

NORTHWEST/PROGRESSO/FLAGLER HEIGHTS IMPLEMENTATION PLAN:

Ft. Lauderdale, Florida URBAN DESIGN ASSOCIATES

FEBRUARY 2008



NORTHWEST/PROGRESSO/FLAGLER HEIGHTS COMMUNITY REDEVELOPMENT AGENCY



# Northwest/Progresso/Flagler Heights Implementation Plan

**PREPARED FOR**  
Northwest/Progresso/  
Flagler Heights Community  
Redevelopment Agency

**CONSULTANT TEAM**  
Urban Design Associates  
Glatting Jackson  
PMG Associates

**NORTHWEST/PROGRESSO/  
FLAGLER HEIGHTS COMMUNITY  
REDEVELOPMENT AGENCY  
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Alfred G. Battle, Jr.,  
*Director, Northwest/Progresso/Flagler  
Heights CRA*

## COVER IMAGE

Proposed new infill, restored buildings  
and street improvements along Sistrunk  
Boulevard at NW 10th Avenue.

# Table of Contents

EXECUTIVE SUMMARY 1  
THE PLANNING PROCESS 4

## PHASE I: UNDERSTANDING

---

DATABASE AND ANALYSIS 7  
UDA X-Rays® of Existing Conditions 8  
CRA Precedents 12  
Local Precedents 13  
Summary of Focus Groups and Public Meetings 14  
Transportation Issues 15  
PMG MARKET STUDY ANALYSIS 17

## PHASE II: EXPLORING

---

URBAN DESIGN AND DEVELOPMENT PRINCIPLES 20  
CRA GOALS AND INITIATIVES 21  
CRA Implementation Plan Goals 22  
Existing CRA Initiative Areas 23  
Potential CRA Initiative Areas 24  
CRA Scorecard 25

## PHASE III: DECIDING

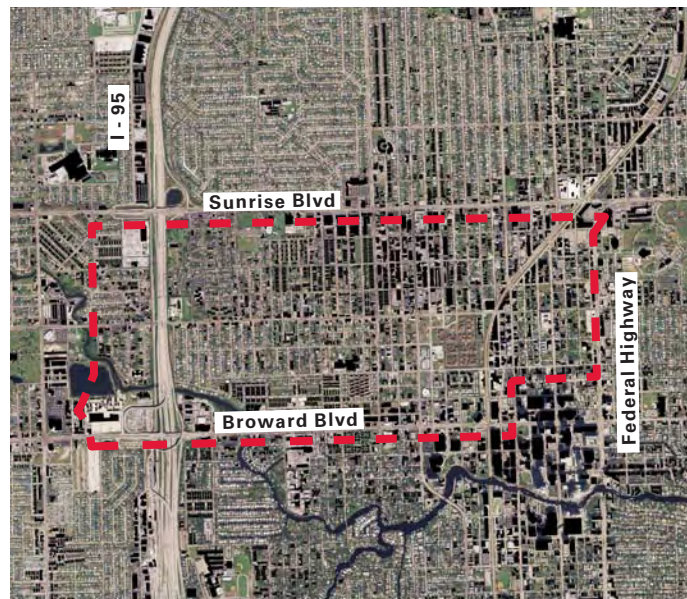
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DEVELOPMENT INITIATIVES 28  
Sistrunk Boulevard and NW Seventh Avenue 29  
CRA Small Business Development Initiative 33  
Infill Housing 34  
Connections and Green Streets 38  
Traffic Calming Strategies 40  
IMPLEMENTATION 42

## APPENDIX

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# Executive Summary



(TOP) Sistrunk Boulevard at NW 10th Street  
(BOTTOM) Area map showing study area highlighted in purple

## Introduction

In November 1995, the Fort Lauderdale City Commission adopted Resolution 95-170, creating the Northwest/Progresso/Flagler Heights CRA (NPF-CRA). A Community Redevelopment Plan was produced in 1995, and amended in 2001, to outline the community's desired public and private improvements along with a funding program, including the use of tax increment funds.

Many South Florida cities have experienced rapid transformations due to the influence of the regional real estate market or urban development trends, and while the NPF-CRA facilitates the redevelopment renaissance it does while constantly evaluating immediate development opportunities against the long-term objectives of the agency. The intent of the Implementation Plan is to be the agent for change in the target area. This change is proposed to occur by setting eight goals through which the Implementation Plan has been created to accomplish. The goals of the CRA Implementation Plan are as follows:

- 1 Aggressively pursue the redevelopment of all vacant properties at the intersection of NW 6th Street and NW 7th Avenue for large-scale development
- 2 Strategically redevelop large, underutilized sites to be compatible with the overall vision of the CRA, including the Trash Transfer facility, the Mizell Center and the Concrete Plant
- 3 Make changes to the Zoning Code to make the parking requirements more compatible with development goals and eliminate inconsistencies in the project development review process
- 4 Create and implement areawide design guidelines
- 5 Continue to promote home ownership opportunities by utilizing vacant lots for infill housing
- 6 Create positive redevelopment opportunities through the development of the 7th and 9th Connector

- 7 Implement comprehensive traffic calming measures to mitigate the effects of cut-through traffic
- 8 Target and attract specific industries to establish a presence in the area

## THREE PHASE PLANNING PROCESS

The development of the NPF CRA Implementation Plan included a planning process that was completed in three phases:

- PHASE I *Data and Analysis: Understanding*; January – March 2007
- PHASE II *Design Charrette: Exploring*; April 2007
- PHASE III *Final Plan: Deciding*; May – October 2007

## Public Outreach

In order to obtain the widest and most inclusive input into the planning process, public meetings were supplemented by focus group meetings to which community stakeholders and other agency staff, were invited. These focus groups included: business owners, business associations, neighborhood associations; City and County staff; the Technical Work Group; developers; church leaders; Downtown Development Authority and other staff; citizens, Housing Authority staff. At each meeting information was gathered about the CRA area. Assets included historic heritage, new homes, parks, and central location. Problems included crime, vacant lots, loitering, traffic, and lack of retail. Visions for the future included multi-cultural mixed income community, new retail, and more home ownership.



(TOP) Typical neighborhood single family home  
(MIDDLE) Typical apartment units in need of repair in NW area  
(BOTTOM) Carter Park signage from Sunrise Boulevard



#### Urban Design and Development Principles

One of the outcomes of the process was a consensus on urban design and development principles that will drive and inform the Implementation Plan. In addition, the city and CRA have developed the following goals for the CRA district:

- » Heritage and Image – The preservation and recognition of history and enhancing the general image of the area the larger South Florida community were considered vital to creating a successful implementation strategy.
- » Gateway and Destination – Highlighting the important key area entry points and creating a “happening” place for residents and visitors.
- » Retail – Development of a retail strategy that includes a strategy for neighborhood services and includes a parking strategy.
- » Housing – Provide a mixture of housing that provides housing opportunities for all segments of the community.
- » Design and Development Guidelines – Connection and adoption of certain design guidelines that bring consistency to the style of new development.
- » Connections – Understanding why internal and external connections to jobs, services, transit, and public places are important to the overall redevelopment opportunities in the area.
- » Economic Development – How location, past success and the tools of a local community redevelopment agency may be used to bring development opportunities to the area.



An example of south Florida commercial development on Atlantic Avenue in Delray Beach



Las Olas Boulevard sets a precedent for pedestrian friendly commercial corridors



Townhouse units such as these create density in urban neighborhoods (Located on Mallory Square in Delray Beach)



Exploring the design possibilities



City Hall presentation; April 19th, 2007



Residential and Commercial Development Projections

According to professional, areawide market demand analysis performed by PMG Associates, there are forty three projects either underway or planned in the CRA area through the year 2016 represent 7,016 housing units and 336,000 sq. ft. of commercial space. These new residential units combined with the unmet retail needs of existing residential units will fuel an additional retail demand of 795,000 sq. ft. of retail. There is minimal demand for new office and hotel development in the CRA area.

Five key NPF-CRA initiatives

An outcome of the Public Outreach process was the development of five key initiatives for the Northwest/Progresso/Flagler Heights CRA Implementation Plan:

- » Sistrunk Boulevard and NW 7th Avenue Redevelopment Area
- » CRA Small Business Development Initiative
- » Infill Housing
- » Green Streets
- » Neighborhood Traffic Calming

The five key initiatives are described in more detail in the Deciding (Phase III) part of the implementation plan.

Implementation

- » The CRA Implementation Plan will require multiple funding sources and partnerships. Implementation tools and mechanisms include: management; regulatory changes; public finance and investment strategy; key initiatives; leveraging private investments and community assets; and marketing.



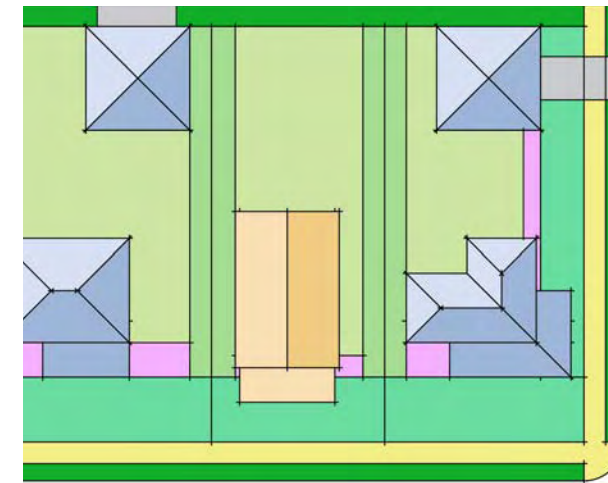
Higher density development at the intersection of Seventh Avenue and Sistrunk Boulevard (looking southwest)



Pedestrian-friendly environment along Seventh Avenue, serving as a link to downtown and the cultural district (looking north toward Sistrunk)



Institution of green streets at strategic places in the neighborhood to link schools, parks, and community assets



Infill housing strategy on empty lots with both single family detached houses as well as higher density townhouse options



# The Planning Process

**Northwest/Progresso/Flagler Heights Community Redevelopment Agency**  
In November 1995, the Fort Lauderdale City Commission adopted Resolution 95-170, creating the Northwest/Progresso/Flagler Heights CRA (NPF-CRA). A Community Redevelopment Plan was produced in 1995, and amended in 2001, to outline the community's desired public and private improvements along with a funding program, including the use of tax increment funds.

The Fort Lauderdale City Commission serves as the Community Redevelopment Agency Board of Directors. The CRA Advisory Board also serves the area to promote redevelopment activities and implement the Redevelopment Plan objectives. The objectives of the Redevelopment Plan were "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."

Although the CRA has made good progress in the last five years in meeting many of the objectives of the Redevelopment Plan, particularly in providing new housing, it was determined that an Implementation Plan was needed to coordinate public and private development efforts strategically.

## Consultant Team

After a national search for consultants, the CRA selected Urban Design Associates (UDA) of Pittsburgh to prepare the Implementation Plan. The UDA team included:

- » Urban Design Associates (Pittsburgh, PA)  
*Urban Design and Planning*
- » Glatting Jackson (Orlando, FL)  
*Transportation Planning*



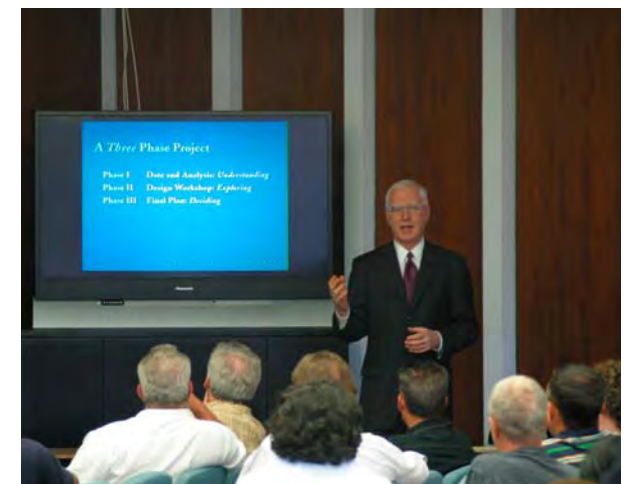
Focus group participants give their input through the dot exercise on February 9, 2007.



Church leaders speak about their hopes for the future at a focus group meeting on February 9, 2007.



Focus group participants discuss issues related to the site during the group meeting on February 9, 2007.



Presentation at the public meeting on April 19, 2007

In addition, the CRA commissioned an independent market study to be done concurrently and in collaboration with the Implementation Plan by:

- » PMG Associates (Deerfield Beach, FL)  
*Market Study*

#### Technical Work Group

A Technical Work Group was established by the CRA to work with the consultant team to include staff from the CRA and City agencies.

#### Three Phase Planning Process

The planning process was completed in three phases:

- » **Phase I**      **Data and Analysis: Understanding**
- » **Phase II**     **Design Charrette: Exploring**
- » **Phase III**    **Final Plan: Deciding**

**Phase I** involved an initial trip (23/24 January 2007) and the collection of “hard” data, such as land use, traffic and transit data, historic data, etc. as well as the collection of “soft” data from interviews, focus groups, and an initial public meeting with residents, property owners, business persons, major institutions, churches, City officials, and other Northwest/Progresso/Flagler Heights stakeholders.

This information was then compiled and analyzed by the consultant team in preparation for the Design Charrette during Phase II.

**Phase II** included Trip Two (17-20 April 2007) and was a four-day design charrette in Fort Lauderdale to explore and test design alternatives. The charrette culminated in an evening public presentation on 19 April 2007. The Technical Work Group met with the consultant team three times during the charrette. Based on the results of the Design Charrette, the consultant team prepared a draft plan that was circulated in the community for review.

**Phase III** included Trip Three (16 October 2007) for the presentation and discussion of the draft plan with the CRA Board and members of the public.

The final Northwest/Progresso/Flagler Heights Implementation Plan was then prepared.

#### Public Outreach

In order to obtain the widest input into the planning process, the three public meetings were supplemented by focus group meetings to which community stakeholders and other agency staff, were invited.

These focus groups included:

- » Business owners, business associations, neighborhood associations
- » City and County staff
- » Technical Work Group
- » Developers
- » Church leaders
- » Downtown Development Authority staff, their transportation consultants, and Florida Department of Transportation staff
- » Citizens, Housing Authority, local CDC's



# PHASE I: UNDERSTANDING

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DATABASE AND ANALYSIS	7
UDA X-Rays® of Existing Conditions	8
CRA Precedents	12
Local Precedents	13
Summary of Focus Groups and Public Meeting	14
Transportation Issues	15
PMG MARKET STUDY ANALYSIS	17

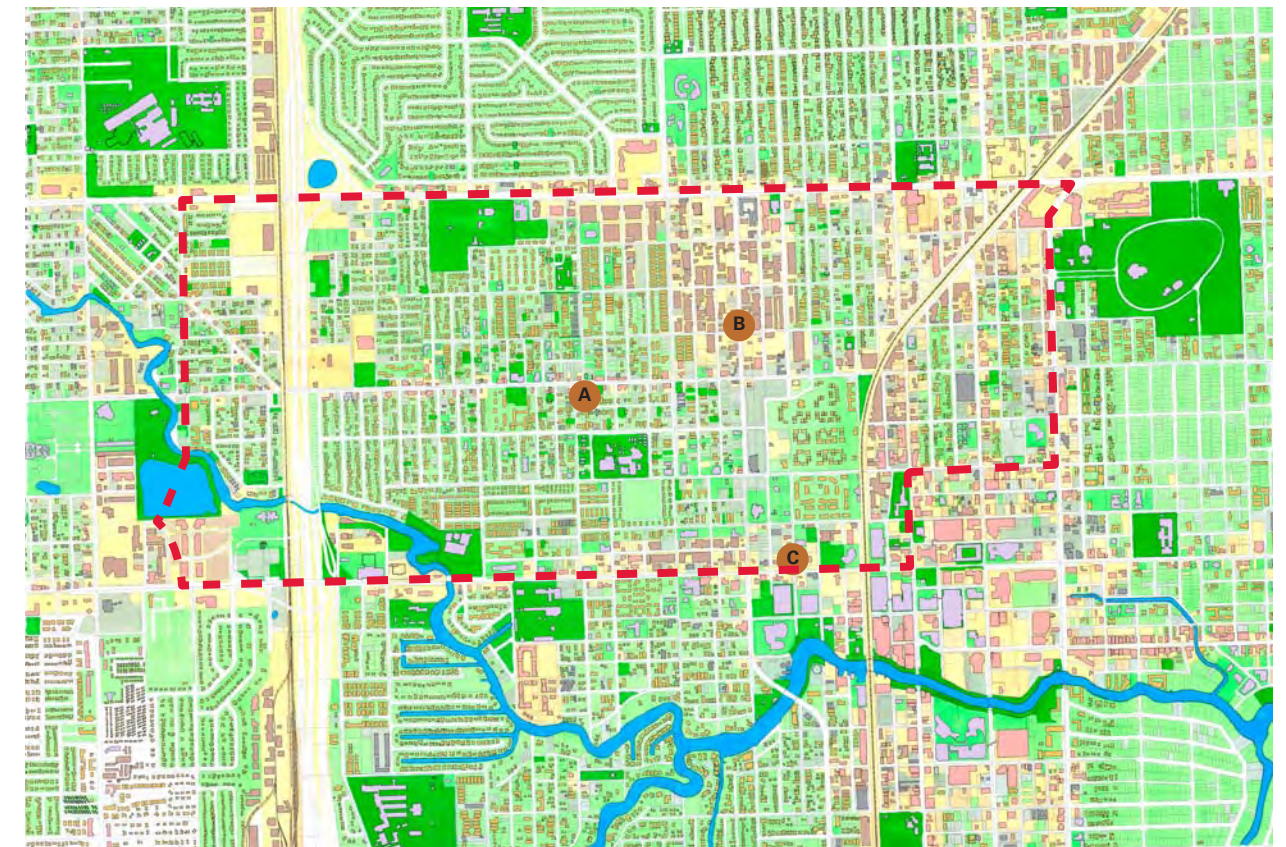
# Data Base and Analysis

AFTER THE DATA GATHERING from the initial trip to Fort Lauderdale was completed, the consultant team prepared an analysis of the strengths and weaknesses of the project area as well as a summary of citizen visions for the Northwest/Progresso/Flagler Heights Implementation Area. The following pages contain analysis drawings of “hard” data in the form of UDA X-Rays®, followed by a summary of the “soft” data from the interviews and focus groups. Summaries of the transportation issues and the two market studies complete the data base and analysis section.

The drawing on this page (the Implementation Area Portrait) shows the project area outlined in a dashed red line. The project area is bounded by Sunrise Boulevard to the north, Federal Highway to the east, and Broward Boulevard to the south. Interstate 95 cuts through the western part of the study area.

The Portrait illustrates existing conditions. Land and building uses are identified in the color key below the plan. The project area is a mixture of commercial, industrial, and residential uses with little or no buffer between these uses.

The three photographs (below right) are keyed to the locations in the plan above.



A Existing conditions on Sistrunk Boulevard



B Existing conditions on NW Seventh Avenue at Sistrunk Boulevard



C Existing conditions on Broward Boulevard



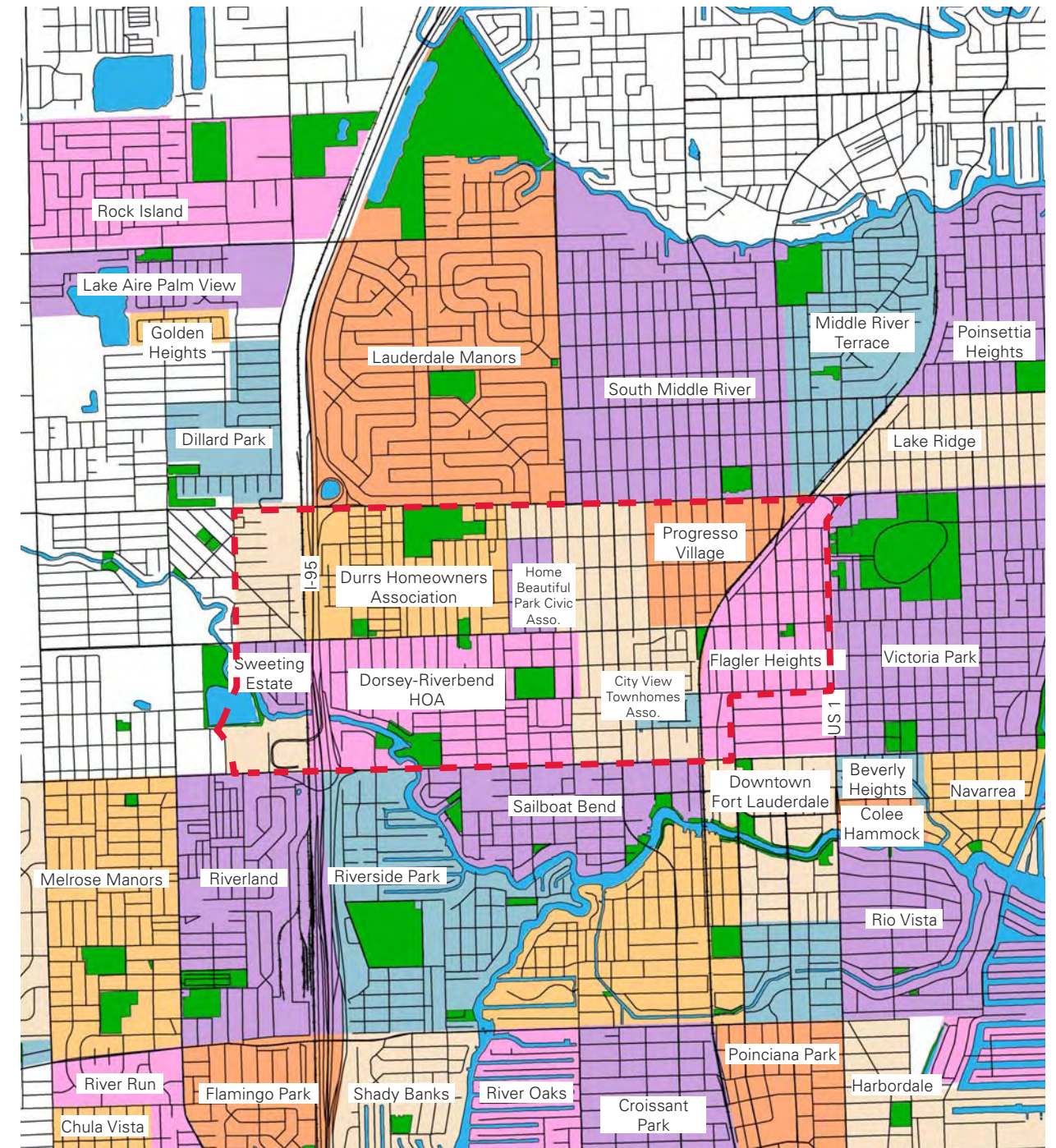
# UDA X-Rays® of Existing Conditions

The UDA team prepared analysis drawings of the physical planning data collected in Phase I. These drawings, called UDA X-Rays®, are used as urban design diagnostic tools. They in affect “de-layer” the data into individual uses and frameworks to expose underlying patterns and to reveal opportunities for intervention. These UDA X-Ray® drawings analyze the existing conditions and can focus on different aspects of the urban study area, such as city streets, building coverage, land use, or neighborhoods.

The drawing at the right and the drawings on the following page are at the scale of the city to show the neighborhoods, streets and open space context of the implementation area (either highlighted in purple or outlined in red). The UDA X-Rays® on the remaining two X-Ray pages are at the larger scale of the implementation area. They illustrate existing conditions for building coverage, open space, streets, zoning, and land use.



