

CITY OF FORT LAUDERDALE

and the

FORT LAUDERDALE COMMUNITY
REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT PLAN:
NORTHWEST-PROGRESSO-FLAGLER HEIGHTS AREA

MODIFIED AND RESTATED
MARCH 15, 2016

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and the
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SECTION 1

INTRODUCTION AND BACKGROUND

This is the Community Redevelopment Plan ("Redevelopment Plan") for the Northwest - Progresso - Flagler Heights Community Redevelopment Area (NPF CRA). The original version of this Plan, known as the Northwest Progresso Flagler Heights Redevelopment Plan, was adopted by the Fort Lauderdale City Commission on November 7, 1995. An update to the original plan was adopted by the Fort Lauderdale City Commission on May 15, 2001. A Plan amendment for expansion of the CRA Boundary was completed in 2002 and a minor amendment to add three new project based activities was done in August 2013. References herein to the "Plan" are to the 2001 Plan as amended by those updates.

A. COMMUNITY REDEVELOPMENT AREA DESCRIPTION

Exhibit 1 hereto provides a Boundary Map of the NPF CRA.

General Description

The NPF CRA is generally located between Sunrise Boulevard on the north, Broward Boulevard on the south, the City corporate limit line on the west, and Federal Highway on the east; except for that portion lying south of N.E. 4th Street and east of Andrews Avenue between Broward Boulevard and Federal Highway, which is excluded.

The entire NPF CRA is located within a former State Enterprise Zone, and the northeast portion of the area is within the Fort Lauderdale Downtown Regional Activity Center (RAC).

For purposes of land development planning, and for reviewing the scale, character, densities and intensities of the land use within the NPF CRA, the area is further described by its two most distinctive subsections -- the Northwest District, and the North Lauderdale, Progresso and Flagler Heights Areas, referred to as the Flagler Heights RAC Area. The boundaries of these subsections are generally described below.

Northwest District

The Northwest District Area generally consists of the Dorsey-Riverbend, Durrs, Home Beautiful Park, and the City View neighborhood area. It is contiguously located to the east of the Broward Central County Community Redevelopment Area, west of the Flagler Heights RAC Area, and northwest of the City's Downtown Central Business District.

The boundary for the Northwest District is West Sunrise Boulevard on the north, Andrews Avenue to the east, West Broward Boulevard on the south, and on the west by the corporate limit line, and also includes the area starting at the intersection of the FEC Railroad and N.W. 7th Street to Sunrise Boulevard, and between Andrews Avenues and the FEC Railroad. The area south of this intersection that overlaps with the Flagler Heights RAC Area between Andrews Avenue and the FEC Railroad is excluded.

Flagler Heights RAC Area

The Flagler Heights RAC Area generally consists of all or a portion of the Flagler Heights neighborhood areas. It is contiguous to the east of the Northwest District and north of the City's Downtown Central Business District. It is to be noted that Exhibit 1 shows the Flagler Heights RAC Area as it relates to all portions of the Downtown Regional Activity Center area that is within this portion of the NPF CRA, including that portion west of the FEC Railroad that is also within the Northwest District. The traditional boundary of the Flagler Heights neighborhood area is Sunrise Boulevard on the north, Federal Highway on the east, N.E. 4th Street on the south, and the FEC Railway on the west.

NPF CRA Legal Description

The NPF CRA has been legally described as that area of the City of Fort Lauderdale lying in Sections 2, 3, 4 and 5, Township 50 South, Range 42 East, Broward County, Florida, being described as follows:

All of Said Section 5 lying easterly of the corporate limits of the City of Fort Lauderdale, as described in Chapter 65-1540, Florida Statutes and in City of Fort Lauderdale Ordinance C-75-41; together with all of said Sections 3 and 4 lying south of the south right-of-way line of Sunrise Boulevard; together with all of that portion of said Section 2 lying West of the westerly right-of-way line of North Federal Highway and South of the south right-of-way line of Sunrise Boulevard; less and except that portion of said Section 3, being bounded on the west by the east right-of-way line of North Andrews Avenue, on the south by the south line of said Section 3, on the east by the east line of said Section 3 and on the north by the south right-of-way line of Northeast 4th Street; with the inclusion of the "Konover Parcel" bounded on the South by the north right-of-way line of West Broward Boulevard, bounded on the West by the east right-of-way line of Northwest 25th Avenue, bounded on the North by the south line of "R.E.B. Plat", Plat book 74, Page 43, of the Public Records of Broward County, Florida and bounded on the East by the west line of the east half of the east half of said Section 5, located on the north side of West Broward Boulevard between I-95 and Northwest 27th Avenue.

B. REDEVELOPMENT LEGAL AUTHORITY

This Community Redevelopment Plan has been prepared in accordance with Part III, Chapter 163; Florida Statutes entitled the Community Redevelopment Act (Redevelopment Act), which confers upon local governments certain powers to plan and execute redevelopment activities and programs.

Delegation of Powers

The Board of County Commissioners of Broward County, Florida ("BCC") adopted Resolution No. 89-1132 on April 11, 1989, delegating to the City of Fort Lauderdale the redevelopment powers of the Redevelopment Act for such programs operating within the

corporate limits, subject to the review and approval by the BCC of the City's Community Redevelopment Plan and any amendments thereto.

Finding of Necessity

City of Fort Lauderdale City Commission Resolution No. 95-86 adopted on June 20, 1995, found the Northwest - Progresso - Flagler Heights Community Redevelopment Area to be impaired by a combination of factors and conditions indicative of blight, as that term is defined in the Redevelopment Act, and authorized the preparation of a Community Redevelopment Plan in order to identify and develop plans and activities designed to eliminate and prevent the spread of blighting conditions and to develop workable program to aid in its rehabilitation, conservation, and redevelopment.

Powers and Authority

The Fort Lauderdale City Commission for and on behalf of the City of Fort Lauderdale, and when acting separately in its capacity as the Board of Commissioners for the Fort Lauderdale Community Redevelopment Agency, reserves for itself, its officers, employees and agents, all the powers, duties and responsibilities vested to it and provided by the Redevelopment Act to carry out the purposes and intent of this Redevelopment Plan, including the use of the power of eminent domain.

It is the intent of the City of Fort Lauderdale ("City") and the Fort Lauderdale Community Redevelopment Agency ("CRA") that whenever reference is made in this Redevelopment Plan to City or CRA in undertaking or exercising some of the power or authority granted by the Redevelopment Act, then such power and authority are deemed to have been granted and exercisable in connection with the implementation of this plan.

This Plan updates and amends the Northwest Progress Flagler Heights Redevelopment Plan adopted by the Fort Lauderdale City Commission on November 7, 1995 (the "Original Plan") and incorporates the amendments from the May 2001 update. Certain projects, programs, undertakings, and actions contemplated by the Original Plan are being implemented or are in progress at the time of the adoption of the Plan Update. Nothing in the Plan Update is intended nor shall anything herein be applied to stop, curtail, limit or restrict the implementation of those projects, programs, undertakings and actions under the Original Plan unless expressly stated herein to that effect. All such projects, programs, undertakings and actions under the Original Plan that are being implemented and are in progress as of the adoption of Plan Update may be continued to completion in the manner contemplated by the Original Plan and such projects, programs, undertakings and actions are deemed to be activities contemplated by this Plan.

This Plan contains provisions that contemplate actions to be taken by the City of Fort Lauderdale, including the City Commission or various agencies, departments or boards of the City. While the City Commission has adopted this Plan, any actions to be taken by the City constitute recommendations that will require action to be taken by the City to approve and authorize implementation of any such actions.

C. SUMMARY OF HISTORICAL COMMUNITY NEEDS

The Northwest District has been the focus of study and planning since at least the early 1960s. While many improvement programs have been designed and implemented, there is no dispute among community and neighborhood leaders of the need for continuing to concentrate programs for improvement in this area.

In May 1987, the City conducted a Charrette with neighborhood residents in the Northwest District to discuss community needs and to help create a vision for the area to further refine and help guide the planning and redevelopment. Problems identified by the Sistrunk Charrette included: incompatible adjacent land uses without adequate buffers; poor street alignment of north and south roadways; lack of adequate off-street parking; lack of adequate vehicle speed controls; poorly maintained and deteriorating buildings; the need for improved streetscape; lack of affordable housing; and the lack of public-private reinvestment incentives to retain or attract neighborhood-based businesses. Unemployment and lack of private investment in the community have historically been ranked by the area residents as the primary barriers to sustainable improvement. On October 3, 1989, the city adopted the Safe Neighborhood Plan for the Northwest Neighborhood Improvement District, which provides extensive analysis, strategies, and recommendations on accomplishing the vision set forth by neighborhood residents at the Sistrunk Charrette. The Safe Neighborhood Plan and the Northwest Neighborhood Improvement District no longer exist; however, this information remains for historical perspective.

Several studies during the 1980s involving the North Lauderdale Progresso area and its relationship and interaction with the Central Business District were conducted. In May 1985, a report to the City Commission found major problems in the area to include: transient population, with no active neighborhood association or crime watch program; lack of property maintenance, both with buildings and overgrown lots; code violations perpetuated by low owner occupancy and deferment of maintenance by absentee owners; inconsistent and incompatible land use; inflated property values caused by speculation due to the area's relationship to the downtown. In February 1989, a Charrette for the North Lauderdale - Progresso area was conducted. Among the other important recommendations involving improved development regulations and code enforcement, were recommendations to establish both a Safe Neighborhood Improvement District and a Community Redevelopment District in this area.

Between 1990 and 1991, two community workshops and a series of smaller stakeholder meetings and interviews were conducted with residents and property owners of the Fort Lauderdale Downtown Regional Activity Center, which includes the urban core and its adjoining sub area. Optimizing the potential of underdeveloped areas such as the North Lauderdale - Progresso - Flagler Heights neighborhood was identified among the many important issues and concerns to be addressed. In 1992, an urban design study called "A Vision for the City Center: Fort Lauderdale Regional Activity Center" was presented. It lays the groundwork for the preparation of more relevant development regulations, and sets forth urban design concepts that translate the aspirations of the community and individual stakeholder into a physical representation of the overall theme contemplated in achieving the vision for the future of the Regional Activity Center.

City, County, and community officials have worked to reform the City's zoning and development regulations, and to further complete the study and analysis necessary to formulate a program of redevelopment for the NPF CRA. In 1999, the CRA evaluated the progress in the district, established additional objectives, and updated targeted project areas. The CRA Board adopted policies and programs to implement the established goals of the agency and began meeting monthly to focus on issues solely associated with the CRA district.

Targeting private sector partners became a priority for the CRA. Financial incentives were packaged and partnerships formed with local lending institutions. Master plans for the Midtown Business District the area located between N.W. 15th Avenue and the FEC Railroad Tracks, and the Flagler Heights areas are underway that include zoning revisions and other initiatives to support redevelopment.

Also, to ensure the CRA remains focused on the redevelopment objectives within this plan, a Strategic Plan was produced that identifies short term goals and objectives and will be updated annually to monitor progress. Tax increment financing may be used anywhere within the Community Redevelopment Area as determined in accordance with the annual Strategic Plan.

