

An Urbanizing Vision



PLANTATION MIDTOWN DISTRICT 2023:


UPDATE OF THE CONCEPTUAL MASTER PLAN



September 2016



KEITH and SCHNARS
FLORIDA'S *Big* LOCAL FIRM



The Plan Update Cover is designed to convey key elements of the 2023 Plan vision, which is to become more urban and livable, with village/activity cores, more streetside dining, entertainment and connectivity/walkability.

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I. Acknowledgements

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1. Executive Summary

A multi-disciplinary Project Team with urban planning, economics, traffic and design expertise was engaged for a limited scope of work over a 6-month schedule to update the master plan for Plantation's Midtown District. The prior 2002-2016 Plan presented a conceptual master plan for this approximately 1- $\frac{1}{3}$ square mile area (**Exhibit 1**). The plan Update is consistent with Midtown District's 1988 Charter for a Safe Neighborhood Improvement District as it furthers the pursuit of maintaining a vibrant, livable and safe community. The Update's focus is to present a conceptual guide for desired future development based on current input and the prior plan in context with existing conditions including a market study, economic, and fiscal analyses. Methods used included a combination of field observations, examination of land use trends, consultation with staff and developers about "pipeline" projects, comparison with other areas of Broward County, and application of local and professional knowledge.

Building sites, roadways, crosswalks, sidewalks, landscaping and overall conditions of the District were examined. Field observations were reported, livability scored, and letter grades offered to gauge progress toward the District vision with nine goals and ultimately identified improvement projects. While some areas demonstrate excellent walkability and pedestrian friendly character and amenities, others lack connectivity (vehicular and pedestrian/non-vehicular) in key locations, in other words missing linkages. Lush landscaping and old, native tree canopy is a major asset in many areas and should be preserved and enhanced. The District's architectural vernacular is not distinctive; for example, there is not a historical or modern architectural area which sets it apart. Urbanizing character is evident in some areas of the District; however, there is a lack of street-side pedestrian activity. Sprawling surface parking, while aesthetically pleasing with vegetation and tree canopy in some areas, is an inefficient use of land and should diminish if the District is to achieve its urbanizing vision. While elevated parking is in use in some locales, the development of more parking structures is recommended to support the entertainment area near the newly proposed amphitheater.

Midtown has been characterized in the last decade by low-rise development with office, medical and retail employment centers. Notable land use over last 13 years since the prior plan include: increasing residential, roughly constant office, small increase in community facilities/institutional, a small drop in parks and open space, and the largest gain in commercial/retail. These ratios need not change in the future as long as mixed use continues to be accommodated in the residential/commercial categories and the solid office and retail jobs sectors are accommodated.

Compared to Broward County population characteristic averages, residents are generally younger with fewer children, more affluent and educated; provide a good workforce; have more autos; are less married; rent more than twice as much as own; and identify as whiter, less black, and less Hispanic. The population is relatively low (4,671 residents; 2,104 households) measured in land area and density. Considering the market and future potential development projects, the population could more than double to 11,437 residents (5,887 households).

At 10.9%, the projected population annual growth rate would be much faster than much faster than the static Midtown model and Broward County. The higher rate might be explained as "catch up" to bring more residents as the District population is low for its land area and desired urban character. The future resulting density (5.7 units, or 13 people/acre) would remain relatively low compared to select activity centers ranging from Hollywood downtown (10.2 units/acre) to Fort Lauderdale Downtown (18.4 units/acre). New Midtown development promises enough density to support an urban core; however, still higher residential density is needed before the area becomes truly transit-oriented and able to support the existing transit hubs.

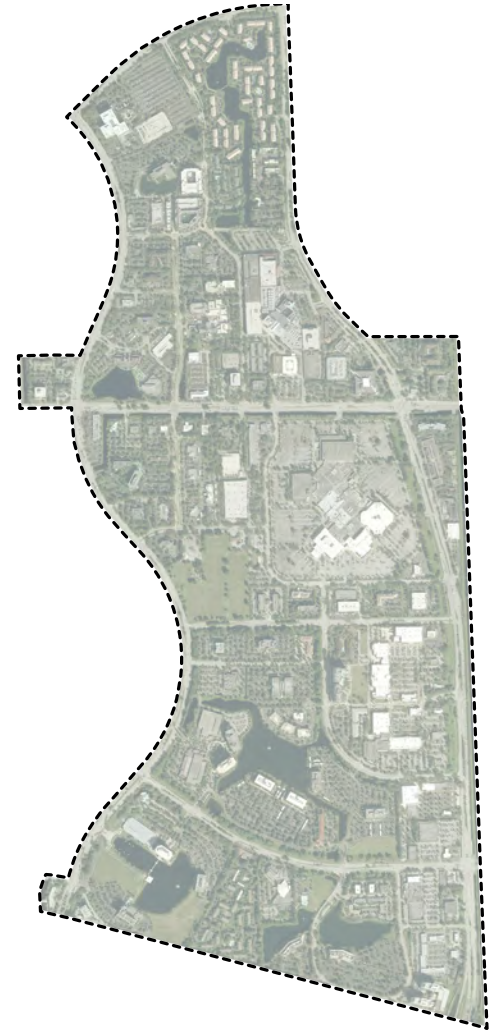


Exhibit 1. Plantation Midtown District Planning Area

1. Executive Summary

The market is roughly in balance for the expected new development. There is demonstrated residential demand for an additional 3,048 dwelling units which establishes a strong basis for a revitalized urban core, with a vast majority expected to be rented. The market demand for commercial/retail development (over 400,000 s.f.), plus the demand from new residents is a sustainable mix. Current demand for all types of office space is low for 4 to 5 years, however Class A space has higher demand (in roughly 3 years). The importance of the office jobs sector and commercial/retail economic base cannot be overemphasized; this good economic base must be nurtured. From a limited list of future development projects, both direct and indirect economic impacts and job creation are positive. The fiscal impact to the City budget is also positive based on analyzing two typical scenarios of conceptual development projects.

Traffic challenges are twofold: except for some “hot” spots, perimeter traffic currently does not exceed the established level of service standards; however, is trending “over capacity” and failure of level of service in the longer-term. Therefore, circulation within the District should be improved with additional connectivity (resolve missing links, while guarding against cut-through regional traffic); and modern transit options should be reconsidered as 2023 approaches and new residential development is realized.

With some caveats, new development is not expected to be stymied by lack of infrastructure, namely water, wastewater or parks. Only school demand showed some overcapacity expectation; however, this might be mitigated by re-distributing students. Forecast commercial demand for water was not evaluated, nor was all the market demand for new residential demand on schools.

To carry out the urbanizing vision more than 15 strategies are recommended, the primary ones are:

- Pursue urbanizing vision by increasing baseline residential density to 50 units/acre; consider activity center designation; simultaneously achieving more street-side dining, pocket parks and public spaces.
- Distinguish three Urban Villages, in part through naming, branding, wayfinding and design distinctions.
- Adopt a Special Area Entertainment Plan (Pine Island Park and Westfield Mall properties and could encompass the Camden properties where green open space provides opportunity) which could be anchored by a central gathering place such as an Amphitheater, and would necessitate an elevated parking structure.
- Broward Connection: Connect City Center to North Village (vehicular and pedestrian traffic) by solving the Broward Boulevard barrier.
- Connect Peters and SW 10 Street with a public road/pedestrian corridor; add links to the New River Greenway and the internal network of other pedestrian pathways.

The most important incentive for future desirable development is to foster the excellent market that now exists (including branding and distinguishing three urban Villages within the District with an entertainment hub); convey clarity of vision; and offer certainty, consistency and expediency to developers to continue forging meaningful partnerships for a better Midtown.

While funding, financing, and cost estimating were not part of this scope, a menu of options is introduced - such as P3's, bonds, and estimate of new revenue from the District's one mill on new development (\$438,000/year), and an estimate of one additional mill (\$1.3M/year).

The Project Team agrees that with recent approvals, current development proposals, demographics and market opportunity, increasing urban core vitality is good planning and a preferred course to achieve your livability vision. It is in keeping with the current code which calls for the promotion of “. . . an orderly transformation of the District from a predominantly suburban development pattern to a denser and more active mixed-use activity center characteristic of traditional town center environments.” Midtown's achievement of a more livable and dynamic urban character with more entertainment, housing, street-side dining and walkability will well-serve its population.

2. Impetus, Scope, and Approach

In keeping with Sections 163.501 - 163.526, FS describing Neighborhood Improvement Districts, and Plantation Midtown's establishment in 1988 as a Safe Neighborhood Improvement District for the Midtown District¹ the Plan Update is consistent with the City's prior Safe Neighborhood Master Plan as the vision and goals further the pursuit of maintaining a vibrant, liveable and safe community.

For a newly defined 902-acre (**Exhibit 2**), the Plan is intended to serve "...as a conceptual guide for desired future development based on current input.

The impetus for this planning effort arises from:

- Some expected development (2002 Plan) not realized, and 2002 Plan design aspects are obsolete.
- Existing retail space becoming/challenged by newer regional centers competing for market.
- Desire for sustainable mix of businesses, residences, and public facilities for livability and highest quality of life pursuant to a new vision and goals.
- Desire to discover a balanced residential/commercial mix.
- Current development proposals include large residential projects converting commercially-zoned sites. In this context the City Council desires guidance about a reasonable development mix to achieve a desired future community vision.



Exhibit 2. Midtown District Plan Update 2023 Planning Area

- Desire to redefine Midtown to remain successful and competitive for 7-year plus horizon.

The scope of work and approach for a 7-year planning horizon is to:

- Compare the prior plan with current conditions; analyze past assumptions and gaps in expectations versus actual development.
- Anticipate new residential development (some large) proposed on commercially zoned sites.
- Analyze and summarize the market conditions, current and future (including absorption).
- Analyze and summarize future economic conditions (jobs creation and economic impacts)
- Analyze the fiscal impacts of select future development sites.
- Examine the anticipated impacts of potential development on certain sites.
- Update the master plan using a newly defined vision and goals.

¹ The current planning area totals 902 acres (using GIS mapping tool and City's boundary shapefile). The 2002 Planning area comprised 860 Acres (Source: Central Plantation Conceptual Master Plan, 2002, Keith and Schnars, page 5.). The 42 acre addition is the sum of lands along the east and west boundaries located in the newly designated city center and south village areas.

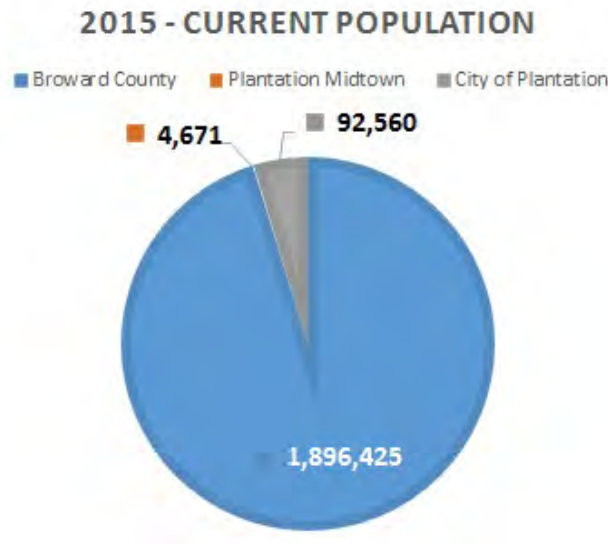
3. Conditions and Expectations

3.1. Demographics

This section analyzes the current conditions, observations since 2002, demographic and land use trends, and other considerations to set Plan Update context.

Key characteristics:

- Midtown’s current population is estimated at 4,671, or 2,104 housing units. This assumes 2.22 persons per household, a datum provided by Nielsen (2015), this household size typically describes a younger population without children.
- Considering the trends of a steadily growing housing market, as indicated by a market demand of 3,048 dwelling units, a total of 11,437 residents could populate the District by 2023. Assuming the existing trend of smaller household size continues, this would equate to 5,152 dwelling units.
- The District’s population makes up about 5% of Plantation’s population of 92,560 persons.²
- Plantation comprises about 4.8% of Broward County’s urban area population of 1.9 million persons.



Sources: Census.gov 2015, Keith and Schnars, 2016

Exhibit 3. Current District, City, and County Populations (2015)

² U.S. Census Bureau available [online] <http://www.census.gov/quickfacts/table/PST045215/1257425>, July 10, 2016.

3. Conditions and Expectations

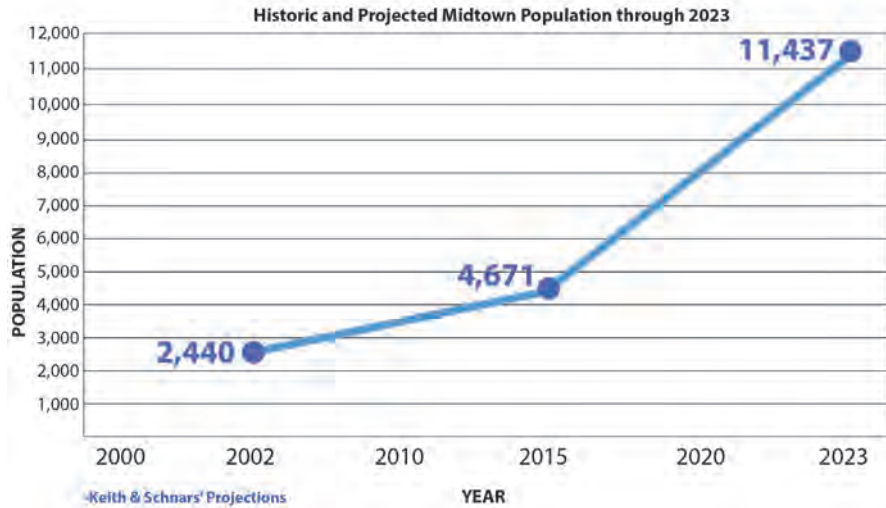
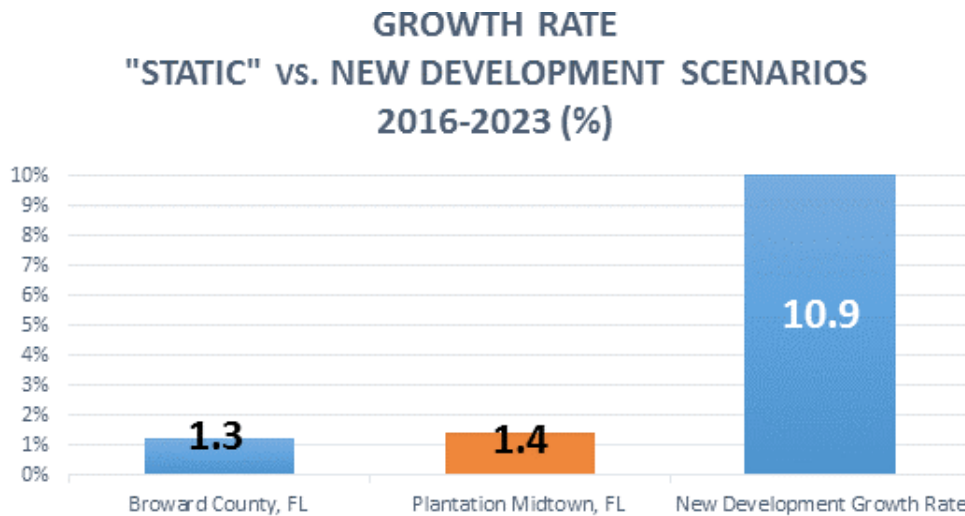


Exhibit 4. Historic and Projected Midtown Population through 2023

Assumptions and Methodology: Static growth from 2015-2020 was provided by Neilsen, then assumed to remain the same so interpolated through 2023. Current units (2015, Broward County Property Appraiser) were converted to persons using 2.22 persons/household to obtain the 2015 estimate population. Therefore during the 2016-2023 planning period, based upon the anticipated growth in units, the population will increase 5,887 to 11,437 which equates to 841 additional persons per year. The average annual growth rate is an average of the percentage growth rates for each year of the planning period assuming 841 new persons per year.