(TOP LEFT) Mixed-use development in Flagler Village showing neighborhood character  
 (TOP RIGHT) Single family house in Dorsey-Riverbend  
 (BOTTOM LEFT) Multi-family house in Progresso neighborhood  
 (BOTTOM RIGHT) Single family house in Sweeting Estate

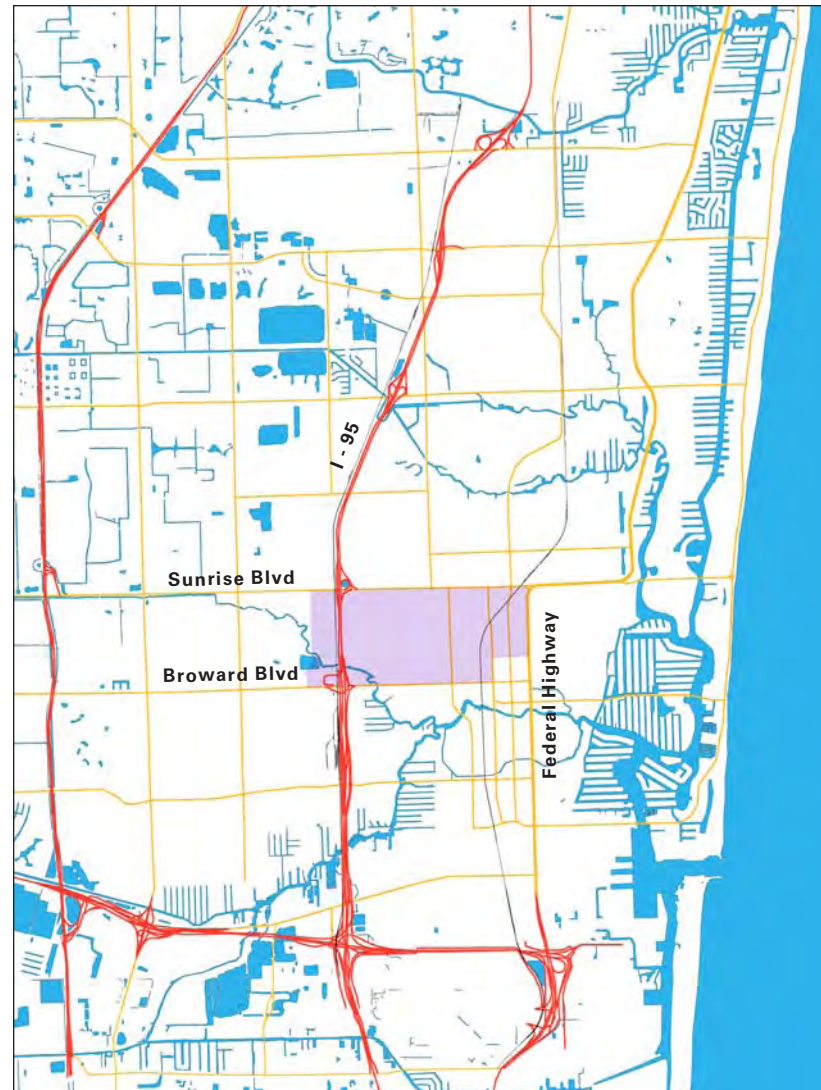


NEIGHBORHOODS X-RAY The official neighborhoods of Fort Lauderdale in and surrounding the study area

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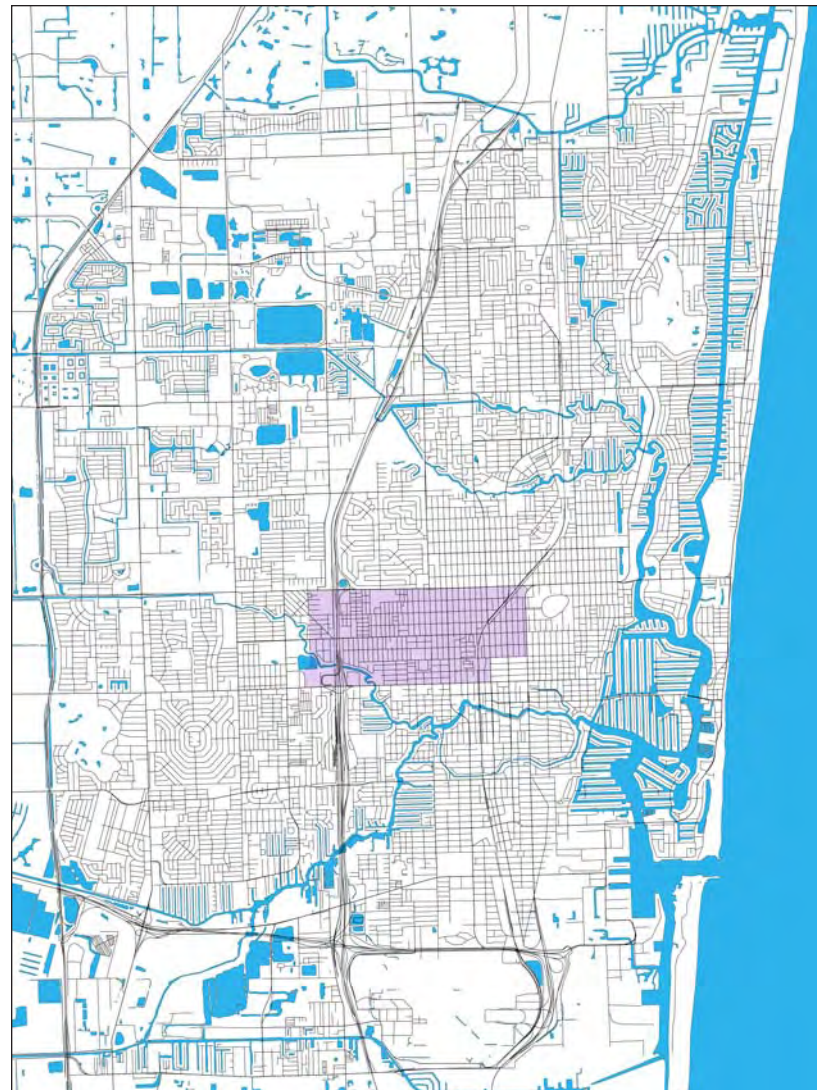


CITY X-RAYS



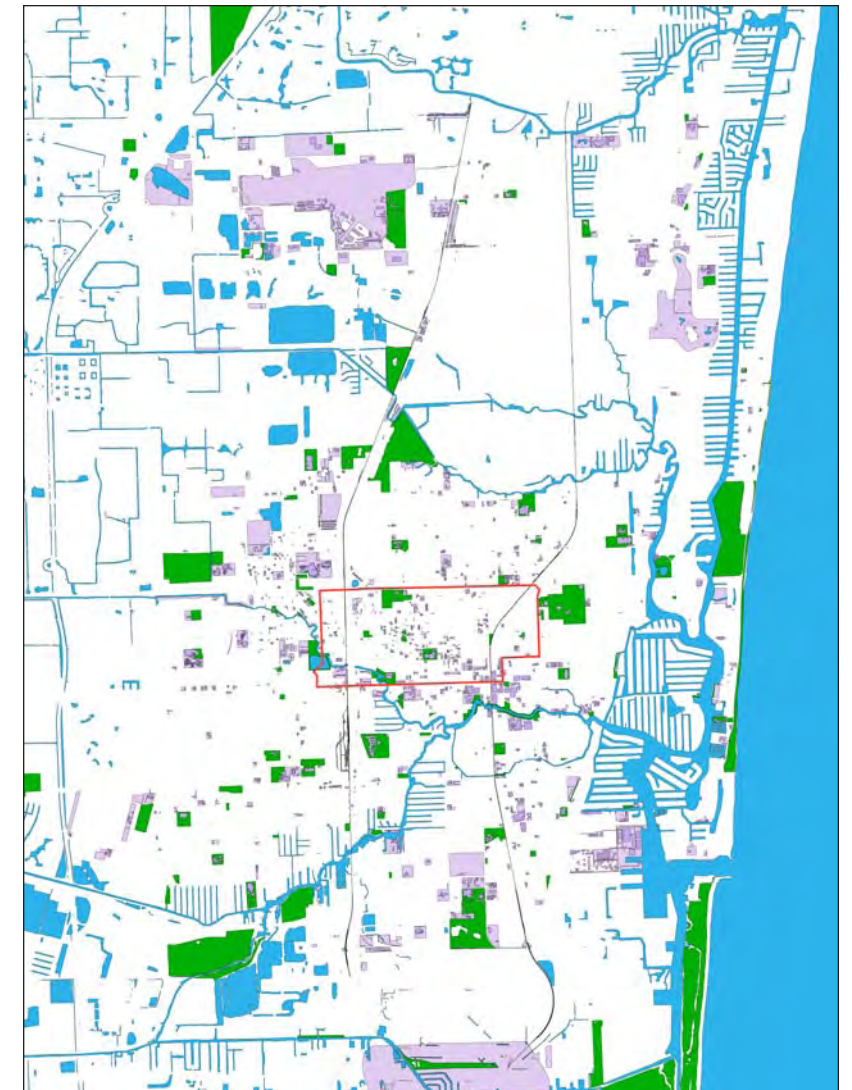
HIGHWAYS AND ARTERIALS

Highways are shown in red and arterials in yellow. There is a dominant network of highways that pass through the Northwest/Progresso/Flagler Heights implementation area. Federal Highway, Sunrise Boulevard and Broward Boulevard form the east, north and south edges of the site. Interstate-95 runs through western part of the site. The arterials of Federal Highway, NE Third Avenue, Andrews Avenue, and NW 7th Avenue link the site to downtown Ft. Lauderdale, the Riverwalk and the Arts and Entertainment district. Sunrise Boulevard connects the site to the beach.



STREETS

The street grids of Ft. Lauderdale are varied. The historic grid is often broken by highways, large arterials, and rail lines. The New River also influences the orientation of the street grid creating shifted street networks as development follows the river.

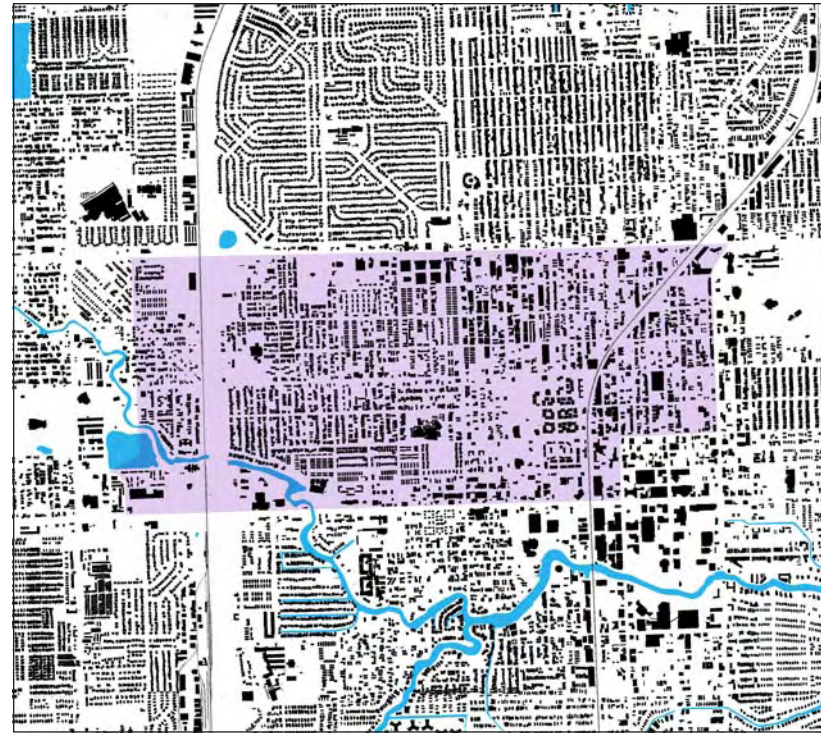


INSTITUTIONS, PARKS, AND OPEN SPACES

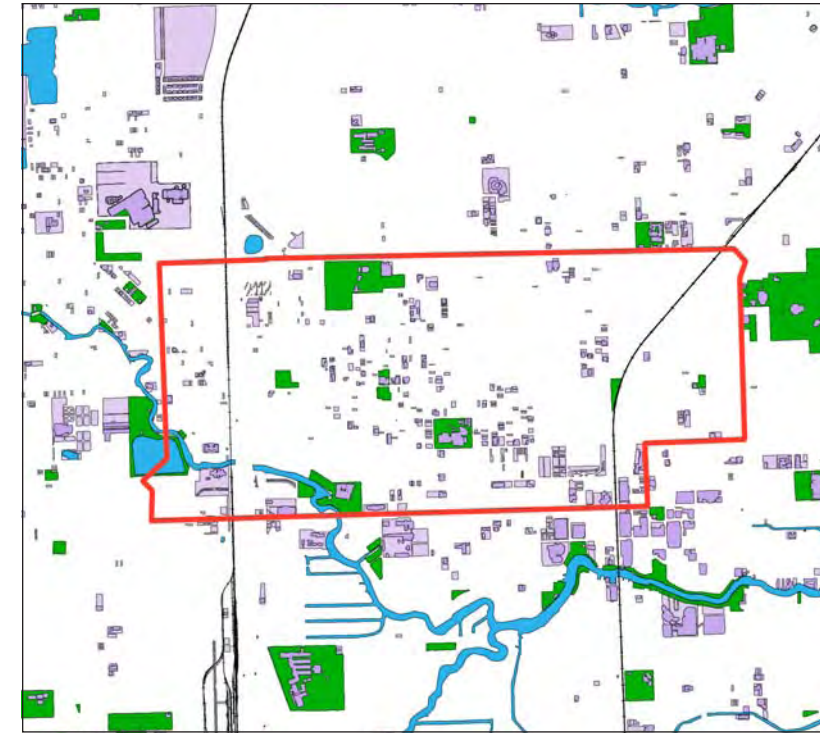
Institutional land and buildings are in purple. Public parks and open spaces are in green. At the city scale, the Riverwalk, which follows the New River, is a major step toward establishing a system of pedestrian accessible parks that traverse the Arts and Entertainment district and many different neighborhoods. Institutions include churches, schools, government institutions, and museums.



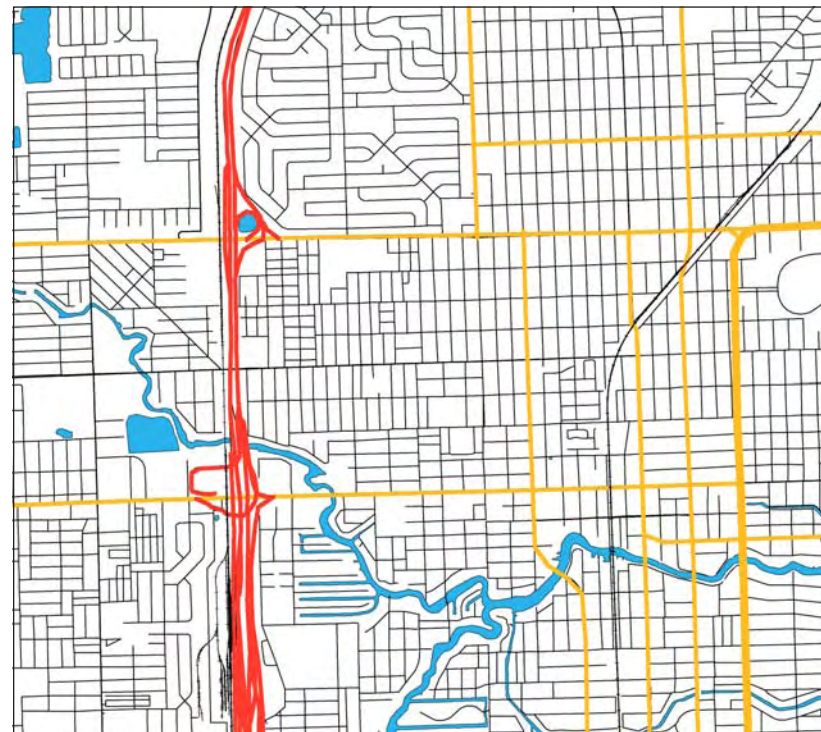
IMPLEMENTATION AREA  
X-RAYS



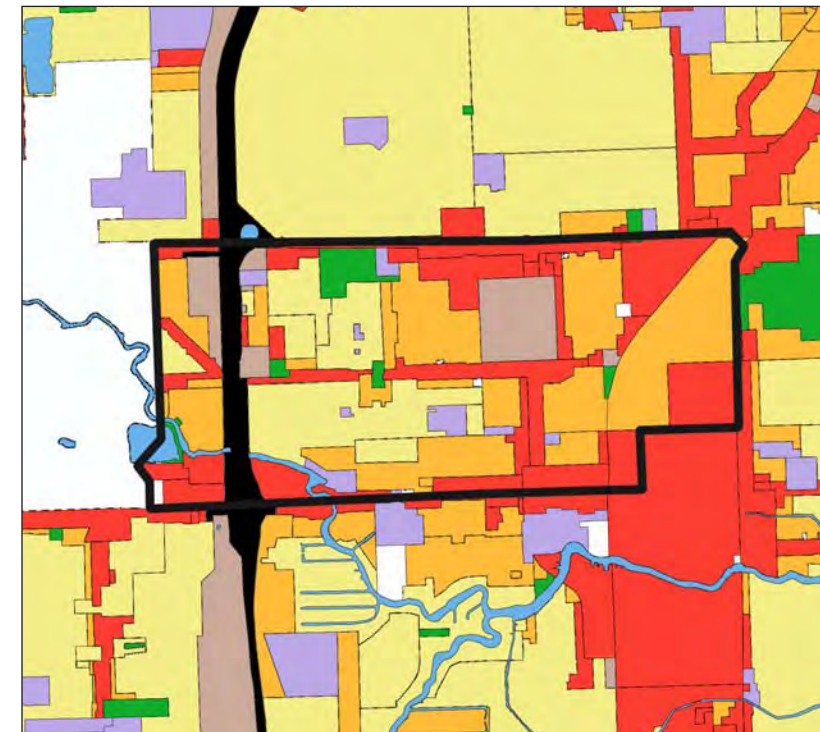
**BUILDING COVERAGE**  
Building footprints are shown in black. Note the large commercial buildings along Sunrise Boulevard and Broward Boulevard, and the larger institutional and industrial buildings throughout the site. Residential neighborhoods are evidenced by the small closely-spaced buildings which are houses and detached garages.



**INSTITUTIONS, PARKS, AND OPEN SPACES**  
The most significant institutions (shown in purple) within the project area are the community churches, Walker Elementary, North Fork Elementary, and the Mizell Center. Parks and open space (shown in green) include (from north to south) Joseph C. Carter Park, Provident Park, and the New River.



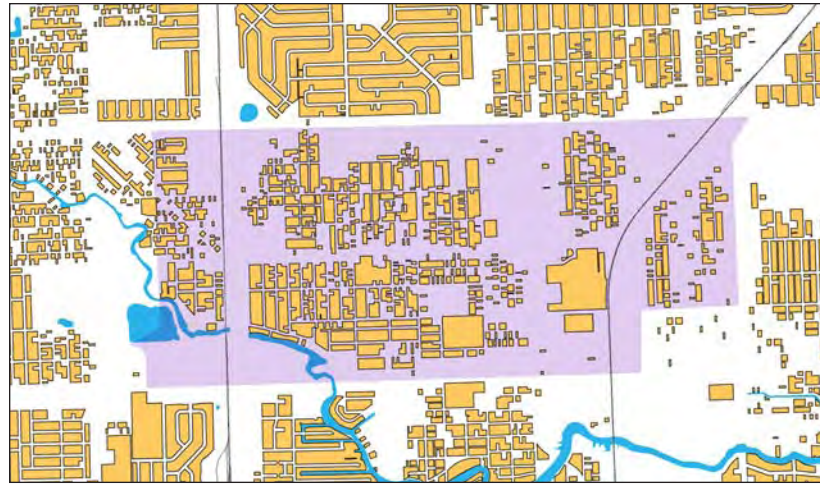
**HIGHWAYS, ARTERIALS, AND STREETS**  
Interstate 95 and the rail lines disconnect the historic street grid of the neighborhood. The street network is also separated from neighborhoods such as Victoria Park and the downtown by large arterials including Sunrise Boulevard, Federal Highway, and Broward Boulevard. The street grid also shifts and follows the New River.



**ZONING**  
The Northwest/Progresso/Flagler Heights Implementation Plan is broken into several general zoning categories. Residential zoning is shown in the pale and dark yellow. Commercial and office zoning is shown in red. Light Industrial zoning is shown in brown. Institutional zoning is shown in purple and parks in green.



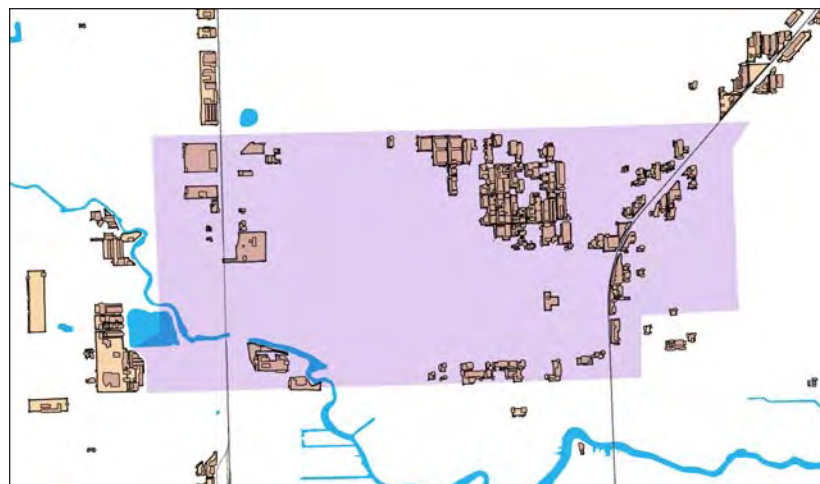
IMPLEMENTATION AREA  
X-RAYS



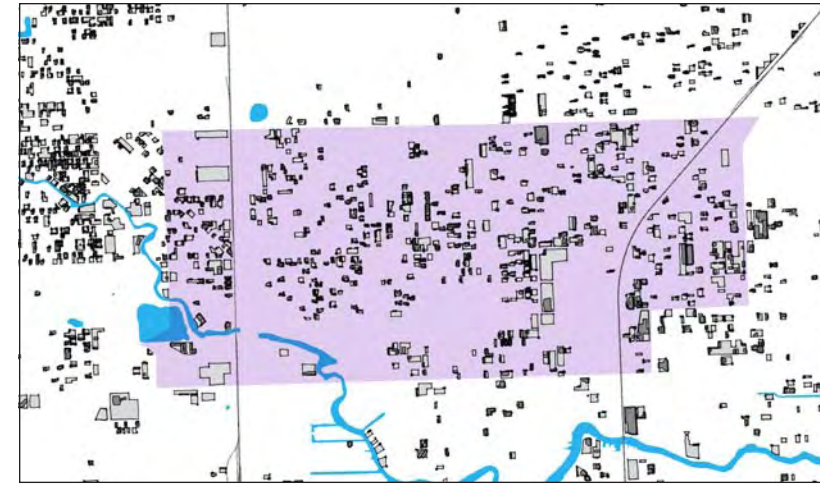
**RESIDENTIAL PATTERNS**  
Residential land and buildings are shown in yellow. The residential uses in the site are cut off from each other and are surrounded by rail, large arterial, commercial uses and industrial uses. Currently there are few buffers between these noxious uses and adjacent residential areas.



