Published by
TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
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OVERVIEW OF PROCESS

THE LAUDERHILL CHARRETTE

The Lauderhill Charrette is one of nine charrettes coordinated by the SR 7/ US 441 Collaborative to create a unified master plan for the entire SR 7 corridor in Broward County.

The Lauderhill Citizens' Master Plan grew out of a public seven-day charrette held March 6 through March 12, 2004. The Citizens' Master Plan represents the citizens' vision for the future of Lauderhill. The charrette was held at the Sadkin Center and was attended by a diverse cross-section of the community including residents, property owners, and local business representatives. During the week of the charrette, the design team set up its studio at the new Lauderhill Golf Course facility where the doors remained open to the public all week.

The Lauderhill Charrette focused on its section of the SR 7 corridor and the surrounding neighborhoods. The area included Sunrise Boulevard to NW 27th Street and a section of Lauderdale Lake on the east side north of NW 19th Street. Key issues addressed included development of public lands into a regional park and premier cricket facility, creation of a town center, and revitalization of the SR 7 corridor.

A presentation of work in progress was held on Friday, March 12, 2004. Residents, property and business owners, city staff, and elected officials were present. Work continued during the following weeks.

A series of final presentations by Treasure Coast Regional Planning Council staff was held beginning of 2005 to collect further citizen and professional input before the adoption of the Citizens' Master Plan.

The Treasure Coast Regional Planning Council's Design Studio (Michael Busha, Marcela Camblor, Shirley Monroe, and Dana Little); a team of professionals (A + S Architects and Planners [Derrick Smith], Daniel M. Cary and Associates [Dan Cary], Glatting Jackson, Kercher, Anglin, Lopez, Rinehart [Wade Walker], ArX Solutions, Inc [Patricio Navarro, Elena Lergua, and Daniel Baschkier]); and urban designers (Sita Singh, Shailendra Singh, Maria DeLeon Fleites, Steven Fett, and Natasha Alfonso) assisted the citizens in studying the many challenges faced by the community and proposed specific solutions.

Meaning of Charrette

Charrette means "cart" in French. Various architectural school legends hold that at the Ecole des Beaux Arts, in 19th Century Paris, work was so intense that students frequently continued to sketch even as carts carried their boards away to be juried.

Today charrette refers to a high speed, intense, and very focused creative session in which a team concentrates on specific design problems with citizens and presents solutions.
The City of Lauderhill has great redevelopment potential and the chance to become the cricket capital of the United States.
CHARACTERISTICS OF THE CITIES, TOWNS, AND NEIGHBORHOODS

Towns are made up of neighborhoods with each neighborhood ranging in size between forty and 125 acres. Multiple neighborhoods are typically clustered around a central business district or “main street” shopping area. Within each neighborhood, there is usually a diversity of uses and housing affordabilities. Residential densities average between six and ten units per acre throughout the entire neighborhood. Some houses occur on large lots, and some units are clustered at higher densities in the form of multifamily apartments or town houses. Neighborhoods connect to form a city. Cities may have higher average densities, and at higher densities, a greater variety of services near homes is possible. Towns and cities recognized by their citizens to be great places to live share these and the following characteristics:

- **Well defined center and edge** - The best towns have a strong sense of place. You know when you have arrived; you know when you leave. Well designed towns do not sprawl or merge into one another. These communities have a recognizable center and heart. The center is the place people go to shop, conduct business, get news, and see their neighbors. The center usually occurs at an important intersection where shops have maximum access and exposure. The town center is typically anchored by an important community civic building such as a town hall, library, or community church. The civic building is usually situated on a public green or plaza that serves as a gathering place for residents.

- **Hierarchy of interconnected streets** - Great towns have a diversity of street types. They serve all of the different purposes the community requires and provide strong connections between a diversity of land uses. Streets terminate at intersections with other streets and form a fine network of alternative transportation routes. The best places to live never undermine the value of the interconnected street network by closing streets to public use or gating off neighborhoods.

- **Streets designed for both cars and pedestrians** - Streets are designed and viewed as part of the public realm to be used equally by both cars and people. Equal attention is given to the accessibility of the street to pedestrians and children, attractiveness, and use by automobiles. Great towns recognize that large portions of the community do not have access to an automobile but still need to be able to move. The ability to own and operate an automobile should not be a prerequisite to enjoying a good quality of life. However, in much of Florida, this is the case. Significant portions of the population are either too young or too old to drive, and others can not easily afford a car. In the best communities, children can walk to a playground, and the elderly are not forced to abandon their homes of many years because they can no longer drive a car.

- **Diversity of housing types and affordabilities** - All members of the community must be able to find a suitable place to live within the community. Communities need a great variety of people to function well including physicians, bankers, carpenters, shop keepers, teachers, and baby sitters. If the community is not attractive to a few wealthy individuals, there may be no one to donate money to help build a library. Without skilled labor, there would be no one to repair a car or maintain landscaping.

- **Places for work and shopping in proximity to housing** - Quality of life is improved where people are able to live in close proximity to workplaces and frequently used shopping destinations. Ideally, many residents should be able to reach centrally located work places and shopping destinations by walking or short vehicle trips.

- **Appropriately located sites for civic buildings** - Well designed communities have created special and prominent locations for placement of their civic buildings. Civic buildings include churches, libraries, schools, theatres, and community meeting halls.

- **Variety of parks and open spaces** - Communities need a variety of open spaces. The variety includes recreation fields, quiet places for meditation, and small open spaces where young children can safely play within shouting distance of their homes.

- **Districts** - Larger towns and cities often include specialized districts. Examples of districts are industrial and research parks, universities, and entertainment areas and attractions. The best districts include a variety of uses that complement and support the primary function of the district.

Citizens participating in the Lauderdale Charrette recognized these principles and developed a series of requests and recommendations for the SR 7 corridor between Sunrise Boulevard and Oakland Park Boulevard.

THE ULTIMATE TEST OF SUCCESS:

"THE EXTENT TO WHICH IT IS POSSIBLE TO ENJOY A HIGH QUALITY OF LIFE WITHIN A COMMUNITY WITHOUT HAVING ACCESS TO AN AUTOMOBILE."
GOALS AND OBJECTIVES - CITIZENS' REQUESTS

Citizens’ Requests:

WELL DEFINED CENTER AND EDGE
- Redevelop the Lauderhill Mall as a mixed-use town center
- Announce arrival to Lauderhill using signage, landscape, buildings, and fountains
- Relocate and upgrade the bus transfer facility as part of the town center

HIERARCHY OF INTERCONNECTED STREETS
- Maintain SR 7 as a maximum six-lane section including any future transit
- Improve and expand Lauderhill's street network
- Better interconnect businesses along SR 7
- Improve the intersections of SR 7 and NW 16th, 19th, and 21st streets

BEAUTIFUL STREETS DESIGNED FOR CARS AND PEDESTRIANS
- Redesign and redevelop the SR 7 corridor as beautiful public space: proper placement of buildings, ideal height to width ratios, wide sidewalks, street trees, pedestrian-scale lighting, awnings, arcades, and median and street crossing improvements
- Improve Lauderhill streets to meet American Disabilities Act (ADA) standards

A DIVERSITY OF HOUSING TYPES AND AFFORDABILITIES
- Build new housing to accommodate all income levels within the community
- Preserve and improve the industrial park
- Create an arts district within the industrial park
- Improve the look of car dealerships by providing buildings for the display of cars
- Provide better designed, more attractive gas stations
- Encourage uses such as restaurants, hotels, and movie theaters

PLACES FOR WORK AND SHOPPING IN PROXIMITY TO HOUSING
- Build a new library and cultural arts center
- Build a post office

APPROPRIATELY LOCATED SITES FOR CIVIC BUILDINGS
- Provide more neighborhood parks and plazas
- Integrate the regional park into the city and with surrounding destinations such as the K-Mart parcel and the Lauderhill Mall
- Add a regional park entrance off of Sunrise Boulevard
- Include a broad range of uses within the regional park
- Provide residential uses to face the new park
- Provide connections between adjacent residential uses and the regional park
- Build a cricket stadium in the regional park
- Build a cricket stadium in the regional park
CITIZENS’ MASTER PLAN

TREASURE COAST REGIONAL PLANNING COUNCIL
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Figure 1
1. Reconfigured S.R. 7 as a heavily landscaped, six-lane road
2. Caribbean Village
3. Proposed residential, industrial and hotel facilities with urban parks
4. Reconfigured county park with cricket, baseball, football and tennis stadium
5. New residential development providing county park
6. Proposed elementary school
7. Neighborhood parks
8. Lauderhill Town Center Redevelopment of the Lauderhill Mall
9. Linear parks along existing canals
10. Proposed north-south connections parallel to S.R. 7
11. Reconfiguration of the industrial district
12. Proposed reconfiguration of Lauderhill Town Center
13. Public park defining the community’s identity
14. Proposed relocation of transit utility
15. Proposed connections to the FPL Market

Points of Interest
Transforming SR 7 from an Auto-Oriented Highway into a Beautiful Street
TRANSPORTATION ISSUES

TRANSPORTATION SYSTEM ISSUES WITHIN THE CITY OF LAUDERHILL

During the Lauderhill Charette, a number of transportation issues were identified. Issues fell into two broad categories: improving the functionality of the street system and improving the aesthetics of the highways and streets serving the community. Functionality issues included: roadway congestion; intersections; location of medians; lack of connectivity and alternative routes between destinations; the potential expansion of SR 7 to accommodate bus lanes; the location of the bus transfer station; and the safety of crosswalks for the elderly, children, and the disabled. Aesthetic concerns included the unsightly appearance and poor design of SR 7 and other arterials within Lauderhill and the need to consider streets as an important part of the public realm that should be attractive public spaces designed to be comfortable to both people and cars.

