Redevelopment Act of 1969, as amended; and

WHEREAS, pursuant to section 163.410, Florida Statutes, the City has officially requested the Board of County Commissioners of Broward County, Florida ("County"), to delegate and confer upon the City Commission of Lauderhill, Florida, the authority to create a Community Redevelopment Agency pursuant to the Community Redevelopment Act of 1969, as amended, for the rehabilitation, conservation, or

1 redevelopment of a certain blighted area within the municipal jurisdiction of said City;  
2 and

3 WHEREAS, on June 22, 2004, the County having reviewed the finding of Slum  
4 and Blight by the City and finding that in the aggregate, it met the County and State  
5 criteria for the County to delegate the authority to the City to create a Community  
6 Redevelopment Agency and to prepare a Community Redevelopment Plan, the County  
7 adopted Resolution 2004-596 and delegated such authority to the City; and

8 WHEREAS, the City has prepared the Plan and the County has reviewed the  
9 Plan finding it to be consistent with Chapter 163, Part III, Florida Statutes, the  
10 Community Redevelopment Act of 1969, as amended; and

11 WHEREAS, the Board of County Commissioners of Broward County desires to  
12 delegate to the City Commission of the City of Lauderhill, Florida, the remaining powers  
13 necessary to implement the Plan pursuant to Chapter 163, Part III, Florida Statutes, the  
14 Community Redevelopment Act of 1969, as amended, except those powers specifically  
15 retained by the County as set forth in this Resolution; and

16 WHEREAS, pursuant to Resolution 2004-596, the City, Community  
17 Redevelopment Agency, and County are required to enter into and negotiate an  
18 agreement of understanding, to wit: an Interlocal Agreement to delineate their areas of  
19 responsibility and to ensure City, Community Redevelopment Agency and County  
20 partnership, in the redevelopment of the defined Lauderhill State Road 7 Corridor  
21 redevelopment area as defined in Exhibit "A" attached hereto, in furtherance of the Plan;  
22 and

23 WHEREAS, on February 10, 2004, the County adopted Resolution No. 2004-76  
24 hereby creating a funding program known as the Redevelopment Capital Program for

1 County participation in redevelopment activities within municipalities and the  
2 unincorporated areas of Broward County predicated on annual non ad valorem  
3 appropriations; and

4 WHEREAS, in furtherance of Resolution No. 2004-76, the City and the CRA  
5 have agreed that County financial participation in any redevelopment activities proposed  
6 by the City and/or the CRA shall be predicated on negotiation of specific terms and  
7 conditions for County funding to be memorialized in an Interlocal Agreement and any  
8 amendments thereto, by and between the City, the CRA and the County; NOW,  
9 THEREFORE,

10 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF  
11 BROWARD COUNTY, FLORIDA:

12 Section 1. The County has reviewed the Plan and finds that the Plan is  
13 consistent with Chapter 163, Part III, Florida Statutes, the Community Redevelopment  
14 Act of 1969, as amended, and hereby approves the Plan.

15 Section 2. The County delegates all powers designated by Chapter 163.330,  
16 et seq., Florida Statutes, the Community Redevelopment Act of 1969, as amended, to  
17 the City with the exception of the following powers which shall be retained unto the  
18 County.

- 19 2.1 A boundary change.
- 20 2.2 An extension to the term of the Plan involving the continuing contribution  
21 by the taxing authorities beyond the original plan adoption, as may have  
22 been amended.
- 23 2.3 A change to the Plan of such magnitude as would require a county or  
24 municipal land use plan amendment.

1 Section 3. The City, the CRA and the County will enter into and negotiate the  
2 terms of an Interlocal Agreement to ensure City, Community Redevelopment Agency  
3 and County partnership in the redevelopment of the defined Lauderhill State Road 7  
4 Corridor community redevelopment area, in furtherance of the Plan.

5 Section 4. The County method of investment and funding for any community  
6 redevelopment projects proposed by the City and/or the CRA shall be predicated on  
7 negotiation of specific terms and conditions for County funding.

8 4.1 The City, the CRA and the County hereby agree that the annual funding of  
9 the Redevelopment Trust Fund for redevelopment activities shall not  
10 include any contribution of funds from the County until such time as the  
11 terms and conditions of the contribution are specifically met by and  
12 between the City, the CRA and the County and memorialized in an  
13 Interlocal Agreement and any amendments thereto, by and between the  
14 City, the CRA and the County.

15 4.2 The City, the CRA and the County agree subject to the specific terms and  
16 conditions contained in the Interlocal Agreement, as amended from time to  
17 time, by and between the City, the CRA and the County, that County  
18 investment monies will only be used for eligible community redevelopment  
19 activities and/or projects consistent with the Redevelopment Capital  
20 Program and consistent with the adopted Plan.

21 Section 5. SEVERABILITY.

22 If any section, sentence, clause or phrase of this Resolution is held to be invalid  
23 or unconstitutional by any court of competent jurisdiction, then said holding shall in no  
24 way affect the validity of the remaining portions of this Resolution.

1 Section 6. That this Resolution shall take effect immediately upon its adoption.

2 ADOPTED this day of , 2005

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## LEGAL DESCRIPTION

Portion of Sections 25 and 36, Township 49 South, Range 41 East, together with a Portion of Section 31, Township 49 South, Range 42 East being more particularly described as follows:

**BEGINNING** at the intersection of the North line of the South half ( $S \frac{1}{2}$ ) of the Northeast quarter ( $NE \frac{1}{4}$ ) of said Section 25 with the East line of the Northeast quarter ( $NE \frac{1}{4}$ ) of said Section 25;

The next Two (2) courses being on the municipal boundary of the City of Lauderhill as established by Chapter 59-1487 of the laws of Florida;

(1) Thence South on the East line of the South half ( $S \frac{1}{2}$ ) of the Northeast quarter ( $NE \frac{1}{4}$ ) of said Section 25 to the Southeast corner of the Northeast quarter ( $NE \frac{1}{4}$ ) of said Section 25;

(2) Thence South on the East line of the Southeast quarter ( $SE \frac{1}{4}$ ) of said Section 25 to the Northwest corner of said Section 31, Township 49 South, Range 42 East;

The next Two (2) courses being on the municipal boundary of the City of Lauderhill as established by Chapter 65-1812 of the laws of Florida;

(1) Thence East on the North line of the West half ( $W \frac{1}{2}$ ) of the West half ( $W \frac{1}{2}$ ) of said Section 31 to the intersection with the East line of the West half ( $W \frac{1}{2}$ ) of the West half ( $W \frac{1}{2}$ ) of said Section 31;

(2) Thence South on the East line of the West half ( $W \frac{1}{2}$ ) of the West half ( $W \frac{1}{2}$ ) of said Section 31 to the intersection with the North line of the South half ( $S \frac{1}{2}$ ) of the North half ( $N \frac{1}{2}$ ) of said Section 31;

The next Three (3) courses being on the municipal boundary of the City of Lauderhill as established by Ordinance Number 252 and recorded in Official Records Book 5215, Page 827 and by Ordinance Number 284 and recorded in Official Records Book 5215, Page 824 all of the Public Records of Broward County, Florida;

(1) Thence East on the North line of the South half (S ½) of the North half (N ½) of said Section 31 to the Northeast corner of the West half (W ½) of the Southwest quarter (SW ¼) of the Northeast quarter (NE ¼) of said Section 31;

(2) Thence South on the West line of the East half (E ½) of the West half (W ½) of the East half (E ½) of said Section 31 to the intersection with the South line of the Northwest quarter (NW ¼) of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of said Section 31;

(3) Thence West on the South line of the Northwest quarter (NW ¼) of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of said Section 31 to the intersection with the East line of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of the (SW ¼) of said Section 31;

The next Two (2) courses being on the municipal boundary of the City of Lauderhill as established by Ordinance Number 80 and recorded in Official Records Book 3313, Page 875 of the Public Records of Broward County, Florida;

(1) Thence South on the East line of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of the (SW ¼) of said Section 31 to the intersection with the North Right-of-Way line of Sunrise Boulevard;

(3) Thence West on the North Right-of-Way line of Sunrise Boulevard to the intersection with the East line of the West half (W ½) of the West half (W ½) of said Section 31;

The next Three (3) courses being on the municipal boundary of the City of Lauderhill as established by Chapter 65-1812 of the laws of Florida;

(1) Thence South on the East line of the West half (W ½) of the West half (W ½) of said Section 31 to the intersection with the South line of the West half (W ½) of the West half (W ½) of said Section 31;

(2) Thence West on the South line of the West half (W ½) of the West half (W ½) of said Section 31 to the intersection with the West line of the West half (W ½) of the West half (W ½) of said Section 31 said intersection also being on the East line of Section 36 Township 49 South Range 41 East;

(3) Thence North on the East line of said Section 36 Township 49 South Range 41 East to the intersection with a line 660 feet North of and parallel with the South line of said Section 36;

Thence on the municipal boundary of the City of Lauderhill as established by Ordinance Number 96 and recorded in Official Records Book 3502, Page 634 of the Public Records of Broward County, Florida, West on a line 660 feet North of and parallel with the South line of said Section 36 to the intersection with the East line of Lot 1, Block 10 of the plat of Lauderdale Estates as recorded in Plat Book 15, Page 43 of the Public Records of Broward County, Florida;

The next Seven (7) courses being on the municipal boundary of the City of Lauderhill as established by Florida Chapter 94-427 of the laws of Florida;

(1) Thence South on the said East line of Lot 1, Block 10, to the Southeast corner of said Lot 1, Block 10 of said plat of Lauderdale Estates;

(2) Thence West on the South lines of Lots 1,2,3,4,5,6,7,8,9,10 and 11, Block 10 to the Northeast corner of Lot 19, Block 10 of said plat of Lauderdale Estates;

(3) Thence South on the East line of said Lot 19 Block 10 to the Southeast corner of said Lot 19, Block 10;

(4) Thence West on the South lines of Lots 19,18,17, and 16, Block 10 to the Southwest corner of said Lot 16, Block 10 of Lauderdale Estates;

(5) Thence North on the West line of said Lot 16, Block 10 to the Northwest corner of said Lot 16, Block 10;

(6) Thence West on the South lines of Lots 1,2,3,4,5,6,7,8,9,10,11,12,13,14 and 15, Block 11 and its Easterly extension to the Southwest corner of said Lot 15, Block 11 of Lauderdale Estates;

(7) Thence North on the West line of said Lot 15, Block 11 to the intersection with a line 660 feet North of and parallel to the South line of said Section 36, said point also being on the East Right-of-Way line of Northwest 43rd Avenue;

Thence North on the said East Right-of-Way line of Northwest 43rd Avenue and it's Northerly projection to the Northeasterly Right-of-Way line of Northwest 43rd Terrace;

Thence North on the said Northeasterly Right-of-Way line of Northwest 43rd Terrace and its Northerly projection to the Northwest corner of Lot 13, Block 28 of Flair Subdivision No. 3, as recorded in Plat Book 51, Page 39 of the Public Records of Broward County, Florida.

Thence East on the North line of Block 28 of said Flair Subdivision No. 3 to the intersection with the Southerly projection of the East line of Flair Subdivision No. 4-D, as recorded in Plat Book 51, Page 39 of the Public Records of Broward County, Florida;

Thence North on the said East line of Flair Subdivision No. 4-D and its Northerly projection and on the West line of Tract "C" of the plat of Lauderdale Golf North, as recorded in Plat Book 73, Page 47, of the Public Records of Broward County, Florida, to the Northwest corner of said Tract "C";

Thence East on the North line of said Tract "C" and on the North line of Tract "A" of said Lauderdale Golf North to

the Northeast corner of said Tract "A";

Thence North on the West line and there Northerly projections of the following Three courses;

1. Parcel "B" of the plat of Majestic Gardens, as recorded in Plat Book 66, Page 40, of the Public Records of Broward County, Florida.
2. Tract "A" of Lauderhill Gardens Townhouses, as recorded in Plat Book 77, Page 50, of the Public Records of Broward County, Florida.
3. Tract "A" of Andover Apartments Inc., as recorded in Plat Book 73, Page 35, of the Public Records of Broward County, Florida.

Thence North on the East line and there Northerly projections of the following Two courses;

1. East line of the plat of Holiday Village Section Three, as recorded in Plat Book 65, Page 2, of the Public Records of Broward County, Florida.
2. East line of the plat of Holiday Village Section One, as recorded in Plat Book 60, Page 27, of the Public Records of Broward County, Florida.

Thence West on the North line of said Holiday Village Section One to the Southwest corner of Lot 1, Block 11, Forward Subdivision No.1, as recorded in Plat Book 52, Page 40, of the Public Records of Broward County, Florida;

Thence North and east on the West and North lines of said Lot 1, Block 11 to the Northeast corner of said Lot 1, Block 11;

Thence North on the East line and its Northerly projection of said Forward Subdivision No.1 to a point on the South line of Parcel "A", of the plat of Ascension Peace Presbyterian Church Plat, as recorded in Plat Book 164, Page 3, of the Public Records of Broward County, Florida;

Thence West, North, Northeasterly and North along the Westerly side of Parcel "A", of said Ascension Peace Presbyterian Church Plat, to the Northwest corner of said Parcel "A", said point being on the North line of the Southeast quarter (S.E. ¼) of the Northeast quarter (N.E. ¼) of Section 25, Township 25 South, Range 41 East, said point also being on the municipal boundary of the City of Lauderhill as established by Chapter 59-1487 of the laws of Florida;

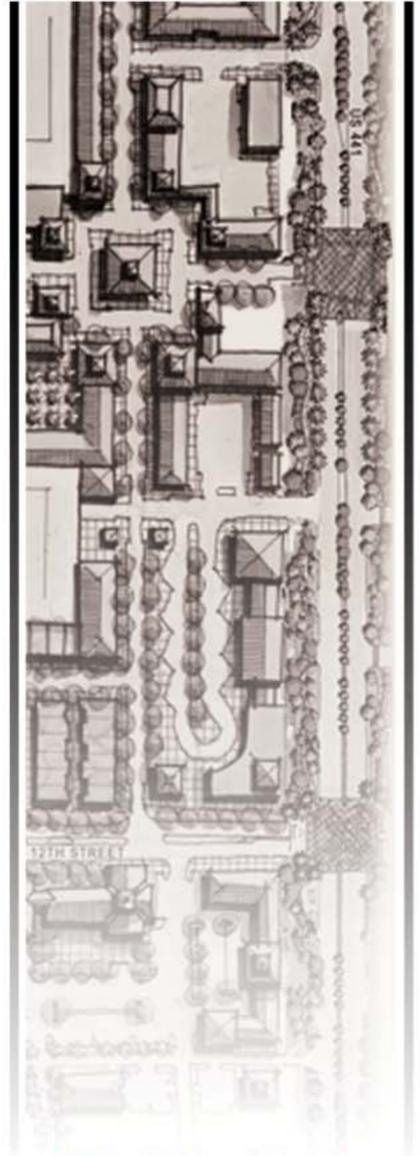
Thence on the municipal boundary of the City of Lauderhill as established by Chapter 59-1487 of the laws of Florida, East on the North line of the South one-half (S. ½) of the Northeast quarter (N.E. ¼) of said Section 25 to the intersection of the East line of the Northeast quarter (NE ¼) of said Section 25, said point being the **POINT OF BEGINNING**;

STATE ROAD 7

C O M M U N I T Y  
R E D E V E L O P M E N T  
A G E N C Y

---

November 14, 2005



E D S A

PREPARING THE REPORT  
IN CONJUNCTION WITH  
THE LAUDERHILL CRA  
&  
LAUDERHILL PLANNING  
D E P A R T M E N T



MAYOR

**RICHARD J. KAPLAN**

VICE MAYOR

**HOWARD BERGER**

DEPUTY VICE MAYOR

**DALE V.C.HOLNESS**

CITY COMMISSIONERS

**M. MARGARET BATES**

**LEE MIRSKY**

CITY MANAGER

**CHARLES "CHUCK" FARANDA**

ASSISTANT CITY MANAGER

**DESORAE GILES-SMITH**

CITY ATTORNEY

**EARL HALL**

PLANNING AND ZONING BOARD

DIRECTOR PALNNING AND ZONING

**EARL HAHN**

VICTOR HAYE, ARCHITECT, CSI,  
ARCHI DESIGNZ GROUP, LLC

RALPH JONHSON, PROFESSOR OF ARCHITECTURE,  
FLORIDA ATLANTIC UNIVERSITY

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- ❖ Infrastructure

## COMMUNITY REDEVELOPMENT AGENCY PLAN

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### The Market for Redevelopment

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# 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.

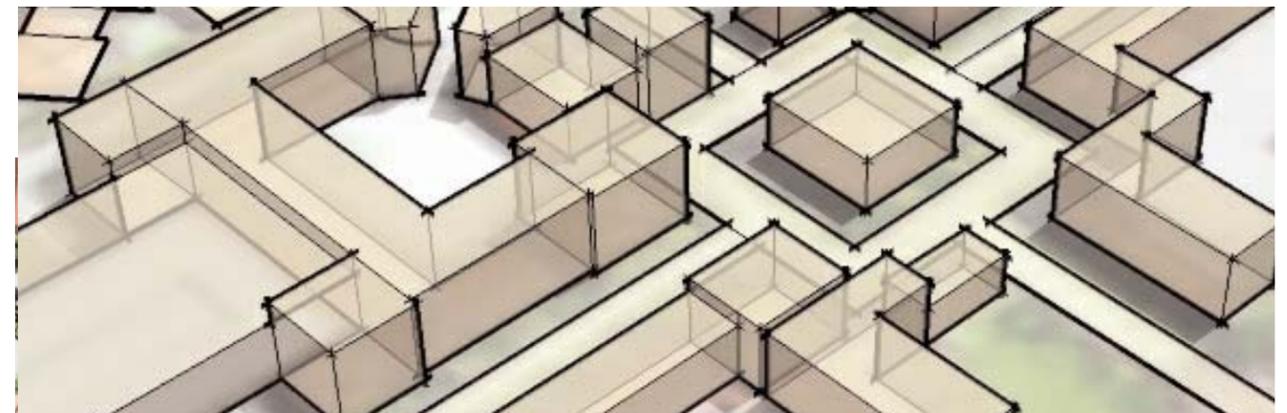
## Key components of the Redevelopment Plan include:



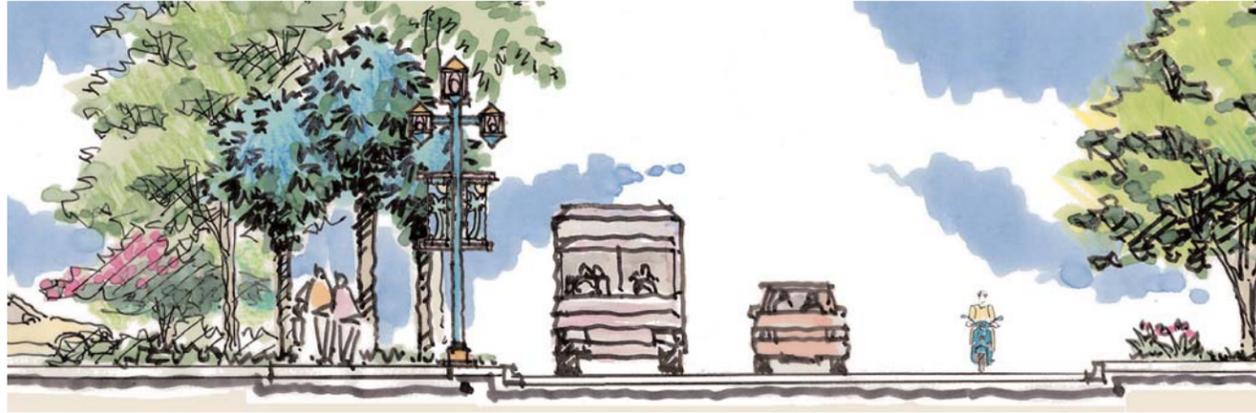
- **Carishoca International Marketplace** -- Located at the entrance to Lauderhill and to the State Road 7 corridor and adjacent to the new Broward County Regional Park, Carishoca will feature over 100 stores and offices in a marketplace atmosphere with plazas, arcades, and landscaping that encourages 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 ambience 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 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.



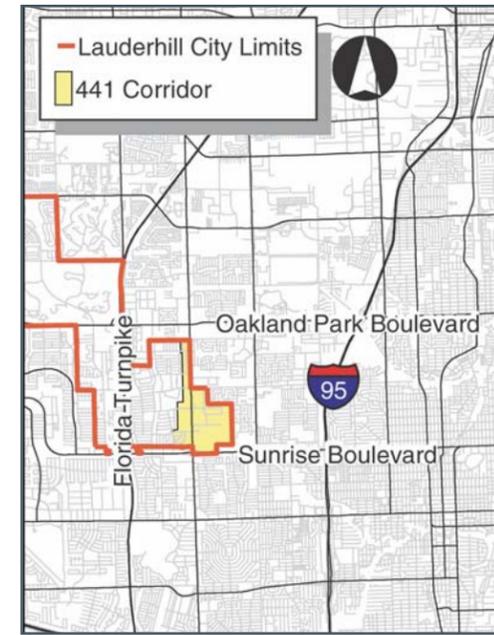
Treasure Coast Regional Planning Council headed a weeklong public charrette that initiated the process of creating a masterplan for the C.R.A.

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.

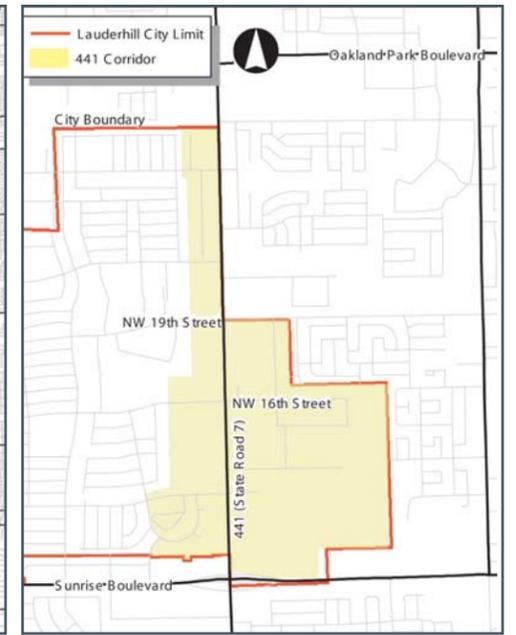
The predecessor to this CRA plan, the Strategic Redevelopment Plan for the State Road 7 Corridor, was discussed in draft format at a meeting open to the public on June 17, 2003. Several City Commissioners and approximately 100 interested residents and business owners in the State Road 7



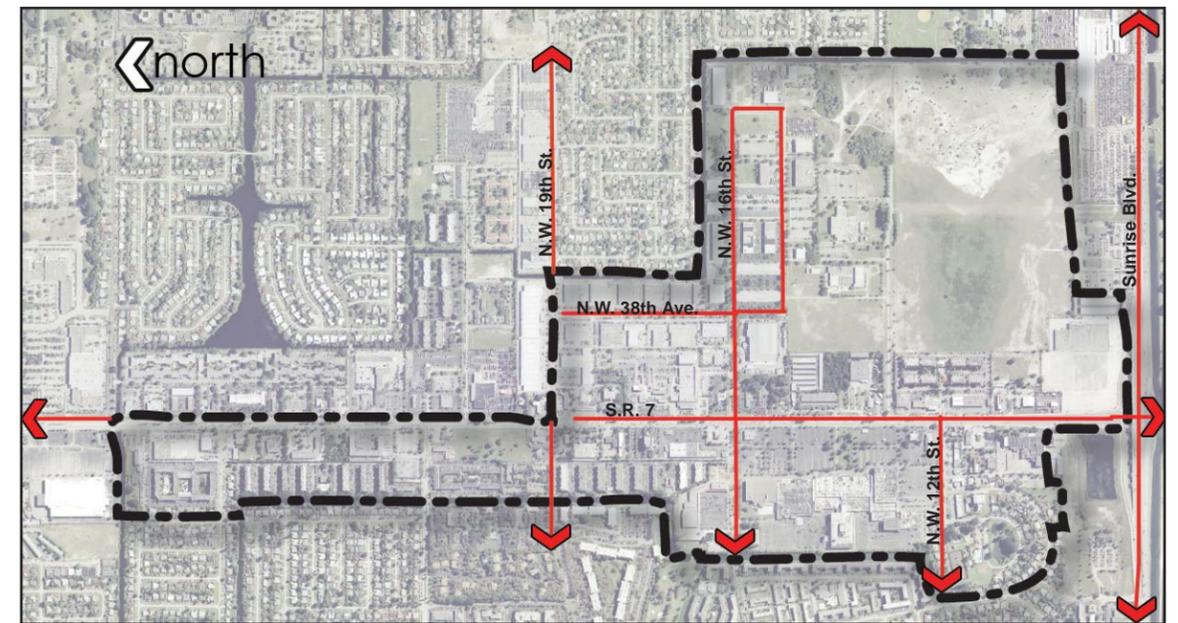
[FIGURE 1a] REGIONAL MAP- Lauderhill is centrally located in Broward County and easily accessible to Miami Dade and W. Palm Beach County.



[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 C.R.A.'s linear orientation along S.R. 7 allows for a continuous opportunity for entry points along the corridor.



[FIGURE 1d] C.R.A. MAP- The perimeter of the C.R.A. 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.

corridor attended. In addition, the State Road 7 Collaborative, a regional coalition of local municipalities that border State Road 7, conducted a weeklong 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.

## CURRENT CONDITIONS AND OPPORTUNITIES IN THE STATE ROAD 7 CORRIDOR

### Location

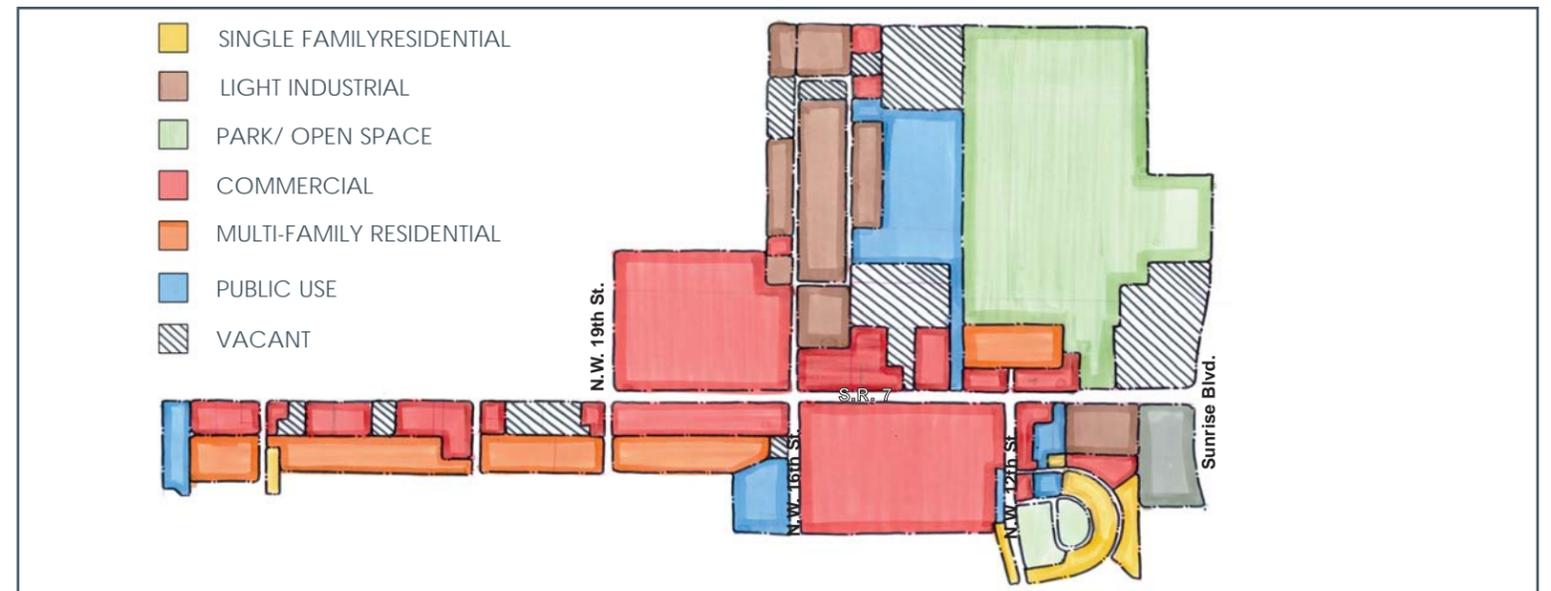
Located centrally within not only Broward County but also within the entire tri-county area, Lauderhill is ideally situated as a community for the future. State Road 7 is centrally located, serving as a north-south transportation arterial in the tri-county (Miami-Dade, Broward, and Palm Beach) area. 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.