As the CRA district, as well as the City in general, continues to evolve, additional programs and projects are being proposed that will address current and future needs. For example, major strides have been made in relation to identifying transportation and mobility needs enabling the Agency to take an active role in the development of transit initiatives. Considering the increase in residential development safety and security of residents and future businesses warrants investment in CPTED (Crime Prevention Through Environmental Design) and other security driven initiatives including public camera systems, public safety and security measures and increased lighting levels and code enforcement programs. Finally, new and expanded quality of life programs and projects will be included in the CRA Plan that include but are not limited to marketing and events activity to generate awareness of the District's growing economy, art and public enhancements to parks and public spaces, community gardens and urban forestry programs, and health related projects and programs and other initiatives related to land, real estate development, parking and other development driven initiatives.

D. REDEVELOPMENT GOALS AND OBJECTIVES

This part of the Plan provides background and summations on visions that have been developed and recognized over the years for the various major subsection of the NPF CRA, an enumeration of the goal, objectives and policies of the Future Land Use Plan, and the redevelopment plan objectives for this Redevelopment Plan.

Effects of other Studies and Plans

This Redevelopment Plan has been prepared after review and analysis of other data, information, studies, and plans existing at the time of preparation and adoption.

Taken into account during the preparation of this Redevelopment Plan were: 1) the City's "Safe Neighborhood Improvement Plan for the Northwest Improvement District," adopted October 3, 1989; 2) the "City of Fort Lauderdale Comprehensive Plan: Future Land Use

Element," adopted June 13, 1989, as amended; 3) "A Vision for the City Center: Fort Lauderdale Downtown Regional Activity Center," prepared January 1992; 4) "City of Fort Lauderdale: State Enterprise Zone Program and Designation," prepared May 1995; 5) the City's "Neighborhood Conditions. Study and Finding of Necessity Report for the Northwest - Progresso — Flagler Heights Community Redevelopment Area," approved on June 20, 1995; and 6) the CRA Strategic Plan dated April, 2000, which will be updated on an annual basis. The 2015 amendments further reviewed the 5-Year Program dated October 2013 and incorporated those programs into this document.

Future Land Use Plan Goal Objectives and Policies

On June 13, 1989, the City adopted the "City of Fort Lauderdale Comprehensive Plan: Future Land Use Element" (Future Land Use Plan). The goal of the Future Land Use Plan is to: "Encourage the use of land in a manner that will preserve and enhance the character of Fort Lauderdale by establishing land development guides designed to promote environmental protection, meet social and economic needs, provide for adequate service and facilities, conserve natural resources, and ensure compatibility of land uses."

As adopted by the City Commission and accepted by the County Commission, the Future Land Use Plan establishes objectives and policies to identify areas of focus and provide guidance on implementation criteria to help achieve the goal.

The Future Land Use Plan endorses, in part, completing redevelopment activities pursuant to the City's adopted Northwest Redevelopment Plan, and encourages further evaluation of recommendations contained in the Safe Neighborhood Improvement Plan for the Northwest Neighborhood Improvement District (as of 2015, the Safe Neighborhood Improvement Plan and the Northwest Neighborhood Improvement District no longer exist). Other important adopted objectives relate specifically to the Downtown Regional Activity Center (RAC) designation in the land use plan, and the need to establish and revise development regulations to assure proper and compatible development within transitional neighborhoods made a part of the RAC area (such as North Lauderdale, Progresso and Flagler Heights), and neighborhoods adjoining the RAC area (such as those within the Northwest Neighborhood Improvement District).

This Redevelopment Plan is consistent with and designed to aid in the implementation of the goals, objectives and policies of the Future Land Use Plan, which form the basis of the goals and objectives of this Redevelopment Plan. To summarize those most related to redevelopment plan objectives, the following statements provide excerpts from the Future Land Use Plan.

- Continue to utilize design guidelines and land development standards unique and specific to the Downtown Regional Activity Center (Downtown RAC) area in order to promote quality development of a desirable nature in the City's downtown.
- Continue to utilize transitional zones between the Downtown RAC and adjacent established neighborhoods to protect against incompatible uses.

- Utilize design guidelines and land development standards unique and specific to the Northwest Regional Activity Center (Northwest RAC) area in order to promote quality development of a desirable nature in the Northwest District.
- In existing neighborhoods, development shall be compatible with desired neighborhood density and with specific plans for redevelopment and revitalization.
- Evaluate industrial land uses in the Northwest RAC to determine where possible zoning changes are needed to assure compatibility with surrounding neighborhoods.
- Support community development activities and programs including housing rehabilitation, small business development, climate change adaptation, facilitation of all types of housing, including, but not limited to, low and moderate-income housing, and land assembly program in the NPF.
- Encourage the development of the infrastructure necessary to meet adopted levels of service standards set in individual elements, to support the Downtown-RAC and the Northwest-RAC.
- Encourage redevelopment and expansion of employment and housing opportunities for very low, low and moderate-income households within the Northwest RAC through the establishment of alternate levels of service on portions of the roadway network serving the area.
- Respond to community desires and preserve neighborhood integrity through the master planning process.

As it relates to the above, some paraphrasing and edification to the stated objectives and policies as found in the Future Land Use Plan have been made solely for the purpose of clarifying their meaning, and not for any intended purpose of altering their stated intent.

Redevelopment Plan Objectives

It is not the intent of this Redevelopment Plan to duplicate the efforts of other programs, efforts, and initiatives being implemented in both the Northwest District Area and the Flagler Heights RAC Area. Where there may exist some overlap, then as areas of concentrated need, the added forces of the CRA are intended to provide additional legal and financial resources bundled around a basic improvement program designed to stimulate, foster or provide the proper physical foundation necessary to promote and achieve redevelopment within the NPF CRA. The objectives of this Redevelopment Plan are to formulate a workable Redevelopment Program consistent with the sound needs of the community as set forth in the Comprehensive Plan, and to afford maximum feasible opportunities for private participation in undertaking the preservation, rehabilitation, and redevelopment of the NPF CRA. The Community Redevelopment Act requires redevelopment plans such as this plan to be consistent with the municipality's comprehensive plan. This plan is as a whole consistent with the City of Fort Lauderdale's Comprehensive Plan.

SECTION 2

SOCIO-ECONOMIC AND PHYSICAL CONDITIONS

A. NEIGHBORHOOD CONDITIONS AND SOCIO-ECONOMIC FABRIC

The two areas within the CRA - the Northwest District portion and the Progresso/Flagler Heights RAC portion — are significantly distinct neighborhoods. While the population in the Progresso/Flagler Heights RAC increased between the years 1990 – 2000 by 12%, the population in the Northwest District portion declined by 23%. The two areas also differ in levels of racial and economic diversity and the condition of the housing stock. Both areas contain a large amount of vacant or underdeveloped land that contributes to the distressed character of the CRA as the following evaluation further supports.

For updated (2010) Socio-Economic and Housing Conditions, see Exhibit 2 (2010 Socio-Economic and Housing Conditions)

Neighborhood Conditions

The City's 1995 Neighborhood Conditions Study and Finding of Necessity Report examined the conditions of structures and other environmental factors within the NPF CRA. From the building conditions survey, 73% of all structures (3,389) evidenced varying degrees of disrepair with 28.5% rated deteriorating or dilapidated. The latter are conditions that warrant demolition or major rehabilitation. Additionally, the study identified that 36% of all sites (3,823) within the area form isolated patinas of vacant land. These lots are a combination of stand-alone undeveloped lots and vacant lots under the same ownership to adjacent improved lots. Non-conforming vacant lots or underdeveloped properties have long been recognized as a key indication of blight. Also, the survey of environmental factors assessing physical impacts to all sites (3,823) analyzes typical indicators of neighborhood distress and identifies a range of potential deficiencies warranting further study and planning for appropriate corrective action. Problems with incompatible land use, particularly as they affect the residential characteristics and structure of the neighborhood, are clearly documented. The disproportional relationship of crime affecting the neighborhood in comparison to the overall City is also substantiated.

Population

The 1990 Census estimates the total population for the NPF CRA at 16,055 persons, 10.8% of the City's year round population of 149,377 persons. The Northwest District, with a total estimated population of 14,220, has maintained a predominant minority resident population for decades. The 1990 Census indicated that more than 32% (13,392) of the total Black population of the City (41,997) resided in the four census tracts which comprise the Northwest District Area. In 1990, more than 94% of the total Northwest District residents (14,220) are Black, and 63% of residents of the Flagler Heights RAC Areas of the NPF CRA are Black.

The residents of the Northwest District, in general, have significantly different demographic characteristics than the City as a whole. In 1990, 34% (4,897) of Northwest District residents were under the age of 18 compared to 19% (28,056) citywide. This indicator is still higher than the citywide average for the Progresso/Flagler Heights RAC, at 26% or 567 persons.

Education and Employment

The distribution of education and employment is equally dissimilar. For persons 18 years of age and older, 73% (88,960) were high school graduates citywide with only 37% (2,288) of Northwest District residents and 49% (278) of the Progresso/Flagler Heights RAC residents being graduates. Educational attainment affects the kind, quality, and longevity of obtainable employment. Northwest District residents 16 years of age and older had an unemployment rate of 15.7%, compared to the City unemployment rate of 6.7%. Residents of the Progresso/Flagler Heights RAC portion of the NPF CRA had an unemployment rate of 9.1%, which is still significantly above that of the City.

Income

Income is affected in a similar fashion. Five of the six census tracts in the City that have median incomes below 70% of the City's median income are located in the Northwest District. In addition, 28% of all families below the poverty level reside there. Nearly four times as many families within the Northwest District (49% or 6,817) had incomes below the poverty level in 1990 compared to the City as a whole (17% or 24,793). Throughout the City, 5% of the households receive public assistance compared to 17.4% of the residents within the Northwest District. In contrast, 7.4% of the Flagler Heights RAC Areas receive public assistance. In addition, while 50% of the City's female-headed households with children under the age of 18 have incomes below the poverty level, 60% of those households in the Northwest District and 55% of the Progresso/Flagler Heights RAC residents fall into that category.

Circumstances for residents within the district are compounded by a high proportion of youth in the population, low educational attainment, and high unemployment rates. This situation may be even more severe, because minority youth unemployment is even higher. The 1995 Florida Department of Labor and Employment Security estimates that youth unemployment may be as high as 40%.

Housing

The Northwest District portion of the NPF CRA contains the highest proportion of substandard private housing of any area in the City. Throughout the area, blighting influences evolved during the four decades prior to the early 1980s. The degree to which this condition still exists in 1995 is indicated by a review of the City's records of building and zoning violations within the district. While the CRA contains only 8% of the total housing units and 8% of the occupied housing units in the City, one-third of all vacant, boarded-up housing units are located within the NPF-CRA boundaries.

The rate of home ownership has declined throughout Broward County since 1960. While the same is true for the City, it consistently has had the lowest rate of home ownership among the major cities in the County. The home ownership rate for the City was 56.2% in 1980. But by 1990, according to the census data, the rate had declined to 33.4%. The home ownership rate for the NPF CRA is well below the • City's rate, with only 20% of the units occupied by owners.

The 1990 Census data used in this analysis and additional indicators of the socio-economic fabric of the NPF CRA is shown in Table 2-1.