TRAFFIC CONGESTION AND INADEQUATE CONNECTIVITY

Traffic Congestion - During morning and afternoon peak travel periods, this section of SR 7 can become very congested making it difficult to travel even short distances by vehicle. To a great extent, this is the result of a very weak grid system of arterial roads serving the area.

With traffic congestion, oftentimes the recommended solution is expansion of the street cross section and number of travel lanes. Unfortunately, adding additional lanes to an existing arterial is not efficient and rarely solves the problem. The efficiency decreases on a per lane basis as roads are widened. Widening can also lengthen vehicle trips due to the need to restrict turns as roads become very large.

Figure 9. Existing view of SR 7
SR 7 is unsightly and frequently congested during peak travel times

Figure 10. The needs of pedestrians are too often ignored

Besides being an expensive and inefficient, widening roads beyond four-lanes can create a barrier within the community contributing to blight and reducing pedestrian activity. Widening of roads beyond four lanes gives priority to vehicle trips at the expense of pedestrians and ignores the fact that large portions of the population are children, senior citizens too old to drive, poor that can not afford to a car, and people with handicaps that prevent them from driving.

The network of primary arterial streets serving Lauderhill is limited. This condition creates traffic congestion during peak hours of traffic flow. Destinations west of the Florida Turnpike can only be accessed by using Oakland Park Boulevard or Sunrise Boulevard. Destinations east of the Florida Turnpike can only be accessed by Oakland Park Boulevard, Sunrise Boulevard, and NW 19th Street. Only two north south arterial runs between the Florida Turnpike and I-95: SR 7 and NW 31st Avenue.

In the absence of many alternative routes, almost all trips impact SR 7, Oakland Park Boulevard, and Sunrise Boulevard. Traditionally, congestion is addressed by widening arterial roadways.
Figure 11. Limited number of arterial connections guarantees traffic congestion
TRANSPORTATION ISSUES - CONNECTIVITY

IMPROVING CONNECTIVITY AND REDUCING CONGESTION

The Lauderhill area was developed with a limited and inadequate system of primary arterial roads. Although Lauderhill is now mostly built out, opportunities exist to provide alternative routes and ways to move about within the study area. Providing additional connectivity and more travel alternatives may help alleviate congestion on the existing roadway system and, most importantly, will improve the quality of life of residents of the area by providing them with local roadway system.

Priority should be given to developing parallel north south roads to SR 7 whereby residents could access local businesses without having to use SR 7. As indicated on the aerial photograph to the right, opportunities exist to develop or improve north south roads both east and west of SR 7 (shown in green).

Additional east west alternatives to Oakland Park Boulevard and Sunrise Boulevard are also needed. Consideration should be given to continuing 26th Street over the Florida Turnpike to connect to NW 56th Avenue and creating an additional bridge crossing over the Florida Turnpike in the vicinity of NW 19th Street as illustrated on the aerial photograph to the right (shown in green).

Traffic calming features should be incorporated on roads to be improved as new connections. Traffic calming on the new connections will discourage regional traffic. These traffic-calming measures should be constructed in a manner that improves roadway aesthetics.

In green are new streets and new street connections recommended to provide better connectivity within the City of Lauderhill. These connections and expansions of the existing network would provide alternatives to SR 7, Oakland Park Boulevard, and Sunrise Boulevard. Yellow shows streets that should be improved to enhance this connectivity. Improvements to these streets include traffic-calming, curb and gutter, sidewalks, and street trees.
Traffic Calming Strategies

The objective of traffic calming is to slow traffic while allowing vehicular travel through a neighborhood. Traffic calming measures include narrowing of streets, street trees close to the pavement edge, on-street parking, monuments and plantings at mid-intersection, pavers at crosswalks, bulb-outs to narrow ingress and egress points where streets intersect, and many other methods.

The best traffic calming methods create psychological barriers to speed rather than physical barriers. By planting large shade trees close to the edge of the pavement and creating a canopy over the street, drivers feel they are in a tight space and slow down. In addition, the trees and cars parked along the sides of the street worry drivers.

Some traffic calming methods can also be used to beautify a neighborhood and call attention to an area. At intersections, small islands can be created, like the one illustrated to the immediate right, that can include attractive tree plantings, markers, or monuments.

Recommendations

As connections and street improvements are made, consideration should be given to including traffic calming strategies into the design of the improved street sections. Incorporation of appropriate traffic calming measures will minimize the impact of traffic using the new connections on existing neighborhoods.

Because streets are considered part of the civic realm, these public areas should be designed as beautiful places attractive to pedestrians, bicyclists, and drivers. All components should be beautifully designed and built with high quality materials.

The implementation of any traffic calming strategy should be done in close consultation with the adjacent neighborhoods, businesses, and home owners. A small charrette can be held within the neighborhoods to discuss various options and designs.

When budgeting for planted traffic calming islands or bulb-outs at intersections, it is important to include provisions for maintenance and watering of vegetation. In some cases, this responsibility may be assumed by the neighborhood. Some communities have adopted traffic calming islands and have begun friendly neighborhood competitions or even seasonal displays.
TRANSPORTATION ISSUES - CONNECTIVITY BETWEEN BUSINESSES ALONG SR 7

Alternative Routes - A more efficient solution to widening is creating new through streets that provide alternatives to the use of the limited and congested primary network of arterials. Although the City of Lauderhill is largely built out, there are opportunities to provide such alternatives that can be implemented over time as the area redevelops. Alternative routes would help alleviate pressure to add additional lanes to SR 7 and other arterials. Maintaining a maximum cross section of six lanes on SR 7 is critical to the success of revitalization efforts.

INADEQUATE CONNECTIVITY BETWEEN ADJACENT COMMERCIAL PROPERTIES

Inadequate connectivity also occurs between adjacent commercial properties. Businesses facing SR 7, Sunrise Boulevard, and Oakland Park Boulevard have separate curb cuts and are separated from one another by walls, hedges, and other barriers that prevent convenient vehicle movements between businesses. The only way to reach an adjacent business is via the already congested primary arterials.

Multiple curb cuts and vehicle separations between businesses put an additional unnecessary traffic load on these arterials. This compounds the congestion. In addition, such separations eliminate the possibility of shared parking and reduce the overall parking capacity of the block.

Fewer curb cuts and connections between adjacent businesses can reduce traffic congestion. Additionally, better connections between adjacent businesses encourage more customer visits and can add economic value to the associated businesses.

SOLVING THE PROBLEM

Recommended design changes include consolidation and reduction of the number of curb cuts along SR 7, connections for vehicles between adjacent commercial properties, shared parking, and improvements of alleyways and rear lot access.

To further reduce curb cuts and improve the SR 7 corridor, new buildings should be pulled up to the street. Wide pedestrian-friendly sidewalks should run along the fronts of buildings, and parking should be provided in the rear of the buildings.

Traffic problems within the corridor can be improved over time as the corridor redevelops and is revitalized. Funding for a portion of the improvements may be available from state and federal sources because of the positive impacts a change in design would have on traffic flow on SR 7 and the safety of motorists and pedestrians. Examples of the phased provision of the recommended changes are provided on the following page.
**Transportation Issues - Connectivity Between Businesses along SR 7**

**Existing Conditions and Proposed Changes**

**Existing Conditions**

Both blocks have numerous curb cuts and are partially or completely separated from adjacent properties by landscape buffers and/or barriers. Buildings are set back from the street with parking in the front or side. There is no shared parking. An alley or street exists to the rear. However, the alley is not fully developed as a street. It is fenced and disrupted by a building just south of 21st Street.

![Existing conditions](image1.png)

**Intermediate Conditions**

The alley at the rear of the commercial properties is opened, improved, and made into a continuous street or alley. The opened alley would provide an alternative for local north-south traffic and a way to access properties along SR 7 without driving on SR 7. New buildings are pulled up to the street. The number of curb cuts is reduced by interconnecting properties and by using shared access points. Separations and buffers between parcels are eliminated as properties redevelop allowing for shared mid-block parking. New cross block street connections are provided to reduce travel distances for pedestrians and vehicles.

![Intermediate conditions](image2.png)
Build-Out Conditions

Buildings are brought to the sidewalk to form a continuous facade along SR 7 and the new street to the west. Curb cuts are minimized. All properties share a few access points and mid-block parking lots. Separations between parcels are eliminated allowing vehicles to move easily between parcels and parking areas without using SR 7 or the new street. A greater intensity of development can be accommodated since the land is more efficiently used and provides a mix of uses. SR 7 is more inviting to pedestrians with wide sidewalks and fewer curb cuts.

TRANSPORTATION ISSUES - CONNECTIVITY BETWEEN BUSINESSES ALONG SR 7

Transit

Broward County’s Metropolitan Planning Organization is working to serve SR 7 by rapid bus transit service, and it is important that Lauderhill have an upgraded and well located transfer station and stops. Transit is frequently used by residents of the community, and with the development of the regional park and cricket facility, and the proposed revitalization of the Lauderhill Mall as a town center, it can be anticipated that Lauderhill will become a frequent and attractive destination for transit riders.