As shown in (Exhibit 5), the normal market conditions (“static” growth) of the District would be 1.4% average annual growth rate through 2023. With the approved and possible new housing units under consideration plus the market demand, the increase to 11,437 persons would mean a 10.9% average annual growth rate. Both rates would be significantly faster than the rest of Broward County.



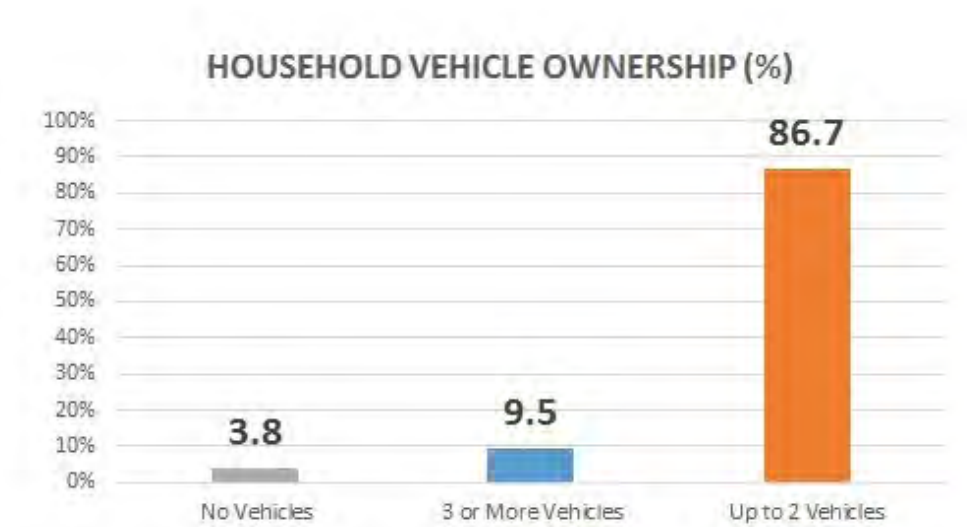
Source: Neilsen (2016), Broward County Property Appraiser (2016), and Keith and Schnars (2016)

Exhibit 5. Growth Rate- Static vs. New Development Scenario (Average Annual Percentage Growth Rate)

3. Conditions and Expectations

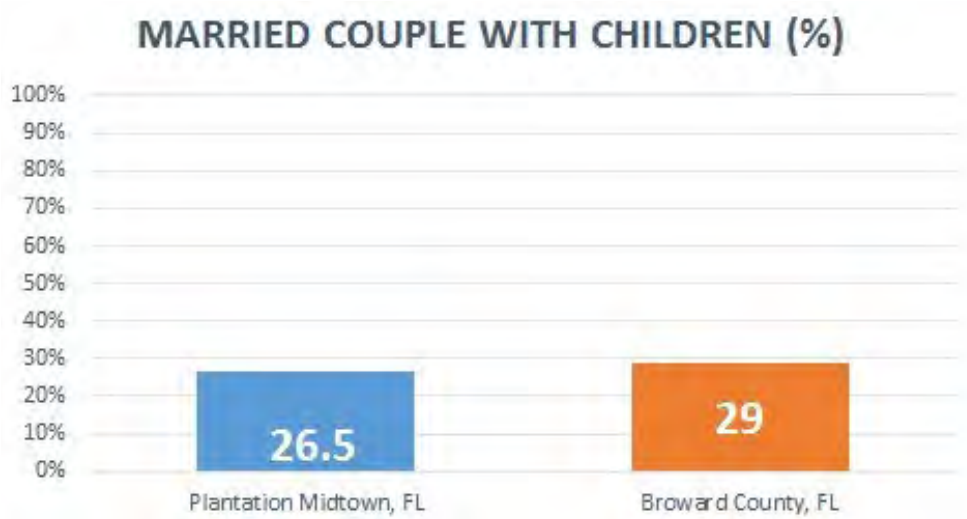
Additional characteristics of the Midtown population:

- Residents are younger, more educated, and have more income compared to Broward County resident averages.
- As residents identify themselves in the Census, there are more white, less black and less Hispanic than Broward County resident averages.
- There are fewer married couples with children, and more vehicle ownership per household compared to Broward County resident averages.
- The owner/renter ratio typifies modern urban areas with a 29/71 percent ratio; opposite of the homeownership dominance of recent decades post World War II.



Sources: U.S. Census Bureau, Keith and Schnars, 2016

Exhibit 6. Household Vehicle Ownership

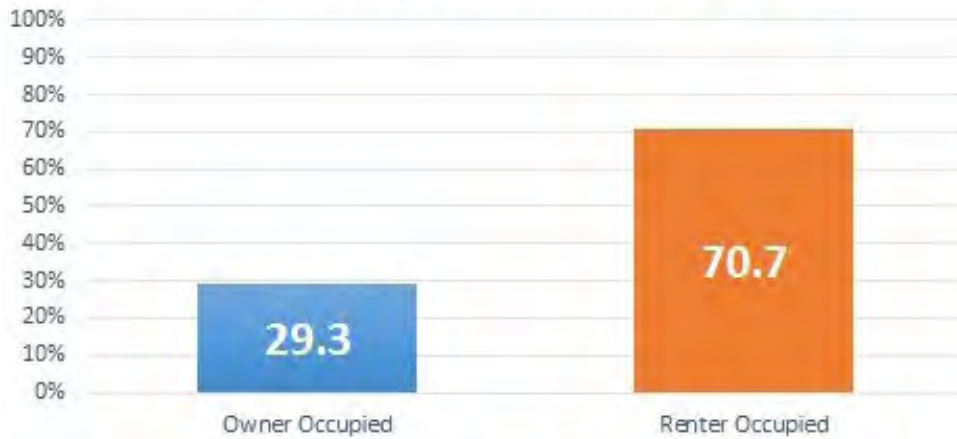


Sources: U.S. Census Bureau, Keith and Schnars, 2016

Exhibit 7. Married Couples with Children

3. Conditions and Expectations

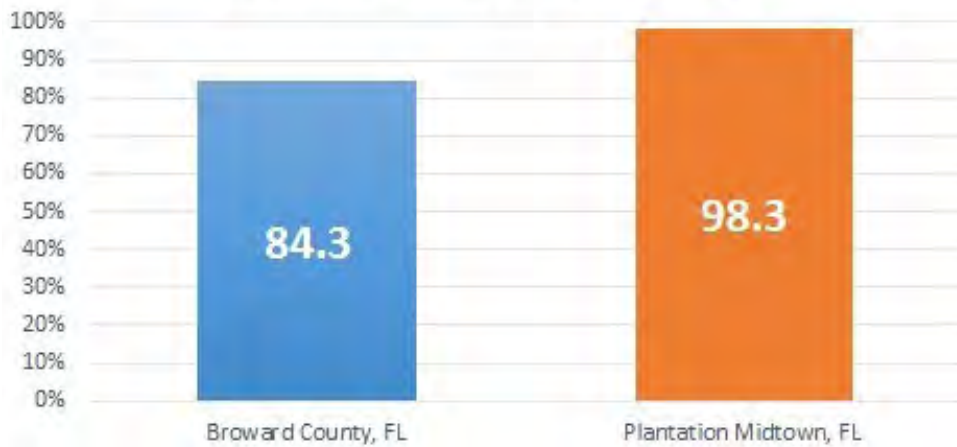
PLANTATION MIDTOWN, FL (%)



Sources: Nielsen, 2015, Keith and Schnars, 2016

Exhibit 8. Housing-Owner/Renter Occupied

GRADUATED HIGH SCHOOL (%)

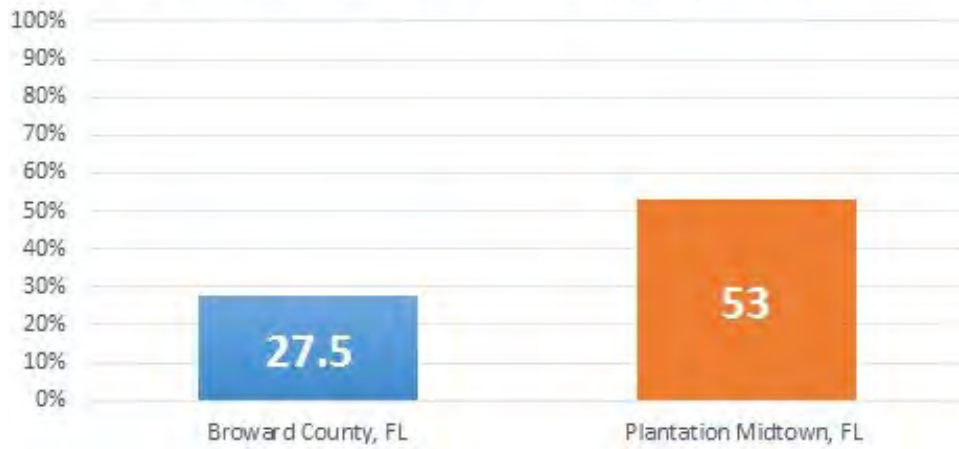


Sources: U.S. Census Bureau, Keith and Schnars, 2016

Exhibit 9. Education-Graduated from High School

3. Conditions and Expectations

BACHELOR'S DEGREE OR HIGHER (%)

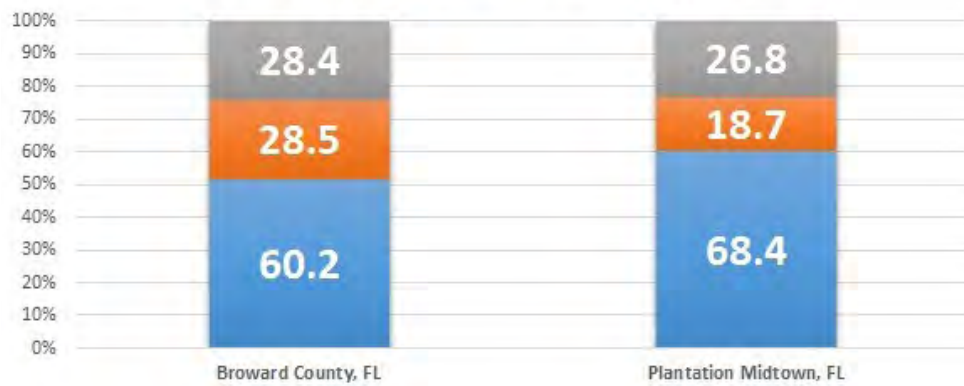


Sources: U.S. Census Bureau, Keith and Schnars, 2016

Exhibit 10. Education-Attained Bachelor's Degree or Higher

COMMUNITY COMPOSITION (%)

■ White ■ Black ■ Hispanic



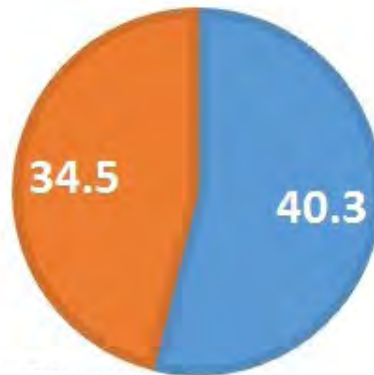
Sources: Nielsen, 2015, Keith and Schnars, 2016

Exhibit 11. Community Composition

3. Conditions and Expectations

MEDIAN AGE

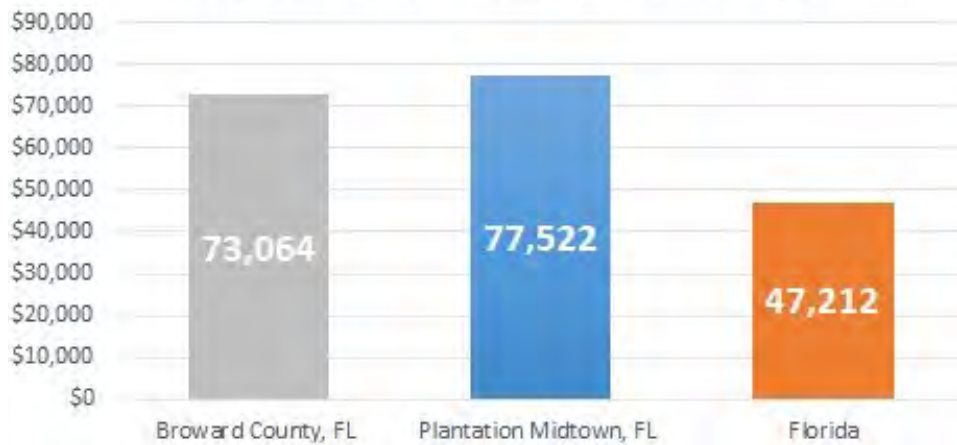
■ Broward County, FL ■ Plantation Midtown, FL



Sources: U.S. Census Bureau, Keith and Schnars, 2016

Exhibit 12. Median Age

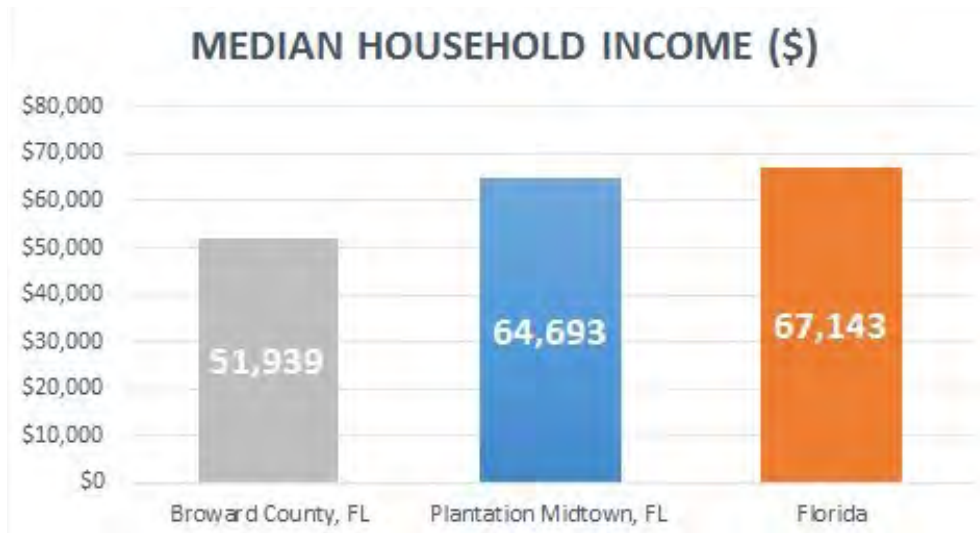
AVERAGE HOUSEHOLD INCOME (\$)



Sources: U.S. Census Bureau Keith and Schnars, 2016

Exhibit 13. Income Average

3. Conditions and Expectations



Sources: U.S. Census Bureau, Keith and Schnars, 2016

Exhibit 14. Income Median

The summation of this subsection is that demographic data suggest that Midtown’s achievement of a more livable and dynamic urban character with more entertainment, housing, streetside dining, and walkability will well-serve its population.