TABLE 2.1

SOCIO-ECONOMIC AND HOUSING CHARACTERISTICS

DEMOGRAPHIC CATEGORY	CITY	NPF CRA	% OF CITY	NW PART OF CRA	% OF CRA	RAC PART OF CRA	% OF CRA
Total # Persons	149377	16055	10.8	13882	86.5	2173	13.5
Total # Households	66440	5466	8.2	4658	85.2	808	14.8
Persons 0-18 Yrs of Age	28056	5464	19.5	4897	89.6	567	10.4
Persons Age 65 + Over	26562	1332	5.0	1227	92.1	105	7.9
# High School Graduates	28905	2044	7.1	1693	82.8	351	17.2
# Persons Employed	72643	5682	7.8	4635	81.6	1047	18.4
# Persons Unemployed	5208	972	18.7	840	86.4	132	13.6
Median Household Income	27239	12500	45.9	12500	NA	12500	NA
# Households Below 80% of Median	27577	4031	14.6	3346	83.0	685	17.0
# Households With Earnings	47903	3964	8.3	3239	81.7	725	18.3
# Households Receiving Public Assistance	3290	872	26.5	802	92.0	70	8.0
# Persons Below Poverty Level	24793	7408	29.9	6584	88.9	824	11.1
Year Round Housing Units	81268	6349	7.8	5353	84.3	996	15.7
# Occupied Housing Units	66440	5466	8.2	4658	85.2	808	14.8

SOCIO-ECONOMIC AND HOUSING CHARACTERISTICS

DEMOGRAPHIC CATEGORY	CITY	NPF CRA	% OF CITY	NW PART OF CRA	% OF CRA	RAC PART OF CRA	% OF CRA
# Owner-Occupied Units	36144	1089	3.0	1004	92.2	85	7.8
# Renter-Occupied Units	30296	4377	14.4	3654	83.5	723	16.5
Mean Contract Rent	447	315	70.5	291	92.4	363	115.2
Mean Housing Value	159900	55483	34.7	52550	94.7	61350	110.6
# Occupied Unit With Complete Plumbing	66056	5705	8.6	4905	86.0	800	14.0
# Units Lacking Complete Plumbing	472	107	22.7	85	79.4	22	20.6
# Renter-Occupied Units Lacking Complete Plumbing	299	61	20.4	49	80.3	12	19.7
# Units Overcrowded	5469	1370	25.1	1150	83.9	220	16.1
# Renter-Occupied Units Overcrowded	4012	1230	30.7	1015	82.5	215	17.5
#Unit Overcrowded But With Complete Plumbing	4810	1181	24.6	1024	86.7	157	13.3
# Substandard Units	5282	1288	24.4	1109	86.1	179	13.9
% Substandard of Occupied Units	8.0	23.6	24.4	23.8	20.3	22.2	3.3

B. PUBLIC UTILITIES AND MAJOR INFRASTRUCTURE NEEDS

The NPF CRA is served by all public utility companies licensed to operate within the City providing electric power, natural gas, landline telephone service, and cable television. All utility lines are within recorded easements or rights of way.

An analysis was conducted of the entire NPF CRA to determine the adequacy of existing major infrastructure and to identify projected needs based on anticipated redevelopment and planned growth. Major infrastructure elements were categorized into water, sanitary sewer, and storm drainage. Other more general analysis included lighting, curbs and gutters, and sidewalks. Illustrative maps and cost estimates were prepared in order to show the relative area of needs and as a part of developing the Redevelopment Program for the NPF CRA.

Water System

The utility service offered by the City provides facilities to carry water that provides adequate water pressure as well as fire protection service. The analysis of the Water System for the NPF CRA was divided into four sectors to help quantify and illustrate the needs for each of the major programmatic areas of the plan. Illustrative maps that graphically identify existing and proposed locations are provided as Exhibits to the Redevelopment Plan, and summarized as follows:

- Exhibit 3: NPF Water Mains - Overview summarizes locations for all sectors including the Northwest Residential Areas.
- Exhibit 4: NPF Water Mains - Sistrunk Corridor Area provides detail on locations within this sector.
- Exhibit 5: NPF Water Mains - Progresso Commercial Revitalization Area provides detail on locations within this sector.
- Exhibit 6: NPF Water Mains - Flagler Heights RAC Area provides detail on locations within this sector.

Northwest Residential Areas: 2 inch and 4 inch water mains have been replaced in the Franklin Park areas (i.e., west of 1-95). Remaining water main replacements in the area are programmed for 2003-2005, subject to change. Progresso Commercial Revitalization Area (now referred to as the Progresso Area) water main replacements will likely be constructed in conjunction with sanitary and storm sewer improvements in that area.

Sistrunk Corridor Area: A water main has been installed that is adequate to meet the corridor's current needs, including new development generally consistent with existing scale and building heights. However, should more intense or dense development be proposed that is consistent with the redevelopment plan for the corridor, additional upgrades may be necessary to meet those needs.

Progresso Commercial Revitalization Area: To meet the anticipated needs of this light industrial area for fire service and water demand, upgrades to the water system to 10 and 12 inch mains will need to be provided. Upgrades to support renovations to existing buildings and new commercial development are typically passed on to the developer-owner.

Flagler Heights RAC Area: The neighborhood areas of this sector will be adequately served by the current work programmed under the City's CIP. To allow the more intensive commercial and mixed-use development projected to occur along the major corridors of this area, an upgraded water main system of 10 to 12 inch mains will need to be installed to provide for the increased capacity needed for water demand and fire suppression service. Upgrades to support new commercial development are typically passed on to the developer-owner. As an inducement to redevelopment, consideration to publicly fund all or some of these improvements may be appropriate for inclusion in the CRA's funding program.

Between 2010 and 2015, an influx of new residential development has occurred in the Flagler Heights area, and as anticipated, certain CRA funds were utilized to assist in the utility upgrades.

Sanitary Sewer System

The City Administration is currently developing a variety of proposals that may result in a dramatic change in City policy with respect to the responsibility for payment of the installation of sanitary sewers in un-sewered areas of the City.

City Building Officials currently estimate that 95% of the residential community within the NPF CRA that have gravity sewers are properly connected. The analysis of the sanitary sewer system for the NPF CRA was divided into four sectors to help quantify and illustrate the needs for each of the major programmatic areas of the plan. Illustrative maps that graphically identify existing and proposed locations provided as Exhibits to the Redevelopment Plan, and are summarized as follows:

- Exhibit 7: NPF Sanitary Sewers - Overview summarizes locations for all sectors including the Northwest Residential Areas.
- Exhibit 8: NPF Sanitary Sewers - Sistrunk Corridor Area provides detail on locations within this sector.
- Exhibit 9: NPF Sanitary Sewers - Progresso Commercial Revitalization Area provides detail on locations within this sector.
- Exhibit 10: NPF Sanitary Sewers - Flagler Heights RAC Area provides detail on locations with this sector.

Northwest Residential Areas: The residential neighborhoods within the Northwest District have a sufficient gravity sewer system to serve the community with the exception of the northeast area bounded by N.W. 3rd Avenue to the FEC Railroad, and from Sistrunk to Sunrise Boulevard. This area is presently on septic tanks. From an environmental consideration, gravity sewer systems are more ecologically sound than septic tanks. With inadequately maintained septic tanks there is the concern that sewage material may leach out into the soil and penetrate the ground water, whereas a properly operating gravity system will handle, transport and process sewage material into treated effluent that is injected into rock strata far below the ground water strata.

Sistrunk Corridor Area: The present sanitary sewer system is sufficient to address the current and projected demands of this area. However, should more intense or dense development be

proposed that is consistent with the redevelopment plan for the corridor, additional upgrades may be necessary to meet those needs.

Progresso Commercial Revitalization Area: At present, this sector is served by septic tanks. In order to attract new business and to meet the current health code requirements, a new gravity sewer system should be installed for this area. Applicable health code requirements stipulate that any new development within a 1/4 mile radius of a gravity sewer system be required to connect to that system. Therefore, in order to avoid multiple private force mains in the City's public right-of-way and to better serve the economic redevelopment of this area, a new gravity sewer system is recommended.

Progresso RAC Area: This sector is adequately served by a gravity sewer system with the exception of N.W. 5th and N.W. 6th Avenues. It is anticipated that as this area commercially redevelops, that private developers-owners will provide the necessary upgrades to the sewer system to meet the needs of these businesses.

Storm Drainage System

The storm drainage system for the NPF CRA has been analyzed, and an illustrative map that graphically identifies problematic locations where maintenance or some improvements to the system are needed is shown in the Exhibits to the Redevelopment Plan and summarized as follows:

Exhibit 11: NPF Storm Drainage - Overview summarizes locations for all sectors of the major programmatic areas in the plan.

Northwest Residential Area: The northwest neighborhood areas are presently served with positive and exfiltration storm drain systems. These systems are providing adequate service to all areas with the exception of the area bounded by N.W. 9th Avenue to N.W. 15th Avenue and from Sistrunk Boulevard to Sunrise Boulevard. In this area it is recommended that a program be established to clean sand infiltrated storm drain lines in order to correct conditions preventing this section of the system from operating properly. In addition, a program is recommended to re-establish the swales existing in these areas in order to enhance drainage capabilities and reduce the infiltration of sand into the storm drain system.

Sistrunk Corridor Area: The present storm drain system is sufficient to address the current and projected demands of this area. However, should more intense or dense development be proposed that is consistent with the redevelopment plan for the corridor, additional upgrades may be necessary to meet those needs.

Progresso Commercial Revitalization Area: Currently, this sector is served predominately with a positive drainage system. Although this system provides adequate service to the area, improper dumping and illegal connections have created water quality problems affecting the system. Initiation of intense code enforcement in this sector is recommended as a means to properly rectify problems presently impacting the system.

Flagler Heights RAC Area: The present storm drain system is not sufficient to address the current and projected demands of this area. TIF funds may be needed to assist in system upgrades.

Other Systems and Facilities

Streets: For roadways under the City's jurisdiction, which includes all the residential streets within the NPF CRA, the City provides funds in its CIP program for resurfacing. All such streets within the City are on a 15-year program for resurfacing. The City provides ongoing maintenance of its roadways.

Street Lights: The NPF CRA intends to assist in meeting the City's policy for lighting streets as established by the Florida Department of Transportation specifications for residential and commercial areas. Minor deficiencies will be corrected in accordance with the City's franchise agreement with Florida Power and Light.

Curbs and Gutters: Curbs and gutters do not exist in most of the residential neighborhoods within the Northwest District of the NPF CPA, and are not encouraged. Curbs and gutters prevent the proper use of swales that were intended for drainage through natural percolation in lieu of positive storm drain systems which would carry potential volatile materials such as oil to outfalls that are typically emptied into rivers and streams. Such practice could cause potential ecological problems with the natural habitat of these waterways.

Sidewalks: A field survey was conducted to determine the approximate locations where sidewalk systems are not present within the residential neighborhoods of the NPF CRA. Those areas without sidewalks in the Northwest District are mostly in the residential areas north of Sistrunk Boulevard and west of 1-95. In the residential section of the Flagler Heights RAC Area, almost no sidewalks exist along the residential streets. As the urban village concept for the Flagler Heights Area is defined, sidewalks and pedestrian amenities are envisioned to become a priority. Tax increment funds of the CRA may be needed to fund such improvements. Installation of sidewalks can be controversial in older neighborhoods that have previously existed without them.

C. VEHICULAR AND PEDESTRIAN CIRCULATION

Sunrise Boulevard and Broward Boulevard border the NPF CRA on the north and south while Federal Highway borders the east. All three are major arterial highways serving the regional transportation network. All three facilities operate over capacity in the NPF CRA vicinity. Andrews Avenue as a minor arterial highway provides the east-west separation of the two areas while Sistrunk Boulevard as a major collector highway links the Northwest District and the Flagler Heights RAC Area from east to west. N.E. 3rd Avenue running north-south through the center of the Progresso/Flagler Heights RAC is also a major collector.

