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SR7/US441 Collaborative Paper**

**RESHAPING SUBURBIA INTO
HEALTHY COMMUNITIES**

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S.R. 7/US 441 Collaborative

(“THE COLLEGE OF CORRIDOR KNOWLEDGE”)

**REINVENTING CORRIDOR CROSSROADS AS URBAN
CENTERS**

**J Gary Rogers-Executive Director Community Redevelopment Agency
City of Lauderdale Lakes, Florida**

2/25/2013

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THE COLLEGE OF CORRIDOR KNOWLEDGE (SR 7/US 441 Collaborative)

The College of Corridor Knowledge-Reinventing Corridor Crossroads as Urban Centers

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City of Lauderdale Lakes Florida**

Bio: Gary has been the Executive Director of the City of Lauderdale Lakes Community Redevelopment Agency since 2002. He joined the Board of Directors of the Florida Redevelopment Association in 1999 and served as the 2009 Florida Redevelopment Association President. He has also served on the Board of Directors of: the Smart Growth Partnership, Broward Housing Partnership and the Broward Land Trust. He currently serves as Chairman of the Broward County Housing Authority-Strategic Investment Committee and as Vice Chairman of the State Road 7/US 441 Collaborative. He is also an active member of the American Planning Association, the Congress for New Urbanism and the Urban Land Institute and is a frequent lecturer for many diverse organizations and causes related to urban planning and community redevelopment.

NOTE: The material which follows has been extracted and edited for this report from the work and publications of the South Florida and Treasure Coast Regional Planning Councils.

Source documents can be found at <http://www.sfrpc.com/sr7.htm>

Overview of the State Road 7/US 441 Collaborative

The State Road 7/US 441 Corridor Collaborative (the Collaborative) in Broward County Florida is sponsored and managed by the South Florida Regional Planning Council (SFRPC) in partnership with the Treasure Coast Regional Planning Council (TCRPC), participating local cities, institutional member organizations, regulatory entities, business and citizen stakeholders.

To date the Collaborative has served to facilitate over a decade of comprehensive, multi-jurisdictional regional planning crafting a ground-breaking regional planning initiative that can serve as an effective and appropriate model for the evaluation, planning and revitalization of any commercial corridor in America.

The informal title of the work of the Collaborative has become “THE COLLEGE OF CORRIDOR KNOWLEDGE” with the official name of the initiative being the State Road 7/US 441 Collaborative.

The early stages of the Collaborative consisted of multiple local government jurisdictions in S.E. Florida (spanning over thirty miles of mostly six-lane roadway sections with aging and inefficient commercial “Strip Plazas” and retail centers developed in the 1970’s) that share common corridor challenges and opportunities working in partnership with the Regional Planning Councils to define and direct future growth in the region through consensus driven community planning and intensive market and project feasibility analysis.

Emerging in the later 1990s was a wide recognition that there were very few remaining open spaces to accommodate population growth, new investment, tax base expansion, or to increase the supply of local jobs and affordable housing accommodations along the SR 7/US 441 Corridor. The potential redevelopment of large commercial sites scattered along the suburban corridors of the region began to emerge as a defined strategy for managed growth and reinvestment in declining and underutilized commercial property. Through the corridor Collaborative planning initiative it was determined that these properties held the potential to accommodate transit and neighborhood connected “Town Center” nodes of growth and investment. Correspondingly, detailed urban designs for the redevelopment of these sites were prepared for inclusion in the final corridor segment plans prior to their adoption at the local level.

In many instances defined redevelopment strategies for the corridor have been being implemented actively for approaching ten years in some cases such as in the in the City of Lauderdale Lakes which has achieved great success in plan implementation through the efforts of the City’s Community Redevelopment Agency (CRA).

Community consensus driven, market-based plans and designs, backed by new zoning codes serve today to guide the future redevelopment of distressed commercial properties along the SR 7 corridor have resulted in measurable successes for the overall Collaborative initiative...the results have been spectacular and now the market for commercial development is retuning and corridor investment is on the upswing in 2013!