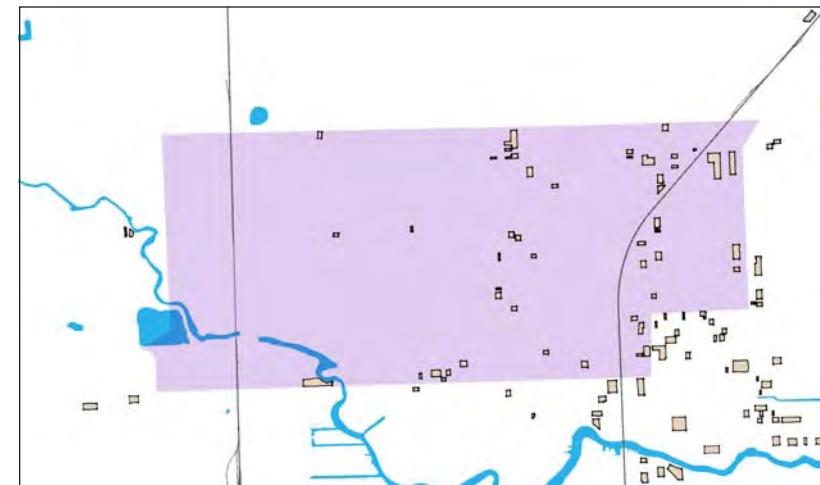
**COMMERCIAL PATTERNS**  
Commercial land (pink) and buildings (red) are shown in this X-Ray. Most commercial uses within the project fall into two categories. Larger commercial uses that appeal to regional traffic are found along Sunrise Boulevard, Federal Highway, Andrews Boulevard and Broward Boulevard. Smaller neighborhood-serving retail is along east/west Sistrunk Boulevard in the middle of the CRA area.



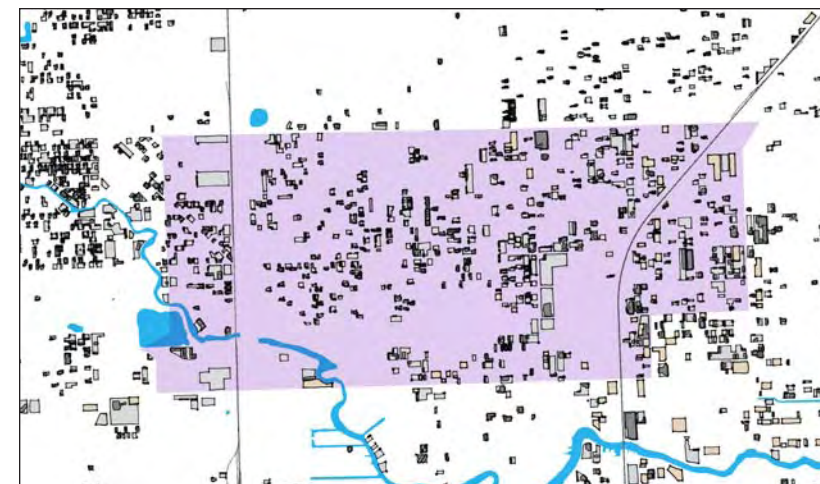
**INDUSTRIAL PATTERNS**  
Industrial land and buildings are shown in brown. This diagram illustrates that the CRA area includes significant industrial uses. Industrial sites not only cluster around the large arterials and the rail lines, but can be found in the middle of the site, separating the neighborhood fabric.



**VACANT LAND**  
Vacant land and buildings are shown in grey. A substantial amount of land in the Northwest/Progresso/Flagler Heights implementation area is vacant or is occupied by vacant buildings. The vacant lots are not well kept, and show blight within the neighborhood.



**PARKING LOTS**  
Surface parking lots are shown in beige. Parking lots create holes within the block patterns.



**VACANT LAND AND PARKING LOTS**  
The two X-Rays above, vacant land and parking lots, are combined on this X-Ray. The two uses combine to create a sense of emptiness and blight in many parts of the implementation area.



# CRA Precedents

During Phase I of the process, the consultant team spent time in the CRA study area documenting and measuring existing conditions. Within the CRA boundary exist quality single family infill housing initiatives, urban townhouse and condominium projects providing multi-family housing options, strong neighborhood institutions including churches, libraries, and community centers, some appropriately located institutional uses and functional mixed-use retail buildings. These precedents provide examples of urban forms and architectural styles particular to the Northwest, Progresso Village, and Flagler Heights neighborhoods and become an important determinant in the design process.



SINGLE-FAMILY HOUSING New house in Dorsey Riverbend



MULTI-FAMILY HOUSING Units with tuck-under parking in Flagler Village



INSTITUTIONAL USES Historic Mount Olive Church. The Mount Olive congregation has an active presence in the Northwest neighborhood.



COMMERCIAL USES Retail building at Smith Plaza



INDUSTRIAL USES The two railroad lines running through the site are surrounded by various industrial uses.

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# Local Precedents

In addition to documenting the study area, the consultant team also looked at local precedents outside of the CRA area suggested by the technical work group and the participants of the focus groups and public meetings. Neighborhood precedents included Sailboat Bend, Victoria Park, and Riverside Park. Atlantic Avenue in Delray Beach provided an example of a successful commercial and mixed-use street in the Fort Lauderdale vicinity. While these neighborhoods and towns have differences from the CRA area, they also have typologies that can be applied within the CRA study area for both infill projects and larger developments.



MIXED-USE STREET A revived Atlantic Avenue forms the central spine of commercial activity in Delray Beach. A similar pedestrian-friendly environment would benefit commercial streets in the CRA area.



SINGLE-FAMILY RESIDENTIAL  
Traditional single-family house in the Sailboat Bend neighborhood



SINGLE-FAMILY RESIDENTIAL  
Single-family house in Victoria Park



MULTI-FAMILY RESIDENTIAL  
Condominium building in Victoria Park



# Summary of Focus Groups and the Public Meetings

During Phase I, the UDA consulting team met with the following focus groups:

- » Business owners, business associations, neighborhood associations
- » City and County staff
- » Technical Work Group
- » Developers
- » Church leaders
- » Downtown Development Authority and other staff
- » Citizens, Housing Authority

In addition a public meeting was held at on the evening of 23 January 2007 at the Mizell Center in the study area. At each meeting information was gathered about existing conditions and three questions were asked:

- » What are the good things, the assets, of the study area?
- » What are the bad things, the problems, of the study area?
- » What is your most hopeful vision for the area in five or ten years?

At the right is a summary of the responses from those meetings. The responses are listed in order of magnitude. Those listed at the top of the lists were the most frequently mentioned.

Each participant was also given three green dots, three red dots, and three blue dots to place on a map of the study area to indicate good places (green), bad places (red), and places of potential (blue). These are compiled on the diagrams at the bottom of the chart to the right.



Public meeting



Focus group

SUMMARY OF ISSUES		
STRENGTHS/GOOD THINGS	WEAKNESSES/BAD THINGS	VISIONS FOR THE FUTURE
Historic heritage of Sistrunk Boulevard, Progresso Village, and the African American culture	Crime, drugs and prostitution	Sistrunk Boulevard as a source of pride and a pedestrian-friendly environment
New homes and new families in neighborhoods such as Dorsey Riverbend and Sweeting Estates	High concentration of low income housing	Multi-cultural community with mixed-income residents
Parks such as Carter Park, Lincoln Park and Holiday Park	Loitering in front of businesses and parks	More retail serving the community
Convenience and location in proximity to downtown and I-95	Too many liquor and convenience stores	Upgrade affordable housing stock
Sense of community and pride	Slow implementation over the years by the CRA and City	Preserve and celebrate the historic heritage and return the neighborhood to its vibrancy
Churches	Lack of buffering between industrial uses and housing	Increased sense of community and local leadership
Potential for development and the desire to develop	Concentration of social services	More parks and green space
African American Research Library and Cultural Center	Overflow traffic on Sistrunk Boulevard	Develop vacant lots
People	Poor image of Northwest neighborhood and Sistrunk Boulevard	Restaurants and coffee shops with outdoor seating
Schools	Parking issues along Sistrunk Boulevard and in Flagler Village	Improved streetscapes with trees
	Lack of neighborhood serving retail	More home ownership and fewer renters
	Inadequate street lighting	Create gateways with signage to the neighborhood



# Transportation Issues

## Streets and Highways

The location of the CRA study area is well served by the road and highway system. In fact, “convenience and location and proximity to Downtown and I-95” was one of the strengths that emerged unanimously from the focus group meetings. Nevertheless, there were also concerns:

- » Increased east/west traffic on Sistrunk Boulevard for commuters avoiding Sunrise Boulevard and Broward Boulevard
- » Narrow sidewalks on Sistrunk Boulevard
- » Lack of on street and off street parking for Sistrunk Boulevard businesses
- » Difficulty for pedestrians crossing wide and busy Sunrise and Broward Boulevards
- » Lack of sidewalks in some residential neighborhoods
- » Truck traffic on neighborhood streets destined for the industrial businesses clustered around 7th and 9th Avenues
- » Temporary closing of neighborhood streets at Sunrise Boulevard
- » The rail line on the east side of the CRA project area acts as a separator of the neighborhood
- » Excess and unused parking spaces at the Tri-Rail station

A number of transportation projects have been proposed over the years to deal with some of these concerns. The most relevant one is the reconstruction of Sistrunk Blvd to widen the sidewalks, reduce the driving lanes to three (two eastbound and one westbound), the provision of on street parking, and new street trees and lighting. Funding is in place for the improvement. The lane reduction solution agreed to by the City and County officials, going from four to three travel lanes, should significantly impact a number of redevelopment issues that plague this critical roadway within the CRA area.



Image of congestion at Sunrise Boulevard



Image of Sistrunk Boulevard illustrating lack of on street parking and narrow side walks



Construction along Andrews Boulevard



Rail line on the east side of the CRA project area



Neighborhood street closure near Sunrise Boulevard



Another project that has been proposed is the 7th and 9th connector that would cut across the neighborhood from Sunrise and 9th Avenue to Sistrunk and 7th Avenue. No funding has been identified for either land acquisition or construction. Care must be taken in the design to avoid creating no-man's triangular islands of undevelopable land. Also fast-flowing thru traffic could be a hazard to residents and school children.

New sidewalks and improved street lighting in the neighborhoods have accompanied new housing development, such as in the Dorsey Riverbend projects.

Overall the goal should be to protect the existing efficient street grid by avoiding street closures and cul de sacs, maintaining alleys, prohibiting super blocks, and generally avoiding widening of streets.

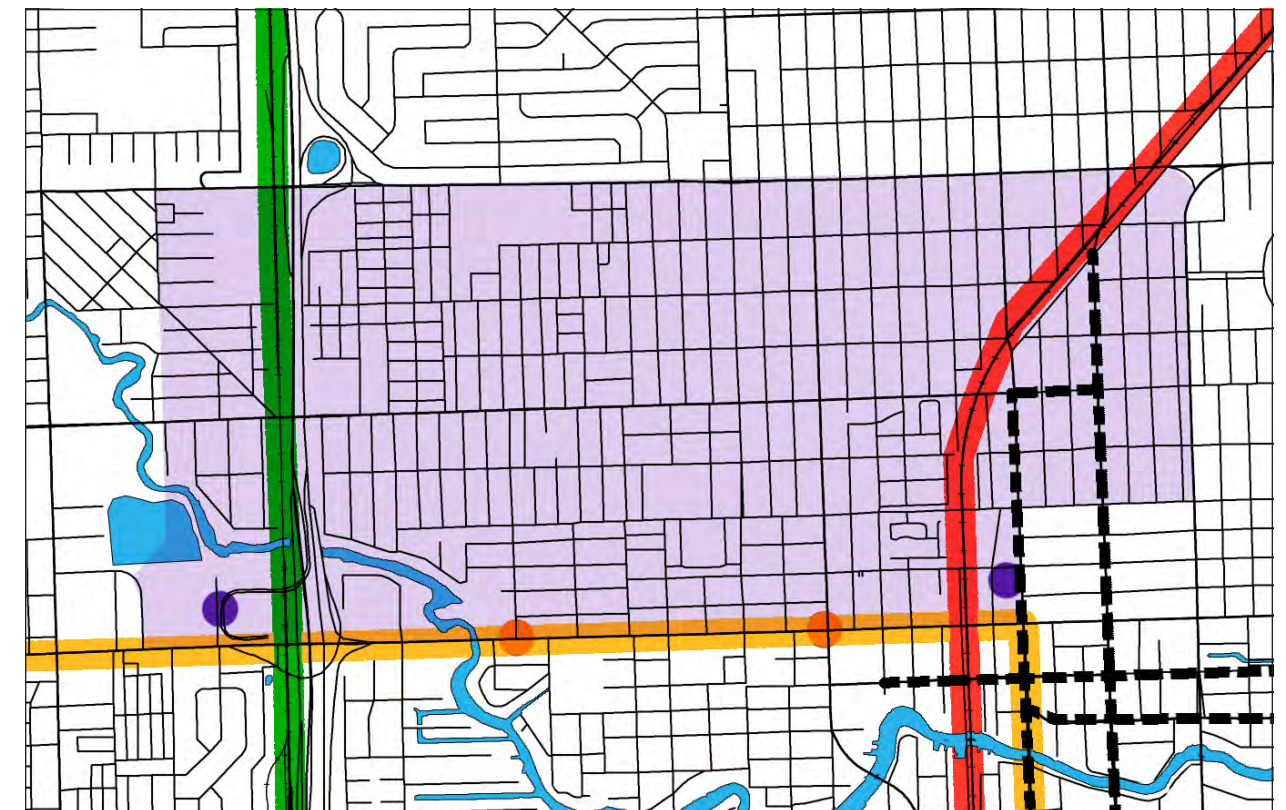
#### Transit

The diagram on this page illustrates the strategic location of the CRA project area in relation to planned regional transit improvements, including a proposed light rail line on Broward Boulevard.

Three systems will converge on the CRA project area:

- » The existing Tri-Rail and Amtrak Station on the west side of the project area (Green Line)
- » The proposed Central Broward County West Light Rail (yellow) (with two proposed neighborhood stations on Broward Boulevard shown in orange)
- » The Ft. Lauderdale Downtown Circulator (rubber tired streetcar) (dashed lines)

Two multi-modal transit hubs are shown in purple where the three systems (Tri-Rail, light rail, and streetcar) converge. When implemented, these transit enhancements will create valuable connections for CRA project area residents to jobs, services, and amenities in the Fort Lauderdale region. It will also connect the region to the businesses, services, and historic assets in the CRA project area.



Rubber-wheeled trolley at the Broward Boulevard Central Bus Terminal

- TRI-RAIL AND AMTRAK COMMUTER SERVICE
- FEC RAIL CORRIDOR
- CENTRAL BROWARD EAST/WEST LIGHT RAIL LINE
- FORT LAUDERDALE DOWNTOWN CIRCULATOR (STREETCAR)
- PROPOSED LIGHT RAIL STATION
- POSSIBLE TRANSPORTATION HUBS

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# PMG Market Study Executive Summary Analysis

THE COMMUNITY REDEVELOPMENT Agency (CRA) “Implementation Plan” provides an opportunity to proactively encourage redevelopment opportunities in the Northwest/Progresso/Flagler Heights District. This process is designed to be more than a planning effort, but rather a true “blueprint” for the redevelopment of the area. This Market Demand Analysis is one part of the overall process. This analysis will provide the projection of the demand for the area based on expected and underserved market conditions.

Demand has been measured for residential, retail, office and hotel uses within the District. The estimates determined the number of units, sizing and price points. The underserved segment of the market analysis includes response to traditional demand data that uses specific tactical approaches to attract market opportunities to the area.

The research was conducted as a community-based process with input from all segments of the community including residents, business owners, developers and civic organizations. The input truly included a cross-section of the community and all points of view have been considered. The input came from Focus Groups, stakeholder interviews and Public Input meetings.

## FINDINGS

The analysis considered two Market Areas as follows:

The boundaries of the Primary Market Area are defined as follows:

- » South – Broward Boulevard
- » East – Federal Highway/Railroad Tracks north of Sunrise
- » North – NW 19th Street/River
- » West – 27th Avenue

For the Secondary Market Area, the boundaries are defined as:

- » South – New River/ Davie Boulevard
- » East – NE 15th Avenue
- » North – Oakland Park Boulevard
- » West – State Road 7

Demographic information includes:

- » Over 1/3 of the population is under 18 years of age
- » Nearly 11% of the population is 5 years old or younger
- » The median age is 27.65
- » Nearly 1/2 of the population did not finish High School
- » Not all households have a car
- » The housing stock is aging (nearly 40 years old)
- » Most employment is in service industries
- » Nearly 2/3 of housing units are multi-family
- » 83% of housing units are renter occupied
- » Households below the Poverty Level equal over 41%

After interviewing developers, property owners and agency staff, 43 projects have been considered for development in the area. These projects include over 7,000 residential units and 336,000 square feet of commercial development

The “Underground Economy”, which is defined as all commerce on which applicable taxes are being evaded, is estimated at between 20% and 25% of the reported region’s activity. This may represent unrecognized purchasing power and trade area potential to support entrepreneurial activity by up to 25% greater than the recorded household income.



#### STRENGTHS OF THE AREA

- » CRA
- » Vacant/Available Land for Development
- » Proximity to Downtown
- » Centrally Located
- » New Residential Developments Planned
- » Proximity to Transportation Services
- » Parks and Community Centers
- » Enterprise Zone Area
- » New River Access
- » Sense of Community
- » History
- » Churches
- » Civic Organizations
- » HUB Zone

#### WEAKNESSES OF THE AREA

- » Street Layout
- » Property Use and Maintenance
- » Condition of Existing Housing Stock
- » Vacant, Undeveloped Lots
- » Affordability of Housing and Land
- » Existing Workforce – lack of of-age workers, lack of skilled and educated laborers
- » Infrastructure Problems
- » Negative Perception of the Area
- » Lack of Comprehensive Design Controls
- » Socio-Economic Issues
- » Lack of Retail Mass
- » Lack of Marketed Image Branding/Themes
- » Lack of “Destination” Uses
- » Incompatible Developments – industrial sites

#### HOUSING MARKET DATA

- » Housing Demand projections anticipated that 500 to 600 new, for-sale and rental units will be developed annually for the next ten years. This includes the development of lofts, townhomes, and condominium units.
- » Price Points may range from \$360 per square foot in Flagler Heights to \$260 per square foot in the remainder of the District. Units are likely to average 1,200 square feet.
- » The Rental Housing Market is very strong
  - › Vacancy rate of 4.4%
  - › Overall weighted Base Rental Rates is \$1,430 per month
  - › Prices are expected to increase by 3% per year

#### COMMERCIAL MARKET DATA

- » Commercial Demand exceeds 475,000 square feet
- » Retail uses most in demand
  - › Neighborhood Grocery Store
  - › Drug Store (Walgreens, CVS, Eckerd)
  - › Clothing Stores
  - › General Merchandise Stores (Dollar General, Family Dollar, Big Lots)
  - › Family Restaurants
- » Retail uses that are in oversupply
  - › Convenience Stores
  - › Liquor Stores
  - › Gas Stations

#### Other Demand Projections:

- » Office space could include up to 200,000 square feet, however, depending on the type of office tenants attracted to the area, this available space may compete with the Class A and B properties in the Central Business District
- » A Limited Service Business Class Hotel may be a good development opportunity based on the area’s proximity to the employment, commercial and entertainment facilities in the Central Business District



# PHASE II: EXPLORING

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URBAN DESIGN AND DEVELOPMENT PRINCIPLES	20
CRA GOALS AND INITIATIVES	21
CRA Implementation Plan Goals	22
Existing CRA Initiative Areas	23
Potential CRA Initiative Areas	24
CRA Scorecard	25



# Urban Design and Development Principles



A PRE-CHARRETTE WORKING SESSION was held at the offices of Urban Design Associates in Pittsburgh on Wednesday, 11 April 2007, attended by CRA and City staff. One of the tasks of the working session was to create a list of urban design and development principles based on the analysis work completed in Phase I of the planning process, including input from the focus groups and public meeting held in February and conversations with the Mayor and members of the City Commission. Below is a summary of the exercise organized into the following categories:

## 1. Heritage and Image

- » Preserve and celebrate the culture of the neighborhood.
- » Restore historic Sistrunk Boulevard (6th Street).
- » Make the neighborhood welcoming to all.
- » Upgrade the image of the neighborhood.
- » Eliminate or mitigate noxious uses (liquor stores, industrial areas).

## 2. Gateway and Destination

- » Provide gateways to the neighborhood (signage and landscaping).
- » Create a happening place.
- » Foster a music/entertainment development program.

## 3. Retail

- » Provide ethnic retail that fits the neighborhood demographics.
- » Provide neighborhood service retail (grocery store, pharmacy, dry cleaners, restaurants, etc.).
- » Develop a retail parking strategy.

## 4. Housing

- » Provide mixed income housing.
- » Attract middle income residents.
- » Continue to supply and upgrade affordable housing.
- » Increase home ownership.
- » Do not displace existing residents.
- » Develop vacant lots for housing, or sell with design guidelines.

## 5. Design and Development Guidelines

- » Provide design guidelines for an urban neighborhood.
- » Create buffers between housing and industrial/retail areas.
- » Increase maintenance and programming of parks.
- » Upgrade streetscapes and street lighting.
- » Eliminate ambiguous public spaces.
- » Create a safe and friendly pedestrian environment.
- » Re-zone as appropriate to be consistent with the implementation plan.
- » Encourage and promote “green” building principles, including LEED standards for buildings.

## 6. Connections

- » Connect to jobs and services (Downtown, the beach).
- » Increase transit access.
- » Connect neighborhoods parks, schools, and housing with “green streets.”
- » Provide access to the New River and the Riverwalk.
- » Provide safe pedestrian access across Broward Boulevard, Sunrise Boulevard, Federal Highway.
- » Neighborhood traffic calming

## 7. Economic Development

- » Build on the “Marjorie Davis Charrette” development program.
- » Involve local players and business owners in the redevelopment.
- » Create jobs and entrepreneurial opportunities from within the community.
- » Provide development incentives and bonuses to achieve development potential.
- » Make early action Phase I projects highly visible and of high quality.
- » Capitalize on proposed LRT nodes along Broward Boulevard.
- » Leverage the city’s assets (land, financing, infrastructure, programs, services).



# CRA Goals and Initiatives

GOALS ARE DEFINED as the state of affairs toward which an endeavor is intended to achieve an objective.

By establishing clear and attainable goals in the NPF-CRA Implementation Plan it is the intent of the Plan to serve as a catalyst for redevelopment opportunities that currently exist in the area. The goals revisit the original intent of using the CRA as a tool such to facilitate and stimulate change in an area that has not experienced all of the benefits of the robust real estate market that touched South Florida over the past three to five years. Some of the past development strategies from the Initial CRA Action Plan, the Marjorie Davis Charrette, the Flagler Heights Precinct Plan and numerous discussions by the CRA Board, advisory board and the community at large have recognized a need to consider various policy issues regarding certain development regulations and policies. While redevelopment is occurring throughout the area, there remains a need to facilitate change more quickly, more efficiently and more strategically. The goals offered create a communication medium whereby the private sector; real estate developer, entrepreneur or small business owner can understand, at a glance, where and how they should take advantage of the opportunities available to them by doing business in our CRA.

It is the ultimate intent for the goals created to establish a long-term sustainable development approach that will have immediate, short-term impacts on the target area and on the lives of the residents who live there.



Existing amenities such as: African-American Research Library and Cultural Center (Left) and Lincoln Park (Right) should be capitalized on in potential initiatives



Sole Condominiums are a part of the CRA initiative in Flagler Village, encouraging higher density in close proximity to downtown.