Broward Boulevard particularly generates cut-through and speeding traffic within the Northwest District from motorists attempting to avoid delays during the peak hours. These facilities carry large volumes of Broward County Transit ridership, and are primary destination routes. All three streets have paved sidewalks, but the amount of traffic combined with the pedestrian volumes creates potentially hazardous and unsafe conditions.

Sistrunk Boulevard is the main thoroughfare of the Northwest District. It is both a gathering place and the center of the neighborhood commerce. In addition, Sistrunk Boulevard is a heavily traveled roadway facility, and potentially poses the most severe transportation problem affecting the entire area. All of these streets have high accident frequency rates that create an unsafe condition for accessing the neighborhoods for local residents as well as visitors to the area. The high volume of pedestrian and

vehicular traffic into the neighborhoods also creates easy and plentiful access by outsiders, increasing the likelihood of occurrences of crime.

One of the planning techniques that has been utilized to change these facilities is the elimination of direct access to many local roads by the construction of cul-de-sacs, which reserves major access points through existing signalized locations. This technique should continue to be utilized as conditions warrant as well as measures to improve traffic signalization and cure poor alignments.

Sistrunk Boulevard

Although Sistrunk Boulevard operates well within its capacity, since it is the only facility between Sunrise Boulevard and Broward Boulevard, which goes under 1-95, it plays a significant role in the regional roadway system for the City. Traffic comes from both the neighborhood and commuters, leading to speeding and to cut-through traffic through other residential streets in the area. In addition, while its cross section is adequate to serve evicting traffic volumes, there are numerous safety problems, including the large number of curb cuts and poor alignments.

While pedestrian traffic is extremely heavy on Sistrunk, there is insufficient walkway capacity, causing large numbers of pedestrian accidents. Additionally, there continues to be a severe parking shortage along this facility. Recommendations for improvements to this facility continue to include provisions for signage, utility placements, bus bays, and other auto and pedestrian safety features. New developments along Sistrunk Boulevard would be required to include sufficient parking; however, additional parking can be created at properly distanced locations to accommodate under-served existing uses. While the City has recently completed a well-designed streetscape program for the corridor, this program is recommended to be continued and expanded to provide additional enhancements to foster a pedestrian friendly environment for the area. Elements of the program could include additional paver blocks at major intersections as well as decorative improvements to the curb, gutters and sidewalks in the area, and improved signage addressing safety and identification needs of the neighborhood.

This section was retained from the 2001 Plan update:

Over the last several years, recommendations to improve the pedestrian and neighborhood business environment of the Sistrunk Corridor have suggested that this section west of Andrews Avenue to the corporate limits be converted from a four-lane divided road (2 lanes in either direction) to a two-lane divided road (1 lane in either direction), which would provide additional right-of-way to construct expanded sidewalks and other improvements to accomplish this objective.

Traffic counts taken in April 1995, along this section of Sistrunk suggested that an alternative strategy would be a proposal to allow for off-peak parking similar to that successfully allowed on East Las Olas Boulevard. These counts demonstrated that traffic flows along Sistrunk Boulevard vary during the day, and that four lanes were not needed at all times. The proposal was agreed to by Broward County that has jurisdiction on Sistrunk Boulevard. However, due to the speed of the traffic and the lack of indicators that allow on-street parking, vehicles are not parking on the street. At the time of the adoption of this Plan, the City with the help of a consultant is revisiting options for creating a truly pedestrian environment along the Sistrunk Corridor.

According to the Monthly Project Report for CIP project P10448 Sistrunk Streetscape and Enhancement, the construction was completed in January 15, 2013. Broward County fully accepted the project, closeout paperwork sent to FDOT/LAP was approved and final payment was provided to the General Contractor as of October 1, 2013. The major streetscape project included upgraded lighting, sidewalks and landscaping along Sistrunk Blvd and between US 1 and NW 27th Avenue.

There remains another phase of this project called P 12096 - Sistrunk Enhancement Phase II- Underground Utilities. This project provides for the undergrounding of FPL electric distribution lines along Sistrunk Blvd from NW 9 Ave to N Andrews Ave. At the time of this update there is \$750,000 in the project account for this project. There has been no progress to date made with this project.

N.W. 7th/9th Avenue Connector

The N.W. 7th/9th Avenue Connector had been proposed for many years as an important roadway improvement having significant regional, local and neighborhood area benefit. As part of a proposed transportation master plan designed to improve roadways and traffic flow from Sunrise Boulevard to Las Olas Boulevard, the connector portion of the proposed roadway was planned to provide a divided four lane highway connecting N.W. 9th Avenue south of Sunrise Boulevard to N.W. 7th Avenue in the general vicinity either south or north of Sistrunk Boulevard. This project as originally approved has been determined infeasible because of increased cost. The remainder of this section is kept as it was written in the 2001 Redevelopment Plan for historical perspective.

Traffic conditions in the general corridor area vary considerably. Because N.W. 7th Avenue and N.W. 9th Avenue have available traffic capacity in this vicinity of the corridor, the proposed connector has the potential to divert traffic from the overcapacity roadways such as Sunrise Boulevard, Broward Boulevard and Federal Highway. In addition to improving north-south traffic flow and reducing accidents affecting both pedestrian and vehicular traffic, the improvement will have other positive benefits by stimulating redevelopment and revitalization efforts within the NPF CRA.

A summary of identified benefits of the N.W. 7th/9th Avenue Connector Project follows:

- Improve traffic capacity and traffic flow into downtown Fort Lauderdale thereby relieving over-capacity roadways.
- Improve traffic capacity and traffic flow into major public facilities such as the Performing Arts Center, the Museum of Discovery and Science, and the proposed New World Aquarium.
- Provide a stimulus to important redevelopment efforts by improving traffic flow in connection with the Northwest Redevelopment, including the proposed Northwest Branch Post Office, and the Northwest Branch Medical Facility.
- Reduce traffic accidents within the corridor area due to improved traffic flow and intersection improvements.
- Improve community cohesion and quality of life by reducing cut-through traffic within the residential areas.
- Provide, through right-of-way acquisition, opportunities to correct incompatible land use between existing residential and industrial uses within the proposed corridor area.

As demonstrated above, the implementation of the N.W. 7th/9th Avenue Connector Project will significantly improve the regional transportation network while producing considerable additional benefits consistent with the improvement plans for the neighborhood area.

Flagler Heights RAC Area

Field studies carried out in connection with the master planning process for the entire Downtown Regional Activity Center have identified major roadways within the RAC that are best suited to encourage pedestrian activities while others that best serve as major vehicular corridors. By identifying those streets best suited primarily for pedestrian oriented commercial uses at the ground floor level and those streets best suited for providing visual appeal to the motorist and safe access for the pedestrian, it is felt that the City can better plan the types of uses and development to be permitted along these major arterial and collector roadways.

At the time of the adoption of this Plan Update, the City's Office of Community and Comprehensive Planning is in the process of creating a street hierarchy for the entire Progresso/Flagler Heights Area.

The development of streetscape design standards is anticipated to be recommended after Redevelopment Plan adoption in order to introduce street furniture, landscaping, and other special design elements that will help create either pedestrian-oriented or image-oriented environments envisioned for these streets. As relates to this Redevelopment Plan, prioritization of such a program for Sistrunk Boulevard to include the proposed image enhancement features east of Andrews Avenue and the pedestrian-oriented features west of Andrews Avenue would serve as an excellent project to help unify and link the efforts of the Northwest District and Flagler Heights RAC Area of the NPF CRA. Other important areas of emphasis for the Flagler Heights RAC Area are improvements to Andrews Avenue and N.E. 3rd Avenue.

SECTION 3

DEVELOPMENT REGULATIONS AND CONTROLS

The NPF CRA is approximately 1,298 acres, of which 1,103 acres are within the Northwest District and 195 acres comprise the Flagler Heights RAC Area. Within the NPF CRA are approximately 4,331 tax parcels of land containing approximately 3,451 buildings and 5,206 dwelling units, according to the 1995 records of the Broward County Property Appraiser's Office.

A. LAND USE AND ZONING

Analysis of the previously approved Land Use Modifications for the NPF CRA is provided below for the Northwest District Area and the Flagler Heights RAC Area. A general description of proposed revisions to development regulations including zoning, design standards and other public controls is also provided in order to identify plan implementation techniques to achieve proposed future land use objectives.

Northwest District Area

A detailed review of existing conditions and analysis of land use for the Northwest District Area was done to assess compatibility of existing residential and commercial uses, and to identify proposed changes in land use to better foster and assure the long range success of planned redevelopment efforts for this area. The analysis revealed that revisions were needed to the City and County future land use plan. Proposed revisions include changing land use designations to better conform to existing conditions where such changes in use will encourage compatible residential and commercial development as well as foster redevelopment that will be in keeping with surrounding uses within this area. Several house cleaning items were also identified in order to clarify the permitted availability of public services such as existing parks and open space, public utilities, and newly constructed transportation facilities. The land use most appropriate to achieve the necessary changes, as permitted by the Broward County Future Land Use Plan, is the Regional Activity Center (RAC) land use. This land use category permits density to be moved within an area (in order to create mixed uses where needed to support redevelopment while preserving existing, lower density areas), and also allows uses such as parks and open space.

With respect to residential land use these changes involved the need to re-designate the future land use of the area to support the type, size and tenure of the existing housing stock and the anticipated low to medium density residential growth that is being encouraged for this area. Zoning changes, where appropriate, will be done to accommodate these proposed changes. By removing the potential for higher density development inconsistent with the surrounding neighborhood, these changes are anticipated to further stimulate planned residential development for the neighborhood area that will mostly be accomplished through infill techniques, encouraging single-family detached housing. Other areas containing existing medium and higher density housing, where rezoning is not needed to maintain consistency with the predominant surrounding use, will not be changed.

Rezoning to increase the depth of lots in areas encouraged for commercial redevelopment will be evaluated on a case-by-case review to assure that rezoning only receives favorable recommendations when the development has unity of title and access from frontage on major or minor arterial streets (such as Andrews

Avenue, Sistrunk Boulevard, appropriate portions of N.W. 22nd Road) and when otherwise found to provide adequate buffers and setbacks that properly protect any abutting residential uses.

Both residential and commercial development opportunities will be created along the Sistrunk Corridor. Currently zoned for Community Commercial (CB), a zoning district with a purpose of meeting the shopping and service needs of a community within the scale intended to limit the impact on surrounding residential area proposed rezoning will allow for the mixed-use development along the corridor. The Regional Activity Center (RAC) land use permits mixed uses, both horizontally and vertically, and the zoning will be designed to allow such mixed *uses*, where appropriate, to provide further incentives to induce private reinvestment. The new zoning will be designed to foster the redeveloping of the corridor as a pedestrian friendly center for commerce and neighborhood identification, while maintaining the integrity of the adjoining residential neighborhoods through adequate buffers, setbacks, and other controls regulating bulk. Special emphasis on promoting alternative housing options for the Sistrunk Corridor and other residential areas within the Northwest District is proposed to be provided through the creation of new RAC zoning codes by allowing other development techniques that produce affordable housing such as zero lot line and cluster housing options.

Flagler Heights RAC Area

The Flagler Heights RAC Area is designated, in part, on the Future Land Use Plan as a portion of the Downtown Regional Activity Center. The RAC land *use* designation presently extends from Sunrise Boulevard on the north to the Tarpon River on the south, with the eastern and western boundaries running generally along Federal Highway and the FEC Railroad.