A strategic redevelopment master plan in Broward County has been developed by engaging the Charrette methods of analysis, planning and urban design and the communities along the corridor have implemented significant redevelopment and infrastructure projects to improve economic conditions and to enhance the quality of life of in communities on the corridor.

Today, the State Road 7 / U.S. 441 Collaborative (Collaborative) is a regional, yet locally driven, initiative leading the way in the development of an improved built environment, a more vibrant economy and improved quality of life for the S.E. South Florida region.



The Collaborative represents a partnership of Broward and Miami-Dade Counties, the Seminole Nation, and 17 municipalities which about 41 miles of State Road 7 beginning in the City of Miami in Miami-Dade County and extending north to the northern boundary of Broward County.

Redevelopment Tools and Strategies Recommended Through the Charrette Planning Method

- Stakeholder Interviews to gain local insights/direction
- Visualization and Stimulation to depict the future vision
- Model Land Development Code and Land Use planning to promote density and connectivity
- Right Of Way Improvement Plans (“Tear Sheets”) for improvements to the public realm
- Agreement with FDOT on the Size and Shape of S.R.7
- Mixed-use Redevelopment of Antiquated Strip Plazas/Malls
- Coordinated Integration of Transit Facilities and Services
- Development/adoption of new internal procedures and standards for site plan review and the facilitation of applications for: Land Use, Zoning and Permits.

SR 7 Collaborative 10 Years Down The Road



The State Road 7/U.S. 441 Collaborative is a unique partnership with a mission to promote the economic and aesthetic improvement of the corridor. At its inception in 2001, the Collaborative was formed as a regional partnership to address the economic and aesthetic conditions of Broward County’s deteriorating State Road 7/U.S. 441 Corridor and its impact on abutting cities.

The original group and their representatives included: City of Lauderhill Commissioner Leanna “Lee” Mirsky; Plantation Mayor Rae Carol Armstrong; Miramar Mayor Lori Mosely; Lauderdale Lakes Commissioner Hazelle Rogers; and Hollywood Mayor Giuliani. It wasn’t long before they invited the remaining 11 area jurisdictions to join the effort.

A Partnership Agreement created organizational structure for the establishment of a Steering Committee comprised of one representative from each of the Corridor jurisdictions. In addition, ex-officio membership was extended to: the Broward County Metropolitan Planning Organization, Broward County School Board, Broward County Planning Council, Florida Department of Transportation, South Florida Water Management District, Florida Department of Community Affairs, and South Florida Regional Planning Council. A portion of State Road 7/U.S. 441 also includes the Seminole Nation which also has an appointed Steering committee representative.

The Collaborative targeted various funding opportunities to develop the State Road 7 Strategic Master Plan. In 2002, the Regional Plan Association and the Lincoln Land Institute studied the Corridor and analyzed its redevelopment potential.

The Sustainable Corridor Study is available at: www.sfrpc.com/sr7.htm.

The Collaborative work was supported by local in-kind services and funding from the Department of Community Affairs, Florida Department of Transportation, Broward County Metropolitan Planning Organization, South Florida Regional Resource Center, John D. and Catherine T. MacArthur Foundation, and the Federal Highway Administration. Additionally, the SFRPC leveraged technical assistance services from the Regional Plan Association, Lincoln Land Institute, the Urban Land Institute, and the Department of Housing and Urban Development.

In 2003, the Collaborative received a \$1.9 million grant from the Federal Highway Administration to fund a Corridor Strategic Master Plan that included tasks to promote smart growth principles, planning studies, urban design concepts, and implementation strategies for the future. The first task was a market assessment for the entire Corridor that was conducted in partnership with the Urban Land Institute (ULI), and included nearly 54,000 new Corridor residential units by 2030, in addition to a mix of retail, office, hotel, and flex space. Initial projections indicated potential new Corridor development was over \$17 billion.