The existing transfer facility is located on NW 12th Street, west of SR 7, and amounts to little more than a conglomeration of bus stops. Amenities include: standard minimal shelter, benches and shade trees.
Broward County Metropolitan Planning Organization is working to provide rapid bus transit along the SR 7 corridor. Lauderhill should have an upgraded and well-located transfer station and transit stops. The existing facility is located on NW 12th Street west of SR 7 and is simply a conglomeration of bus stops. Amenities are standard minimal shelter, benches, and shade trees. With a regional park, cricket facility, and the revitalization of the Lauderhill Mall as a town center, Lauderhill will become a frequent and attractive destination for transit riders.
Figure 28. Computer simulation of proposed new bus transfer station walking from the intersection of SR 7 and NW 12th Street looking northwest. Shelters and facilities designed specifically for the City of Lauderhill.
Transportation Issues - Improving the Quality of the Transit Experience

Transit and Pedestrian Shelters as Public Art

Ideally, all bus stops should have shelters to provide a dignified place for people to sit and wait. Lauderhill has many bus stops but most of them do not include any form of shelter. Shelters benefit transit users and pedestrians. They provide a resting place and offer refuge from a summer rain.

Architectural shelters cost more than the more basic designs. However, shelters give an identity to an area and beautify the public realm. The small additional cost is worth the investment. Consistent use of beautifully designed shelters throughout the city becomes part of the city's character and identity. Shelters are part of the furniture placed in the city's great outdoor "living room." This room should be given great importance.

Transit ridership could increase if more care was given to the environment that users experience to use the service. Presently, the environment provided to users leaves them feeling like second class citizens loitering along the side of a busy and unsightly highway.

Shelters Designed Specifically for Lauderhill

The collection of the various sized shelters illustrated above was designed specifically for the City of Lauderhill and was intended to give the city a unique identity. They can act as beautiful architectural elements that serve transit users and become icons of the city. Shelters represent an inexpensive way to beautify the city since money would have to be spent for ordinary shelters. The illustrated shelters conform to the Florida Department of Transportation standards and allow for passive cooling.
STREETS AND HIGHWAYS AS BEAUTIFUL PUBLIC SPACES

Essential to creating a beautiful city is an understanding that highways, streets, and avenues should be viewed as an important part of the civic realm. Public spaces should be attractive regardless of the scale of street involved. Streets and avenues should be viewed as important public spaces that should be functional and comfortable for pedestrians, bicyclist, and drivers.

In order for a street to feel good and have a sense of place, the space occupied by the street and sidewalks must be delineated and defined by a fairly continuous liner of buildings. The buildings that line the street must pull up to the street and be of an appropriate scale. Wide streets should be lined with taller buildings; narrow streets should be lined with buildings of one or two stories. When buildings are pulled up to the street and form a continuous frontage of appropriate height, the space occupied by the street is defined and begins to feel like an outdoor room.

Equally important to the walls formed by buildings is a continuous system of wide sidewalks for pedestrians. In residential areas, sidewalks should be wide enough for two people to walk comfortably side by side (five to six feet). Within denser areas or commercial districts, sidewalks should be very wide (fifteen to twenty feet) and sufficient enough to provide outdoor seating at tables in front of cafes and restaurants.

Street trees provide further definition of space and shade for pedestrians. Within urban areas, the street trees should be planted with formality along a line with regular spacing along the edge of the street between pedestrians and traffic.

Attention should also be given to the way in which the outdoor room is furnished. Excessive signage should be avoided, and attention should be paid to the aesthetics and design of street lighting, benches, shelters, and other objects that may occur within the public space.

When traffic enters a space designed as an outdoor room, it instinctively slows. With cars moving more slowly and buildings pulled closer to the street, drivers can easily see stores and businesses. The economic energy provided by the street and its traffic can be more efficiently utilized. With buildings of the right scale pulled up to the street, proper street trees, wide sidewalks, and the right mix of uses, SR 7 could become an area of pedestrian congregation rather than a place to be avoided by pedestrians.

As it currently exists, SR 7 divides and scars the study area rather than serve as a beautiful main street full of energy and activity. Traffic travels quickly along SR 7. There is nothing to draw interest and make a driver take note that they have arrived in a special place.

Many of the smaller residential streets within the study area are also in need of attention. Many lack street trees, sidewalks, and proper detailing. Failure to provide for on-street parking leaves some of the older neighborhoods with small lots cluttered with parked cars.

Figure 34. Where is this place?

Figure 35. Example of beautiful commercial street

Figure 36. Example of ideal neighborhood street

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
The height to width ratio of any space generates spatial enclosure that is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum if a sense of spatial enclosure is to result. As a general rule, the smaller the ratio is the stronger the sense of place and, oftentimes, the higher the real estate value. Spatial enclosure is important on all streets but is particularly important for shopping streets that must compete with shopping malls.

In the absence of opportunities to provide spatial definition by building facades, provision of disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards and setbacks.

Figure 37. Examples of ideal street sections showing height to width ratios

Figure 38. Example of a good height to width ratio enhanced by street trees

Figure 39. A continuous facade of buildings with minimum heights of three to four stories and street trees along the sidewalks provide the enclosure needed to transform SR 7 into a beautiful boulevard.
**Existing Condition on SR 7**

In its current state, SR 7 is a typical six-lane divided highway with narrow sidewalks next to the road and minimal median, sidewalk, and street trees. Numerous curb-cuts to access parking are provided at the front of buildings. Buildings sit far from the street and are widely separated from one another. The roadway lacks a sense of enclosure or definition of space. Building height to street width ratios in all cases are too large to properly define space. Transit vehicles share the road with all other vehicles.

Lauderhill’s section of SR 7 is indistinguishable from other sections along the corridor. There is nothing unique or memorable about this stretch of highway, and nothing suggests that one has entered or is leaving a special town and place. Much of the road is unremarkable.

**Possible Future Condition of SR 7**

**Widened to accommodate an additional dedicated bus lane**

In the illustration to the left, a through lane is added to the six that already exist and dedicated to transit vehicles. The additional lane would make SR 7 so wide that it would be difficult for pedestrians to easily cross. Furthermore, the widening could forever preclude the ability to provide the sense of spatial enclosure necessary to transform SR 7 from a mundane highway into a beautiful street. In many cases, it would be impossible to provide adequate building height, parking to support the required building height, and adequately wide sidewalks to support such uses within the space available.

As noted earlier, adding lanes to existing congested roads is an inefficient and rarely solves the problem. Additional lanes should not be provided. Instead, alternative routes should be developed and transit use encouraged.

**Recommended Future Condition on SR 7**

**Widened sidewalks without additional bus lanes**

The Citizens’ Master Plan recommends keeping SR 7 as a six-lane roadway and accommodating transit vehicles within an existing lane. Curb-cuts along SR 7 should be consolidated. Alternative routes should be provided to increase interconnectivity and utility of the existing street grid.

The plan calls for a fairly continuous facade of buildings of at least two to three stories pulled up to the street, wide sidewalks, pedestrian scale lighting, formal planting of street trees, improved street crossings. Transit ridership should be encouraged by providing better supporting facilities. Full consideration should be given to the design of the street as public space to make it comfortable to pedestrians as well as cars.
COMMERCIAL BLOCKS

Commercial blocks would include predominantly retail and office uses with a minimum building height of two or three stories and a maximum of four or five stories. The blocks would have sidewalks fourteen to twenty feet wide to accommodate pedestrians and sidewalk cafes. Building facades would include arcades or awnings to shade the walkways. Street trees would be provided in a formal urban form within grated planters.

MIXED-USE BLOCKS

Mixed-use blocks would include ground floor retail and office uses with residential above the commercial. Minimum building height should be two or three stories and a maximum of four or five stories. Sidewalks should be twelve to fourteen feet wide, and planters for street trees would be at least six feet wide and would separate the sidewalk from the street. Awnings over shops and businesses would shelter pedestrians.

RESIDENTIAL BLOCKS

Portions of SR 7 can accommodate residential, particularly in the form of small apartment buildings or town houses. Building heights should be a minimum of two to three stories. Sidewalk widths should be eight feet wide with wider planting strips separating the buildings from the street. Residential buildings should have stoops and entrances raised off of the street to provide additional separation and adequate privacy.
Infill and Redevelopment

The zoning code should be revised to set minimum building heights and to require new development to pull buildings up to and face the street. Parking should be provided behind the buildings. Where parking lots are next to the street, the feeling of enclosure is lost. The lot is dead space that pedestrians do not enjoy walking past. Where dead space exists, retail will suffer. A fairly continuous facade of appropriately scaled buildings is essential to transforming the feel of SR 7 from that of a highway that divides the city into a beautiful public space that serves as a unifying central main street and front door into Lauderhill.

Where special public spaces are proposed, such as the proposed green just north of NW 21st Street illustrated to the right, the same rules of proportion and height to width ratios apply. If public plazas and greens are made too large to be enclosed by surrounding buildings or too large to be adequately populated by people, these spaces will also feel dead and be avoided by people instead of serving as gathering places. Careful attention must be given to the uses that surround public space to assure that they will generate sufficient traffic to help populate and secure the space.
Residential Block

- 8’ sidewalk
- 12’ planting strip

Figure 50. Detailing the residential block

Residential uses can occur along SR 7 if properly designed

Residential Uses along SR 7

There is not enough market for retail and office to provide a continuous frontage of commercial uses all along SR 7 in Broward County. Commercial uses should be congregated at appropriate locations, such as "main and main" intersections where they can create synergies with one another and form a well organized business node or shopping district.