Prior to designation of this area as Regional Activity Center (RAC) land use the Flagler Heights RAC Area contained myriad zoning districts, including medium density residential and commercial retail and services (B-1). This has allowed this area to develop into a wide range of uses, including a variety of low to moderate income residential housing, interspersed with commercial service and retail uses and small professional offices.

As of Redevelopment Plan adoption, new zoning for this area was developed as part of the Regional Activity Center Master Plan. The major purposes of the RAC land use designation are to facilitate mixed-use development, encourage mass transit, reduce the need for automobile travel and provide incentives for quality development, and give definition to the urban form.

The proposed new zoning district to be created for that portion of Flagler Heights RAC Area situated north of N.E. 4th Street is RAC-UV. It will allow and promote medium density mixed use development and redevelopment. The remaining portion to the south of N.E. 4th Street is proposed for more intensive downtown commercial office use (RAC-CC) or more transitional uses buffering commercial from residential (RAC-EMU). Within the Flagler Heights RAC Area, proposed design guidelines and development standards were adopted in conjunction with the RAC zoning ordinance to foster and encourage development taking the form and creating the environment typical of an urban village. Proposed uses include offices, shops, studios for craftsmen, artists and professionals, mixed with residents, restaurants, pubs, and galleries.

The concept of encouraging development of an urban village near the City's downtown center provides for an identifiable community to better reflect existing development patterns. This permits a mix of uses which provide employment opportunities, a wide range of housing types, and commercial retail and service uses to serve the neighborhood. Through this new zoning, private reinvestment in the area is anticipated to be induced by allowing an increase in the density and

intensity of uses, where land is aggregated and located on the major arterial streets of Federal Highway, N.E. 3rd Avenue, Andrews Avenue, and Sistrunk Boulevard. In order to protect neighborhood integrity, other proposed zoning changes within this district focus more attention on neighborhood protection through setback requirements, landscape buffering, maximum height limitations, as well as on the development of well integrated land uses which relate to the existing street patterns.

In addition, the environmental land along the north fork of the New River will be examined for proper zoning regulation. It is anticipated that this area can be appropriately protected through design standards.

B. OTHER IMPLEMENTATION TECHNIQUES AND PUBLIC CONTROLS

Zoning is only one of the many implementation tools available to the City in order to implement provisions of the Comprehensive Plan and this Redevelopment Plan. While zoning provides the regulatory framework to guide private property development in a manner which produces the desired result, additional public measures and controls necessary to assure the successful redevelopment of the NPF CRA are at minimum identified as follows and made a part of this Redevelopment Plan.

Design Guidelines

This Redevelopment Plan shall be controlled by urban design guidelines adopted by the City and incorporated into zoning. For areas within the NPF CPA it is anticipated that these areas would at least include the Regional Activity Center, other areas encouraged for mixed-use development, and other types of development when use of performance measures and design standards is deemed appropriate in providing the flexibility needed to induce private investment while protecting the needs and standards of the community. The purpose of such guidelines is to incorporate, through zoning, design features needed to achieve a harmonious relationship between buildings, their surrounding uses, and areas for pedestrian and vehicular circulation in order to better set forth a cohesive plan for achieving community standards.

As appropriate for specific programs or projects, design guidelines shall be approved by the City and/or CRA, and incorporated in the appropriate program policies, solicitations for participation, requests for proposals, etc.

Development Review

A primary objective of the Comprehensive Plan and this Redevelopment Plan is to achieve new development and redevelopment of high quality. By ordinance, the City has established and administers a development review process. The City's Development Review Committee (DRC) reviews all proposals for new development and redevelopment meeting certain development thresholds to assure compliance with applicable codes, and other established standards that better assure compatible and high quality development. This review is in addition to and occurs prior to any required review and approval of site plans before the City's Planning and Zoning Board. Except for some areas involving residential construction of less than 5 units or non-residential development of less than 5,000 square feet of gross floor area, virtually the entire NPF CRA is protected and better assured of high quality development through this additional level of professional review by appropriate City officials.

Land Assembly

In addition to right-of-way acquisitions needed for public transportation facilities and possible open space, public land assembly may be used as a government intervention technique or predominant method of redevelopment programming to foster private redevelopment. In connection with those programs, projects or activities where land assembly for private disposition and use is deemed appropriate, the purpose, intent and objectives of the Redevelopment Plan shall be protected and preserved by the incorporation into restrictions or covenants running with the land, if sold, or as restrictions or conditions of a lease or other instrument of conveyance or use. Prior to the disposition of any such public property acquired directly in connection with this Redevelopment Plan, the City or CRA shall approve conditions of control deemed appropriate at the time to facilitate the intended program, project or activity while adequately protecting the intent and objectives of the Redevelopment Plan.

Code Enforcement

Problems caused by disinvestment, neglect, unsafe conditions, or illegal uses are prevalent in the NPF CRA, and the entire area is in need of aggressive code enforcement of the City's zoning and building codes. Continuation of a concentrated and systematic code enforcement program in the NPF CRA by the City's code enforcement team and code inspectors is necessary, with initial priority given to enforcement within industrial areas and areas identified in the annual CRA Strategic Plan where many illegal uses are thought to exist that affect the quality of the surrounding neighborhood areas.

The CRA may from time to time utilize code enforcement efforts, programs or initiatives to bring target projects and properties into compliance. The CRA may fund a special program for work above and beyond the current level of service with property owners within the CRA to bring properties into compliance with City Codes.

SECTION 4

IMPLEMENTATION PLAN AND FUNDING PROGRAM

The Community Redevelopment Plan for the Northwest — Progresso - Flagler Heights Community Redevelopment Area (NPF CRA) shall be generally carried out and funded as summarized below.

A. MANAGEMENT PLAN AND INTERGOVERNMENTAL COORDINATION

The City Commission adopted Resolution No. 89-90 on April 18, 1989, establishing the Fort Lauderdale Community Redevelopment Agency (CRA), and naming the City Commission as the Board of Commissioners for the Fort Lauderdale CRA. The Fort Lauderdale CRA either receives staff assistance and support from City staff under a Services Agreement between the City and the CRA or employs full-time personnel as contract employees.

The CRA may hire consultants and independent contractors from time to time as needed to further the redevelopment programs and projects within this plan.

The Fort Lauderdale CRA has the responsibility of providing policy and management oversight in carrying out the programs and objectives of this Redevelopment Plan.

A fifteen (15) member Advisory Board comprised of residents, property owners and others that have interest in the NPF CRA was created. The Board provides advisory input for the entire Northwest - Progresso - Flagler Heights CRA. A composition of nine to ten representatives from the Northwest District, with the balance from the Flagler Heights RAC Area may be considered. A standing subcommittee composed of Northwest District representatives formerly served as the advisory body for the Northwest Neighborhood Improvement District.

The NPF CRA Advisory Board shall be advisory to both the City and CRA, and help assure that the work of redevelopment shall be carried out pursuant to the plan. Coordinating opportunities for citizen input and participation in finalizing or refining program and project plans, and in establishing priorities for preparation of the annual public improvement program budget are envisioned as primary responsibilities of the proposed Advisory Board. The advisory board will assist in recommending the prioritization of uses of these resources in balancing the competing needs and funding proposals.

Intergovernmental Coordination

After adoption of the Redevelopment Plan by the City and approval by the County, discussion and preparation of an Interlocal Agreement with Broward County will be initiated. The NPF CRA is contiguous to the Broward Central County CRA. Maximum economies of scale could also be obtained for infrastructure projects involving design and installation of similar work components that are planned for both the NPF CRA and Central County CRA. Additionally, to fully implement the vision for the NPF CRA, direct funding assistance from Broward County (in addition to tax increment contributions) may be necessary to achieve the maximum redevelopment potential for the area.

Either through an Interlocal Agreement or other form of agreement, the intent is to provide for the cooperative management and implementation of projects having regional magnitude such as the N.W. 7th/9th Avenue Connector Project. A proposal to establish a parking program for the Sistrunk Boulevard Corridor is another example of coordination that should occur between the City, the CRA, and the County.

B. SOURCES OF REVENUES AND FUNDS

The primary sources of recurring revenues and other funds available or projected for use in connection with this Redevelopment Program are briefly described as follows:

Federal and State Housing and Community Development Funds

Federal and State Housing and Community Development Grant funds are considered a viable source of annual recurring revenue that can be used in addressing many of the identified funding needs of this Redevelopment Program. In spite of the current trends to cut-back and consolidate governmental domestic funding programs, programs such as the Community Development Block Grant (or successor grant program(s)) are anticipated to remain available for use in conjunction with the Redevelopment Program for the NPF CRA.

Currently, the City prepares a Five (5) Year Consolidated Plan for Federal funding, and a Three (3) Year Local Housing Assistance Plan for State funding. The general purpose of these plans is to identify community revitalization needs and to design, develop and implement infrastructure and economic development and housing program to address those needs. As to resources made available to the City, approximately \$1,500,000 is allocated annually to housing improvement programs designed to assist low and moderate income persons. The primary sources of funds for such programs include, but are not limited to, the Federal Community Development Block Grant Program (CDBG) and Home Investment Partnership Program (HOME), and the State Housing Initiatives Program (SHIP). As part of the Redevelopment Plan for the NPF CRA, the City intends to continue this general level of annual funding commitment from these sources (or successor programs) to aid in the preservation and expansion of affordable housing available to low and moderate income persons as well as others. While these programs are available Citywide to eligible persons, activities have been concentrated in the Northwest District, based upon the high level of need in that area.

Previously, the City has committed \$1,000,000 annually from its CDBG funds to provide infrastructure improvements to the Northwest District. To assist in the implementation of this Redevelopment Program, to the extent funds are available, this level of funding shall be continued to support NPF CRA infrastructure and community-economic development projects and activities undertaken in accord with this Redevelopment Plan. Additional uses of CDBG funds shall also be considered, as needed and available, as inducements to support private sector development initiatives within the NPF CRA.

Northwest Neighborhood Improvement District

The following section remains unedited for historical perspective; however, the Northwest Neighborhood Improvement District no longer exists as a district as of 2015.

That portion of the NPF CRA situated west of Andrews Avenue represents the adopted boundaries (Ordinance C-87-98) of the Northwest Neighborhood Improvement District that was created pursuant to Florida Statutes, Chapter 163, Part V. As part of the available statutory incentives, a funding request can be made to the Florida Department of Legal Affairs each year prior to October 1 to submit within their budget request to the legislature provisions to fund capital improvements. The request may be made to fund 100% of the capital costs for 25% of the district area within a State Enterprise Zone. The request may also seek a 100% matching grant for the remaining 75% of that portion of the area that is in the enterprise zone. While

over the last several years such funding requests have not been approved by the State legislature due to State funding limitations, over the duration of the Redevelopment Plan, it is possible that this provision of the legislation may become active and should be considered at such time.

This district is also authorized to impose up to a 2 mill special district tax for improvements receiving voter approval of the residents within the district. The Northwest District is composed substantially of low and very low income persons, many of whom are elderly and on fixed incomes. While the residents in the area may not be able to support such an additional tax burden at this time, consideration of this financing tool may be given in the future especially for a project(s) having broad-based support and community appeal.

State Enterprise Zone Program

The following section remains unedited for historical perspective; however, the State Enterprise Zone Program is no longer active as a district as of 2015.