The development of each Corridor community's vision was the next task. The Corridor was divided into 9 distinct planning segments that facilitated comprehensive local planning Charrettes starting in 2003 and concluding in 2005. Each Charrette had a citizen steering committee that engaged local citizens and business sectors in the development and ownership of the plan. The steering committee members were the plan's "champions" and made certain that the plan was followed. The Design Studio of the Treasure Coast Regional Planning Council, a recognized leader in smart growth through community design and active community participation conducted each of the Charrettes for segments of the corridor over a multi-year period.

The Charrettes identified implementation issues that included the need to develop new land use and urban design standards for local adoption. The Collaborative worked with the Broward County Planning Council to create the Transit Oriented Corridor, which was adopted to accommodate implementation of "The People's Plan." The County, having jurisdictional authority to approve or to deny, allowed each corridor community to amend Future Land Use Plans to conform to its own local vision.

The Collaborative process fostered a new-found trust between local jurisdictions and regulatory agencies to help resolve Corridor-wide issues associated with land use, right-of-way reservations, roadway configuration, and regional transit. The Collaborative was able to work with regional agencies to ensure that future transportation needs and community visions were accommodated in a thoughtful and beneficial manner. The results were so impressive that the Collaborative was invited to serve on technical review committees of the State Road 7 Rapid Bus Project, the State Road 7 Bus Rapid Transit Project, and the Broward County Transit 2030 Master Plan, and asked to provide input for the development of the Central Broward East-West Transit Study.

The Collaborative today represents a multi-jurisdictional and agency partnership, is the representative for the longest and most inclusive planning corridor in the country, with 32 miles of roadway and 16 participating municipal jurisdictions. The planning process has attracted state

and national attention for the comprehensive and innovative planning approaches used to coordinate multiple stakeholders and truly represents a model for regional cooperation that can be replicated on many levels.



The Florida Department of Transportation (FDOT) is a strong Collaborative supporter and is responsible for the development and implementation of enhancements for SR7 Corridor communities. Additionally, FDOT is actively working to extend the Collaborative mission farther south into Miami-Dade County and north into Palm Beach County.

FDOT has funded numerous projects in South Broward building extended bus bays for multiple buses at major transfer points that will accommodate large shelters for riders and a Multimodal Quality of Service (MMQOS) Assessment was completed for existing bicycle, pedestrian and transit infrastructure and services in roughly the same area covered by a Transportation Network Needs Assessment. A traffic signal priority system to enhance SR7 transit efficiency was also part of the project.

FDOT is providing on-going technical support for the development of an Implementation Strategy of realistic multimodal transportation solutions in support of local corridor jurisdictions to improve mobility and to regional expand transit options.

Florida's Future Corridors Action Plan:

<http://www.dot.state.fl.us/construction/Download/FutureCorridors/CorridorsAPAdopted122906.pdf>



Broward County has been an integral partner in the SR 7/U.S. 441 Collaborative since the group organized in 2001. Although only small segments of the Corridor lies within the unincorporated area of Broward County the Collaborative is recognized as an important regional tool for addressing land use and transportation issues which require the County's support and participation. A multi-disciplined team of design professionals reviewed locally defined Corridor redevelopment issues and opportunities and created a final report that included redevelopment recommendations naming areas with mixed-use infill development potential, identifying incentives for economic development and models for phased redevelopment. Other recommendations were a Transit Oriented Corridor (TOC) land use plan amendment, new zoning districts, transit enhancements, design guidelines to promote pedestrian scale, and multi-modal redevelopment that responds to local cultures economic conditions and the sub-tropical climate.

