This master plan document represents the efforts, ideas, and vision for the future of the SR 7 corridor within the jurisdictions of the cities of North Lauderdale and Tamarac. The designs, illustrations, and graphics included within this report are meant to convey that vision and are conceptual by nature.
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OVERVIEW OF PROCESS

The Process

The North Lauderdale/Tamarac Citizens' Master Plan grew out of a public seven-day charrette held from February 23 through March 3, 2006. The master plan represents the citizens' vision for the future of the SR 7 corridor within these jurisdictions.

The charrette was held at the North Lauderdale City Hall and was attended by residents, property owners, city officials, and local business representatives. The charrette focused on the SR 7 corridor and the surrounding neighborhoods. Key issues addressed included concern regarding the width of the SR 7 corridor, enhancement of road's aesthetics, the revitalization of existing shopping areas, and the establishment of mixed-use town and neighborhood centers along the corridor.

The Treasure Coast Regional Planning Council’s Design Studio (Marcela Camblor, Wynsum Hatton, and Dana Little); a team of professionals A + S Architects and Planners (Derrick Smith); ArX Solutions, Inc. (Lucio Sanjuan, Paula Lopez, and Sabrina Fajo); Daniel M. Cary and Associates (Daniel Cary); Kuhlins Transportation Group (Wade Walker); and urban designers Shaun Baratta, Steven Fett, Barry Mahaffey, Shailendra Singh, and Sita Singh assisted the citizens in studying the many challenges faced by the community and proposed specific solutions.

During the week of the charrette, the design team set up its studio at the North Lauderdale City Hall where the doors remained open to the public all week. A presentation of work in progress was held on Friday, March 3, 2006. Residents, property and business owners, city staff, and elected officials were present.

Work has continued following the initial public workshop. A final presentation by TCRPC staff will be held during the fall of 2006.

The 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 study area includes SR 7 and the surrounding neighborhoods within the jurisdictions of the City of North Lauderdale, the City of Tamarac, and the City of Fort Lauderdale.
Within the study area, SR 7 exists as an unattractive and poorly designed highway that divides neighborhoods. SR 7 has no sense of place, and most uses are set far back from the street and fronted with parking lots.
The study area has numerous positive features and redevelopment opportunities. Many of the older strip commercial areas are ready for redevelopment. Residential developers show a strong interest in the area, and there are opportunities to increase park and recreational uses within the area.
Characteristics of the Cities, Towns and Neighborhoods

Towns are made up of neighborhoods with each neighborhood ranging in size between 40 and 125 acres. Where there are multiple neighborhoods, they are typically clustered around a central business district or main street shopping area. Within neighborhoods, there are a diversity of uses and housing affordabilities with densities of residential averaging between 6 and 10 units per acre across the entire neighborhood. Some houses occur on large lots, and some units are clustered at higher densities in the form of multifamily apartments or townhouses. Cities may have much higher average densities, and at higher densities a greater variety of services are possible within close proximity to homes. Towns and cities recognized by their citizens to be great places to live share these and the following characteristics.

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

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

Beautiful 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 functionality of the street to pedestrians and children and its attractiveness as an address as is given to its use by automobiles. Great towns recognize that large portions of the community do not have independent access to an automobile but still need to be able to move around. The ability to own and operate an automobile should not be the prerequisite to enjoying a good quality of life. However, in much of Florida, this is exactly 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.

THE ULTIMATE TEST OF SUCCESS

A 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, shopkeepers, teachers, and baby sitters. If the community is not attractive to a few wealthy individuals, there may be no one to donate money to build a library. Without skilled and unskilled 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 when 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 place and shopping destinations by walking or by very short vehicle trips.

Appropriately located sites for civic buildings - Well designed communities have specially created and prominent locations for their important civic buildings such as churches, libraries, schools, theatres, and community meeting halls.

 Provision of a variety of parks and open spaces - Communities have a variety of open space needs: 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. Districts include 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.

Participants in the North Lauderdale/Tamarac Charrette recognized these principles and developed a series of requests and recommendations consistent with achieving these characteristics along the SR 7 Corridor, between Kimberly and W. Commercial boulevards.
Citizens’ Requests:

The residents in the North Lauderdale and Tamarac area identified many issues in their area.

- Forge a unique identity for the corridor
- Landscape and aesthetic improvements
- Consider a long-term redevelopment strategy for the corridor key parcels:
  - Publix/Home Depot shopping center
  - Imperial Estates
  - Kimber Boulevard commercial
  - “Triangle” at SR 7, McNab Road, and the Turnpike
- Illustrate transit/multi-modal options along SR 7
- Investigate traffic issues at McNab Road and SR 7 (Turnpike Exit)
- Bus shelter designs
- Better integration of the Fort Lauderdale well fields corridor
- Test urban school prototypes
- Overall road connectivity - better internal mobility
Citizens’ Master Plan

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
Transportation Issues and Street Design
There is a strong consensus among the communities fronting SR 7 that the roadway should be designed and maintained as a six-lane facility. Traffic volumes in the corridor vary from between 42,000 to 55,000 vehicles per day. Given traffic counts along the corridor, strategies need to be implemented to improve levels of service and provide additional north/south capacity. Strategies for improving level of service could include reducing the number of curb cuts onto SR 7, enhancing the network of streets serving business destinations along SR 7 so that residents have alternative ways of accessing businesses besides using SR 7, and providing alternative north/south corridors. Capacity could also be improved by enhancing transit service within the corridor including providing a rapid transit bus service or light rail.

In addition to issues regarding the scale and section of SR 7, concerns were also raised about the aesthetics of SR 7. In its current form, SR 7 exists as a highway designed to accommodate vehicle trips and not as the front door or "main street" to the North Lauderdale/Tamarac area. Little consideration has been given to the pedestrian or the SR 7's potential to be a public space attractive and comfortable to people.

Charrette participants also expressed concern regarding the complex interchange between McNab Road and SR 7 and chronic peak hour congestion at the Florida Turnpike access point along W. Commercial Boulevard. All of these issues were studied during the charrette process.

Transportation System Issues

During the North Lauderdale/Tamarac Charrette, the primary transportation system issues discussed included strategies for maintaining SR 7 at a maximum six-lane section, design improvements needed to support rapid transit service, and improvements in the design of SR 7 to transform the roadway from a highway into a beautiful "main street" boulevard.
Reducing the Need for Road Widening

SR 7 is a primary north-south corridor that connects a large number of Broward County communities to Palm Beach County to the north and Miami-Dade County to the south. Traffic volumes in the corridor vary from between 42,000 to 55,000 vehicles per day. Generally, there is 200 feet of right of way along the corridor. This width is more than enough to accommodate expansion of the highway to eight or more lanes. However, charrette participants all along the SR 7 corridor agree that SR 7 should be a maximum of six lanes.

However, the communities fronting SR 7 and the charrette participants in all the SR 7 charrettes strongly agree that SR 7 should be at a maximum six lanes and designed to accommodate either bus rapid transit or a light rail system within the six-lane configuration. At six lanes, it is possible to design SR 7 to be a beautiful boulevard that could serve as a front door and "main street" to all of the communities that occur along its course. It becomes increasingly difficult to achieve this goal at eight lanes.

In order to reduce or eliminate the need for expanding SR 7 beyond the preferred six-lane configuration, three strategies should be employed throughout the corridor. First of all, the connectivity of the grid system of streets serving the area should be increased, and connectivity between adjacent uses should be encouraged or required. Thirdly, rapid transit should be provided.

Connectivity of the Street System

The connectivity of the street system serving the area should be increased to the maximum extent possible with the objective to provide residents with alternative ways to move throughout the area without using SR 7. Of particular importance is providing alternative routes to commercial destinations, shopping, and work places.

Street connectivity within the study area is poor with few alternative ways to move between two points.

Street connectivity throughout the study area is poor. Although a home is adjacent to Home Depot, the resident must travel more than a mile and use SR 7 in order to shop at there. Yellow arrows indicate connections that should have been provided at development in order to assure adequate connectivity.

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
Currently, street connectivity within the study area is remarkably poor with very few alternative ways to move between two points. All trips are forced to use a limited number of east-west arterials and SR 7 for north-south destinations. The limited number of roads unnecessarily adds to the number of trips that must be accommodated by SR 7 and increases congestion on the east/west system of arterials, trip lengths, fuel consumption, and travel times.