Between such nodes, incentives should be given to encourage properties to redevelop as residential in forms that are designed to tolerate the traffic associated with the street. Courtyard buildings, town houses, and small apartment buildings do well facing busy streets. Single family homes are less tolerant of street activity and typically do not have sufficient mass to hold the street, adequately enclose the space, or buffer themselves from street noise. Residential should be buffered by planting strips and street trees as illustrated.

Figure 51. Caribbean style apartment buildings buffered from the street by a wide planting strip

Figure 52. Examples of urban town houses appropriate for fronting a busy street
Improving Auto Dealership Design

Typical auto dealerships along SR 7 consist of a large parking lot of tightly packed cars with hoods propped up, giant balloons, large flags, and other eye-catching devices that suggest that car buying is something that is done on an impulse. Such devices might be harmless on secondary streets, but when they are employed along primary main street sections of the city, they preclude the formation of a pedestrian environment and an enclosed public space. This design uses too much street frontage and does not properly enclose the street with a continuous and active building face.

The design could be improved by minimizing street frontage and lining the street with enclosed display showrooms accessible from the sidewalk like other forms of retail. Parking and inventory storage should occur behind buildings. Building height requirements discussed previously can be met by providing associated office uses on a mezzanine level overlooking the showroom floor or by providing multi-level displays.

The diagrams above show how an existing auto dealership might be retrofitted to support the improvement of SR 7. New buildings and additions to existing buildings create display space. The new construction pulls the building up to the street and sidewalks to enclose the space. Dealerships have not been eliminated but brought into conformance with good urban design principles. The ideal design of auto dealerships would include multi-stories that minimize the footprint of the use or utilize off-site locations for storage of inventory. Surface storage of cars adversely impacts the viability of an urban area. Such storage eliminates the possibility of achieving sufficient population density to support a high level of pedestrian activity and interactions between residential and shopping areas.
Improving gas station design

Gas stations include fuel pumps, a service area, and what amounts to a small neighborhood store that sells milk, eggs, and snacks. The current design of gas stations impedes goal of forming a beautiful street space: asphalt surrounds a small building, and the building sits away from the street. The goal is further undermined by the station’s location on the corner of two important streets. The negative impacts could be greatly minimized by pulling the neighborhood store portion up to the street and providing fuel service at the rear. Office space or apartments could be above the ground floor to further define the public street space and provide additional income opportunities for property owners. Gas stations provided in this recommended design would have less impact on the community and contribute to the community character.
Revitalization of Existing Buildings

Redevelopment of the SR 7 corridor will take time. Not all land owners can be expected to immediately raze existing buildings and redevelop their property in conformance with the Citizens' Master Plan. Many existing structures still have productive use with paying tenants and long-term leases. Many of the existing buildings could contribute to the success of the revitalization effort if they were renovated in a manner that would benefit the property owner and was consistent with the goals and objectives of the Citizens' Master Plan.

The example shown here illustrates how a poorly designed and auto-oriented building could be renovated. Renovation of older underperforming businesses is viewed as important to the economic performance of the general area and is sometimes supported by matching grants and low-interest loans by some community redevelopment agencies.
Buildings are set very far from the street with parking provided in the front. SR 7 exists as a highway dividing the city. There is no sense of place and nothing to set the area aside in one's memory as different than any other portion of the highway in South Florida.
SR 7 transforms from a highway into a main street. Buildings of appropriate scale are pulled up to wide pedestrian-friendly sidewalks lined by street trees. A mix of uses is provided, and parking is housed mid-block where it does not harm the public space of the street. Architectural styles can vary.
On the next few pages and elsewhere in this report, computer simulations have been provided to allow readers to easily see proposed changes before they are implemented. A portion of these simulations were produced in video to allow a virtual drive through the study area.

Illustrations such as these are useful to gain an understanding of the scale and feel of public spaces proposed in the plan. The architecture style has not been determined. The style used in the simulation is only a suggestion.

Video simulations are a powerful tool to evaluate development proposals early in the development process. They are not expensive. Therefore, consideration should be given to requiring funding of city-contracted simulations for all large scale development projects. Simulations can also help sell design ideas to potential partners such as the Florida Department of Transportation and Broward County. A picture can describe more than words.
Figure 67. Existing condition on SR 7
Traveling north just south of NW 12th Street

Figure 68. Proposed condition on SR 7
Traveling north just south of NW 12th Street

Figure 69. Existing condition on SR 7
Traveling north just south of NW 12th Street

Figure 70. Proposed condition on SR 7
Traveling north just south of NW 16th Street
TRANSFORMING SR 7 FROM A HIGHWAY INTO A BEAUTIFUL MAIN STREET

Figure 71. Existing condition on SR 7
Traveling north just north of NW 19th Street

Figure 72. Proposed condition on SR 7
Traveling north just north of NW 19th Street

Figure 73. Existing condition on SR 7
Traveling north approaching Oakland Park Boulevard

Figure 74. Proposed condition on SR 7
Traveling north, approaching Oakland Park Boulevard
Generally, the neighborhood streets within Lauderhill are well designed and well landscaped. They are very similar to the ideal model neighborhood street illustrated to the left. Lauderhill’s streets include sidewalks on both sides of the street, planting strips that separate the sidewalk from the street edge, and street trees.

However, Lauderhill’s streets are wide with street trees set far from the street edge. This condition encourages cars to travel faster than might be recommended within neighborhood areas. Where streets appear wide, drivers feel safe driving at higher speeds. Traffic could be slowed by planting street trees closer to the curb or where additional on-street parking is needed as shown in the ideal model. When trees or parked cars occur close to travel lanes, drivers worry about hitting these obstacles and instinctively slow down.

The wide street sections will prove beneficial on those streets proposed as new internal connection routes. It is critical, however, that as these connections are made traffic calming strategies be implemented to keep traffic at acceptable speeds within residential areas.
Town Center
The redevelopment of Lauderhill's SR 7 corridor is based upon the proximity and interaction of the following key components:

- Cricket stadium and regional park - a potential regional attraction and anchor
- Town center mixed-use district - could serve as the main shopping district of the community
- Housing surrounding the regional park - provides security with "eyes on the park"
- Caribbean Village - could include a hotel, restaurants, and retail to support the regional park
- New school - would benefit from the park facilities
- Upgraded bus transfer facility and station - provide access to the other key components and the nearby Swap Shop Flea Market

**Figure 78. Key components of the Citizens' Master Plan**

**Figure 79. Plan Details of the Citizens' Master Plan**
EXISTING CONDITIONS AND REDEVELOPMENT OPPORTUNITIES

The Lauderhill Mall has out-lived its useful life and represents an excellent redevelopment opportunity for the City of Lauderhill. Currently, the mall houses a mix of secondary tenants and vacant space. In accordance to the principles of town planning, the mall includes a civic use - the Lauderhill Library. Unlike a traditional town center, however, the library has no civic presence. In fact, the library is a store front hidden at the rear of the mall.

The Citizens’ Master Plan calls for the redevelopment of the property as a true mixed-use town center. The town center should include civic uses such as a library or post office, civic spaces, places for shopping and work, and higher density residential in the form of town houses and apartments. Once revitalized, the property can be the center of community activity.
The Citizens’ Master plan calls for the redevelopment of the Lauderhill Mall into a traditional mixed-use town center. Ideally, town centers are located at the center of the community within easy walking or short travel distances from where the majority of people live.

The town center is frequently organized around a central civic space and gathering place that takes the form of a town green or central plaza and usually located on the main street. A variety of uses may surround the central plaza. However, the most important uses are those frequently used by the residents of the surrounding neighborhoods. Traditional ground floor uses within the town center include markets, retail shops, and restaurants. Office uses, hotels, and residential uses typically occur above ground level within the town center. Located on the green or plaza is a civic anchor such as a church, library, town hall, or post office. The ideal civic use is one that can generate a large amount of pedestrian traffic, which helps to support the nearby retail shops and restaurants. Pedestrians also enliven the civic space of the plaza and sidewalks. Retail uses can include large national chains.

The proposed redevelopment plan for the Lauderhill Mall property follows these principles. The mall provides a central civic space that could be developed as a green or plaza. The plaza is surrounded by retail shops and restaurants. A post office is proposed on the south side. Residential and office uses could be accommodated above ground floor retail. Additional residential areas are provided on the western portion of the property and along the canal to the west. The bus transfer facility has been moved east to face SR 7 and provides easy access to the town center.

The plan is laid out on a traditional system of streets and blocks to allow infill to occur over time. Surface parking lots are replaced by structured parking buildings as the area matures. Two structured lots are shown. One lot serves residential town houses, and another is adjacent to the bus transfer station.
The first phase of development would include construction of the town green or plaza, adjacent retail buildings, and the post office as the civic anchor, which was noted as a need during the charrette. The first phase of development would occur on land facing SR 7 that currently holds parking. The Lauderhill Mall would continue to operate and would not be adversely impacted by the first phase of redevelopment. Contrarily, redevelopment could enhance sales by drawing attention to the area and creating a grand entrance way. A street has been created between the proposed development and the mall.

The second phase of development would complete the build out of properties facing SR 7. To the south would be a new bus transfer facility and a parking garage lined with residential apartments or a small hotel. Retail uses are on the ground floor facing the bus transfer facility. To the north, the street running north-south between the first phase of development and the mall would be continued on a slightly different alignment. Parking would be provided to support the mall and additional development pulled up to reconstructed and landscaped sidewalks along SR 7. Over time, additional infill development could face SR 7 to create a main street shopping area.
The Importance of the Post Office and Bus Transfer Facility

If beautifully designed and implemented, both of the post office and bus transfer facility can be important anchors to the town center that will help to assure a strong flow of pedestrian traffic and help bolster retail uses. A small and attractive post office can serve as a gathering place where nearby residents get their mail and hear news from their neighbors. Residential units near the facility should be encouraged to have post office boxes to encourage pedestrian traffic.