State Road 7 is an evolving premium transit corridor and during the past decade Broward County Transit (BCT) has provided enhanced services (headway improvements and span of service) and a limited stop route on SR 7 to meet the increased demand. The SR7 corridor today carries the highest ridership and produces the highest number of rider transfers within the BCT system. This

activity takes place in the heart of the City of Lauderdale Lakes where there are also over 130,000 daily vehicular crossings at SR 7 and Oakland Park Boulevard.

Broward County Land Use Policy:

http://www.sfrta.fl.gov/docs/planning/goals_objects_policies.pdf



The Broward Metropolitan Planning Organization (MPO) has been a key participant and contributor, as well as a founding member, to the Collaborative. The MPO helped prepare a \$1 million Transportation and Community System Preservation (TCSP) grant and also requested a federal earmark for up to \$1.5 million for Corridor master planning and redevelopment efforts.

Along with Corridor master planning, the MPO provides funding for transit related planning and improvements. The MPO has allocated \$685,000 planning and engineering funds toward the design/build of transit facilities along the Corridor, as well as \$2.8 million for the design/build phase (construction). Broward County Transit and the Florida Department of Transportation (FDOT) partnered to make transit bus shelters and amenities a reality. The MPO has also provided \$6.145 million for landscaping and other Corridor enhancements, plus \$700,000 for pedestrian-safety improvements.

The adopted 2035 Long Range Transportation Plan (LRTP) outlines a new direction for sustainable transportation and community participation, while allowing the Collaborative to continue its partnership with the MPO to advance transportation improvements, address land use amendments, propose rezoning and design guidelines, support business retention, and attain affordable housing. The LRTP provides a balanced and forward thinking system of investments for mass transit, bicycle, pedestrian, and smart growth policies, according to its mission to “promote the safe, secure, and efficient movement of people and goods by providing balanced transportation choices that support superior mobility through improvements in all modes with a focus on mass transit and transit-supportive land use in key corridors and mobility hubs.”

The Collaborative formally approved a resolution supported adoption of the LRTP.

Broward MPO 2035 LRTP: <http://www.browardmpo.org/planning/long-range-transportation-plan>

South East Florida Regional Planning, Development and Redevelopment

The Atlantic Ocean to the east and the Everglades system to the west create natural boundaries for the South East Florida Region. Much of the land area is either not suitable for development or has been developed in some form, so future growth will increasingly take the form of infill development and redevelopment by necessity to accommodate growth pressures.

South Florida grew more slowly than the nation as a whole during the last decade – the Region’s population grew by 9.1%, compared to 9.7% for the U.S. South Florida is projected to add about 82 new residents each day, leading to an increase of almost 600,000 people in the next two

decades. South Florida's economic competitiveness could be challenged if public investment and private building practices are not re-tooled to accommodate infill development as the predominant new growth industry in Southeast Florida.

Traditional large tract, low density, detached single story and single family unit subdivisions are no longer a long-term viable development option. Future housing and jobs will need to be accommodated on smaller infill sites at higher densities and intensities. Accommodating the Region's future growth in an environmentally and economically sustainable manner requires that South Florida take a leadership role in incorporating transit connectivity, "green building" strategies and resource efficient technologies in future development and redevelopment activities.

Historical Background

Oceanfront developments along the coast S.E. Florida 50+ years ago were followed by growth and development concentrated along Highway A1A and the ocean-access canal neighborhoods to the west. Dixie Highway was developed as a two-lane ribbon alongside Henry Flagler's railroad and the frequent trains brought the conveniences of the northern seaboard cities to South Florida's mostly seasonal residents. Condominiums, hotels and motels sprang from the sandy soil almost overnight as did new cities throughout the region.

A growing service trades industry beckoned farm and industrial workers everywhere to a fresh start and a lucrative lifestyle in Florida's subtropical paradise.

In the 1950s, newcomers enjoyed the proximity of the beach from the mile-or-so wide corridor running between Miami and West Palm Beach roughly bounded by what is now the Florida East Coast (FEC) and Chesapeake Seaboard Coast (CSX) rail lines. Then, its frame or concrete and stucco houses on small lots were affordable and attractive to median income families.