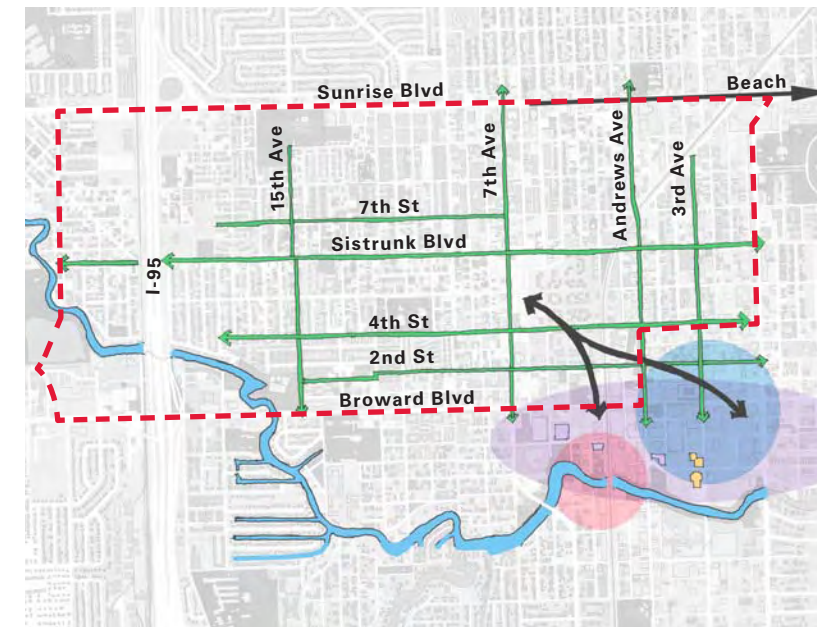


Diagram illustrating the Connections and Green Streets potential NPF CRA initiative



# CRA Implementation Plan Goals

The following goals have been developed for the CRA Implementation Plan:

- 1 Aggressively pursue the redevelopment of all vacant properties at the intersection of NW 6th Street and NW Seventh Avenue for large-scale development
- 2 Strategically redevelop large, underutilized sites to be compatible with the overall vision of the CRA, including the Trash Transfer facility, the Mizell Center and the Concrete Plant
- 3 Make changes to the Zoning Code to make the parking requirements more compatible with development goals and eliminate inconsistencies in the project development review process
- 4 Create and implement areawide design guidelines
- 5 Continue to promote home ownership opportunities by utilizing vacant lots for infill housing
- 6 Create positive redevelopment opportunities through the development of the 7th and 9th Connector
- 7 Implement comprehensive traffic calming measures to mitigate the effects of cut-through traffic
- 8 Target and attract specific industries to establish a presence in the area



## Existing CRA Initiative Areas

The diagram on this page illustrates where past and current resources have been focused for redevelopment purposes. The initiatives include housing development in the Dorsey Riverbend, Sweeting Estate and Flagler Village neighborhoods, as well as, a varying degree of investment in infrastructure, mixed-use projects, commercial and retail developments. A more expanded summary of the existing initiative areas is listed to the right of the images.

In the development of these projects the CRA has used a variety of development incentives and made strategic investments in infrastructure to support these projects. The NPF-CRA remains committed to the continued development of the area as it creates new development opportunities throughout the area.

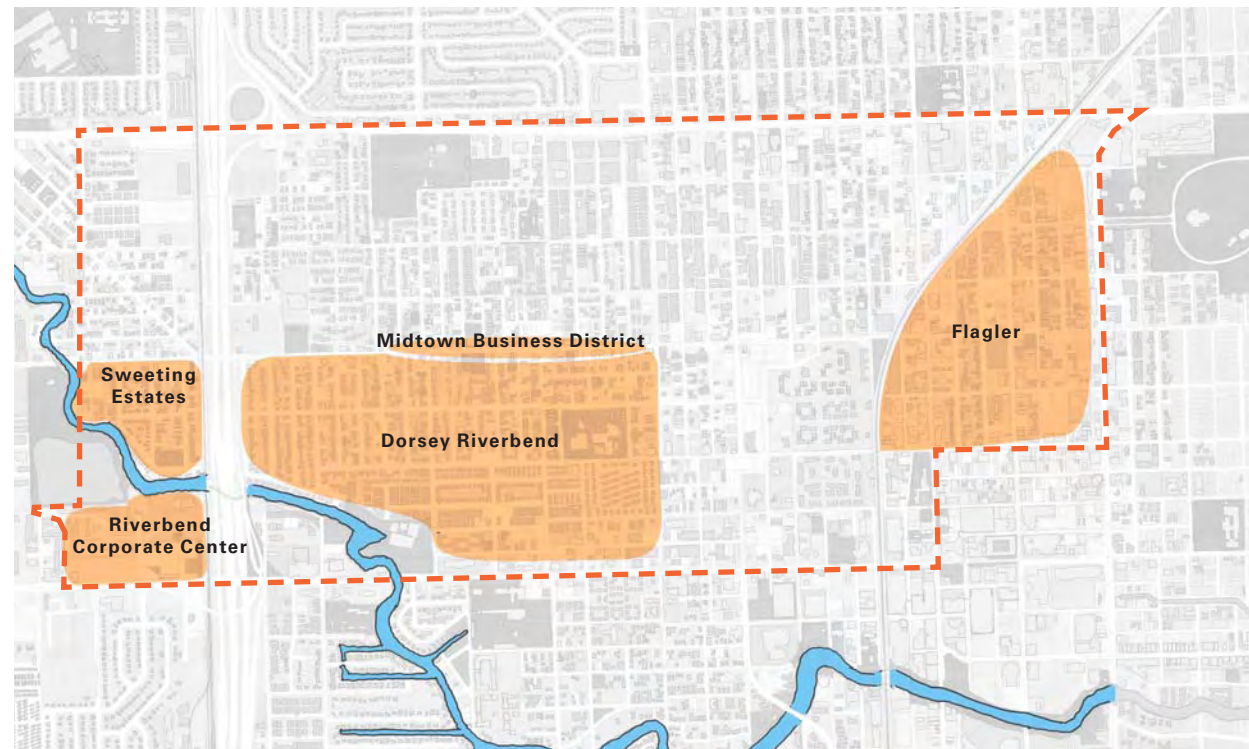


Diagram showing initiative area where past and current CRA projects are located.

- » Dorsey Riverbend
  - › new single family infill housing
  - › upgraded streets and infrastructure
- » Sweeting Estates
  - › new single family infill housing
  - › upgraded streets and infrastructure
- » Flagler
  - › new multi-story apartments and condos
  - › mixed use buildings
  - › adaptive reuse
  - › upgraded streets and infrastructure
- » Midtown Business District
  - › facade program
  - › business loans
- » Riverbend Corporate Center
  - › office buildings
  - › parking



Infill development in Dorsey Riverbend



Multi-family construction in Flagler



Infill development in Sweeting Estates



Avenue Loft Project



Duplex in Progresso Village



## Potential CRA Initiative Areas

The entire NFP-CRA area was explored and examined to evaluate how new initiative areas could be identified to compliment the existing initiatives of the agency. The planning frameworks provided the ability to use the data gathering process to evaluate a number of possible areas for intervention, eventually settling on some key initiatives to which we may focus our resources.

In the exploratory process we examined potential gateway upgrades, infill housing opportunities, riverfront park enhancement, Broward Boulevard area enhancement, impacts of the NW Seventh/ NW Ninth Avenue connector, potential of the NW Sixth Street/ NW Seventh Avenue intersection, a local retail initiative, Green Street connections and areawide traffic calming strategies. A more expanded summary of the initiative areas examined are listed to the right of the images.

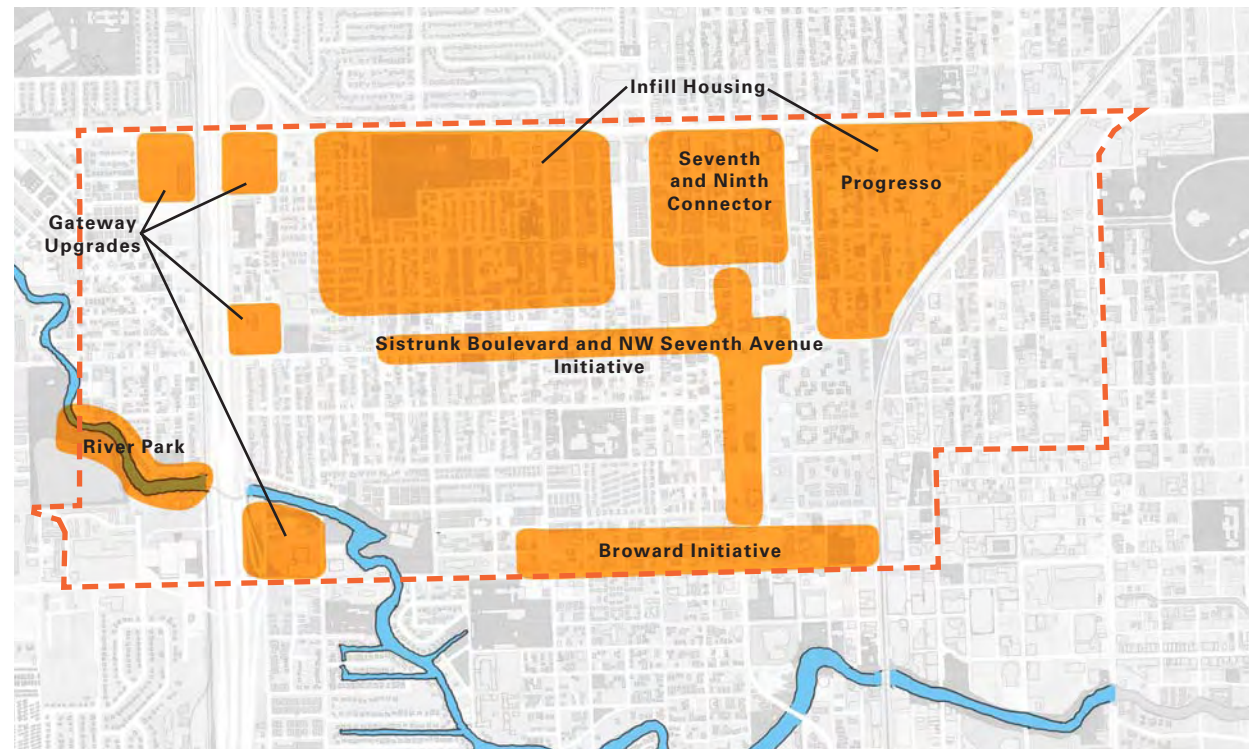


Diagram illustrating new CRA initiative areas identified during the planning process



Photo of potential initiative area, NW Seventh Avenue



Photo of potential initiative area Sweeting Estates River Park

- » Gateway upgrades (from I-95)
  - › Sistrunk Boulevard
  - › Sunrise Boulevard
  - › Broward Boulevard
- » Infill Housing
  - › Northwest
  - › Progresso
- » River Park
  - › new river park behind Sweeting Estates
- » Broward Initiative
  - › adaptive reuse of commercial buildings for housing and artists lofts
  - › provision for future light rail stations
  - › connection to downtown and cultural district
- » Seventh and Ninth Connector
  - › alternatives to the current street and traffic pattern
- » Seventh Avenue and Sistrunk Initiative (the heart of the neighborhood)
  - › retail uses and services
  - › restaurants, night life
  - › multi-story apartments and condos
  - › parking structures
  - › rebuilt streets (Seventh and Sistrunk)
  - › streetscapes
- » Local Retail Initiative
  - › fostering development of neighborhood retail in targeted areas
- » Connections and Green Streets
  - › landscaped streets to improve connections within the CRA
- » Traffic Calming Strategies
  - › diagrams to reduce vehicular speeds and increase safety for pedestrian traffic

# CRA Scorecard

## SCORECARD OF NORTHWEST CRA GOALS AND OBJECTIVES 1995-2007

GOALS AND OBJECTIVES (EST. 1995)	STATUS
<ol style="list-style-type: none"> <li>1. Facilitate desirable redevelopment activities through innovative land development regulation techniques.</li> <li>2. Create and adopt a comprehensive downtown land development ordinance which includes design guidelines and development standards unique and specific to the Regional Activity Center area in order to promote quality development of a desirable nature.</li> <li>3. Develop and adopt a mixed-use zoning overlay district ordinance for the North Lauderdale-Progresso Area.</li> <li>4. Create transitional zones between the Regional Activity Center uses and adjacent established neighborhoods to protect against incompatible uses.</li> <li>5. Encourage development within existing neighborhoods to be compatible with present neighborhood density and with specific plans for redevelopment and revitalization.</li> <li>6. Evaluate industrial land uses in the Northwest District to determine where possible land use changes are needed to assure compatibility with surrounding neighborhoods.</li> <li>7. Complete redevelopment implementation activities pursuant to the Northwest Redevelopment Plan.</li> <li>8. Concentrate Community Development activities and programs including housing rehabilitation, small business development, facilitation of low and moderate income housing, and land assembly programs in the Northwest District.</li> <li>9. Encourage the development of infrastructure necessary, among other specified purposes, to support development and redevelopment throughout the City.</li> <li>10. Encourage the redevelopment and expansion of employment and housing opportunities for low and moderate income households within the designated redevelopment areas through the establishment of alternate levels of service on the roadway network serving the area.</li> <li>11. Respond to community desires and preserve neighborhood integrity through the master planning process.</li> </ol>	<ol style="list-style-type: none"> <li>1. A number of projects have been developed or proposed in the Flagler Village that have benefitted from the design criteria created with the adoption of the Downtown Master Plan. Projects in the NW area are being proposed that have adopted similar design principles but further amendments to the zoning code are required to facilitate proper development.</li> <li>2. Portions of the downtown area and the CRA overlap in the Flagler Village area. This overlap has seen the adoption of a downtown master plan and several proposed amendments are being considered for further development of the area.</li> <li>3. Information gathered from previous consensus building and planning efforts such as the Majorie Davis Charrette (1999) and the Sistrunk Blvd Streetscape Project (2002) will be used in conjunction with the CRA Implementation Plan to develop a comprehensive zoning overlay plan, dealing with issues such as urban design, parking and density, for the NW areas not previously included in the Downtown Master Plan and updates.</li> <li>4. A comprehensive zoning review of the area will include recommendations regarding how to mitigate transitional zones and adjacent use development issues.</li> <li>5. A comprehensive zoning review of the area will include recommendations on in-fill development design guidelines.</li> <li>6. A comprehensive zoning review of the area will include an analysis of the impact of these uses and how to deal their impact on surrounding/neighborhoods.</li> <li>7. The NW CRA Implementation Plan project will serve as an additional guide keeping the goals and objectives of the NW CRA in-focus by facilitating projects that consistent with the overall policy directions given by the CRA Board.</li> <li>8. The effort to support this goal has been a constant focus of the agency. A list of projects that support this objective are included in this section.</li> <li>9. Since 2000 the CRA has invested funds in project incentives and strategic development of infrastructure by commitments thru streetscape improvements in the Sweeting Estate area, streetscape grants in the Flagler Heights neighborhood, design of the Sistrunk Blvd road improvements and future commitments for the funding of neighborhood improvements in the Dorsey Riverbend and Progresso Village neighborhoods.</li> <li>10. A focus on housing and economic development activities have always been a priority of the NW CRA. The standard practice in our housing development projects has been to encourage affordable housing options whenever the CRA has offered its land for a development project. The standard practice for economic development activities has been to encourage business investment that would offer employment opportunities for persons who live in the target area by encouraging this hiring practice through providing the business access to the many state and federal programs that may provide an incentive for hiring persons who live in the target areas of the many programs.</li> <li>11. The activities initiated as a result of the CRA Implementation Plan project will preserve neighborhood integrity by creating the proper urban planning/design framework and impact driven initiatives that will create long term stability for the community.</li> </ol>

CRA SCORECARD A scorecard of initial goals and objectives have been taken from the CRA plan adopted back in 1995. An annual progress report detailing activities related to the implementation of these goals and objectives are compiled and included in the CRA Annual report which is filed on or before March 31st of every year. The CRA Implementation Plan Scorecard is a brief, comprehensive update of activities and projects supported by the CRA Board to date that further the intent of the plan.



CRA FUNDS COMMITTED/ PROJECTED FOR PROJECTS CRA/CITY INVESTMENT		
PROJECT	USE OF FUNDS	CRA/CITY INVESTMENT
Sweeting Estates Infill Housing Strategy	All Infrastructure Improvements	\$ 2,382,000
	Development Assistance for Sweeting Associates, LLC	\$ 435,000
	Value of Property Conveyance (Henry's Retirement Home)	\$ 1,604,550
	» Sub-Total	\$ 4,421,550
Dorsey Riverbed Infill Housing (Model Row Project)	Value of Land Contribution	\$ 328,812
Sixth Street Plaza (CRA Office Building)	Low Interest Loan	\$ 57,321
	Development Assistance	\$ 340,571
	Deferred Low Interest Loan	\$ 228,145
	» Sub-Total	\$626,037
Dickey Plaza	Development Assistance	\$ 300,000
	Value of Land Contribution	\$ 213,624
	» Sub-Total	\$ 513,624
Smith Plaza	Development Assistance	\$ 104,026
Jefferson Place Apartments (Sole's Condominiums)	Streetscape Grant	\$ 177,655
Bernadette Norris Weeks (Law Office Building Renovation)	Development Assistance	\$ 78,980
Ave Lofts / Foundry and Mill Projects	Streetscape Grant Assistance	\$ 855,988
	Tax Rebate	\$ 1,112,574
	» Sub-Total	\$ 1,968,562
Mount Olive Development Corp	Development Assistance	\$ 137,350
Flagler Heights Marketing Campaign	Contribution for Areawide Marketing Program	\$ 100,000
BAC Funding (Afrocentric Facade Program)	Facade Grants and Design Assistance Committed	\$ 145,000
Facade Grants	Approved Facade Grant Application	\$ 47,500
Sistrunk/ NE Sixth Street Enhancement Project	Original Design Task Order	\$ 944, 826
	CRA, Federal and State Resources	\$ 9,989,922
	» Sub-Total	\$ 10,934,748
Bamboo Flats	Streetscape Grant	\$230,681.14
	<b>» TOTAL CRA Funds Committed to Projects</b>	<b>\$ 20,543,289</b>

# PHASE III: DECIDING

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DEVELOPMENT INITIATIVES	28
Sistrunk Boulevard and NW Seventh Avenue	30
CRA Small Business Development Initiative	34
Infill Housing	35
Connections and Green Streets	39
Traffic Calming Strategies	41
IMPLEMENTATION	43

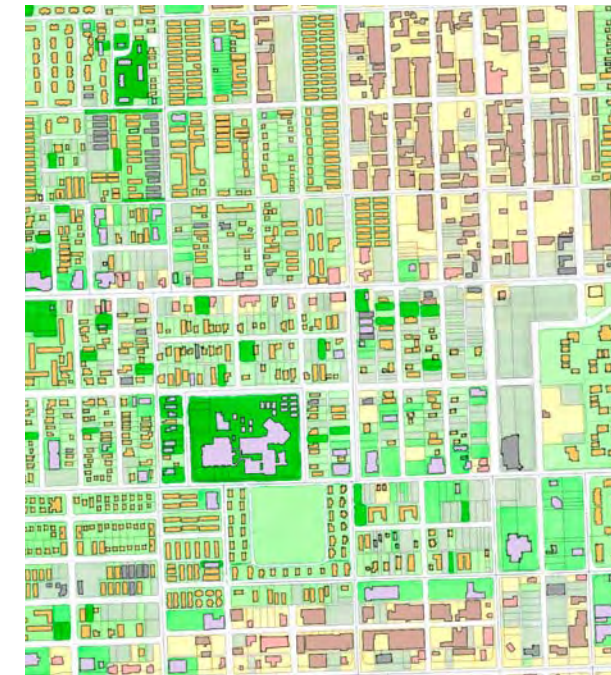


# Development Initiatives

THE FIVE NPF CRA implementation plan Key Initiative Areas will serve as the change agents to facilitate rapid change to target area and accomplish the stated goals articulated in the executive summary.

The Five Key Initiative areas identified in the previous section are developed in more detail in this section of the document. Those five initiatives are:

- » **SISTRUNK BOULEVARD AND NW SEVENTH AVENUE**  
This initiative will accomplish a goal of the Implementation Plan by establishing the urban design philosophy and framework for the most critical intersection in the NPF CRA.
- » **CRA SMALL BUSINESS DEVELOPMENT INITIATIVE**  
This initiative will accomplish the goal of the Implementation Plan by identifying streets that are critical to the development of a strong retail initiative to compliment existing and future CRA initiatives
- » **INFILL HOUSING**  
This initiative will accomplish a goal of the Implementation Plan by enhancing existing infill efforts by forwarding infill design concepts for the utilization of existing, vacant properties throughout the target area.
- » **CONNECTIONS AND GREEN STREETS**  
This initiative will accomplish a goal of the Implementation Plan by setting a particular design standard for future streetscape enhancements, particularly in the NW area neighborhoods.
- » **TRAFFIC CALMING STRATEGIES**  
This initiative will accomplish a goal of the Implementation Plan by establishing a philosophy and design standard to deal with cut-through traffic and areawide traffic calming by providing a kit of design tools that may be used throughout the area



SISTRUNK & SEVENTH (Existing land use condition)



SISTRUNK & SEVENTH (Proposed long-range development vision)



SINGLE FAMILY INFILL



TOWN HOUSE INFILL



TRAFFIC CALMING STRATEGIES



CONNECTIONS AND GREEN STREETS



# Sistrunk Boulevard and NW Seventh Avenue

The Sistrunk Boulevard and NW Seventh Avenue Initiative is the preferred location for new multi-family housing, retail and mixed use development. The goal is to reestablish this area as the “heart” of the Northwest as it was historically. Combining the planned reconstruction of Sistrunk Boulevard with the revitalization of NW Seventh Avenue from Sistrunk Boulevard to Broward Boulevard will not only energize the CRA area internally but will help to connect the CRA area to the jobs and amenities of Downtown Fort Lauderdale. This initiative will also upgrade the image of the neighborhood, one of the guiding principles of the Implementation Plan.

The aerial perspective at the far right (looking south toward Downtown) illustrates the existing conditions at Sistrunk and Seventh. The two aerial perspectives at the near right illustrate two phases for the proposed redevelopment. Note that in both phases the higher density mixed use buildings (six to twelve stories) are clustered near the intersection of Sistrunk and Seventh and also along Seventh between Sistrunk and Broward Boulevards. Sistrunk Boulevard to the west will be lower density, typically two to three stories. The height recommendations offered for this design proposal have been previously studied and recommended in reports by the Marjorie Davis Charrette (1999) and the Wallace, Roberts and Todd Study (2005) in conjunction with the initial two-lane Sistrunk Boulevard urban design plan.

On the pages following the Sistrunk/Seventh Initiative will be elucidated in plan, section, and perspective drawings.



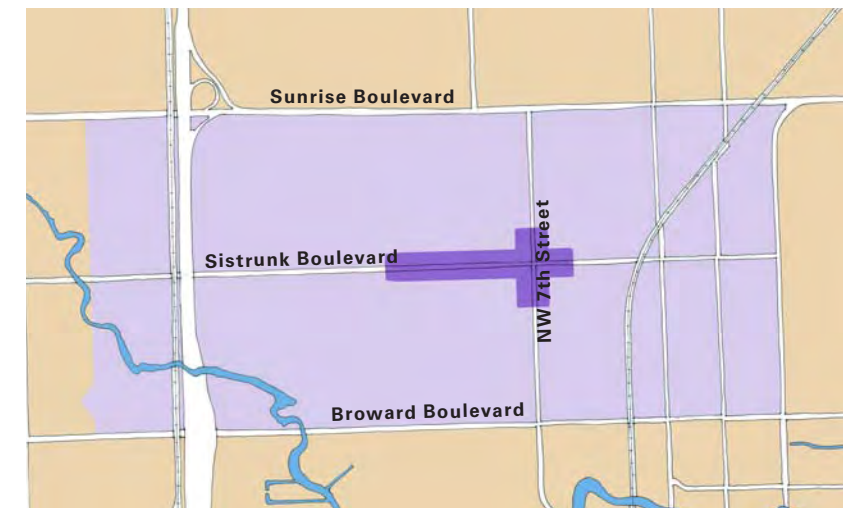
Short-term Development Vision (3-5 years)



Long-term Development Vision (5-10 years)



Aerial view of Sistrunk Boulevard at NW Seventh Avenue (Existing Conditions)



Site location map



The reconstruction of Sistrunk Boulevard and its conversion from a four lane street with limited on-street parking to a three lane street (two east bound and one west bound) with dedicated street parking will calm traffic and also restore Sistrunk Boulevard (historic “Sixth Street”) to the local neighborhood shopping street that it once was.

Sidewalks will be widened from 7'-6" to 15'-6" allowing for sidewalk cafes and sidewalk vending. New street trees along the curb line will provide both aesthetic improvement and shade. A permanent parking lane on the north side of Sistrunk will provide short term parking for businesses and will also act as a buffer for pedestrians. Additional trees can be planted intermittently in the parking lane to provide additional shade.