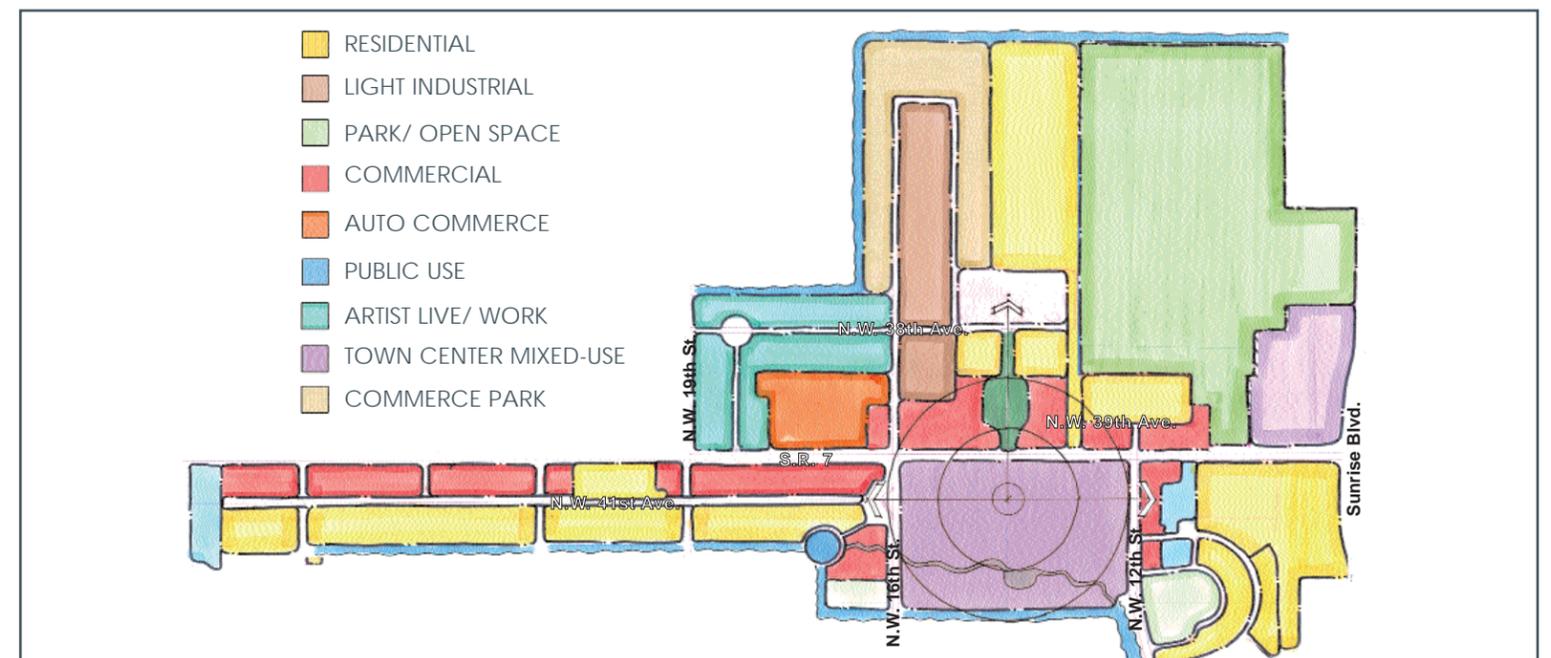
For year-round residents of South Florida, Lauderhill's central location makes its retail outlets accessible to residents of the entire tri-county area, as further detailed in the Market Analysis - Appendix B. The State Road 7 corridor is also well-positioned as a site for residential development as 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 commercial shopping centers, and convenience stores - none are architecturally significant or pleasing except the Hess Gas Station on the Southeast 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



[ 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.



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.

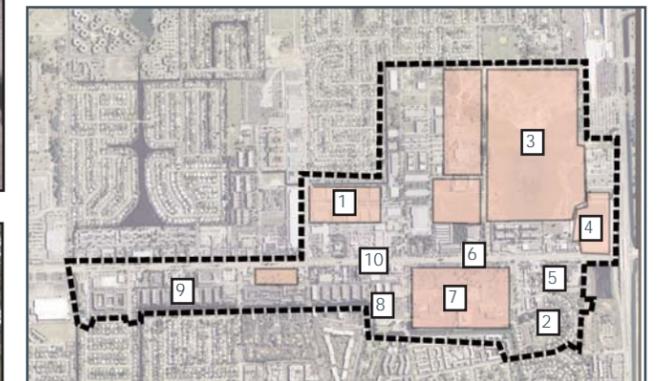
While the State Road 7 corridor is predominantly commercial in nature, the CRA and this Plan intend to incorporate other uses and create a balance of commercial, office, residential, recreational and industrial space along the corridor. While alternate land uses already exist in the area, they are isolated 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 southeast 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.

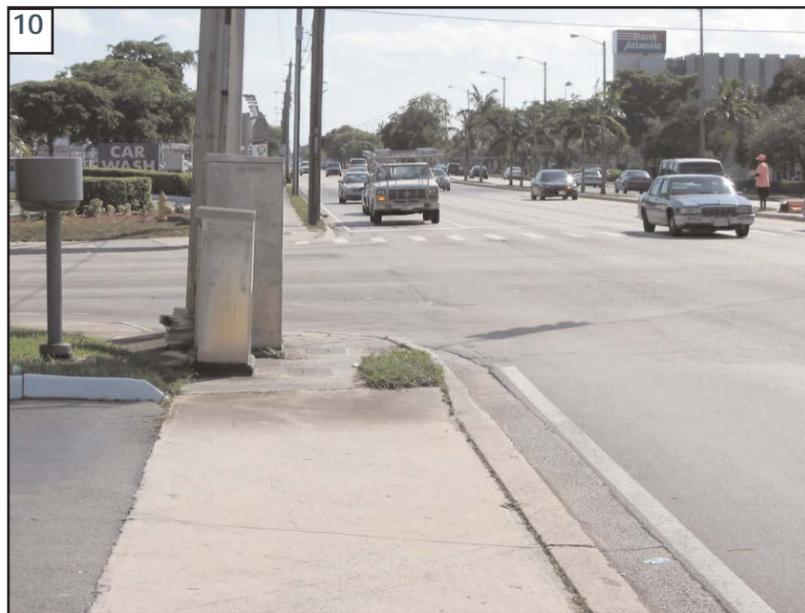
The K-Mart property and the McArthur Dairy property, which have been acquired by the City in support of community redevelopment, are two good examples of the availability of land in the City.

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.



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.





## Community Character

Establishing an identity for Lauderdale 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 Lauderdale 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 Lauderdale, derisively referring to "Jamaicahill."

Lauderdale'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 southeastern United States in Lauderdale; 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 Lauderdale'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 Lauderdale 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 southeast 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.

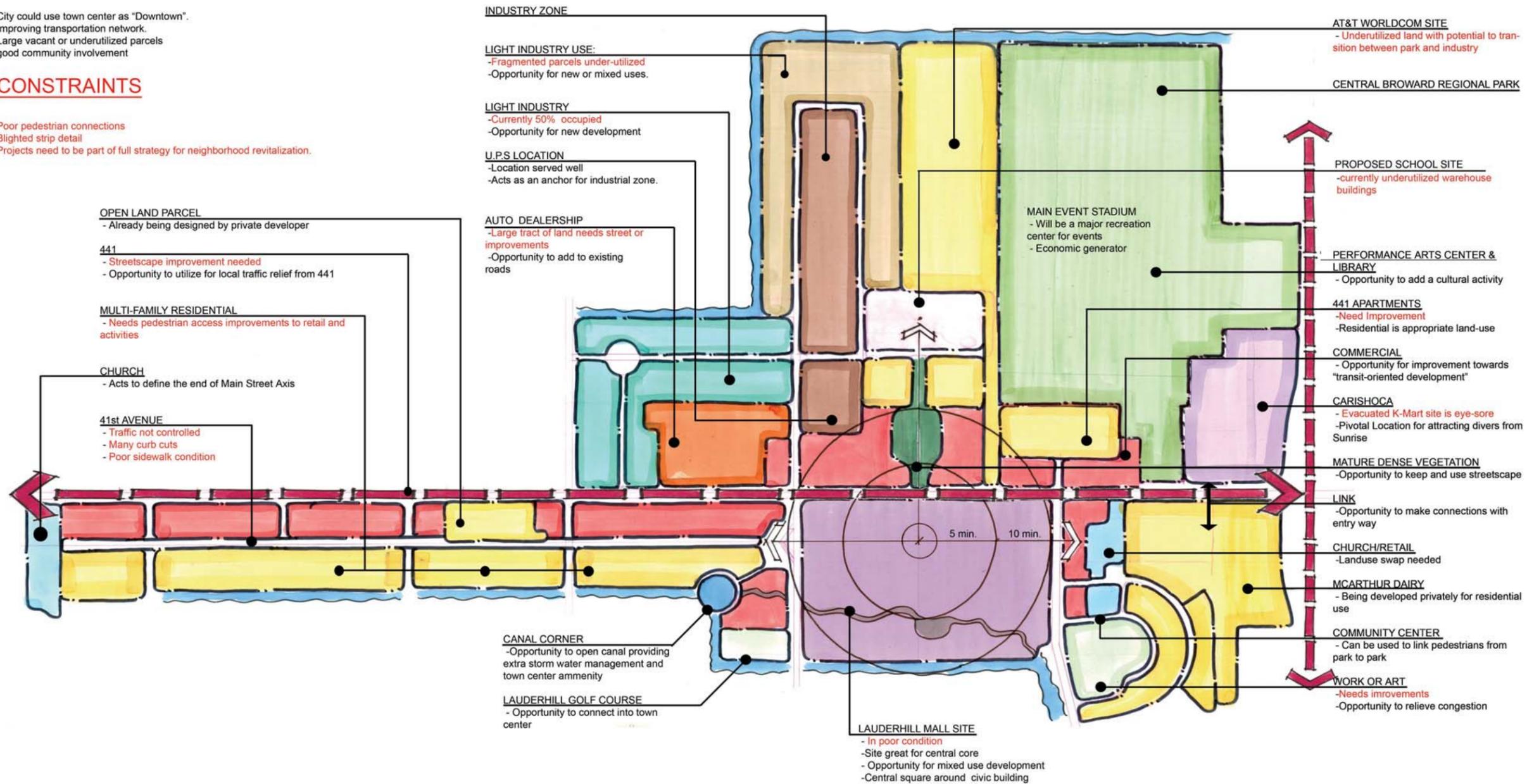


## OPPORTUNITIES

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.



# OPPORTUNITY & CONSTRAINTS

## 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.

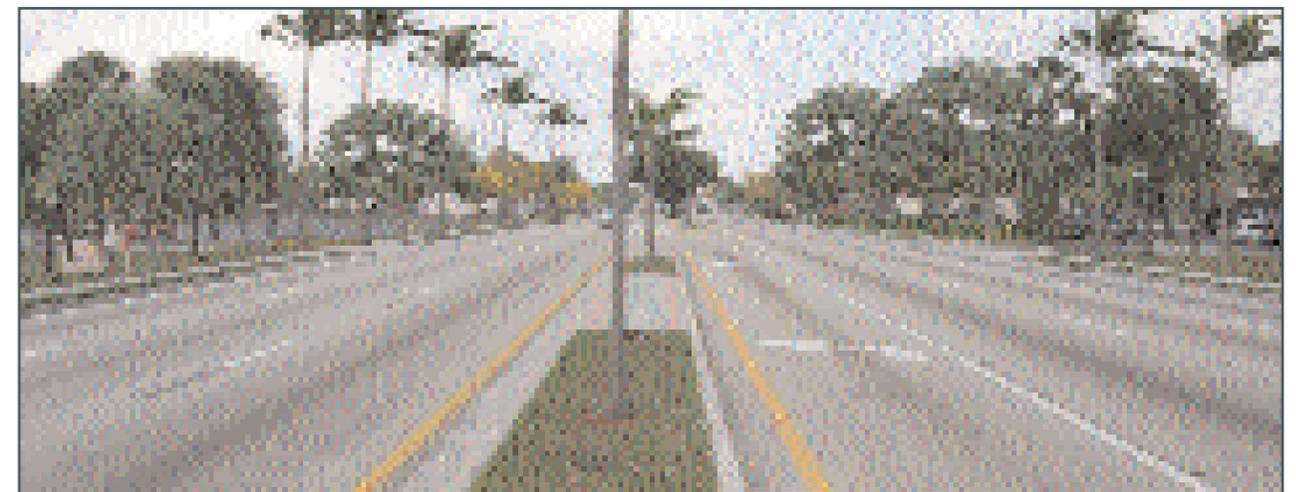
The State Road 7 Corridor lacks bicycle and pedestrian facilities and amenities. The Corridor itself lacks bicycle lanes and bicycle facilities and amenities such as bicycle lockers. Pedestrian facilities and amenities, such as shelters, fountains and curb cuts, are either unavailable or inappropriate. 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 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.



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.

## 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.



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



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 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



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.



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.

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.

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

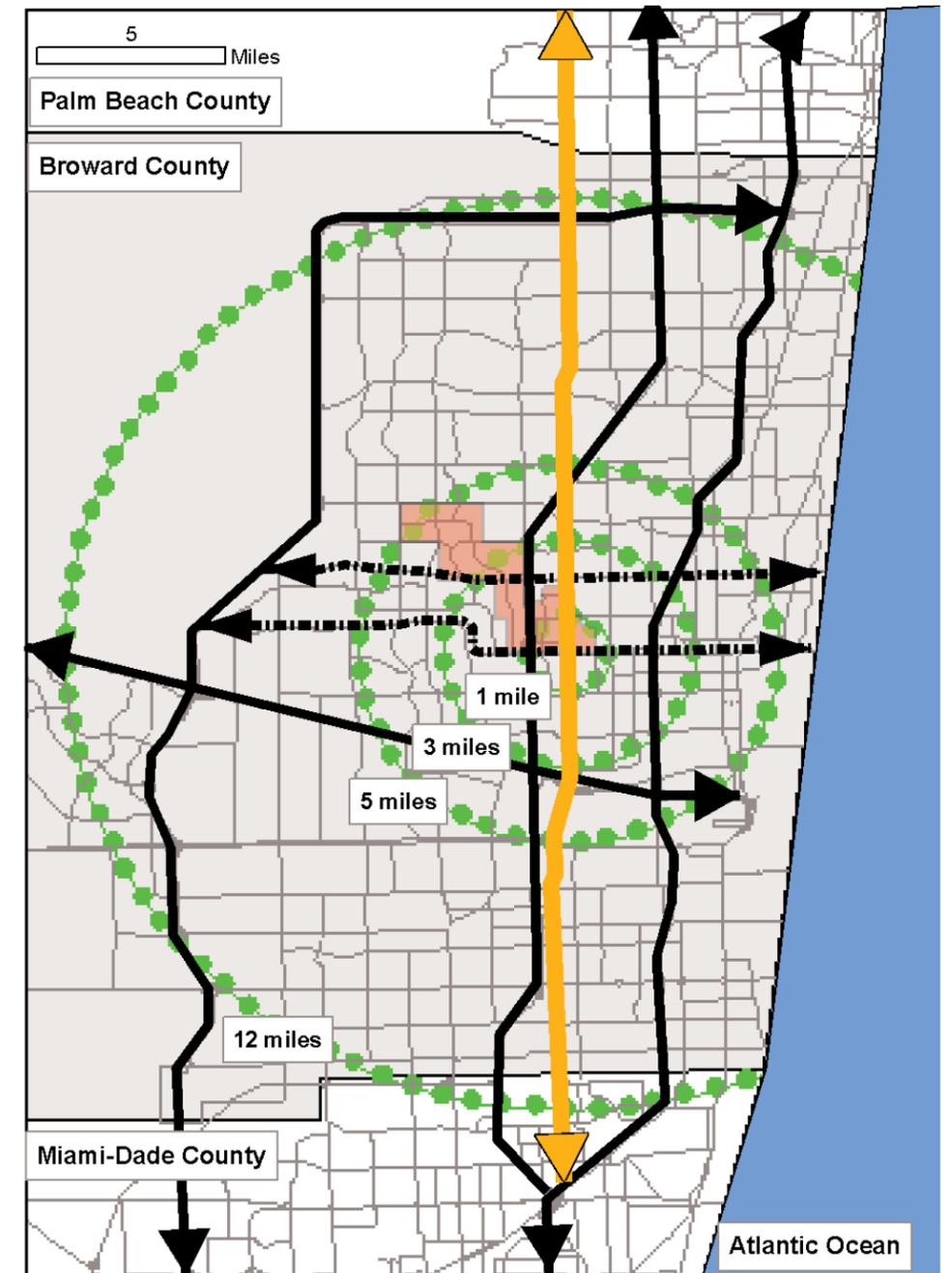
## THE MARKET FOR REDEVELOPMENT

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 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



[ 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.



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.

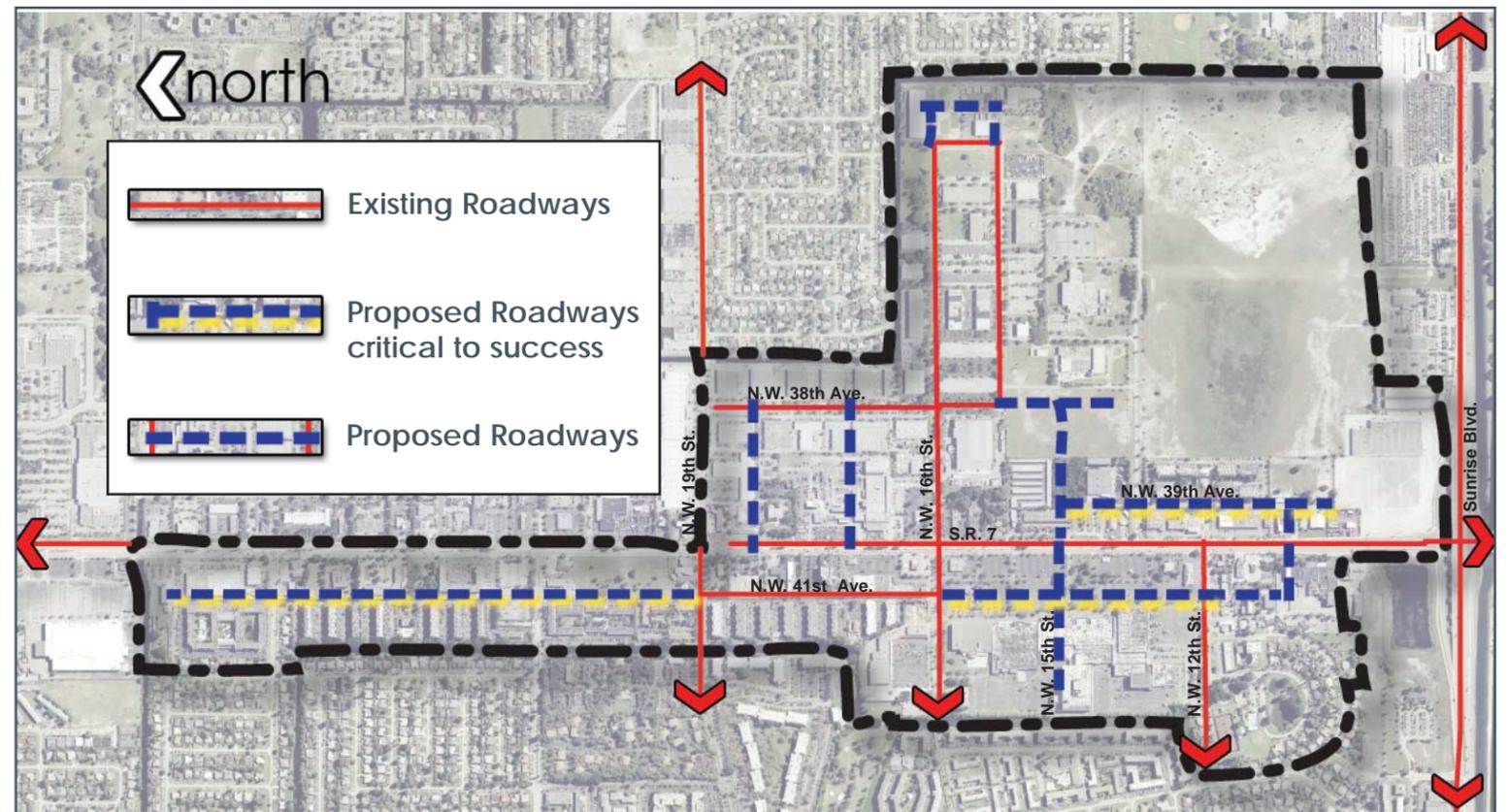
The City has moved proactively to foster this process by purchasing two key parcels within the corridor, the former K-Mart and McArthur Dairy properties, which sit at the gateway to the corridor at the intersection of State Road 7 and Sunrise Boulevard. These acquisitions will foster new mixed-use developments 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.

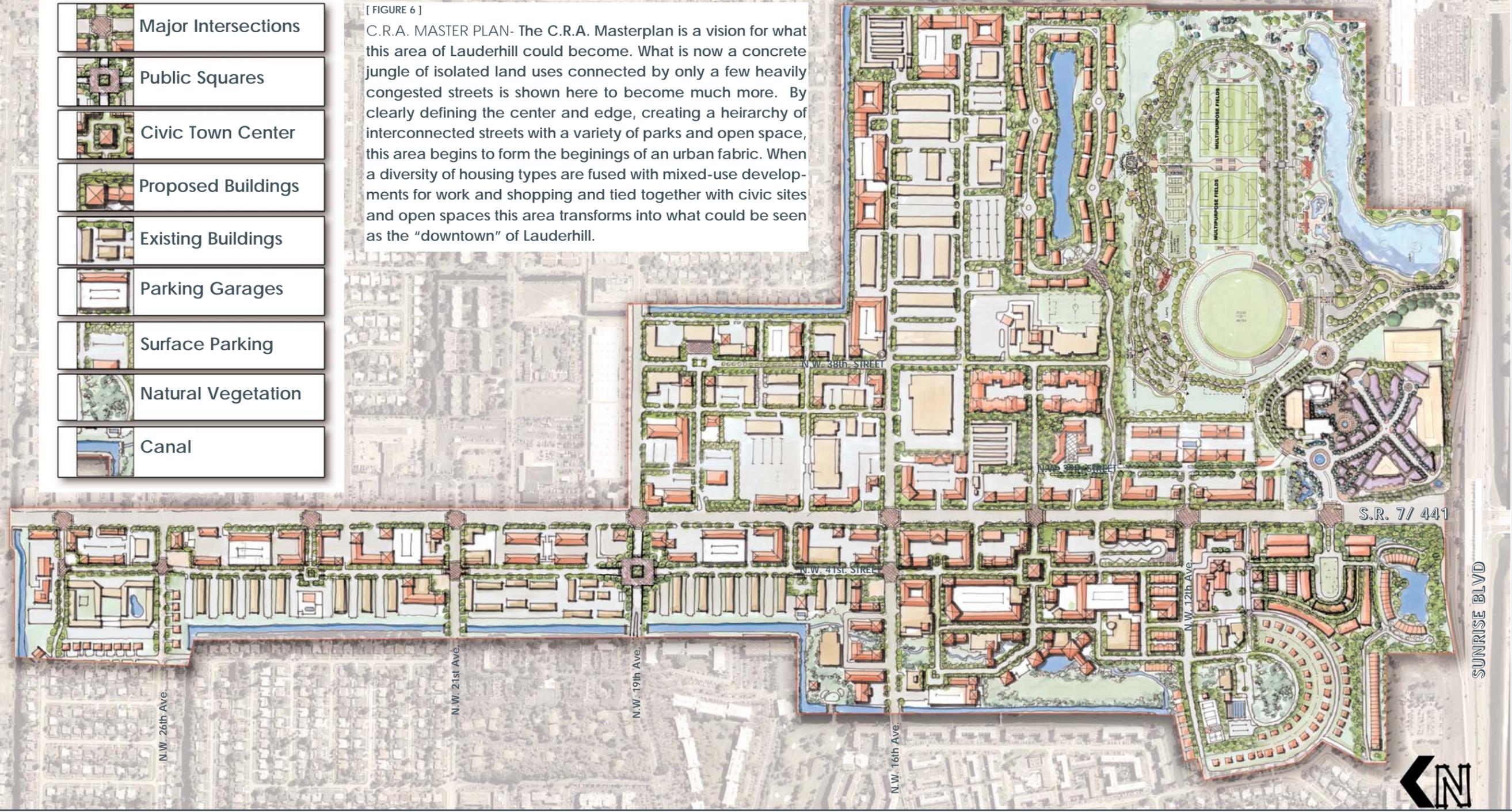


[ FIGURE 5 ] ROADWAY ANALYSIS MAP-To alleviate the congestion on S.R.7, Two new roads have been planned. East of S.R.7 there is 39th which would extend from the Park, Library and Cultural Arts Center to the proposed 15th. To the West N.W. 41st Avenue would be created from easements that already exist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



-  Major Intersections
-  Public Squares
-  Civic Town Center
-  Proposed Buildings
-  Existing Buildings
-  Parking Garages
-  Surface Parking
-  Natural Vegetation
-  Canal

[ FIGURE 6 ]  
 C.R.A. MASTER PLAN- The C.R.A. 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 6 ] MASTER PLAN



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 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

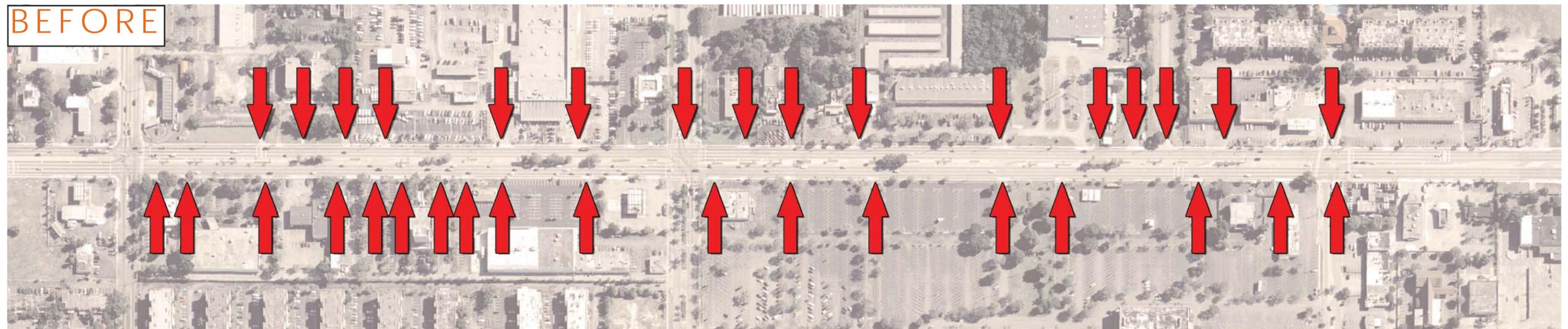
Sonny's Car Wash. All of these properties, among others, could be more intensively developed and put to a higher and better use with an adequate road and access system that did not rely solely on State Road 7 for local traffic.

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 underperformance 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.

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



[ 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.

- 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 calmers 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 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.



[ 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



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 explore 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.

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.



[ 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.

## 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 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.

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

### **BUILDING USE**

RESIDENTIAL

OFFICE OR  
RESIDENTIAL

OFFICE

RETAIL OR  
RESTAURANT



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.



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.



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 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.

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.

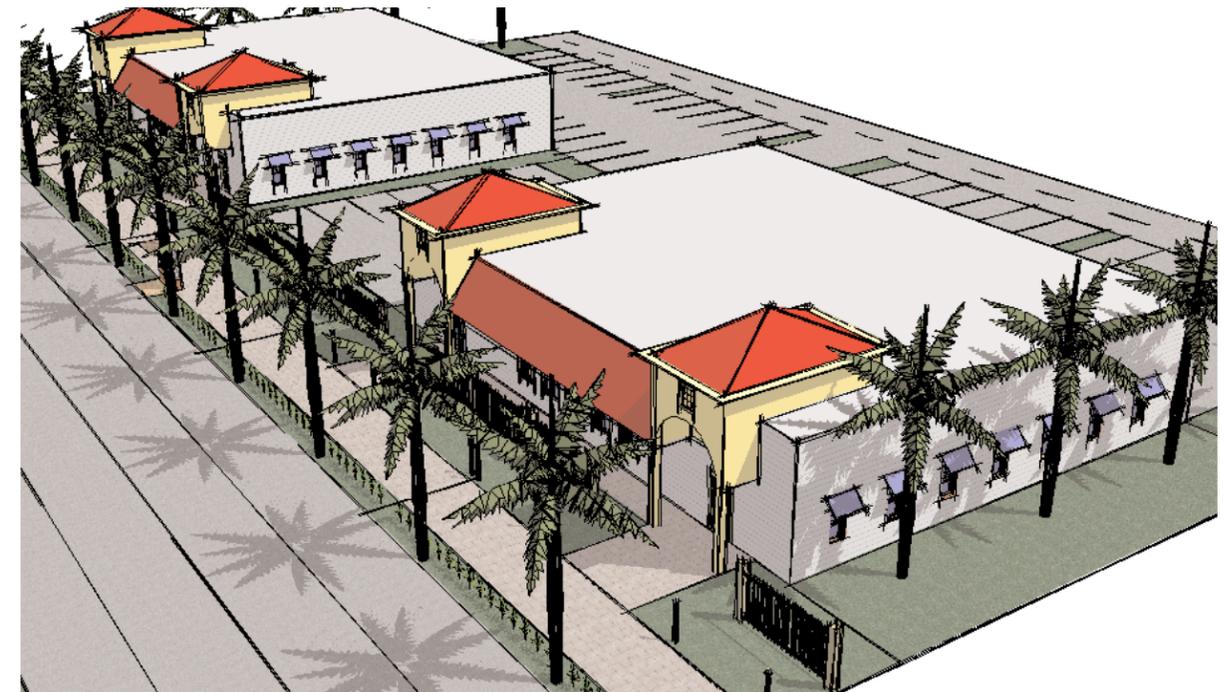
EDSA has prepared preliminary drawings and cost estimates for the implementation of the transition zone from 19 Street south to Sunrise Boulevard. In total, the cost of implementing the transition zone is estimated at \$4.3 million. Noting that the land on the east side of State Road 7 north of 19 Street 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.