Unfortunately, the number of opportunities to increase the connectivity of the grid system within the study area is very limited due to the existing configurations of development many of which are unlikely to redevelop in the near future. However, as opportunities arise with redevelopment, every effort should be made to increase the connectivity of the street system. New development and redevelopment should be designed to fully interconnect with adjacent development and allow pass through traffic. Cul-de-sacs should be discouraged or eliminated. The Citizens’ Master Plan suggests how several key parcels that are likely to redevelop in the near term might be configured to implement this recommendation.

Connectivity between Adjacent Parcels

The second strategy to reduce or eliminate the need to widen SR 7 beyond six lanes involves improving the connectivity between adjacent businesses and reducing the number of curb cuts on SR 7. Oftentimes, zoning codes require adjacent parcels to provide separations in the form of landscape buffers or walls. This requirement forces separate curb cuts for access. Multiple curb cuts and separations between adjacent parcels unnecessarily reduce levels of service on the road system and eliminate opportunities for shared parking and business interaction.

Although not currently a major problem within the study area, as parcels develop and redevelop over time, connectivity between adjacent parcels should be encouraged to the maximum extent possible including interconnection between residential developments and nearby commercial shopping areas. Better interconnection between adjacent businesses encourages more customer visits and can add economic value to the associated businesses. Customers park once and may visit several shopping destinations. Rather than requiring separation, adjacent business addresses should be encouraged or required to interconnect and share both parking and access. Interconnection of residential areas and commercial shopping allows residents to access services without affecting SR 7.
One of the most effective ways to increase capacity on SR 7 and reduce the need for future roadway expansions is by encouraging the use of transit systems. Besides the existing bus services that currently serve the area, a bus rapid transit system is proposed along SR 7. The bus rapid transit system would share the outside lane of the six-lane section of the highway with cars but would have some control over signalized intersections. Consequently, the bus would receive a significant degree of priority.

Bus rapid transit would focus on longer trips than local bus service and would stop at fewer locations. Key stops for bus rapid transit within the study area are illustrated below.
Street Design for Transit

A consistent theme of each SR 7 charrette has been a modified section for SR 7 that visually improves the experience of the corridor while making it more walkable and friendly to business redevelopment opportunities. All proposals reduce right-of-way to no more than 150 feet, maintain six travel lanes on SR 7, increase levels of landscaping, enhance pedestrian amenities, provide for community-identifiable transit facilities, and suggest “town centers” at strategically placed nodes within each community. The town centers include both commercial redevelopment and higher-density housing that can create a market for premium transit service.

Recommended street configurations vary depending upon the character of the fronting uses. Wide sidewalks are proposed along the entire length of SR 7 to accommodate bicyclists, pedestrians, shelters, street trees, and outdoor furnishings.

Along most sections of the street, particularly those sections fronted by predominantly residential, office, or park uses, transit stops can be accommodated by a simple widening of the street sufficient to provide for a bus pull-off. Pull-offs should be provided with sheltered waiting areas with seating, waste containers, and bicycle racks. The proposed redesign of SR 7 is based upon the perspective that streets are part of the public realm and should be viewed as great outdoor rooms designed for both cars and people. Consistent with that perspective, bus shelters and street furniture should be attractive and selected with the same care that one selects furniture for their home.

Within active “town center” sections of the SR 7 frontage, especially in areas intended to support retail-shopping areas, slip street configurations are recommended. A retail block serviced by a slip street is illustrated in the drawing to the right. Slip streets provide on-street parking in front of stores, which is important to retail, and accommodate transit system pull-offs. The slip street is separated from the main flow of traffic by a landscaped median that creates a beautiful and classic boulevard section.

In very active areas, slip streets can be designed to provide parking on both sides of the street. The illustration at the right provides parking only on the store side of the street.
Street with curb-side transit stops.

Street with bus pull-offs provided.

Street with elevated light rail system located in the median of the street.

Street where light rail shares the inside lane of the street.
Existing Transit Stops

The study area includes more than fifty bus stops that differ from one another. Most do not represent a dignified and comfortable place for people to wait. The existing stops are the equivalent of clutter on street and should be replaced with a consistent theme and design that adds architectural character and an identity to the community.

For transit ridership to increase significantly, care must be taken in all the details of the system. The current system seems to be designed for people that have no other option for travel rather than a system that is attempting to offer a viable alternative to automobile use.
A Dignified Place to Wait

If transit use is to be an attractive alternative to the use of automobiles, transit stops should provide people with comfortable and dignified places to wait. Stops should be located in safe locations with lots of pedestrian activity and provide shelter from the rain and sun, bicycle racks, and trash containers.

Transit stops should be designed to add to the character of the community to complement its architectural themes and serve as a community icon. Transit stops can be a form of public art that helps to beautify the civic space of the street. North Lauderdale and Tamarac should consider replacing the existing array of benches and shelters with a consistent design approach that reflects the image and character of their respective communities.

The proposed designs on this page were inspired by the existing Morris Lapidus gateway in North Lauderdale and were intended to represent an Art Deco theme that could set this portion of SR 7 apart from other areas of the highway’s course through Broward County. This Art Deco theme is also reflected in the simulations of SR 7 that have been incorporated throughout this report.

Consideration should be given to having the citizens and local artists participate in a design competition for the transit stops, which would also serve to draw attention to efforts to revitalize the SR 7 corridor.
Along most of its course, SR 7 is an unattractive highway and not a public space designed for both cars and people.

**Aesthetics**

Beyond concerns about the traffic impacts of potential roadway expansion, residents were also concerned with the aesthetics of SR 7. In its current form, SR 7 is designed as a highway and not as the front door and "main street" to the North Lauderdale/Tamarac area. SR 7 should be designed to be functional, but the design should also recognize that SR 7 represents the front door of many communities. It is the first impression many have of Broward County’s communities. SR 7 should be viewed as an important public space designed for both cars and people.

The design, proportions, and the detailing of all streets, buildings, and structures are important priorities that will have a lasting consequence on the community and on the value the area is perceived to represent to both residents and businesses. Where care has been taken to assure that design and aesthetics are given a high level of consideration, the result has been pride in community, strong economic development potential, and high property values.

If designed properly, SR 7 can be transformed from a mundane highway into a beautiful boulevard. The scale of the road is not the problem but how the road is detailed and how it relates to the surrounding built environment. Attention must be paid to the relationship between building heights and street widths, the width of sidewalks, landscaping, street furnishings, and the uses that front the street. The Champs Elyses in Paris accommodates fourteen lanes of traffic and parking between building faces, yet it is considered one of the most beautiful boulevards in the world. The Champs Elyses is beautiful because it was designed as a great outdoor room and a place to be occupied by the citizens of the city and not just by automobiles.

**Streets and Highways as Beautiful Public Spaces**

Essential to creating a beautiful city is an understanding that highways, streets, and avenues are an important part of the civic realm of public spaces that should be attractive regardless of the scale of street involved. Streets and avenues should be viewed as important public spaces that in order to be fully functional must be comfortable for pedestrians and bicyclists as well as cars.

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

Equally important to the walls formed by buildings pulled up to the street is the provision of a con...
tinuous system of wide sidewalks for pedestrians. Within 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 minimum width) and sufficient to provide outdoor seating at tables in front of cafes and restaurants.

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

Attention should also be paid to how the outdoor room and public space of the street 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 a special place, it instinctively slows. With cars moving at slower speeds and with buildings pulled closer to the street, it is easier for drivers to see what stores and businesses are located there, and 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 area rather than serving as a beautiful main street full of energy and activity. Traffic travels fast since nothing draws interest and makes a driver take note that they have arrived at a unique place.

Ideal commercial street.

Ideal residential street.

Neighborhood Streets

The same rules apply for neighborhood streets that apply to the great streets and boulevards. All streets should be considered part of the public realm beautifully designed and well maintained.

In single-family neighborhoods, houses may be set too far back from the street to enclose the space of the street adequately. Therefore, street trees are used to define the space. Sidewalks are narrower than along commercial, high-density streets and should be wide enough for two people to walk comfortably shoulder to shoulder.

On-street parking is encouraged on neighborhood streets as a form of traffic calming, and pedestrian scale lighting should be provided.
DESIGN GUIDELINES FOR COMMERCIAL AND RESIDENTIAL STREETS
Height to Width Ratios for Streets

The height to width ratio of any space generates spatial enclosure, which 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 one increment of height to three of width is the absolute minimum if a sense of spatial enclosure is to result. As a 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 that provide very effective spatial definition.