Over time, the bus transfer facility will take on increasing importance and higher levels of traffic. Transit usage will continue to grow throughout the county. Lauderhill will become an important destination with the development of the cricket stadium and regional park and the redevelopment that is expected on the large amounts of vacant land close to the transit facility. Users of the transit system will visit the town center and shop in its stores due to its close proximity to the transfer station and street connections.
Phase III

The third phase involves the redevelopment of lands to the west and north of the existing mall. A provision is made for a grocery store and perhaps a drug store just to the north of the mall. Lands to the west are redeveloped as apartments, town houses, and garden apartments. The existing mall remains functional, and a new street is provided between the mall building and the residential uses. An additional street and waterfront greenway are built along the canal.

Apartments and condominium units provided in the context shown above have a high demand and often sell at a premium because of their proximity to shopping and services. They are attractive to young professionals and senior citizens who appreciate easy access to needed services.

Phase IV

The final phase of the redevelopment involves the demolition of the existing mall and its replacement with residential and commercial uses. It is conceivable that a developer would choose to build all of the retail in one phase and the residential in a second phase, but phasing the commercial construction gives successful existing businesses the opportunity to relocate to a new store within the project area.

Whether the project is built in one phase or several, the format suggested represents a tried and tested model for successful town center development.
Figure 93. Existing condition of the rear of the Lauderhill Mall along the canal to the west of the property. The waterfront view of the canal is wasted at the rear of the building.

Figure 94. Proposed condition of the rear of the Lauderhill Mall. Town houses face the canal and are provided a beautiful view of the canal and the proposed waterfront greenway.
Proposed Town Green

The sidewalk along SR 7 is very wide and ramps down to a cross-walk made of brick pavers. The pavers give prominence to the crossing and help calm traffic. To the left of the street is the town green. The green is surrounded on all sides by streets and a continuous facade of two to four story buildings. The buildings are mixed-use with retail on the ground floors facing the green. Awnings or arcades are provided to shelter shoppers from rain and sun. On-street parking is provided on both sides of the street. Additional parking is hidden behind the buildings.

Beginning down the two-way street, wide sidewalks and on-street parking are provided in front of stores. Awnings shelter pedestrians, and sidewalks are wide enough to accommodate street tables and sidewalk dining. Street trees have not been included in this simulation in order to show the buildings and sidewalk. However, street trees should be planted wherever there is enough room for them and still provide at least ten to twelve feet of clear space on the sidewalk. Care must be taken in the selection of street trees to assure that they do not obscure retail storefronts from view from a car. This can be avoided by selecting trees with ten feet of clear trunk before the tree begins to branch and spread.
Appropriate uses surrounding the green include retail on the ground floor and office or residential uses above. Civic anchors and uses such as theaters also are appropriate. As shown in the computer simulation above, the yellow building on the right houses retail and office uses. The building at the end of the road and green has an arcade and could include a variety of uses.

Lighting of the street is pedestrian in scale casting light on the sidewalk and ground floors but not lighting higher floors. This is particularly important where residential is desired. The feel of both the green and sidewalk would be improved by a formal row of street trees but have been left out to show the buildings.

Arcades, such as those shown on the building at the end of the street, are excellent in subtropical regions such as Florida. They provide maximum shelter and can be cooled with ceiling fans.

As one approaches the end of the green, the benefits of providing street trees along both sides are illustrated. The trees in the bulb-outs at the intersection improve the proportions of the space and make the street feel more inviting.
A closer look at the buildings simulated above shows how arcades can be used to accommodate protected outdoor dining. The two floors might be an ideal venue for restaurants along the green. Patrons could have dinner while watching activities in the park.

The town center and green should be well maintained by the city. The streets and open space within the town center should be fully public and belong to the city. To further emphasize the public ownership of the civic space, considerations should be given to anchoring the green with an important public building. This plan shows a post office, but a library or meeting hall would also be ideal.

Turning to the south, the benefits of a continuous line of street trees can clearly be seen. The trees provide shelter and, most importantly, enclose the street space, and make the street space feel comfortable and inviting.

Pavers at important street crossings are recommended to calm traffic and alert drivers to the probability of pedestrian activity.
All streets within a city should be beautiful public spaces that serve cars but are equally attractive places for people. To accomplish this, attention must be paid to every detail of the design including the proportions of the street spaces, sidewalk widths, landscaping, lighting, furnishings, and maintenance. The streets should be viewed as the living rooms of the city, look good, and be comfortable. Where such care is taken, property values will increase, and businesses will be more successful. People search out such places and prefer them as places to shop, work, and live.

Driving along the streets of the downtown it should be noted that there are few if any gaps between buildings. No surface parking lots occupy the street face. Storage of automobiles should occur at the rear of buildings, where it is out of sight.

Where gaps are allowed to occur, the walls of the room are removed and people feel exposed. Parking lots are also unattractive and very boring to walk past.
Moving to the west into residential areas, the same rules of street design apply. There should be on-street parking, wide sidewalks, street trees, and pedestrian scale lighting. Sidewalks may be a narrower than on busy retail sections but should always be wide enough for at least two people to walk side by side comfortably. The degree of landscaping may also change with more trees and shrubs provided in residential areas than might occur within the retail district.

Residential provided very close to shopping and service needs is a much sought after commodity and particularly popular to young professionals. Housing within the town center is also ideal for older members of the community because of its convenient proximity to shopping and services.

Approaching the canal and waterfront promenade at the end of the street, the town houses and apartments across the canal come into view, and the small neighborhood park can be seen to the left. Within moderately dense residential areas, it is important to provide small "shouting distance" parks for children and all residents of the neighborhood. Besides providing a practical function, such parks provide attractive views and increase the value of fronting real estate.
The Cricket Stadium and Regional Park

Broward County has the land necessary to build a new regional park just north of Sunrise Boulevard and east of SR 7. The park will include the standard variety of recreational facilities, but the center piece of the park will be the proposed cricket stadium, the first such facility to be built within the United States. The stadium can be used for a variety of uses besides cricket including baseball, football, soccer, and concerts.

The regional park will be located at the heart of Lauderhill's redevelopment and revitalization area. There is a large amount of property within walking distance of the park that is ready for redevelopment or revitalization. The largest of these properties are the old K-Mart site proposed as the Caribbean Village, the recently razed MacArthur Dairy, the Lauderhill Mall proposed as a new town center with mixed-use development, and property to the north of the park that would be attractive for residential and potentially a school. The park could become an important regional attraction that could greatly benefit revitalization efforts within Lauderhill. The park is also immediately adjacent to the region's largest flea market, further enhancing its attraction as a family destination.

The property most intimately linked to the park will be the proposed Caribbean Village that would sit at the corner of SR 7 and Sunrise Boulevard. If integrated, the village has the potential to provide a grand entrance to the park and supporting amenities such as restaurants, hotels, and shopping. These uses would set the park aside as a more complete regional destination offering something for the entire family and capable of supporting concert venues.

A visit to the park could be easily combined with a visit to the flea market and dinner in the Caribbean Village. This potential requires, however, careful integration of the properties. The Caribbean Village should be thought of as part of the surrounding area as a whole and not as an isolated, walled off project. Unfortunately, the proposed park plan and conversations with park planners suggest this will be how the park will be designed - an isolated project without relationship to neighboring areas. The design of the regional park and the degree that it integrates with these properties will have a large impact on the success of Lauderhill's redevelopment effort.

The regional park will be a major investment by Broward County and the City of Lauderhill. Because its importance, the park should be planned and designed to maximize the value of this investment to residents of the county and to the revitalization effort.

Figure 105. Location of the Caribbean Village, cricket stadium, and regional park in close proximity to the flea market and a large number of properties proposed for redevelopment.
The Caribbean Village, Cricket Stadium, and Regional Park

The Caribbean Village is conceived as a mixed-use development that represents a true village at the edge of the park. The plan uses the village to frame the major entrances to the park creating an elegant entrance to the facility. The village would include a hotel, retail shops, restaurants, and residential apartments above the ground floor retail.

Three large mid-block parking garages are suggested to meet the needs of the village as well as park visitors. By providing parking within the village, visitors to the park will more likely visit shops and restaurants within the village. These parking facilities would also support a portion of the event parking that might be programmed into the park and further integrate the projects. The economic viability of the Caribbean Village is dependent upon a close relationship with the park, and the park will be a better place to visit with the services provided by the village. The parking garages and street connections are designed to assure this relationship.

The Caribbean Village could also house the proposed new library and multi-cultural facility. These institutions might be well located on the north side of the entrance street off of SR 7 (with parking behind) or off the small plaza across from the cricket stadium's pavilion. A third civic location at the end of the grand promenade terminating at the north and central edge of the park might be used for this facility to provide indoor park recreational facilities for some yet unidentified future need.

All public infrastructure included within the project, including civic buildings, restrooms, pavilions, and gates, should be designed with quality civic architecture that beautifies the public spaces and the park. Investment in beautiful public buildings creates quality civic space and improves property values in the surrounding area.