## 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 Lauderhill, 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.



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.



[ 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.



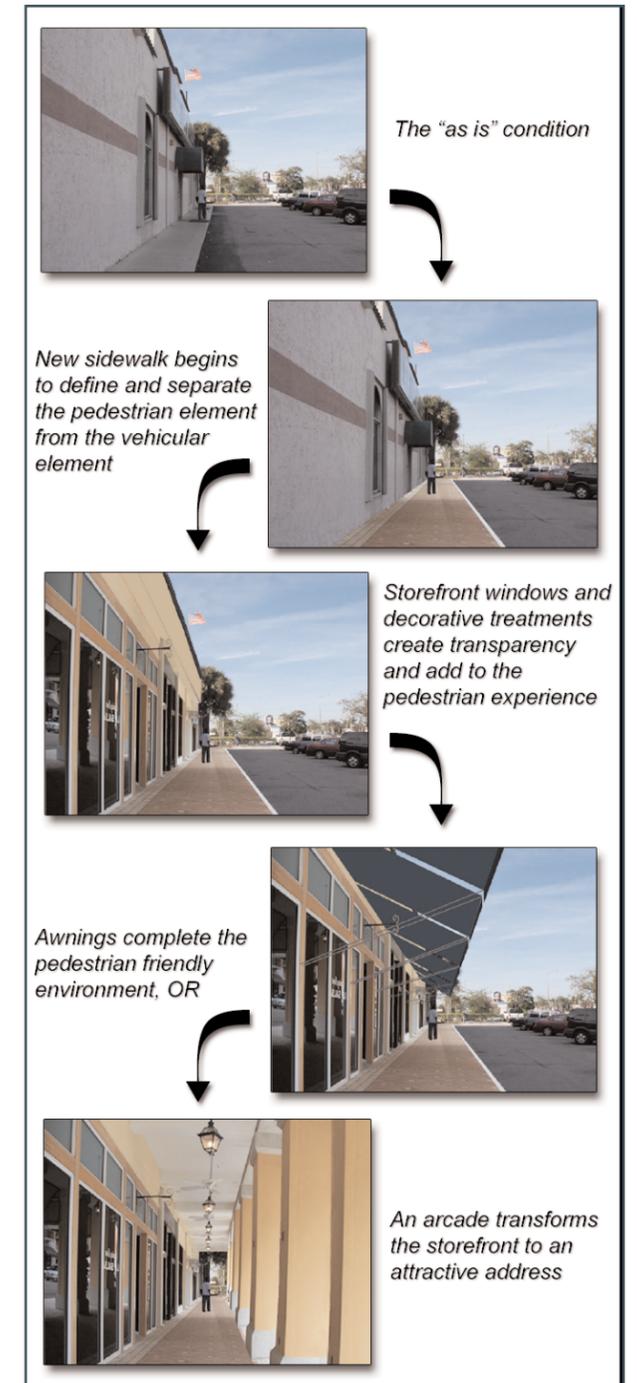
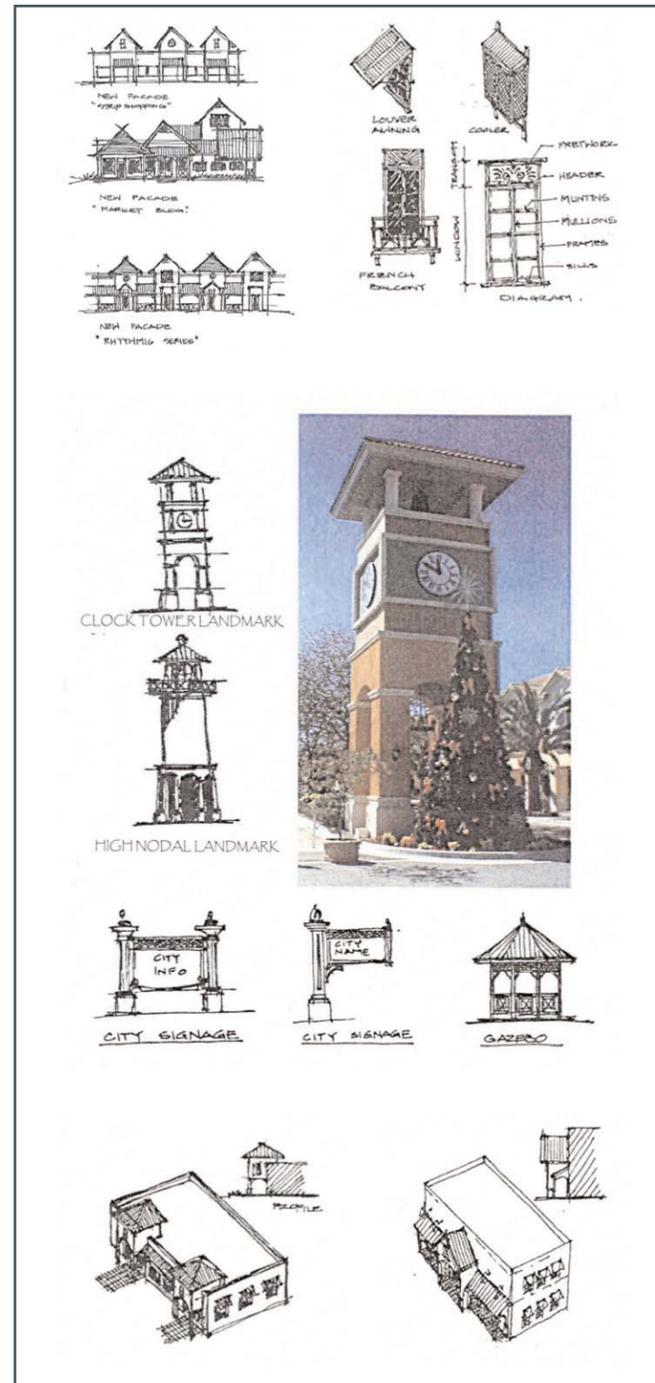
The tropical design precedent has already been set and been implemented for the last few years. Examples include the Hess Station on State Road 7 and NW 21 Street as well as the County Library, Police Station, and Inverrary Falls Shopping Center on Oakland Park Boulevard. Following the tropical theme 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. 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.

### 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, 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.

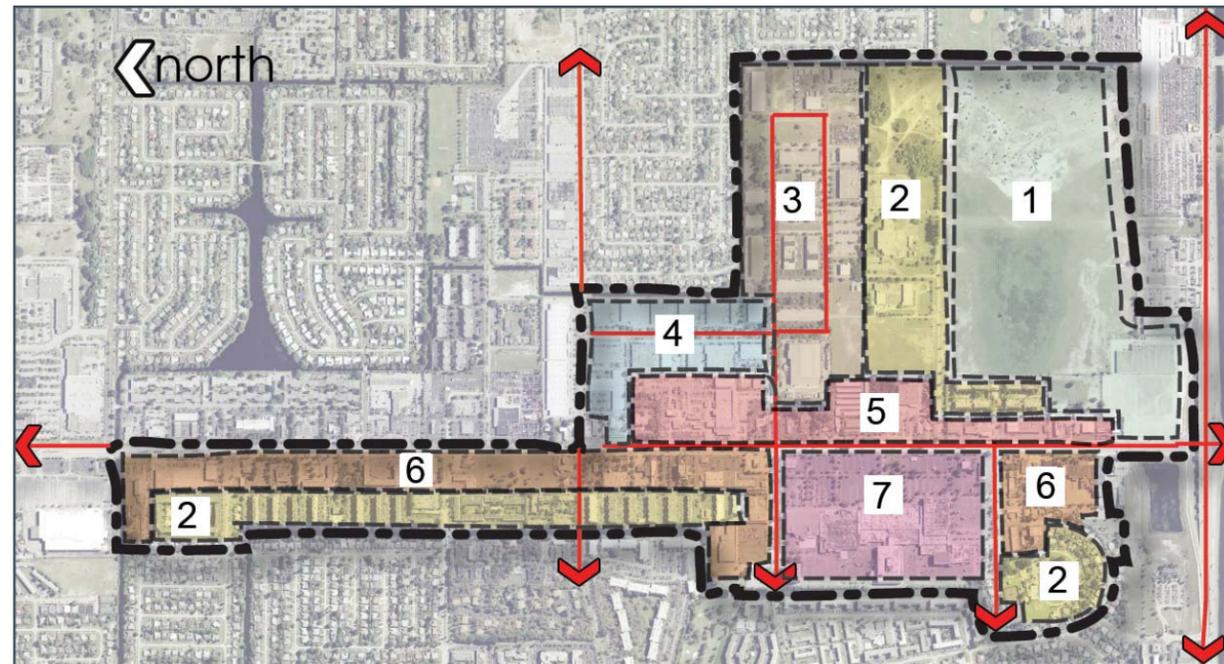


# DISTRICTS WITHIN THE STATE ROAD 7 REDEVELOPMENT AREA



## 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.

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

## 1 RECREATION & ENTERTAINMENT

### *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 beachfronts 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.





State Road 7

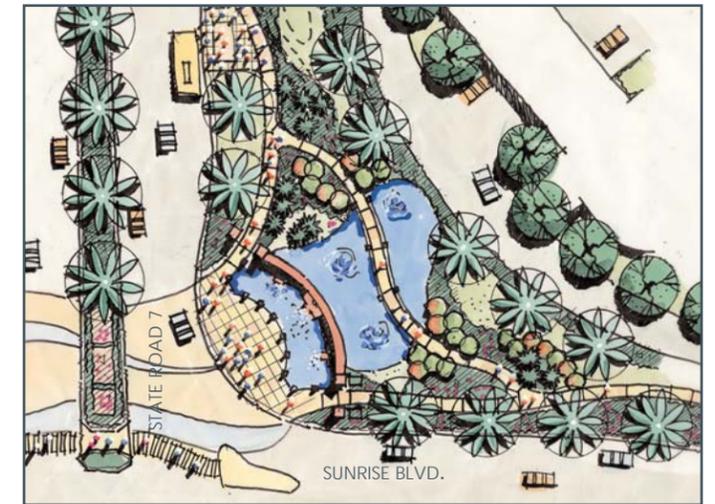
[ FIGURE 12 ]

# CARISHOCA

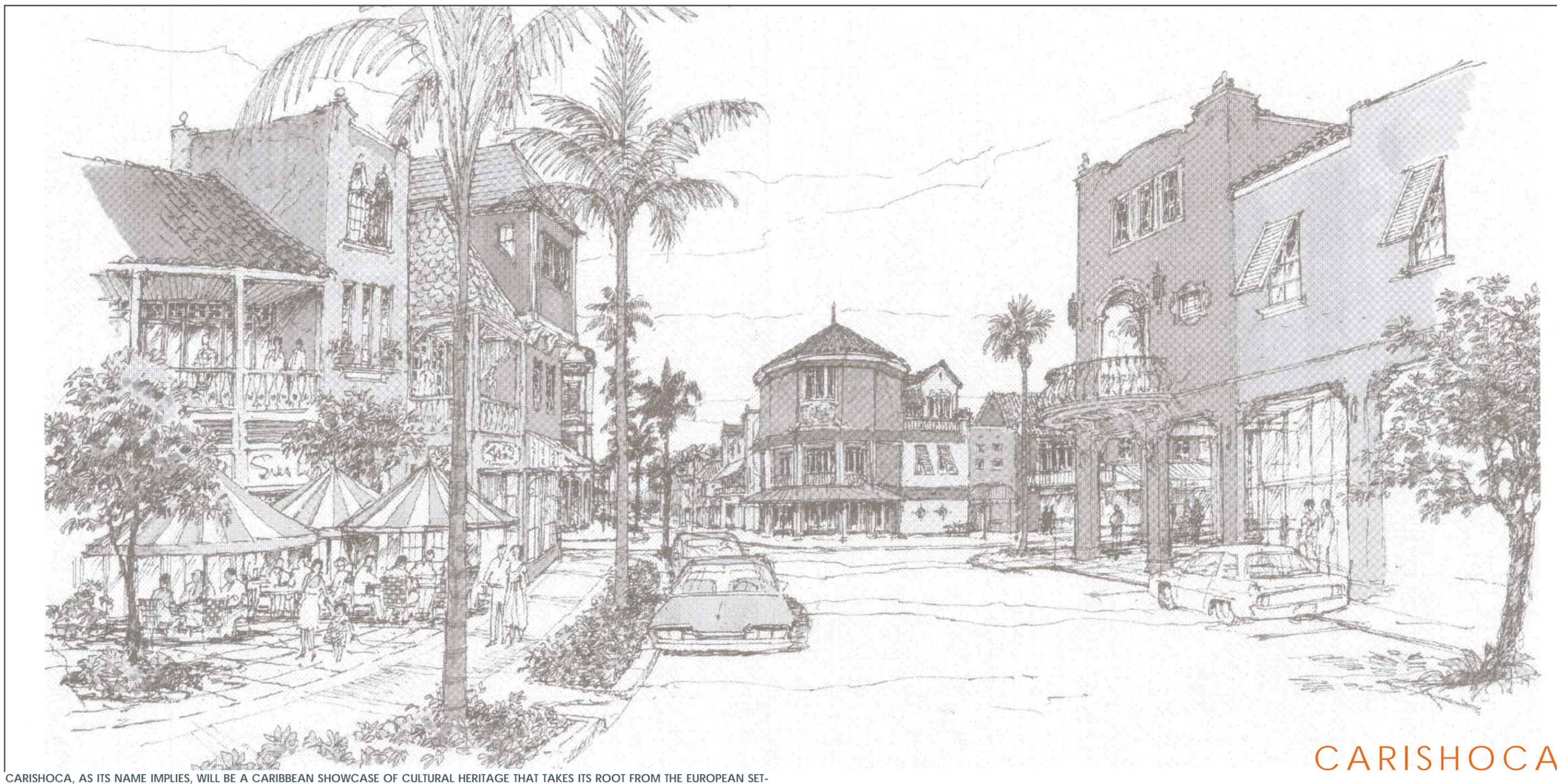
Sunrise Blvd.



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 southeast 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

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 Lauderdale, 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 Southeast 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.



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.

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.



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 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.

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.

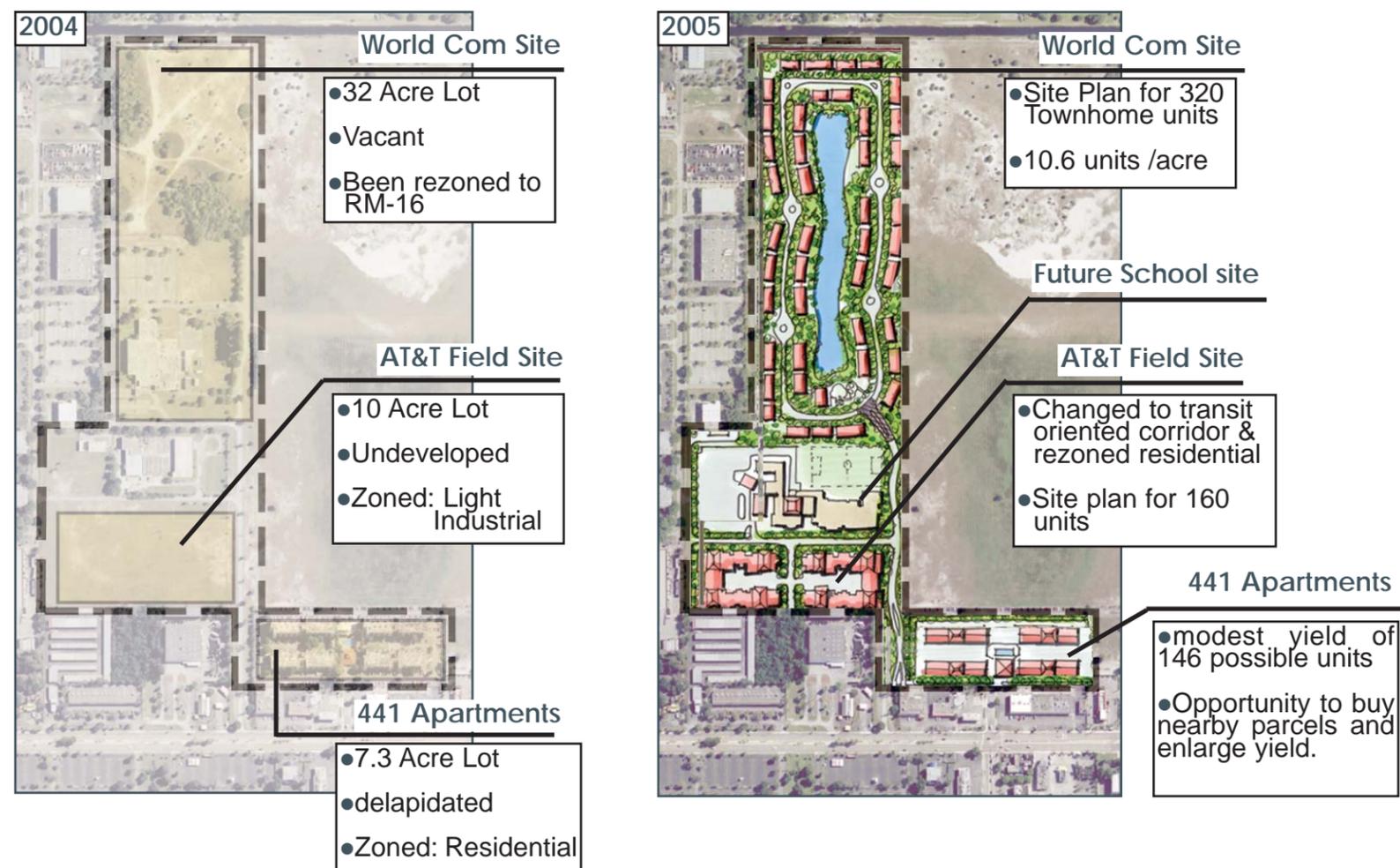
In addition to the park itself, the City and County have agreed to spend more than \$10 million to build a regional library and cultural arts facility within the park. These facilities will spur development in the proposed Arts District.



## 2 RESIDENTIAL 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.



### 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 approxi-

mate 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 redesignated and is being restructured 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 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.

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

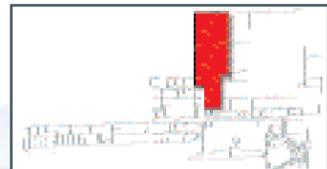


The development has already illustrated the vision of a higher density development that would follow the LDR guidelines and tropical style.



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.



## 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

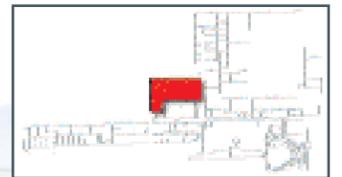
potentially pedestrian friendly while also providing good vehicular access via NW 19 Street and State Road 7. In a county with over 10,000 artists and 450 not-for-profit cultural organizations, surprisingly, very few such arts districts currently exist.



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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.



## 4 ARTS DISTRICT

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.

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.

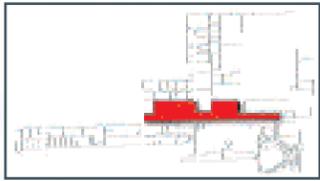


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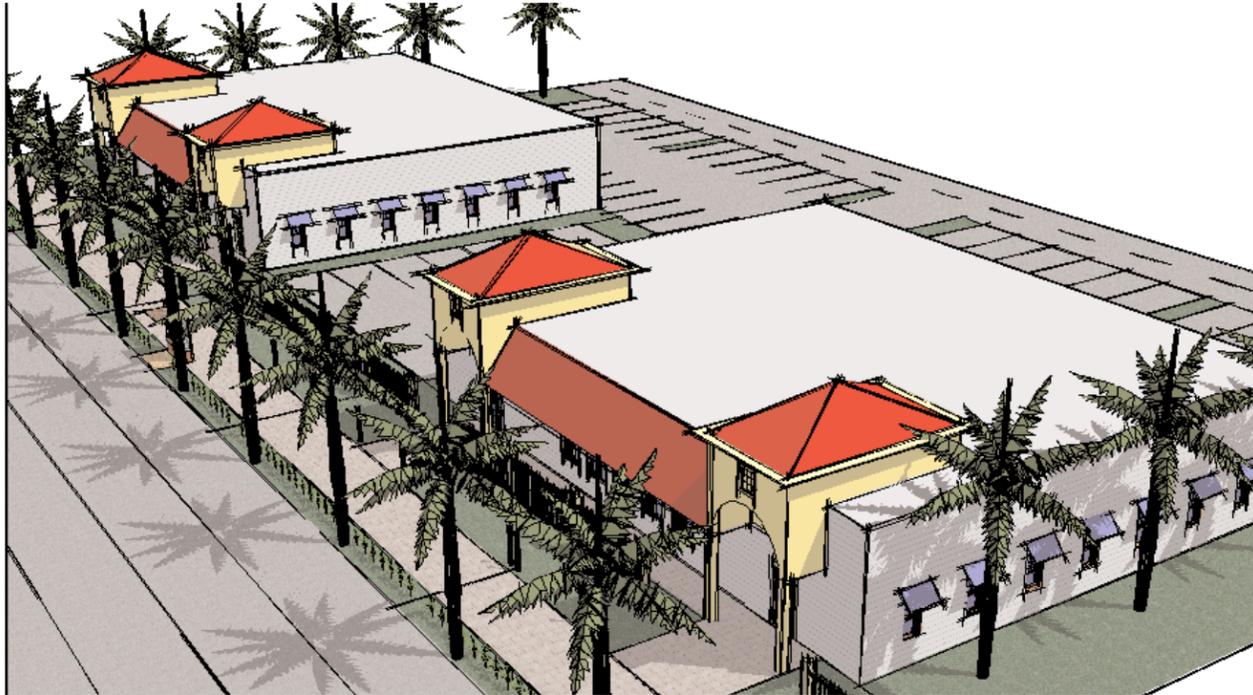


Struggling artists often move into blighted neighborhoods that provide both an anti-establishment atmosphere and an abundance of cheap space to perfect their craft.





## 5 COMMERCIAL DISTRICT



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.

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 direct auto access oriented away from State Road 7. The typical building found along the commercial section of the State Road 7 corridor in Lauderdale 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 DISTRICT



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

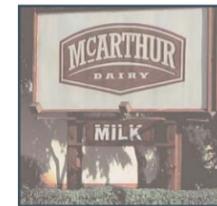
### Commercial-to-Residential Transition District

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 townhouse 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.



While the Lauderhill Mall opened in 1966 with great acclaim, touting itself as the first enclosed air-conditioned mall in the southeastern 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.

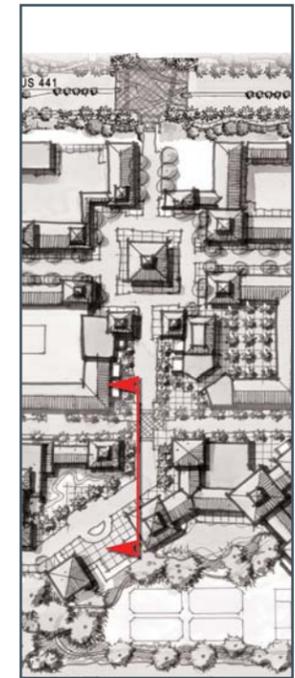
Nevertheless, the Lauderhill Mall represents a major opportunity for redevelopment in the State Road 7 Corridor. There are very few sites in south Florida that have the size of the Mall site (45 acres) and the location (State Road 7 near Sunrise Boulevard) which are under common ownership. As such, private 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.

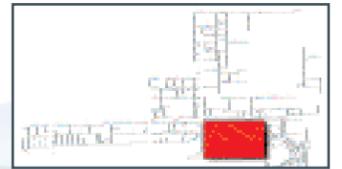
The Lauderhill Mall's central position within the State Road 7 Corridor contributes to the importance of the site to the redevelopment efforts and the opportunity to redevelop the area into the heart of the community. While much of the redevelopment occurring on the east side of State Road 7 will attract 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.



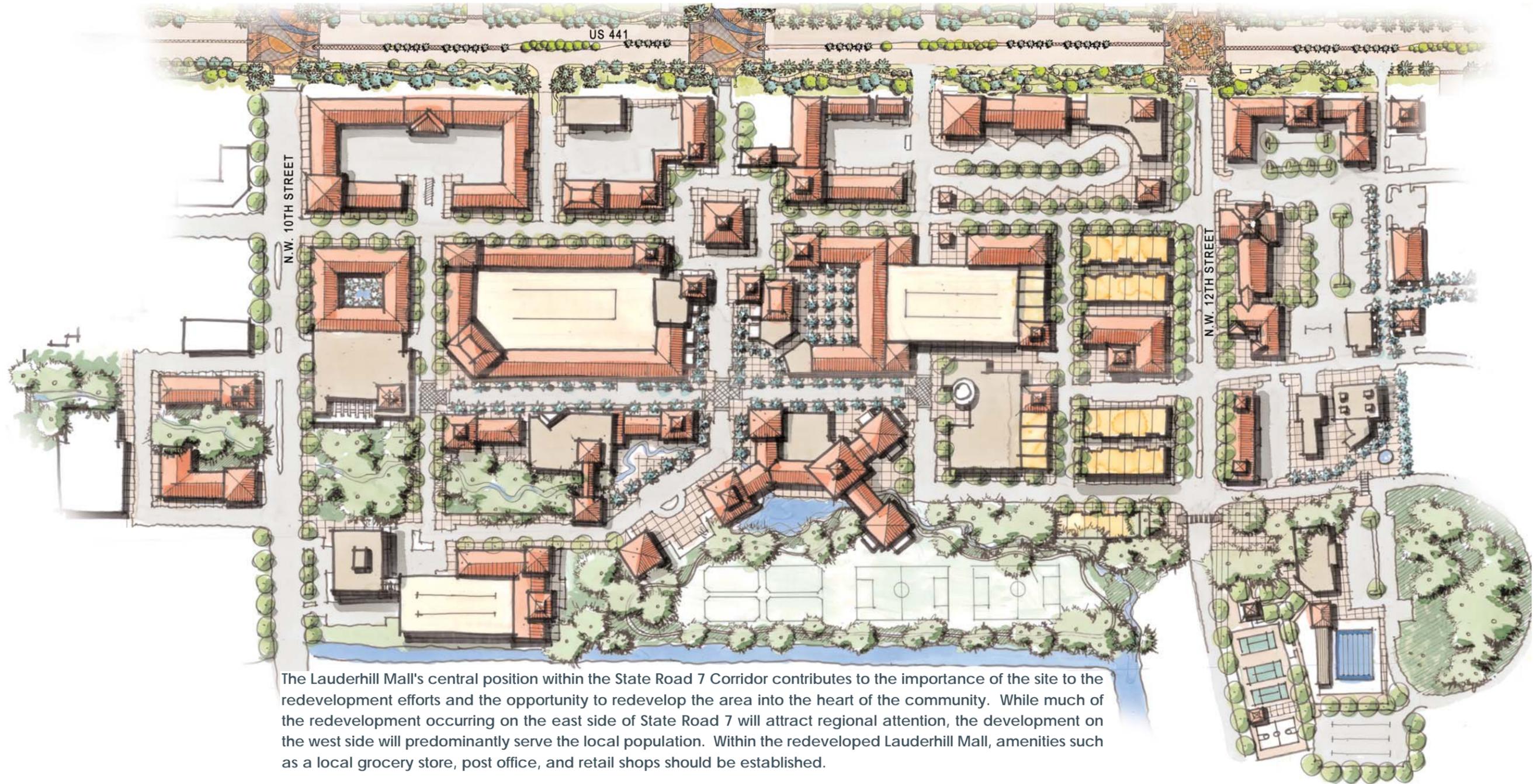
Section Key



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 environ-



## 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.



# 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 improve-

ments. 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.

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.

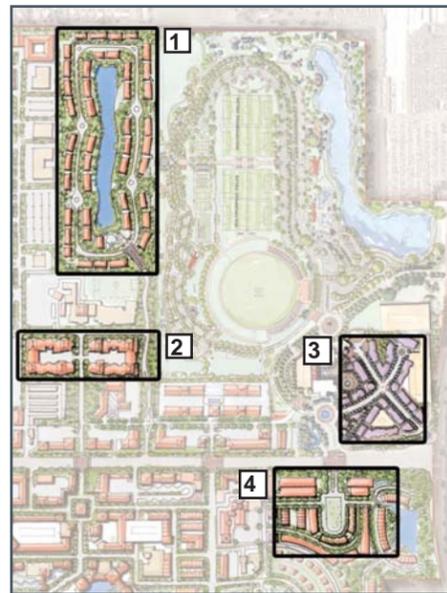
### Tax Increment Finance (TIF) Analysis

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	
<b>TOTALS</b>						<b>\$ 103,526,224</b>	
Discount Rate		4.56%					
Property Value Assessment Rate		3.50%					
Collection Rate		85%					
		95%					
					Present Value of Tax Flows	\$48,358,496	

## 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 esthetics 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

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



[ TABLE 2 continued ]

Net Present Value Calculation		
Sales Price	\$ 280,559,883	
Assessment Rate	238,475,901	85%
TIF Collection Rate	226,552,106	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 in Taxable Value	County 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
2026	435,546,720	2,832,360

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 Lauderhill has already made a significant financial commitment to the redevelopment of the State Road 7 corridor. Lauderhill recognizes that reinvestment, despite the financial commitment and consequent 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
<b>TOTAL</b>				<b>\$22,430,000</b>

# PRIORITIES FOR FUTURE ACTION

## 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 cultural-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.



# APPENDICES A THRU F

## APPENDIX A- NEEDS ASSESSMENT

Prior to this document, an "Existing Conditions Report" and a "Findings of Necessity Report" supplied the basis for establishing a Community Redevelopment Area in the State Road 7 Corridor of Lauderhill. Sufficient evidence of conditions of blight existed to establish a CRA in the State Road 7 Corridor. This plan and the existing conditions section address just the 441 corridor, not other parts of Lauderhill.