3. Conditions and Expectations

3.2. Observations from the field

To examine and evaluate the character of development, traffic and other conditions throughout the District, several windshield surveys by automobile, and on-the-ground tours (walking and roller-skating) were conducted in May and June on multiple days. Building sites, roadways, crosswalks, sidewalks, landscaping and overall conditions of the District were examined. Field notes, photographs and mapped perspectives were used to record observations, noting positive and negative features, opportunities and barriers, street activity- all focused on the livability vision and corresponding plan update goals.

Summary results:

- Connectivity intended to the District, and internal to various sites (vehicular and pedestrian/non-vehicular) is lacking in several areas. This means that certain areas are missing convenient intersections, public road links, and/or links of bicycle lanes, and lack intersection alignment. (Exhibit 15)
- Some areas demonstrate excellent walkability and pedestrian friendly character and amenities, such as the wide sidewalk and setback from roadway with bench pictured in (Exhibit 16).



Exhibit 15. Example of Missing Connectivity (Internal to Various Sites)



Exhibit 16. Pedestrian Friendly Sidewalk Along NW 84 Avenue (North Village)

3. Conditions and Expectations

- Other areas are less pedestrian friendly such as the more narrow sidewalk separated from traffic only with a curb, or missing sidewalk links shown in (Exhibits 17 and 18), respectively.



Exhibit 17. Less Pedestrian Friendly Sidewalk



Exhibit 18. Missing Sidewalk Connection

3. Conditions and Expectations

- The architectural aesthetics are not distinctive. For example, there is not a historical or modern architectural area which sets it apart.
- Urbanizing character is evident in some areas of the District, however, there is a lack of streetside pedestrian activity. (Exhibit 19)



Exhibit 19. 12 Story Mixed Use Lacking Streetside Activity

3. Conditions and Expectations

- While elevated parking structures make good use of land in several North Village locations (e.g. Westside Medical Center, Broward County offices, Fashion Mall, etc.) parking in the City Central and South Villages is more sprawling surface parking. Some is more aesthetically pleasing with vegetation and tree canopy, however some is not. (Exhibit 20)



Exhibit 20. Sprawling Surface Parking with Attractive Landscaping

- Landscaping including tree canopy is a major asset. In most areas other than malls and offices, the lush landscaping and green suburban feel are conveyed. (Exhibit 21)



Exhibit 21. Example of the Extensive, Mature and Attractive Tree Canopy in Many Parts of the District

3. Conditions and Expectations

- Though some species are non-native, there appears to be an emphasis on oak trees and the older age of most landscaping suggests drought and hurricane resiliency. A Broward County “NatureScape” designated area along the North New River Canal was noted, which is a program which encourages native vegetation and habitat creation. (Exhibit 22)
- If more native tree canopy can be achieved, more trail use is anticipated due to shading and increased sense of place. Native plants also offer the added benefit of attracting native wildlife. The New River Greenway can be better utilized as a recreation and entertainment amenity by providing more vegetation along the length of the canal. The addition of park benches, recycling/garbage receptacles, and pet waste disposal stations is anticipated to bring more frequent use by residents. (Exhibit 23)



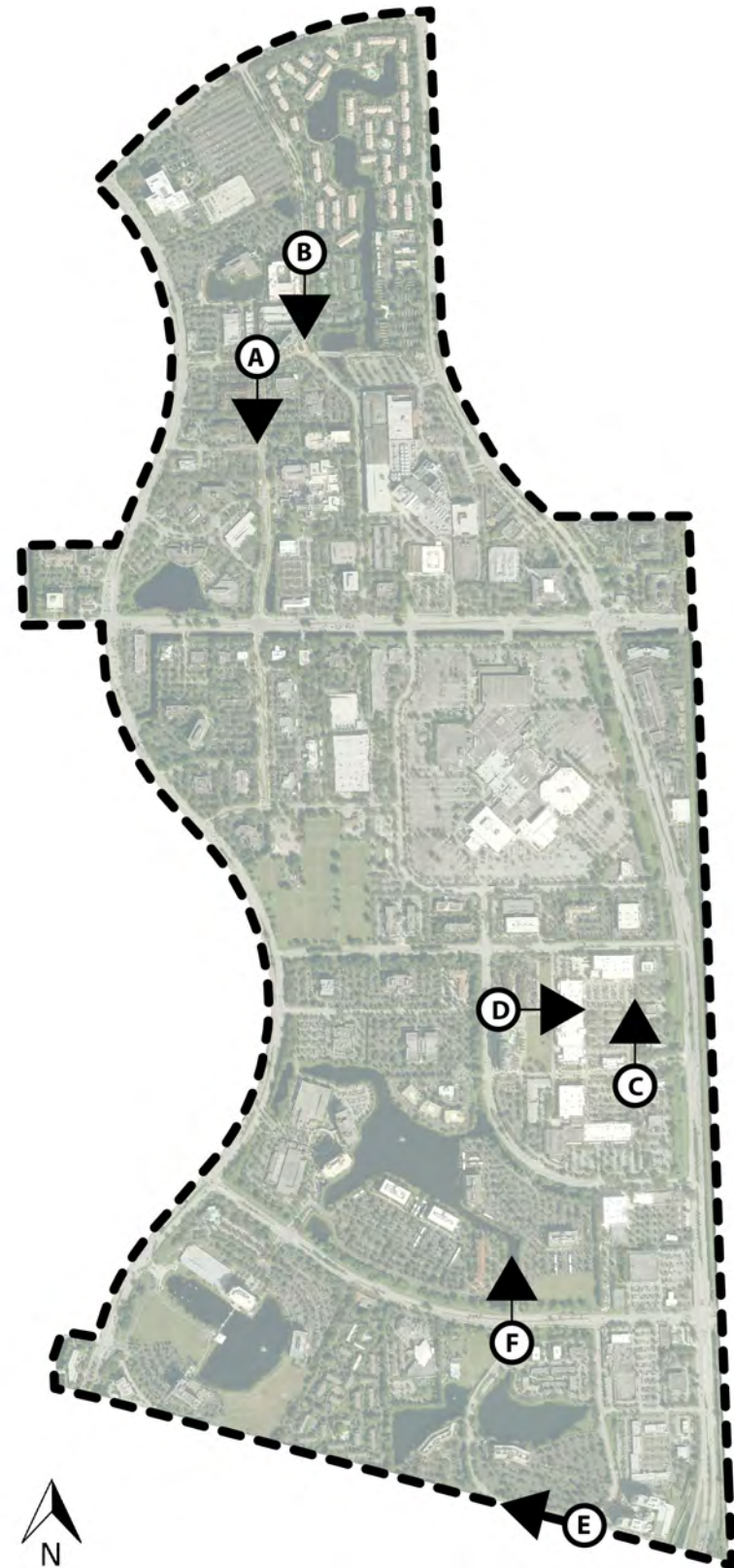
Exhibit 22. NatureScape Designated Property Along N. New River Greenway



Exhibit 23. N. New River Greenway

3. Conditions and Expectations

- Additional field observations, pictured and mapped below, convey some of the barriers, opportunities, and strengths to build on to improve connectivity.



A) Good example of crosswalks, sidewalks, and medians



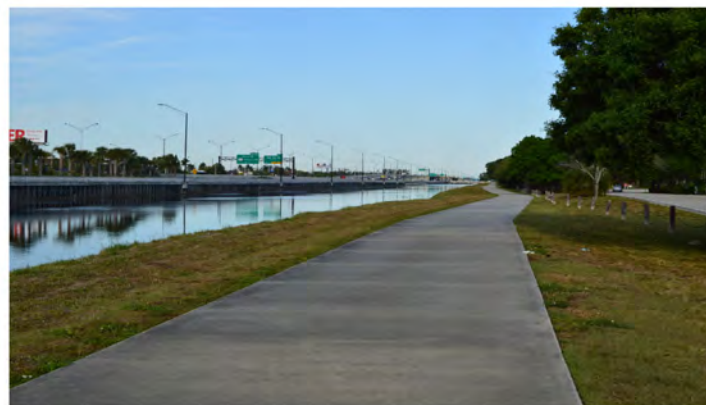
B) No bike lanes or sharrow symbols



C) No sidewalks or bike lanes



D) Sidewalks abruptly end, due to abutting private property



E) Walking path along New River Greenway Canal



F) Lacking crosswalk across Peters Road

3. Conditions and Expectations

3.3. Urban development pattern and trend

The 2002 Conceptual Midtown Plan relied on best available data, planning theory and practices, design principles and market conditions available at the time. The 2002 Plan recognized that development patterns over the prior 30 years had some negative consequence such as large parcel developments that were not connected, wasted land resources, and a lack of a vibrant town center.

In that context the 2002 Plan proposed introducing residential land uses, and building or realigning missing links to better internally connect Midtown. Based largely on community preference, low-rise residential was the type of residential development proposed, however a policy change to allow 40 dwelling units per acre was included in the Plan. Until recently, the result was primarily horizontal development; some under utilized parking lots redeveloped as residential and commercial/retail mixed-use.

Over the past 14 years, examples of re-development and new development include: the Fountains retail center, Regal Cinemas at the Westfield Mall, Renaissance Hotel, and several higher-end market residences in the North and South Villages.

More recently, the character and density of residential developments have notably changed. Residential projects now include parking garages and exceed six stories, with some reaching the 12-story height limit, and far exceeding the baseline density of 25 units/acre.

Based on the market demand developers have constructed several residential projects which have started the nucleus of two residential Villages, the strongest being the North Village. There are approved projects which have not been constructed in the north and south Villages which will further enhance the viability and creation of distinct Villages.

The new residential projects have re-defined the Village concept and the basis of the 2002 Plan from one of low rise residential to a denser urban Village with distinct cores.

As a result of the market demand for residential and the success of Midtown residential and commercial projects there have been numerous inquiries about potential redevelopment or in fill on several sites. Six sites have been identified as having potential for re-development within the next seven years, as discussed later in this document. The future potential development sites, (including those named Aetna and Sears), as assigned by staff, are hypothetical. This means that future development may or may not occur on that site but could occur in the general vicinity to analyze potential future impacts. The analyses of these potential sites is not intended to imply any vested rights.

A look at the trend of developing lands from 2002 into the future of the Plan Update's horizon (2023) shows the spatial location of developed land, and future prime potential development land. (Exhibits 25, 25, and 27) show the spatial configuration of selected development from 2002-2023.

3. Conditions and Expectations

Historic, current, and future urban development patterns and trends



Exhibit 25. 2002 Historic Urban Development Patterns and Trends.

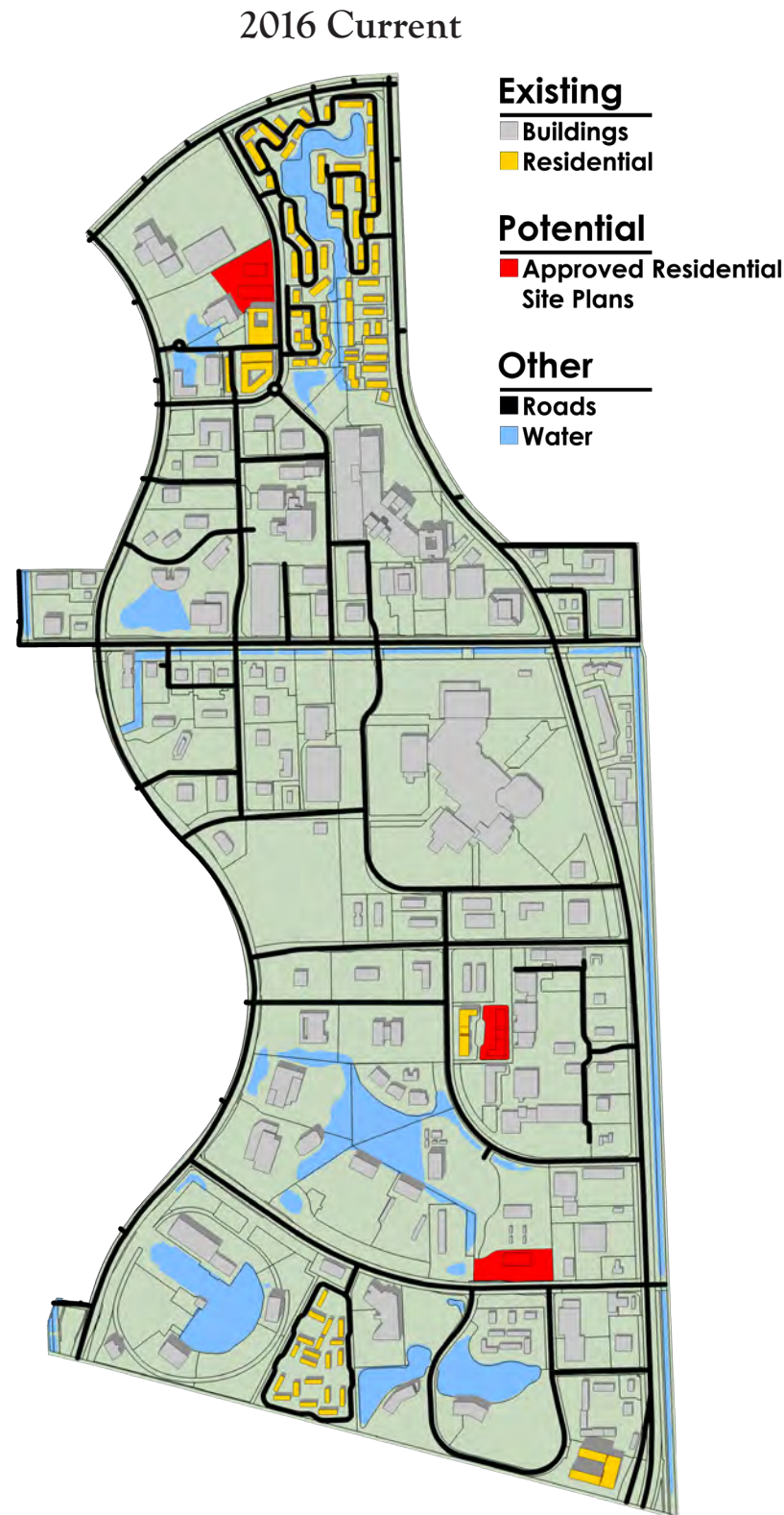


Exhibit 26. 2016 Current Urban Development Patterns and Trends.