The south side of Sistrunk will have two lanes of traffic east-bound in the morning rush hour (7:00 am to 9:00 am) on weekdays. However, at all other times on street parking will be permitted for shoppers and restaurant patrons.

New buildings along Sistrunk west of Seventh should be multiple stories in height with ground floor retail. Single-story structures are discouraged. Upper floor uses can be retail, housing, or offices. An off-street parking strategy, including a combination of paved surface lots behind buildings and parking garages, particularly at the intersection of Sistrunk and NW 9th Avenue, will need to be devised as new development occurs along Sistrunk Boulevard. East of Seventh Avenue multi-story buildings are envisioned with parking garages behind the buildings and shielded from view.



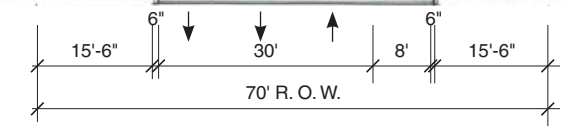
Proposed new infill and restored buildings and street improvements along Sistrunk Boulevard at NW 10th Avenue (looking west)



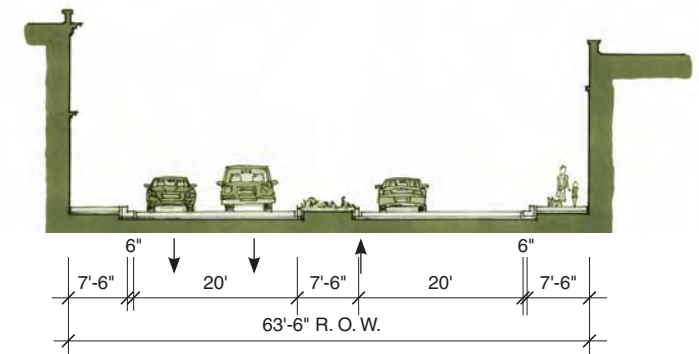
Existing conditions along Sistrunk Boulevard at NW 10th Avenue (looking west)



Parking strategy for Sistrunk Boulevard  
■ SURFACE PARKING ■ ON-STREET PARKING  
■ STRUCTURED PARKING



Proposed street section along Sistrunk Boulevard looking west



Existing street section of Sistrunk Boulevard



Seventh Avenue, with a number of vacant properties, offers the opportunity for higher density development between Sistrunk and Broward Boulevards.

A key to the revitalization of Seventh is the reconstruction of the street as a high amenity urban boulevard, including 22' sidewalks (10' area for cafes, 7' pedestrian area, and 5' planting strip for trees and lighting), on street parking on both sides, one lane of traffic in each direction, and a 10' planted median.

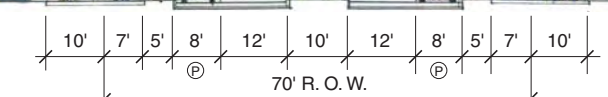
Two density variations are illustrated in the street sections: three/four story buildings; and eight story buildings. An average building height between the two variations offered is preferred. A variation in the building height is acceptable along Seventh Avenue as long as architectural and urban design practices are of high quality and consistent with the goals of the CRA. As along Sistrunk Boulevard, parking lots and structures will be behind the buildings and not visible from Seventh.



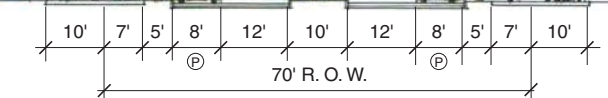
Proposed new mixed use building and street improvements along NW Seventh Avenue (looking north)



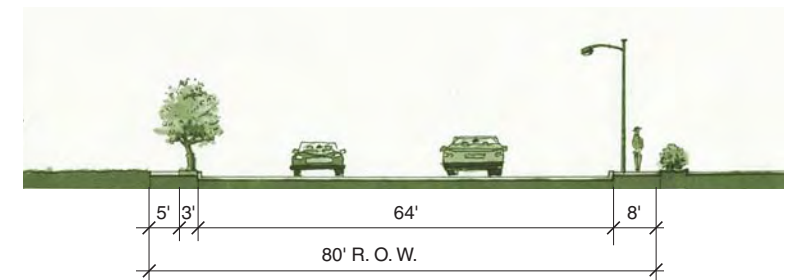
Existing conditions on NW Seventh Street at Sistrunk Boulevard (looking north)



Proposed street section along Seventh Avenue showing 8 story buildings



Proposed street section along Seventh Avenue showing 3 story buildings



Existing street section along Seventh Avenue



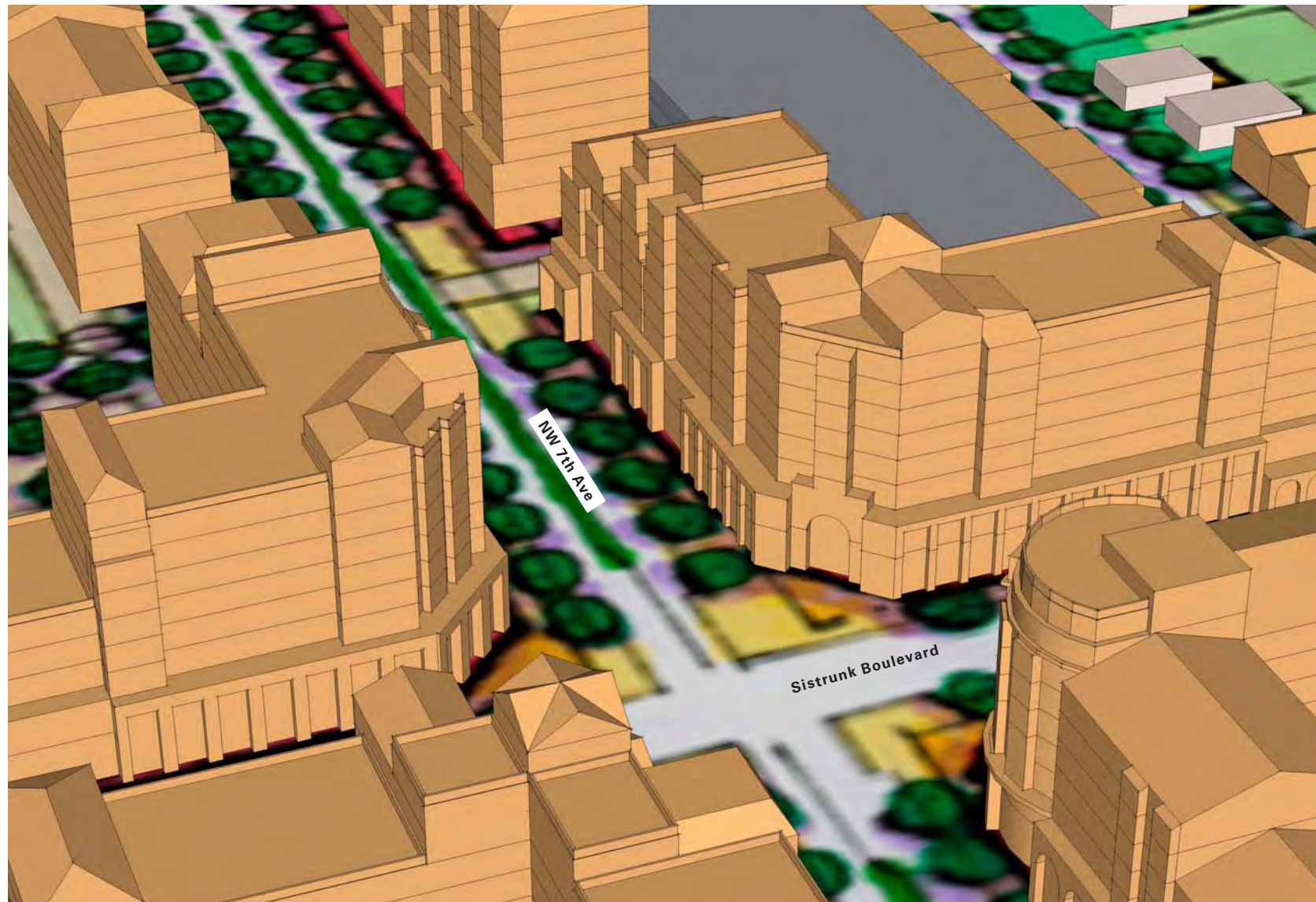
The intersection of Sistrunk and Seventh will be an important new address for Fort Lauderdale. The public realm will need to be upgraded to reflect and reinforce that new status. The buildings on all four corners should be chamfered at 45° to provide plaza space where outdoor seating, art, fountains, kiosks, and vending can be located. Buildings at this intersection should have a maximum, average height of 8-10 stories. Corner features should be prominent, while the rest of the building should be designed to step down from the maximum, average building height. The goal is to create a vibrant retail center for Fort Lauderdale, as well as a safe and populated gathering place for the local community.



(FAR LEFT) Detail plan of Sistrunk Boulevard and Seventh Avenue  
(LEFT) Aerial of Existing Conditions



(TOP) View of buildings at Seventh Avenue and Sistrunk Boulevard (looking southwest)  
(BOTTOM) View of buildings at Seventh Avenue and Sistrunk Boulevard (looking northwest)



Aerial view of proposed intersection between Sistrunk Boulevard and Seventh Avenue (looking southwest)



# CRA Small Business Development Initiative

A specific focus on small business development, particularly services, retail, professional offices, and destination attractions are the target of this redevelopment initiative. Sistrunk Boulevard, NE 3rd Avenue and Andrews Avenue provide opportunities for entrepreneurs to successfully invest in these types of business opportunities because of their strategic locations within the CRA. This initiative would involve the revision of the existing parking requirements, the utilization of CRA funds to offer incentives to attract and support businesses that are willing to locate in the area, and the dedication of CRA funds to market these areas for strategic development.

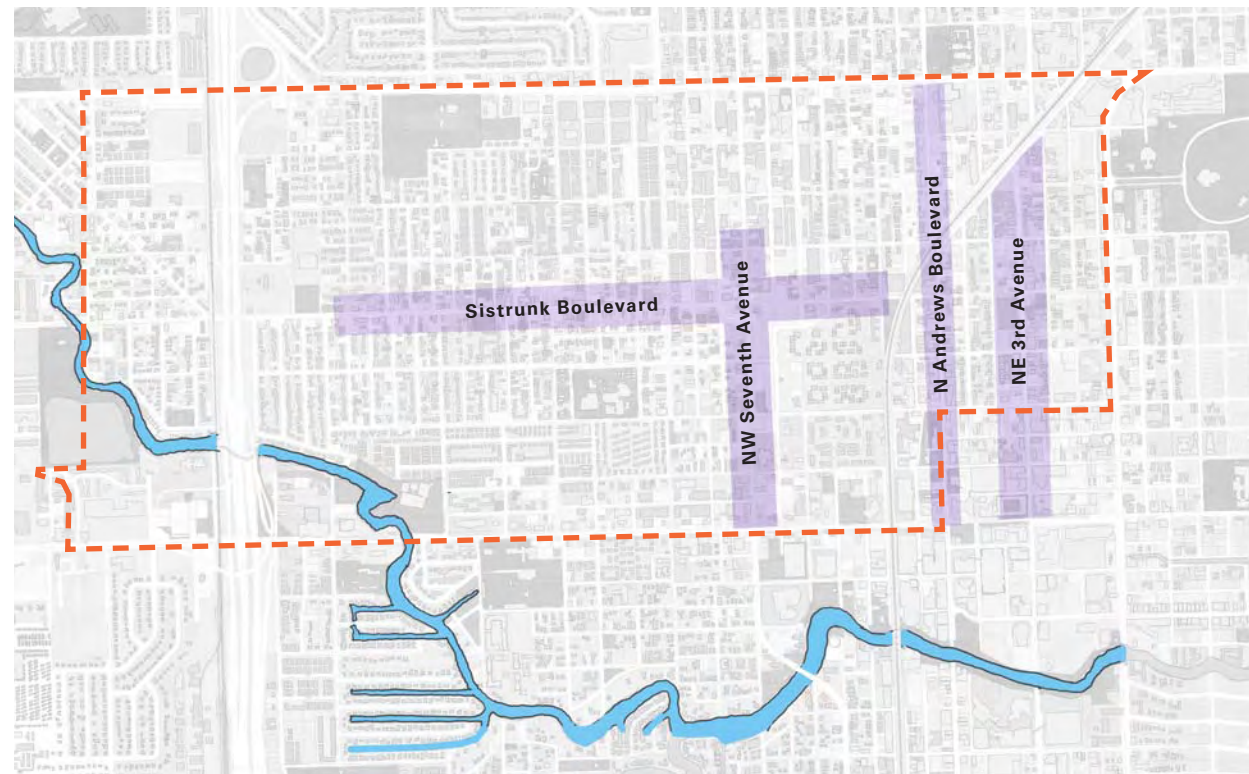
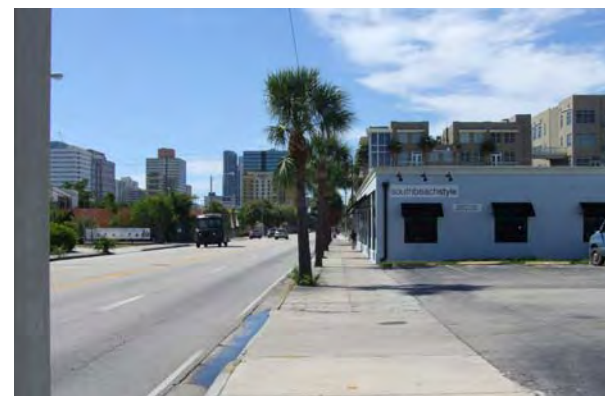


Diagram illustrating new CRA initiative in four targeted areas for small business and retail development



Photo of potential development sites for small businesses along Sistrunk Boulevard



Existing small businesses located on Andrews Avenue



Precedent photo of existing small businesses located on Second Street



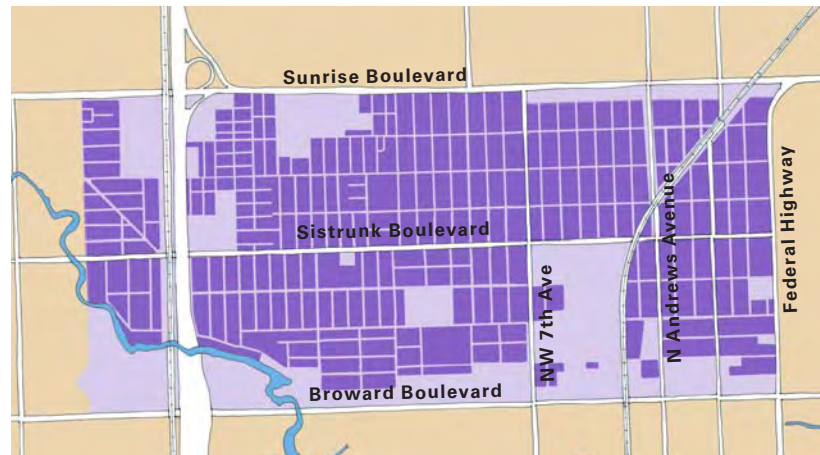
Precedent photo of Las Olas Boulevard



## Infill Housing

The Infill Housing Initiative builds on the success of the Dorsey Riverbend and Sweeting Estates infill housing projects. There are many areas in the CRA district where vacant properties or sub-standard buildings are located that provide additional infill housing opportunities, particularly for single family detached and attached townhouses. This section will outline design guidelines for infill residential development. This initiative will fulfill many of the housing guiding principles, such as mixed income housing, increasing home ownership and developing vacant lots for housing.

The CRA area is well located in the region for access to jobs, education, and health services, making it a highly desirable address for housing, particularly single family housing for all income groups. The success of Dorsey Riverbend and Sweeting Estates documents the pent up demand. With the various CRA, City, State, and Federal housing programs available, the continuation of new infill housing in the district is achievable. On the pages following is an infill housing strategy including illustrated design guidelines for lots and buildings.



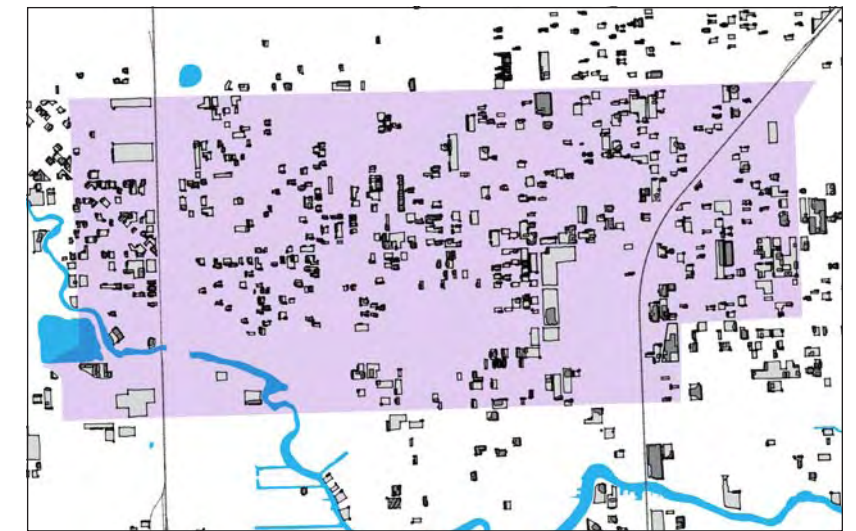
(TOP) Aerial view of single family infill housing  
(LEFT) Residential blocks with potential full infill



Identified as grey colored squares and rectangles in the X-Ray diagram to the right, the vacant infill parcels are numerous in the CRA area. Some are publicly owned, some are privately owned, and some are tax delinquent. These are opportunity sites. The larger scale drawing to the right shows a typical area south of Sistrunk between Nineteenth and Fifteenth Avenues with over forty vacant parcels.



Photo of existing vacant lot

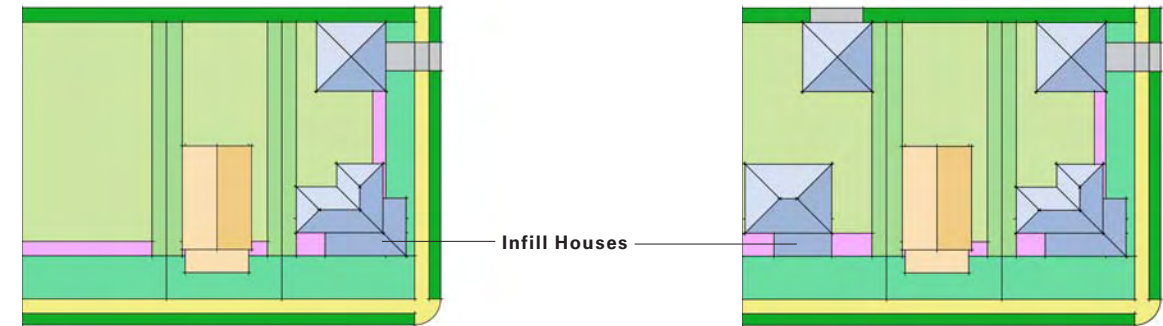
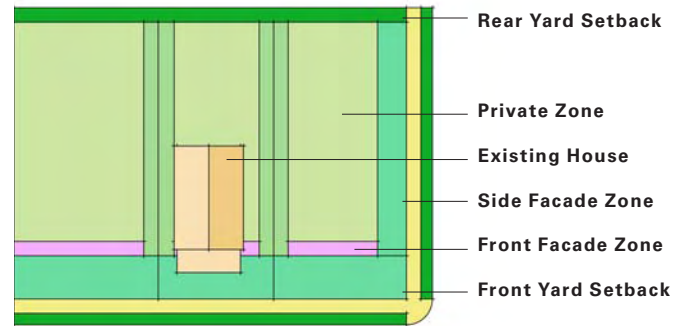


(LEFT) Plan detail illustrating vacant parcels  
 (TOP) X-Ray of Vacant Land  
 (BOTTOM) Photo of showing construction of new infill housing

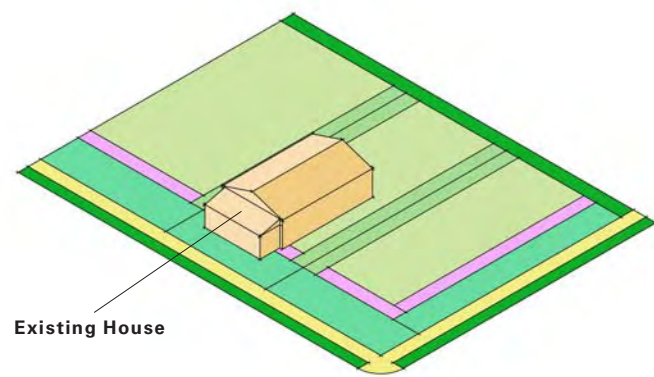
© 2008 URBAN DESIGN ASSOCIATES



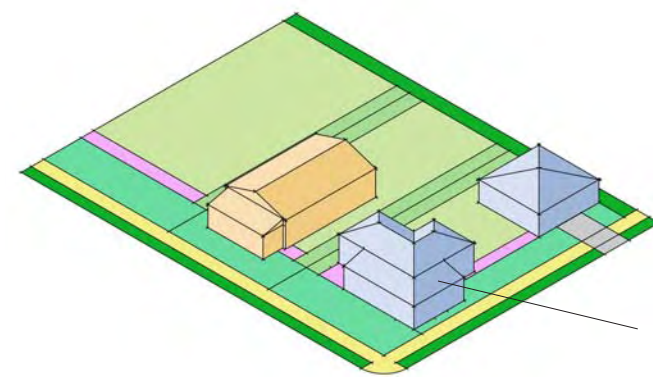
The illustrations on this page show guidelines for new infill housing for corner lots and mid-block lots, including front, rear, and side yard setbacks and locations of front facades and porches. Detached garages could have second floor accessory units to supply affordable housing units and to be a source of income for home owners.