### Land Use

The predominant land use of the State Road 7 Corridor today is commercial. With the exception of the McArthur Dairy property and some vacant lots, every parcel fronting on State Road 7 is a commercial use. To the west of State Road 7 and north of NW 16th Street there is a row of multifamily housing directly behind the commercial parcels that front on State Road 7. The Lauderhill Mall is the largest commercial parcel in the corridor. However, there are 19 commercial parcels of at least 2 acres, where considerable redevelopment could occur. To the east of State Road 7 lies the Lauderhill Commerce Park, an assembly of commercial, wholesale, and industrial uses located in warehouse type buildings. There are many large vacant lots in this area.

### Property Values

Property values in the State Road 7 Corridor are lagging behind the rest of the City when analyzed on a dollar per acre basis. The assessed value of commercial land and buildings in the State Road 7 Corridor is \$479,742 per acre while commercial land outside the State Road 7 corridor is valued at \$668,805 per acre. As illustrated in the table below, net taxable values in the State Road 7 corridor have lagged behind not only Broward County but even Lauderhill as a whole.

Taxable Values (000)	SR 7	Increase	Lauderhill	Increase	Broward	Increase
2000	\$ 117,791	---	\$ 1,241,451	---	\$ 81,186,881	---
2001	125,004	6.1%	1,300,974	4.8%	88,227,796	8.7%
2002	132,550	6.0	1,361,487	4.7	98,959,018	12.2
2003	138,916	4.8	1,439,221	5.7	114,537,608	15.7
2004	144,432	4.0	1,600,297	11.2	133,846,189	16.9
Cumulative	\$ 26,641	22.6% \$	358,846	28.9%	\$ 52,659,308	64.9%

The low value of land in the State Road 7 Corridor is actually a blessing in disguise and represents a greater opportunity for redevelopment than an obstacle. What happens in so many communities is that property values remain high because expectations are high. Maintenance declines and all of the income is pulled out of the property, waiting for redevelopment - but the high property values keep redevelopment away.

### Commercial Lease Rates

The current (1st quarter, 2004) average lease rate for available commercial space (office, flex and industrial) in the State Road 7 Corridor in Lauderhill was \$8.86/sq.ft (Broward Alliance). This is considerably lower than the average lease rate of \$12.33 for available commercial space within Lauderhill but outside of the 441 Corridor. Comparatively, the average lease rate for available commercial space in Broward County is \$13.13/sq.ft. The lower lease rates for available commercial property in the State Road 7 Corridor clearly points to diminished expectations for the market.

### Vacancy Rates

Commercial vacancy rates for the State Road 7 Corridor in Lauderhill were 20.5 percent for the 1st quarter of 2004 (Broward Alliance). Comparatively, commercial vacancy rates for all other properties within Lauderhill were 16.1 percent and 10.9 percent for Broward County. This data clearly shows a lack of demand for commercial properties in the State Road 7 Corridor.

### Crime

While there are not any crime statistics for the State Road 7 Corridor per se, conversations with Lauderhill police reveal that the State Road 7 Corridor has the second highest rate of police calls in the City. In particular, the Lauderhill Mall and the State Road 7 Apartments were noted as sites with a higher incidence of illegal activity. Businesses along State Road 7 are disproportionately affected by crime compared to other areas of the City. In at least one case, a local business owner was reported to be so "fed up" with being a repeat victim of crime that it closed its doors and reopened elsewhere.

### Unsanitary and Unsafe Conditions

The supporting infrastructure in the State Road 7 Corridor (e.g. the street networks, sidewalks, design and availability of parking, lack of adequate pedestrian access and bicycle facilities) creates unsanitary and unsafe conditions in the area. These conditions are compounded by:

- poor drainage,
- inadequate, inappropriately sited, and poorly maintained waste disposal facilities,
- broken windows in residential buildings,
- empty storefronts and vacant structures,



- sparse and poorly maintained landscaping, and
- dumping and litter on vacant lots and public areas.

These factors, combined with other existing conditions in the State Road 7 Corridor, do not present a built environment that is attractive to commercial or residential investment. Without investment, either sweat equity or monetary equity, the conditions will only worsen over time, leading to even greater disinvestment and perpetuating the cycle of decline. As conditions worsen, the demand for public intervention in order to correct the problems will increase.

### **Outmoded Building Patterns**

The State Road 7 Corridor provides a mosaic of outdated and dysfunctional commercial real estate products, including countless small, anchorless strip shopping centers and declining single-use commercial buildings, office "motels," a deteriorating shopping mall, a vacant dairy building, an entirely vacant "big-box" center, and aging multifamily residential buildings.

Land on either side of State Road 7 is generally characterized by small to medium stand-alone retail or office structures. Little attention has ever been paid to their architectural compatibility. A lack of maintenance has become an issue with many of the buildings, especially those reaching the end of their economic lives.

The vast majority of buildings in the corridor are one or two story buildings with surface parking located in front of the building. For the smaller parcels in the corridor, the sheer small size will limit the height of what could be built to two or three stories.

The commercial signage along the corridor is unplanned, and leads to a visually distracting environment, which further diminishes the market potential of the corridor (not to mention the safety of those who are traveling through). This pattern of development is outdated, making it difficult for the existing commercial uses to effectively compete in the marketplace.

### **Building Code Violations**

A disproportionate number of building code violations is another proxy for area decline. Buildings that are in violation of the Florida Building Code pose an environmental and health hazard to those occupying the building and their neighbors. Often, buildings in an area where rents and lease rates are falling or the market potential is determined to be low will be left to deteriorate to the point where they are in violation of the Building Code.

According to the City of Lauderhill's Code Enforcement Division, there were 343 violations in the State Road 7 Corridor from 1999 through 2002, and only 743 violations for the rest of the City. The State Road 7 Corridor comprises 12.6 percent of the total land area of the City, yet it contains 31.6 percent of the City's Building Code violations. This points to a clear lack of property upkeep and diminished expectations for the market in the State Road

7 Corridor.

### **Adverse Environmental Conditions**

There are several publicly owned properties that have adverse environmental conditions or the potential for adverse environmental conditions in the State Road 7 Corridor. Properties with potential problems include the site of the new County park, the former K-Mart site, the water boggan site, and Wolk Park. The new County park is currently undergoing a first phase preliminary assessment to determine if there are any potential adverse environmental conditions.

All of the land along the State Road 7 Corridor was designated as a brownfield site. The brownfield designation promotes redevelopment through the provision of incentives such as tax abatement, job creation bonuses and liability protection, among others.

### **Right-of-Way**

The Trafficways Plan, the document that establishes the ultimate road right-of-way (ROW) along state and county roads, originally established a 200' ROW along State Road 7, enough to accommodate 10 lanes of traffic. This 200' ROW was established all the way from the Miami-Dade/Broward line to the Palm Beach/Broward line. The existing width of pavement is about 100' throughout the corridor.

Today, the Broward County Metropolitan Planning Organization's 2025 Long Range Transportation Plan shows the State Road 7 Corridor as a 6-lane road and the Florida Department of Transportation's policy is to not provide state funding for the expansion of existing 6-lane roads. The reality that you cannot build enough roads to satisfy demand has settled in. Therefore, much of the ROW along the State Road 7 Corridor south of Sunrise Boulevard has been reduced.

The Broward County Planning Council approved a 150' ROW with a 175' intersection at NW 19th Street. North of NW 19th Street the ROW is still 200'.

The CRA plan agrees that a 200' ROW is excessive and in the Transition Zone section of this plan, alternative visions for the ROW and the edge of the road will be presented.

### **Demographics**

Demographic and socio-economic data from ESRI Business Information Solutions (BIS) and Claritas was collected and analyzed at a one, three, five and twelve mile market radius centered around the intersection of Sunrise Boulevard and 441. See Appendix A - Market Study, for a detailed description of the market areas.

The Regional Market Area (12 miles) captures almost as much population as all of Broward County. The Core

Market Area (1-mile), Primary Market Area (3-mile) and Lauderhill have a younger median age than Broward County and the Secondary Market Area (5-mile) and Regional Market Area. The percent of population that is Black is high in the Core Market Area (79%) and drops off as one moves out into each successive market area. There is a significant change in the percent of Blacks from the Secondary Market Area to the Regional Market Area.

Lauderhill's median household income of \$32,515 is lower than any of the Market Areas and is considerably lower than Broward County's median household income of \$41,691 (it should be noted that Lauderhill's current - 2003 - median household income is likely to be slightly higher than depicted in the 2000 Census data).

Using data on income and spending patterns from Claritas, an average annual dollar amount per household and an average daily dollar amount per person available for the purchase of non-basic goods and services was derived for each of the Market Areas. Non-basic goods and services include food away from home, alcohol, tobacco, travel, personal care products and services, apparel and hobbies. Money spent on these goods and services is often referred to as discretionary income and is an important factor to retailers when deciding upon where to locate a potential store.

The Core Market Area's average discretionary income is 30 percent less than the Regional Market's discretionary income. The Primary and Secondary Market Area's discretionary income is 24 percent and 16 percent less than the Regional Market Area's discretionary income.

Likewise, the amount of money per person available for the purchase of non-basic goods and services in the Core Market Area is significantly lower, 38 percent, than the Regional Market Area. The Primary Market Area is 34 percent lower and the Secondary Market Area is 16 percent lower than the Regional Market Area. Spending data is not available for Lauderhill or Broward County.

## **U.S State Road 7**

The centerpiece and backbone of the State Road 7 Corridor is the road itself, roughly 80 feet of pavement divided into six lanes for north and south travel.

At some point in the past, before the rapid growth of Lauderhill in the 1970s, the stretch of State Road 7 in Lauderhill was an ideal street for carrying regional commuter traffic and some regional retail traffic, making trips to scattered destinations few and far between along State Road 7. In the late 1960s and early 1970s the Lauderhill Mall was one of a handful of retail destinations in the corridor. Conflicts between through traffic and local traffic were light because there was little local traffic on the road.

As Lauderhill's population and commercial sector grew rapidly in the 1970s and 80s, local, community-serving retail businesses began to locate on State Road 7, trying to capitalize on the great access the corridor offered. While operating as a local serving retail street was never its original intent (it is a national and state highway), that is how

it began to be used and the conflict between local retail traffic and through traffic is intense today.

As South Florida grew in the 1960s and 70s, development pushed further and further west into the Everglades. Towns that used to be physically separated grew together to form one metropolis, interconnected by major roads such as State Road 7. As impressive as Lauderhill's growth was, it was just a small percentage of what was taking place across the region, especially its commercial sector growth. Once considered the western edge of South Florida and the newest and best place to shop, Lauderhill and its commercial properties such as the Mall started giving way in the market to newer communities and shopping centers even further west such as Coral Springs, Sunrise, the Sawgrass Mills Mall, the Broward Mall, and the Fashion Mall.

With this explosive growth, State Road 7's role as a regional connector expanded to include more and more through traffic. Lauderhill, growing alongside the region, contributed more and more local retail traffic as commercial ventures opened up along State Road 7.

Today, U.S. State Road 7 carries more than 50,000 vehicles through the City of Lauderhill each day. Some of those vehicles stop at destinations in the City, but many of them pass through from an outside origination to an outside destination. U.S. State Road 7 is a regional arterial and its primary function is and will continue to be to carry goods and services from origins to destinations throughout the South Florida region. It is not possible for State Road 7 to function as a traditional "Main Street" with slow moving traffic patterns and storefronts with attractive window displays luring customers in off the street.

The State Road 7 corridor still has very good access within the region which is why retailers continue to hold on and locate in the corridor, but the growth in the region has caused more and more people to use the road to simply get from one place to another, not necessarily in Lauderhill - and the growth in Lauderhill has caused more people to use the road to run errands from the dry cleaner to the grocery store to the auto parts store, for example.

Another problem with the transformation of State Road 7 into a local serving street is that individual businesses and small shopping centers started creating their own access off of State Road 7. Regional and local retail customers had to fight a growing number of daily commuters in order to access the businesses on State Road 7, especially at the peak hours.

This is where the problem stands today. State Road 7 is a road with two personalities. Its original function, moving through and regional retail traffic, lives on today in conjunction with its local serving role. That does not mean, however, that the City is forever condemned to the conflict between regional and local functions. The local and regional transportation functions must be separated from one another and State Road 7's relationship to the land uses along the corridor must shift from a nature of direct physical access to identification through a unique built environment along the corridor.

In other words, the interrelationship between State Road 7 and adjacent establishments should involve identification through land marking or other visual (as opposed to physical) access to properties along the Corridor.



# APPENDIX B- MARKET ANALYSIS

## MARKET OUTLOOK

### Broward County

The burgeoning population growth anticipated in Broward County will continue to fuel the local economy in the years to come. Broward's current population of 1,723,400 people is expected to rise by an additional 1,000,000 people over the next thirty years alone. The expanding population compounded with the diminishing amount of readily available land will, for the most part, continue to assist in increasing property values. The number of tourists is also increasing as the travel industry in South Florida has made a strong comeback from the sluggish post-9/11 economy. Both the Fort Lauderdale/Hollywood International Airport and Port Everglades continue to post a record number of passengers each year (serving approximately 21 million airplane and 4 million cruise passengers in 2004). Likewise, hotel occupancy increased to 73.5% in 2004 even with an increase in the number of hotel rooms available within the County. With tourism leading the way, the business community in Broward is continuing to thrive, posting an unemployment rate (4.7% in 2004) well below the national average (5.5% in 2004). Accordingly, the "State of the Broward Economy" prepared by the Broward County Department of Urban Planning and Redevelopment Planning Services Division, indicates that the rise in tax revenues, the strong demand for housing and real estate, the increase in tourism and the continuing decrease in the unemployment rate reveal a positive outlook for the region.

### State Road 7

Recently, a strong surge of redevelopment has occurred along the twenty-five mile stretch of State Road 7 in Broward County, encouraging both public and private reinvestment into the region. Taking this into account, the State Road 7 Collaborative, a partnership of the municipalities that border State Road 7, is seeking to guide this process and improve the economics and aesthetics of the entire corridor by providing a clear vision of the area's potential. The strength of the group's partnership has contributed to cooperation between municipalities and consensus on many ideals for the region. Notably, the transit systems already in place in conjunction with the proposed improvements to public transportation make the entire district a prime location for successful transit-oriented developments to occur. Additionally, the success of developments such as the new Seminole Hard Rock Hotel and Casino, just off State Road 7 and 5-95, reveals the roadway's potential to become not only a vibrant commercial corridor but also an entertainment district and tourist destination. Although the majority of the properties facing State Road 7 are commercial in nature, the properties within a three-mile radius of the road also accounts for over 40% of the County's population. As a result, many of the new projects occurring within the corridor are being steered to mixed-use developments.

### Lauderhill State Road 7 CRA

While the Lauderhill 441 CRA will benefit from the regional developments mentioned above, it also has some unique opportunities in and of itself. The following advantages reveal the market potential of the Lauderhill 441 CRA:

- Central location
- Underutilized land and strip malls
- Undervalued market
- Large population growth
- Proposed corridor improvements
- Easy highway access
- Existing public transportation
- Available TOD funds
- Positive outlook for Broward economy

The Urban Land Institute's report on the State Road 7 corridor projected five major nodes of development and redevelopment through 2030. The primary node, with approximately 30% of the total development, would be at the intersection of I-595 and State Road 7 because of its access and traffic counts. The report projects four additional development nodes can accommodate the projected demand. Lauderhill's Plan projects that the Lauderhill State Road 7 CRA area will emerge as one of these four nodes because of the advantages cited above and the catalytic development already underway.

### ESTIMATED ANNUAL DEMAND BY LAND USE BROWARD COUNTY & STATE ROAD 7/US 441 CORRIDOR

[ TABLE 5 ]

	<u>Broward County</u>		<u>State Rd 7 Corridor</u>		<u>Development Center</u>	
	Sq Ft	Units	Sq Ft	Units	Sq Ft	Units
Office	1,900,000	---	656,000	---	115,000	---
Flex/R&D	2,100,000	---	457,000	---	80,000	---
Retail	765,000	---	194,000	---	34,000	---
Hotel	406,000	1,015	102,000	255	18,000	45
S.F. House	13,800,000	6,900	390,000	195	70,000	35
Condo.	2,200,000	1,820	247,000	195	44,000	35
Townhouse	2,715,000	1,810	682,500	455	120,000	80
Rental Apts.	2,850,000	3,350	856,000	1,000	150,000	175
All Res.	21,565,000	14,895	2,176,000	1,845	384,000	325
Total	26,736,000	---	4,120,500	---	631,000	---

Based on ULI's State Road 7/ U.S. State Road 7 Corridor Broward County, Florida Panel Report, March 2004  
\*A typical development center has a 3-mile radius.

**ESTIMATED ANNUAL DEMAND & TOTAL ABSORPTION BY LAND USE  
LAUDERHILL STATE ROAD 7 CRA**

	Additional Annually		Additional by 2020		Additional by 2030	
	Sq Ft	Units	Sq Ft	Units	Sq Ft	Units
Office	115,000	---	1,725,000	---	2,875,000	---
Flex/R&D	80,000	---	1,200,000	---	2,000,000	---
Retail	34,000	---	510,000	---	850,000	---
Hotel	18,000	45	270,000	675	450,000	1,125
S.F. House	70,000	35	1,050,000	525	1,750,000	875
Condo.	44,000	35	660,000	525	1,100,000	875
Townhouse	120,000	80	1,800,000	1200	3,000,000	2,000
Rental Apts.	150,000	175	2,250,000	2625	3,750,000	4,375
All Residential	384,000	325	5,760,000	5550	9,600,000	8,125
Total	631,000	---	10,165,000	---	15,775,000	---

[ TABLE 6 ]

**MARKET AREA**

Generally, commercial establishments are serviced by persons living within a five-mile radius of the business. The types of businesses that could be located within the CRA to serve local residents may include medical offices, restaurants, personal care, grocery stores, and clothing shops. The Lauderhill 441 CRA also has the opportunity to attract both regional visitors and tourists to their local amenities by creating a unique sense of place. Specialty shops, entertainment facilities and themed retail establishments could develop near already proposed destination points such as the Regional Park and Multicultural Center.

**The "Core Market Area" - One mile radius**

The Core Market Area captures part of Lauderhill and Plantation and some unincorporated parts of Broward County, with Lauderdale Lakes and Fort Lauderdale lying just outside the one-mile market radius.

***Demographics***

According to a report by ESRI BIS, there are 18,875 people living in 6,694 households within the Core Market Area in 2003. The population is expected to grow by 8.1 percent from 2003 to 2008, about 1.6 percent each year. The City of Lauderhill grew by about 1.6 percent from 1990 to 2000. Demographically, the population of the Core Market Area is different from the rest of Lauderhill:

- The Core Market Area has more persons per household, 2.78 (Claritas 2002), than the City of Lauderhill, which has only 2.49 (2000 Census).
- The Core Market Area is slightly younger according to the 2000 Census with a median age of 34.67, compared to the City's median age of 34.9.
- The Core Market Area is significantly more Black, 79.0 percent in 2000, compared to the City, 58.8 percent.

***Housing and Income***

- The Core Market Area has about the same median household income, \$32,777 as defined by Claritas in 2002, as the City, \$32,515 in 2000. The median household income of Broward County was \$41,691 in 2000.
- The median owner-occupied housing value is significantly lower in the Core Market Area, \$93,445 in 2002 according to Claritas, compared to the City, \$111,000 in 2000. The median owner-occupied housing value for Broward County was \$128,600 in 2000.
- The median effective buying income, a measure of income after taxes derived by Claritas, was \$28,069 for the Core Market Area in 2002. As the market area is expanded out to 3, 5, and 12 miles, the median effective buying income increases with each expansion.

***Spending***

According to ESRI BIS, the total household expenditures for residents of the Core Market Area in 2002 were \$270,315,698. Of that, 72.2% was allocated towards basic needs - 33.3% for housing, 16.8% for transportation, 8.7% for food at home, 8.4% to insurance and pensions, and 5.0% percent to health care. Only \$11,226 per household per year, or \$10.90 per person per day was available for the purchase of non-basic needs such as food away from home, alcohol, tobacco, travel, personal care products and services, apparel, and hobbies.

Assuming an average target retail performance of \$250 per square foot (on the low end of the spectrum of sustainability, assuming rents of approximately \$12 per square foot for the Core Market Area), the 6,694 households in the Core Market Area can support approximately 300,587 square feet of general retail, specialty retail, restaurant, and entertainment uses based upon the level of non-basic spending. This is not to suggest that 300,000 square feet of new commercial space could be supported by this "untapped" spending power. But rather that the Core Market could compete for its fair share of the commercial market, which is already well-served on the whole, with new and unique commercial development.



## Consumer Breakdown

ESRI's Business Information Solutions also provided an analysis of residents in the Core Market Area using the ACORN (A Classification of Residential Neighborhoods) lifestyle segmentation system. ACORN is a tool for understanding people's lifestyle preferences and spending habits based on where they live. It operates on the premise that "birds of a feather flock together" - that people with similar interests and lifestyles tend to gravitate toward one another - and that neighborhoods tend to be relatively stable over time. According to ESRI, "ACORN can tell you how they live, where they live, what products and services they buy, and how you can reach them."

ACORN includes 43 "lifestyle clusters," which were identified and tested using a variety of statistical techniques. These 43 clusters are further organized into nine groups, which are, in roughly descending order of affluence (with some exceptions within the groups): "Affluent Families," "Upscale Households," "Up and Coming Singles," "Retirement Styles," "Young Mobile Adults," "City Dwellers," "Factory and Farm Communities," "Downtown Residents," and "Nonresidential Neighborhoods."

All of the households in the Core Market Area are represented in three of the nine ACORN groups: "City Dwellers" (59.7% of households), "Downtown Residents" (30.2% of households), and "Retirement Styles" (10.1% of households). These three groups can be further broken down into 43 distinct lifestyle clusters in the ACORN system. However, 88.5% of the households in the Core Market Area are represented by just three subgroups, "Working Class Families" (35.2%), "Urban Working Families" (28.8%), and "East Coast Immigrants" (24.5%). The descriptions of the lifestyle clusters that follow are general descriptions provided by ESRI and are not specific to the Market Areas perse.

"Working Class Families" are approximately 90 percent black and 75 percent family. Although slightly older than people in the U.S. overall, many households have grade-school age children or teenagers. Their median age is 36.8 years. This small, middle-income market has a median household income of \$37,600. Despite chronic high unemployment, the employment rate is above average for women and just below average for men. Most work in service or government jobs. Nationally, 1.2 percent of the households are "Working Class Families" compared to 35.2 percent in the Core Market Area. "Working Class Families" live in urban neighborhoods, with an average density of 10,000 persons per square mile, but single-unit, owner-occupied homes are prominent.

Almost 40 percent of the "Urban Working Families" population is under the age of 20; their median age is 29.4 years. This is a family market with a high percentage of single-parent households. Also, economic necessity forces a significant number of adult children to live at home. Over 80 percent of the population in these neighborhoods is black. This market is the working poor. Unemployment and poverty rates are double those for the United States. Most of the work force is full-time, but over half of the households earn less than \$30,000. The median household income of \$28,500 is 25 percent lower than the U.S. median. "Urban Working Families" neighborhoods are older, pre-war residential developments of townhouses and small, multi-unit buildings. Renters outnumber owners, 45.5 percent to 41.4 percent. Across the U.S., about 70 percent of specified owner-occupied housing units are valued at less than \$75,000. "East Coast Immigrants" are the new Americans. Almost 40 percent are foreign-born and most speak a language

other than English at home. Their demographic profile is a rich mix of ethnic and racial groups and household types such as Hispanic, Asian, and Black. In Lauderhill, most of this group is comprised of immigrants from Caribbean nations. Sixty percent are married-couple or single-parent families; forty percent are single-person or shared households. Their median age is 33.8 years, with above-average percentages of younger householders aged 20-34 years. "East Coast Immigrants" represent 2.5 percent of all U.S. households but in the Core Market Area they represent 24.5 percent of all households. Their median household income is \$33,100. Unemployment and the lack of a high school diploma are 40 percent higher among this segment but employment is comparable to the U.S. figure. These workers commute, over 30 percent cross county or state lines to work. Most rent apartments in high-density urban environments. The average rent is slightly above the national average.

The "Senior Sun Seekers" cluster also has a noticeable presence in the Core Market Area, comprising 8.3% of households. The oldest in the "Retirement Styles" summary group, more than half of the "Senior Sun Seekers" are 55 years or older. Their median age of 59.2 years is nearly 24 years older than the U.S. median. Over 45 percent are married couples without children. Although most households earn less than \$30,000 annually, much of their income is disposable. Their primary sources of income are Social Security, interest, dividends and pensions. They are one of the top-ranked markets for investments and savings. Mobile and single-family homes account for most of the housing of "Senior Sun Seekers." They own homes in newer areas, with a median home value of \$86,200. Their neighborhoods also include seasonal housing for visiting snowbirds, plus congregate housing and nursing homes.

## The "Primary Market Area" - Three mile radius

The Primary Market Area captures part of Lauderhill, Plantation, unincorporated Broward County, Fort Lauderdale, Lauderdale Lakes, Oakland Park, and Sunrise.

## Demographics

According to a report by ESRI BIS, there are 185,779 people living in 64,883 households within the Primary Market Area in 2003. The population is expected to grow by 8.3 percent from 2003 to 2008, about 1.66 percent each year. The City of Lauderhill grew by about 1.6 percent from 1990 to 2000. Demographically, the population of the Primary Market Area is different from the rest of Lauderhill:

- The Primary Market Area has slightly more persons per household, 2.83 as indicated by Claritas in 2002, than the City, 2.49 as indicated by the 2000 Census.
  - The Primary Market Area is slightly younger according to the 2000 Census with a median age of 33.83, compared to the City's median age of 34.9.
  - The Primary Market Area is significantly more Black, 63.9 percent in 2000, compared to the City, 58.8 percent. However, the Primary Market Area is less Black than the Core Market Area, 79.0 percent.
- Housing and Income
- The Primary Market Area has a slightly higher median household income, \$33,533 as defined by Claritas in 2002, than the City, \$32,515 in 2000. The median household income of Broward County was \$41,691 in 2000.

- The median owner-occupied housing value is significantly lower in the Primary Market Area, \$102,241 in 2002 according to Claritas, compared to the City, \$111,000 in 2000. The median owner-occupied housing value for Broward County was \$128,600 in 2000.

- The median effective buying income, a measure of income after taxes derived by Claritas, was \$29,462 for the Primary Market Area in 2002. This is higher than the Core Market Area's median effective buying income of \$28,069 but lower than the 5-mile market area (\$32,016) and the 12-mile market area (\$36,744).

### **Spending**

According to ESRI Business Information Solutions, the total household expenditure for residents of the Primary Market Area in 2002 was \$2,790,720,414. Of that, 71.9% was allocated towards basic needs - 33.1% for housing, 16.8% for transportation, 8.4% for food at home, 8.6% to insurance and pensions, and 5.0% percent to health care. Only \$12,086 per household per year, or \$11.56 per person per day was available for the purchase of non-basic needs such as food away from home, alcohol, tobacco, travel, personal care products and services, apparel, and hobbies.

Assuming an average target retail performance of \$250 per square foot (on the low end of the spectrum of sustainability, assuming rents of approximately \$12 per square foot in the Primary Market Area), the 64,883 households in the Primary Market Area can support approximately 3,136,703 square feet of general retail, specialty retail, restaurant, and entertainment uses based upon the level of non-basic spending. This is not to suggest that 3.1 million square feet of new commercial space could be supported by this "untapped" spending power. But rather that Lauderdale could compete for its fair share of the commercial market within the Primary Market, which is already well served on the whole, with new and unique commercial development.

### **Consumer Breakdown**

ESRI's Business Information Solutions also provided an analysis of residents in the Primary Market Area using the ACORN lifestyle segmentation system.

Seven of the nine lifestyle clusters are represented in the Primary Market Area: "Downtown Residents" (40.0% of households), "City Dwellers" (23.1% of households), "Upscale Households" (12.4% of households), "Retirement Styles" (11.8% of households), "Up and Coming Singles" (7.0% of households), "Affluent Families" (5.5% of households), and "Young Mobile Adults" (0.3% of households). These seven groups can be further broken down into 43 distinct lifestyle clusters in the ACORN system.

The "Urban Working Families" cluster, a subset of "Downtown Residents," accounts for 23.9% of households in the Primary Market Area. This cluster was detailed in the Core Market Area description but can be generally summarized as the working poor.