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

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

A good height to width ratio enhanced further by street trees.
Design Guidelines for Beautiful Commercial Streets

Street building should be undertaken with the same care that is given to creation of any other important public or civic space. Streets should be viewed as centers of human activity and designed to be inviting and comfortable places for people whether they are in a car or walking.

The most critical issues in designing beautiful and active commercial streets include the height of buildings relative to the width of the street space, the placement and alignment of buildings along the street, sidewalk widths, street trees, landscaping, parking placement, street furnishings, and lighting.

Height to width ratios - The importance of adequate building height has been illustrated and discussed earlier in this report. Minimum and recommended heights will vary with the width of the street and sidewalks. However, for six-lane boulevards such as SR 7, building heights should stand three to six stories.

Building placement and alignment - A continuous facade of appropriately scaled buildings set close to the street is essential to transforming SR 7 from that of a highway that divides the community into a beautiful public space that serves as a unifying central main street and front door to the area. The consistent alignment of building facades form the walls of the great outdoor room the street occupies.

Sidewalk widths - Sidewalks should be very wide on commercial streets. The minimum sidewalk width for a commercial street should be fifteen feet, but in important commercial areas expected to have a large amount of pedestrian traffic, sidewalks might be as wide as forty feet. Wide sidewalks provide space for pedestrians, bicycles, tables and chairs for sidewalk dining, lighting, and street trees.

Street trees and landscaping - The most beautiful streets include strong alignments of regularly placed street trees. Trunks should be clear to at least twelve feet so that retail is easily visible from the street. Palm trees can be used in combination with arcades. Where arcades are not provided, it is preferable to use shade trees such as oaks, black olives, or sycamores.

Parking - Whenever possible, on-street parking should be provided at storefronts and on SR 7. This can be accomplished with slip streets. Parking lots and garages should be provided at the rear of building and hidden from street view. Parking lots should never front the street in a commercial retail district.

Street furnishings and lighting - Benches, shelters, fountains, and signage should be detailed and designed as furniture to be placed within the living room of the city. Lighting should be pedestrian scale and full spectrum.
Wide sidewalks provide space for pedestrians, children on bicycles, strollers, and a variety of street activities including dining.

Sidewalks in commercial areas should never be narrower than fifteen feet and in busy areas may be wider than forty feet.
The greatest and most beautiful commercial streets include a combination of wide sidewalks and formal alignments of shade trees. Random plantings of different species have no place in formal, urban commercial landscapes. Trees should be of a single species and sized and planted in straight lines.
On-street parking provides short-term parking for shoppers and patrons. It buffers the sidewalk from street noise and traffic, and it defines the space of the sidewalk just as buildings define the space of the street. Wherever on-street parking is provided, it calms and slows traffic on the street. When traffic slows because of on-street parking, it is easier for motorists to see storefronts, and it is easier for pedestrians to cross the street.

Wherever possible, on-street parallel parking should be provided at the front of retail shops and businesses.

It is impossible to create a beautiful and comfortable street environment when parking lots are allowed to front the street. Gaps formed by surface parking lots undermine the critical objective of providing enclosure to the street space. Gaps in the continuous facade of retail storefronts and businesses also discourage pedestrian shoppers. As a result, this discouragement hurts the value of the retailing environment.
Streets should be viewed as the living room of the city. In great commercial spaces, as much care is taken in the furnishing and detailing important commercial street space as would be taken in furnishing one's living room.
Great residential streets include the same components as beautiful commercial streets: proper building alignment, wide sidewalks, street trees, lighting, and on-street parking. The best residential streets are narrow with on-street parking on both sides and large street trees planted close to the curbs. All these elements combine to dramatically slow and constrain traffic flow. They differ from commercial streets in having greater but still uniform building setbacks, narrower sidewalks (five to six feet), subdued lighting, and more landscaping.
Traffic Calming Strategies

Traffic calming measures include narrowing of streets and planting of street trees close to the pavement edge, on-street parking, placement of monuments and plantings at mid-intersection, use of pavers at crosswalks, bulb-outs to narrow ingress and egress points where streets intersect, and many other methods.

The objective of traffic calming is to slow traffic down while allowing it to travel through a neighborhood.

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 worry them, as do cars parked along the sides of the street.

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

As connections and street improvements are made to improve connectivity within the study area, 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 in existing neighborhoods.

All proposed measures should be beautifully designed and built with high quality materials consistent with the principle that streets should be viewed as part of the civic realm of public spaces and should be designed as beautiful places attractive to both people and vehicles.
Transforming SR 7
The Boulevard Section

The standard section for SR 7 through North Lauderdale and Tamarac is proposed to include six travel lanes, a wide planted median, wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings on both sides of the boulevard.

Building heights are recommended to vary between three and six stories with buildings pulled up to and fronting the wide sidewalks. Primary access to buildings should be at the front along the street to encourage pedestrian activity along the street. No new buildings should be permitted that are less than two stories in height since anything less would lack sufficient mass to hold the space of the street to make it feel comfortable to pedestrians.

Sidewalk widths along SR 7 should be sufficiently wide to accommodate both pedestrian and bicycle activity (a minimum of fifteen feet wide) with wider sidewalk sections in shopping areas and places with outdoor tables or to accommodate other street furnishings.

Street trees of the same species and scale should be planted in formal alignment along the street edge. Tall shade trees such as oaks are recommended for residential and park front areas. Tall palms should be considered in retail areas to enhance visibility of the storefronts.

Pedestrian scale lighting and attractive street furnishings, such as benches and shelters, should be used throughout the SR 7 frontage.
Transforming SR 7 into a Beautiful Boulevard

In its existing condition, SR 7 suffers most from a lack of spatial enclosure. Buildings are typically set far back from the street, are frequently one story, and are fronted by parking lots. Little attention has been paid to sidewalk design or landscaping, for the highway is viewed as a place for cars and not for people. There is no sense of place. One section of SR 7 looks like every other section.

The before and after simulations of key intersections within the North Lauderdale/Tamarac area included on this and the following pages illustrate the dramatic effect that addressing these deficiencies can have on the look and feel of the street. By pulling buildings of appropriate height up to the sidewalk and using tall formally aligned street trees, the space of the street is defined and suddenly it becomes an interesting place. This sense of enclosure not only feels better to both pedestrians and motorists, but it calms and slows traffic. This makes it easier for motorists to see businesses along the street and for pedestrians to cross the street.

As is best illustrated in the case of the Kimberly Boulevard intersection (page 27), pedestrians are provided with wide sidewalks, storefronts facing the street, pedestrian-scale lighting, and street furniture. Sidewalks are wide enough to accommodate tables and outdoor dining providing the opportunity for SR 7 to become an active main street gathering place.

In its current form, SR 7 exists as an unremarkable highway that divides the neighborhoods and scars the face of the community. Transformed into a beautiful "main street" boulevard, SR 7 could pull the neighborhoods together and provide a beautiful gateway to the surrounding residential areas. This is important since SR 7 represents the first impression many people have of North Lauderdale and Tamarac, and that impression affects interest and investment in the community.
Transforming SR 7 - Before and After Simulations of Key Intersections

Existing Condition: SR 7/W. Prospect Road Intersection.
Proposed Condition: SR7/W. Prospect Road Intersection.

Existing Condition: SR 7/SW 17th St. - Intersection.
Proposed Condition: SR7/SW 17th St. - Intersection.
Detailed simulation of the proposed SR 7/Kimberly Boulevard Intersection.
The Florida Turnpike South Redevelopment District
The "Florida Turnpike South Redevelopment District," as envisioned within the Citizens' Master Plan, includes the following potential projects:

**Sunshine Plaza** - Sunshine Plaza represents an older strip mall that is ready for redevelopment. It could be redeveloped in phases as a mixed-use town center taking advantage of its central location at the intersection of W. Commercial Boulevard and SR 7.

**Imperial Estates** - Imperial Estates is currently a mobile home community that is proposed for redevelopment as a largely multifamily residential project. The Citizens' Master Plan provides for a finer grained mix of uses and building types.