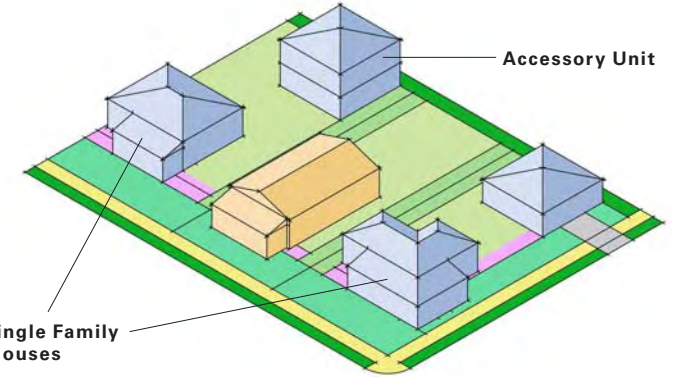
Aerial view of infill single family housing



(TOP) Plan of existing single family house with a vacant corner and midblock lot  
(BOTTOM) Diagram of existing single family house with a vacant corner and midblock lot



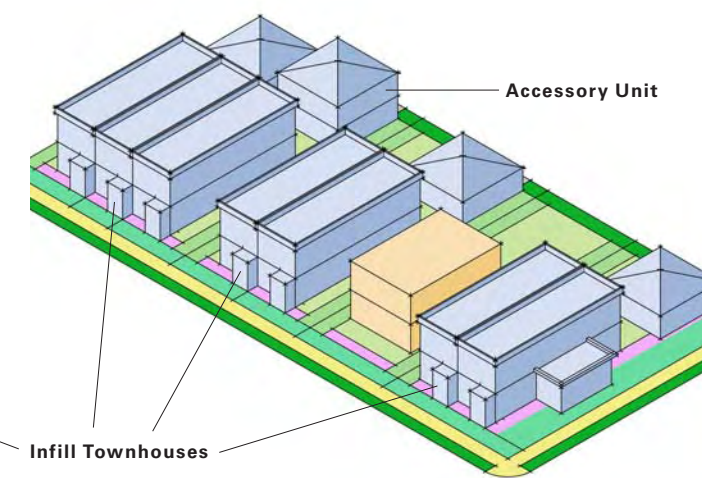
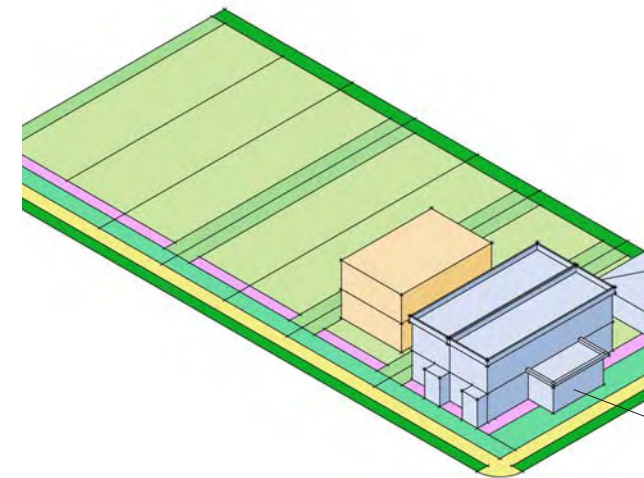
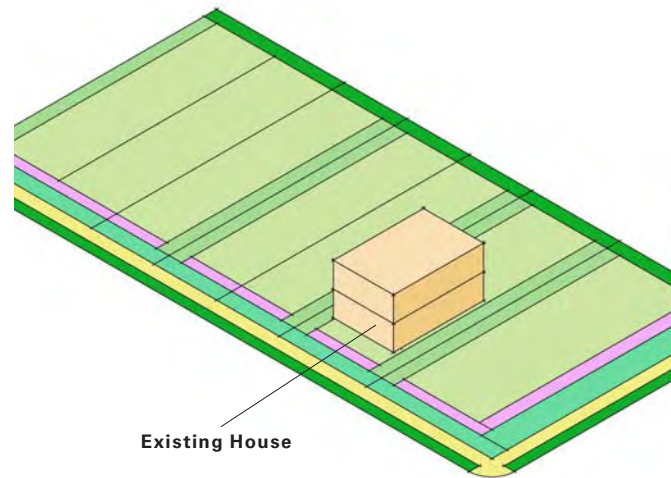
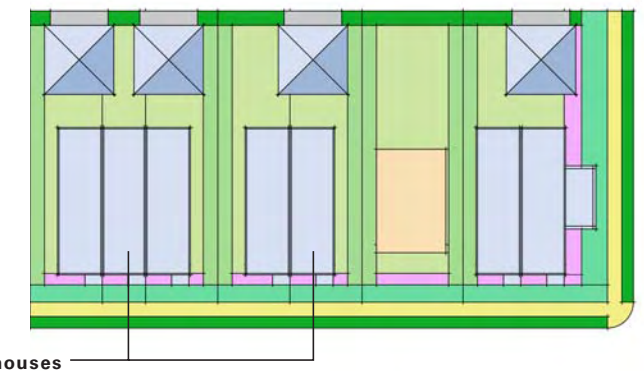
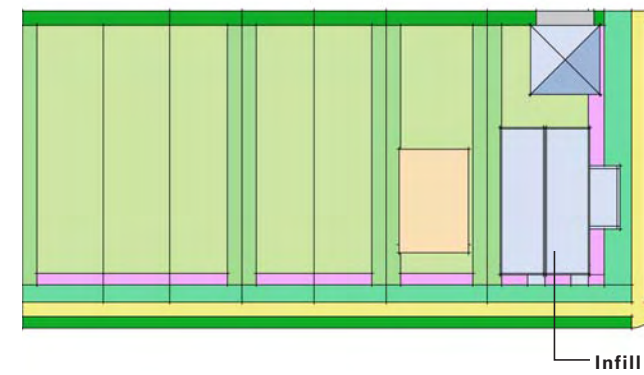
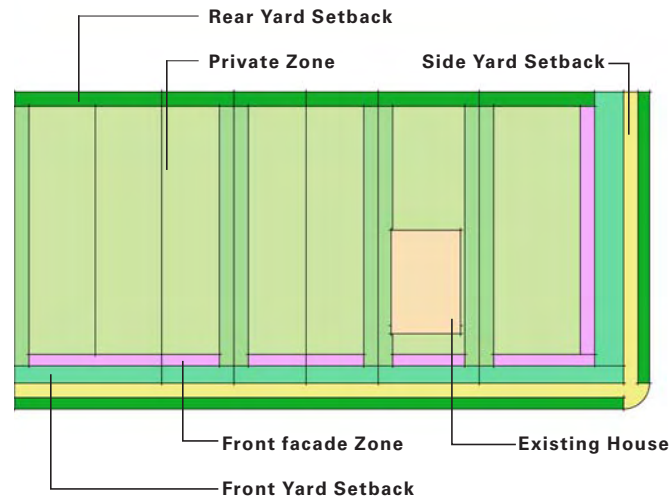
(TOP) Plan of corner lot infill single family house  
(BOTTOM) Diagram of corner lot infill single family house



(TOP) Plan of corner and mid-block infill single family houses  
(BOTTOM) Diagram of corner and mid-block infill single family houses (with accessory unit above garage)



This page illustrates how new attached townhouses could fit into an existing block when multiple adjacent vacant lots can be assembled. As with the single family infill units, setbacks are illustrated and detached garages could include second floor accessory units.



(TOP) Plan of existing townhouse with a vacant corner and midblock lot  
(BOTTOM) Diagram of existing house with a vacant corner and midblock lot

(TOP) Plan of corner lot infill townhouses  
(BOTTOM) Diagram of corner lot infill townhouses

(TOP) Plan of corner and mid-block infill townhouses  
(BOTTOM) Diagram of corner and mid-block infill townhouses (with accessory unit above garage)



Aerial of attached infill housing



# Connections and Green Streets

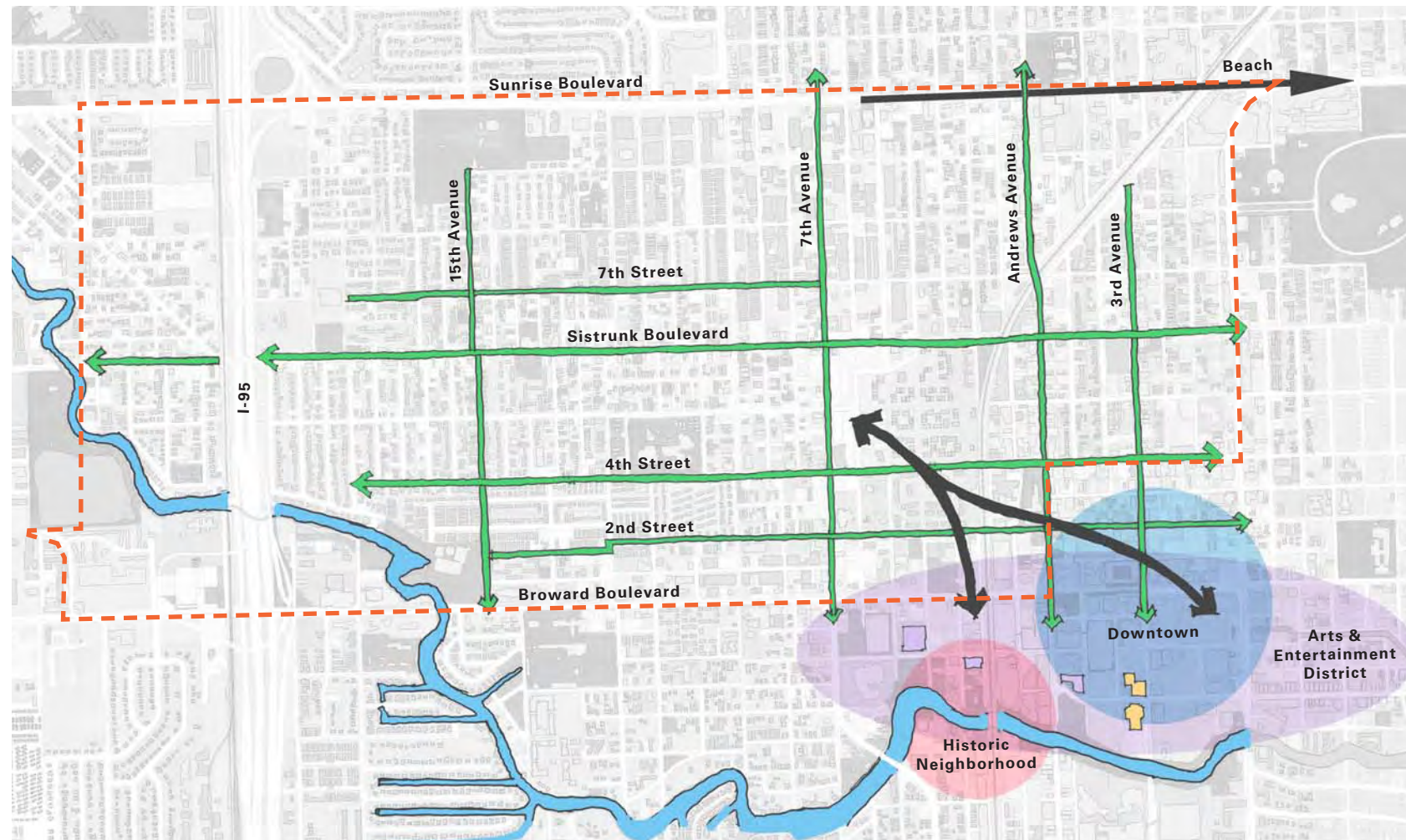
## CONNECTIONS

One of the most important Urban Design and Development Principles that emerged from the planning process was “Connections,” including:

- » Connect to jobs and services (Downtown, the beach).
- » Increase transit access.
- » Connect neighborhoods parks, schools, and housing with “green streets.”
- » Provide access to the New River and the Riverwalk.
- » Provide safe pedestrian access across Broward Boulevard, Sunrise Boulevard, Federal Highway.

One of the key connections identified was the NPF CRA proximity to the Downtown, particularly along NW Seventh Avenue, Andrews Avenue and NE Third Avenue. Capitalizing on this proximity would strengthen access to key assets such as:

- › Jobs
- › Services
- › Shopping
- › Dining and entertainment
- › New River
- › Riverwalk
- › Museum of Discovery and Science
- › Old Fort Lauderdale Museum of History
- › Museum of Art
- › Florida Atlantic University
- › Broward Community College



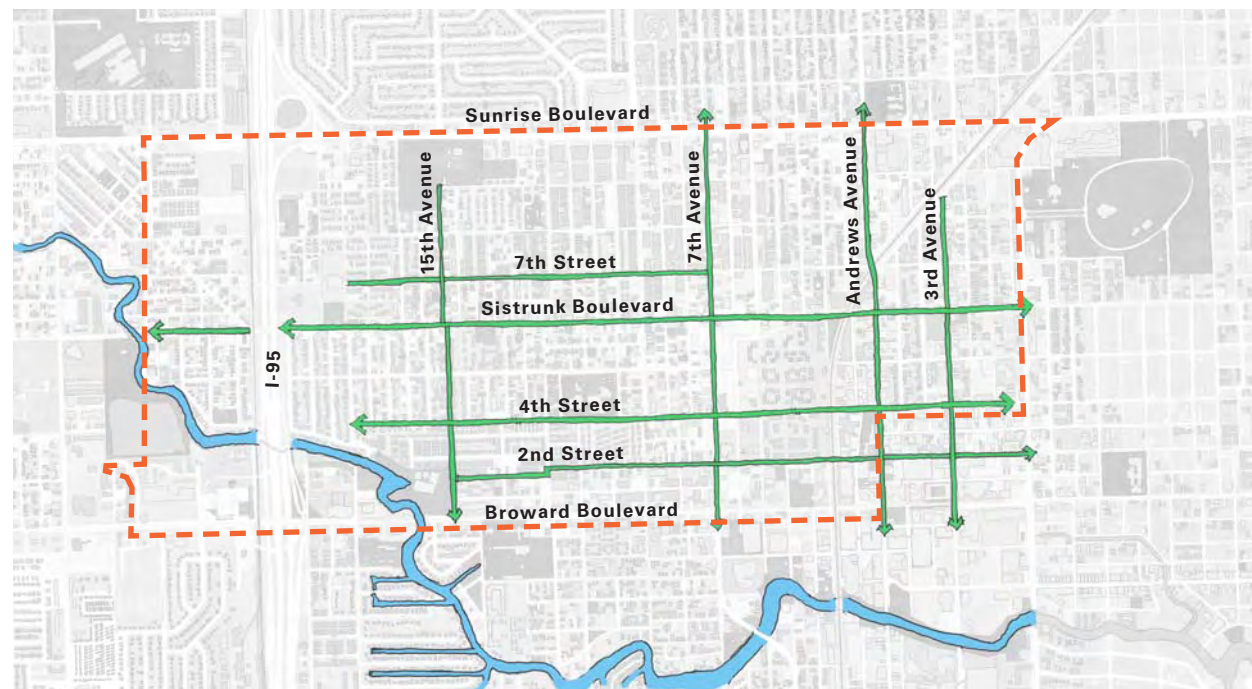
Connection diagram illustrating Green Streets and enhanced connections to downtown and the beach

- GREEN STREET
- TO DOWNTOWN AND THE BEACH
- ARTS AND ENTERTAINMENT DISTRICT
- HISTORIC NEIGHBORHOOD
- DOWNTOWN OFFICES AND JOBS

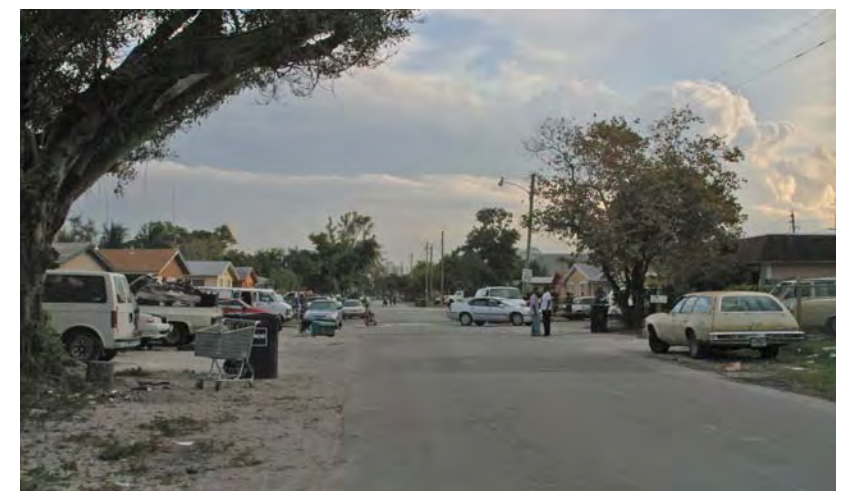


GREEN STREETS

Physical enhancements to some of the streets throughout the area will have a long-term effect on development in the area. The “Green Street” program will be accomplished by using a consistent design theme for high-quality landscaping improvements when streets that are highlighted as connecting corridors are improved or planned for future improvements. The image below highlights which streets have been identified for this design principle to be used through the target area. To the right is a perspective view of how a typical neighborhood street might look after new infill housing was constructed following the form of the proposed building design and “green street” guidelines for the area.



(ABOVE) Illustration showing typical Green Street connections in residential neighborhoods  
 (BELOW) Green Streets Diagram



Photos of existing street conditions in the Northwest neighborhood ideal for “Green Street” improvements



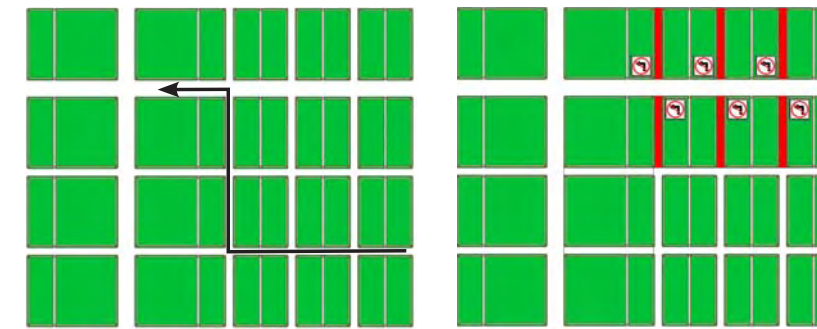
# Traffic Calming Strategies

The redevelopment area is a unique place because of its proximity to some of the most heavily traveled East/West arterials in Broward County – Sunrise and Broward Boulevards. To offer a better quality of life to area residents, and to respond to the effects of cut through traffic and speeding, several traffic calming strategies are proposed. These should be considered to be alternatives to closing off neighborhood streets. The options include:

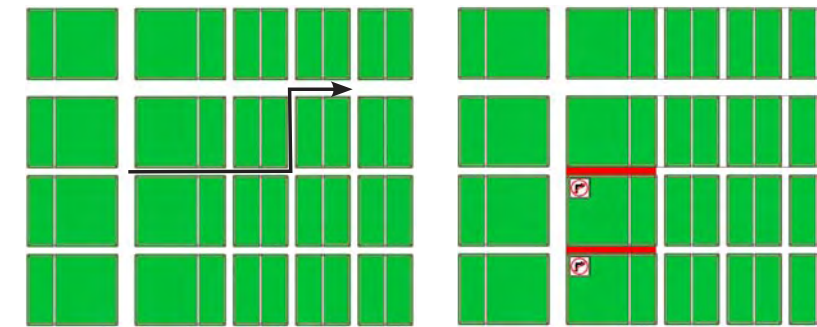
- » Left and Right Turn Restrictions
- » One-Way Traffic Flow
- » Speed Bumps
- » Roundabout
- » Single Lane Entry “Gateway”
- » Raised Pavement
- » Diagonal Street Closure
- » Single Lane Entry “Chicane”



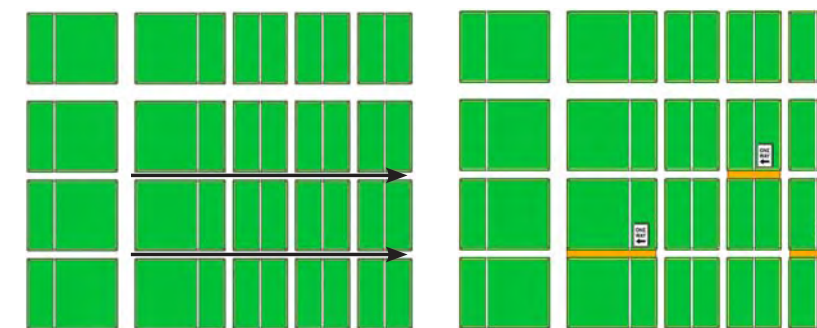
Existing conditions with traffic barriers



- Left Turn Restrictions**
- » Peak hour or full time
  - » Inexpensive
  - » Easily monitored



- Right Turn Restrictions**
- » Peak hour or full time
  - » Inexpensive
  - » Easily monitored



- One Way Traffic Flow**
- » May involve individual blocks only
  - » Easily monitored
  - » Minimal impact on residents

—————▶ DIRECTION OF CUT-THROUGH TO BE DISCOURAGED





**Speed Bumps**

- » Low cost
- » Fits in typical residential street intersection
- » Assures speed reduction



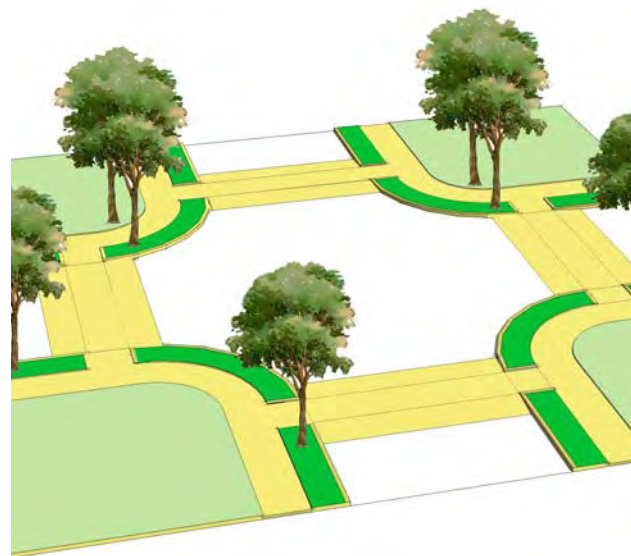
**Roundabout**

- » Calms all four approaches
- » Fits in typical residential street intersection
- » Highly visible
- » Assures speed reduction
- » Good traffic control device in place of signal



**Single Lane Entry "Gateway"**

- » Restrict view into and from the neighborhood
- » Requires yield



**Raised Pavement**

- » Reduces travel speeds
- » Fits in typical residential street intersection
- » Does not change sidewalks
- » Provides accessible crosswalks



**Diagonal Street Closure**

- » Very effective for cut through traffic control
- » Low cost
- » Fits in typical residential street intersection
- » Does not require turn-arounds
- » Does not change sidewalks



**Single Lane Entry "Chicane"**

- » Restrict view into and from the neighborhood
- » Can appear to be a gate
- » Requires yield



# Implementation

The core intent of the NPF CRA Implementation Plan is to accomplish the eight goals stated in the executive summary. The Implementation Plan goals re-stated are as follows:

- 1 Aggressively pursue the redevelopment of all vacant properties at the intersection of NW 6th Street and NW 7th Avenue for large-scale development.
- 2 Strategically redevelopment large, underutilized sites to be compatible with the overall vision of the CRA, including the Trash Transfer facility, the Mizell Center and the Concrete Plant.
- 3 Make changes to the Zoning Code to make parking requirement more compatible with development goals and eliminate inconsistencies in project development review process.
- 4 Create and implement area wide design guidelines.
- 5 Continue to promote home ownership opportunities by utilizing vacant lots for infill housing.
- 6 Create positive redevelopment opportunities through the development of the 7th and 9th Connector.
- 7 Implement traffic calming measures to mitigate the affects of cut-through traffic.
- 8 Specifically target and attract specific industries to establish a presence in the area.

It should be noted that elements of this Plan, or the impact therein, would be completed through collaboration with several City agencies. Continued coordination and dialogue will be necessary to ensure successful implementation and long-term success of the strategies and recommendations to be carried forward by this effort.

Many resources, both public and private, will have to be mobilized to implement the Northwest/Progresso/Flagler Heights Implementation Plan. Many projects will require multiple funding sources and varying levels of participation from the NW CRA. The development implementation tools and mechanisms fall into six categories:

- 1 Management
- 2 Regulatory
- 3 Public Finance and Investment Strategy
- 4 Key Initiatives
- 5 Leveraging Private Investments and Community Assets
- 6 Marketing

## MANAGEMENT

As defined via the goals and objectives established in the 1995 NW CRA Plan, the NW CRA is the lead agency to initiate projects, partner with private developers, to acquire and dispose of real estate assets, and to coordinate public investments in housing, commercial development, infrastructure, and other neighborhood amenities. To accomplish the goals of the implementation plan the agency should have proper staff and other resources.

To remain committed to the strategies and initiatives highlighted in the Implementation Plan it will be necessary to review and update annually progress towards in the progress made a list of priority projects and an implementation time line.



#### REGULATORY

Amendments to the Fort Lauderdale zoning code, in particular parking and design requirements, are needed to be consistent with the uses, densities, and public amenities proposed in the plan.

Regulatory changes would specifically consist of the CRA working with the appropriate departments, including City Attorney and Planning, to draft code amendments that would among other things:

- » Create a parking solution that will support commercial and retail development strategies along Sistrunk Blvd., Andrews and NE 3rd Ave.
- » Amend certain sections of the zoning code to ensure compatibility between development projects and the goals of the Implementation Plan.
- » Use the Implementation Plan document as the resource to create the planning and urban design framework for the NW CRA that can be easily translated and followed for the long-term success of redevelopment in the target area.

Since 1995 and over the years afterwards, a great number of studies and plans have been initiated to substantiate the need for change, but without much success. For example, the planning work done by Wallace, Roberts and Todd (WRT) for the initial plans for the Sistrunk Blvd redesign project and the Flagler Heights Precinct Plan/Downtown Master Plan Amendments have created some great framework models that will be utilized to help formulate the technical basis by which these changes will be considered. In addition, the community has continuously been involved in creating a neighborhood-planning framework as demonstrated by its participation in the 1999 Marjorie Davis Charrette.