Also within the "Downtown Residents" cluster, "Distressed Neighborhoods" account for 7.2% of households in the Primary Market Area. In "Distressed Neighborhoods," single-parent households outnumber any other household type. Single-person households are second. The population is very young, with a median age of 23.2 years. Over 50 percent are children under 18 years of age. The average family size of 3.5 persons is relatively large. Most residents are black. Representing one percent of U.S. households, this small market is at the low end of the socioeconomic scale. Approximately half of the households in this market are below the poverty level. Their median household income of \$12,200 is 70 percent below the national level. Unemployment is well above the national rate. Among those who are employed, most work in part-time jobs, primarily in the service industry. "Distressed Neighborhoods" are 95 percent urban, in the central cities of large metropolitan areas. Over 40 percent of the housing is multi-unit buildings. Most of these homes are rentals. Most "Distressed Neighborhoods" use public transportation.

Other lifestyle clusters that make up a significant portion of the Primary Market Area but which are not present in the Core Market Area include "Thriving Immigrants" (9.5% of households), "Enterprising Young Singles" (7.0% of households), and "Active Senior Singles" (7.5% of households).

Although fewer than 30 percent of the "Thriving Immigrants" are foreign-born, 40 percent speak a language other than English at home. Most households are families, typically married couples with either very young or adult children. The population is diverse, including Asian and Pacific Islander at 4.5 times higher than the national average and Hispanic origin at three times the national average. Households in this market earn moderate to high incomes, primarily from wage and salary employment. Their median household income is \$48,900. Employment is high; unemployment is low. Despite their relative affluence, these consumers are a weak financial market. They neither invest nor save their income. Loans also rank low for this group. Home values and rents are especially high for "Thriving Immigrants" due to their location. The median value of owner-occupied units is \$184,900, almost twice the national median. Home ownership is slightly below 59 percent, comparable to the U.S. rate. Most of their homes are single family, built between 1950 and 1969. Because of ties to their birth countries, "Thriving Immigrants" are likely to have passports and spend a sizable portion of their income on foreign trips and long-distance phone calls.

With a median age of 30.1 years, "Enterprising Young Singles" is young and mobile. More than three of every five persons are under the age of 35. Approximately half of the households are single-person or single roommates or shared households compared with less than 30 percent of U.S. households. Despite their youth, "Enterprising Young Singles" have a median household income of \$40,200 that is slightly above the U.S. median. Most "Enterprising Young Singles" rent, nearly 64 percent versus 30 percent for the U.S. overall. They prefer living in newer apartment complexes built in the '80s and '90s in urban areas. If they own a home, its median value is \$113,200.

"Active Senior Singles" has a median age of 43 years. Nearly 25 percent are aged 65 or older; many are widowed. Single-person households make up over 40 percent of these households. Although younger families live in these neighborhoods, there are few children. With over 85 percent of the population white, this market ranks below average in diversity. Their median household income is below average at \$36,200, but many of them are retired. Poverty and unemployment rates are low. They are slightly more inclined to save than to invest. Most "Active Senior



Singles" live in apartments. Two-thirds of the housing are multi-unit buildings, built before 1970. At \$117,400, the median home value is above the U.S. median.

### **The "Secondary Market Area" - Five mile radius**

The Secondary Market Area captures all of Lauderdale Lakes and parts of Lauderhill, Plantation, unincorporated Broward County, Fort Lauderdale, Oakland Park, Sunrise, Dania Beach, Davie, Hollywood, North Lauderdale, Tamarac, and Wilton Manors.

#### ***Demographics***

According to a report by ESRI BIS, there are 416,129 people living in 166,558 households within the Secondary Market Area in 2003. The population is expected to grow by 8.4 percent from 2003 to 2008, about 1.68 percent each year. The City of Lauderhill grew by about 1.6 percent from 1990 to 2000. Demographically, the population of the Secondary Market Area is different from the rest of Lauderhill:

" The Secondary Market Area has slightly less persons per household, 2.45 as indicated by Claritas in 2002, than the City, 2.49 as indicated by the 2000 Census.

" The Secondary Market Area is slightly older according to the 2000 Census with a median age of 36.65, compared to the City's median age of 34.9.

" The Secondary Market Area is significantly less Black, 39.3 percent in 2000, compared to the City, 58.8 percent, and to the Core Market Area (79.0%) and Primary Market Area (63.9%).

#### ***Housing and Income***

" The Secondary Market Area has a higher median household income, \$36,982 as defined by Claritas in 2002, than the City, \$32,515 in 2000. The median household income of Broward County was \$41,691 in 2000.

" The median owner-occupied housing value is slightly higher in the Secondary Market Area, \$117,279 in 2002 according to Claritas, compared to the City, \$111,000 in 2000. The median owner-occupied housing value for Broward County was \$128,600 in 2000.

" The median effective buying income, a measure of income after taxes derived by Claritas, was \$32,016 for the Secondary Market Area in 2002. This is higher than the Core Market Area (\$28,069) and Primary Market Area (\$29,462) but not as high as the 12-mile market area (\$36,744).

#### ***Spending***

According to ESRI Business Information Solutions, the total household expenditure for residents of the Secondary Market Area in 2002 was \$7,885,256,315. Of that, 71.7% was allocated towards basic needs - 32.7% for housing, 16.8% for transportation, 8.1% for food at home, 9.0% to insurance and pensions, and 5.1% percent to health care. About \$13,397 per household per year, or \$14.69 per person per day was available for the purchase of non-basic needs such as food away from home, alcohol, tobacco, travel, personal care products and services, apparel, and hobbies.

Assuming an average target retail performance of \$300 per square foot (on the low end of the spectrum of sustainability, assuming rents of approximately \$20 per square foot in the Secondary Market Area), the 166,558 households in the Secondary Market Area can support approximately 7,437,925 square feet of general retail, specialty retail, restaurant, and entertainment uses based upon the level of non-basic spending. This is not to suggest that 7.4 million square feet of new commercial space could be supported by this "untapped" spending power. But rather that Lauderhill could compete for its fair share of the commercial market within the Secondary Market, which is already well served on the whole, with new and unique commercial development. The target retail performance was raised for the secondary market because the secondary market around Lauderhill is a better performing market than the core or primary markets based on existing rents.

#### ***Consumer Breakdown***

ESRI's Business Information Solutions also provided an analysis of residents in the Secondary Market Area using the ACORN lifestyle segmentation system.

All nine lifestyle clusters are represented in the Secondary Market Area: "Retirement Styles" (23.0% of households), "Downtown Residents" (20.7% of households), "Upscale Households" (15.8% of households), "City Dwellers" (15.3% of households), "Up and Coming Singles" (13.5% of households), "Affluent Families" (5.6% of households), "Young Mobile Adults" (4.9% of households), "Factory & Farm Communities" (1.1% of households), and "Nonresidential Neighborhoods" (0.2% of households). These nine groups can be further broken down into 43 distinct lifestyle clusters in the ACORN system.

The three largest lifestyle cluster subsets are quite different from one another, "Urban Working Families" (11.7% of households) are the working poor, "Enterprising Young Singles" (11.5% of households) are young, mobile and high wage earners, and "Active Senior Singles" (11.3% of households) are financially healthy retired people. All of these clusters were detailed in the previous market area descriptions.

A couple of other lifestyle subsets that are prominent in the Secondary Market Area but were not covered in detail before are "Twentysomethings" and "Urban Professional Couples."

Ironically, the median age of "Twenty-somethings" is 30 years, 5.5 years younger than the U.S. median. Over 27 percent of residents are in their 20s, which is double that of the U.S. percentage. They are mobile and in transition, completing college or starting their careers. Nearly 60 percent live in single-person or shared households compared to 30 percent for the U.S. overall. Their median household income is \$26,700. Employment is average, although half are employed only part-time. Education is the key to the future of "Twenty-somethings"; over 35 percent have an associate degree or higher, 20 percent are attending college. "Twenty-somethings" live in city apartments. Rent is generally below average. Approximately 22 percent of the housing in these neighborhoods are single-family, owner-occupied homes. The median home value is \$88,800.

With a median age of 37.8 years, "Urban Professional Couples" are older than the U.S. overall (35.5 years). They are predominantly married-couple families, with few or no children, but the mix also includes single-person and shared households, the results of high divorce rates through the 1980's. Their median household income of \$49,700, is 25 percent above the U.S. figure. Employment levels are high. The labor force is well educated and employed mainly in professional or managerial positions. Over 35 percent of adults aged 25+ hold a college degree. They live in a high-density mix of single-family homes and townhouses with smaller two to five-unit rentals. Most homes are owner-occupied, including condominiums. The median home value is above average of \$142,700.

### **The "Regional Market Area" - Twelve mile radius**

The Regional Market Area captures all of Lauderhill, Lauderdale Lakes, Tamarac, Cooper City, Dania Beach, Davie, Fort Lauderdale, Hallandale, Hollywood, Lauderdale-by-the-Sea, Margate, North Lauderdale, Oakland Park, Pembroke Park, Plantation, Pompano Beach, Sea Ranch Lakes, Sunrise, and Wilton Manors, and parts of unincorporated Broward County, Sunrise, Aventura, Coconut Creek, Coral Springs, Deerfield Beach, Lighthouse Point, Parkland, Pembroke Pines, and Weston (Figure A-10).

### ***Demographics***

According to a report by ESRI BIS, there are 1.5 million people living in 614,983 households within the Regional Market Area in 2003. The population is expected to grow by 10.1 percent from 2003 to 2008, about 2.02 percent each year. This growth rate is faster than the Core Market Area (8.1%), Primary Market Area (8.3%), Secondary Market Area (8.4%) and faster than the City of Lauderhill's historical growth rate from 1990 to 2000 (1.6% per year). Demographically, the population of the Regional Market Area is different from the rest of Lauderhill.

- The Regional Market Area has slightly less persons per household, 2.45 as indicated by Claritas in 2002, than the City, 2.49 as indicated by the 2000 Census.
- The Regional Market Area is significantly older according to the 2000 Census with a median age of 38.24, compared to the City's median age of 34.9.
- The Regional Market Area is significantly less Black, 22.1 percent in 2000, compared to the City, 58.8 per-

cent, and to the Core Market Area (79.0%), Primary Market Area (63.9%), and Secondary Market Area (39.3%).  
Housing and Income

- The Regional Market Area has a significantly higher median household income, \$43,355 as defined by Claritas in 2002, than the City, \$32,515 in 2000. The median household income of Broward County was \$41,691 in 2000.
- The median owner-occupied housing value is higher in the Regional Market Area, \$136,970 in 2002 according to Claritas, compared to the City, \$111,000 in 2000. The median owner-occupied housing value for Broward County was \$128,600 in 2000.
- The median effective buying income, a measure of income after taxes derived by Claritas, was \$36,744 for the Regional Market Area in 2002. This is higher than the Core Market Area (\$28,069), Primary Market Area (\$29,462), and Secondary Market Area (\$32,016).

### ***Spending***

According to ESRI Business Information Solutions, the total household expenditure for residents of the Regional Market Area in 2002 was \$34,643,398,800. Of that, 71.7% was allocated towards basic needs - 32.1% for housing, 17.0% for transportation, 7.8% for food at home, 9.7% to insurance and pensions, and 5.1% percent to health care (Figure A-11). About \$15,942 per household per year, or \$17.55 per person per day was available for the purchase of non-basic needs such as food away from home, alcohol, tobacco, travel, personal care products and services, apparel, and hobbies. This capacity of non-basic spending at the household level is significantly higher than the non-basic spending capacity of the Core Market and Primary Market (42% and 32% higher respectively) and somewhat higher than the capacity of the Secondary Market (19% higher).

Assuming an average target retail performance of \$350 per square foot (on the low end of the spectrum of sustainability, assuming rents of approximately \$22 per square foot), the 614,983 households in the Regional Market Area can support approximately 28 million square feet of general retail, specialty retail, restaurant, and entertainment uses based upon the level of non-basic spending. This is almost two-thirds of the retail space than currently exists in Broward County, 43.7 million square feet. This is not to suggest that 28 million square feet of new commercial space could be supported by this "untapped" spending power. But rather that Lauderhill could compete for its fair share of the commercial market within the Regional Market, which is already well served on the whole, with new and unique commercial development. The target retail performance was raised for the regional market because the regional market around Lauderhill is a better performing market based on existing rents.

### ***Consumer Breakdown***

ESRI's Business Information Solutions also provided an analysis of residents in the Regional Market Area using the ACORN lifestyle segmentation system.



All nine lifestyle clusters are represented in the Regional Market Area: "Retirement Styles" (33.0% of households), "Upscale Households" (18.2% of households), "Affluent Families" (17.4% of households), "Up and Coming Singles" (10.7% of households), "Downtown Residents" (8.4% of households), "City Dwellers" (8.2% of households), "Factory & Farm Communities" (2.2% of households), "Young Mobile Adults" (1.9% of households), and "Nonresidential Neighborhoods" (0.1% of households) (Figure A-12). These nine groups can be further broken down into 43 distinct lifestyle clusters in the ACORN system.

The three largest lifestyle cluster subsets are, "Active Senior Singles" (13.3% of households), "Senior Sun Seekers" (10.9% of households), and "Enterprising Young Singles" (10.1% of households). All of these clusters were detailed in the previous market area descriptions.

A few other lifestyle subsets that are prominent in the Regional Market Area but were not covered in detail before are "Successful Suburbanites" (4.0% of households), "Prosperous Baby Boomers" (7.8% of households), "Baby Boomers with Children" (4.4% of households), and "Retirement Communities" (4.5% of households).

"Successful Suburbanites" has an average household size of 3.1 persons, 19 percent above the national average. They are between the ages of 35 and 54 years, with school-aged children. Their median age is 37.1 years, slightly higher than the U.S. median age of 35.5. The population is predominantly white, but Asians and Pacific Islanders comprise a disproportionate share of almost 8 percent. At \$87,200, the median household income of "Successful Suburbanites" is more than twice that of the U.S. figure. Dual incomes and investments contribute to their affluence. Employment rates are high for men and women. The work force is professional, well educated, and mobile. "Successful Suburbanites" own homes in newer suburbs with a median home value of \$210,500, twice the national average. Most of their single-family houses were recently built between 1980 and 1990. Located predominantly in the urban areas of metropolitan centers, they traded convenience for lifestyle and moved out to newer, suburban developments; over 30 percent commute across county or state lines to work.

The age profile for "Prosperous Baby Boomers" is singular: baby boomers who were born between 1949 and 1964 with young, primarily preschool and grade school age children; over 40 percent greater than the national average. Nearly 20 percent of the population is under 10 years of age as compared with less than 15 percent of the U.S. population. Typical of their generation, these families are very mobile. Over 35 percent of the population has moved in the past 5 years, double the national mobility rates. "Prosperous Baby Boomers" have a median household income of \$60,100, more than 50 percent higher than the U.S. figure. Their higher income is primarily the result of two salaries. Over 70 percent of the households have 2 or more workers. Also typical of this cohort is educational attainment: two-thirds have attended college or completed a degree. Over 74 percent of "Prosperous Baby Boomers" tend to be homeowners in new housing developments, 75 percent of their houses were built since 1980. Their median home value of \$124,700 is approximately 25 percent higher than the U.S. median. These primarily suburban neighborhoods are located within commuting distance of metropolitan job centers.

Approximately two-thirds of "Baby Boomers with Children" households are married couples, most with children; over 50 percent more than the national average. Their median age is 31.2 years. Typical of the cohort, many are mobile, still moving to find the best jobs or location. Like the "Prosperous Baby Boomers", this young market has very high employment rates including a high proportion of dual income families, but they are not as affluent. Their median household income is \$48,000. Some have graduate schooling, but this group is less likely to have completed a graduate or professional degree. They tend to live in single-family homes built during the 1970s. Most of their homes are owner-occupied and valued with a median home value of \$95,700, just below the U.S. median of \$99,800. Neighborhoods are found within the metropolitan urban fringe, in smaller towns and in rural non-farm communities.

"Retirement Communities" are older, but not exclusively elderly. With a median age of 40 years, they are actually the youngest subset of the "Retirement Styles" cluster. Householders aged 75 years and older represent over 15 percent of the household distribution, but so do householders aged 35-44 years. This is a small, prosperous market with a median household income of \$42,600. Their income sources are varied because of the large number of retirees who receive their income from pensions, Social Security, interest and dividends, and salaries. The labor force is also small, but well educated and professionally employed. Congregate housing, with meals included in the rent, accounts for most of the housing in "Retirement Communities." Surrounding neighborhoods include single-family homes with a median value of \$124,400. Most of the housing is relatively new with almost 40 percent being built in the last decade.

### **The "Tourism Market" - National and International Travelers**

When analyzing the South Florida market, tourism, the area's largest industry, must also be taken into account. According to the Greater Fort Lauderdale Visitors and Convention Bureau, a total of 9,411,000 tourists visited Broward County in 2004 alone (an 8.5% increase from 2003). Tourism numbers are continually rising in Broward County and many visitors are seeking destinations further inland to be in close proximity not only to beautiful beachfronts but also to shopping facilities and other local amenities. Located centrally within the County, Lauderhill has the unique opportunity to tap into this market, which contributed over \$7.2 billion to the local economy in 2003.

#### ***Attracting Tourists***

Currently, Lauderhill's 441 Corridor lays in close proximity to a number of attractions. In addition to being adjacent to both the Inverrary Golf Course and Swap Shop, Lauderhill also boasts of exceptional highway access to the nearby airport, downtown, beach, and shopping malls. More importantly, however, the redevelopment projects mentioned in this plan will allow Lauderhill to develop into a destination point in and of itself.

The planned regional park is to consist of several recreational facilities that will include a state-of-the-art cricket stadium. 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 coun-

tries (Great Britain, West Indies, Australia, Pakistan, etc.) and over 50 teams in the South Florida Cricket Alliance and Southeast Cricket Association. According to the US Cricket Club, a premier cricket facility could attract up to 50,000 people a year for tournaments.

Secondly, Carishoca, the proposed Caribbean marketplace, will service not only the growing Caribbean population in Lauderhill but will also attract Caribbean travelers. A study by Interim Hospitality Consultants notes that Caribbean tourists primarily visit the United States in the summertime, a particularly slow time in South Florida's tourism industry, and traditionally stay longer than most other travelers, making them particularly beneficial contributors to the local economy. The study also indicates that the influx of visitors generated by the two redevelopment projects will create sufficient demand for the creation of a hotel within the vicinity. Furthermore, if the new multicultural activities are combined with the presence of a civic and cultural center as well as new retail facilities (as proposed in the plan), Lauderhill can expect to attract an increasing number of tourists into the area.

## APPENDIX C- FUNDING SOURCES

### **Bank Community Development Corporation (Bank CDC)**

With greater flexibility in the type of financing they are able to offer, Bank CDCs are able to fund high-risk loans, finance equity investments, support real estate projects, subsidize organizations, and provide grants. In doing so, they must address the needs of low- and moderate-income individuals in targeted areas by directly benefiting them or local small businesses.

### **Broward County Redevelopment Fund**

Broward County created a \$10 million investment fund that can be used to borrow up to \$100 million for redevelopment. In order to take advantage of the Capital Program, cities must provide proposals with a Master Plan that addresses workforce housing, transportation, and economic viability along with specific projects that will add value to the entire community.

### **Business Improvement District (BID)**

Within a defined district, a special assessment on property owners is levied to fund safety, sanitation and promotional activities for the benefit of the business district. Some applicable projects include holiday decorations, marketing, trolley and transportation services, sidewalk sweeping, and landscaping.

### **Community Development Block Grant (CDBG)**

CDBG funds are administered by HUD's Community Planning and Development Office to provide decent housing, ensure a suitable living environment, and expand economic opportunities within communities. Targeted to persons with low and moderate incomes, projects are varied and include, but are not limited to, rehab housing, street improvements, and recreational opportunities.

### **Community Reinvestment Act (CRA)**

Since 1977, the Community Reinvestment Act has required banks to serve and provide assistance to all of the communities in which they serve, including low-income and moderate-income neighborhoods. As a result, banks both lend to underserved populations and invest in neglected neighborhoods, allowing them to leverage funding to encourage economic development and growth.

### **Economic Development Administration Technical Assistance Grant**

Each technical assistance grant can be used to fund up to 75% (maximum \$25,000) of the total costs to design and implement economic development projects and programs. Applicable projects include feasibility studies, program research and planning, and innovative economic approaches.



### **FDOT Highway Beautification Council Grant (FHBC)**

Florida's Department of Transportation will match municipalities' investment in landscape and sidewalk enhancements along ROWs. Improvements include plantings, street furniture, lighting, decorative paving, and irrigation systems.

### **New Markets Tax Credit (NMTC)**

Investors are encouraged to provide equity to commercial projects and business ventures within low-income communities by receiving a tax credit on their federal income taxes. NMTCs are only allocated to Community Development Entities (CDEs), who in turn are able to sell their credits and make investments in qualified projects.

### **Revolving Loan Fund (RLF)**

Revolving Loan Funds allow small businesses, which may not qualify for standard loans, to obtain capital for their company. The repayment of the loan is then recycled to offer new loans to other qualifying businesses.

### **Small Business Administration (SBA)**

SBA, the largest federal economic program, offers funding to targeted small businesses. The organization offers several programs including SBA Loan Guarantees, which provide guarantees (up to 90% of the principal borrowed) to small businesses for both working capital and fixed assets.

### **Tax Increment Financing (TIF)**

New developments and infrastructure improvements increase the tax base within a given community. Tax Increment Financing allows the projected increase in revenue to be set aside to fund infrastructure and economic development.

## APPENDIX D - LEGAL DESCRIPTION

Portion of Sections 25 and 36, Township 49 South, Range 41 East, together with a Portion of Section 31, Township 49 South, Range 42 East being more particularly described as follows:

**BEGINNING** at the intersection of the North line of the South half (S ½) of the Northeast quarter (NE ¼) of said Section 25 with the East line of the Northeast quarter (NE ¼) of said Section 25;

The next Two (2) courses being on the municipal boundary of the City of Lauderhill as established by Chapter 59-1487 of the laws of Florida;

(1) Thence South on the East line of the South half (S ½) of the Northeast quarter (NE ¼) of said Section 25 to the Southeast corner of the Northeast quarter (NE ¼) of said Section 25;

(2) Thence South on the East line of the Southeast quarter (SE ¼) of said Section 25 to the Northwest corner of said Section 31, Township 49 South, Range 42 East;

The next Two (2) courses being on the municipal boundary of the City of Lauderhill as established by Chapter 65-1812 of the laws of Florida;

(1) Thence East on the North line of the West half (W ½) of the West ½ of said Section 31 to the intersection with the East line of the West half (W1/2) of the West half (W ½) of said Section 31;

(2) Thence South on the East line of the West half (W1/2) of the West half (W ½) of said Section 31 to the intersection with the North line of the South half (S ½) of the North half (N ½) of said Section 31;

The next Three (3) courses being on the municipal boundary of the City of Lauderhill as established by Ordinance Number 252 and recorded in Official Records Book 5215, Page 827 and by Ordinance Number 284 and recorded in Official Records Book 5215, Page 824 all of the Public Records of Broward County, Florida;

(1) Thence East on the North line of the South half (S ½) of the North half (N ½) of said Section 31 to the Northeast corner of the West half (W ½) of the Southwest quarter (SW ¼) of the Northeast quarter (NE ¼) of said Section 31;

(2) Thence South on the West line of the East half (E ½) of the West half (W ½) of the East half (E ½) of said Section 31 to the intersection with the South line of the Northwest quarter (NW ¼) of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of said Section 31;

(3) Thence West on the South line of the Northwest quarter (NW ¼) of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of said Section 31 to the intersection with the East line of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of the (SW ¼) of said Section 31;

The next Two (2) courses being on the municipal boundary of the City of Lauderdale as established by Ordinance Number 80 and recorded in Official Records Book 3313, Page 875 of the Public Records of Broward County, Florida;

(1) Thence South on the East line of the Southwest quarter (SW ¼) of the Southeast quarter (SE ¼) of the (SW ¼) of said Section 31 to the intersection with the North Right-of-Way line of Sunrise Boulevard;

(3) Thence West on the North Right-of-Way line of Sunrise Boulevard to the intersection with the East line of the West half (W ½) of the West half (W ½) of said Section 31;

The next Three (3) courses being on the municipal boundary of the City of Lauderdale as established by Chapter 65-1812 of the laws of Florida;

(1) Thence South on the East line of the West half (W ½) of the West half (W ½) of said Section 31 to the intersection with the South line of the West half (W ½) of the West half (W ½) of said Section 31;

(2) Thence West on the South line of the West half (W ½) of the West half (W ½) of said Section 31 to the intersection with the West line of the West half (W ½) of the West half (W ½) of said Section 31 said intersection also being on the East line of Section 36 Township 49 South Range 41 East;

(3) Thence North on the East line of said Section 36 Township 49 South Range 41 East to the intersection with a line 660 feet North of and parallel with the South line of said Section 36;

Thence on the municipal boundary of the City of Lauderdale as established by Ordinance Number 96 and recorded in Official Records Book 3502, Page 634 of the Public Records of Broward County, Florida, West on a line 660 feet North of and parallel with the South line of said Section 36 to the intersection with the East line of Lot 1, Block 10 of the plat of Lauderdale Estates as recorded in Plat Book 15, Page 43 of the Public Records of Broward County, Florida;

The next Seven (7) courses being on the municipal boundary of the City of Lauderdale as established by Florida Chapter 94-427 of the laws of Florida;

(1) Thence South on the said East line of Lot 1, Block 10, to the Southeast corner of said Lot 1, Block 10 of said plat of Lauderdale Estates;

(2) Thence West on the South lines of Lots 1,2,3,4,5,6,7,8,9,10 and 11, Block 10 to the Northeast corner of Lot 19, Block 10 of said plat of Lauderdale Estates;

(3) Thence South on the East line of said Lot 19 Block 10 to the Southeast corner of said Lot 19, Block 10;

(4) Thence West on the South lines of Lots 19,18,17, and 16, Block 10 to the Southwest corner of said Lot 16, Block 10 of Lauderdale Estates;

(5) Thence North on the West line of said Lot 16, Block 10 to the Northwest corner of said Lot 16, Block 10;

(6) Thence West on the South lines of Lots 1,2,3,4,5,6,7,8,9,10,11,12,13,14 and 15, Block 11 and its Easterly extension to the Southwest corner of said Lot 15, Block 11 of Lauderdale Estates;

(7) Thence North on the West line of said Lot 15, Block 11 to the intersection with a line 660 feet North of and parallel to the South line of said Section 36, said point also being on the East Right-of-Way line of Northwest 43rd Avenue;

Thence North on the said East Right-of-Way line of Northwest 43rd Avenue and its Northerly projection to the Northeasterly Right-of-Way line of Northwest 43rd Terrace;

Thence North on the said Northeasterly Right-of-Way line of Northwest 43rd Terrace and its Northerly projection to the Northwest corner of Lot 13, Block 28 of Flair Subdivision No. 3, as recorded in Plat Book 51, Page 39 of the Public Records of Broward County, Florida.

Thence East on the North line of Block 28 of said Flair Subdivision No. 3 to the intersection with the Southerly projection of the East line of Flair Subdivision No. 4-D, as recorded in Plat Book 51, Page 39 of the Public Records of Broward County, Florida;

Thence North on the said East line of Flair Subdivision No. 4-D and its Northerly projection and on the West line of Tract "C" of the plat of Lauderdale Golf North, as recorded in Plat Book 73, Page 47, of the Public Records of Broward County, Florida, to the Northwest corner of said Tract "C";

Thence East on the North line of said Tract "C" and on the North line of Tract "A" of said Lauderdale Golf North to



the Northeast corner of said Tract "A";

Thence North on the West line and there Northerly projections of the following Three courses;

1. Parcel "B" of the plat of Majestic Gardens, as recorded in Plat Book 66, Page 40, of the Public Records of Broward County, Florida.
2. Tract "A" of Lauderhill Gardens Townhouses, as recorded in Plat Book 77, Page 50, of the Public Records of Broward County, Florida.
3. Tract "A" of Andover Apartments Inc., as recorded in Plat Book 73, Page 35, of the Public Records of Broward County, Florida.

Thence North on the East line and there Northerly projections of the following Two courses;

1. East line of the plat of Holiday Village Section Three, as recorded in Plat Book 65, Page 2, of the Public Records of Broward County, Florida.
2. East line of the plat of Holiday Village Section One, as recorded in Plat Book 60, Page 27, of the Public Records of Broward County, Florida.