**Village Park** - Village park is a mobile home community surrounded with industrial workplace uses. Although it is not currently proposed for redevelopment, the consolidated ownership of the property makes it a likely candidate for redevelopment, and therefore the Citizens' Master Plan has considered its possible future redevelopment as a mixed-use live/work community.

**New Park and Botanical/Sculpture Garden** - The City of Fort Lauderdale owns a large piece of property along SR 7 between Tamarac and North Lauderdale. The property is currently used as a well field by the City, and it would be an ideal location for a passive recreational park or botanical/sculpture garden.

**New Elementary School** - The proposed sale and redevelopment of an existing golf course just west of the Florida Turnpike in Tamarac provides an opportunity for both housing as well as an elementary or middle school site.
Sunshine Plaza is located at the northwest intersection of W. Commercial Boulevard and SR 7. Currently, the property has a mix of uses: Publix, Pier One, Old Time Pottery, and a gas station.

This location has the potential to support significantly more development than currently occupies the site. Consideration should be given to redeveloping the property as a mixed-use neighborhood or town center.

Redevelopment and infill of the property could be phased over time as illustrated on the following pages.
Phase I replaces the existing gas station with a two story reverse plan gas station that has its building and convenience store on the sidewalk facing the street and its gas pumps in the rear. The second story of the gas station could accommodate office space.

This configuration allows the gas station to contribute to the formation of a good street face and not adversely, impact the urban form of the street as occurs when gas stations are built following conventional formats. The convenience store could be accessed from the street side or from the pumps. The station and store would function exactly as any gas station functions but its configuration would be better for urban areas.

Also included in the first phase is a new office building facing Commercial Boulevard, a bus transfer station, and a large multi-story mixed-use building with a shared parking garage that replaces the building currently occupied by Old Time Pottery. Location of the bus transfer station on the property could benefit retail and office uses on the property.

The large mixed-use building and shared parking garage are recommended for inclusion within the first phase of redevelopment in order to assure sufficient parking exists to support the Phase I development proposal as well as future increments of development.
Phase II replaces the Pier One building and strip retail shops with new multi-story office and residential buildings of four to six stories that could include retail uses on the ground floor. The Publix Supermarket remains as an anchor with its parking in the front.

The new Phase II residential includes both apartments and townhouses and is supported by an interior parking lot or garage, depending upon the number of units proposed.

The final phase of redevelopment includes infill of the remaining large surface parking lot with mixed-use buildings of four to six stories and a structured parking garage.

Consideration should also be given to replacing the Publix with a multi-story apartment building that retains a grocery store as the ground floor use. Many grocery stores are today built as ground floor uses in large apartment buildings.
View of townhouses and a mixed-use building proposed within the Sunshine Plaza redevelopment area.
View north along SR 7 of the reverse gas station that has its convenience store pulled up to the corner and wide sidewalk. Pulled up to the street, with entrances at the street corner and from the service station side, the building helps to hold the space of the street and can be accessed by both gasoline customers and pedestrians walking along the street.

The wide sidewalks recommended along SR 7 have ample room for pedestrians, slow moving bicycles, street trees, and pedestrian scale lighting.

Crosswalks are bricked to slow traffic. Traffic is also calmed by the street space being well defined by appropriately scaled buildings. The gas station is configured as a two story building meeting the recommended minimum for SR 7.

Street trees are provided at the street edges and within the median of SR 7 to define further the space of the street. Trees are planted closely in alignment.

To the north of the reverse gas station can be seen the bus transfer station and beyond that, a large mixed-use building.

Lighting fixtures have higher lights over the street and pedestrian scale lighting directed over the sidewalk.

The large art deco monuments help to hold the line of the building faces along the street and serve as public art.
Traveling north on SR 7: a view of the proposed transit station.

The bus transfer station is treated like a plaza. The surrounding buildings and the large art deco column monuments that guard the open street side define the space, help to break up the openness created by the plaza, and hold the street space.

The sidewalk is wide enough to handle large amounts of people and street vendors. Street vendors can help to activate the street space and make it come alive.

The bus transfer station can act as an anchor for the retail shops and cafes that might front the plaza space. Uses around the transfer station should be dense with the entire development treated like a Transit Oriented Development.

Traveling north on SR 7: a view of the bus transfer station.

A mix of uses can be provided within the project: office buildings, residential apartments and townhouses, and retail.

At the north side of the bus transfer station can be seen a four-story office building with ground floor retail uses likely to include restaurants and cafes.

On-street parking is provided along SR 7 in front of the retail uses. On-street parking is very beneficial to retail and significantly helps to increase sales.

Building heights vary throughout the project between two and six stories, with the average building height proposed to range between four and five stories.
A view of the bus transfer station and surrounding land uses.

The bus transfer station is surrounded by a variety of uses including residential, office and ground floor retail.

Buildings and street furnishings are shown in an Art Deco or Art Moderne style. The particular architectural style of buildings is important only in helping to give North Lauderdale and Tamarac a unique identity, set apart from other communities along SR 7. More important than the particular style is the urban form that the buildings take, and how they help to create beautiful public space. Also important is the quality of the architecture, regardless of the style. Whatever style is selected it should be authentic, and constructed with quality materials.

The Publix Supermarket is the only building proposed to be retained, but it is given a new retro look to match the style of the surrounding development. Consideration should be given to replacing the existing Publix with a multi-story residential building that includes the Publix as a ground floor use. In California, Oregon and Washington, most urban grocery stores are built as ground floor uses within larger residential buildings. The ground floor is leased by the grocery.

With a proper mix of ground floor retail and services, apartments above retail are popular with young professionals as well as older residents that no longer want to drive.
Imperial Estates currently is a mobile home park. It is set back from SR 7 and adjacent to the Florida Turnpike. The entrance is immediately across from Prospect Road and is near a new park being proposed by the Citizens’ Master Plan.

Imperial Estates is separated from SR 7 by a strip of commercial uses that includes a large adult business. This is an inappropriate entry feature to the community and the adult business should be encouraged to relocate.

Cornerstone Development proposes to redevelop Imperial Estates as a multi-family residential project. Cornerstone Development’s master plan has a several positive features. The Citizens’ Master plan offers additional features to enhance the developer’s vision. It connects the project to surrounding development and provides a greater mix of uses and housing types: urban townhouses, courtyard townhouses with optional garage apartments, three-story townhouses with first-floor parking, apartment and condominium buildings, and apartments above ground floor retail uses facing SR 7.

**Imperial Estates**

**Existing Condition:** Imperial Estates Mobile Home Park.

**Proposed Condition:** Imperial Estates Mobile Home Park.
Proposed Imperial Estates Plan as proposed in the Citizens’ Master Plan.

**Urban townhouses**

**Courtyard townhouse with garage apartments**

**Multi-family apartments or condominiums**

**Three-story townhouses with parking below**

**Apartments above retail**
**Key Features**

The building is pulled up to the sidewalk with its main entrance off the sidewalk. Residential occurs on the upper levels with retail on the ground floor to enliven the street.

On-street parking should be provided at the curb to support the retail, but remaining parking demand occurs at the rear of the building hidden from the street. In the site plan to the left, parking lots of adjoining buildings are linked allowing for shared parking.

Typically, such buildings are provided with awnings to protect shoppers or may be arcaded.
Townhouses come in a variety of formats including those with small courtyards illustrated here. Typically, they are two or three stories with individual units arranged side by side facing the street. The height depends on the depth of the lot upon which they are constructed. Sometimes parking is provided on the ground floor of the building with residential living areas located above producing a thin three-story building. In other cases, parking occurs behind a two-story building with additional living space located above the garage as in the example of the courtyard townhouse illustrated on this page. In both configurations, parking is at the rear and accessed by an alley.

The number of units located next to one another varies. End units have the advantage of being able to have windows and light from three sides.
Site plan for series of three-story townhouses. Parking is provided in a garage under the unit allowing for construction on shallow lots.

Elevation for a single three-story townhouse unit.

Floor plan for a single three-story townhouse unit.
Proposed townhouse design for portion of Imperial Estates.
Imperial Estates Comparison of Plans

The two plans illustrated above have similar numbers of residential units, but a greater amount of commercial is potentially available in the Citizens’ Master Plan. The primary differences between the plans are different approaches to parking, streets, transportation connections to adjacent developments, and variety of residential types.