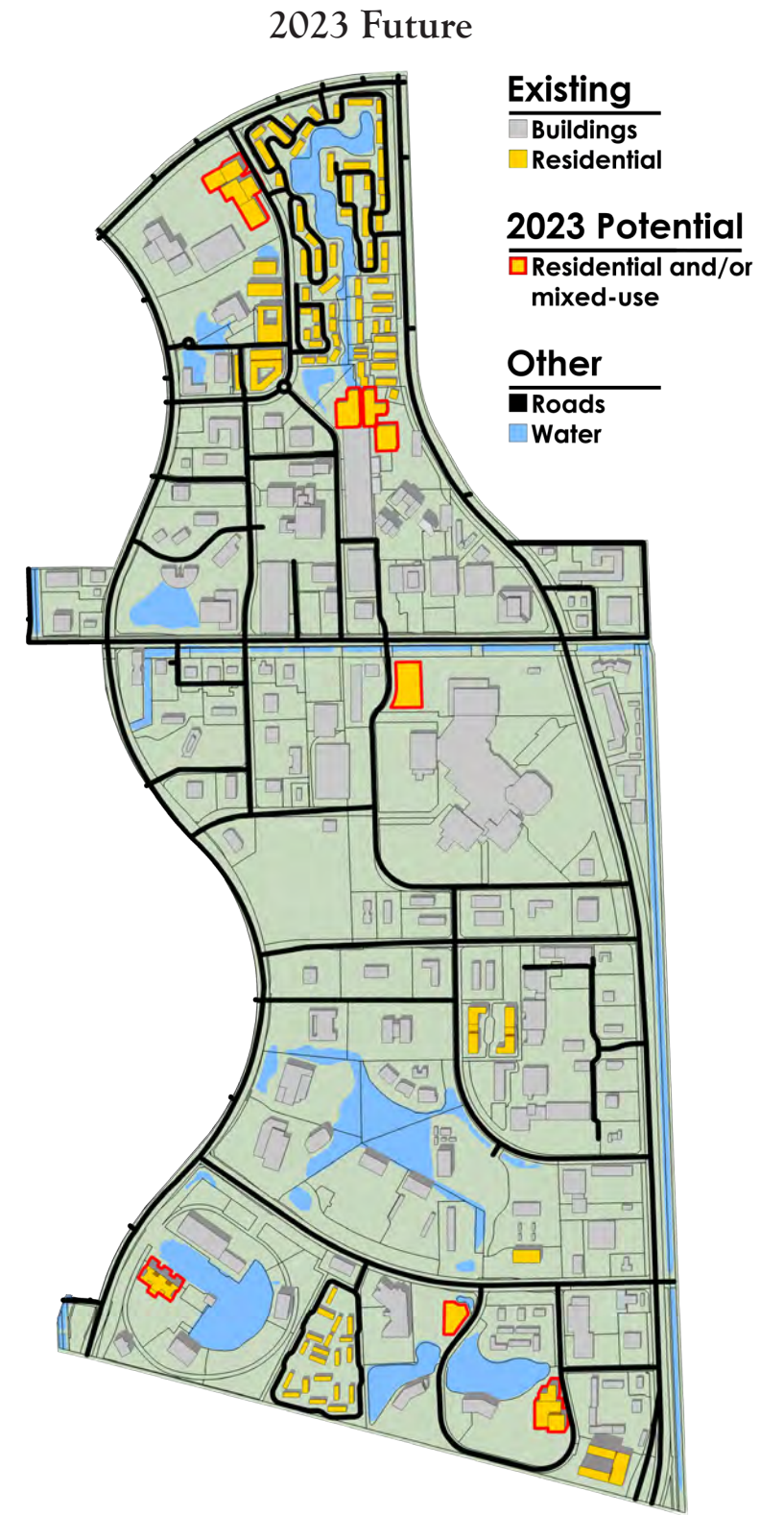


Exhibit 27. 2023 Future Urban Development Patterns and Trends.³

³ Potential future residential and/or mixed-use are conceptual locations, not final design. Of the potential future residential and/or mixed-use sites, some have been approved or are pending, while others are conceptual/hypothetical.

3. Conditions and Expectations

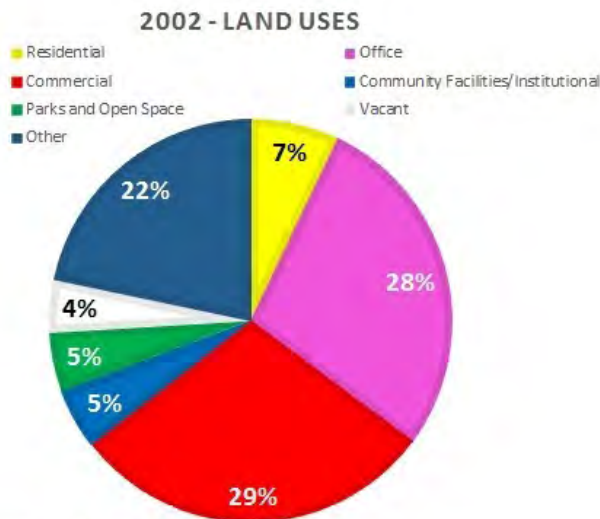
As shown in (Exhibits 28 and 29), a few trends are notable when examining the mix of land uses between 2002 and 2015. Over this 13 year period, residential uses are trending upward about 3 percent, office use is remaining roughly constant (from 28 to 29 percent), and community facilities/institutional increased from 5 to 7 percent, and commercial use shows the largest gain (from 29 to 35 percent). Parks and Open space declined from 5 to 3 percent.

In 2002, retail and commercial land uses were concentrated on the eastern portion of the area along University Drive. Large-scale office uses were located primarily on the western and southern portions of the District. Residential uses and institutional uses (hospital, library, etc.) were situated between other unrelated uses. Parks and open space were limited to Pine Island Park, lakes, and the landscape buffer areas along University Drive and Peters Road.

Including the new potential development sites analyzed in this Plan Update, in the ensuing years the District will continue to approach “build-out.” This means that all available land will be built to allotted densities; this is supported by the current vacant land use datum showing 6.5 acres which is less than 1 percent vacant land in 2015.

The upward trend for more residential land use is in keeping with the vision to urbanize the District. Under the current Code through 2023 the ratio of land uses need not change appreciably to achieve the desired urbanizing vision. Parks and open space is not likely to change unless some public entity purchases additional land. Commercial, office and residential land uses may increase due to the conversion of parking areas or zoning/land use changes if approved by the City.

While the City of Plantation maintains outstanding parks amenities and remains well above the recommended planning threshold for a high level of service, a further decline in parks an open space land contradicts the desired vision for improved livability and entertainment through recreation. Therefore, the acquisition of open space, such as the possibility being discussed in the South Village, is a desirable strategy.



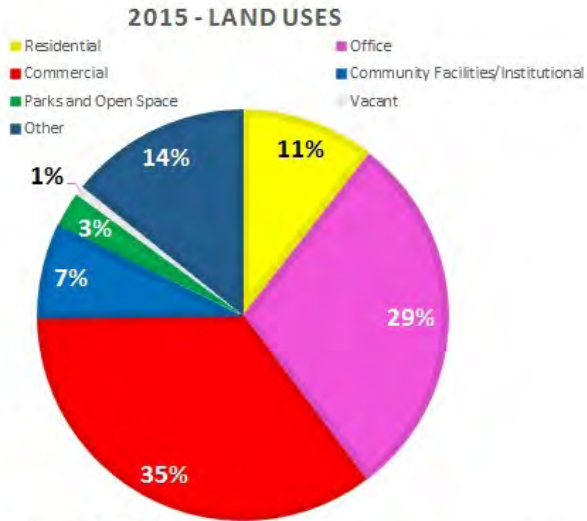
Source: Broward County Property Appraiser, 2015
Other means roadways, right-of-ways and lakes

2002		
Land Use Type	Area (Acres)	Percent
Residential	61.4	7.14%
Office	241.2	28.05%
Commercial	252.1	29.31%
Community Facilities/Institutional	41.7	4.85%
Parks and Open Space	40.5	4.71%
Vacant	36.4	4.23%
Other	186.7	21.71%
TOTAL	860	

Source: Broward County Property Appraiser, 2015
Other means roadways, right-of-ways and lakes

Exhibit 28. Land Uses

3. Conditions and Expectations



Source: Broward County Property Appraiser, 2015
 Other means rivers & lakes, submerged lands, right-of-way, streets, roads, irrigation channel, ditch, utility, gas & electricity, telephone & telegraph, locally assessed railroads, water & sewer service, pipelines, canals, radio/television communication, and no use code

2015		
Land Use Type	Area (Acres)	Percent
Residential	94.8	10.51%
Office	263.5	29.21%
Commercial	316.6	35.10%
Community Facilities/Institutional	67.1	7.44%
Parks and Open Space	24.9	2.76%
Vacant	6.5	0.72%
Other	128.6	14.26%
TOTAL	902	

Source: Broward County Property Appraiser, 2015
 Other means rivers & lakes, submerged lands, right-of-way, streets, roads, irrigation channel, ditch, utility, gas & electricity, telephone & telegraph, locally assessed railroads, water & sewer service, pipelines, canals, radio/television communication, and no use code

Exhibit 29. Land Uses

3. Conditions and Expectations

3.4. Development character - how might future development look and feel?

The development character, or “feel” of an urban area is defined by many components of the built, natural and landscaped environment, as well as the programming and activities which occur in public and private urban spaces. Foremost of the vision and goals for Midtown is to maintain aesthetically pleasing and human scale (as further described in this section), and encourage streetside activity now lacking and entertainment of appropriate scale with high quality programming.

A good blueprint of the City’s desired future development is the Future Land Use Map (FLUM). (Exhibit 30) presents the adopted FLUM (January 2010) which presents a clear picture: the majority of lower density residential development (yellow) surrounds the Midtown core, envisioned primarily to be commercial land use (red). The desire for urbanizing the Midtown core means bringing more residents and urban vibrancy through mixed use development.

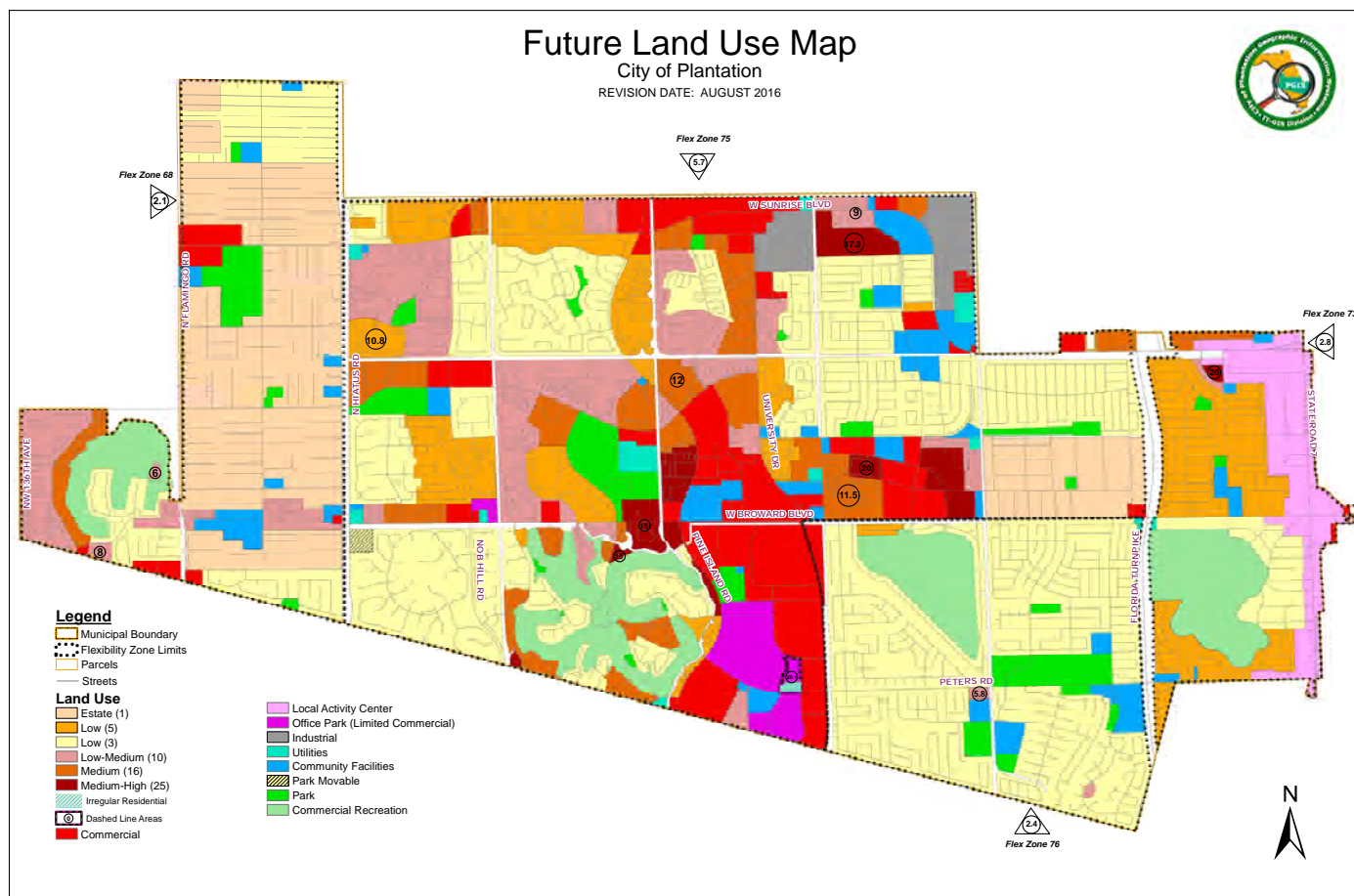


Exhibit 30. Plantation Future Land Uses

Current City Code is consistent with the main recommendation of this Plan Update, which is to encourage the urbanization of Midtown. The District’s SPI-3 category (Plantation Midtown District) calls for the promotion of “. . . an orderly transformation of the District from a predominantly suburban development pattern to a denser and more active mixed-use activity center characteristic of traditional town center environments.”⁴

Further, the Code describes a tightly integrated mixture of land uses and zoning categories spread throughout the District. However the Code is somewhat confusing by calling for “mainly commercial uses, but with a significant residential component”.⁵ If the desire is for mixed use, possibly the Code should be revised to provide better clarity.