The NPF CRA is located in one of the twenty (20) Florida Enterprise Zones (EZ) designated in July 1995, and in effect until year 2005. The EZ Program provides Florida state tax incentives to businesses locating in or hiring residents of the zone, and is meritorious in its own right as an inducement to business retention, expansion and attraction. However, the State EZ designation, as an important indicator of an area of concentrated urban distress on a state-wide scale, is typically relied on in applying for competitive State or Federal grant resources that are available now or could be available in the future to fund many of the projects and activities contemplated in the Redevelopment Program for the NPF CRA.

Tax Increment Financing

As established by the Florida Community Redevelopment Act, tax increment financing ("TIF") is to be used to finance the implementation of this Redevelopment Plan. Tax increment allows the CRA to receive funds from contributing taxing authorities (based on statutory formula and annual millage rates) for the increase in taxable property value occurring after the adoption of a redevelopment plan. This financing tool allows the CRA to use funds to assist in paying for improvements and assisting redevelopment activities within the NPF CRA that are identified as needed to further stimulate and induce private reinvestment and redevelopment in the area.

The contributing taxing authorities for the NPF CRA are: Broward County, the City of Fort Lauderdale, and the North Broward Hospital District. The 1995 Preliminary Tax Roll reports \$211,584,410 in taxable property value for the NPF CRA. This is the base value for purposes of calculating the amount of tax increment to be appropriated by the taxing authorities in future years.

Each year the taxing authorities appropriate the amount of the incremental increase in ad valorem property tax revenue in the NPF CRA, which funds are deposited in the redevelopment trust fund for the NPF CRA created by an ordinance of the City of Fort Lauderdale. Monies in the community redevelopment trust fund may be used by the CRA from time to time to pay some or all of the costs of undertakings contemplated by this Plan.

The CRA should when appropriate and with the approval of the City Commission issue bonds secured in whole or in part by the proceeds from TIF deposited in the redevelopment trust fund to accelerate the funding and implementation of the redevelopment program in this Plan.

Funds in the Redevelopment Trust Fund may be transferred from time to time, be it at the end of each fiscal year or at other times, from the trust fund to separate project accounts. Those transferred funds may then be

retained in those accounts until needed for the project, undertaking or expenditure for which they are designated. Such funds may be used as contemplated by this Plan.

City Capital Improvement Plan (CIP) Program

The City annually updates and funds its Five (5) Year Capital Improvement Plan ("CIP") Program. The CIP is comprised of various funding sources, including general fund, enterprise funds, grant resources, other private and public contributions, etc. Capital projects costing in excess of \$5,000 and having useful life generally in excess of five (5) years are typically programmed in the City's annual CIP. The identified infrastructure improvements to be undertaken by this Redevelopment Program have included \$5,320,038 in upgrades to the water main systems in the NPF CRA. . Some of the proposed improvements to the infrastructure, such as sanitary sewer installations in commercial districts, should be included in future CIPs with identified source of funds to be derived by special assessment to the benefiting property owners.

The time period and amount for each type of capital improvement are estimates as of the time this Plan was adopted. It is possible and, in fact, likely, that some projects may for a variety of factors extend into one or more time periods before completion or may be accelerated and moved up into a more recent time period. The City Commission shall have the authority and discretion to make such adjustments to the amounts in each time period as deemed necessary and appropriate to best implement the provisions of this Plan.

Conclusion on Funding Sources

Other funds, including those that may be made available from private participating parties, will be sought and utilized as deemed necessary and beneficial. Allocation of additional CDBG funds, other Federal and State grant funds, City CIP funds, and the use of Tax Increment funds are all identified sources of revenues that, over time, can be used to carry out the projects and objectives of the Redevelopment Plan.

Property Acquisition and Disposition

From time to time the CRA may identify opportunities to acquire properties that can be conveyed or assembled for redevelopment. When those opportunities are identified, with the approval of the CRA Board, the CRA shall proceed with such acquisitions and dispositions using funds available to the CRA. This may include the necessary expense of contamination cleanup and site preparation when needed, with CRA Board approval. From time to time, the CRA shall dispose of property that it acquires to private or public persons for redevelopment purposes and may enter into agreements with such persons to ensure that the redevelopment occurs, as provided in Section 163.380, Florida Statutes.

SECTION 5

COMMUNITY REDEVELOPMENT PROGRAM AND STRATEGIES

A. GENERAL CONCEPT AND STRATEGIES

The City and CRA consider the following list of capital projects and public improvements important to the successful redevelopment and revitalization of the NPF CPA. Other projects and activities may be identified after public consultation in conjunction with the annual budget preparation process of the CRA and the City. Whether funded and carried out by the Fort Lauderdale CRA, the City of Fort Lauderdale, or Broward County through Interlocal Agreement, the following outlines the basic programs and strategies forming the essential physical improvement and project plans for the NPF CRA.

- Neighborhood Housing Improvement Programs
- Neighborhood Infrastructure Improvement Program
- Sistrunk Corridor Area Improvement Programs
- Northwest (formerly Progresso) Commercial Revitalization Improvement Program
- Flagler Heights RAC Area Improvement Programs
- Targeted Project Areas
- General Real Estate Redevelopment Initiatives
- Transportation Initiatives (Including parking lot developments)
- Safety and Security Initiatives
- Climate Change Adaptation Programs
- Public Art and Events Activities to promote redevelopment
- Public Improvements

Priority consideration shall be given first to the funding and implementation of those basic physical improvement programs and projects that through upgrades to the infrastructure will improve the quality of life in the neighborhood areas of the NPF CRA, and to those programs for improvements to the business and commercial sectors of the NPF CRA that will provide the infrastructure support and improved environmental conditions needed to foster thriving small business and compatible commerce in the NPF CRA.

B. NEIGHBORHOOD HOUSING IMPROVEMENT PROGRAMS

Vision Statement

The Northwest - Progresso - Flagler Heights Redevelopment Plan is designed to preserve, enhance and protect the residential character and scale of the Northwest District and provide for new housing and improved neighborhood services while also encouraging new residential and commercial development within an urban village design approach for the Flagler Heights RAC Area. These redevelopment efforts will only benefit the existing residential population within the NPF CRA, and provide positive

improvement to the physical, environmental and social quality of the neighborhoods located within the NPF CRA.

Program Description

A major component of the redevelopment strategy for the NPF CRA is the revitalization of the residential neighborhoods. The Redevelopment Program seeks to preserve and expand the affordable housing in the entire redevelopment area. Housing preservation will be provided through the Owner Occupied Residential Rehabilitation Program will provide funds to approved homeowners to correct code violations and to address health and safety issues, which include but are not limited to electrical, plumbing, roofing, windows, AC/Heating and structural items. Preservation of rental housing stock will be facilitated through the Rental Rehabilitation Program. The supply of affordable housing within the NPF CRA will continue to be increased through ongoing purchase assistance programs and targeted infill development projects. The City's Purchase Assistance Program provides down payment and closing cost assistance to eligible home buyers and will continue to be targeted in the NPF CRA. The City's Infill Housing Program has already fostered the redevelopment of the Dorsey Heights area through the construction of single family homes. This infill program will continue throughout the NPF CRA.

C. NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS PROGRAM

Vision Statement

Improvement of the infrastructure within the residential neighborhoods for the entire NPF CRA is a major implementation element of the Redevelopment Program. For a number of years, the City has set aside \$1,000,000 annually for infrastructure projects for the Northwest District. This has already resulted in significant improvements to the parks and public facilities in these neighborhood areas. This financial commitment is no longer a secured source of funding for the CRA. Future efforts will involve working with the neighborhood and civic associations within the NPF CRA to prioritize the infrastructure needed for affected neighborhoods.

Program Description

The Neighborhood Infrastructure Improvement program provides for upgrades to water mains, installation of new sanitary sewers, and maintenance and improvements to the storm drain system. In early 2000, the total estimated cost of this project was \$9,564,088. This included \$4,077,000 for water mains, \$4,987,008 for sanitary sewers and \$500,000 for storm drain and swale reclamation programs. Should neighborhood residents desire sidewalks, an additional \$1,000,000 is estimated to implement this option.

D. SISTRUNK CORRIDOR AREA IMPROVEMENT PROGRAMS

Vision Statement

The Sistrunk Corridor is the traditional center of commercial activity for the City's African-American community. Sistrunk Boulevard is a mixed-use corridor. In addition to the low to medium residential uses, there are approximately 135 businesses and offices located along Sistrunk Boulevard. Most of these businesses are supported by the surrounding neighborhood. In keeping with the recommended strategy of both the City's adopted 1989 Safe Neighborhood Act Plan and the approved 1995 Empowerment Zone Strategic Plan for Sistrunk Boulevard, this Redevelopment Plan establishes the Sistrunk Corridor Area Improvement Program in the Midtown Business District and the Sistrunk Commercial Node Program to formalize the implementation and funding plan for these activities.

Program Description

Sistrunk Corridor Area Improvement Program: This Program primarily provides for parking, pedestrian use, and redevelopment of buildings and the upgrade of existing water lines to support mixed use development along the boulevard. Future plans may also call for additional streetscape improvements such as lighting, landscaping and signage to provide for improved security and identification along the roadway and medians.

Also, while Sistrunk Boulevard serves the regional transportation network as a major collector roadway, fostering the economic revitalization and neighborhood redevelopment of the Northwest District I is of paramount importance.

The CRA has begun land acquisition of commercial properties to facilitate private sector redevelopment by disposing of the properties in a manner that facilitates development either by land/building markdowns or some other form of incentive.

This project provides for the development of commercial nodes to help revitalize Sistrunk as a mixed-use corridor providing business opportunities and essential neighborhood services to the surrounding neighborhood. There is a sufficient population base surrounding the Sistrunk-Corridor to support a neighborhood-based commercial area. The City has already instituted a Facade Improvement Program to help improve the condition of commercial areas along the corridor. This program is proposed to be expanded and supplemented by a business revitalization program designed to assist the mixed-use development of the corridor. The first commercial node to be programmed for development is estimated to contain approximately 20,000 square feet of commercial/retail space, and is envisioned to serve as a business incubator that will facilitate small business development. This concept is designed, in part, to capture the entrepreneurial spirit in the community and provide an opportunity for neighborhood area residents to directly participate in this economic and business development activity. Space in this facility could be made available to start-up retail businesses with an emphasis on attracting entrepreneurs from the surrounding neighborhoods. Additional commercial nodes can be programmed in future years based on continuing need and availability of funds. The City-owned parcel located at N.W. 7th Avenue and Sistrunk Boulevard could be targeted as a location for commercial node.

E. PROGRESSO COMMERCIAL REVITALIZATION PROJECT

Vision Statement

The Progresso Commercial Revitalization Project is a comprehensive program to redevelop a deteriorated industrial area of the City. This area has the potential to serve as a major source of investment and employment for the surrounding community. However, concentrations of undesirable uses, such as junk yards, salvage operations and other undesirable uses have stymied investment in this area. As a result, surrounding properties have deteriorated which has further depressed the economic viability of the area.

Consistent with the 1989 Safe Neighborhood Act Plan, this project was further refined during the 1995 Empowerment Zone Strategic Plan process to develop at least a first phase and a potentially stand-alone program for the redevelopment of this area into a commerce park of approximately 20 acres. The first phase program consists of (a) concentrated code enforcement to require property owners to conform business uses to the applicable requirements of the zoning and building codes; (b) inspection of appropriate public infrastructure to facilitate business expansion and new commercial development; and (c) other strategic programs designed to fund activities that would assist in the transformation of this area into a commerce park.