Within the Citizens’ Master Plan, residential units either use a parking garage, as in the case of the large central condominium apartment building, or the park within private garages. Some townhouses have parking provided on the ground floor and under the townhouse while others have a separate outbuilding that includes a garage facing the alley at the rear and a small apartment or ‘granny flat’ above. Granny flats allow the owner of the main unit to use the accessory apartment for guests or as a rental to help subsidize the cost of the unit. A limited number of units are provided with interior courtyard parking.

The Cornerstone Development’s Master Plan relies exclusively on straight surface parking leaving what should be attractive residential streets looking more like parking lots rather than beautiful public spaces. By hiding a significant amount of parking within garages or at the rear of buildings, the Citizens’ Master Plan treats all streets as beautiful public space.

The Citizens’ Master Plan also connects with the adjacent development to the south by extending an existing street. The Cornerstone Development’s Master plan can connect to adjacent development only if buildings are removed.

The Citizens’ Master Plan retains the existing main entrance to the project, removes, and redevelops the objectionable adult business recognizing that Prospect Road is a key intersection. The plan also provides for the redevelopment of the entire SR 7 frontage as mixed-use buildings with residential and office uses above increasing the intensity of development that can be supported by the project and its contribution to SR 7 improvements. The existing SR 7 frontage is for sale and should be incorporated into any proposed development.
Proposed Condition: Village Park as a live/work community.

The Redevelopment of Village Park as a Live/Work Community

Although the Citizens’ Master Plan does not intend to encourage the redevelopment of the Village Park mobile home community, the property is under a single ownership and is likely to redevelop. When that time arrives, consideration should be given to developing the property as a mixed-use live/work project.

Live/work neighborhoods can be very attractive and provide an opportunity for people to live above their workplace. Typical live/work units include a storefront use on the ground floor facing the street, workspace at the rear facing an alley, and the opportunity to have residential units above the ground floor uses.

Such units can be attractive to people starting up a business that cannot easily afford both a residential unit and a business location. They are particularly attractive to artisans that want to live close to their work and studio.

Some units within the neighborhood could include restaurants or cafes on the ground floor or service uses that support the surrounding businesses. Some of the units could be entirely residential.

Provision of live/work neighborhoods diversifies the residential and business opportunities that exist within the community and thereby create value.
Live/work neighborhoods can be very attractive places to live.
View east along Prospect Road showing the edge of the proposed mixed-use live/work neighborhood.
Village Park Block Organization

Street types within an industrial live/work district should include as a minimum fronting streets and alleys. Many industrial live/work buildings include two distinct parts to their business: a storefront display/business component and a less attractive industrial fabrication/workplace component. Storefront components should be organized to face fronting streets, and these streets should look similar to any retail street. Fronting streets should include on-street parking (parallel or diagonal), street trees, sidewalks, and front doors facing the street. Activity should be encouraged at the fronting streets.

Less organized and less attractive work and fabrication portions of the business should be located at the rear of the building, face alleys out of site of the visiting public, and face the less attractive rear work areas of similarly organized businesses across the alley. Such an organization places the noise and grime associated with many industrial uses out of sight and buffered from the well-maintained fronting street by the storefronts.

As the Village Park District redevelops, it should follow this organization. Where this organization is followed, the live/work district takes on appearance of any other commercial mixed-use district and can become an interesting and attractive place to live.
New Park and Botanical/Sculpture Garden

The City of Fort Lauderdale owns a large parcel of land between the jurisdictions of Tamarac and North Lauderdale that currently is being used as a well field. The Citizens' Master Plan suggests this property be enhanced to include a passive community park and botanical/sculpture garden. These uses would be compatible with the continued use of the property as a well field and would provide a wonderful amenity for both Tamarac and the North Lauderdale. If a botanical/sculpture garden were developed on the property, it could attract a large number of visitors and enhance business opportunities on the surrounding properties.

A private not for profit organization might be encouraged to develop and manage the facility in partnership with the City of Fort Lauderdale in much the same way as Fairchild Tropical Garden is managed in Miami - Dade County.
The proposed plan divides the well field property into two components: a passive recreational park and picnic area to the south along Prospect Road and a formal botanical/sculpture garden to the north along Cypress Creek Road. Its main entrance would be off Lawkins Road to the east.

The passive recreational component of the plan is envisioned to include an environmental studies center, picnic areas, fishing, walking trails, and open fields that can be flexibly used for a variety of purposes including pick-up soccer games, fly and grounders, or art and craft shows. The passive park can be accessed from SR 7 via a slip street with diagonal parking or from Prospect Road (access to be determined).

The proposed botanical/sculpture garden is proposed for the northeast portion of the property. As a botanical garden, the facility could be modeled after Fairchild Tropical Gardens in Miami - Dade County or after Callaway Gardens in Georgia. Callaway Gardens includes a formal component and a place where visitors can see crops being raised. The concept of a botanical garden can also include outdoor sculpture. Storm Mountain off the Hudson River in New York State incorporates sculpture into the landscape of an old farm creating an important and popular regional attraction.

Development of a botanical/sculpture garden at this location could have a positive economic benefit for Broward County tourism. The location is easily accessed and visible from the Florida Turnpike, SR 7, and Cypress Creek Road.
Images of botanical and sculpture gardens.

Plan for the proposed botanical/sculpture garden.
Passive recreational park with informal play areas.
The proposed park could include a diversity of landscapes, some formal and other naturalistic. However, in all cases they should be managed and maintained as if they were a botanical garden.
An existing golf course just west of the Florida Turnpike interchange at Commercial Boulevard, within the jurisdiction of Tamarac has been proposed for redevelopment. As new residential development occurs within the study area, it is likely that new schools will be needed.

During the charrette process, a portion of the existing golf course was studied to evaluate its potential to accommodate a new elementary school. The plan to the right illustrates how a portion of the golf course property could be developed as a school and how new residential housing should be included to provide facing uses to the open space proposed.

Wherever parks are proposed, housing or other uses should overlook the park. This makes sense from a real estate value perspective and just as importantly from a safety perspective. Eyes on the park are an important component of park safety.

A plan was developed for a compact two-story elementary school proto-type, which is illustrated on the following page. Play areas for the school are immediately east of the building. Remaining fields would serve the general community and function as a neighborhood park.
Concept for a new elementary school in Tamarac.
The Triangle Redevelopment District
The Triangle Redevelopment District, as envisioned within the Citizens' Master Plan, includes the following potential projects.

**Triangle Infill Development.** Triangle infill completes the triangle parcel, which is landlocked between the Florida Turnpike, Cypress Creek/McNab Road, and SR 7, as a mixed-use neighborhood. The Citizens' Master Plan also addresses the improvement of existing uses to make them compatible with the goals and objectives of the Master Plan.

**SW 17th Street Redevelopment.** The SW 17th Street redevelopment includes two separate components. On the north side of SW 17th Street, the plan proposes the redevelopment of an existing strip commercial shopping center bringing it up to the sidewalk and street and providing for residential or office uses on the second floor so that the building contributes to the formation of SR 7 as a well-defined and active public space. Parking is moved to the rear of the building and accessed from SW 17th Street eliminating curb cuts on SR 7.

On the south side of SW 17th Street, the plan illustrates how a hotel (Holiday Inn) could be accommodated by sharing a rear access with the existing Army Navy store on SW 17th Street and by utilizing an existing access point from SR 7. Shared parking is proposed at the rear of hotel and the existing Army Navy store.
Triangle Infill Development

Currently, the triangle infill development site is mostly undeveloped with a storage facility and a fire rescue facility. As proposed by the Citizens’ Master Plan, the remaining portions of the property would be developed as a residential neighborhood with a modest amount of retail and office provided at the central green.

As proposed, the project is comprised of townhouses and small apartment buildings. A townhouse liner building is proposed for the front of the existing storage facility to shield it from view along SR 7.

The proposed neighborhood includes a diversity of street types and a small neighborhood green or park adjacent to SR 7 at its primary entrance.

The primary street off the green is provided with a landscaped median and a terminated vista in the form of a small public building or neighborhood meeting hall.

The existing fire rescue facility has been retained, but a trellis has been added along the sidewalk to give the building some architectural character and to help hold the public space of the street along SR 7.
The proposed triangle infill development: A new residential neighborhood is proposed for the site and interventions to improve the relationship of existing development to the street frontage along SR 7. A liner of townhouses is proposed to shield the existing storage facility from view along the street, and architectural features are added to the fire rescue station to hold the street space.
A trellis and pedestrian shelter have been added to the south side of the existing fire rescue station to make the facility more attractive and to hold the public space of the street. The proposed additions create a small pocket park and attractive waiting or resting area for pedestrians.