Thence West on the North line of said Holiday Village Section One to the Southwest corner of Lot 1, Block 11, Forward Subdivision No.1, as recorded in Plat Book 52, Page 40, of the Public Records of Broward County, Florida;

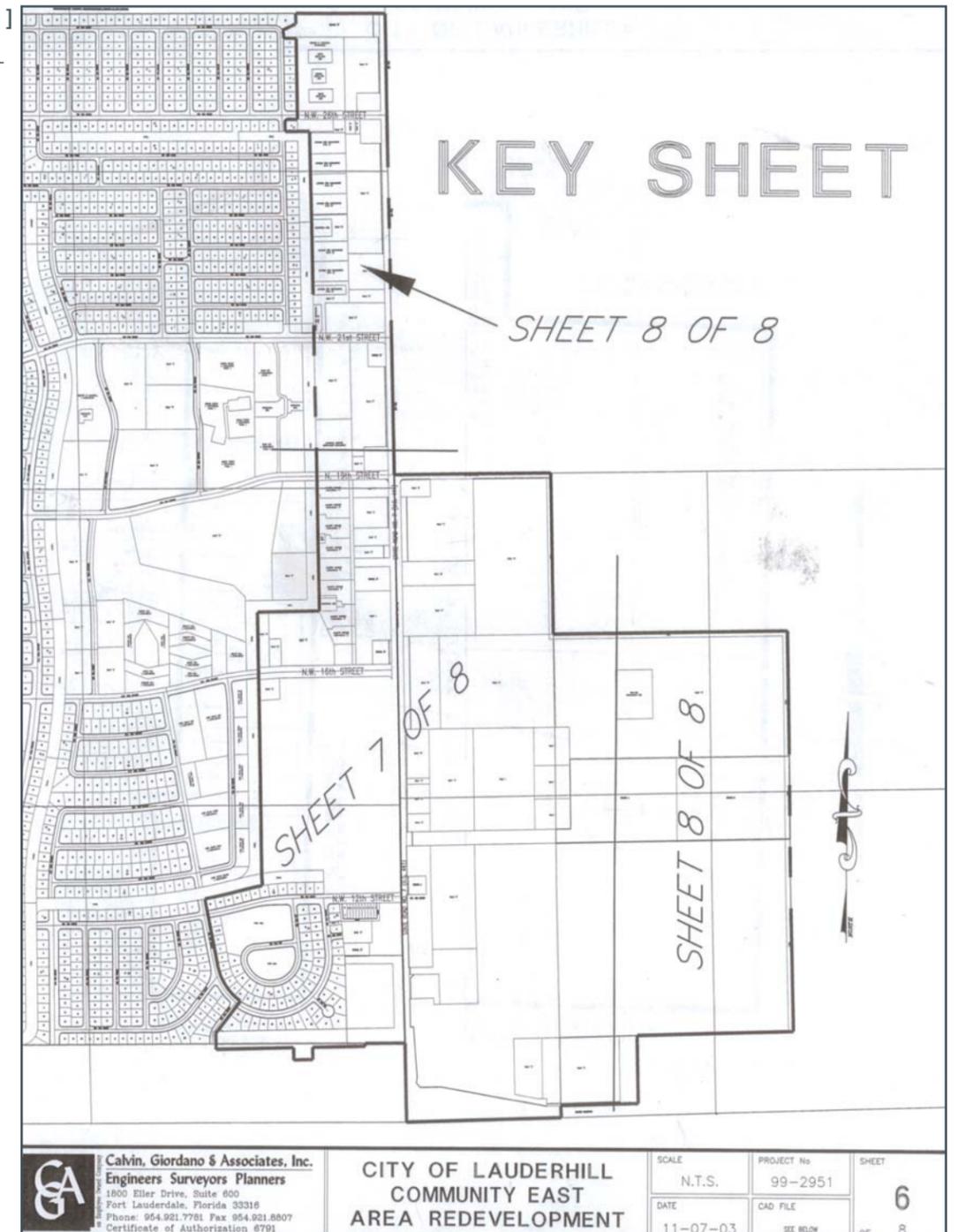
Thence North and east on the West and North lines of said Lot 1, Block 11 to the Northeast corner of said Lot 1, Block 11;

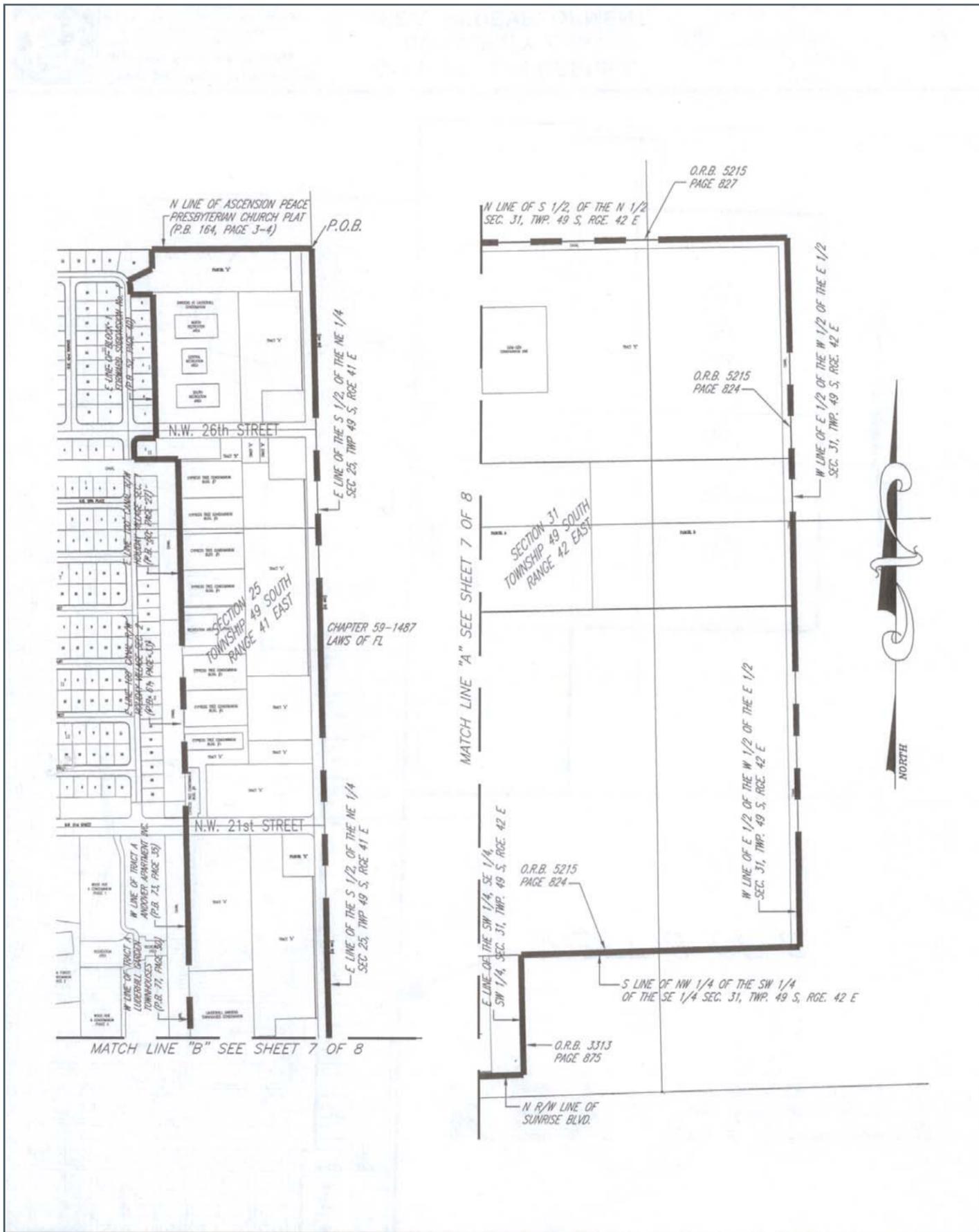
Thence North on the East line and its Northerly projection of said Forward Subdivision No.1 to a point on the South line of Parcel "A", of the plat of Ascension Peace Presbyterian Church Plat, as recorded in Plat Book 164, Page 3, of the Public Records of Broward County, Florida;

Thence West, North, Northeasterly and North along the Westerly side of Parcel "A", of said Ascension Peace Presbyterian Church Plat, to the Northwest corner of said Parcel "A", said point being on the North line of the Southeast quarter (S.E. ¼) of the Northeast quarter (N.E. ¼) of Section 25, Township 25 South, Range 41 East, said point also being on the municipal boundary of the City of Lauderhill as established by Chapter 59-1487 of the laws of Florida;

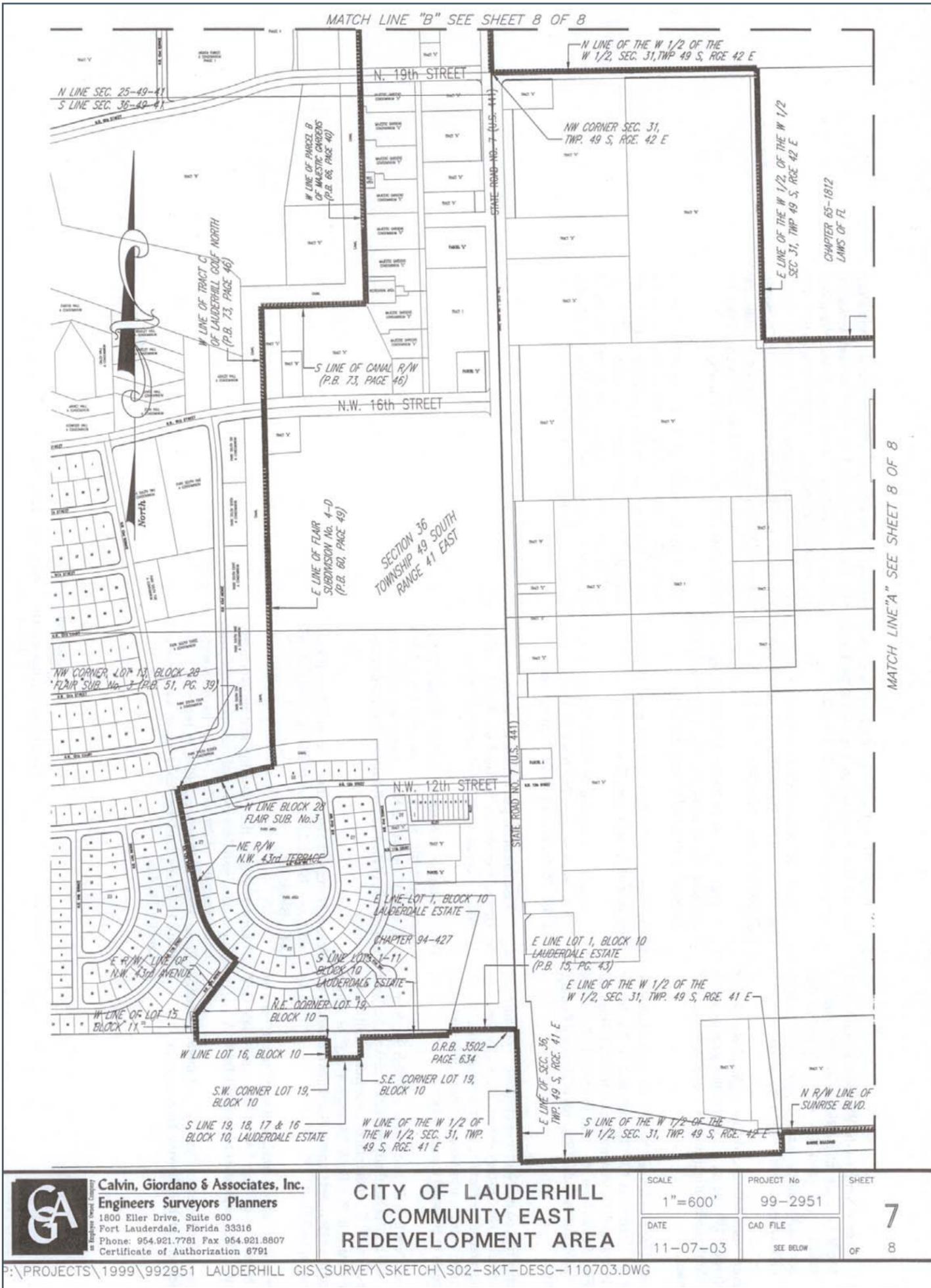
Thence on the municipal boundary of the City of Lauderhill as established by Chapter 59-1487 of the laws of Florida, East on the North line of the South one-half (S. ½) of the Northeast quarter (N.E. ¼) of said Section 25 to the intersection of the East line of the Northeast quarter (NE ¼) of said Section 25, said point being the POINT OF BEGINNING;

[ FIGURE 16 ]  
C.R.A. LEGAL  
DESCRIPTION





 <b>Calvin, Giordano &amp; Associates, Inc.</b> Engineers Surveyors Planners 1800 Eller Drive, Suite 800 Fort Lauderdale, Florida 33316 Phone: 954.921.7761 Fax 954.921.8807 Certificate of Authorization 8791	<b>CITY OF LAUDERHILL          COMMUNITY EAST          AREA REDEVELOPMENT</b>		SCALE 1"=600'	PROJECT No 99-2951	<b>8</b> OF 8
	DATE 11-07-03	CAD FILE SEE BELOW			



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 Certificate of Authorization 6791

**CITY OF LAUDERHILL  
 COMMUNITY EAST  
 REDEVELOPMENT AREA**

SCALE	PROJECT No	SHEET <b>7</b>
1"=600'	99-2951	
DATE	CAD FILE	OF <b>8</b>
11-07-03	SEE BELOW	

## APPENDIX E - STATUTE REQUIREMENTS

Every CRA is required to meet a set of provisions that are listed in Florida Statute 163.362. The following is a "check-list" of the requirements.

(1) **Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.** The legal description and sketch of the 441 CRA are contained in Appendix D and shown in Figure 16 on page 55. The northern, southern and eastern boundaries of the CRA follow the City limits of Lauderhill. The western boundary generally follows a canal, which in general separates commercial uses from residential uses and dictates vehicular use patterns.

The reasons for establishing the boundaries are discussed in the Introduction and History of the Corridor sections of the Plan.

(2) **Show by diagram and in general terms:**

(a) **The approximate amount of open space to be provided and the street layout.** The amount of open space to be provided will vary from parcel to parcel but it will have to comply with the City of Lauderhill's Land Development Regulations, which in general require a minimum of 35 percent open space. The street layout will also vary from parcel to parcel but a general concept for changing the access for parcels abutting State Road 7 is discussed in the Action Plan section of the CRA plan.

A diagram of existing and proposed open space is included as Figure 4 on page 13. Under existing conditions the State Road 7 CRA only includes about 7 acres of open space, primarily Wolk Park. The proposed plan adds an estimated 20 acres of open space in the form of parks, civic squares and greenways to compliment the Regional Park's 110 acres, giving the State Road 7 CRA plan an estimated 130 acres of total open space. A diagram of proposed new streets is included as Figure 5 on page 14.

(b) **Limitations on the type, size, height, number and proposed use of buildings.** The Implementation Strategies section addresses generally what the City should allow in terms of use, size and height within the Land Development Regulations. Each parcel that was discussed in terms of redevelopment (contained in various portions of the Districts section) talked about appropriate uses and heights of new buildings. Appendix F - Design Guidelines specifically addresses these issues through the Tropical design theme adopted into the City's Land Development Regulations.

(c) **The approximate number of dwelling units.** The approximate total number of new dwelling units contemplated in the CRA plan is 5,550 by 2020 per the table on page 47 in Appendix B - Market Analysis. The *Districts* section of the CRA plan details the possibilities for residential development.

(d) **Such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.** The location of new streets and public utilities will depend on the final design of individual site plans but all new development will have to go through site plan review and provide adequate public utilities to service their developments. The CRA anticipates using TIF and Broward County RCP funds to assist or supplement developers in upgrading utilities that will serve more than one project.

The main public park contemplated in the CRA is the new Broward County Regional County park. It will bring many new amenities, including a water park and stadium to the residents of Lauderhill. In addition, the public squares concept in the plan will introduce several neighborhood mini-parks for recreation, relaxation, and socializing. The park and recreation areas are shown in Figure 4 on page 13.

(3) **If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population and other matters affecting the physical and social quality of the neighborhood.** The only existing residential development that is proposed to be redeveloped, the Inverrary 441 Apartments, with 256 units, would be redeveloped as a new residential product. It may be renovated in place, such that no relocation is necessary or it may involve demolition of one or more buildings, depending on the developer and market conditions.

However, if relocation assistance is needed the City of Lauderhill will make funds available, through its existing CDBG and SHIP programs, for residents needing immediate financial assistance in securing a new residence.

The City will process each new development application in accordance with the Land Development Regulations and will apply the standard impact fees for recreation, water, sewer, stormwater and road/intersections unless otherwise compelled. The Opportunities and Constraints map on page 10 identifies a potential public school site to accommodate the anticipated residential development.

The City, along with Broward County and Broward County School Board, shall monitor each new residential application in terms of the number of projected school age children and make a determination of concurrency.

(4) **Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.** The Tax Increment Financing analysis section of the plan, beginning on page 37, identifies over \$20 million in public investments already completed or funded by the City of Lauderhill. In addition, the City expects to self-fund a TIF for the CRA to complete additional capital improvements described in the plan. Public improvements identified include new signage, utilities, roadways, parks, lighting, streetscapes, and landscaping.

(5) **Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.** The City of Lauderhill has taken great lengths to prepare this CRA plan and has already shown a commitment to aggres-



sively pursue redevelopment opportunities in the case of the K-Mart and McArthur Dairy sites. The City has adopted design guidelines, attached as Appendix F, to ensure that the vision of the plan is adhered to in terms of the aesthetics and feel of the new corridor. An adopted document of the newly formed State Road 7 Corridor Community Redevelopment Agency, this plan must be carried out pursuant to Florida State Statutes, Chapter 163, Part III.

**(6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.** A major component of the City's strategy in purchasing the K-mart and McArthur sites was specifically to control the type and future to explore options or purchase contracts on additional key pieces of property in the area to ensure such covenants. Finally, the City Commission has recently adopted changes to the Land Development Regulations which put new requirements on business and residential condo conversions to ensure that covenants are in place that uphold the spirit of the plan.

**(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.** The only residential property that is contemplated for redevelopment in the CRA is the Inverrary 441 Apartments. As previously mentioned, more than 5,000 new residential units are anticipated in the CRA plan. The CRA does not anticipate that any residents in the plan area will be displaced.

**(8) Provide an element of residential land use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.** The residential land uses of the CRA plan are thoroughly discussed throughout the plan and in this section. They are diagrammed in Figure 2 on page 7.

A few of the more effective funding programs that are available to CRA's for the provision of affordable housing include:

(a) The State Housing Initiatives Partnership (SHIP) program gives block grants to local governments which in turn can be given as loans to private developers of housing so long as they meet one of the following requirements: (1) set aside 20% of the units for households making 50% below the median income or set aside 40% of the units for households making less than 60% of the median income. SHIP funds can also provide first-time homeowners assistance, up to \$7,500, for qualifying applicants. The City currently helps about 10 people a year with this program. SHIP funds also help provide a primary mortgage for buyers seeking to own a condominium unit. Qualifying families can receive a 7% loan for 15 years for up to \$50,000 in addition to the down payment assistance available.

(b) The Low Income Housing Tax Credits (LIHTC) is a federal program aimed at providing incentives to developers for providing affordable rental and for sale residential products. Investors of qualified projects are given a dollar-

for-dollar reduction in their federal tax liability. The required mix of affordable units and the level of income for households is the same as the SHIP program.

(c) The Home Investment Partnership (HOME) is federal grant program for local governments. The funds can be used for new construction, rehabilitation, land acquisition, site improvements and tenant-based rental assistance. There is about \$225,000 available in federal HOME funds dispersed through the City. This money is available to residents within a certain income range that have health and safety issues with their home. The maximum amount available is \$10,000. About 30 families a year currently utilize this program.

(d) The Homeownership Assistance Program (HAP) is a state funded programs that assists low-income persons in purchasing a home by providing zero-interest second mortgage loans to be used for down payment and closing costs. The user must have a total annual income less than 80% of the state or local median income, whichever is greater. The program also covers construction loans to non-profit builders of for-sale housing and permanent second mortgage loans to low-income buyers.

**(9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.** The Tax Increment Financing analysis, beginning on page 37, contains a detailed statement of the projected costs of all the anticipated redevelopment in the State Road 7 Corridor. Other avenues of funding available to the CRA include:

(a) Special assessment districts are a way for local governments to raise money for a specific purpose for a specific area. Business Improvement Districts (BID) are the most common example.

(b) FDOT gives money to qualifying projects under the Highway Beautification Grants program. The project must be a state or federal highway and the annual limit on funds is \$150,000. The transition zone could be eligible for such funding.

(c) The State Department of Agriculture gives up to \$40,000 per project that qualifies under the Keep America Beautiful (KAB) grant program.

(d) Urban Mass Transit Administration (UMTA) grants can be used for the construction of infrastructure in support of mass transit objectives, such as new bus shelters in the 441 CRA.

(e) The South Florida Water Management District (SFWMD) gives financial assistance to stormwater improvement projects, a big problem with many sites in the 441 CRA.

**(10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pur-**

suant to 163.361(1). The TIF analysis provides a time certain period of not more than 30 years for redevelopment to be financed by increment revenues.

## APPENDIX F - DESIGN GUIDELINES

# CITY OF LAUDERHILL

“FLORIDA”

PLANNING AND ZONING BOARD

DIRECTOR PALNNING AND ZONING  
**EARL HAHN**

VICTOR HAYE, ARCHITECT, CSI,  
ARCHI DESIGNZ GROUP, LLC

RALPH JONHSON, PROFESSOR OF ARCHITECTURE,  
FLORIDA ATLANTIC UNIVERSITY



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## Foreword

As we analyse the city's environment today, we tend to identify ourselves and cultural backgrounds with our ethnic beginnings. We generally reflect on our forefathers and their individual contributions to our society. We pursued this design attitude that complemented the entire community; the elements of this design are an amalgamation of all our histories. We recognize the colonialist influences of the Europeans, the craftsmanship and ingenuity of the African influences, as well as the characteristics of the climate and vegetation of the region. We revisited the concepts that created warm, family oriented, pedestrian-friendly and neighborly communities, in an attempt to celebrate the region and our strongest resource: our climate.

Our goal is to create a destination of tropical character that is unique and exciting, as we give homage to the Florida tropical architectural vernacular and the basic components of design that we employ.

Archi Designz, LLC.



## History

### *LAUDERHILL, FLORIDA: A New Tropical Oasis Makes Sense*

Henry Flagler, George Merrick and Herbert Sadkin were only a few of the South Florida pioneers with a common vision. Each brought an entrepreneurial spirit and development philosophy that made possible the boom of South Florida. Flagler built the Florida East Coast Railroad that made Miami the new gateway to the tropical southeastern United States and indeed the greater Caribbean region. George Merrick capitalized upon the influx of potential land investors to build his fledgling Coral Gables community. Builder and developer Herbert Sadkin created Lauderhill out of one of the area's largest dairy farms in Broward County. Today, the former McArthur Dairy Farm property and the McArthur cow tunnel under the Florida Turnpike in the East-Central sector of Lauderhill are historic resources that make reference to the industry. Sadkin's vision for a new community was further illuminated when the Florida Turnpike established its Sunrise Blvd. entrance. It became not only a gateway to South Florida, but was a welcomed attraction for potential homeowners in Lauderhill.

This single-family home community was incorporated in June 30, 1959 and was destined to become a haven for tourists seeking a warmer, tropical getaway. Hence the further development of Florida tropical architecture as dictated by the Florida historical vernacular. The community's signature country club and golf attractions carved out of cow pastures quickly became a destination. Many stayed on in Lauderhill as permanent residents. It has since developed a strong mix of almost 50 % multi-family residences. One noteworthy celebrities Jackie Gleason lent his names to what became an instant mecca for golf enthusiasts. The name Jackie Gleason Inverrary Golf Classic was soon to be recognized and synonymous with "vacation paradise".

In the same tradition, Lauderhill is experiencing new and exciting sports and culturally driven events, such as the Unite-A-Fest and Trinidad/Tobago Independence Day celebrations. These events draw crowds in excess of 15,000 visitors per day. The success has prompted the city to explore another favorite sport - Cricket. Lauderhill will capitalize once again as a tourism and destination site when it completes the construction of a cricket stadium in efforts to land a venue for the World Cup Cricket 2007 games. Lauderhill's culturally diverse population of over 57,000 residents is an asset and desires opportunities to showcase its collective heritage and tropical traditions.

The City has an opportunity to reflect this rich cultural diversity in its future through a built environment. The City, unfortunately, has few architectural historic resources to use as a basis for future guidelines other than the McArthur Dairy Farms and the cow tunnel. However, the community has grown and matured with its own sense of identity and image. Already, tropical landscapes, waterways and waterfalls as demonstrated at

## History

Cont'd

Inverrary's community entrance and canals throughout the region are establishing a particular characteristic quickly becoming a theme for Lauderhill. The South Florida tropical climate is conducive to these elements and is enhanced by their modifying effects. Water, for example, not only moderates the microclimate, but also provides a backdrop of soothing sounds. The lushness of the foliage, trees and blossoming plant material also moderates the microclimate and provides a luxurious backdrop for Lauderhill's suburban landscape. These are the elements that tourists seek and most often dream about when planning to visit South Florida. Residents who have relocated here or are from other tropical regions, also cherish these same elements.

The City of Lauderhill is fairly built-out with established residential communities; however, there are great opportunities yet for growth in its commercial and industrial areas. This provides the opportunity for established design guidelines, which will reflect the diversity and wealth of the community. The tropical atmosphere described above will provide an environment similar to other South Florida commercial favorites and best practices, such The Falls in South Miami Dade and Bal Harbor in Miami Beach. New Urbanist theories have also proven the value of "old" urbanism and are providing pedestrian-friendly environments such as wide, shaded walkways, safe street crossings, shaded places to sit and rest, uniformly designed street frontage and a general sense of security and well being.

Ralph Johnson





## Introduction

The Florida Tropical Design Guidelines suggest approaches to design situations that will develop the attitude to achieving a distinct character for this City. These guidelines will also convey the “Florida Tropical” design standards in the SR7 (441) Redevelopment strip and the other non-residentially zoned districts and is supplemental to the City’s Land Development Regulations.

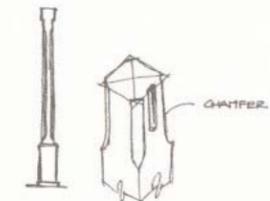
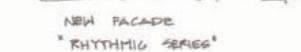
The Lauderhill Tropical Theme is characterized by a blend of traditional Colonial architectural vernacular with elements influenced by the tropical climate of the area. These guidelines are intended to serve in encouraging quality construction, thoughtful materials selection, for life cycle, color and texture, and coherent design theme compatible with the scale and character of the City’s non-residential areas, commercial and industrial areas. The design concepts are encourage to be utilized in developing an attitude for the multi-family residential and the community at large. The strong influence of the appropriate landscaping is also proposed to complete the package. Lauderhill has also adopted the concept of entrances to various areas of the community; therefore, every opportunity must be taken to accentuate these hierarchial elements and gateways.

A color palette that allows a wide variety of bases, materials, and trim/ accent colors is the spirit of Tropical Lauderhill and is available at the Planning and Zoning Department. Exterior painting of commercial buildings and structures requires a permit and color selection approval from the Building Department .

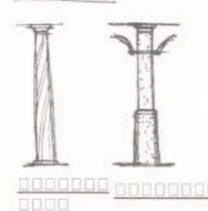
## Elevations

The prevailing charater of the design is generally found in the elevation of the building, the use of moulding, quains, fretwork, and each element discussed previously. They come together to form what is the facade of the project. The strong simple design with a clear intent with detail treatment is usually succesful. A colonade or verandah is consistent with this tropical vernacular and assists in identifying a strong entrance.

1. Façades shall impart traditional themes of colonial architecture. Setbacks or protrusions in the façade can give visual relief. Brick coursework should have some detail and depth, or should use traditional methods that enhance elevations and frame fenestration and door openings.
2. Materials for façades shall be of stucco (smooth or textured); wood clapboard, brick, zinc, or other suitable material that is appropriate to the Florida Tropical theme and the South Florida climate. Detailed moulding around fenestration and door openings is recommended. The use of decorative railing of ornate lines and themes is strongly encouraged along flat roof parapets or along large linear expanses of the façade. Small or broken shed roofs accents or awnings are also encouraged along a blank façade. Simulated or non-architectural stonework, such as applied river stone or scored brick face should be avoided.
3. New construction shall have the maximum amount of transparent window area on the street front elevations or a percentage relative to the square footage of the building wall in which it is contained as determined by development review. A minimum of 40% opening is required.
4. Storefront offices in structures originally designed for retail should be maintained or restored to its original configuration, as long as that is consistent with the City’s design theme.
5. Infill storefront design shall be compatible with this design guideline for architecture of this building type in the area. Details and architectural features should relate to the entire building or block. A design theme consistent with the tropical enviroment is expected to be employed at the time of renovation, addition or update.
6. Roll down gates, security shutters and bars are not permitted without approval from the Planning & Zoning Board. Iron work or shutters shall be of design vernacular or design elements that conceal the primary use of the element as security.
7. Storm shutters may be deployed upon the issuance of a storm warning from the governing agency authorized to issue such warning.
8. Columns and posts are recommended as the perimeter support element for the covered entrances, verandas, and walkway areas. A series of columns in wood, steel or concrete, with arches or beams are strong elements in creating scale and passive barrier.



WOOD POST



## Entrances

Entrances are fresh with lively character and are based on spatial lightness with refinement of detail and ornament and are typically central with symmetrical treatments, and a strong tribute to the tropical element nodes of arrival. The use of a gallery or courtyard for exterior to interior and interior to interior spatial transition is encouraged, as is prevalent in many tropical design approaches.