Further development of these programs shall be based on availability of funds and a final determination of the selected corridor for the N.W. 7th/9th Avenue Connector Project. Under this approach, a comprehensive renovation of the existing structures, coupled with spot clearance and new infill development, could be achieved within a reasonable time frame and budget and within the resources of the Fort Lauderdale CRA.

Program Description

This project would concentrate on improvements in the commercial-industrial area between Sistrunk Boulevard and Sunrise Boulevard and N.W. 9th Avenue and N.W. 5th Avenue. Public improvements would include the installation of sewers, upgrades to the water system, and road and signage improvements. Future funding would also attempt to program funds to allow for the acquisition of properties to eliminate undesirable uses through voluntary and negotiated sales, or to provide publicly-owned frontage or right-of-way to make area compatibility improvements that provide better separation and identification of the commerce park area. Initial project implementation activities will commence with concentrated code enforcement coupled with preparation of plans to provide for improvements to the infrastructure and identification of this commercial business district.

The total estimated cost for this project was \$3,000,000, which consisted of \$1,313,340 in sewer and water improvements, \$186,000 in street and signage improvements. Funding for other strategic programs of at least \$1,500,000 was included in this estimate for activities such as negotiated land purchases and programs to improve the environment, image and identification of this area.

F. N.W. 7th/9th AVENUE CONNECTOR

Vision Statement

The proposed N.W. 7th/9th Avenue Connector is planned to complete an important north-to-southbound arterial corridor which is currently disjointed at Sunrise Boulevard. It will provide an important reliever corridor to other major north-southbound arterials and will serve as a vital transportation link for the benefit of the overall local and regional transportation network. Through the realignment and construction of that corridor, the need for cut-through traffic to rely on the use of inappropriate local collector roads will be greatly reduced for the benefit of the surrounding neighborhood area.

Program Description

This project has been on the Metropolitan Planning Organization's (MPO) list since at least 1989, and is vigorously supported by the City. Since 1990 funds have been programmed in the City's Five (5) Year Capital Improvement Plan (CIP). While Alternative 1 described below represents the proposed corridor adopted by both the City and the County in the Traffic Circulation Element to the Comprehensive Plan, Alternative 2 provides for another route as recommended in the 1989 Safe Neighborhoods Act Plan. An illustration showing both corridors is provided as Exhibit 11 in this Redevelopment Plan. After the adoption of the Redevelopment Plan, further engineering study of these two alternatives, as well as others, would be desirable to better determine the essential costs prior to making a final selection of the most beneficial alignment. Public participation will be encouraged in the review, analysis and recommendations of the final corridor to be selected. Through Interlocal Agreement with Broward County, project management responsibility could be assumed by the Broward County Traffic Engineering Department if mutually agreed to between the City and the County.

The following provides a general comparison discussing the merits of both alternatives as illustrated by Exhibit 12 found in Exhibits to the Redevelopment Plan.

Alternative 1: Starting at the intersection of Sunrise Boulevard and N.W. 9th Avenue and transitioning to N.W. 7th Avenue north of Sistrunk Boulevard, this corridor cuts through the heart of the most significantly blighted portion of the Northwest District comprised of non-conforming or incompatible industrial uses and some obnoxious uses given their proximity and relationship to the inadequately buffered surrounding residential areas. This alternative has undergone preliminary engineering validating it from a traffic way perspective. However, the estimated cost of environmental clean-up has not been fully studied and clean up may be so expensive as to prohibit this alternative final consideration as a practical matter in view of potential limitations to available funding.

As a redevelopment tool, this alternative could greatly benefit the surrounding neighborhood, but only if full funding is obtainable. Under this approach, assuming that roadway funds can be programmed and secured, then with additional local funds the assemblage program would be expanded to include adjoining properties so that a commerce park could be newly constructed in accord with design standards and site planning compatible to the neighborhood. This would, in essence, force the substantial clearance of detrimental industrial and commercial uses, providing the opportunity for the new construction of compatible, job creating commercial-industrial uses in addition to the new corridor.

Alternative 2: Starting at Sunrise Boulevard and proceeding along a widened N.W. 9th Avenue until it intersects at Sistrunk Boulevard and transitions through to N.W. 7th Avenue, this corridor runs along the perimeter of the most significantly blighted and presumably most costly to acquire portion of the Northwest industrial area. While some detrimental industrial properties would be cleared, this corridor avoids those that may impose such excessive costs necessary to mitigate environmental hazards as to jeopardize the feasibility of the entire project.

This corridor provides a more logical and compatible separation between residential and industrial uses from a land use perspective. Under this approach, improvement to the core industrial area would be accomplished through code enforcement, complemented by infrastructure improvement programs and other forms of assistance. As a renovation and infill development program, the physical improvements are not likely to provide the design integrity that can be accomplished by

clearance and new construction, but from a cost perspective, this alternative might present the only fundable approach that still achieves the traffic way objectives of the project while fostering redevelopment benefits and employment opportunities for the neighborhood.

Other Alternatives: After reexamination of the two alternatives described above, it should also be understood that other alternative alignments within this area may also be available that accomplish similar land use; redevelopment, economic development, and cost efficiency goals. Under either Alternative 1 or 2 (and most probably all others), a small number of residential apartment units will need to be acquired. Any other alternatives considered should also plan to minimize displacement of residents. Displaced families will be provided with relocation advisory and financial assistance in accord with applicable Federal and State laws.

The estimated cost of this project, under either alternative, as of 1995 was at least \$21,000,000, which includes engineering, right-of-way acquisition, building demolition, and construction. Funding sources include 80% Federal, 10% State, and 10% local to be split between the City and the County. Depending on selection of the ultimate corridor between Alternatives 1 and 2, or others, project costs may increase due to unknown expenses associated with environmental clean-up. Should a more comprehensive clearance program be adopted to provide a commerce park, under a new construction approach in the vicinity of the corridor, sources of funds for these additional costs would need to be identified. Such a project might be appropriate for future consideration as a joint undertaking between the City and the County, which could be further developed and approved through an Interlocal Agreement.

As of the 2015 Plan update, the status of the 7th/9th Connector project as originally approved has been determined infeasible because of increased cost. NW 9th Avenue between Sistrunk Blvd and Sunrise Blvd is now programmed for Complete Streets streetscape enhancement projects and NW 7th Avenue between Broward Boulevard and Sunrise Boulevard has been identified as needing design and implementation considerations such as bicycle and pedestrian infrastructure.

G. FLAGLER HEIGHTS

Vision Statement

In July of 1999, FAU completed a target improvement program called "A Call for Action". The DDA Board, CRA Advisory Board and the City Commission conceptually endorsed the plan. There have been other plans conducted for the area in years past, most of which were well received. This section of the CRA work plan attempts to extract the key components from these plans that will create a plan of action for the area.

Program Description

The Flagler area is mainly a combination of assembled parcels, blighted properties and small residential and commercial buildings. The blighted properties surrounding the land assemblage combined with a lack of infrastructure are interfering with the development of the land. This may require CRA assistance and eminent domain to acquire hold-out properties to complete land assembly. According to FAU's "Call for Action", there are streets within the district that have small scale, private sector opportunities, which could act as catalysts for redevelopment of the area. In addition, 6th Street was been targeted as a "Gateway" streetscape project and is a key component for the redevelopment of the assembled parcels.

Redevelopment within this area will be induced by the flexibility provided through the modified mixed-use development zoning category. Immediate upgrades and improvements to the infrastructure are proposed to induce private investment and support development of the increased densities and intensities being programmed through land use and zoning. Public sector support of the area provides a clearer indication to investors of the city's proposed vision for infrastructure improvement goals. Concurrently, a master plan to create a street hierarchy is underway. The plan will identify what is anticipated for the right of ways on cross streets which in turn will enable a comprehensive finding schedule to be created. The planning process is also expected to target an area for public open space, and uncover any zoning revision needs to ensure uses are compatible with the vision.

Tax increment financing may be used anywhere within the Flagler Heights area as determined in accordance with the annual Strategic Plan.

H. LINCOLN PARK DEVELOPMENT

Vision Statement

The Lincoln Park site is one of the largest city owned assemblages in the CRA district and is a prime redevelopment site. At the time of the 2001 Plan update the City Commission acting as the CRA Board approved the relocation of the "One Stop Shop" to Lincoln Park. The desired development included a structure that would house all permitting and building departments and one that would attract a large number of individuals to drive the Sistrunk Corridor to apply for building permits and for site review of building plans. Ultimately the highest and best use for the remainder of the site needs to be determined.

Project Description

The parcels in and around Lincoln Park have' strong potential for development in the CRA district. There are potential issues associated with the Lincoln Park development including the trash transfer station, surrounding blight and possible underground hazards. Further investigation is necessary of these issues to determine the optimal development potential for the site. An assumption is being made at this point that no obstacles are insurmountable and development is viable for Lincoln Park. The CRA will collect all data that currently exists and hire the necessary firms to identify any other issues that may limit or hinder development of the site. Once underground issues have been identified and costs associated with preparing the site for development are identified, development goals can be established for the site. Residential, commercial, mixed use or a public use is anticipated to be at the site. Funds available to the CRA may be used for site assembly and infrastructure.

I. SWEETING ESTATES RESIDENTIAL REDEVELOPMENT

Vision Statement

Sweeting Estates has a large advantage over other residential areas in the CRA district due to the natural confinement of the neighborhood by the North Fork of the New River and Sistrunk Boulevard. Many of the commercial properties however, are a major detriment to the neighborhood and must be addressed at the same time any residential efforts are initiated. The CRA will provide assistance through streetscape, infrastructure, demolition, and relocation. The Sweeting estates area is the targeted site of a single family infill project that is intended to remove the pockets of blighted and vacant land and provide for market rate housing.

Project Description

The initial program calls for incremental acquisition of the properties on the south side of Sistrunk that border the neighborhood. If the entire commercial cannot be relocated, rehab of existing structures is required. Replacement commercial can be accommodated on the north side of the street, or relocated further to the east in a commercial node. A simultaneous program for acquisition of key residential properties and code enforcement should take place. The third component involves possible street closures or a revised entry to limit ingress and egress to the neighborhood with attractive signage as the gateway. Relocation of blighted commercial properties and support for private sector initiatives within the area should follow.

The CRA has identified a private sector partner to provide infill single family housing in the Sweeting Estates area. The CRA will provide assistance through streetscape, infrastructure, demolition, and relocation. If necessary to complete site assembly, the CRA may exercise the power of eminent domain to acquire property and make it available to the developer.

Improvements could be infrastructure, demolition and possible relocation having a total cost of approximately \$2.5 million.

J. KONOVER SITE

Vision Statement

The Konover parcel and Jamaican Domino Club have been purchased. Assemblage of this site expands the development footprint and allow for a larger development having a stronger impact on the area and the Tax Increment Fund. The CRA shall seek optimal development potential through an RFP process.

Project Description

As of December 22, 2000, the City of Fort Lauderdale annexed the remaining part of the Konover parcel that had not previously been included in the corporate limits of the City. A report of the conditions on that parcel has been prepared. In 2002 the CRA and City Commission expanded the NPF-CRA to include that parcel.

Any disposition of property in the Konover Site for redevelopment purposes will be done according to the procedures and standards set forth in Section 163.380, Florida Statutes.

K. OTHER PROPERTY ACQUISITION AND DISPOSITION

From time to time the CRA may identify opportunities to acquire properties that can be conveyed or assembled for redevelopment. When those opportunities are identified, with the approval of the CRA Board, the CRA shall proceed with such acquisitions using funds available to the CRA including acquiring city owned vacant parcels and/or buildings targeted for redevelopment purposes. From time to time the CRA shall dispose of property that it acquires to private or public persons for redevelopment purposes and may enter into agreements with such persons to ensure that the redevelopment occurs, as provided in Section 163.380, Florida Statutes.