⁴ City of Plantation Code of Ordinances, Subdivision D. -SPI-3 Plantation Midtown District, Section 27-620

⁵ City of Plantation Code of Ordinances, Subdivision D. -SPI-3 Plantation Midtown District, Section 27-622

3. Conditions and Expectations

The SPI-3 Code Development Intensity Section 27-624 (a) (1) sets a baseline allowable residential density at twenty-five dwelling units per acre; however it provides for alternative density calculations under Section 27-624(a)(3) which allows up to fifty dwelling units per acre with conditions.

The current trend to achieve maximum density is to circumvent the maximum density limitations by submitting applications to amend the Land Use Plan on properties with a dashed line establishing site specific density. Projects are also utilizing all the flexibility provisions available to maximize density.

In 2008, the City did not anticipate current density trends or a need for any special land use designations such as a Regional Activity Center. Future Land Use Element Policy 1.8.6 deemed it not necessary, calling only for monitoring. Broward County, as part of “Broward NEXT,” is revising the County Land Use Plan to establish a new Activity Center Designation which replaces the Regional Activity Center (RAC), freezes flexibility units, and allows local governments more flexibility to determine future land uses which will permit local certification of plans. The amendments are expected to be approved within a year.

The District’s architecture, per Code, should reinforce the pedestrian experience and demonstrate a comfortable scale and aesthetic design. These goals are reinforced by the vision and goals identified for this Plan Update.

Future Land Use Element Policy 1.8.8 defines uses permitted in commercially-designated areas and states “A limited amount of residential usage may be allowed within property enjoying a Commercial Comprehensive Plan Future Land Use Designation within Plantation Midtown.”⁶

With regard to building setbacks, four categories (A, B, C, or D streets) define minimum setback requirements and frontage. They range from A at 5 feet to D at 40 feet (See **Exhibit 31** for Street Classification Map).⁷ Buildings must have their primary orientation toward the highest classified street (A is the highest classified street, while D is the lowest).⁸

As for scale and intensity, maximum residential density throughout the District is 25 dwelling units/acre, and the maximum building height is twelve stories (not to exceed 150 feet). This limitation is contradictory, illustrated by the following example:

If a proposed residential development desired a maximum height of twelve stories that would mean only two units per story times 12 stories is 24 residential units. Even if each single story unit were a luxurious 5000 sq. ft., (in other words, high end market price and quality), the footprint for two units would use only about one-quarter, or 23% of the site. In addition to resulting in an odd-shaped building, it is probably not practical considering building costs.

In other words, either the density should be increased or the height decreased to define more realistic development. This Plan recommends the former which is in keeping with the policy desire to become Plantation’s genuine Town center, with more activity and vibrancy.

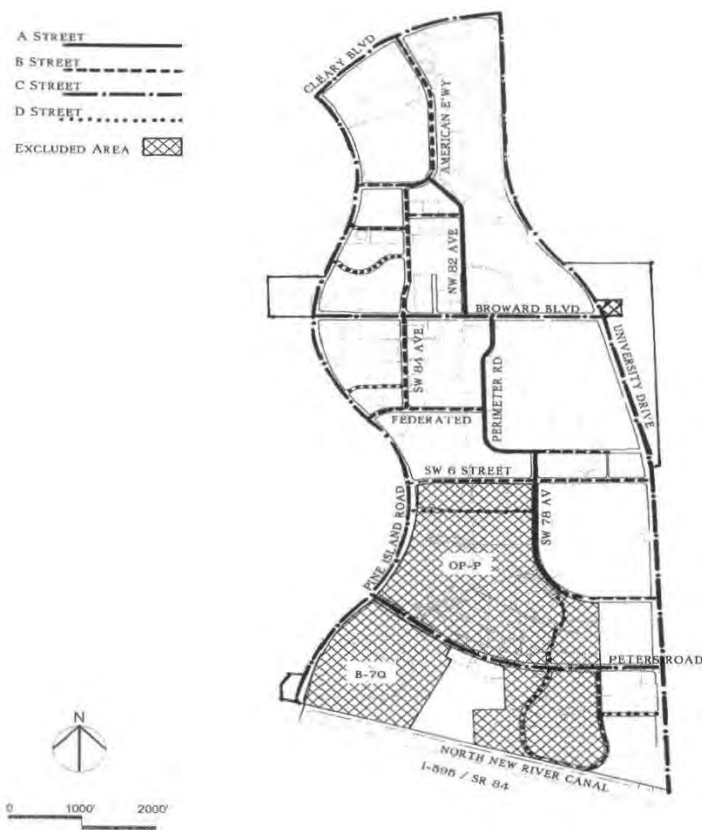


Exhibit 31. Street Classification

⁶ City of Plantation Comprehensive Plan Future Land Use Element, Goals, Objectives and Policies, January 2008

⁷ City of Plantation Code of Ordinances, Subdivision D. - SPI-3 Plantation Midtown District, Section 27-623,

⁸ City of Plantation Code of Ordinances, Subdivision D. - SPI-3 Plantation Midtown District, Section 27-624

3. Conditions and Expectations

To further underscore an inconsistency with regard to intensity defined by density, the recently approved projects have well exceeded the baseline density of 25 dwelling units/acre. Three examples are shown in (Exhibit 32) below, all which more than double the baseline density.

Residential Density of Recent Approvals							
	Acres (Gross)	Acres (Net)	Height (Stories)	Residential Units	Square Footage (Acres)	Floor Area Ratio (Net Acreage)	Density (Gross Acreage)
Midtown 24 Built & Camden	6.32	5	12 & 8	520 (251 + 269)	713,682 (16.38 acres)	3.28	82.28
Amlı	4.8	3.92	6	286	344,414 (7.919 acres)	2.02	59.58
One Plantation Built	5.99	5.57	12	321	359,564 (8.25 acres)	1.48	53.59

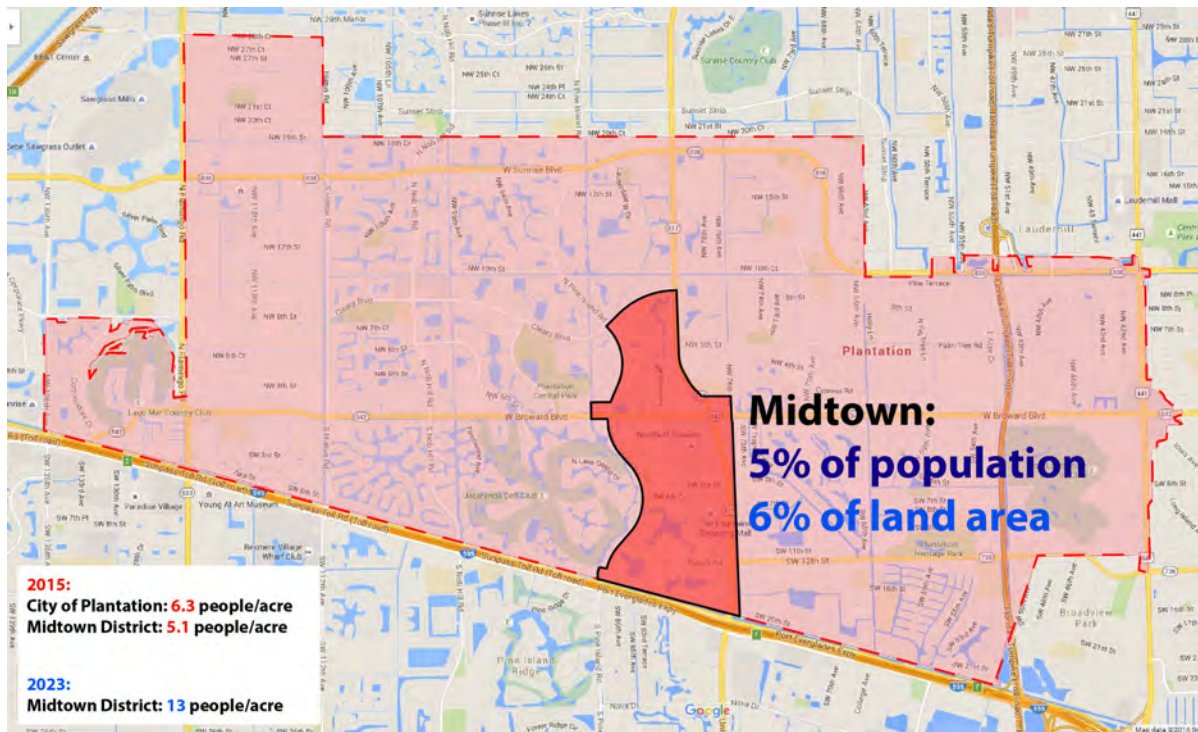
Source: City of Plantation, May 2016; Edited by Keith and Schnars

Exhibit 32. Residential Density of Recent Approvals

An additional analysis of density, past and future, is a useful tool to discuss development character.

First, consider that Midtown now comprises about 5% of all of Plantation’s current population; however, only on about 6% of the land area (2015 data). Further, Midtown’s gross density at 5.1 people per acre is lower than Plantation’s gross density (6.3 people per acre). (See Exhibit 33). Based on density, this suggests that Midtown is less urban than the rest of Plantation (which is known for its relatively large-lot suburban character).

If the future development (now at various stages of recent approval or conceived in the future) is realized, the gross density will more than double to approximately thirteen people per acre (or 5.9 units). (See Exhibit 33).



Sources: K&S, Broward County Property Appraiser, Bureau of Economic and Business Research (University of Florida), 2016.

Exhibit 33. Midtown Population Compared to Plantation’s Land Area, and Comparative Densities

3. Conditions and Expectations

The relative increase in density sounds extreme until it is put in context. First, perceptions about higher density are often negative, but ignore proven benefits and can be largely unfounded meaning that the ills associated with crowding are not necessarily caused by higher density.⁹

Second, if Midtown’s vision is to urbanize, achieving 13 people or 5.7 units per acre (gross) is low compared to other activity centers in Broward County. Third, the possible future residential density is low compared to planning standards supporting transit centers.

Next, a comparison to Broward County activity centers densities is useful in this discussion. As shown in (Exhibit 34), as defined by the Broward County Land Use Plan densities in Hollywood, Fort Lauderdale, and Coconut Creek far exceed what Midtown might achieve by 2023.



Sources and Notes: K&S calculations based on future units under current Land Development Code at 25/DU baseline density; Current population from Broward County Property Appraiser 2016; comparative Exhibits from Broward County Land Use Plan, Regional Activity Centers.

Exhibit 34. Comparative Densities of Select Activity Centers in Broward County (Chart)

Units Per Acre			
City	Acres	Units	# of Units/Acre
Downtown Fort Lauderdale	710	13,100	18.4
Coconut Creek	500	6,450	12.8
Downtown Hollywood	1,486	15,100	10.2
Plantation Midtown	902	5,319	5.7

Sources and Notes: K&S calculations based on future units under current Land Development Code at 25/DU baseline density; Current population from Broward County Property Appraiser 2016; comparative Exhibits from Broward County Land Use Plan, Regional Activity Centers.

Exhibit 35. Comparative Densities of Select Activity Centers in Broward County (Data)

⁹ James Anaston-Karas Master’s Thesis, Ohio State University [available online] at https://etd.ohiolink.edu/pg_10?0::NO:10:P10_ACCESSION_NUM:osu1392816956, July 15, 2016.

3. Conditions and Expectations

What do various development densities look like when built? The answer varies. Units or people per acre is an abstract concept. To offer a better representation of various densities, please see the selected images below. (Exhibit 36)



Los Angeles, CA 53.3 units / acre



Salt Lake City, UT 54.8 units / acre



Emeryville, CA 55.0 units / acre



Charlestown, MA 26.7 units / acre



Boston, MA 27.6 units / acre

Source: Lincoln Land Institute, and courtesy of Duany, Plater-Zyberk, 2016.

Exhibit 36. Development Densities

To achieve more livable urbanizing areas in Florida including Midtown, more transit oriented development and enhanced transit services are recommended. In recent FDOT policy planning regarding transit oriented development (TOD), "...a high priority is placed on the integration of land use/transportation connections, with a focus on transportation decisions that support and enhance livable communities as a primary long-term state goal, which creates a direct correlation to transit-supportive conditions and TOD. This direction reinforces the importance of TOD as a key component in Florida's long-term transportation mobility and development strategies."¹⁰

The FDOT goes on to explain the some merits of TOD planning: "By closely coordinating land use with transit systems, TOD patterns of development provide a stronger economic return on transit investments, frequently yielding higher rents and property values, and better-developed markets for a range of uses. These economic benefits help reinforce TOD development activity, expanding both the real estate market as well as ridership for the transit service, which in turn, increase further demand for TOD land development in a cyclical fashion."¹¹

With all this said, this Plan Update is not recommending transit projects even though they may be a logical outcome if future development and increasing densities are achieved after 2023. The two main reasons for not recommending such projects are (1) the prior plan included significant emphasis on transit including a county transit center and regional multi-modal center; only the center was realized but not the multi-modal feature. "Thus the vision and goals expressed by the City commission omit transit, and (2) forecast density will not be high enough to sustain transit."

Whereas the forecast residential density for Midtown in 2023 if future development is realized may reach 5.7 units per gross acre (Exhibit 35), the recommended minimum gross density for transit is higher (7-9 units/ acre for bus rapid transit/bus, or 9-12 units/acre for commuter/light rail).

¹⁰ Florida TOD Guidebook, 2012. p. 1-1.

¹¹ Florida TOD Guidebook, 2012.