As tourism grew, along with successive waves of US retirees and immigrants from the Caribbean and Latin America, the service trades expanded greatly in the 1960s. Through the '70s and '80s an upwardly mobile and automobile-owning population abandoned the closeness of the urban core neighborhoods for modern, more spacious developments further west. For the most part, the core neighborhoods left behind have struggled to sustain a viable tax base and minimal quality of life.

Current Situation

After decades of traditional low density sprawl development which consumed land in South Florida at a rapid pace, many local and state elected officials and policymakers realize that "business as usual" is not a practical development model for the future. Factors such as limited land, the high cost of providing services and maintaining infrastructure, growing traffic congestion, and the need to revitalize existing communities through continued reinvestment, point to the creation of transit oriented developments along transportation corridors and nodes. This development model, which relies on moderately higher densities and mixed uses to be successful, can lead to more livable communities while providing economic efficiencies and

improved transportation, employment, housing, and recreational opportunities. The functionality of transit-oriented developments encourages people to congregate in public spaces for long periods of time, and expands on transit options, mobility, and enhances community conditions that are linked to economic prosperity, health, affordable housing and educational opportunities.

Florida's Community Redevelopment Agencies

For nearly thirty years State of Florida statutory provisions have existed to allow the establishment of Community Redevelopment Agencies (CRA's). CRA's have evolved to represent comprehensive local mechanisms for the planning and implementing of local projects and programs that serve to: 1) eradicate conditions of blight; 2) expand local commercial activities; 3) stabilize and expand the local tax base; and to 4) create jobs. Often this work is done in collaboration with other government or non-profit entities and in partnership with private investors to leverage private investment.

In South Florida, the thirty established CRA's in the Region capture in excess of \$112,950,000 in annual, reoccurring, dedicated Tax Increment Finance (TIF) revenues for investment back into designated target areas. Target areas must meet statutory conditions of blight in order to be established and TIF investments are made over a thirty to forty year period to stabilize and/or improve the physical and economic conditions of designated target areas.

South Florida has the most intense geographic concentration of CRA's within the state and these agencies are available, on-the-ground, and ready partners for the Regional effort to achieve sustainable economic redevelopment.



The City of Lauderdale Lakes

Historical context

In 2003 the City of Lauderdale Lakes Community Redevelopment Agency (CRA) Board of Directors reached the determination that a comprehensive, community-based planning and community design effort was necessary. This decision was fueled by tremendous changes in the demographic composition of the city's population and the fact that the community had physically reached build-out. The objective of the planning initiative was to develop a strategic plan to invigorate the local economy and to define standards to guide future public and private development and redevelopment in the city.

Funding was allocated by the CRA for in 2003 for planning and urban design services to be provided by a professional team comprised of representatives from both the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council Design Studio. This would become the first of a series of corridor studies which followed over the years to define issues and opportunities for community growth in other corridor communities.

It is notable that following the completion of the Lauderdale Lakes Charrette Plan, or the "Citizen's Master Plan" as labeled by local Elected Officials, the plan was reviewed and recommended to the City Commission for formal adoption by the Local Planning Agency (LPA).

The LPA recommendation to adopt the plan resulted in a unanimous vote of approval in 2004!

The City of Lauderdale Lakes has an estimated population of 32,000 and encompasses approximately 4 square miles, with 3.9 miles of frontage on SR 7/U.S. 441. In 2004, the City held its first visioning sessions in a planning and design Charrette for city officials, residents, business owners and planning professionals, which then led to months of research, stakeholder interviews, and ultimately a "Citizens' Master Plan" was completed to provide the City with defined goals and a vision for the community's future.

Identified goals included: a mixed-use Town Center; City "Branding" initiative, Library/Cultural Center, neighborhood traffic calming, mixed-income housing, community pool and new parks; corridor and roadway improvements, beautification, and the revitalization of business corridors.