1. Buildings shall have hierarchial architectural features such as porches or roof overhangs that delineate or emphasize entrances. This entrance shall face the public right of way, be well defined architecturally and readily visible to pedestrian and vehicular traffic and may identify a nodal point.
2. The doors should have some detail and may be defined with sidelights or wooden or metal decorative shutters, and may have decorative transoms above that use moulding, pediments, keystones or fretwork. The use of full glass panels, half glass and half louver and full louvers is an option to add a special character detail.
3. Porches and overhangs should encourage pedestrian movement and activity, while providing continuous shelter from the sun and rain. Some gathering or nodal points are encouraged to mark a location and rest spots, i.e. patios and or courtyards. The mixing of materials, textures and colours and encouraged to identify the various zones within the pedestrian movement process. Fretwork is again an option that may be employed along the top edge post and beam around the perimeter of the porch overhang.
4. Porch railings should have decorative detailed elements in wood or metal. The post may have a ball type cap or some other specific design. The rails may consist of boards and



ENTRANCES



ENTRANCE UPDATE

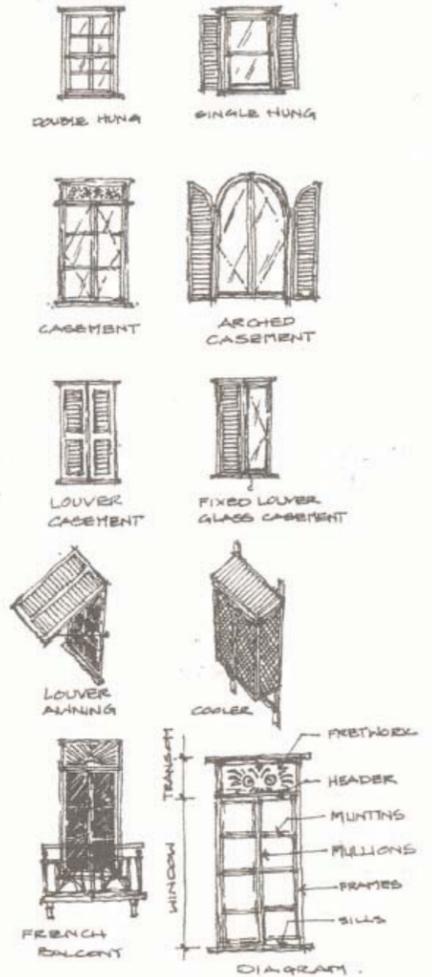


ENTRANCE

## Windows

One element compromised by tropical architecture is fenestration. The original needs were more for ventilation and visual comfort; due to the advent of air conditioned spaces, they are generally strictly decorative and for natural lighting purposes. However, the use of operable windows with maximum opening is encouraged in multi-family residential employment. Some consideration shall be given to window styles and treatments for privacy and character.

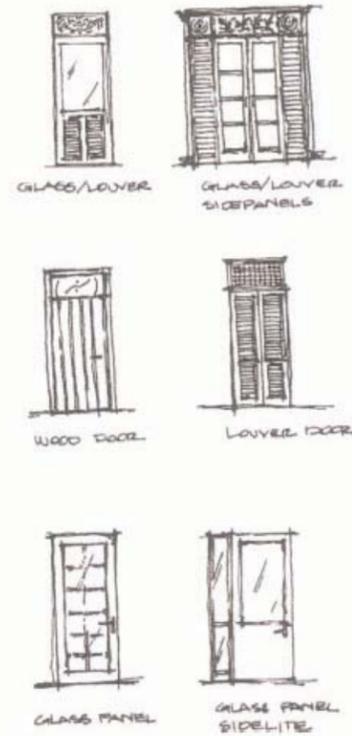
1. Windows should have muntins and mullions with well-defined frames, transoms and sills. The windows should be framed with shutters awnings or iron work where appropriate. Reflective or mirrored glass is not permitted. Minimal tinting to meet energy code requirements may be permitted. Fretwork can also be employed above some window transom designs.
2. Storefront glass shall be clear and the interior view of the store unobstructed from signs, counters, display racks and merchandise. Some articulation of the perimeter of the storefront will be allowed
3. Windows must be placed on elevations that face the public right of way, and must be in scale and compatible with the architectural style of the surrounding buildings. The bottom of the window (knee wall) shall be 24" typical or may be as low as possible or six inches from slab or sidewalk. The use of full height windows is acceptable in the appropriate environment.
4. Large expanses of wall without window or detail that face the public right of way are prohibited. Again some form of perimeter treatment is required and the use of large glazed windows that fold back to full open, with the use of parliament type hinges (180 degree swing) or stays, are required. Retail buildings should have fenestration that reveals interior activity, that encourages interest in the products or services provided at the store and illuminates the frontage with indirect lighting at night.
5. Some utilization of the "Cooler Boxes", or "Window Chillers" may be appropriate and the employment of the window balcony is open for consideration if they are used appropriately and consistent with the design vernacular.



## Doors

The use of fully operable doors with parliament hinges and stays are encouraged and represent a strong character presence for entrance identification and access with maximum opening. It is also encouraged in the residential employment. Some consideration shall be given to colonial styles and treatments for privacy and character.

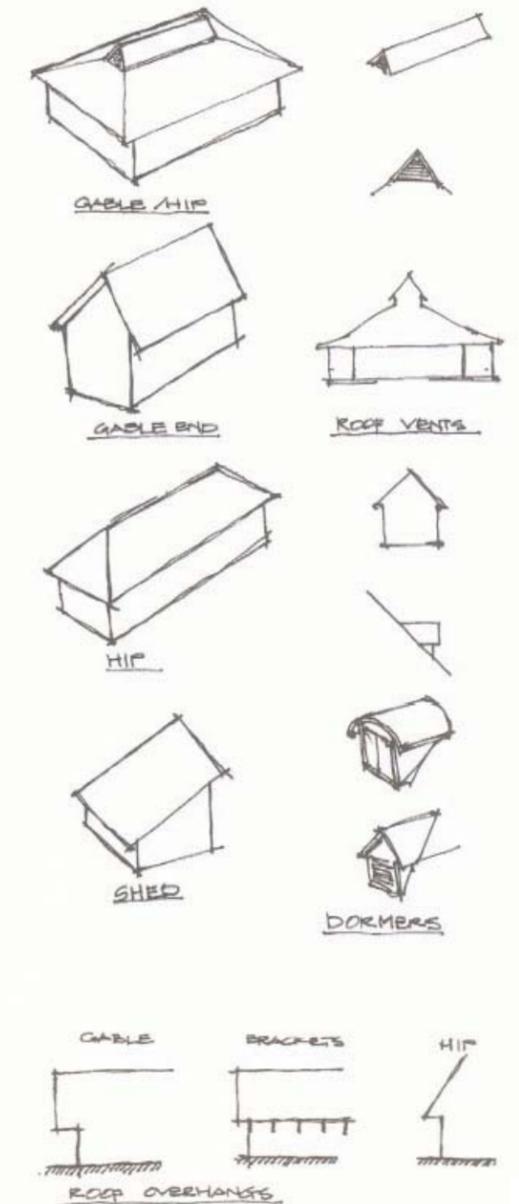
1. Doors should have muntins and mullions with well-defined frames, transoms and sills. The doors should be framed with sidelites, shutters, awnings, or iron work where appropriate. Reflective or mirrored glass is not permitted. Minimal tinting to meet energy code requirements may be permitted. Fretwork can also be employed above and along the side of some doors and in transom designs.
2. Storefront glass doors shall be clear and the interior view of the store unobstructed from signs, display info and merchandise. Some articulation of the perimeter of the storefront door consistent with the overall design of the theme of character specific to the business shall be allowed.
3. Doors must be placed on elevations that face the public right of way, and must be in scale and compatible with the architectural style of the building and surrounding buildings and this design guide. The bottom of the door may not be higher than 1'2" above the floor or sidewalk. The use of full height doors is acceptable in the appropriate environment.
4. Large expanses of wall without doors or detail that face the public right of way are prohibited. Again some form of perimeter treatment is required and the use of large glazed doors that fold back to full open, with the use of parliament type hinges (180 degree swing) or stays, are welcomed. Retail buildings should have openings that reveal interior activity, that encourage interest in the products or services provided at the store, and illuminate the frontage



## Roofs

Roofs are strong elements in the tropical character, because they provide cover and supply a strong sense of place to accentuate and identify entrances with architectural hierarchy.

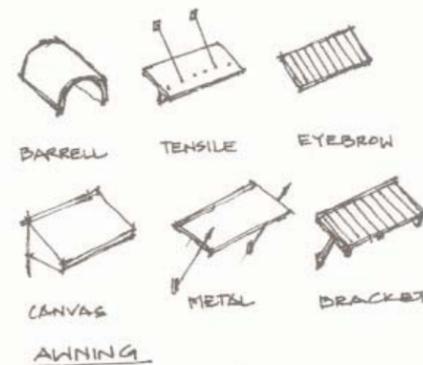
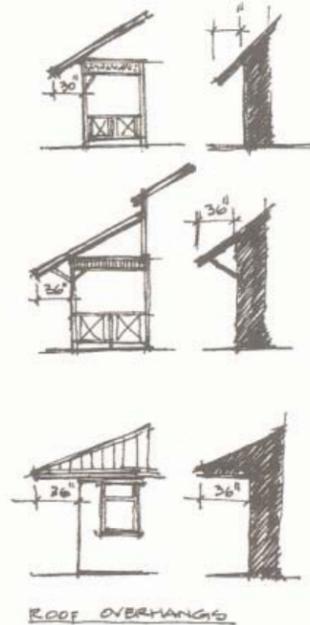
1. Types: Rooflines are generally characterized as pitched with gable ends, hip punctuated with dormers, with windows or ventilation louvers that add detail and interest to the roofline, as well as shed roofs. The vernacular also calls for double gable or hips with a valley gutter. Some use of flat or built-up roofs are necessary in commercial or multi-family applications; care must be taken to articulate the facades to provide required image or character. Variation in roof heights and angles are required for new construction or for major aesthetic changes to an existing building, to add visual interest and delineation of activity within a structure. A minimum slope of 6:12 is required.
2. Materials: The finished roofing material for pitched roofs shall be metal standing seam, flat concrete tile, corrugated metal or Mediterranean type s-tiles; for flat roofs a built-up system may be utilized.
3. Fascia: The fascias around the eaves shall have limited simple detail molding that accentuates the fenestration, porch overhangs or entrances. Some "Fretwork" type fascias are encouraged and design must be approved by the authority having jurisdiction (AHJ). Example: Roofline includes dormers to vary heights and angles, s-tile and metal seam roofing material and simple detail molding along fascia.
4. Fascia Option: Exposed rafters with simple detailed ends may be substituted for fascia type arrangements. Some design character may be added to incorporate the support of gutters and signs.
5. Roof overhangs must provide continuous cover from sun and rain and be pedestrian friendly. A covered walkway eight foot deep is ideal for the pedestrian circulation. Deeper overhangs are within the tropical vernacular; in most cases 30 inches minimum roof overhang is required.



## Awnings, Canopies and Overhangs

The basic use for these elements is simple in their employment. One needs to be able to allow air circulation through windows, doors and along verandas, even when the weather is in an adverse state, in this tropical environment. The deep extended cover of roof overhangs, the continuous colonnades and the use of awnings, canopies, or chillers (coolers) allow these portals to remain open during rain showers and provide protection from the heat, as one moves in and around the various buildings.

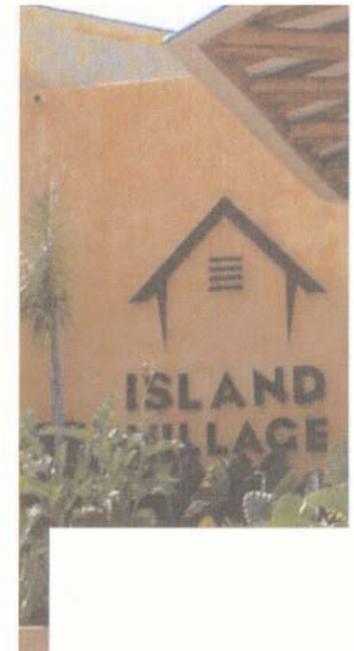
1. Awnings shall only be used where architecturally compatible with the building. The shape of the awning and related hardware should be consistent with the architecture of the building as well as proportional with the scale of the façade and its surroundings.
2. Awnings shall be the same throughout the entire building regarding design, materials, color, and scale.
3. Where a single building has several storefronts and tenants, or within a single center, they shall have a consistent design, scale, color scheme, and materials throughout. A rational system or differential rhythm may be employed in developing a design character; design sketches shall be submitted for review.
4. Awning fabric shall be made of non-glossy material, such as treated cotton for durability and colorfast material subject to fire department approval.
5. Ribbing (seams) should run vertically. Metal awnings are prohibited, "Bahamas" type shutters may be used where appropriate. Corrugated metal roofing on awnings, sometimes called windows sheds, shall be allowed.
6. Awning frames should be supported from the underside of the awning to the building with angle braces and, where necessary, use vertical steel support or columns, including part of the primary entrance element.
7. Awnings should not be backlit or contain any signage. Simple down lighting to illuminate the awning, window, door or sidewalk should be used. The awning may be used as an accent device to highlight the tropical theme, character and identity.
8. Canopies are to be employed in entrances, courtyards, breezeways or connections between buildings. The forms' image or profile shall be consistent with the pitch of "roof" type elements. Canopies are typically hierarchical and a good



## Signage

Signage shall be clearly legible and simple in form, but reflect the attention to detail that provides relevant information. Figureground and massing are typical techniques utilized in the tropical communities to achieve a graphic image that is symbolic and suggestive of the intended comment.

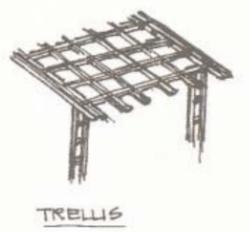
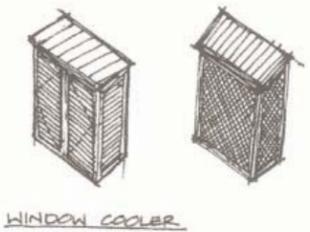
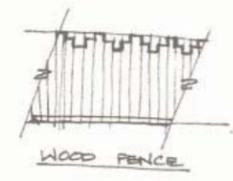
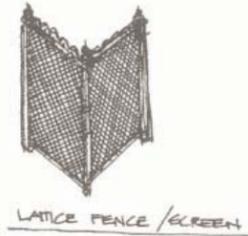
1. Signage shall be part of the design scheme for new construction and renovation. Detached "Place Identification Signs" shall use the same colors and materials as the building, or may be part of the overall complex signage system developed in the tropical character.
2. Window signs shall be kept to a minimum and comply with the City of Lauderdale Land Development Regulations as outlined relating to signs. However, signage in the window shall be limited to license numbers, hours of operation, phone numbers or professional affiliations.
3. Signage shall be part of the design scheme for new construction and renovation, and consistent with an approved master sign plan. The master sign plan shall recognize this document it's recommendations as relevant in allowing exceptions to the rules.
4. Commercial properties may employ their native countries national flags in the design and display; however, at least 10 additional countries flags shall be displayed at maximum size of 24" x 48". The US flag and State flag must also be displayed in a primary position. All applicable US flag rules shall apply. Additional flags may be added upon request and as deemed relevant to the utilization of the property
5. Sign posts shall be utilized and shall be designed and detailed to reflect the tropical design vernacular for signage. The sign post and sign may be made of wood, metal or iron. Provide



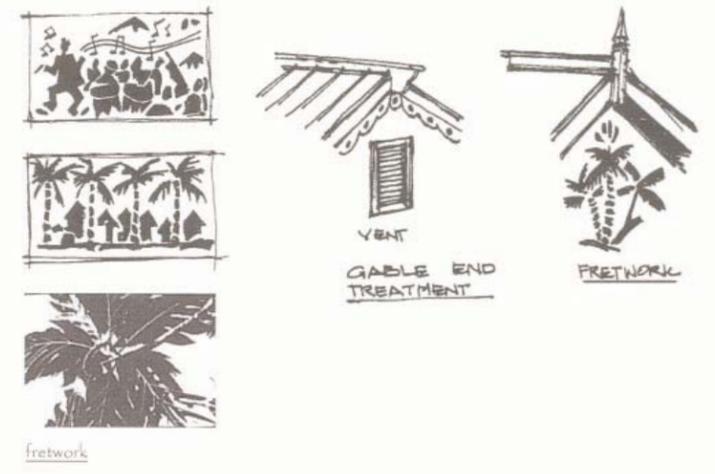
## Privacy Screens, Fences, Window Chillers-Coolers, Walls and Gates

These delicate elements provide strong tropical character traits and are key to the vernacular that requires subtle filtering of light and space, from above as well as horizontally.

1. Fences, walls and gates are to comply with requirements outlined in relevant Sections of the applicable Florida Building Code. A unique design may be submitted for review, if the project warrants the concept and is consistent with the Florida Tropical Design Guidelines requirements or the interpretation thereof of the authority having jurisdiction (AHJ).
2. Exterior walls shall be painted with a color from the Florida Tropical Design Color Palette. Painting techniques that install instant "Patina" may be considered if a longterm maintenance program is adopted and a letter of the owners' commitment is submitted along with the color request for approval.
3. Blank walls are discouraged and shall be embellished with windows or architectural elements. Elements may include accent tiles, crests, painted forms or murals that celebrate the tropical theme and concepts of repetition and rhythm, or tropical vegetation on figure ground format. *All murals must be submitted for preapproval along with the color scheme application, and is subject to final approval from the AHJ.*
4. Walls shall be constructed only in non-residential zones, and shall be determined necessary for protection and security of the property and the community at large. Walls in residential areas are to be discouraged, as they break the continuity of the green belt and reduce the air circulation around the said property.
5. Plant boxes may be utilized along window sills or incorporated with window coolers.
6. The use of Trellis work and Lattice work as entry elements, gathering space shelters and wall accents are encouraged. The environment relies on these elements for visual filtering as well.



tropical design guidelines



## Trim Elements – Lighting, Fretwork...

The concept of exterior wall lamps or sconces are essential for the successful evening in a tropical environment. The design (look), amount of light and placement of the fixtures will relay the atmosphere of warmth, serenity and calm that is prevalent in this tropical locale.

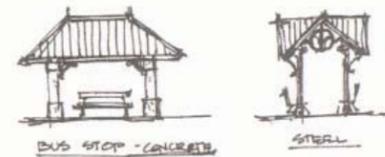
1. Surface treatment shall include ceramic tile with designed patterns and strong colors, crests, textured stucco finishes, and painting techniques employed to provide character accents. Repetition in accent elements along a façade or wall is encouraged as a simple way to tie a design together, provide a strong base and establish a datum line at the user scale.
2. Lighting fixtures shall be of materials, design, colors and image as provided for by the tropical design. Wall washers or accent lighting shall be direct or indirect, designed to eliminate hot spots.
3. Fretwork may be introduced here also: the use of cut-outs to create a positive - negative relationship between the open area and the surface beyond is typically successful to accent a specific element type or theme.
4. Gable end windows or vents, and truss detail are design opportunities to emphasize the vernacular components, and are encouraged to be utilized again over entrances or



## Bus Stops

The concept of the bus stop is directed to the solution that provides shelter from sun, wind and rain, while allowing for 360 degree visibility and security. The materials shall be durable and low maintenance. The roof form, construction details and colors indicate the tropical theme as the standard design elements.

1. The stongest single characteristic is the roof, it's pitch, material and color. Utilization of a deep overhang and generous roof slope assists in protecting the user and representing the desired image. The standing metal seam roof is the material of choice.
2. The bus stop shall be further articulated with metal or concrete posts, or columns with angle braces and benches which shall be exterior grade finished bench furniture with possible enhancements of wood cladding or accents. The finishes shall be coatings that remain cool to the touch.
3. The bus stop shall be well lighted (tamper proof) or located within 8' of existing street light.
4. The stop's side enclosure panels shall be translucent in character and attached in such detail as to allow air circulation within the sheltered area. This is a great moment to employ the use of lattice work as portions of the enclosure.
5. Site landscaping shall be included to provide sun shade for the bus stop and its users.
6. The primary colors that are part of

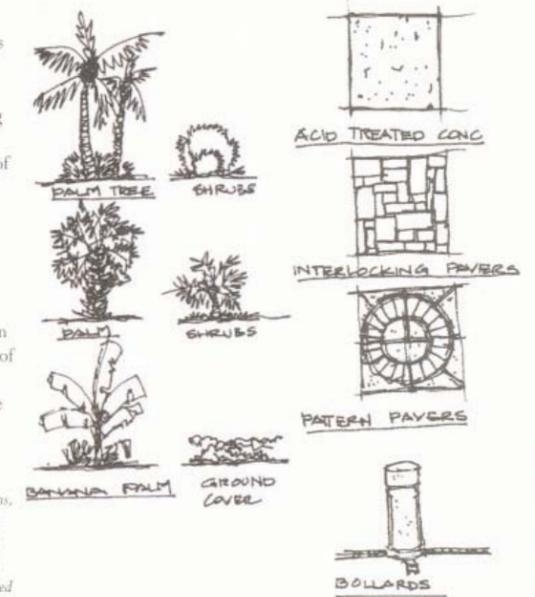


## Landscaping - Site Work

The tropics are known for the lush vegetation that flourishes in the region. These guidelines shall encourage the use and installation of sustainable landscaping consistent with the South Florida Region native plants and with the image of the neighboring islands. The sequence, scale and repetition of the plant elements will define a warm formality that speaks to a tropical garden.



1. Landscaping: ground cover, shrubs, trees, palm trees and plants shall be installed in support of the concepts of the various tropical architectural plant elements, i.e. the accents about entrances, paths and fences, and privacy areas as well as to reinforce hierarchy and scale in elevations design.
2. Site lighting and landscaping furniture are elements and detail that reinforce the tropical theme to the exterior of the project, and shall be employed as appropriate to design, safety and comfort. Lighting shall support the order of hierarchy and low light bollards, and grade insets assist the identification of elements and location. Post mounted fixtures are encouraged, as the post and lamp design is within the required architectural tropical vernacular.
3. Pavers: the use of a designed layout or surface patterns of various types or shapes of pavers is preferred when creating a tropical warm pedestrian circulation or gathering environment. The choice of colors, design and sequence of patterns can direct the movement of pedestrians and communicate the desired emotion, as well as provide order to an exterior environment.



Note: a. Fretwork (Landscaping): Plants and other vegetation, ferns, breadfruit leaves, palm leaves and other exotic tropical plants are typical design themes used in creating intriguing fretwork designs. A simple form repeated within a frame and the frame inserted in the transoms or other framed areas achieve the desired tropical gingerbread trim.

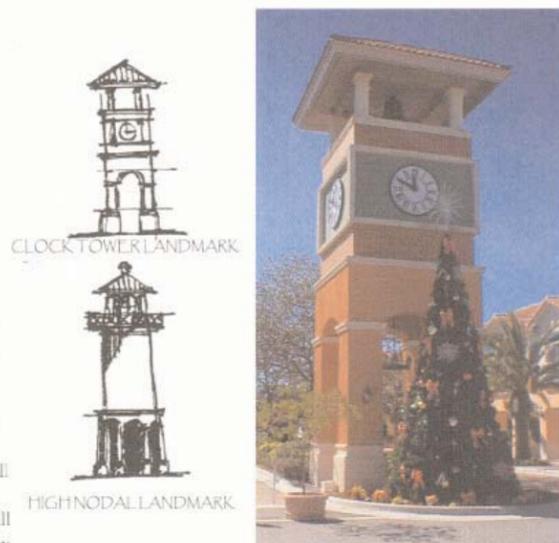
Materials utilized to define vehicular and pedestrian circulation shall be consistent in type, texture, color and pattern with the overall project design. The scale, articulation and arrangement of the components shall accentuate the desired activities, or highlight the node. The suggested landscaping design prefers the use of native plants, exotic and or rare vegetation is strongly discouraged.



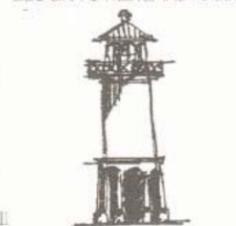
## City Entrance Gates – Fountain Elements

The entrances to the city are important elements. The city has adopted the tropical theme to identify the character of the 441 corridor. The gates and fountains shall be installed at entranceways along designated gateway roads in this area and be consistent with the Florida Tropical Design Guidelines. These elements were traditionally employed in “roundabouts” and “civic centers” and “nodal points” to serve as a point of arrival or entry into a town.

1. Gate elements shall be designed to include posts, columns, brackets, lattice work, trellis work, and accent lighting. Gates shall be made of metal, wood, concrete, brick, or other approved materials. Fountains shall be of coral rock with continuous water flow and vegetation consistent with the lush tropical design.
2. Street scenes shall be detailed to a scale appropriate for pedestrian and slow vehicular traffic. Refer to typical street sections fig. 6& 7 for roadways, sidewalks, galleries, porches-verandas, courtyards, shops, and parking relationships.
3. Entrance features may include town scale clocks, bell towers and gazebos.
4. The creation of courtyards or exterior arrival and gathering points are strong vernacular elements of spatial sequence that impart the tropical experience. The employment of courtyards as transitional spaces from exterior to interior and interior to enclosed exterior emphasizes the tropical concept of bringing the outside into the building.
5. The attitude of tropical design in an urban setting encourages the shift of the building back towards the streetside, while relocating the parking to the rear of the complex. This reverts the hierarchical component back to the pedestrian community. A paved pedestrian walk or colonnade to provide cover and intermittent landscaping would be the end solution.



CLOCK TOWER LANDMARK



HIGH NODAL LANDMARK



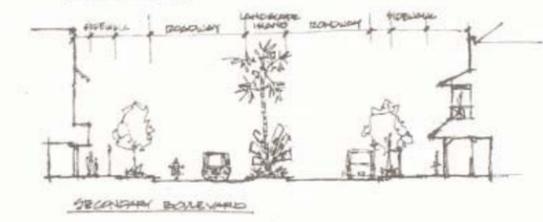
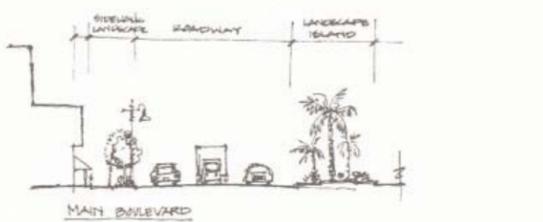
CITY SIGNAGE



CITY SIGNAGE



GAZEBO



## Renovations and Additions

The actions taken in this process may differ depending on the condition of the existing structure. If the property has been identified to be listed in the Historic Register, their criteria for treatment must be followed. In typical cases, at a minimal “before and after” photographs or renderings of each façade and details shall be taken signed, dated and submitted with the Planning and Zoning (P&Z) applications. Care shall be taken to ensure the appropriateness of the design to the existing building.

1. Renovations and additions to existing structures shall be compatible with the FTDG, regarding scale, massing, materials and architectural design bearing some correlation to the existing openings patterns, rhythm and roofline. The primary elevations of the façade shall be reconstructed, employing the tropical architectural style and character of similar building in this thematic environment. All additions and new design to an existing structure must comply with the FTDG.
2. Wood, metal, stone and brick veneers of previous renovations shall be removed and the original building surface restored where appropriate. Features such as patio enclosures, sheds, inactive mechanical equipment and related conduit, and blocked up windows shall be removed to restore the original, where appropriate.
3. A change of use to an existing structure shall pursue element modifications and alterations to entrances, canopies, awnings, paint and signage. New openings may be utilized to update the façade to meet the utilitarian needs as well as the FTDG, but may be limited to secondary façades or even avoided.
4. Building renovation projects shall encompass the entire structure, including those areas not visible from the public right of way. The use of the FTDG shall be mandatory and employed in redesigning the building to meet the intended architectural character and is subject to the city’s design review for approval.
5. Accessibility alterations in order to comply with the Americans with Disabilities Act requirements shall be executed in a manner that is compatible with the FTDG and have minimal impact on the original architecture of the building, where possible. Covers and canopies shall be employed to provide the additional coverage that may be required due to adverse weather.
6. Building surface material shall be compatible with the South Florida region. Materials such as synthetics, exposed wood, coral or other material suitable to a southern climate intended as façade material shall be treated for exterior use and utilized, if present, or updated.



MULTIPLE LEVEL BLDG.



SINGLE ENTRY ELEVATION



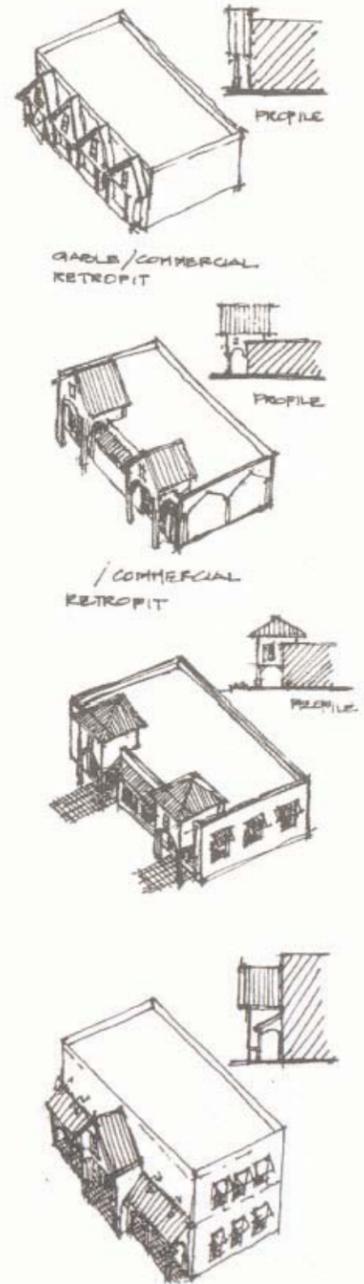
MULTIPLE ENTRY STRIP BLDG.