3. Conditions and Expectations

		1	2	3
		Regional Center		
		Heavy Rail	Commuter/Light Rail	Bus Rapid Transit/Bus
STATION AREA MEASURES	Gross Intensity/Density			
	Station Area Employment and Residential Units	70,000 - 95,000	45,000 - 70,000	23,000 - 45,000
	Station Area Total Residential Units	10,000 - 15,000	5,000 - 10,000	3,000 - 5,000
	Gross Residential Density (Dus/Acre)	55 - 75	35 - 55	20 - 35
	Station Area Total Employment	60,000 - 80,000	40,000 - 60,000	20,000 - 40,000
	Gross Employment Density (Jobs/Acre)	200 - 250	100 - 200	50 - 125
	Jobs/Housing Ratio (Jobs/Residential Units)	6 : 1		
Mix of Uses	Mix of Uses - % Residential / % Non-Residential	35% / 65%		
SITE LEVEL MEASURES	Net Intensity/Density			
	Net Commercial Floor Area Ratio (FAR)	4.0 - 6.0	2.0 - 4.0	1.5 - 3.0
	Net Residential Density (Dwelling Units per Acre)	85 - 115	55 - 85	30 - 55
	Street Network and Building Design			
	Grid Density - Blocks per Square Mile for Vehicular, Bicycle, and Pedestrian Street Network	> 350	> 350	>230
	Building Height (in Floors)	> 4	> 3	> 2
	Maximum Lot Coverage	80% - 90%	80% - 90%	60% - 70%
	Minimum Street Frontage	80% - 90%	80% - 90%	70% - 80%
	Parking			
	Maximum Residential Parking - Spaces per Residential Unit	1	1	1.5
	Maximum Non-Residential Parking - Spaces per 1,000 square feet	1	1	2
Park & Ride	No	No	No	

Source: Florida Department of Transportation Guidebook, 2012
Exhibit 37. Employment Density for Transit Stations, excerpt from TOD Guidebook¹²

Employment density is another means of analyzing potential for successful transit systems. Midtown does contain significant jobs generators in its office, commercial/retail, government services and medical uses. Using the guidebook provided by the FDOT, bus rapid transit/bus or light rail stations can be supported for neighborhood or community centers when employment exceeds 10 and 20 or 15 and 45 per acre, respectively (Exhibit 37). The jobs per acre data should be investigated in future study to determine if thresholds are exceeded so Midtown employers would consider enhancing transit services.

Station Area - Employment Targets from TOD Framework				
TOD Place Type	Employment Target	Heavy Rail	Commuter/Light Rail	BRT/Bus
Regional Center	Station Area Total Employment	60,000 - 80,000	40,000 - 60,000	20,000 - 40,000
	Gross Employment Density (jobs/acre)	200 - 250	100 - 200	50-125
Community Center	Station Area Total Employment	18,000 -24,000	12,000 - 18,000	6,000 - 12,000
	Gross Employment Density (jobs/acre)	65 - 90	45 - 65	20-45
Neighborhood Center	Station Area Total Employment	2,000 - 3,500	2,000 - 3,000	1,000 - 2,000
	Gross Employment Density (jobs/acre)	20 - 30	15 - 20	10 - 15

Source: Florida Department of Transportation Guidebook, 2012
Exhibit 38. Employment Targets, excerpt from TOD Guidebook

¹²Florida TOD Guidebook, 2012, p. 3-13

3. Conditions and Expectations

3.5. Public land asset opportunities

In short, the use of public land for new opportunities is limited due to the small inventory of publicly-owned land. Site redevelopment tools such as additional land acquisition, assembly, or public/private partnerships or land swaps are not immediately evident. To achieve improved connectivity in the special area entertainment plan, one possible strategy includes reconfiguration or swapping of certain Right-of-Way or easements.

Broward County's ownership in the District totals approximately 35.0 acres, which is mostly in active office use with supporting surface parking. The land under Broward County ownership is government facilities including the courthouse, library, emergency management, west terminal bus station. There is a possibility of consolidating parking acreage on County property by building more elevated parking. The County's West Regional Library site could be enhanced to offer a more pleasant outdoor pedestrian experience around the adjoining lake, and should encourage more internal non-motorized access (namely bicycle).

The City of Plantation owns approximately 25 acres, a majority at Pine Island Park, with expansion opportunity. As observed in the 2002 Midtown Plan, the Park area still presents the most attractive opportunity to establish a centrally-located entertainment hub - anchored by an outdoor amphitheater.

As with any redevelopment facilitated by the public sector, implementation opportunities such as land purchase and sale, and land swaps may be used to induce desired development in desired locales. Land owned by the City may have restrictions such as bond covenants or similar encumbrances which may restrict flexibility.

3. Conditions and Expectations

3.6. Vehicular traffic (2002-2030)

A look at the existing, and projected conditions shows, in essence, some capacity now however serious degradation in the future. Level of Service (LOS) grades range from A to F.

Based on Florida Department of Transportation (FDOT) latest published traffic counts for 2015 the Peak Hour traffic in the Midtown area is within acceptable Level of Service (LOS) as indicated on (Exhibit 39).

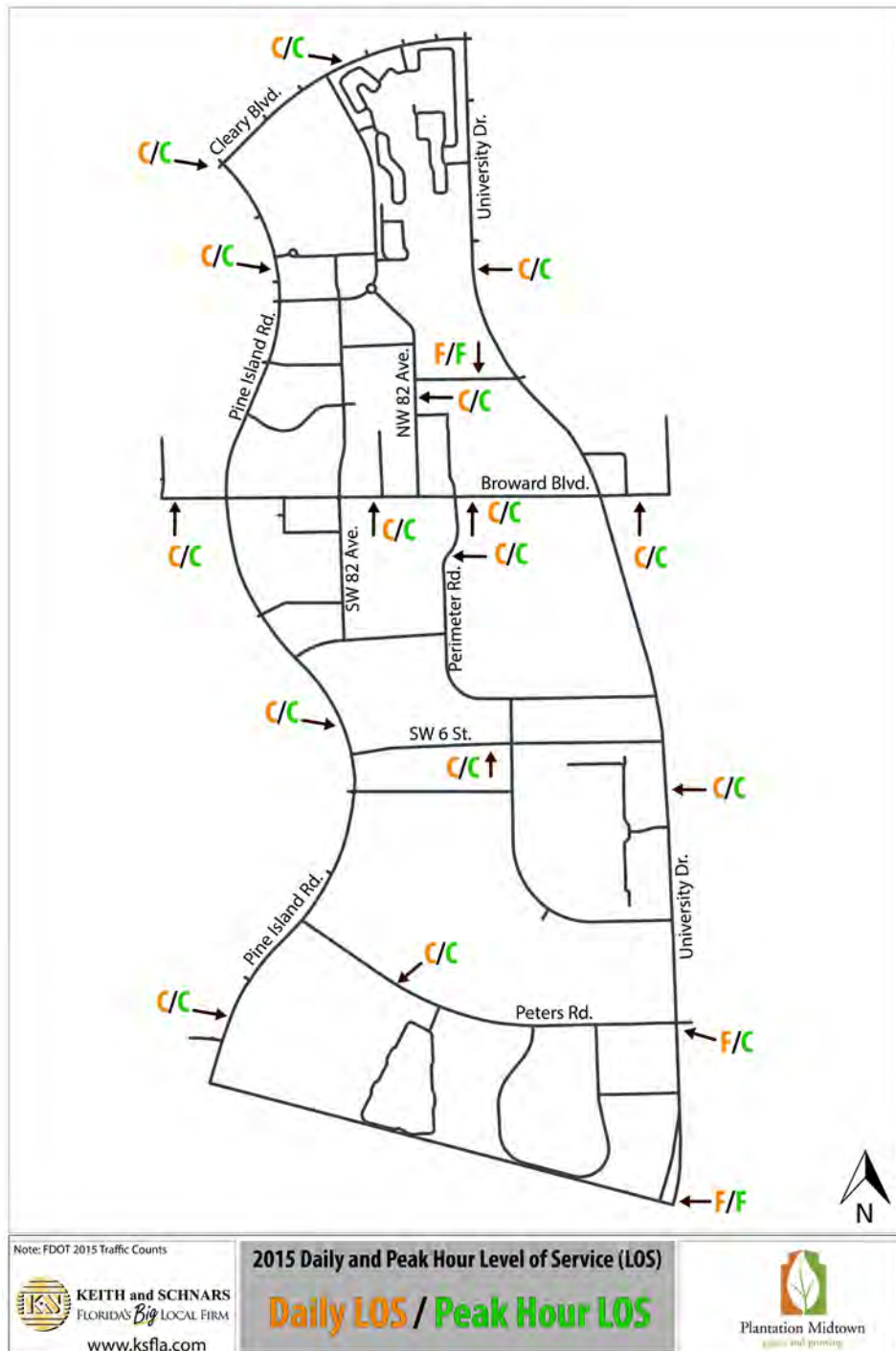


Exhibit 39. Peak Hour Traffic

3. Conditions and Expectations

A comparison of 2002 Average Annual Daily Traffic (AADT) counts to 2015 counts is illustrated on (Exhibit 40) which demonstrates with few exceptions traffic counts have decreased on surrounding Midtown roadways.

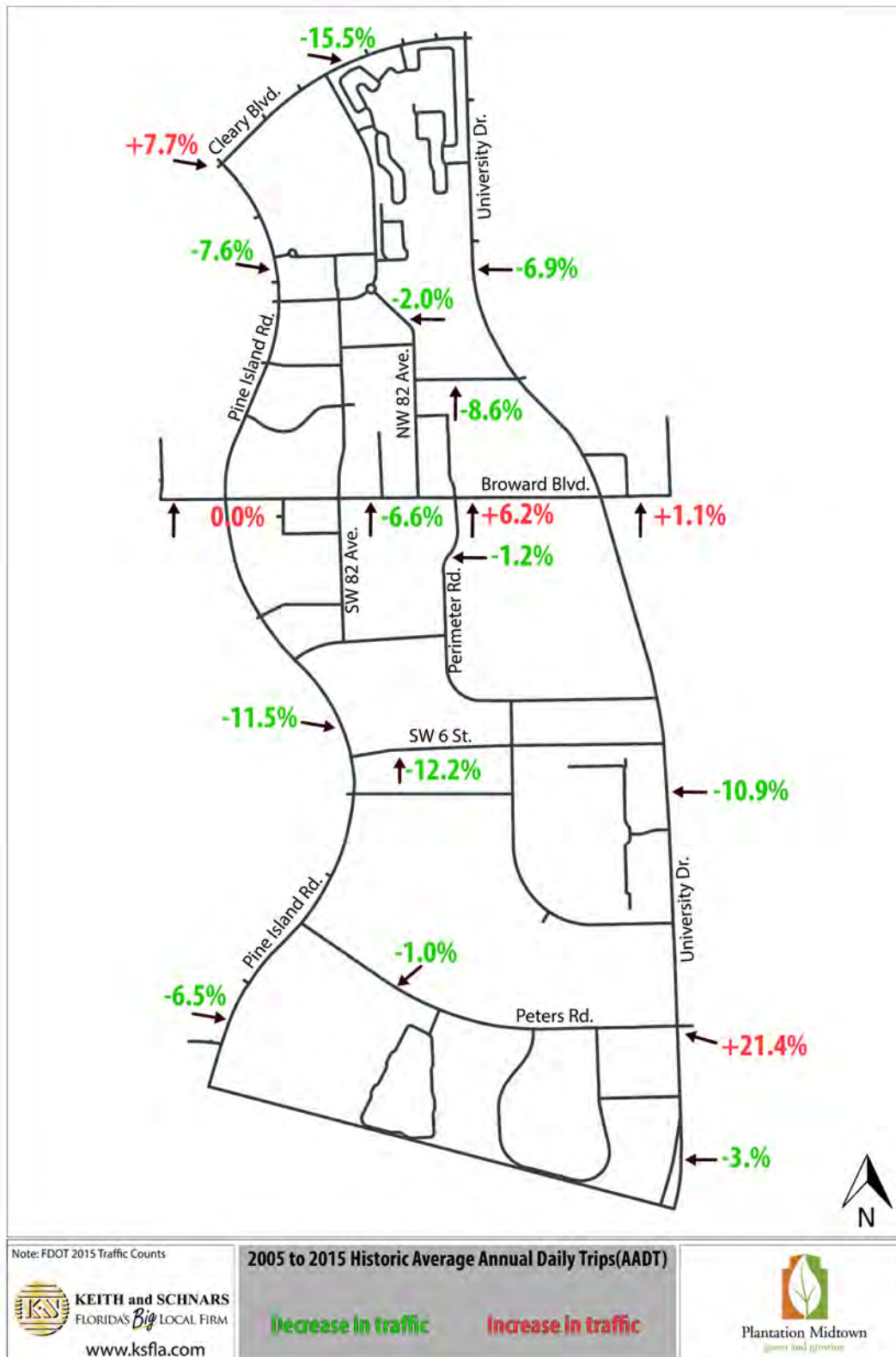








Exhibit 40. Average Annual Daily Traffic

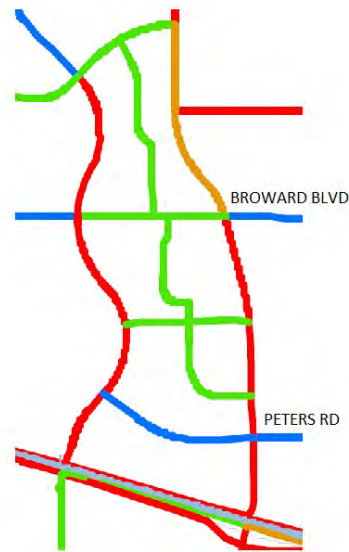
3. Conditions and Expectations

Traffic projections for 2035, as illustrated on the Service of Roadway 2035 Map project a majority of failing conditions. (Exhibit 41)

YEAR 2035 PEAK HOUR ROADWAY LEVEL OF SERVICE

Level of Service

-  Level of Service A - C
-  Level of Service D
-  Level of Service E
-  Level of Service F
-  Data not Available
-  RoadsMajorTriCounty



Source: Broward Metropolitan Planning Organization
Florida Department of Transportation
Broward County GIS

Last Updated: 2/16/2013

Exhibit 41. Service of Roadway 2035

Trip Generation and Peak Hour analysis was performed for each the six hypothetical sites.¹³ The future potential development sites, (as assigned by staff), (including those named Aetna and Sears), are hypothetical. This means that future development may or may not occur on that site but could occur in the general vicinity. The analyses of these potential sites are not intended to imply any vested rights. The analysis was based on the conceptual development scenarios using the latest Institute of Traffic Engineers (ITE) trip generation rates. The summary of each site can be found in (Appendix 5.4.) A cumulative impact analysis of the projects should be performed and is recommended; however was not authorized at this phase.

Based on projections and additional traffic created by increasing the density, it is reasonable to assume that future inclusion of internal transit opportunities will be necessary. A complete breakdown of the actual FDOT traffic counts can be found in (Appendix 5.4.).

¹³The future potential development sites, (including those named Aetna and Sears), as assigned by staff, are hypothetical. This means that future development may or may not occur on that site but could occur in the general vicinity to analyze potential future impacts. The analyses of these potential sites is not intended to imply any vested rights.