Following the adopted plan all new City and CRA sponsored projects are regulated to support the Citizens' Master Plan, which was adopted by the City Commission and Community Redevelopment Agency (CRA) in 2005.

Implementation

The City of Lauderdale Lakes Community Redevelopment Agency established in 2001 funded and managed the Charrette planning effort and was charged with the responsibility of implementation following plan adoption including: design and development of a new public parks, a Greenway/Blueway Trail on the C-13 Canal, transit facility and service improvements were coordinated with Broward Metropolitan Planning Organization (MPO)/ Florida Department of Transportation (FDOT).

In 2005 City residents overwhelmingly approved the \$15-million Great Lakes General Obligation Bond Program to fund public improvements that including: four new municipal parks, 12 masonry bus shelters and committed future revenues to the development of 10 additional shelters.

The City, in conjunction with FDOT, has also invested hundreds of thousands of dollars into Corridor improvements since adopting the Master Plan including: adding sidewalks, decorative street lights, landscaping and other hardscape improvements.



In 2005, construction began on Bella Vista, a CRA initiated 30-acre, mixed-use development with 541 dwelling units and 18,000 sq. ft. of retail space, a village green, gazebo, fountain, clubhouse and pool, with an estimated build-out value of \$150 million. Between 2006 and 2007, the City added four new municipal parks, including the C-13 Canal Greenway Trail, a three mile-long, multi-use trail that runs along the South Florida Water Management District's C-13 Canal bisecting the City. While the C-13 Trail is an ideal place for community events, relaxation, reflection and rejuvenation, it also provides a safe route to school and

recreation facilities, and a pedestrian and bicyclist connection to commercial areas and public transportation system connections on a dedicated, safe, non-motorized pathway.

The City was also required to make several land use and zoning changes following plan adoption in order to implement the plan following formal adoption. In 2006, the City amended its Comprehensive Plan to include a mixed-use Local Activity Center (LAC) land use designation. The amended map changed 144 acres from commercial land use designation to LAC, and the amendment's text stipulated a total of 3,000 dwelling units, 300 lodging rooms, 500,000 square feet of commercial, 5 acres recreation and open space and 5 acres community facility use within the LAC. School and transit impacts were also calculated and provisions made for future Impact fee assessments to be levied on new growth to off-set impacts from that development activity.

In the years since the adoption of the Master Plan in 2005 the City commissioned several additional redevelopment studies to facilitate the implementation of its vision through on-going plan implementation. Examples are the City's 2007 Retail and Marketing Study that provided strategies for business retention and recruitment efforts; and the 2008 Streetscape Master Plan to define future improvements for specific City corridors and identified a landscape palette and Community Gateway features of various scales appropriate to roadway size and function.

Transportation

The City adopted two Broward County Traffic ways Amendments that reduced the Corridor's ultimate right-of-way to capture land for future development and to forever limit opportunities for yet more roadway widening projects beyond the existing six lane configuration that exist today.

The 2009 CRA Plan update was also a direct outcome of Master Plan implementation as the City needed a new plan to guide future public investment due to the fact that all public projects (including transit improvements) contained in the original 2005 Master Plan were completed, funded or underway as 2009 approached.