The plan fully interconnects with the flea market to provide synergy between these destinations and shared parking and access. Portions of the flea market parking and existing turn lanes into the market are ideally located to serve both properties. Such an arrangement would have to be negotiated but could prove beneficial to both properties.

Because of the more efficient park design, the large eastern section of park could serve as overflow grass parking during special events such as World Cup Cricket matches and could be used for park expansion in the future. Parking needs at the park will vary with demand high during events and much lower during the week.

The Citizens' Master Plan design includes the same uses and facilities as the county's plans but puts an emphasis on creating relationships with surrounding lands. The citizens' plan is designed to accomplish many goals: significantly enhance the park's impact on the economy of the area, improve the efficiency of the design, allow for additional facilities to be added in the future, improve utilization, increase safety, and improve access to the property especially during major events.
Residential uses are proposed along the western and northern edges of the property. The housing proposed on the eastern edge sits on park property that should be acquired by the community redevelopment agency to assure that residences face the park on the western edge. Housing along the edges provides eyes on the park and will help provide surveillance and security.

Security and access are also provided by the public streets proposed to transect the park. Police will be able to easily oversee much of the park property as part of their regular patrol duties as they drive down these public streets. Traffic on these streets further inhibits mischief. The proposed design recognizes that the best security is provided by many people in the park and many eyes on the park.

Under the proposed Citizens’ Master Plan, access to the regional park is provided from all directions and at multiple points in each direction. This approach minimizes the congestion that could be expected during an event when many cars are trying to access the park. The streets bisecting the park and at the edge of the park are proposed to have on-street parking. If designed without bulb-outs, on-street parking could be eliminated temporarily during events to provide for additional lanes of traffic flow.

The current approach to park planning fences and separates the entire property. The plan proposed by Broward County even includes gates for collecting fees. If fees are necessary, parking meters can be provided along the street and in any small lots. The public cannot use the fields if the park is fenced and gated, and a level of security is lost since there are no eyes or traffic in or around the park. Without streets to transect the property, police are unable to patrol or gain quick access to a problem.
The park property has the backs of residential buildings facing its western boundary and industrial uses facing its northern boundary. Neither of these conditions is ideal. By acquiring a small portion of the western edge of the property and providing a street to front this property, a single row of town houses could be developed that would have a very high value and would provide surveillance to the park. People living in the residences would observe the park and report problems since the park is their front yard. People coming and going from the buildings discourage inappropriate activities.

Acquiring a small amount of land will not limit the facilities provided in the park. The existing park design actually wastes a great deal of land.

Along the northern edge of the property no changes are required. However, the development of high quality residential facing the park will require a beautifully landscaped edge and access opportunities should be provided.
Potential School Site

An elementary or middle school has been proposed for the northwest corner of the park. Locating either a private or public school adjacent to the park provides the opportunity for shared recreational facilities and parking. The park will have its lowest usage during school hours making some facilities available for school activities. On weekends, school parking could be use by park visitors. Joint summer programs between the school and park might also be developed.

Great things might be accomplished by the County and School Board working closely with the City of Lauderhill to assure that the public investment in park development reaps maximum public benefit. All that is required is the extra effort it takes to consider the bigger picture and work in cooperation with other public entities for the greatest public good. Sadly, in many jurisdictions this does not occur. Too often, the focus is on meeting minimum requirements of the project with no consideration of how design might positively impact the surrounding community. A variety of excuses are put forward, but when planning and design is not done with consideration to the opportunities for synergy, the results fall short of what might have been. The public suffers.
Plan Comparisons

The most important difference between the county's plan for the regional park and the Citizens' plan is that the county plan largely ignores the context within which the project is to be developed. The park is walled off from the surrounding area except for connections to SR 7 and Sunrise Boulevard. It appears that no effort has been given to integrating the property with surrounding lands. The plan ignores all opportunities for synergy and added value.

The project exists as an example of the type of poor planning that gave Lauderhill inadequate transportation connections that result in congestion on the few through streets that exist.

In sharp contrast, the Citizens' Plan considers the proposed park as part of a whole community and pays attention to the details of connections and relationships with surrounding properties. Every effort is made to maximize the value of the park to visitors, surrounding properties, and the redevelopment goals of the community. The Citizens' Plan recognizes the unique opportunity offered by the redevelopment of adjacent properties to fully integrate the park as a center piece of the community and create an area that could rival Coral Gables in beauty. The Citizens' Plan also attempts to maximize the value of the investment the park by looking for partnership opportunities and ways to increase property values on surrounding properties.
The entrance off of Sunrise Boulevard leads to a new street (above) that borders the park and leads to SR 7 after passing by and through the proposed Caribbean Village. Buildings face the park providing surveillance and street activity.

The park is detailed and treated as an intimate part of the community. It is not walled or separated from the rest of the community.

On-street parking is provided on both sides of the street. In plan, the street is shown as a wider section without bulb-outs. The intent of this plan is to provide additional lanes by eliminating on-street parking during events at the regional park. Surface parking lots are hidden behind buildings.

In the above simulations, the regional park and cricket stadium can be seen to the right. Fences do not separate the street from the park to allow easy access to visitors, police and fire rescue.

Buildings facing the park along the south side of the street include restaurants and shops on the ground floor and residences above. An active pedestrian street environment is the best way to deter mischief in the park.

Although not shown, on-street parking is recommended along both sides of all streets within the Caribbean Village and regional park. On-street parking has the potential to provide hundreds of convenient parking spaces to users without damaging the beauty of the park.
The edge of the proposed cricket stadium is on the right and on-street parking is on both sides of the street. The proposed stadium is illustrated in detail elsewhere in this report, and is designed to be a centerpiece of the park and a beautiful piece of art.

The close association of the village and the park make it a great destination. Some members of the family can enjoy the recreational opportunities and events the park may host while others shop and browse in the village.

The project is detailed as a special place worthy of World Cup Cricket competition and could leave visitors with a high opinion of Broward County and the City of Lauderhill.

Passing just beyond the stadium, the cricket forecourt can be seen to the right. A secondary street leading to parking and Sunrise Boulevard intersects with the main street at the right. An additional parking structure is hidden behind the tall building in the distance.
Retail shops and restaurants bordering the street have awnings or colonnades to shelter shoppers from the sun and rain. Residential buildings facing the park's western edge can be seen in the distance to the right of the tall building on the corner.

The intersection of the two main streets accessing the park and Caribbean Village from Sunrise Boulevard and SR 7 represents the center of park and village interaction. The fore-courts of the stadium and village plaza just visible to the left provide space for small venues and gatherings.

The building to the west of the tall building presents an excellent location for a civic building such as a library. The building would directly face the village plaza or green and would serve an anchor to the village.

A structured parking garage is proposed behind the building serving the building and surrounding uses.
Beginning to turn the corner to head southwest toward the proposed hotel, a view is provided of the main entrance street off of SR 7 and the village green. The village pulls up to the street and provides enclosure to the street space and a beautiful entry into the regional park. The village green is on the left.

The street is smaller than proposed in the county’s plan since many access points to the park have already been provided in the Citizens’ Master Plan. The total number of lanes entering the park is greater in the citizens’ plan illustrated here, but because there are many access points, none of the streets need be excessively large. This scheme allows the park to absorb and disperse vehicles much more quickly than a limited number of very large streets.

Turning the corner and facing the street leading to the hotel, the village green is now on the right. Here the open has been shown as a true green, but open space could be provided in the form of a plaza. Given the nearby park, a plaza design would provide a greater diversity of venues.

The street vista is terminated by the Stump Hotel that derives its name from the stumps of the cricket field.

The street is lined with mixed-use buildings with retail below and predominantly residential uses including apartments above.

Although difficult to see, all sidewalks within the commercial portion of the town are at least twelve feet wide.
Again, parking is shown on both sides of the street, and the wide sidewalks come into better view.

It should be noted that no parking lots are visible from the street although ample parking is provided in structured form behind buildings. Appropriate signage can direct visitors to designated parking.

The termination of the street presents one of several locations that might be occupied by a hotel. Proposed hotels should be integrated into the fabric of the village and should not be surrounded by parking lots. The form needs to be strictly urban in order to maintain an attractive and viable commercial district.

An alternate location for a hotel might be at the entrance to the park off of SR 7 facing SR 7 and the entry road. An additional site might be the MacArthur Dairy property immediately west of SR 7 across from the main entrance. All of these hotel sites and the entire Caribbean Village are within easy walking distance of both the stadium and the new proposed bus transfer station on SR 7.
Approaching the main entry road off of SR 7, parking is provided on the street. Wide sidewalks line the street, and colonnades shelter pedestrians. The village is designed to allow visitors to park and enjoy walking to all points of interest within the village and park.

The village could become an important attraction if the regional park is aggressively programmed with activities such as sporting events, concerts, festivals, and art shows. The village will also benefit from interconnection with the flea market. In the absence of an aggressive program of events and strong connections to the neighboring flea market the mix of uses within the village would shift to favor residential with a more modest offering of restaurants and shops.

The building to the right of the three-story building on the corner sits on property that could be a good location for the public library. These buildings face the village green.
Approaching the cricket stadium from SR 7, the stadium is in clear view and is designed to have a strong visual impact on approaching drivers and pedestrians. The tall white column that sits behind the main pavilion can be seen from anywhere in the park and helps to orient visitors.

Approaching the cricket stadium, the village green and beautiful architecture of the stadium entrance can be seen on the right.

The building to the right just beyond the green represents another location for an important civic building. The building should face the green and would anchor the center of the village.
As one approaches the high tech stadium, the pavilion comes into view just in front of the soaring white column, and one can see the taut white canvas canopies that shelter the seating areas.