It is the intent of the implementation plan to reconcile the many visions, planning strategies and recommendations that have been developed and supported over the many years.

#### PUBLIC FINANCE AND INVESTMENT STRATEGY

The CRA was created to provide the City of Fort Lauderdale with the ability to use tax increment financing (TIF) to make investments in public infrastructure, such as streetscapes, parks, and parking, to support private development. TIF revenues have been the primary resource of revenue for operations and capital expenses for the NW CRA. Some funding has been provided through the Community Development Block Grant program, but funds from this source have been unavailable in recent years due to funding cuts at the federal program level. Although TIF revenues have been strong for the past few years careful planning should ensure that reserve funds are available to cover any shortfalls in operating or capital project budgets in future years.

The 2004 NW CRA Bond issuance in the amount of \$17,579,984 have allowed annual revenues to be complemented by providing much needed upfront funding for capital projects in Sweeting Estates, Dorsey Riverbend, Flagler Village and the Midtown Business District. The largest allocation of funding through this issuance is dedicated to the infrastructure improvements associated with narrowing Sistrunk Blvd from 4-lanes to 3-lanes.

The NW CRA utilizes incentives through a variety of programs that were created when the initial strategic finance plan was created in 2001. The objectives of the incentive programs need to be con-

tinuously reviewed and amended to ensure optimal return on investment and desired community impact.

Additional public finance opportunities should continue to be part of the strategy to maximize the use of state and federal resources. The NW CRA should annually review its opportunities to seek special purpose grants and government loans such as:

- » Federal, State and County Grant Programs for things such as neighborhood improvements, local streets, public space, and parking; and
- » Community Development Block Grant and HUD 108 Loan
- » State Enterprise Zone Program
- » Florida Housing Finance Corporation and Broward County Housing Finance Authority
- » Federal Home Loan Bank Economic Development & Growth Enhancement Program (EDGE Loan)

#### KEY INITIATIVES

On-going CRA initiatives in the Flagler Heights, Dorsey Riverbend, Sweeting Estates and Midtown Business District should continue to be a focus of the CRA. Five new initiatives, identified in more detail in the implementation plan, provide a more comprehensive approach to the overall development of the area. These initiatives provide a careful balance of strategic development opportunities and a diversification of potential tax increment revenue resources by identifying projects that touch all market segments available for development within the target area.



#### LEVERAGING PRIVATE INVESTMENTS AND COMMUNITY ASSETS

The NW CRA should continue to create partnerships to attract private capital investment and job creation. By utilizing the very unique and broad powers of the CRA financial and non-financial incentives might be used to leverage development investments into projects that include the following list of agents for change:

- » Private developers (local and national)
- » Equity investors
- » Banks and institutional lenders (Community Reinvestment Act of 1977)
- » Purchasers of Low Income and New Markets Tax Credits
- » Private and corporate foundations, such as Ford, Annie E. Casey, Enterprise, Graham, etc.
- » Volunteer activities and sweat equity

The NW CRA will be able to monitor and measure a return on these investments by annually observing a variety of economic indexes such as, per capita income, median household income, increases in total taxable value and increases in tax increment revenue

#### MARKETING

The NW CRA is in a unique, yet prime location within the City of Fort Lauderdale. The analysis conducted during the exploratory phase of the implementation plan has confirmed the untapped potential in creating linkages to the adjacent market areas and opportunities that border the target area. Since its inception the agency has used its funds strategically to market certain projects, programs or initiatives. Over the past several years CRA marketing has consisted of a contribution to the Flagler Village marketing initiative, upgrades to the agency website, a revamped newsletter and increased signage to highlight CRA development opportunities along the Sistrunk Blvd corridor.

The NW CRA should use the implementation plan to establish a marketing strategy that will continue to speak about the benefits of the area to potential developers, residents, entrepreneurs and small business owners. An initial strategy would be to use existing market information to present data to highlight the untapped purchasing power that exists in an underserved market and explain why the CRA is a good location to do business.

Due to the diversity of the many neighborhoods and demographics information included in the NW CRA area, the marketing approach will include strategic and practical targeted approaches to take advantage of all the variety of hidden assets that the entire CRA has to offer.



SUMMARY OF IMPLEMENTATION PLAN ISSUES AND SOLUTIONS			
ISSUE	RECOMMENDATION(S)	RESPONSIBLE PARTY	DELIVERY DATE
Existing Parking requirements that limit mixed-use and commercial development along Sistrunk Blvd., Andrews and NE 3rd Ave	Amend the existing ULDR to modify mixed-use and commercial parking requirements to encourage development; Utilize certain, stand-alone CRA/City properties for short-term parking solutions where available; Begin to plan the development of a parking facility(s) to handle the long-term parking needs of the target areas	CRA Planning Legal	8 to 12 months
Existing zoning code/ULDR requirements are somewhat inconsistent with development vision; most projects must obtain variances, adjustments in order to get through DRC	Amend existing ULDR to create compatibility between past and current vision of the NPF CRA and existing code requirements. Amend the existing code to accelerate the development review process for all projects within the NPF CRA area.	CRA Planning Legal	8 to 12 months
Development and design guidelines only exist in the Flagler Village section of the NPF CRA, leaving the rest of the area without clear, articulated design guidelines for development	Develop Comprehensive Urban Design Guidelines for the entire NPF CRA	CRA Planning	8 to 12 months
Use the data generated from the new market study to develop a revamped marketing strategy that will continue to attract developers, residents, entrepreneurs and small business owners	Development of a marketing program that will help accomplish the goals of the Implementation Plan	CRA PIO Consultant	3 to 4 months
Use CRA financial incentive tools to leverage private-sector development investments	Utilize public finance opportunities that maximize the use of state and federal resources Raise additional funds to assist redevelopment projects › CRA Revenue Bond › HUD Section 108 Loan	CRA Finance Housing and Community Development	6 to 8 months



# APPENDIX

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# Appendix of Conceptual Design Opportunities

IN ADDITION TO the design work done to develop conceptual design ideas for the five initiatives included in the body of the Implementation Plan, an appendix of conceptual design opportunities has been put together for other potential redevelopment sites to provide an urban planning framework for decision-making. These include:

- » Waste Transfer/Incinerator Site (Lincoln Park Area)
- » Concrete Plant Facility (West Sunrise Boulevard/I-95)
- » Mizell Center
- » Junkyard Site (East Sunrise/I-95)
- » NW 7th/9th Crossover Alternatives
- » Sistrunk Boulevard Median Alternatives
- » Median Kit-of-Parts

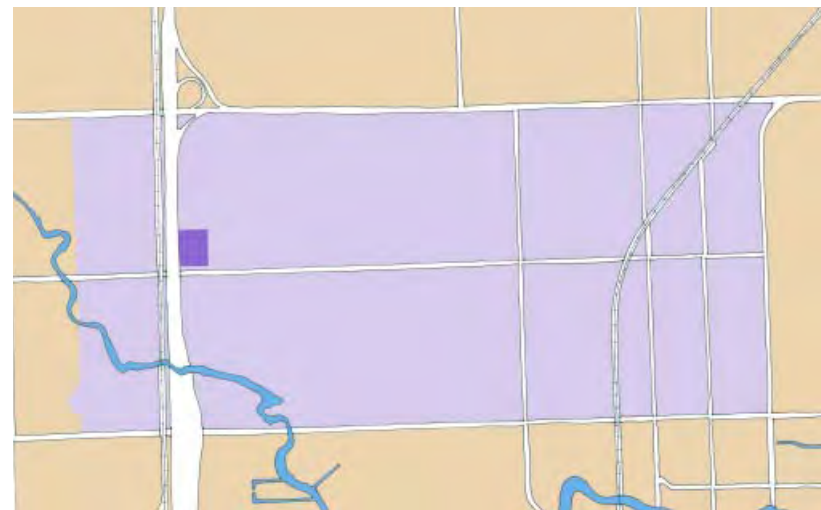


# Waste Transfer/Incinerator Site

The conceptual design approach for this site integrates the site back into the adjacent neighborhood. The right developer could deploy a first-class urban redevelopment project by converting the existing site into a location for housing (townhouses and condominiums) and small commercial (retail and office) users.



- COMMERCIAL BUILDINGS
- RESIDENTIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- PARKS AND OPEN SPACE
- VACANT BUILDINGS
- VACANT LAND



(TOP) Waste transfer site outlined in red  
(BOTTOM) Site location map

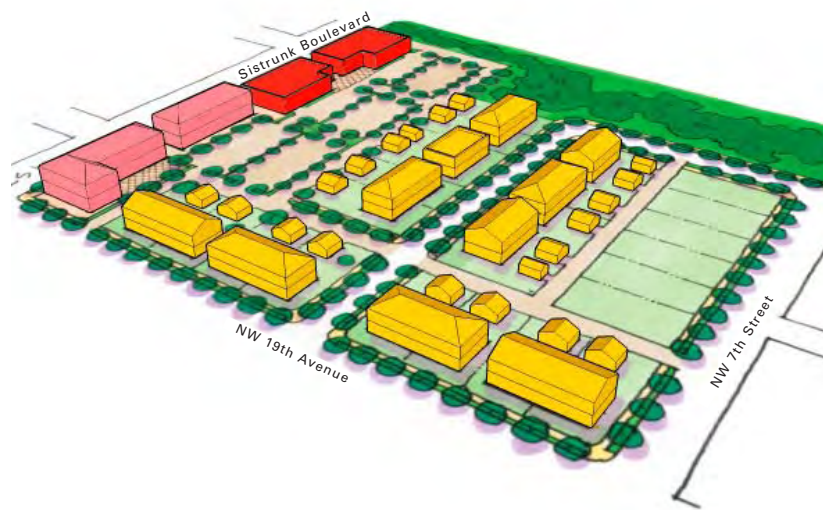


Photo of Lincoln Park looking toward the waste transfer site



The project concept shows residential uses closest to the adjacent Durrs neighborhood to the north, with Sistrunk Boulevard lined with retail and small offices to the south.

The development program might consist of a couple of mixed-use buildings with housing and first-floor commercial activity, a couple of commercial buildings for small office users and use of the remainder of the site to introduce townhouse units to allow the project to blend into the neighborhood.



Aerial view of development possibility. Yellow buildings indicate residential units, pink buildings represent mixed-use buildings, and red buildings are commercial.



- |                                |                                  |                  |                               |
|--------------------------------|----------------------------------|------------------|-------------------------------|
| EXISTING COMMERCIAL BUILDINGS  | EXISTING INSTITUTIONAL BUILDINGS | VACANT BUILDINGS | EXISTING INDUSTRIAL BUILDINGS |
| EXISTING RESIDENTIAL BUILDINGS | PARKS AND OPEN SPACE             | VACANT LAND      | PROPOSED MIXED USE BUILDINGS  |
| PROPOSED RESIDENTIAL BUILDINGS | PROPOSED INSTITUTIONAL BUILDINGS |                  |                               |

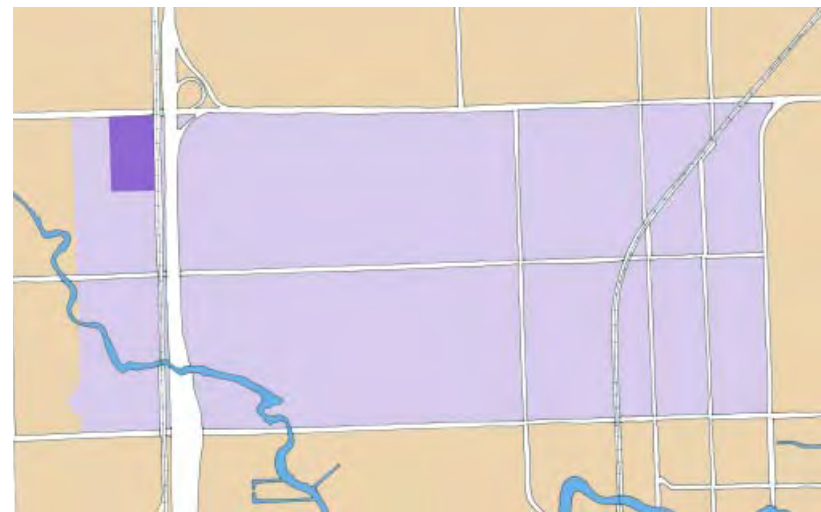


# Concrete Plant Facility

The conceptual design for this site fulfills the principle of creating gateways to the areas



- COMMERCIAL BUILDINGS
- RESIDENTIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- PARKS AND OPEN SPACE
- VACANT BUILDINGS
- VACANT LAND



(TOP) Concrete plant site outlined in red  
(BOTTOM) Site location map

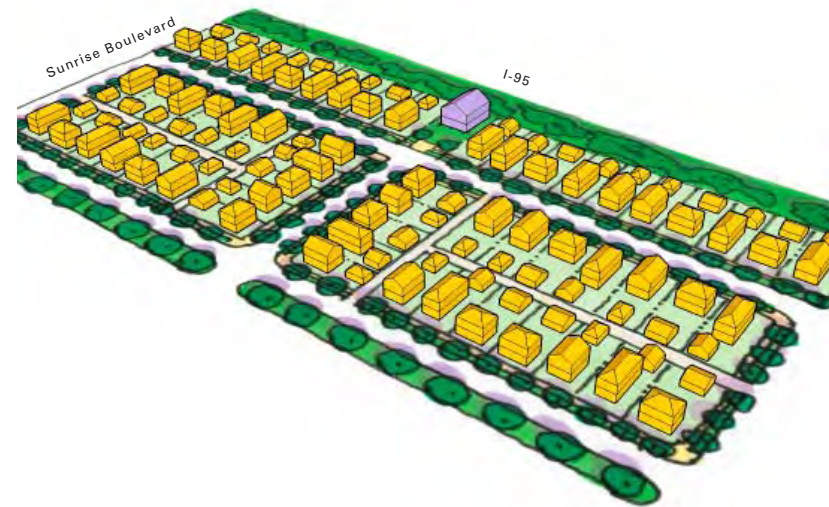


Photo of precedent neighborhood Victoria Park showing proposed street character for the extension of the neighborhood streets

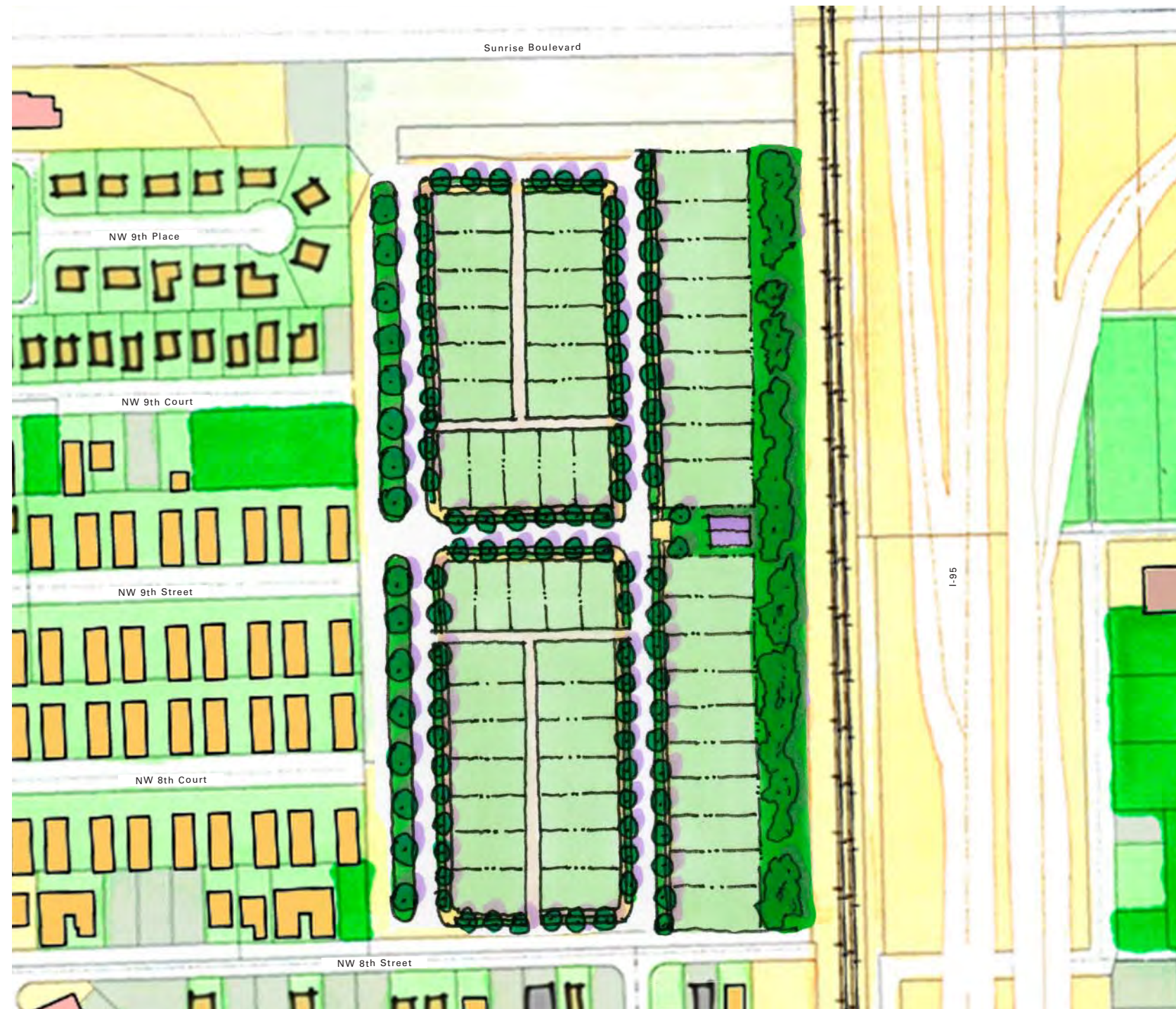


The conceptual design proposal removes the former industrial use and replaces it with a residential single family lot configuration. New residential blocks would be alley fed except where lots abut I-95. A landscaped raised buffer reduces traffic noise from highway.

A small park pavilion is also shown below and to the right (indicated in purple) which could serve as a picnic shelter in a small community park.



Aerial view of development possibility. Yellow buildings indicate houses and garages. The purple building is a park structure for community use.



- |                                |                                  |                  |                               |
|--------------------------------|----------------------------------|------------------|-------------------------------|
| EXISTING COMMERCIAL BUILDINGS  | EXISTING INSTITUTIONAL BUILDINGS | VACANT BUILDINGS | EXISTING INDUSTRIAL BUILDINGS |
| EXISTING RESIDENTIAL BUILDINGS | PARKS AND OPEN SPACE             | VACANT LAND      | PROPOSED MIXED USE BUILDINGS  |
| PROPOSED RESIDENTIAL BUILDINGS | PROPOSED INSTITUTIONAL BUILDINGS |                  |                               |



# Mizell Center

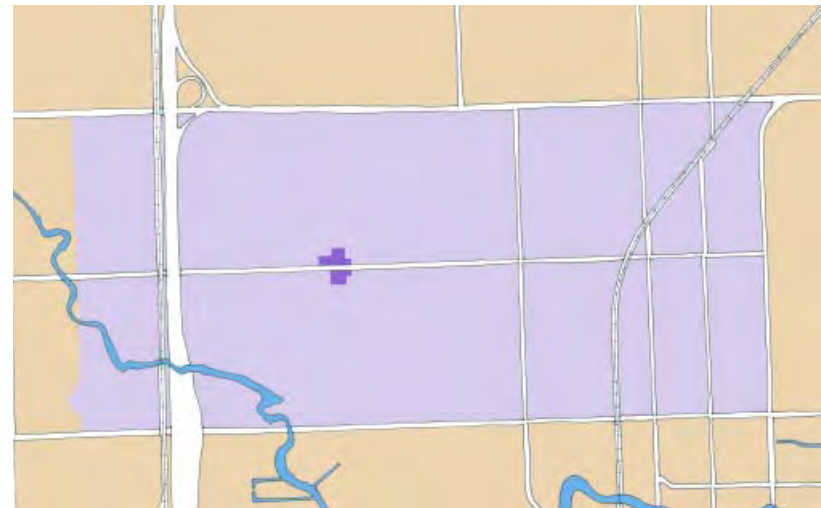
The Mizell Center has been a significant institution in the Northwest neighborhood. Public improvements to the building have been made over the years. It is anticipated that support from the City of Fort Lauderdale will continue. The concept plan proposal on the following page illustrates supportive developments adjacent to and across the street for the Mizell Center.



- COMMERCIAL BUILDINGS
- RESIDENTIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- PARKS AND OPEN SPACE
- VACANT BUILDINGS
- VACANT LAND



Photo of Mizell Center



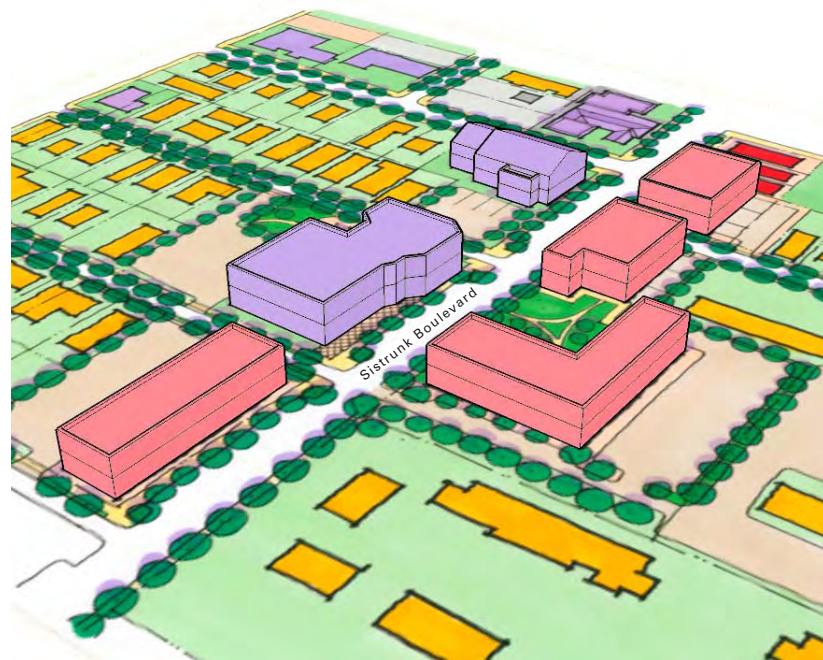
(TOP) Existing Conditions of the Mizell Center and surrounding blocks  
(BOTTOM) Site location map



Photo of Provident Park












The image to the right considers a minimum approach that would reopen NW 14th Terrace to through traffic and attract new development to the block west of the Mizell Center. The new development could consist of a small commercial building for small office needs and retail space. Future options could consider the consolidation of this site with city-owned holdings to the south of Sistrunk for a larger mixed-use development program, including a reconfigured Provident Park, new housing, municipal services, and retail.



Aerial view of development possibility. The purple building in the center is the existing Mizell Center, and the surrounding pink buildings represent mixed-use development for businesses, offices, and housing.