3. Conditions and Expectations

3.7. Will water and parks infrastructure, and school capacity be adequate to serve new development?

The short answer is yes, there is anticipated to be ample potable water, sanitary sewer capacity and a surplus of park lands; however as with most analyses, some caveats. Demand for new school capacity may not be fully met at one elementary school, plus new market potential demand was not analyzed.

The new demand estimated takes into account the anticipated six new hypothetical sites at assigned development density, plus the estimated market demand for new housing in the next seven years- but is limited to residential demand.

Accordingly, new commercial/retail demand for water infrastructure was not factored in, mainly because (a) there is a net decrease in such demand considering the reduction in commercial space at the Fashion Mall, and (b) it is highly unlikely that more than 400,000 s.f. of new commercial development will be located within the District boundaries.

Methodology

First, each of the six conceptual sites was analyzed, then summed to determine if sufficient infrastructure capacity is available to service the additional demands from the projects. The analysis uses adopted generation rates for: Potable Water, Sanitary Sewer, Parks, and schools. The results are summarized below and are detailed in (Appendix 5.10.).

Using the same demand generation rates, demand from additional residential units projected in the market analysis are estimated.

Potable Water

City capacity: 18.96 million gallons per day (mgd)

Committed capacity: 13.20 (mgd)

Available capacity: 5.76 (mgd)

3048 DU. demand: 1.0668 (mgd)

Surplus: 4.6932 (mgd)

Sanitary Sewer

City capacity: 18.19 (mgd)

Committed capacity: 11.59 (mgd)

Available capacity: 6.60 (mgd)

3048 DU. demand: .83 (mgd)

Surplus: 5.7618 (mgd)

Public Parks

Current Acreage: 640.5 Acres

Current requirements: 388.2 Acres

Surplus: 252.3 Acres

3048 DU. demand: 31.7 Acres

Surplus: 220.6 Acres

Schools

This analysis considers only the future anticipated student increase from the six hypothetical sites, and not the additional 708 dwelling units potentially meeting market demand. The finding is that only Tropical Elementary is currently at capacity. However, since the theoretical six new development sites are not in fixed locations, the geographic distribution of new students could shift, thereby changing the impact on Tropical Elementary School.

¹⁴Source: https://www.plantation.org/docs/pz/planning/Vo-2_Data-Analysis/V2-07-Recreation-Open-Space-Data-and-Analysis.pdf, City of Plantation, page 2.163.

3. Conditions and Expectations

2015-16 school year capacity

Peter's Elementary - 845/71.0%

Tropical Elementary - 932/99.2%

Plantation Middle School - 1,345/60.4%

Seminole Middle School - 1,436/83.1%

Plantation High School - 2,893/81.0%

South Plantation High School - 2,779/85.4%

Distribution of additional students

Peter's Elementary - 96 students (American Express, 36 and Fashion Mall, 60)

Tropical Elementary - 106 students (Cornerstone/Millcreek, 27, Aetna, 30, Temple, 11, Sears, 38)

Plantation Middle School - 40 students (American Express, 15 and Fashion Mall, 25)

Seminole Middle School - 45 (Cornerstone/Millcreek, 11, Aetna, 13, Temple, 5, Sears, 16)

Plantation High School - 54 students (American Express, 20 and Fashion Mall, 34)

South Plantation High School - 60 students (Cornerstone/Millcreek, 15, Aetna, 17, Temple, 6, Sears, 22)

4. Defining and Pursuing the Plan Update Vision and Goals

A vision is “a picture on the mind’s eye.” It should be aspirational thus conveying an ideal setting, and give guidance for future planning and design. Goals are the elements sought to pursue the vision.

For this project’s planning purposes, a statement of vision and goals were synthesized by the Project Team from workshop input from Commissioners, the contract outline, and collaboration with staff. The vision and goals are preferably narrow enough to guide the emphasis for this planning effort and therefore distinguish the Midtown District from other sectors of the City. The vision and goals are provided to also satisfy the project’s call for guiding principles for future planning, design, and urban development/redevelopment.

The consensus vision for the Midtown District is to:

“Enhance urban vibrancy, recreation and entertainment bringing a diversity of residents to three distinctive Villages in a modern, livable mixed-use community with lush landscaping, moderate building scale, new gathering places, and signature office, commercial, and retail businesses.”

This aspiration, together with nine supporting goals as presented in the following Exhibit reflect the desire to encourage more urbanization of the District while simultaneously advancing the Midtown District’s Charter as a Safe Neighborhood Improvement District furthering the pursuit of maintaining a vibrant, liveable and safe community.

4. Defining and Pursuing the Plan Update Vision and Goals



Exhibit 42. Midtown 2023 Vision and Goals

4. Defining and Pursuing the Plan Update Vision and Goals

4.1. A key strategy: distinguish three villages

The Plan Update proposes that three urban Villages be distinguished, thus benefitting the livability of the area by advancing a sense of place, and elevating pride and ownership in one's neighborhood.

As shown in (Exhibit 43), three Villages is a consolidation from the 2002 Plan's five approximately ¼ mile radius Villages. Thus the new Villages (mainly north and south) approximate a ½ mile radius. Whereas, ¼ mile is considered a walkable standard, the vision for Midtown is shifted to more automobile friendly reality in South Florida.

Over time, design guidelines, signage, theming, and other architectural accents or theming could promote individual distinction for each Village. In other words, one should be able to easily determine if they are in the north, central, or south Village by imagery, colors, signage, theming or the like.

This means that typical internal trips for Midtown residents would likely involve driving a short distance and walking to a retail, office, medical, entertainment or dining destination.

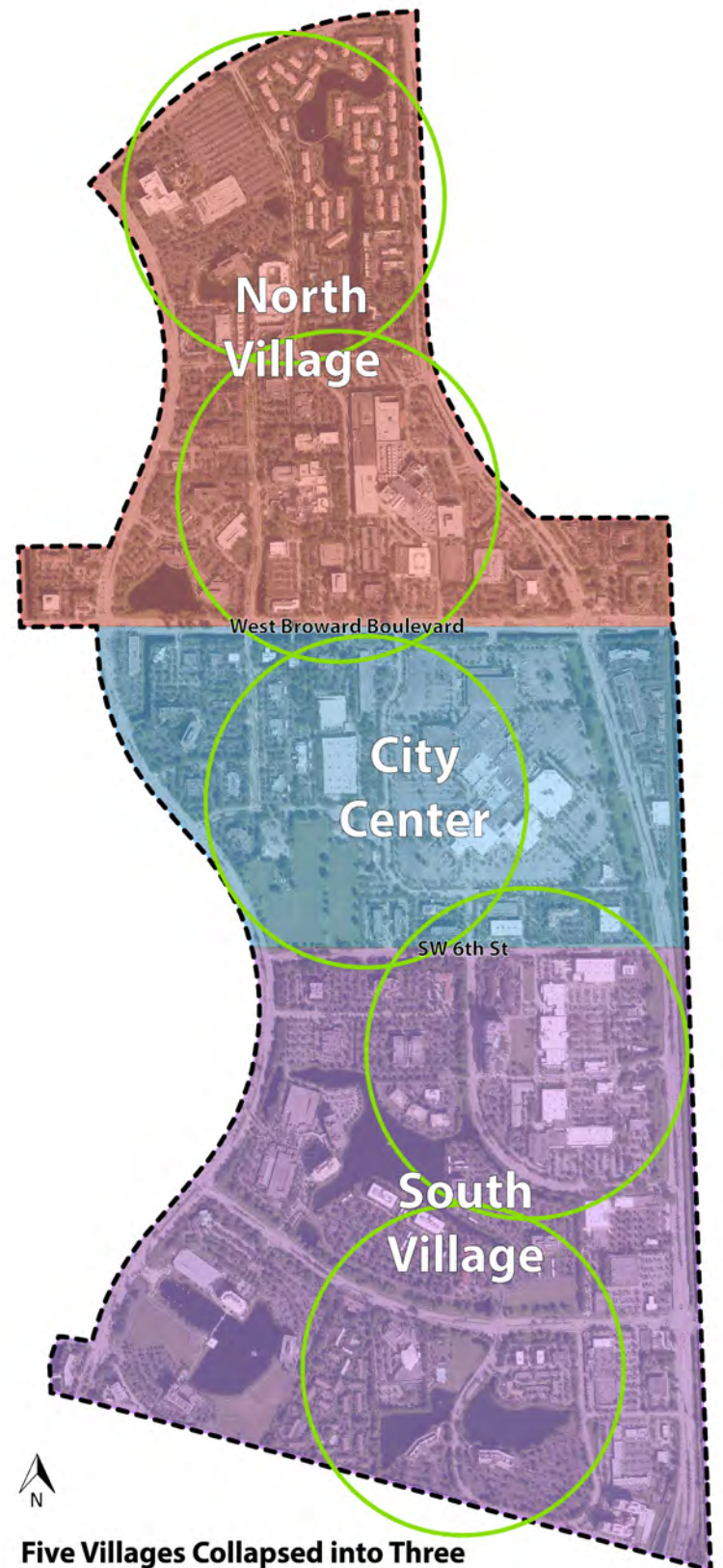


Exhibit 43. Five Villages Collapsed into Three

4. Defining and Pursuing the Plan Update Vision and Goals

4.2. How might current conditions be graded toward achieving the vision and goals?

To give a beginning reference point for the Plan Update, page 1 of **(Exhibit 44)** assigns letter grades to approximate the strengths or weaknesses in each Village area, according to the new Vision and nine goals. In other words, how does the Project Team grade the current conditions in each Village ranging from overall livability and aesthetics to safety. (The rest of **(Exhibit 44)** will be explained in greater detail in this Update, as it offers other analysis information for each Village area, ranging from market demand to recommended strategies, time line for completion, and barriers).

Each grade is assigned combining analysis completed by field visits, aerial images, and best professional judgement weighed against the vision, guiding principles, and goals. Grading is a relative calculation based upon each Village area weighed against the others and includes an overall score (livability). Each category has been given an alphabetical grading which translates into action items, strategies, and projects for future improvements. Likewise, constraints/barriers is also listed to better understand pediments or future opportunities for redevelopment activities. In addition, current and future market demand is shown for a variety of examples and projects consisting of housing, office, and commercial/retail. All of the information contained within the evaluation matrix allows for a variety of information to be presented side-by-side. This tool serves to better analyze the strengths and weaknesses between each Village and understand the issues concerning each area to optimize Midtown future development.

The Liveability Index was determined by using an online tool provided by the American Association of Retired Persons (AARP). The tool calculates the overall livability of an area using the following seven categories: housing (affordability and access), neighborhood (access to life, work, and play), transportation (safe and convenient options), environment (clean air and water), health (prevention, access, and quality), engagement (civic and social involvement), and opportunity (inclusion and possibilities). The tool provides a numerical value which has been subjectively converted into a relative alphabetical rating within the evaluation matrix. A total of twelve sites were randomly chosen throughout the Midtown area utilizing four sites per Village. The twelve sites analyzed are listed in **(Appendix 5.8)**.

4. Defining and Pursuing the Plan Update Vision and Goals

(Page 1 of 3)

How do the three villages measure up now to achieve the City's vision and goals? How might they transform to better achieve them in the future?

Villages	Existing											Future								
	Overall livability, and grade by category										Market demand distributed for:			Development						
	Livability (Overall Score)	Livability Index (AARP) ²	A. Aesthetics/Design	B. Auto-accommodating	C. Pedestrian-friendly	D. Housing	E. Recreation	F. Entertainment	G. Employment	H. Amenities	I. Safety	Housing (Multi Family)	Office	Commercial/Retail	Housing (Multi Family)		Office		Commercial/Retail	
															Approved	Unapproved	Approved	Unapproved	Approved	Unapproved
<p>North Village:¹ Includes civic buildings, Midtown's largest multi-family development, and BCT Central Station. (Combines Villages 1 & 2 from 2002 Plan) Includes the following approved and unapproved developments: Fashion Mall, Lakeside, and American Express</p>	C+	C-	B	B	B	B	C	C	B	C	B	1016 Units ³	4.5-5.4 year surplus to absorb existing office ³ (Class A, B, and C)	196,630 Sq. ft. ³	Lakeside - 271 units ⁶	American Express - 420 Units ⁶ Fashion Mall - 696 Units ⁶	84,600 Sq. ft. ⁴	American Express - 18,900 Sq. ft. ⁷ Fashion Mall - 29,900 Sq. ft. ⁷ 234,104 Sq. ft. ⁵		
<p>City Center:¹ Includes the Broward Mall, Fire Station, and Midtown's largest green space. Includes the following approved and unapproved development: Sears</p>	C-	C	C	D	C	D-	C	C	C	D	D	1016 Units ³		196,630 Sq. ft. ³	Sears Parcel Area - 445 Units ⁸			Sears Parcel Area - 18,900 Sq. ft. ⁷		
<p>South Village:¹ Includes Midtown's largest concentration of office buildings, connection to the Green Walk Trail, tallest residential towers in Midtown (One Plantation), and close proximity to I-595. (Combines Villages 4 & 5 from 2002 Plan) Includes the following approved and unapproved developments: Temple KOL AMI Emanu-El, AETNA, Cornerstone/Millcreek, Camden, and Crossroads.</p>	D+	C-	D	D	D	D	D	C	A-	D	C	1016 Units ³		196,630 Sq. ft. ³	Camden - 269 units ⁶ Crossroads - 287 units ⁶	Temple KOL AMI Emanu-El - 125 Units ⁸ Cornerstone /Millcreek - 310 Units ⁶ AETNA parcel area - 344 Units ⁸				

See Notes

Exhibit 44. Evaluation, Market, Strategies, Timeline, and Constraints

4. Defining and Pursuing the Plan Update Vision and Goals

(Page 2 of 3)

How do the three villages measure up now to achieve the City's vision and goals? How might they transform to better achieve them in the future?