A closer view of the stadium entry feature shows the pavilion and the white column as seen from street level. The stadium is functional as well as a great piece of sculpture. It stands as a centerpiece to both the village and park. The proposed architecture of the stadium has the potential to draw visitors even when it is not occupied.
The stadium design is light and starkly beautiful in its simple and elegant form. It could be built in a very ordinary way, and simply block the view of the park. As proposed, it becomes the preferred view and is likely to bring a great deal of attention to Broward County and the City of Lauderhill.

Entering the stadium. The proposed structure is light and airy allowing easy circulation of air, and shade from the sun.
This aerial view of the stadium shows its incredible beauty to good advantage. The design is simple and elegant. The bright white canopies of the stadium contrast against the green fields of the park. The design is in segments allowing the design to be used for various stadium sizes and seating capacities.
Figure 134. Computer simulation of the stadium entrance

Figure 135. Computer simulation of the main pavilion

Figure 136. Computer simulation of the stadium from the park

Figure 137. Computer simulation looking into the stadium from the park behind the main pavilion
Lauderhill has an industrial commerce park located just east of SR 7 and north of NW 13th Street. The area has landscaping along main access streets and sidewalks. The park should be maintained with some improvements such as enhanced landscaping along the main access streets, infill buildings, and a small park that might be fronted by a restaurant to serve the area.

The recommended improvements are noted in the diagram above. Beyond these consideration should be given to providing some live work units within the industrial park. Live work arrangements are attractive to many startup businesses and are something of a traditional residential form for artists.
The Introduction of Live/Work Units

Ideal industrial commerce parks have buildings with office uses and display space facing the street. The production facilities are located in the rear out of view. Where this arrangement is followed, fronting streets can be attractive, and live/work units can be easily accommodated particularly at intersections between streets.

Not everyone wants to live above his or her workplace, but for those that do, space should be provided. The arrangement is ideal for many artists who want to be in constant touch with their work. Such housing adds to the diversity of housing stock available. It takes all kinds of people to make a community, and housing should be provided that meets the needs of the full spectrum of individual needs.

Adding live/work units also adds an element of additional surveillance and security to the park during off hours. This housing type should be encouraged.
IMPLEMENTATION
The City of Lauderhill's section of SR 7 between Oakland Park Boulevard and Sunrise Boulevard has incredible redevelopment and revitalization opportunities. For this opportunity to succeed, it is essential that the city adopt a comprehensive and detailed master plan that directs the future of the area. The main objectives of the master plan should be to maximize property values in the area and to contribute to the quality of life of its residents. The plan should lay out how properties interact and connect to create the best value and environment for the citizens.

The master plan will create the primary basis for reviewing development proposals. The plan provides assurance to developers and investors that their property values will increase as neighboring properties are developed. Developers need to know the city's goals and objectives and what is likely to happen on adjacent parcels of land in the future. Developers need assurance that what will happen next door will not adversely impact the value of their investments.

Without a detailed master plan, most redevelopment efforts will fall short of realizing their full potential. In other cases, efforts will fail. Oftentimes, property owners do not invest in redevelopment for fear of missing out on a future opportunity or fear of what might happen on neighboring parcels. Without a plan, the development that is proposed turns its back on the surrounding properties and tries to wall or gate itself from neighboring parcels. The result is rarely good for the community as a whole.

The city should have a master plan that is rarely changed. Developers, local governments, and the community need assurance and predictability. Therefore, the master plan should never change to accommodate a particular project. If the development community perceives that the city is not committed to its plan, uncertainty arises, and quality developers will be scared away.

**Keys to Success**

There are three important keys to the successful redevelopment and revitalization of the SR 7 corridor. The first key is a recognition that the general principles outlined on page iv of this report represent a fundamental paradigm for city building that should form the basis for most, if not all, city planning decisions. The Citizens’ Requests (page v) and the Citizens’ Master Plan (page 2) were developed based upon these principles. Individual development approvals should be judged based on consistency with these principles.

The second key is derived from the general principles but is elevated in importance because it is crucial to the success of the plan. Lauderhill should work to increase street connectivity within the city. As redevelopment moves forward, the city should insist that developments increase connectivity and interconnectedness to surrounding parcels by providing a hierarchy of beautiful public streets that fully integrate the proposed project with the surrounding areas. All streets should be designed as attractive public spaces for use by both drivers and pedestrians. No street should be closed or gated. Most traffic problems along SR 7 are a direct result of insufficient connectivity.

The third key is to assure that projects proposed within the city are designed to interact and support one another and the city as a whole. The best way to assure this is by requiring a high degree of consistency with the adopted master plan.

**Priorities and Project Management**

The Citizens’ Master Plan represents a vision intended to guide city actions and investments toward a well-defined objective. The plan is comprehensive and includes a large number of improvements and redevelopment opportunities. Not all of these opportunities should be immediately pursued. Instead, attention and resources should be focused on those opportunities that are strategically most important to achieving the long-term objectives of the plan.
Immediate Attention

The City and community redevelopment agency should establish an experienced senior-level redevelopment team charged with shepherding all existing and proposed development within the study area to consistency with the Citizens’ Master Plan. It will take months to develop and adopt into law all the zoning codes and comprehensive plan changes that may be needed to assure that redevelopment proceeds in the manner consistent with the Citizens’ Master Plan. Until this process is complete, the City cannot rely upon the on the normal development review and approval process alone to be successful. During this interim period while plans and implementing ordinances are being developed and adopted, the city must be creative and persuasive to accomplish its objectives. It is vital that the redevelopment team work aggressively and in partnership with developers to encourage and facilitate full implementation of the plan. The key to success will be to demonstrate to developers that being consistent with the plan will be more profitable, quicker, and easier.

Priority attention should be given by both the city and the community redevelopment agency to working with Broward County to redesign the regional park to be consistent with the conceptual designs and principles presented in this report. The plan provided by the county ignores surrounding areas and makes no effort to integrate the park design with surrounding properties. This underlines the value of the regional park to the community and represents a waste of tax payer money by failing to leverage the investment in the park property in a way that more broadly improves the surrounding redevelopment area. Perhaps this situation is understandable in the absence of a master plan for the area that shows how the park could and should interact with surrounding areas. However, now that such a plan exists, it is not too late to make changes. Some delays and cost may occur, but these are inconsequential compared to the long-term costs of missed opportunities that a well-designed plan could address. Concerns with the county’s plan for the regional park have been discussed elsewhere in this report.

The city and the community redevelopment agency should work with Broward County to immediately initiate the process of finding and contracting with an architectural design firm capable of building a beautiful cricket stadium. The Citizens’ Master Plan recommends that the cricket stadium be viewed as an opportunity to create a beautiful piece of functional art that will serve as a centerpiece of the community and the new regional park. If the stadium is to become special showcase, it is essential that the process of selecting and hiring a competent architectural and design firm start immediately. Ideally, the city and county would have a design competition for the facility. This process would bring a large amount of positive attention to both Broward County and the City of Lauderhill.
As soon as possible, the city should begin negotiations with the Florida Department of Transportation about design changes to along the SR 7 corridor and funding and implementation strategies. The city should focus on assuring that any improvements to its roadways are designed consistent with the master plan. A long lead time is required to coordinate and implement significant changes. Priorities for SR 7 corridor include the following:

1. a maximum of six through lanes with two in each direction
2. bricked median turn lanes at intersections and medians planted with a continuous row of canopy shade trees such as Live Oak
3. twelve to twenty-four feet sidewalks as described in this plan with a continuous row of canopy shade trees on each side of the street
4. transfer of right-of-way not used for the road or first twelve feet of sidewalk to the city so that management of the remaining twelve feet of sidewalk in front of buildings can be administered by the city
5. bricked pedestrian crossings with appropriate signalization at indicated intersections
6. accommodations for future changes in signalization as required by the plan
7. decorative pedestrian-scale street lights
8. buried utilities

The city may need to contribute funding of some items outside of normal Florida Department of Transportation’s practices. The reasons for early negotiations with the department is to discuss the city’s design objectives, gain an understanding of the costs of the new designs, determine the city’s funding responsibilities, and schedule improvements so that the City can properly budget. What is most important is that no action is allowed that would preclude the ultimate implementation of the street sections proposed.

The city should adopt the Citizens’ Master Plan by resolution as the vision for the city’s ultimate build out.

The city should assign an individual or team with responsibility to shepherd the Citizens’ Master Plan through the review, approval, and adoption process. It is important that the plan be expeditiously adopted and all necessary comprehensive plan, zoning, and land use changes necessary to assure implementation of the plan are processed. The area is anticipated to experience rapid growth and development pressure. Achieving the objectives of the plan requires that land use and zoning policies be put in place to assure that new development proceeds as envisioned. It is recommended that a team representing planning, design, and law be assigned the responsibility.

The city is advised to review the downtown master plan developed for the City of West Palm Beach as a model that has been accepted by the Department of Community Affairs. This downtown plan has proven effective and easy to administer. West Palm Beach has been successful in encouraging the redevelopment of its downtown and has developed a number of models that may be useful to the City of Lauderhill.

The most difficult task may be to convert the existing Floor Area Ratio (FAR) approach to zoning to a model based on building form. It is necessary to assure that no Burt Harris taking claims result from the conversion, which is accomplished by assuring that landowners have as much or more development potential after the conversion as they did before. Ideally, the revised code should provide incentives for...
redevelopment of lands but done in a way that the value of the property is not increased without desired redevelopment occurring. If land value is increased without requirements for construction of the desired product, it may have the effect of slowing the redevelopment process since landowners ask too much for property.