The CRA may fund appraisals, conduct surveys, obtain site information, conduct contamination or site cleanup, and conduct any due diligence necessary to stimulate redevelopment in the CRA district. The CRA may also acquire property for the purposes of establishing a Cultural or Arts facility. Cultural amenities are encouraged as they will attract and contribute to the redevelopment of the NPF redevelopment area.

L. TRANSPORTATION MOBILITY AND OTHER CAPITAL INITIATIVES

The City of Fort Lauderdale has made substantial progress along with the Downtown Development Authority and the County in relation to transportation planning and transit initiatives. The investment in the transportation system will support the growing population in the CRA district and encourage more pedestrian activity. The CRA will promote mass transit and other forms of activity, projects and programs that result in increased pedestrian activity and a reduction in vehicular ridership. The Wave transit project will connect the CRA to other geographic areas within the city and will be a key project for the CRA.

Additional projects that include capital public investment by the CRA may include but are not limited to the acquisition, redevelopment or construction of surface or structured parking, parking development promotion programs, wayfinding and signage, or other related transit projects or programs, and projects related to redevelopment in response to climate change and adaptation or programs related to adaptation techniques. This may include educational programs and CRA investment in an Adaptation Incentive program. Pedestrian programs and projects may include sidewalk enhancements, lighting, upgrades to infrastructure and other pedestrian amenities. The CRA may fund and conduct contamination/site cleanup of any brownfield site and property deemed necessary in order to encourage or facilitate redevelopment within the CRA.

SECTION 6

PUBLIC SAFETY, SECURITY, AND QUALITY OF LIFE

As the redevelopment of the CRA areas continue, an emphasis on safety and security as well as quality of life initiatives are relevant to promoting and attracting private investment and development. The CRA Plan was amended in 2013 to include three new improvement projects and activities consisting of a Community Policing Innovation program, a Wireless Security Camera System, and a Public Wi-Fi System.

A. COMMUNITY POLICING INNOVATION PROGRAM

The Fort Lauderdale Police Department has stepped up enforcement efforts within the district since the completion of the Sistrunk streetscape enhancement project. It is recommended that these community policing strategies continue as long as the NPF CRA funds are available and until the sunset of the trust fund in 2025. Some of the activities that are being supported under this initiative include opening a police substation for enhanced security in the heart of the Midtown Business District.

The CRA provides funds for innovative policing activity. However, private security services may be hired if there is a need for additional security. A security ambassador program may be provided to visitors and residents with local information, eyes on the street, and safety patrol.

B. WIRELESS SURVEILLANCE CAMERA SYSTEM

Community Policing Innovation strategies will be further enhanced by the installation of a Wireless Surveillance Camera System that utilizes the latest technology to aid crime prevention activities in the redevelopment district. The surveillance cameras are proposed to be installed on the light poles or private property throughout the redevelopment area.

C. PUBLIC WI-FI SYSTEM

A wireless area local network or Wi-Fi is being proposed to provide a unique public digital amenity which will aid our efforts to promote the redevelopment district as a great place to live and operate a business. A public Wi-Fi system will also provide the opportunity to continuously inform residents and visitors on a platform like channel 78. A public Wi-Fi system may also be used as a business recruitment and job creation tool for companies looking to expand and relocate to the NPF CRA district.

Financial Resource

The estimated one time cost of incorporating these new projects and activities into the redevelopment plan is approximately \$378,000 which would be funded through the NPF CRA Redevelopment trust Fund. The annual expense for the Community Policing Innovation strategies is estimated at \$20,000 (but may vary year to year). The annual expense for the surveillance cameras and Wi-Fi are yet to be determined.

These redevelopment objectives are identified as a priority in the Strategic Plan. Tax increment financing may be used anywhere within the Community Redevelopment Area as determined in

accordance with the annual Strategic Plan and CRA funds may be utilized for the surveillance camera and public Wi-Fi..

SECTION 7

DURATION, CONFORMITIES, MODIFICATIONS AND FINDINGS

Policies regarding Redevelopment Plan duration, conformities, and modifications as well as findings pertaining to neighborhood impact and benefit are set forth below.

A. DURATION OF REDEVELOPMENT PLAN

This Redevelopment Plan shall be in effect from the date of its adoption by the Fort Lauderdale City Commission, until November 7, 2025, unless subsequently amended with the same formality as its original adoption and approval. However, as provided by the Redevelopment Act, any bond, note, or other form of indebtedness pledging increment revenues to the repayment thereof, shall mature no later than the end of the 30th fiscal year after the fiscal year in which increment revenues are first deposited into the Redevelopment Trust Fund or the fiscal year in which the plan is subsequently amended to coincide with the maximum permitted term of such bond or note.

Notwithstanding the above and unless otherwise stated in any agreement for the development of publicly assembled property disposed of in connection with this Redevelopment Plan, the purpose and intent of this Redevelopment Plan shall survive its expiration date and shall be incorporated to the extent deemed necessary and appropriate by the proper City Officials in instruments of conveyance and restrictive covenants running with any such redeveloped land.

B. CONFORMITY WITH COMPREHENSIVE PLAN

This Redevelopment plan is found at date of its adoption to be in conformity with the City's Comprehensive Plan. Any adopted amendment or modification, or official interpretation thereto, to the current Comprehensive Plan, or any succeeding Comprehensive Plan adopted in the time of duration pertaining to this Redevelopment Plan, shall be deemed to have automatically amended or modified any provision of this Redevelopment Plan not then in conformity, and no further amendment or modification to the Redevelopment Plan shall be deemed necessary to bring the Redevelopment Plan in conformity with the then more restrictive provisions or requirements of the Comprehensive Plan.

C. REDEVELOPMENT PLAN MODIFICATIONS

As a supplement to the foregoing, it is recognized that the Redevelopment Plan may set forth more specific requirements and programmatic objectives for the Redevelopment Program, not generally provided in the Comprehensive Plan. Any such more restrictive requirement or objective in the Redevelopment Plan, found necessary for amendment or modification, may be made and put into effect when done in accordance with the procedures and requirements of the Redevelopment Act and other applicable regulatory approvals and laws.

If any section, subsection, sentence, clause, provision, or part of this Redevelopment Plan shall be held invalid for any reason, the remainder of this Redevelopment Plan shall not be affected.

D. NEIGHBORHOOD IMPACT AND BENEFITS

This Redevelopment Plan is found at time of its adoption to promote programs and projects that will have a positive impact on the neighborhood residents and low and moderate-income households within the NPF CRA. The Redevelopment Program will assist in providing public amenities and incentives as inducements to stimulate private development to upgrade and replace incompatible land uses and blighting conditions currently affecting the area. The Redevelopment Plan will not present any adverse effects on *community facilities and schools and, in fact, fosters the construction of needed medical facilities and more accessible postal services by locating them in the neighborhood area. The Redevelopment Program will help preserve and expand the supply of affordable housing through the extension to the entire NPF CRA of Federal- and State—funded housing programs designed to principally assist low and moderate-income persons. It is Redevelopment Plan policy to minimize the effects of such activities on residential households and, when appropriate in the sole determination of the CRA, the property owner 'or the CRA will provide relocation advisory and financial assistance to other affordable and comparable replacement housing. The Redevelopment Program is designed, in part, to assist in the replacement or installation of basic public utilities that will improve the quality of life of residential neighborhoods, and stimulate private development of areas planned for commercial development.

Overall, this Redevelopment Plan will generally, but not solely, assist in serving the needs of low and moderate-income neighborhoods by fostering development regulations designed to preserve and protect abutting neighborhood areas from incompatible commercial development. Additionally, it will help focus and direct basic physical improvement programs to the NPF CRA in order to enhance the quality of life in the residential neighborhoods, and improve the overall environment necessary to retain and- attract sound business and commercial development that provide employment and job opportunities as well as essential neighborhood services to the surrounding neighborhood areas.

E. UPDATE EFFECT ON EXISTING PLAN

This Plan amends and updates the Northwest Progress Flagler Heights Redevelopment Plan adopted by the Fort Lauderdale City Commission on November 7, 1995 (the "Original Plan") and the updated and amended Plan adopted by the City Commission on May 15, 2001. Certain projects, programs, undertakings, and actions contemplated by the Original Plan are being implemented or are in progress at the time of the adoption of this Plan. Nothing in this Plan is intended nor shall anything herein be applied to stop, curtail, limit or restrict the implementation of those projects, programs, undertakings and actions under the Original Plan unless expressly stated herein to that effect. All such projects, programs, undertakings and actions under the Original Plan that are being implemented and are in progress as of the adoption of this Plan may be continued to completion in the manner contemplated by the Original Plan and such projects, programs, undertakings and actions are deemed to be activities contemplated by this Plan.

SECTION 8
OTHER CITY AND CRA GOVERNMENT FUNCTIONS

A. PERMITTING

As property owners and the development community begin to invest in the CRA, a streamlined permitting process needs to be initiated. Discussions have already begun with the Building Department to address this issue.

B. POLICE

As with code and permitting, the CRA will involve the Police Department in strategy sessions during the redevelopment process.

C. FINANCIAL INCENTIVE PROGRAMS

The City currently offers a variety of incentive programs. The CRA should investigate the desirability of establishing supporting programs and may create additional CRA funded incentive programs.

CRA Incentives and Programming

The CRA will establish incentive programs as deemed appropriate to address redevelopment obstacles at any given point in time. These incentive programs may be modified, expanded, eliminated, or added as a new program at any time. Tax increment as the source of revenue will be appropriated annually in the CRA budget and the Strategic Plan to fund the incentive programs. Details of each incentive program will be drafted as a policy and individually approved by the CRA Board.

Incentive programs include but are not limited to the following:

- A Commercial Façade Improvement Program
- A Housing Investment Program
- A Streetscape Improvement Program
- A General Business Investment Program
- A Climate Change Adaptation Incentive Program
- A Low Interest Loan Program
- A Business Relocation Program
- A Tax Rebate Program

D. QUALITY OF LIFE PROGRAMS AND PROMOTION of REDEVELOPMENT ACTIVITIES

From time to time the CRA will utilize marketing, public relations and other promotional means to inform the general public, the residents, targeted businesses and visitors about the redevelopment effort taking place in the CRA district. In addition, special events, promotions and public displays will assist in business attraction, promoting the District as a place to live, and further promoting the area as a redevelopment district with opportunity for private investment. Marketing and collaterals will include information on project areas and descriptions, incentives available and infrastructure plans and policies regarding CRA development goals. The website should mimic the collaterals. The CRA will prepare materials, maps and collaterals for distribution so the development community can clearly see the City's vision for the CRA District.

Utilizing public venues for art, public art, events and other place-making activities will be part of the overall quality of life programming to attract residents and businesses to locate to the CRA district. Activities and events in public spaces include partnering with sponsors, hiring coordinators and promoters, holding special events and forums, and placement of public art installations are all forms of increasing the perception of the quality of life in the district.

Other forms of quality of life programs and projects include community garden concepts, enhancing public parks and public space including innovative urban forestry programs, promotion of health and wellness programs and supporting the overall economic health and wealth of residents and businesses in the CRA district. This plan also includes programs and projects to address the concept of food deserts including partnerships with local vendors, health officials and industry professionals, and others involved in healthy eating and food supplies.