- |                                                                                                                      |                                                                                                                        |                                                                                                        |                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
|  EXISTING COMMERCIAL BUILDINGS    |  EXISTING INSTITUTIONAL BUILDINGS |  VACANT BUILDINGS |  EXISTING INDUSTRIAL BUILDINGS |
|  PROPOSED RESIDENTIAL BUILDINGS   |  PARKS AND OPEN SPACE             |  VACANT LAND      |  PROPOSED MIXED USE BUILDINGS  |
|  PROPOSED INSTITUTIONAL BUILDINGS |                                                                                                                        |                                                                                                        |                                                                                                                     |

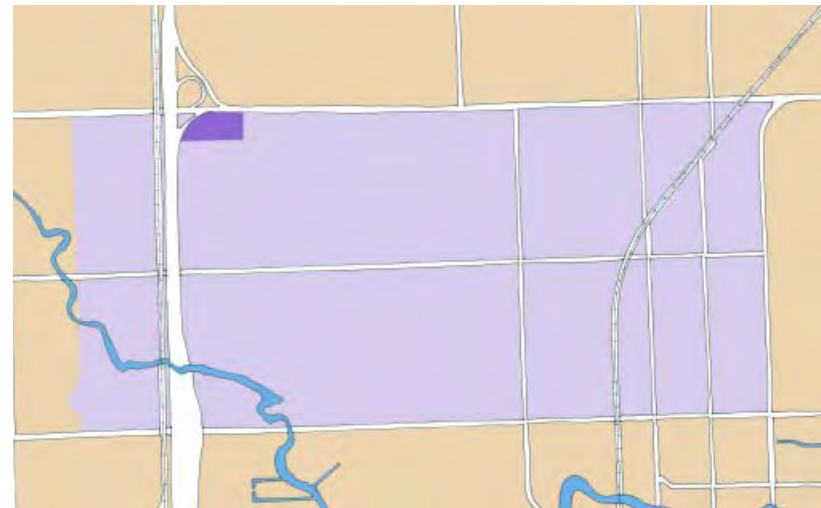


# Junkyard Site

Another opportunity to create a gateway exists at the Junkyard Site along Sunrise Boulevard on the east side of I-95. This site is seen as a blight by drivers as they enter Fort Lauderdale from the west. One way to improve this view would be to create a new park and housing. The plans on the following page shows a potential Phase I on the Junkyard site, and Phase II on the adjacent parcels if they can be acquired.



- COMMERCIAL BUILDINGS
- RESIDENTIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- PARKS AND OPEN SPACE
- VACANT BUILDINGS
- VACANT LAND



(TOP) Existing Conditions of the Junkyard site and surrounding blocks (proposed site outlined in red)  
 (BOTTOM) Site location map



Aerial photo of the site showing I-95 to the west and Sunrise to the north (proposed site outlined in red)















Aerial view looking towards the northwest. Infill housing is indicated in yellow, the pink building represents mixed-use, and the purple building is a community park building



PHASE I



PHASE II

- |                                                                                                                    |                                                                                                                        |                                                                                                        |                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
|  EXISTING COMMERCIAL BUILDINGS  |  EXISTING INSTITUTIONAL BUILDINGS |  VACANT BUILDINGS |  EXISTING INDUSTRIAL BUILDINGS |
|  EXISTING RESIDENTIAL BUILDINGS |  PARKS AND OPEN SPACE             |  VACANT LAND      |  PROPOSED MIXED USE BUILDINGS  |
|  PROPOSED RESIDENTIAL BUILDINGS |  PROPOSED INSTITUTIONAL BUILDINGS |                                                                                                        |                                                                                                                     |

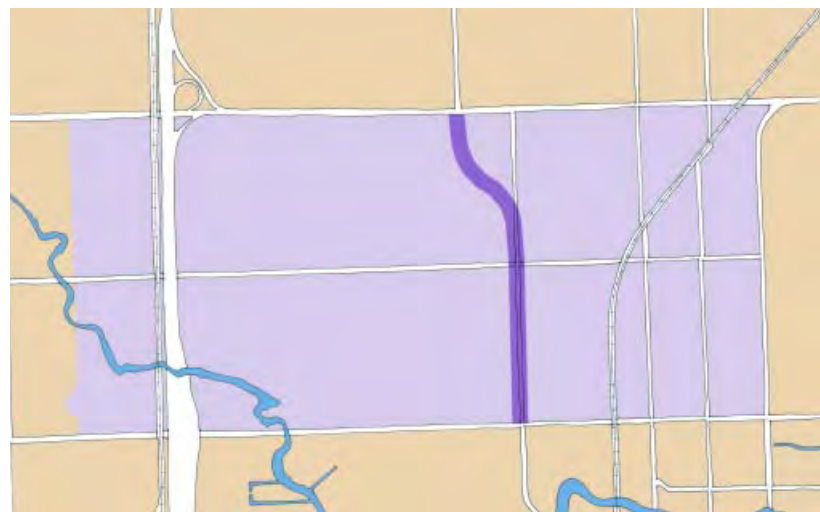


# NW 7th/9th Crossover Alternatives

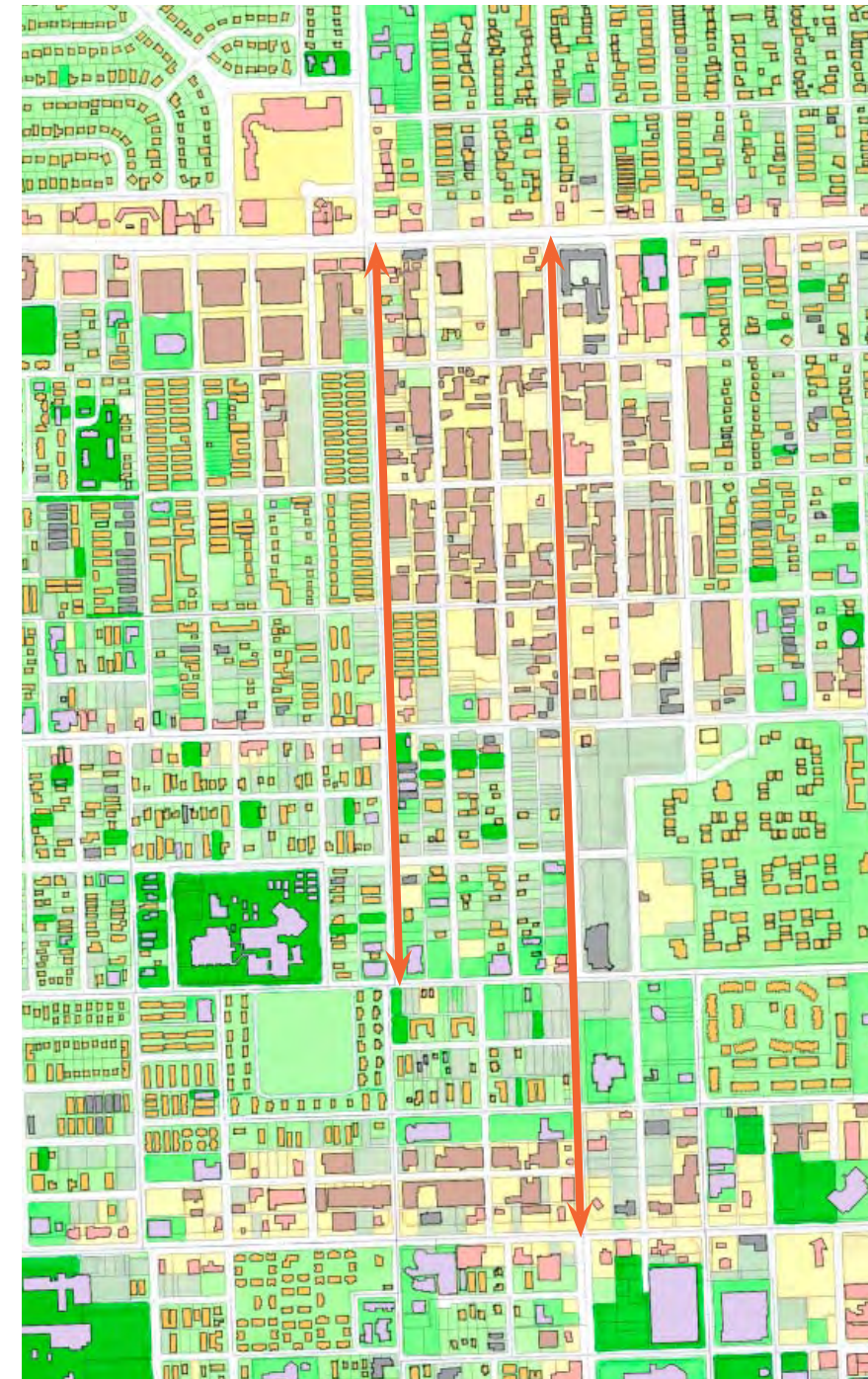
The NW 7th/9th Avenue Connector has been proposed for many years as an important roadway improvement having significant regional, local and neighborhood area benefit. It has been seen as improving roadway and traffic flow between Sunrise Boulevard to Broward Boulevard.

The proposed benefits of the connector include improved traffic flow/capacity, improved access to major facilities in the downtown, a stimulus to NW redevelopment, reduction in cut through traffic, and a strategy to correct the development of incompatible uses between residential and industrial areas.

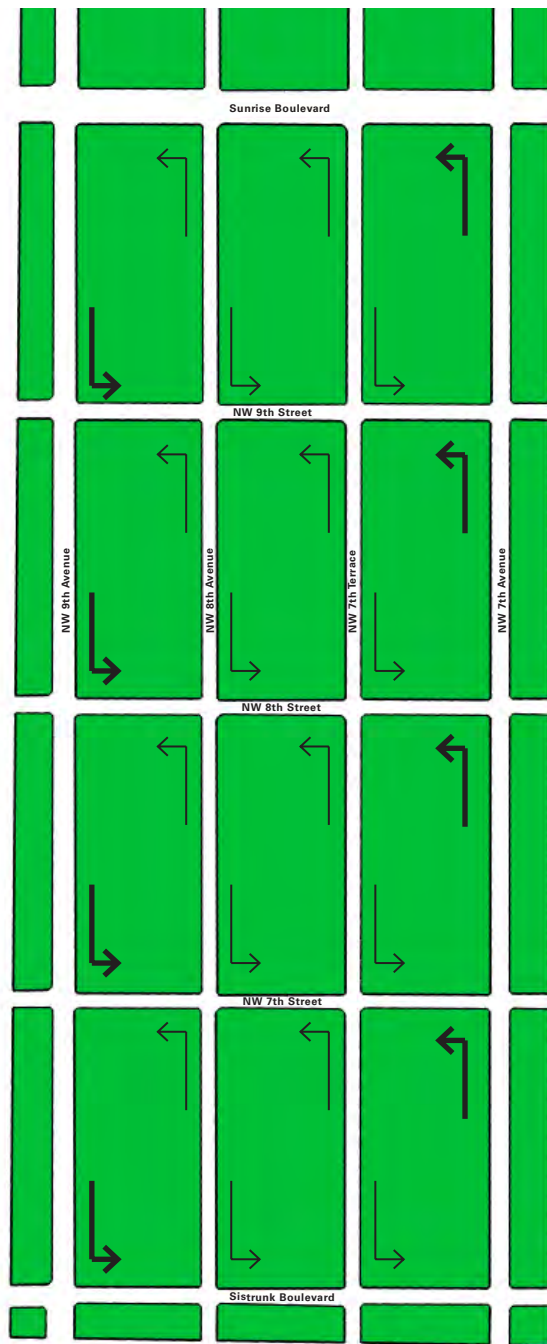
On the following page are presented two alternatives: one utilizing the existing grid with improved signage and traffic management; and the second involving major site acquisition and construction.



Site location map





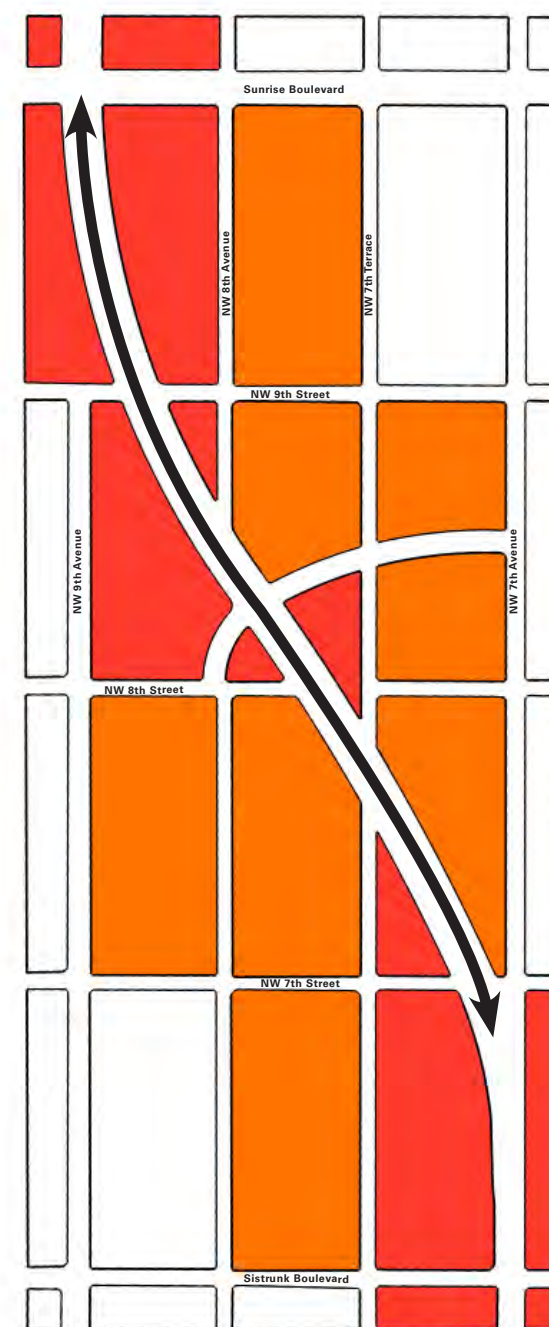


The existing grid, as shown to the left, can be managed in such a way as to calm traffic where necessary and increase flow in other areas. During peak travel hours, traffic lights and street signage can prevent slow or inefficient turning lanes from blocking through traffic. At lower traffic periods during the day, the existing grid allows traffic to filter through the site at manageable levels.

Although the 7th/9th connector shown to the right appears to create an improved through movement, it dissects blocks in such a way that may render them undevelopable. What is currently a rational system of gridded streets would become a fragmented collection of awkward spaces and frontages.

■ ENHANCED TRAFFIC VISIBILITY

(LEFT) Diagram of enhanced existing grid



The arrows on both diagrams indicate the direction of travel to accommodate the 7th/9th crossover. The diagram to the far left shows the flexibility of traffic patterns within a grid as a result of multiple traffic options. The diagram to the near left only allows for one through movement for traffic to make the crossover.

At the conceptual level, a grid distributes the traffic load across a larger area, which in turn reduces traffic on each of the streets. Conversely, the crossover diagram to the near left concentrates the traffic load on a single road while creating a series of difficult intersections to access the crossover. The end result of the crossover diagram would be a reduction in overall traffic capacity and developable land.

■ ACCESS DEGRADATION  
■ PRIMARY ACCESS LOSS

(LEFT) Diagram of new crossover



# Sistrunk Boulevard Median Alternative

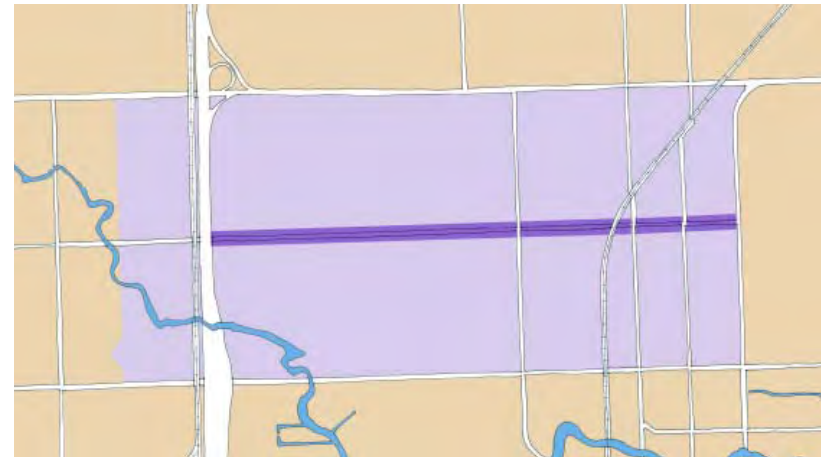
The consultant team recommends that the reconfiguration of Sistrunk Boulevard to a three lane street also include consideration of a landscaped median as illustrated on this page and the next.



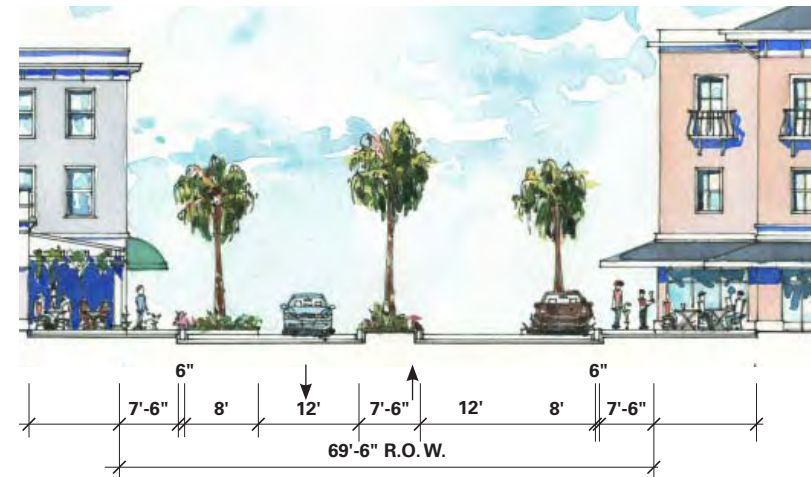
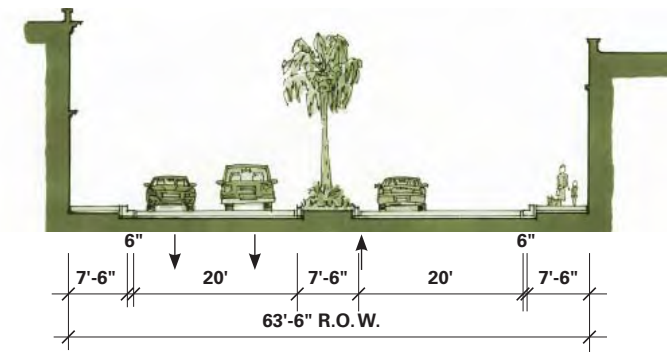
© 2008 URBAN DESIGN ASSOCIATES



Existing median condition on Sistrunk Boulevard at NW 14th Avenue



Site location map

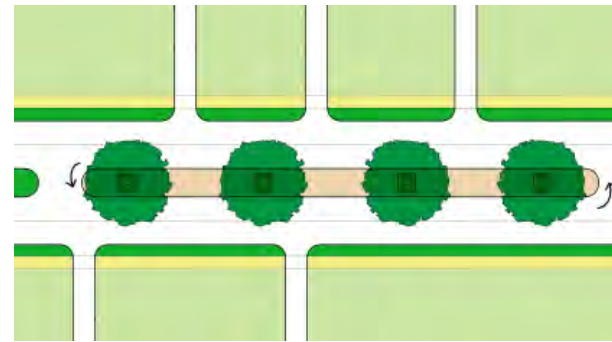


(TOP) Plan for redesign of the Sistrunk Boulevard corridor with median option  
(MIDDLE) Existing section of Sistrunk Boulevard  
(BOTTOM) Section showing reconfigured Sistrunk Boulevard with median option

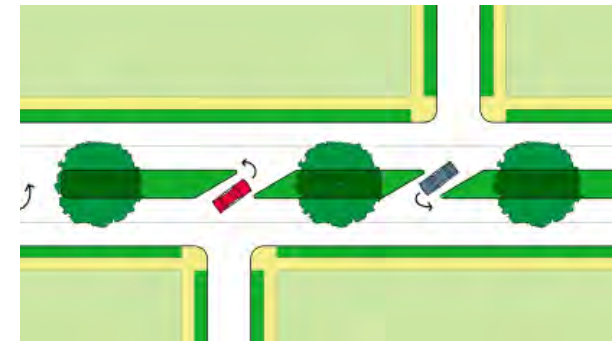


# Median Kit-of-Parts

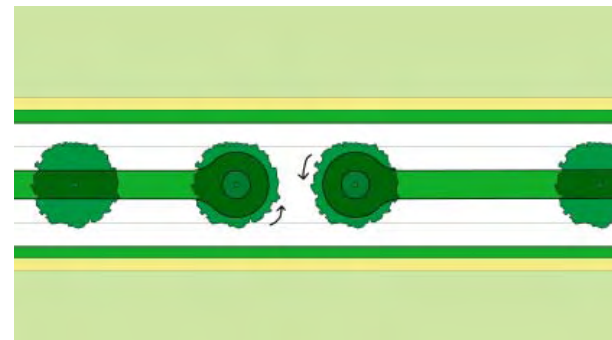
The options to the right could apply to Sistrunk Boulevard but also to other streets in or abutting the CRA area.



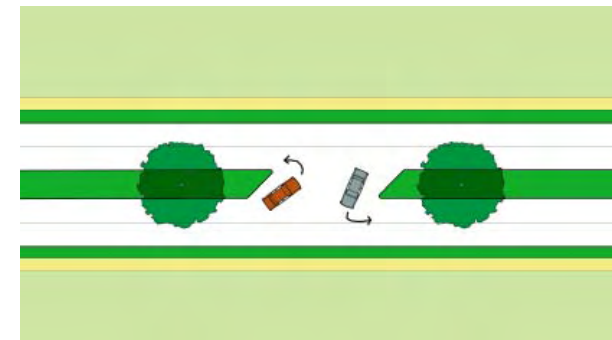
**PERMEABLE** Option with a raised central median made of permeable material to allow for storm water management



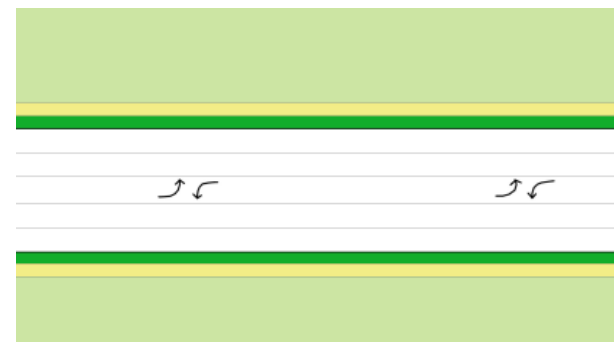
**LEFTOVER** Central median with designated one-way turns cut through



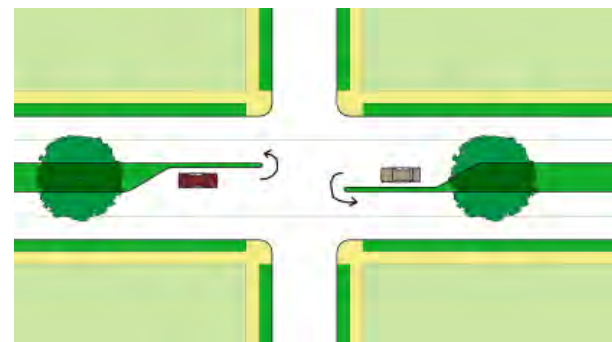
**PEAR ABOUT** Median bulges into two pear-shaped islands that facilitate turns in both directions



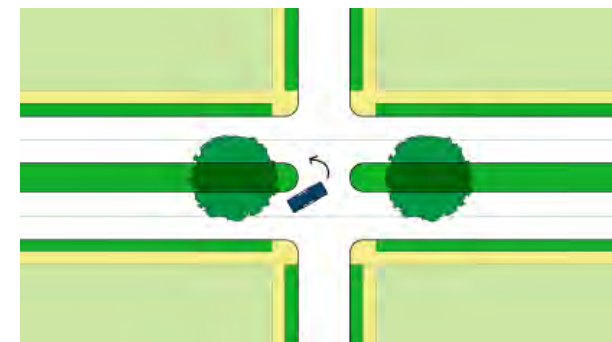
**STORAGE CHAMFER** Simple opening in the median that accommodates turns in both directions



**EXISTING CONDITION** Five lane highway without a median provides two lanes in each direction and a shared turning lane



**URBAN BAY** Median where left turn lane is cut through in each direction to allow for turns



**LOW-VOLUME OPENING** Narrow opening in the median large enough for only one car to turn, but accommodating both directions