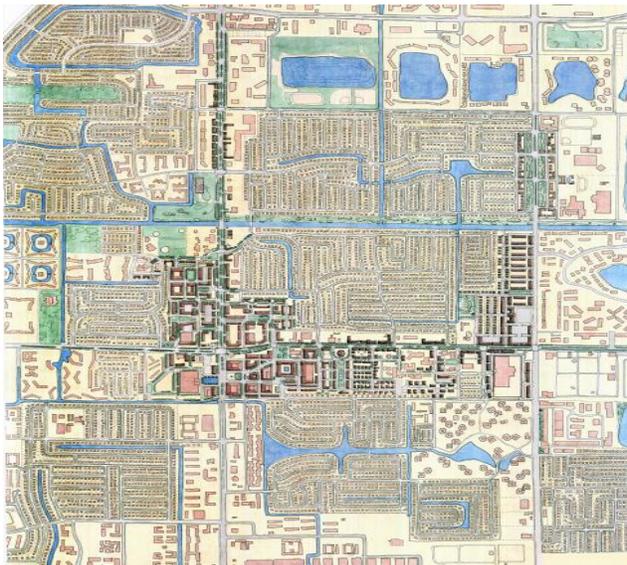
City of Lauderdale Lakes Bus Shelter Prototype

In response to local demands for efficient and modern transportation alternatives and the intensity of South Florida weather, the Lauderdale Lakes and the CRA completed the design and development of six new bus shelters in 2007. Additional grant funding from the MPO and FDOT and required matching funds have been committed for the development of over 20 new bus shelters to serve the transit needs of both local residents and of the region.

On January 26, 2010, the City Commission approved two Corridor-related resolutions. The first resolution supports two studies of light-rail and bus rapid transit technologies. The Central Broward East-West Transit Study and Draft Environmental Impact Statement suggested light-rail transit along the Corridor, bus rapid transit west of the Corridor, and the appropriate technology as determined for alignment east of the Corridor. The second resolution supports the proposed Central Broward East-West Transit Study Alignment along Oakland Park Boulevard to promote mobility, economic vitality and quality of life along the Corridor.

NOTE: Oakland Park Boulevard is, like SR 7, a six lane State Road which bisects the City in an east/west alignment and this corridor is also under evaluation for future improvements to increase regional mobility.

Lauderdale Lakes Master Plan Land Use and Urban Design



Following the 2006 adoption of the text and map amendment to the Comprehensive Plan, the City also adopted two new mixed-use zoning districts in the Local Activity Center. The first new zone is a Traditional Neighborhood–Planned Unit Development (TN-PUD) district based upon, which provides land owner flexibility in devising standards to be considered by the City and must be specifically applied for by the land owner and granted by the City. The second zone is the Town Center (TC), which establishes a form based code that provides concrete and inflexible standards for implementing traditional neighborhood design and which facilitates mixed-use infill

development and multi-modal transit connectivity. In 2006, the City also adopted and codified a uniform set of architectural standards for the City with accompanying design criteria.

Regional Trends and Future Opportunities

Analysis of the State Road 7/U.S. 441 Corridor Redevelopment area in Broward County indicates that nearly 53,200 new residential units and 58,188 new jobs could be accommodated along the corridor by 2030.

Since 2004, nearly 23,000 new residential units along the State Road 7/U.S. 441 Corridor have been approved. This represents an increase in property values of over \$5.75 billion. Currently, nearly \$200 million in roadway widening, transit investments, water and waste water improvements have been made along the State Road 7/U.S. 441 Corridor. However, major investments of over \$100 million in water and wastewater improvements are still needed to support additional growth along the SR 7 Corridor.

Recent efforts of the Collaborative have been focused in Miami-Dade County, to replicate and apply the planning process that led to the development of a transit supportive land use and redevelopment master plan for State Road 7 in Broward County. A Corridor Master Plan in Miami-Dade County will detail specific opportunities and action steps to shared use issues needed to achieve redevelopment and revitalization objectives for all communities and municipalities along the State Road 7 Corridor.

There are significant benefits and cost savings that can be gained by accommodating redevelopment to existing urban areas including the saving of 30,157 or more acres of prime agricultural lands in South Miami-Dade County, preserving aquifer recharge areas, and maximizing existing infrastructure investments in roads, water and wastewater plants, and schools, when capacity exists. The infill scenario projected in the South Miami-Dade Watershed

area projects a savings of over \$7.67 billion in infrastructure cost by promoting a more compact growth pattern.