The proposed new neighborhood focuses on a neighborhood park or green that is surrounded with residences and small-scale retail shops at the intersection of the green with SR 7. Townhouses are proposed as a liner in front of the existing storage facility to partially shield the facility from view and provide buildings of appropriate stature to hold the space of the street. The neighborhood includes both townhouses and small apartment buildings or condominiums.
The Citizens’ Master Plan calls for the proposed Holiday Inn to pull up to the street with its parking hidden behind the building. The hotel and Army Navy store would share a curb cut and access from SR 7.

The existing shopping center at the northwest corner of SW 17th Street is ready for redevelopment and is proposed to be rebuilt as a multi-story mixed-use building having retail uses on the ground floor and residential or office uses above. Ground floor retail would front on SR 7.

It is anticipated that the existing Army Navy store would also be redeveloped as illustrated in the simulation to the right.
The McNab North Redevelopment District
McNab North Redevelopment District Proposed Projects

The McNab North Redevelopment District envisioned in the Citizens’ Master Plan, includes the following potential projects.

**Kimberly Plaza.** - Currently, Kimberly Plaza includes a day care facility and a one-story strip retail center that is ready for redevelopment. The Citizens’ Master Plan calls for the redevelopment of the plaza as a mixed-use project with retail uses on the ground floor facing SR 7 and Kimberly Boulevard and residential uses above.

**Home Depot/Publix Plaza.** - The Citizens’ Master Plan calls for the infill and partial redevelopment and infill of the existing Home Depot/Publix Plaza. The Home Depot is expanded and rotated to face SR 7. The existing Publix and its associated retail shops are retained. A shared parking garage is provided for Home Depot and Publix. Mixed-use liner buildings are proposed along SR 7 to hold the public space of the street, and a large multi-story mixed use building with an internal parking garage is proposed for the south end of the project.

**Champions Plaza.** - In its existing condition, Champions Plaza is as a one-story strip retail center that is ready for redevelopment. The Citizens’ Master Plan calls for the property to be redeveloped as a multi-story mixed-use building having retail uses on the ground floor facing SR 7 and office or residential uses above.
McNab North redevelopment projects.

Citizens’ Master Plan for McNab North.

Artist’s perspective of McNab North after redevelopment.
Kimberly Plaza

The intersection of Kimberly Boulevard and SR 7 is ready for redevelopment. The northwest corner of the intersection is currently a one-story strip shopping center with the corner dominated by a block building currently occupied by a pre-school.

The Citizens’ Master Plan proposes the redevelopment of the plaza as a mixed-use multi-story neighborhood with retail uses on the ground floor of buildings facing SR 7 and Kimberly Boulevard and residential and office uses above. As illustrated in the following simulations, the buildings are proposed to average four stories.

Within the plan, buildings are pulled up the sidewalk along both Kimberly Boulevard and SR 7 to provide a sense of place and proper proportions to the street. Sidewalks are wide to accommodate pedestrians and outdoor dining.

A public green or plaza is provided as a focal feature of the redevelopment and includes appropriate furnishings such as fountains and outdoor seating.

Redevelopment, as proposed, would provide a beautiful gateway to the neighborhoods to the west.
The nearly continuous facade of taller buildings pulled up to the sidewalk transforms SR 7 from a highway into a beautiful tree-lined boulevard. Building heights of four to six stories are required to give the public space of the street ideal proportions and to make the street feel like an outdoor room.

The median is planted with trees to help the proportions of the street. The combination of taller buildings and street trees also work to calm traffic along SR 7.

Wide sidewalks accommodate pedestrians, bicycles, outdoor dining, street trees, and lighting.

Intended as an active pedestrian area, the sidewalks along Kimberly Boulevard within the redevelopment district are also very wide. Street trees are planted closely and in alignment at the edges of the street and in the median.

Buildings have been given an Art Deco style to reflect the era of the original settlement of North Lauderdale and the heritage of Morris Lapidus.

The ground floors of all buildings are provided with higher floor to ceiling heights than would be required to occur above the ground floor. This is to provide the buildings with the flexibility to provide retail uses on the ground floor. Retail spaces require higher ceiling heights to feel good due to their open floor plans.
The image above shows the approach along Kimberly Boulevard to the central plaza that marks the center of the proposed mixed-use neighborhood. Illustrated are some of the details of the Art Deco Style as they might be developed in a residential apartment building or condominium.

Street lighting is designed with a high globe on the street side and a low globe toward the sidewalk for pedestrians.

The quality of the landscape material used on the streets will affect the quality, sense of place, and real estate values.

Just like a street, it is important that the buildings that surround a green or plaza have sufficient scale to enclose the space of the plaza as a great outdoor room. It is also important that the plaza not be too large for the population that is likely to use the space. Where too low a density of people can be seen within a space it feels dead and will often be avoided by people. Conversely, people are attracted to spaces that are full of people, and they enjoy being there.

In order to assure that space is properly activated, it is important to provide a good mix of uses surrounding the plaza that generate a great deal of pedestrian activity. Retail uses, street cafes, theaters, and libraries generate street activity at different times. A good density of residential uses above the ground floor is also helpful as is proper programming of activities.
Mitigating the Impacts of Suburban Style Development

In its existing form, the Home Depot/Publix plaza stands as an example of why SR 7 looks unremarkable. Buildings turn their backs or sides to the street, and most are one-story tall and set far from the street with large fields of surface parking provided at the front of the stores. Wherever this form of development is allowed, pedestrian activity only occurs as a necessity; the enclosure of the streetspace is lost along with any sense of place.

The Citizens' Master Plan shows how over time this existing situation might be remedied allowing the plaza to contribute to the formation of a beautiful street and an improved place for business. As proposed, the Home Depot is renovated to provide a face on the street. Currently, the building has its side to the street. The simulation shows the building as having two stories accommodating its expansion as a deco center.

The existing Publix and its associated retail are retained but given a retro Art Deco look reflective of the theme chosen for the area. A parking garage is added to meet the parking demand of both Home Depot and Publix.

Multi-story mixed-use buildings are added along the street frontage to provide enclosure to the street space.

A large multi-story, mixed-use building with an internal parking garage anchors the south end of the plaza. The building pulls up to the sidewalk and fronts both on SR 7, Boulevard of Champions, and internally on the plaza’s remaining parking field.

To help create a strong sense of place, a central green is provided as part of the plan. The green also provides some dry retention capacity.

As proposed the plaza could have a very positive effect on the aesthetics of SR 7 and the surrounding neighborhoods and provide for more intense use of the property.
The existing Home Depot has been replaced with a two story Home Depot Expo Design Center with parking in a shared parking garage at the rear of the store. The building can be accessed from three sides and pulls up the street helping to form the street space.

Building codes should be written to require new buildings, including big box retailers (e.g., Wal-Mart, Home Depot, and Publix), to follow urban forms of development rather than existing suburban models. Urban forms would typically include parking garages rather than surface parking lots and multi-story buildings some of which would include a mix of uses.
The proposed two-story Home Depot Deco Center.

The proposed parking garage to be shared by Home Depot and Publix would have a ground floor level with high ceilings to accommodate loading and unloading of materials. The ground floor of the garage would simply replace the existing surface parking lot that currently serves the store.

A structured parking garage would be required to accommodate an Expo Design Center at this location.

Viewed over the central green, Publix can be seen renovated as an Art Deco building.

The proposed building could be replaced with a multi-story residential complex with Publix occupying the ground floor. In California, Oregon, and Washington State, many grocery stores are built as ground floor uses in much larger residential buildings.

As the corridor’s density continues to increase, such approaches to real estate development will likely become more popular. The uses provided in the typical neighborhood shopping center would be attractive to older people that can no longer drive comfortably but wish to continue living independently. For this opportunity to be offered, residential uses will need to be added above ground floor retail.
In its current condition, Champions Plaza is a one-story older strip commercial center in a location that could support a much higher intensity use.