This problem has generally been best addressed by providing limited duration zoning incentives. A significant increase in development potential consistent with the goals of the plan is provided for a limited and defined period of time and becomes effective only if the required building type is actually built within the specified time frame. This is a “use it or lose it” incentive. Nothing prevents the landowner from proceeding with development of the base amount allowed in the plan after the incentive period runs out, but the bonus of density is only granted if development actually occurs within typically a four or five year period. This allows the city to provide incentives that do not permanently increase the value of land, which is very important to maintaining growth.

The community redevelopment agency should update its plan to make it consistent with the adopted Master Plan. Such action is necessary to give the community redevelopment agency the authority to implement aspects of the plan.

The city should establish an expedited review process. This process makes it easy for developers to get approvals for projects that are consistent with the adopted master regulating plan and zoning code within the community redevelopment area. Again, the City of West Palm Beach has developed a model for this approach that it uses to manage development proposals within the downtown.

The City should work with the Florida Department of Transportation and Broward County to develop an implementation and funding plan for increasing street connectivity and connectivity between businesses as proposed in the plan. Although not an immediate emergency, it is important that the City assure that as new development is proposed the opportunities to improve the connectedness of the street system are protected and ideally implemented. Connectivity goals should be assured both on streets and between businesses as described in the Citizens’ Master Plan.

The city and community redevelopment agency should work with the Broward County, the Florida Department of Transportation, and the owners of the Lauderhill Mall to plan for the relocation of the bus transfer station with the Citizens’ Master Plan. Discussion should also include development of the facility as a beautiful centerpiece for the community. A beautiful well-designed and well-located bus transfer station is justified within Lauderhill given the proximity of the proposed regional park and large scale redevelopment effort that will occur on properties within walking distance of the station. Some funding will may be available from both the County and the Florida Department of Transportation, but supplemental funding may also have to be provided by the community redevelopment agency for upgrades to shelters and facilities. Since the bus transfer station may be implemented in the near future, it can signal of the quality that is expected within the area.

**Moderate Priorities**

The community redevelopment agency should work with the owners of the Lauderhill Mall to encourage the redevelopment of the property as the new mixed-use town center.
Lauderhill Mall is poised for revitalization. Negotiations should begin regarding the phased or complete redevelopment of the property as recommended in the Citizens’ Master Plan. The property is large enough to attract wide developer interest if the current owner is willing to work with the community redevelopment agency and submit a Request for Proposals.

The city and community redevelopment agency should develop a series of tear sheets that describe each of the projects proposed within the master plan and use these during the budget process to prioritize projects for funding. Above are examples of project tear sheets. Sheets may be simple and short. For complex projects, such as street infrastructure, a tear sheet may be several pages long. The tear sheets summarize all essential information regarding the project including goals and objectives, cost estimates, management responsibility, and funding sources. These concise documents are extremely helpful in prioritizing projects for funding and for promoting projects with other agencies. The development of tear sheets takes the implementation of the plan a step beyond the conceptual level toward construction.

The city should work with Broward County to assure that the proposed library and multicultural center is located on a proper civic site and that these civic buildings and all other public buildings and infrastructure proposed within the city are designed as beautiful pieces of architecture. The cost of building a beautiful structure or gate does not cost significantly more than doing a mundane and purely functional structure. The beautifully designed structure increases property values and pride in community well beyond its cost. This principle was recognized by Merrick in the development of Coral Gables. The care with which the public realm was designed has rewarded residents of Coral Gables ever since.

Pursue Regional Activity Center Designation. The city should support the adoption of standards by Broward County to promote infill and mixed-use development along the SR 7 corridor and seek designation as a Regional Activity Center.

Long-Term Priorities

Continue to participate in the SR 7 Collaborative to establish the direction for the future of this important roadway.

The city should retain the services of an urban designer with a strong background in architecture and urban design. In the short term, these services can be acquired by contract. However, as the city matures, consideration should be given to sharing a full time position between the community redevelopment agency and Planning Department. Typical duties of the Town Urban Designer would be preparing conceptual plans for parcels, developing counter proposals to developer plans that are not consistent with the town’s vision, reviewing building and development plans for consistency, and developing design guidelines and codes.

ONGOING ASSISTANCE

The City of Lauderhill has put together a team of very competent professionals with wide ranging and extensive planning and redevelopment experience. The greatest difficulty with implementing the recommendations of this report will be time. A large amount of time consuming work will be needed to move this plan forward expeditiously.

The regional planning councils have developed a team of experts that can provide the city with supplemental manpower and experience should time constraints make such assistance necessary. The councils can direct city staff to model ordinances, requests for proposals, models for design competitions, development regulations, and codes that can simplify the task of developing these documents. Assistance in preparing such documents is available on a contractual basis.
Funding Sources

Tax Increment Revenues: Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Reinvestment Act.

Reinvestment Revenue Bonds: Section 163.385 Florida Statutes, empowers local governments to issue Revenue Bonds to finance redevelopment projects with the security of the bonds based on the anticipated assessed valuations of the completed community redevelopment. In this way, "tax increment" is used to finance the long-term bond debt.

Interest on Redevelopment Trust Funds: Any interest that may be earned from deposit of Trust Fund monies may become a part of the funds used for redevelopment activities.

Industrial Revenue Bonds: Chapter 159, Florida Statutes, cites the Florida Industrial Development Act that authorizes the use of Industrial Development Revenue Bonds to finance certain types of capital projects for private development.

General Obligation Bonds: Some jurisdictions have also issued General Obligation Bonds for projects within the community redevelopment agency area. These bonds are secured by debt service millage on the real property within the local government and typically must receive voter approval. For example, sports stadiums are often partially funded by such bonds.

Special Assessment Districts: This is a tax system whereby property owners within the district agree to pay an additional fee or an ad valorem tax to raise funds for specific projects that will benefit them. This approach could be used to fund improvements within the SR 7 corridor that are over and above what the Florida Department of Transportation and the respective jurisdictions are willing to contribute.

Land Sales and Leases: The local government may acquire and sell land or property.

Contributions and Donations: Voluntary contributions by private companies, service organizations, individuals, and foundations are a potential source of income for special or popular projects, particularly those of a high civic nature such as parks, bridge, or public buildings.

Foundations: Several communities have researched the purpose and intent of foundations and designed portions of their plan to attract grants from a particular foundation. Foundation money is often a good source for training and educational programs.

Public/Private Ventures and Partnerships: Some redevelopment projects have been designed to stimulate additional private investment and were accomplished through public/private ventures or partnerships. The local government can give assistance to a developer in the assembly of land for a private development. In return, the developer may be obligated to provide for building renovations, street, landscaping, sidewalk and other redevelopment improvements. The private contribution may also be through direct contributions, or payment to assessment districts.

Community Contribution Tax Incentive Program: This program was created by the Florida Legislature to encourage corporate involvement in community revitalization. This program allows businesses a fifty-percent tax credit on Florida corporate income tax or insurance premium tax for donations to local community development projects. Donations must be made through an eligible non-profit corporation conducting a local government-approved community development project such as affordable housing.

Direct Borrowing: The local government is empowered to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular projects, the local government may utilize both short and long-term borrowing.

Enterprise Zone Investment: This program is designed to encourage increased business in distressed areas. The State of Florida provides property tax credits, jobs tax credits, partial building sales tax refunds, and partial sales tax refunds on business equipment purchased.

Utility Enterprise Funds: Several communities in Florida have used "Enterprise Funds" to fund infrastructure improvements in their redevelopment areas.

Private Business Development Program with Banks: Banks may incorporate a subsidiary to provide loan assistance not normally permitted for commercial banks. The loans are used to help start or expand business operations as long as the purpose is related to community development and not to a conventional commercial loan.

Bank Reinvestment Pools: Many local governments have developed a cooperative approach with local lending institutions to supplement the funding for their community redevelopment program. The Community Reinvestment Act of 1977 requires banks to define a service area, assess local credit needs and make efforts to meet the community's needs. The Citizens' Master Plan may serve as the basis for goal establishment and planning by local lending institutions.

Property Improvement Grant Programs: Several communities have established grant programs that are used for facade improvements and building renovation. These programs are usually directed towards improvements that have a high potential for stimulating additional private development in the area. Several communities have used State Programs and private investments to initiate a revolving grant program. For example, Chapter 80-249 of the Laws of Florida, offers a 50% credit against state corporate income taxes for contributions of up to $200,000 for community development with the contributions used as a direct grant or to start a revolving loan fund.

County, State and Federal Grant Programs: Funding may be available from several Federal and State agencies, such as the Department of Community Affairs and the Florida Department of Transportation.

Economic Development Administration Grants: This federal agency provides grant to fund public works projects. This grant/loan program assists distressed communities to attract industries, encourages business expansions, and primarily focuses on generating long-term, private sector employment opportunities.

Small Business Administration: The Small Business Administration is a federal agency that provides low-interest loans to business people who cannot qualify for standard commercial loans. This loan program has been used to encourage economic development by assisting small business start up and expansion within the community redevelopment agency districts.
The Charrette Process

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
Figure 153. Residents draw and share their ideas
Figure 154. Residents draw their ideas
Figure 155. Residents present their plans
THE DESIGN TEAM

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Images from the March 2004 Lauderhill Charrette
Lauderhill, Florida

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