Rapid population growth in South Florida over the past four decades called attention to the need to reinvest in the Region's existing urban core communities to accommodate and to redirect future regional growth and investment back toward traditionally urban communities and away from wetlands and other lands needed for Everglade's restoration, ecosystem preservation, and recharge of the Region's aquifers. Today's growing demand for, and interest in, urban living and communities, as well as aging infrastructure, underscores the need for continued infrastructure investment and financing strategies to support projected growth, employment and redevelopment in South Florida's historic communities and the Region.

HUD Sustainable Communities Regional Planning Grant

In January 2010, regional leaders came together and began to build upon existing working relationships and partnerships to establish the Partnership and develop an application to the HUD Sustainable Communities Regional Planning Grants Program. At that time, Partnership members signed "Memorandums of Understanding" adopting the Livability Principles and committed to work collaboratively to support the sustainable development and redevelopment of Southeast Florida:

1. Provide more transportation choices;
2. Promote equitable, affordable housing;
3. Enhance economic competitiveness;
4. Support existing communities;
5. Coordinate policies and leverage investment;
6. Value communities and neighborhoods; and
7. Enhance community resiliency to the impacts of climate change.

Additionally, HUD identified a subset of Partnership member categories as especially critical to successful implementation of the grant if awarded. These "Consortium Members" include the Region's metropolitan planning organizations, counties, educational institutions and non-profit organizations. Partnership members from these categories formed the initial Partnership Consortium which continues to expand today.

In October 2010, the Southeast Florida Regional Partnership secured a \$4.25 million regional planning (Category 1) grant from HUD. HUD's grants under this program support metropolitan and multi-jurisdictional planning efforts that better integrate housing, land use, economic development, community development, social equity, water/environmental protection, transportation, energy conservation, and infrastructure. These resources are being used to develop the Region's Seven50 Plan by February 2013. Significant in-kind and other match has also been pledged by members of the Partnership to augment these resources.

What is the Seven 50 Plan?

The Partnership is developing the Seven 50, a seven county, 50 year Southeast Florida Prosperity Plan that will reflect regional agreement around priority investments in key areas of importance to Southeast Florida's future. When considered together, these issues will coalesce into a

coherent strategy and investment plan in support of the future sustainability and economic prosperity of our communities and region. Seven initial work groups have been identified along issue areas:

- Education, Workforce & Economic Development
- Development Patterns (Housing, Transportation, Healthy Communities)
- Environment, Natural Resources, and Agriculture
- Climate Resiliency
- Community Assets and Culture
- Inclusive Regional Leadership and Equity

Outcomes

The HUD Sustainable Communities Initiative is the Region's best opportunity to develop consensus around a strategic vision and investment plan that will chart the course to a brighter and more prosperous future for Southeast Florida's residents and in turn, Florida. It is expected that this strategic vision and the Seven 50 will: 1. serve as the framework for future federal, state and local investment; 2. support and advance the efforts of individual counties, municipalities in the region and other partners whose plans and projects further the implementation of the Seven50 Plan; and 3. enhance the ability of the Southeast Florida region to secure resources needed for critical infrastructure projects that further regional sustainability and economic prosperity.

"Preferred Sustainability Status" for certain federal grant programs has already resulted in millions of dollars in additional investment in Southeast Florida through its Partnership member organizations.

REFERENCES/RESOURCES

SR7/US 441 Collaborative Contacts:

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CRA Website: http://www.lauderdalelakes.org/index.asp?Type=B_BASIC&SEC=%7BFE4ABD69-5A90-4ABD-85BB-CD24E217F3F4%7D

City Website: <http://www.lauderdalelakes.org/>

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Urban Land Institute 2012

Shifting Suburbs: Reinventing Infrastructure for Compact Development

Link to report: <http://www.uli.org/wp-content/uploads/ULI-Documents/Shifting-Suburbs.pdf>