The property should be redeveloped as a multi-story mixed-use building. Given its location, the site might be a candidate for corporate headquarters, a hotel, or a large office building with ground floor retail. The building should include a parking garage and pull to the sidewalk facing both SR 7 and the Boulevard of Champions.
Special Projects:

The McNab/SR 7 Interchange and
The Florida Turnpike Interchange
**SPECIAL PROJECTS: THE McNAB/SR 7 INTERCHANGE**

The McNab/Cypress Creek Road and SR 7 Interchange

During the North Lauderdale/Tamarac Charrette, concerns were raised regarding the unusual complexity of the connection between SR 7 and McNab/Cypress Creek Road. If a driver is traveling north on SR 7 and wishes to go west on McNab/Cypress Creek Road, he must turn west on Boulevard of Champions and then south along the approach ramp to McNab Road. If you want to go east on McNab/Cypress Creek Road, a driver would have had to turn east prior to approaching the overpass at SW 17th Street. Understandably, the interchange is confusing to an outsider.

Several options were considered for simplifying this interchange including use of a single point urban interchange as exists at Sample Road and SR 7 and use of two urbanized at grade intersections -- one at Boulevard of Champions and the other at SW 17th Street.

The ideal solution would be the single point interchange. However, in order to implement this option, the entire overpass would have to be rebuilt to remove the median supporting columns, which would make the option very expensive.

The use of urbanized at grade intersections would allow access to McNab/Cypress Creek Road at either access point in either direction. It would also allow the access ramps to be removed, which would calm the transition of traffic into the neighborhood better than does the existing interchange approach.

Both of these options are more fully explained on the following page.
Potential Improvements

The best options for improving the interchange between McNab/Cypress Creek Road and SR 7 would include construction of a single-point urban interchange or use of an urbanized at grade intersections.

**The Single-Point Urban Interchange Option.** By modifying the access into a single point urban interchange, the movements between SR 7 and McNab/Cypress Creek would be relocated to a new signal under the bridge. Ramps would be constructed with retaining walls to maintain all improvements within the existing right-of-way. This approach would replicate the interchange at SR 7 and Sample Road and make the land available that is currently being used for the interchange.

It would also require the reconstruction of the overpass to provide for turning movements under the bridge resulting in three signals being located within a 1,500-foot stretch of SR 7.

**The Urbanized at Grade Intersection Option.** A less costly and quicker solution would be to urbanize the existing intersection/interchange configuration. By installing signals at each of the ramp termini, left turns could be made at both intersections thereby balancing the demand. This configuration also removes many of the freeway type high-speed elements such as the sweeping ramps of the existing configuration, lowers vehicle speeds, and tempers driver expectations and behavior to a more urban street type setting.

The single-point interchange at Sample Road has a broad span without columns. A single-point interchange for McNab Road would require reconstruction of the overpass.
Another major issue heard at the public opening session of the North Lauderdale/Tamarac Charrette was the confusion and congestion associated with the existing configuration of the Florida Turnpike interchange at Commercial Boulevard. The existing configuration hearkens back to the days when the ticket system was used on the Florida Turnpike, and all movements were brought through a single toll facility. Unfortunately, such configurations can result in traffic congestion and delays within urban areas, and this is the case at the Commercial interchange.

During the charrette process, two options were considered for improving the existing congestion: a twin loop system and use of a tight urban diamond. These options are illustrated on the following page, and either would improve the existing system if implemented.
The existing configuration of the Florida Turnpike interchange at Commercial Boulevard harkens back to the days when the ticket system was used on the Florida Turnpike and all movements were brought through a single toll facility. Since the north and south segments of the Florida Turnpike have abandoned the ticket system, there is no longer a need to focus all turning movements at a single location. The demand could be better balanced by splitting the needed movements (illustrated in the above diagram) into two intersections, which would have the net effect of decreasing delays for both the turning and through movements.

One option for modification is to mirror the existing loop on the west side of the Florida Turnpike. As shown in the above illustration, this configuration separates the turning movements between two signalized intersections thereby balancing the demand. One advantage of this configuration is the ability to locate retention ponds within the loops to retain water from either the interchange or potentially off-site retention for SR 7.

The ideal long-range option, would replace the loop ramp system with a tight diamond. This urban configuration also separates the movements as shown in the desire line diagram similar to the loop ramp completion. An advantage of this configuration is that it frees land for other uses.
Implementation
The Importance of the Master Plan

The SR 7 Corridor between Kimberly Boulevard and West Commercial Boulevard includes significant redevelopment and development opportunities. There is no doubt that this corridor will redevelop, but in order to assure that redevelopment improves the quality of life within the community and enhances property values in surrounding neighborhoods it is important that the redevelopment conform to a Master Plan for the area adopted by the Cities of North Lauderdale and Tamarac.

In order for a redevelopment effort to fully succeed it is essential that there be a clear and well thought out understanding of how the area should develop and how properties should interact to create the best value and environment within which people will live and work. This vision must be articulated in the form of a detailed Master Plan that forms the primary basis for reviewing development proposals within the area. The objective of the Master Plan is first to maximize the value of the area in terms of property values and its contribution to the quality of life of residents, but also to provide assurance to developers and potential investors in the area that their property will increase in value as neighboring properties are developed. Developers need to understand what specific objectives the cities are working to achieve, and what is likely to happen on adjacent parcels of land in the future. They need assurance that what will happen next door will not adversely impact the value of their own investment.

In the absence of a detailed Master Plan, most redevelopment efforts will fall well short of realizing their true potential or in some cases will simply fail. In the absence of a Master plan, property owners often fail to invest in redevelopment for fear of missing out on some hoped for future opportunity, or out of fear of what might happen on neighboring parcels. Often what development is proposed without the guidance of an overall strategy for redevelopment turns its back on the surrounding properties and tries to wall or gate itself off from neighboring parcels. The result is rarely good.

Because of this need for assurance and certainty, it is equally important that having adopted a well thought out Master Plan, that the plan is very rarely is changed, and never to accommodate a particular project. If the development community perceives that the City is not committed to its plan, uncertainty rears its head, and quality developers will shy away.

Keys to Success

There are two important keys to the successful redevelopment and revitalization of the SR 7 corridor. The first is a recognition that the general principles outlined on page v 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 vi) and the Citizens’ Master Plan itself (page 2) were developed based on these general principles, and individual development approvals should be judged based on consistency with them.

The second key is to assure that projects proposed within the city are designed to interact and support one another and the area 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 governmental actions and investment toward a well defined objective. The plan is comprehensive, and includes a large number of proposed improvements and redevelopment opportunities. Not all of these opportunities should be pursued immediately, attention and resources should instead be focused on those opportunities that are strategically most important to achieving the long term objectives of the plan.

Items requiring Immediate Attention

North Lauderdale and Tamarac should each establish an experienced senior level redevelopment team that is charged with shepherding all existing and proposed development within the study area to consistency with the Citizens' Master Plan. The established teams should work together and regularly communicate. It will take months to develop and adopt into law all the zoning code and comprehensive plan changes that may be needed to assure that redevelopment proceeds in the manner proposed in the Citizens' Master Plan. Any changes made to the plan in one jurisdiction must be coordinated with adjoining jurisdictions to assure successful implementation.

Until this process is complete, the responsible jurisdictions can not rely on 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 jurisdictions must be creative and persuasive to accomplish their objectives. It is vital that the teams work aggressively and in partnership with one another and 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 than not being consistent.

The City of Tamarac should encourage the developers of the Imperial Estates property to acquire and redevelop the existing strip commercial west of SR 7 and just north of the existing project entrance. The owner of the property has indicated a willingness to sell, and the existing uses are an inappropriate frontage for the development and SR 7. Since Cornerstone is in the process of developing plans for the property, these discussions should occur soon.

High Priority Items

The Cities of North Lauderdale and Tamarac should adopt the Citizens' Master Plan, by resolution, as the vision of these jurisdictions for the ultimate buildout of the study area. This is a critical first step toward moving forward with the revitalization of the corridor.

North Lauderdale and Tamarac should assign an individual or team with responsibility to shepherding the Citizens' Master Plan through the Review, Approval and Adoption process. It is important that someone in each jurisdiction be designated as the person responsible for assuring that the North Lauderdale/Tamarac Citizens' Master Plan for the SR 7 Corridor is expeditiously adopted, and that all Comprehensive Plan, Zoning and Land Use changes necessary to assure implementation of the plan are processed. The study area is already experiencing rapid growth and development pressure, and 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.