TWO ENTRY TREATMENT

## Renovations and Additions cont'd.

7. Rehabilitation of existing storefronts shall include restoration and replacement of original architectural features, where appropriate, and the inclusion of architecturally correct elements as recommended by the FTDG.
8. Storefronts within a building, new construction or redevelopment, are to be uniform and contained within structural bays of the building. Uniformity can be achieved by a combination of accents that enhance the facade element or roof forms and types to create the desired amalgamation of images. The tropical character shall be consistent with the FTDG.
9. Individual storefront windows shall not be filled in. In those cases they have been covered windows from previous construction, the original storefront shall be replaced upon renovation with fenestration treatment, that forms the ordered vignette prevalent in tropical design.



## Appendix A: Glossary

- addition: act or process of adding; something added
- alteration: having been made different
- bahama shutter: frame and mini louver shutters
- clapboard: narrow board thicker at one edge than the other used for siding
- colonial: of, relating to, or characteristic of a colony
- cooler box (aka. window chiller) : a wood frame structure, with louvers or lattice work installed around a window for privacy and security while the window is open
- fenestration: arrangement and design of windows and doors in a building
- fretwork: ornamental openwork or work in relief, usually made from wood
- keystone: wedge-shaped piece of an arch that locks the other piece in place
- modification: change
- molding: decorative surface, plane, or curved strip
- mullion: vertical strip separating windowpanes
- muntin: the secondary framing member on the window to create the required glazing panel sizes, may be applied in lieu of built-in.
- parliament hinge: hinge designed to allow a door or window to fold back on itself or flush against a wall
- pediment: low triangular gablelike decoration (as over a door or window) on a building
- reconstruction: act of constructing again
- redevelopment: restructure for new use
- renovation: making like new again
- restoration: putting or bringing back into a former or original state
- sill: heavy crosspiece (as of wood or stone) that forms the bottom member of a window frame or a doorway
- stay: metal rod or hook used to secure window or door in various open positions
- vignette: short descriptive literary sketch
- transom: window above an opening (as a door) built on and often hinged to a horizontal crossbar
- window chiller: see cooler box

### Acronyms

- FTDG Florida tropical design guidelines  
AHJ Authority having Jurisdiction

## Appendix B: Color Palette

The series of allowable colors shall be vibrant and rich. Vast contrast in shades and hues are allowed. Color palettes must be submitted with renderings for the proposed color schemes.

	Roofs	Walls	Bases
Color 1			
Color 2			
Color 3			
Color 4			
Color 5			
Color 6			



**POINTS OF CLARIFICATION**

**LAUDERHILL CRA STATE ROAD 7 PLAN**

**NOVEMBER 30, 2005**

- 1) page 18, column two: The last paragraph begins “The plan anticipates the development of 1,200 new units to satisfy Lauderhill’s population growth.”

The sentence should read “The plan anticipates the development of 5,500 new units to satisfy Lauderhill’s population growth” to be correct and to be consistent with the rest of the document.

- 2) The City of Lauderhill and the Lauderhill Community Redevelopment Agency recognize that the Plan is in compliance with the Broward County Administrative Code, specifically that boundary changes, extensions to the term of the plan, and land use amendments, will be subject to approval by Broward County.
- 3) The Plan discusses the renovation of the 441 Apartments but does not include any relocation plan pursuant to Chapter 163. The Plan does not envision any relocation of residents, as noted in the Appendix. The Plan envisions renovation for sale of the existing units; relocation could be handled on site by using existing vacancies for relocation while vacant units are remodeled and sold back to tenants, as is currently being done at the Circle Condominiums in Central Lauderhill. In the event of any wholesale demolition and rebuilding on the site, the developer and CRA would prepare a relocation addendum to the Plan.
- 4) The brownfield designation will promote redevelopment through the provision of incentives such as tax abatement, job creation bonuses and liability protection, among others.

**DEPARTMENT OF URBAN PLANNING AND REDEVELOPMENT  
PLANNING SERVICES DIVISION  
STAFF REPORT**

**COMMISSION DISTRICTS: 1 and 9**

1. **REQUEST:** The City of Lauderhill submitted the State Road 7 Corridor Community Redevelopment Plan (Plan) and requests approval of the Plan and delegation of certain powers to implement the Plan, pursuant to Chapter 163, Part III, F.S.
2. **LOCATION:** The State Road 7 Corridor redevelopment area covers 446 acres comprising approximately 10.8% of the City's land area, and approximately 9.0% of the City's taxable property value. The boundaries are shown in Attachment A.
3. **HISTORY:**
  - A. October 27, 2003 - City of Lauderhill City Commission adopted Resolution 03R-10-227 approving the Finding of Necessity Report.
  - B. April 1, 2004 - City of Lauderhill staff met with County staff and submitted a Finding of Necessity Report for the State Road 7 Corridor redevelopment area for County review and consideration by the Board of County Commissioners. City staff also submitted a Strategic Community Redevelopment Plan, but indicated that this was not a Community Redevelopment Plan, pursuant to Chapter 163, Part III, F.S.
  - C. May 12, 2004 - City staff met with County staff to discuss supplemental information required to complete the County's review and prepare a recommendation for County Commission consideration.
  - D. June 1, 2004 - City of Lauderhill resubmitted Finding of Necessity Report for the State Road 7 Corridor redevelopment area.
  - E. June 22, 2004 - Board of County Commissioners adopted Resolution 2004-596 approving the Finding of Necessity Report, and delegating authority to the City of Lauderhill to create a Community Redevelopment Agency and prepare a Community Redevelopment Plan.
  - F. August 30, 2004 - City of Lauderhill Community Redevelopment Agency was created by Ordinance 04O-07-153.
  - G. December 9, 2004 - City staff called to schedule meetings for every Wednesday at 9:30am until the Redevelopment Plan was submitted.
  - H. January 5, 2005 - met with Jim Carras and Winston Fifi of Amera, the developer of Carishoca to discuss the potential for funding through the Broward County Redevelopment Capital Program (RCP).
  - I. March 19, 2005 - met with Desorae Giles-Smith, Earl Hall, Kennie Hobbs, and Dennis Miller regarding the status of the Plan, the need for an Interlocal Agreement, and potential projects.

- J. May 3, 2005 - met with Earl Hahn to discuss the Community Redevelopment Plan and potential projects.
- K. August 31, 2005 - met with City staff to discuss the Community Redevelopment Plan and an Interlocal Agreement.
- L. September 12, 2005 - City of Lauderhill Community Redevelopment Agency recommended that the draft State Road 7 Corridor Community Redevelopment Plan, submitted by the City's consultants, be forwarded to the City Commission with a recommendation that it be approved.
- M. September 19, 2005 - City of Lauderhill Planning and Zoning Board, as the Local Planning Agency, approved the Plan.
- N. September 26, 2005 - City of Lauderhill City Commission adopted Resolution 05R-09-335 and thereby approved the Plan.
- O. October 12, 2005 - City provided draft copies of the State Road 7 Corridor Community Redevelopment Plan for informal County review.
- P. November 14, 2005 - City submitted 15 copies of the State Road 7 Corridor Community Redevelopment Plan for formal review by County staff.

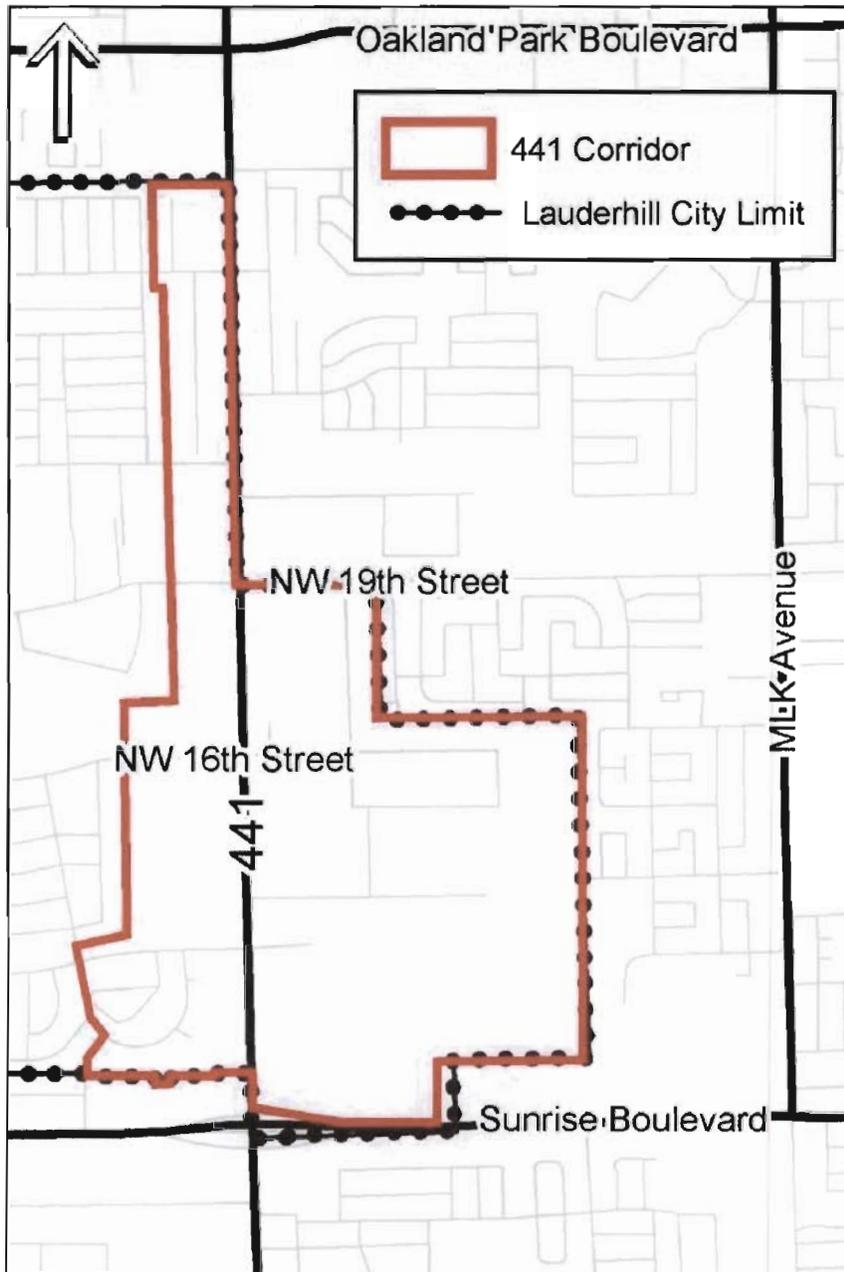
4. **STAFF RECOMMENDATION:** The Department of Urban Planning and Redevelopment, Planning Services Division (PSD) recommends approval of the State Road 7 Corridor Community Redevelopment Plan, and delegation of certain powers to implement the Plan based on the understanding that County funding for the City of Lauderhill State Road 7 Corridor redevelopment area will be predicated upon successful negotiation of an Interlocal Agreement which specifically enumerates the terms and conditions for County participation.

PSD staff requested additional clarification and City staff provided the "Points of Clarification" shown in Attachment B. PSD staff concluded that the Plan generally satisfies the statutory requirements of ss. 163.360 and 163.362, F.S.

Reviewers comments received to date are provided in Attachment C.

ATTACHMENT A

CITY OF LAUDERHILL  
STATE ROAD 7 CORRIDOR REDEVELOPMENT AREA



**ATTACHMENT B**  
**POINTS OF CLARIFICATION.**

## **POINTS OF CLARIFICATION**

### **LAUDERHILL CRA STATE ROAD 7 PLAN**

**NOVEMBER 30, 2005**

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- 4) The brownfield designation will promote redevelopment through the provision of incentives such as tax abatement, job creation bonuses and liability protection, among others.

**ATTACHMENT C**  
**REVIEWERS' COMMENTS.**

**Chin, Angela**

**From:** Randazzo, Catherine  
**Sent:** Tuesday, November 22, 2005 2:09 PM  
**To:** Garcia, Alan  
**Cc:** Hui, Tony; Fallon, Rosemarie; Chin, Angela  
**Subject:** RE: Community Redevelopment Plan for Cities of Lauderhill and Oakland Park

Thanks, Alan.

Cathy Randazzo  
Planning Services Division, DUPR  
(954) 357-6674

**From:** Garcia, Alan  
**Sent:** Tuesday, November 22, 2005 1:49 PM  
**To:** Randazzo, Catherine  
**Cc:** Hui, Tony  
**Subject:** Community Redevelopment Plan for Cities of Lauderhill and Oakland Park

Cathy,

I have reviewed the plans submitted by both Lauderhill and Oakland Park. Neither of the proposed CRA areas involve Broward County Water and Wastewater service areas and as such, I have no comments as to the plans presented. Thanks.

**Alan**

**Alan W. Garcia, PE**  
**Director, Water & Wastewater Engineering Division**  
**(954) 831-0903**  
<mailto:agarcia@broward.org>

11/23/2005

## Chin, Angela

---

**From:** Randazzo, Catherine  
**Sent:** Monday, November 28, 2005 4:03 PM  
**To:** Chavez, Beth  
**Cc:** Fallon, Rosemarie; Chin, Angela  
**Subject:** RE: Review of Redevelopment Plan for the City of Lauderhill

Thanks, Beth.

Cathy Randazzo  
Planning Services Division, DUPR  
(954) 357-6674

-----Original Message-----

**From:** Chavez, Beth  
**Sent:** Monday, November 28, 2005 3:35 PM  
**To:** Randazzo, Catherine  
**Subject:** Fw: Review of Redevelopment Plan for the City of Lauderhill

Comments from Parks. I am out of the office so I am relying on memory that you're the one that gets the comments. If not, would you please forward to the appropriate person. Thanks.

-----  
Sent from my BlackBerry Wireless Handheld

-----Original Message-----

**From:** Harbin, Robert <RHARBIN@broward.org>  
**To:** Chavez, Beth <BCHAVEZ@broward.org>  
**CC:** Plana, Jaime <JPLANA@broward.org>  
**Sent:** Mon Nov 28 14:07:33 2005  
**Subject:** FW: Review of Redevelopment Plan for the City of Lauderhill

I was asked to forward, Bob

---

**From:** Plana, Jaime  
**Sent:** Monday, November 28, 2005 12:04 PM  
**To:** Harbin, Robert  
**Cc:** Kristen, William  
**Subject:** Review of Redevelopment Plan for the City of Lauderhill

Please forward this to Beth Chavez:

We at Planning and Design have reviewed the above document in detail, and have compared its contents with our plans for Central Broward Regional Park, and find as follows:

1. Provisions for Open Space and Parks are adequate to serve the populations.
2. Description of CBRP park elements is accurate.
3. Integration of neighboring elements to CBRP is acceptable, in terms of zoning, land

use, urban design, pedestrian circulation and vehicular traffic.

We recommend adoption of this Plan.

Jaime M. Plana, AIA, R.A.

Superintendent, Planning and Design

Parks and Recreation Division, Broward County, Florida

(954)577-4622 / fax: (954)916-3722



**Community Services Department - MASS TRANSIT DIVISION**

3201 W. Copans Road • Pompano Beach, Florida 33069

Administration 954-357-8300 • FAX 954-357-8305 - Maintenance 954-357-8423 • FAX 954-357-8350

Marketing and Communications 954-357-8355 • FAX 954-357-8371 - Operations 954-357-8383 • FAX 954-357-8378

Paratransit 954-357-8329 • FAX 954-357-8345 - Service Development 954-357-8375 • FAX 954-357-8342

Transit Information Systems 954-357-8792 • FAX 954-357-8305

**MEMORANDUM**

**DATE:** November 28, 2005

**TO:** Cathy Randazzo, Redevelopment Capital Program Manager  
Planning Services Division

**FROM:** Christopher Walton, Director, Mass Transit Division

**SUBJECT:** Comments for Community Redevelopment Plan for the City of Lauderhill

---

Dear Ms. Randazzo:

Thank you for providing a copy of the plans for the above referenced project. Broward County Mass Transit Division (BCT) staff has reviewed the above subject plan. The subject portions of City of Lauderhill CRA are served by BCT Routes 18, 441 Limited, 36, 40, 81. Additionally, this area is serviced by the Community Bus services provided by the City of Lauderhill, City of Plantation, and the Broward Urban Shuttle.

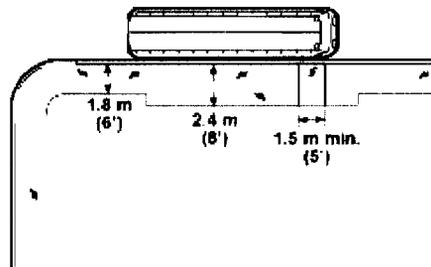
BCT's comments include:

- The report recognizes and supports transit's prominent role. This provides an analysis and recommendations on transit for the SR 7 corridor and the City of Lauderhill's importance in being the central hub for transportation and recommends a new transit station in the vicinity of the existing Lauderhill Mall. We look forward to continued discussions on this matter.
- Suggest that the proposed plans follow the Broward County County-Wide Design Guidebook, which creates a Sense of Place, which is one of the County's Major Design Goals.
- Suggest that the proposed plan follow Broward County's 2030 Long Range Transportation Plan (LRTP) and BCT's Transit Investment Plan, which have identified SR 7 as a premium transit corridor. The CRA plans should not be in conflict with the required right-of-way required to implement future premium transit in this corridor.
- Suggest coordination on any transportation infrastructure and proposed development with Mass Transit Division (BCT), Traffic Engineering Division, Highway Construction and Engineering Division, and Florida Department of Transportation.
- On State Roads, provide appropriate Transit Facilities, as specified in FDOT District IV – Transit Facilities Guidelines Manual. If you have any questions, please coordinate with Daphne Georgiadis, Public Transportation Specialist, Office of Modal Development. (954) 777-4483.

Broward County Board of County Commissioners

Josephus Eggleton, Jr. • Ben Graber • Sue Gunzburger • Kristin D. Jacobs • Ilene Lieberman • John E. Rodstrom, Jr. • Jim Scott • Diana Wasserman-Rubin • Lois Wexler

- Where right-of-way is available, provide far side bus bays at all signalized intersections.
- Provide pedestrian walk buttons/signals, pedestrian crosswalks, and appropriate ADA sidewalks and curb cut ramps within the project limits and all signalized intersections.
- Please provide an ADA landing pad and sidewalk connections for ALL bus stops. The landing pad should be 8 feet wide and 40 feet long, parallel to the road, to cover the front and rear doors of the bus. An accessible path should be provided to the existing sidewalk.



**Figure: Bus stop pad**

- Consider landscaping for these bus stops. Landscape plants around bus stops should provide shade but not block street lights or the visibility of waiting passengers.
- Provide language in the plans for the Maintenance of Traffic for the transit vehicles and for the pedestrian traffic to and from the transit vehicles. Transit and pedestrian traffic should be safely maintained throughout construction. Language for a desirable MOT is attached.
- Replace new BCT signs and posts, if needed.
- Bus Stops were indicated on the signing and marking plan. If new poles and signs are needed, please contact BCT Facilities Maintenance Department @ 954-357-8323

Thank you for considering BCT's comments. Once the next phase is complete, please submit the plans to BCT for further review.

If you should have any questions, please contact Spencer Stoleson at (954) 357-8392, or David Daniels (954) 357-5351.

#### Attachment

C (Via-e-mail-only):

Cindy Corbett- Elder, Assistant to the Director, Mass Transit Division (BCT)  
 Spencer Stoleson, Senior Planner, Mass Transit Division (BCT)  
 Earl Hahn, Planning and Zoning Director, City of Lauderhill

DATE: Nov 30, 2005  
TO: Kathy Randazzo, Redevelopment Capital Program Manager  
FROM: Ossama Al Aschkar, P.E. Engineer IV, Transportation Planning Division  
RE: Community Redevelopment Plan for the City of Lauderhill

I reviewed the transportation related improvements in the subject plan and offer the following comments:

1. SR-7 corridor between Oakland Park Blvd and Sunrise Blvd lacks north/south roadway network connectivity. The study offers to fill in some of these gabs with some new roadway construction projects. However, the right-of-way status, and cost of these projects are unclear.
2. Introducing these new roadway projects to the area would improve traffic circulation and reduce traffic pressure off SR-7.
3. The redevelopment plan should include provision for access management to reduce the number of driveways and curb cuts where applicable and practical along SR-7.
4. Increase land use density along SR-7 would support transit ridership. However, the redevelopment plan should include reference to improve transit amenities such as bus bays, major hobs, and bus shelters.
5. It is acceptable to limit SR-7 cross section, within the City of Lauderhill, to six lanes; however, any access right-of-way should be used for future transit improvements and not for redevelopment activities.
6. The redevelopment plan recommends a mixed-use development, which would increase short trips and local travel. The plan should include bikeway and sidewalk projects throughout the redevelopment area and particularly along SR-7 to achieve that goal.

Should you have any questions or need further information please call me at x-6653.

Resolution 2004-596

1  
2  
3 A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF  
4 BROWARD COUNTY, FLORIDA, DELEGATING TO AND CONFERRING  
5 UPON THE CITY OF LAUDERHILL, FLORIDA, CERTAIN POWERS TO  
6 CREATE A COMMUNITY REDEVELOPMENT AGENCY AND TO PREPARE  
7 A COMMUNITY REDEVELOPMENT PLAN FOR THE SPECIFICALLY  
8 DEFINED AREA KNOWN AS THE STATE ROAD 7 (US 441) CORRIDOR,  
9 PURSUANT TO CHAPTER 163, PART III, FLORIDA STATUTES, THE  
10 COMMUNITY REDEVELOPMENT ACT OF 1969, AS AMENDED,  
11 ACKNOWLEDGING THAT BROWARD COUNTY FINANCIAL  
12 PARTICIPATION FOR SPECIFIC TIME-CERTAIN REDEVELOPMENT  
13 PROJECTS WITHIN THE STATE ROAD 7 (US 441) SHALL NOT BE  
14 CONVEYED UNTIL SUCH TIME THAT AN INTERLOCAL COOPERATION  
15 AGREEMENT, CONSISTENT WITH AN APPROVED COMMUNITY  
16 REDEVELOPMENT PLAN, IS ENTERED INTO BY AND BETWEEN THE  
17 CITY, COMMUNITY REDEVELOPMENT AGENCY AND COUNTY, TO  
18 ENSURE CITY, COMMUNITY REDEVELOPMENT AGENCY, AND COUNTY  
19 PARTNERSHIP IN THE REDEVELOPMENT OF STATE ROAD 7 (US 441)  
20 CORRIDOR, AND PROVIDING FOR AN EFFECTIVE DATE.

21 WHEREAS, the City of Lauderhill, Florida ("City"), is desirous of utilizing the  
22 community redevelopment powers specified in Part III, Chapter 163, Florida Statutes, the  
23 Community Redevelopment Act of 1969, as amended; and

24 WHEREAS, pursuant to Section 163.410, Florida Statutes, the City has officially  
requested the Board of County Commissioners of Broward County, Florida ("County"), to  
delegate and confer upon the City Commission of Lauderhill, Florida, the authority to create  
a Community Redevelopment Agency pursuant to the Community Redevelopment Act of  
1969, as amended, for the rehabilitation, conservation, or redevelopment of a certain  
blighted area, more commonly referred to as the State Road 7 (US 441) Corridor, and as  
described by the City of Lauderhill in its Finding of Necessity Report within the municipal  
jurisdiction of said City; and

1           WHEREAS, the County has reviewed the findings of Slum and Blight by the City and  
2 the County finds that in the aggregate, it meets the County and State criteria for the County  
3 to delegate the authority to the City to create a Community Redevelopment Agency and to  
4 prepare a Community Redevelopment Plan for the State Road 7 (US 441) Corridor; and

5           WHEREAS, the City and the County strongly believe that the City's preemptive  
6 intervention to reverse the deteriorating economic conditions will benefit both the City and  
7 County and accordingly desire to cooperate to find the means to accomplish the City's  
8 redevelopment objectives through strategies that yield the most financially beneficial position  
9 for the residents of the City and the County; and

10          WHEREAS, the Board of County Commissioners of Broward County desires to  
11 delegate to the City Commission of the City of Lauderdale, Florida, only those powers  
12 necessary to create the Community Redevelopment Agency and to prepare a Community  
13 Redevelopment Plan for the State Road 7 (US 441) Corridor, pursuant to the Community  
14 Redevelopment Act of 1969, as amended; and

15          WHEREAS, the City acknowledges that in accordance with Section 163.346, Florida  
16 Statutes, all requisite public notices and mailings have been timely made; and

17          WHEREAS, the City further acknowledges that County financial participation through  
18 any form of financing for specific, time certain redevelopment projects within the State Road  
19 7 (US 441) Corridor shall not be conveyed until such time as an agreement of understanding  
20 (an Interlocal Cooperation Agreement), consistent with an approved Community  
21 Redevelopment Plan, is entered into and negotiated by and between the City, Community  
22 Redevelopment Agency and County; and

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1 WHEREAS, the City and County will enter into and negotiate the agreement of  
2 understanding (an Interlocal Cooperation Agreement) to delineate their areas of  
3 responsibility and to ensure City, Community Redevelopment Agency, and County  
4 partnership in the redevelopment of the State Road 7 (US 441) Corridor; NOW  
5 THEREFORE,

6 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF  
7 BROWARD COUNTY, FLORIDA:

8 **Section 1.** That the Board of County Commissioners of Broward County, Florida,  
9 hereby delegates to the City Commission of the City of Lauderhill, Florida, only those  
10 authorities as set forth below along with the attendant responsibilities as set forth in the  
11 Community Redevelopment Act of 1969, as amended:

- 12 1.1 To make a finding that there is a need for a community redevelopment agency  
13 ("agency") to function in the City.
- 14 1.2 To adopt a resolution declaring the need for an agency in the City.
- 15 1.3 To create an agency.
- 16 1.4 To appoint a board of commissioners of the agency.
- 17 1.5 To designate a chair and vice chair from among the commissioners appointed  
18 to the agency.
- 19 1.6 To employ an executive director, technical experts and such other agents and  
20 employees it deems necessary for the agency.
- 21 1.7 To employ or retain legal counsel and staff.
- 22 1.8 To appropriate to the agency, from City funds, such amounts as the City  
23 deems necessary for the administrative expenses and overhead of the agency.

1 1.9 To remove a commissioner from the agency.

2 1.10 To declare the City Commission to be the agency.

3 1.11 To prepare and adopt a community redevelopment plan for final approval by  
4 County.

5 **Section 2.** That the City and County have agreed that within two (2) years of the  
6 effective date of this Resolution, the City and/or CRA will have an approved (by the City  
7 and/or CRA and County) Community Redevelopment Plan for the State Road 7 (US 441)  
8 Corridor and the City and/or CRA and County will enter into an agreement of understanding,  
9 (an Interlocal Cooperation Agreement) to delineate areas of responsibility and to ensure  
10 City, Community Redevelopment Agency, and County partnership in the redevelopment of  
11 the State Road 7 (US 441) Corridor, consistent with the Community Redevelopment Plan.

12 **Section 3.** The City and the CRA have agreed that County financial investment in  
13 any development activities proposed by the City and/or the CRA in the State Road 7 (US  
14 441) Corridor shall be predicated on specific terms and conditions to be memorialized in the  
15 Interlocal Cooperation Agreement by and between the City, the CRA, and the County,  
16 consistent with the Community Redevelopment Plan.

17 **Section 4.** The City, the CRA, and the County have agreed that the annual funding  
18 for redevelopment activities in the State Road 7 (US 441) Corridor shall not include any  
19 contribution of funds from the County until such time as the terms and conditions of the  
20 contribution are specifically met by and between the City, the CRA, and the County and  
21 memorialized in the Interlocal Cooperation Agreement, consistent with the Community  
22 Redevelopment Plan.

23 **Section 5.** That this Resolution shall take effect immediately upon its adoption.  
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**Section 6. EFFECTIVE DATE.**

This Resolution shall become effective upon its adoption.

ADOPTED this 22<sup>nd</sup> of June, 2004. P700

CLK/bjl  
#04-053  
A:\Exhibit2stateroad7-441corridorfinal6904.wpd  
6/9/04

RESOLUTION 05R-09-335

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LAUDERHILL OF BROWARD COUNTY, FLORIDA, APPROVING THE STATE ROAD 7 COMMUNITY REDEVELOPMENT AGENCY (CRA) COMMUNITY REDEVELOPMENT PLAN; PROVIDING FOR AN EFFECTIVE DATE (REQUESTED BY CITY MANAGER, CHARLES FARANDA)

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF LAUDERHILL, FLORIDA:

SECTION 1. That the City Commission of the City of Lauderhill hereby approves the State Road 7 Community Redevelopment Agency (CRA) Community Redevelopment Plan.

SECTION 2. This Resolution shall become effective immediately upon adoption.

DATED this 26th day of September, 2005.

PASSED AND ADOPTED on first reading this 26th day of September, 2005.

[Signature]
PRESIDING OFFICER

ATTEST:
[Signature]
CITY CLERK

MOTION Holness
SECOND Bates

M. BATES Yes
H. BERGER Yes
D. HOLNESS Yes
L. MIRSKY Yes
R. KAPLAN Yes

Approved as to Form
[Signature]
W. Earl Hall
City Attorney