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The development approach envisioned by the Master Plan is different than the approach used by many local governments. The jurisdictions are advised to review the Downtown Master Plan developed for West Palm Beach as a model that has been accepted by the Department of Community Affairs (DCA) and has proven effective and fairly easy to administer. West Palm Beach has been very successful in encouraging the redevelopment of its downtown and has developed a number of models that may be useful within the study area.

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 this must be 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 (or other specified incentive) is only granted if development actually occurs within typically a 4 or 5 year period. This allows the local government to provide incentives that do not permanently increase the value of land, which is very important to maintaining growth.

North Lauderdale and Tamarac should begin negotiations with FDOT regarding proposed design changes to the SR 7 Corridor. It is important that as soon as possible, these jurisdictions share with FDOT their design objectives for SR 7 and begin working with the FDOT to develop funding and implementation strategies. Attention should be focused on assuring that any improvements to this highway are designed in conformance to the proposed vision included within the plan. There is a fairly long lead time required to coordinate and implement significant changes, and it is critical that the FDOT be made aware of the proposed design changes as quickly as possible so that opportunities are not lost. Priorities for SR 7 include:

1) a maximum of 6 through lanes, 3 in each direction,
2) bricked median turn lanes at intersections and median planted with a continuous row of canopy shade trees or tall, elegant, closely spaced palms,
3) 12’ - 24’ sidewalks (as described in the plan), with a continuous row of canopy shade trees on each side of the street within boulevard sections of the plan,
4) 12’ multi-purpose paths incorporated within a linear park in parkway sections of the plan,
5) bricked pedestrian crossings, with appropriate signalization at indicated intersections,
6) accommodations for future changes in intersections and signalization as required by the plan,
7) decorative pedestrian level street lights, and
8) buried utilities.

It should be noted that the jurisdictions may need to participate in the funding of some items outside of normal FDOT practice. The point of negotiations with FDOT early is to share with them design objectives, and to gain an understanding regarding the costs that the local governments would be responsible for, and schedule for improvements, so that the local governments can properly budget. What is most important is that no action is allowed that would preclude the ultimate implementation of the street sections proposed.

Any existing CRAs with jurisdiction over the study area should update their plans to make them consistent with the adopted Master Plan. Such action is necessary to give the CRA the authority to implement aspects of the plan.

The City of Tamarac and the Broward County School Board should evaluate the potential for a new elementary school on the the golf course property west of the Florida Turnpike and north of W. Commercial Boulevard. Well located school sites are increasingly difficult to find in Broward County. If consideration is to be given to a portion of this property as a school, it is important that it be considered before approval of an alternative development plan on the property.
The Cities of North Lauderdale and Tamarac should encourage Broward County to develop the well field south of SR 7 as a Botanical Garden, Sculpture Garden, and/or passive recreational park. Given its size and easy access, consideration should be given to maximizing the recreational and economic contribution this property might have for Broward County and the surrounding communities. The property might make an excellent location for a Botanical Garden (e.g., Calloway Gardens or Fairchild Tropical Garden), a Sculpture Garden (e.g., Storm King or Nortin), and/or a passive recreational area that included walking, picnics, fishing, and informal play. Such uses would seem to be entirely compatible with the existing well field use, and could attract a large number of visitors.

It is possible, as in the case of Fairchild Tropical Gardens, that the property could be developed in partnership with a local Botanical or Arts organization.

**Moderate Priority Items**

Each jurisdiction, including any CRAs should develop a series of “Project Tear Sheets” that describe in detail each of the projects proposed within the Master Plan, and should use these during the budget process to prioritize projects for funding. Illustrated above are examples of project tear sheets. Sheets may be simple and short or for complex projects like the provision of street infrastructure to a large project may be several pages long. The tear sheets summarize all essential information regarding the project, including its goals and objectives, estimates of cost, and information of 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 forward beyond the conceptual level in the direction of construction.

**Example of “Project Tear Sheets”**

North Lauderdale and Tamarac should establish an expedited review process. A process should be established that makes it easy for developers to get approvals for projects that are consistent with the adopted Master Regulating Plan, and Zoning Code, particularly within any CRA boundaries. Expedited reviews are provided as incentives to projects that are found to conform to the adopted Master Plan and implementing ordinances. Again, the City of West Palm Beach has developed a successful model for this approach that it uses to manage development proposals within the downtown.
The Cities of North Lauderdale and Tamarac should consider holding a design competition for transit/bus shelter design, including associated street furnishings, such as lighting, benches and trash containers. Beautiful and well designed street furnishings could become an icon for the community, and represent an inexpensive way to introduce art to the streetscape. The competition might also be a way to draw attention to community efforts to revitalize SR 7.

Longer Term Priorities

North Lauderdale and Tamarac should meet with FDOT regarding long term plans for the McNab/SR 7 Interchange, as well as the Turnpike Interchange with W. Commercial Boulevard. Both of these projects will take a great deal of lead time to study and implement, but it would be worthwhile to work with FDOT early on to encourage their prioritization in the budget process.

Continue to participate in the SR 7 Collaborative in establishing direction for the future of this important Street. SR 7 should be viewed as the “Main Street” and front door of a great many communities within Broward County. Its transformation from an ugly highway to a beautiful Main Street Boulevard should be the highest priority of many communities.

Pursue Regional Activity Center Designation.- North Lauderdale and Tamarac should support the adoption of standards by Broward County to promote infill and mixed-use development along the SR 7 corridor, and should seek designation as an Activity Center.

North Lauderdale and Tamarac should consider retaining the services of a City Urban Designer with a strong background in architecture and urban design. On the short term these services can be acquired by contract, but as fairly mature cities, consideration should be given to hiring a full time City Urban Designer within the Planning Department. Typical duties of the City Urban Designer include: proactively developing conceptual plans for different parcels, developing counter proposals to developer submitted plans that are not consistent with the City’s vision, reviewing building and development plans for consistency with good urban design principles, and developing design guidelines and codes.

Funding Sources

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

Redevelopment Revenue Bonds: Section 163.385 of the Florida Statues empowers the City 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 Fund: 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, which 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 CRA area. These bonds are secured by debt service millage on the real property within the City 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 ad valorem tax to raise funds for specific projects, which will benefit them. This approach could be used to fund improvements within the SR 7 corridor that are over and above what FDOT and the respective jurisdictions are willing to contribute.

Land Sales and Leases: Cities may acquire and sell land or property.

Contributions and Donations: Voluntary contributions by private companies, service organizations, individuals or foundations are a potential source of income for special or popular projects, particular-

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
ly those of a high civic nature, such as building parks, or perhaps a beautiful bridge or public building.

**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 education 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 City can give assistance to a developer in the assembly of land for a private development. In return, the developer may be obligated 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 City approved community development project such as affordable housing.

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

**Enterprise Zone Investment:** This program is designed to encourage increased business in distressed areas. The State provides property tax credits, jobs tax credits, partial building sales tax refunds and partial sales tax refund 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 just simply a conventional commercial loan.

**Bank Reinvestment Pools:** Many cities 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 estab-

**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 grants 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 (SBA):** 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 CRA districts.

**Ongoing Assistance**

Parkland, Coral Springs and Coconut Creek have put together a team of very competent professionals with wide ranging and extensive planning and redevelopment experience. Their greatest difficulty with implementing the recommendations of this report will undoubtedly be time. A large amount of time consuming work will be needed to move this plan forward expeditiously.

The Regional Planning Council has developed a team a experts that can provide cities with supplemental man power and experience, should time constraints make such assistance necessary. The Council can direct City staff to model ordinances, RFPs, models for design competitions, and development regulations and codes that can simplify the task of developing these documents. Assistance in actually preparing such documents is available on a contractual basis.
The Charrette Process
The Public Planning Process - Working at Tables to Develop a Conceptual Plan
THE PUBLIC PLANNING PROCESS - IMAGES FROM THE CHARRETTE WORKSHOP

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
THE DESIGN TEAM

TCRPC Design Studio: Marcela Camblor, Steven Fett, Wynsum Hatton, and Dana Little
A+S Architects: Derrick Windell Smith
Kubilins Transportation Group: Wade Walker
ArX Solutions Inc: Lucio Sanjuan, Paula Lopez and Sabrina Fajo
Urban Designers; Shaun Barattia, Dan Cary, Barry Mahaffey, Shailendra Singh, and Sita Singh

Images from the February 23, 2006 North Lauderdale/Tamarac Charrette held in North Lauderdale, Florida.