Future		Start and Duration					Plan		% Complete								Constraints/Barriers					
		START	DURATION (Yrs)	ACTUAL START	ACTUAL DURATION	COMPLETE	YEAR															
Villages	What strategies (including projects) does this Plan propose to bring future improvement?						2016	2017	2018	2019	2020	2021	2022	2023	(Some apply to specific village projects, and some apply District-wide.)							
		<p>North Village: ¹ Includes civic buildings, Midtown's largest multi-family development, and BCT Central Station. (Combines Villages 1 & 2 from 2002 Plan) Includes the following approved and unapproved developments: Fashion Mall, Lakeside, and American Express.</p>	<p>1. Name the three villages and new amenities (i.e. new Bandshell/ outdoor amphitheater), especially to enhance placemaking, wayfinding and marketing/branding. Involve the public for naming ideas, using contest elements. (A)</p> <p>2. Revise Planning Regulations to better accommodate the urbanizing vision. This means allowing up to 50 dwelling units per acre baseline density in the Land Development Code contingent on providing/encouraging desired amenities (i.e. pocket parks, street side amenities, outdoor dining); and considering anticipated new County Land Use Plan flexibility if "Activity Center" designation is adopted. (D, G)</p> <p>3. Incentivize developers to provide streetside/outdoor dining, and pocket parks/ public spaces concurrent with new developments, thus complementing this plan to emphasize livability. (A, C, E, H)</p> <p>4. Improve walkability by installing paver crosswalks and distinctive markings at select intersections. (A, C, I)</p> <p>5. Placeholder [for other policy changes desirable from 2002 Plan]</p>																			
			<p>6. Complete a small area design study, with owner consent on privately owned Federated Road, to realign the roads and better connect the Fashion Mall to the Westfield Mall via public roadways (connecting SW78 Ave. via Federated Road to NW 82 Ave.); the main design impetus will be to connect vehicles and pedestrians across the large physical barrier (Broward Blvd) which could include consideration of a pedestrian bridge which also provides theming/signage/public art opportunities in the bridge architecture. (B, C, E)</p>	2019	1	2019	1	0%														
			<p>7. Parking: Establish shared parking, favored parking for car-sharing, compact, and/or energy efficient vehicles; build integrated parking structures. (B)</p>	2019	4	2019	4	0%														
			<p>8. Housing: Supporting private development, add housing choices that are affordably balanced, high quality, modern, and attractive to diversified residents. (D)</p>	2017	7	2017	7	50%														
<p>9. Public Amenities: In partnership with developers or with City lead, install more amenities along road and pedestrian corridors. (H)</p>	2017		7	2017	7	50%																
<p>City Center: ¹ Includes the Broward Mall, Fire Station, and Midtown's largest green space. Includes the following approved and unapproved development: Sears</p>	<p>10. Adopt a "Special Area Entertainment Plan" which includes a new amphitheater/ bandshell, public spaces and elevated parking. Upgrade Pine Island Park including sidewalks for better access to neighboring properties, and supply adequate parking which may necessitate elevated structure and/or shared parking with neighboring mall property; negotiate parking and ROW agreements with Westfield Mall owners. (A, C, E, F, H)</p>	2016	2	2016	2	10%																
	<p>11. (Duplicate of No. 6) Complete a small area design study, with owner consent on privately owned Federated Road, to realign the roads and better connect the Fashion Mall to the Westfield Mall via public roadways (connecting SW78 Ave. via Federated Road to NW 82 Ave.); the main design impetus will be to connect vehicles and pedestrians across the large physical barrier (Broward Blvd) which could include consideration of a pedestrian bridge which also provides theming/signage/public art opportunities in the bridge architecture. (B, C, E)</p>	2019	1	2019	1	0%																
	<p>12. Establish a working committee with Westfield Mall owners seeking a partnership to redevelop areas along the perimeter road that include additional residential, retail and public spaces, to increase desirable opportunities for the City and developer. (B, C, G, H)</p>	2016	2	2016	2	0%																
	<p>13. (Duplicate of No. 8) Housing: Supporting private development, add housing choices that are affordably balanced, high quality, modern, and attractive to diversified residents. (D)</p>	2017	7	2017	7	50%																
	<p>14. Pedestrian Corridors/ Greenway: Build missing links to connect North Village to the New River Greenway by means of joint use (vehicular and pedestrian/bicycle) corridor(s). (B,C,E, F)</p>	2019	3	2019	3	0%																
	<p>15. (Duplicate of No. 9) Public Amenities: In partnership with developers or with City lead, install more amenities along road and pedestrian corridors. (H)</p>	2017	7	2017	7	50%																
	<p>16. (Duplicate of No. 7) Parking: Establish shared parking, favored parking for car-sharing, compact, and/or energy efficient vehicles; build integrated parking structures. (B)</p>	2019	4	2019	4	0%																
<p>South Village: ¹ Includes Midtown's largest concentration of office buildings, connection to the Green Walk Trail, tallest residential towers in Midtown (One Plantation), and close proximity to I-595. (Combines Villages 4 & 5 from 2002 Plan) Includes the following approved and unapproved developments: Temple KOL AMI Emanu-El, AETNA, Cornerstone/Millcreek, Camden, and Crossroads.</p>	<p>17. (Duplicate of No. 14) Pedestrian Corridors/ Greenway: Build missing links to connect North Village to the New River Greenway by means of joint use (vehicular and pedestrian/bicycle) corridor(s). (B,C,E, F)</p>	2019	3	2019	3	0%																
	<p>18. Link Peters to 10th; add Greenway connections: With property owner cooperation, convert to public access, and re-design as needed the street connection between Peters Road and SW 10th Street, thus providing a vital internal Midtown vehicular and pedestrian connection. Increase the number of connections to the Greenway to encourage greater utilization. (B, C, E)</p>	2016	2	2016	2	0%																
	<p>19. N. New River Greenway: Enhance the greenway with more amenities (benches, lighting, signage, link to Naturescape, , landscape aesthetics, and distinctive design; maximize non-motorized recreation and travel opportunities along the north bank, and connection to the south bank of the North New River Canal (I-595 corridor). Incorporate the lush vegetative Plantation Image (consistent with SFWMD permitting). South bank connection could include a bicycle/pedestrian bridge, thus connecting to the distant destinations such as Markham Park and the Everglades Levee. (A, C, E, H)</p>	2017	2	2017	2	0%																
	<p>20. (Duplicate of No. 8) Housing: Supporting private development, add housing choices that are affordably balanced, high quality, modern, and attractive to diversified residents. (D)</p>	2017	7	2017	7	0%																
	<p>21. (Duplicate of No. 9) Public Amenities: In partnership with developers or with City lead, install more amenities along road and pedestrian corridors. (H)</p>	2017	7	2017	7	0%																
	<p>22. (Duplicate of No. 7) Parking: Establish shared parking, favored parking for car-sharing, compact, and/or energy efficient vehicles; build integrated parking structures. (B)</p>	2019	4	2019	4	0%																
	<p>23. Plan a pathway around the Crossroads lake (with owner cooperation) to link office buildings, commercial areas to the east, and the existing or future pedestrian corridor/greenway. (C, E, H)</p>	2020	2	2020	2	0%																

See notes

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4. Defining and Pursuing the Plan Update Vision and Goals

NOTES AND METHODOLOGY PAGE 3 OF 3

¹ Five Villages proposed in the 2002 Plan are collapsed into 3 Villages because of: physical barriers (Broward Boulevard & SW 6th Street), consistent character in each Village, and de-emphasizing walkability at 1/4 mile and replacing them with 1/2 mile radii. Grading combines field visits, aerial images, and best professional judgement weighed against the vision, guiding principles and goals.

² **Livability Index:** <http://livabilityindex.aarp.org> - The livability index by American Association of retired Persons (AARP) is calculated by the following seven (7) categories: housing (affordability and access), neighborhood (access to life, work, and play), transportation (safe and convenient options), environment (clean air and water), health (prevention, access, and quality), engagement (civic and social involvement), and opportunity (inclusion and possibilities). The numerical value given by AARP has been subjectively converted into a relative alphabetical rating to correlate with the subjective rating given to each category by Keith and Schnars. Alphabetical grading was completed by subjectively reclassifying AARP's numerical value into a alphabetical score which is relative to the three Villages.

³ PMG Associates and Keith & Schnars - The total number of future units and commercial square footage was equally distributed among the three villages.

⁴ Office square feet from Fashion Mall proposed site plan.

⁵ Retail square feet from Fashion Mall proposed site plan.

⁶ City of Plantation. 2016.

⁷ Keith & Schnars. The future potential development sites, (including those named Aetna and Sears), as assigned by staff, are hypothetical. This means that future development may or may not occur on that site but could occur in the general vicinity to analyze potential future impacts. They are not intended to imply any vested rights.

⁸ Keith & Schnars - Assumed 25 Dwelling Units per acre baseline density per City Code.

Livability (Overall Score) -Assigned by project team using best professional judgment of "livability", meaning the sum of habitability, comfort, attractiveness with amenities for a good quality of life.

Aesthetics/Design includes landscaping, public art, architectural styles, and an overall beautiful appearance.

Auto-accommodating means connectivity, traffic congestion including the perimeter and internal roads, and parking.

Pedestrian-friendly includes biking and walkability that is offered along roadways which provide incentives for non-motorized travel.

Housing means the availability of various types of dwelling places of desirable quality.

Recreation means passive or active enjoyment including but not limited to parks, cultural events, green markets, concerts, and shows.

Entertainment means opportunities for dining, shopping, amusement, events, and similar.

Employment is the availability of livable and above livable wage jobs.

Amenities are items such as benches, trash/recycling receptacles, and wayfinding signage that support the image and brand of the City/District.

4. Defining and Pursuing the Plan Update Vision and Goals

4.3. Market and Economics

Plantation policy makers are seeking guidance on achieving the desired vision as new development proposals arrive at City Hall. A critical part of this Plan Update project is to gauge future development potential along with anticipated market demand. In addition, this project's scope set out to guide decision makers as to the impacts on city services delivery and the economy based on various types of development.

These are complex questions with many variables; however, in general, findings about the market and development mix, and economic/fiscal impact in the 7-year planning horizon are:

- There is demonstrated residential demand for an additional 3,048 dwelling units which establishes a strong basis for a revitalized urban core.
- Demand for commercial/retail development in the area, plus additional such demand resulting from the new housing is a sustainable mix.
- “Class A” office space is in highest demand, with saturation for the next 3 years, and a local office market expert reports higher demand.
- The current and new development – approved, unapproved, and anticipated/hypothetical will not overbuild the market demand.

Method

Of course market conditions can be volatile and unpredictable, however the analyses contained in this Plan Update are based on the best professional judgment of the Project Team. Timing of new development is hard to pinpoint. Generally, new housing would lead the market.

Evidence of market demand for residential development and the success of Midtown residential and commercial projects there have been numerous inquiries about redevelopment potential on several sites. Six hypothetical development locales were identified with potential for re-development within the next seven years.

The hypothetical sites or areas are located in the proposed Villages as follows and indicated on (Exhibit 45).¹⁵

North Village

- American Express
- Fashion Mall

City Center

- Sears

South Village

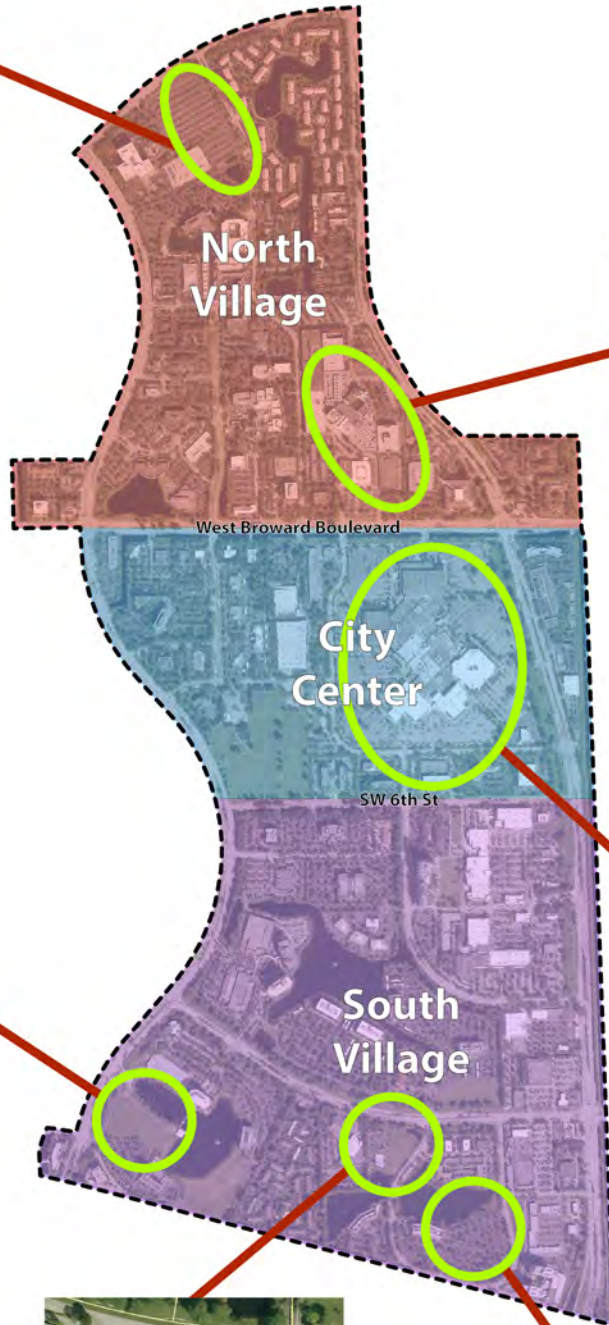
- Aetna
- Cornerstone/Mill Creek
- Temple KOL AMI

¹⁵The future potential development sites, (including those named Aetna and Sears), as assigned by staff, are hypothetical. This means that future development may or may not occur on that site but could occur in the general vicinity to analyze potential future impacts. The analyses of these potential sites is not intended to imply any vested rights.

4. Defining and Pursuing the Plan Update Vision and Goals



American Express
920 units / 10,900 sf



Fashion Mall
696 units / 19,900 sf



Cornerstone / Millcreek
330 units



Westfield Mall Area
445 units / 19,000 sf



Temple KOL AMI Emanu-El
280 units / 8 stories



Aetna Area
344 units / 10 stories

Exhibit 45. Potential New Development Locations (Approximate)

4. Defining and Pursuing the Plan Update Vision and Goals

Each of the six sites was analyzed. Based on either applicant information as to proposed development plans, assumptions based on site dimension constraints, and a base density limit of 25 dwelling units per acre as provided in the Land Development Regulations and Comprehensive Plan.

(Exhibit 46) provides the criteria assigned to each hypothetical site to estimate housing units and commercial/retail square footage. Retail components, if not specified in a development proposal, were proposed using a market based formula for spending of each unit. A complete description of each of the sites can be found in the (Appendix). Of special note is the Fashion Mall which submitted plans after the analysis was complete. The retail component assumption for the Fashion Mall was less than what was proposed on the submitted plans which total over 224,000 square feet and office of 84,000 square feet new and existing 139,421 square feet. The number of units and retail square feet for the six sites is intended to be conceptual, and utilized as a guide to provide a vision of the future in 2023. The total demand for residential in the next seven years is estimated at 3,048 units and the current retail demand is 412,389 square feet within the market area.¹⁶

PROPOSED SITES UNIT COUNT AND CALCULATION METHOD			
	Units	Retail	Method
North Village			
Fashion Mall	696	19,900 sf ¹	Applicant
American Express	420	18,900 sf	Applicant
City Center			
Sears	445	19,000 sf	25 du/al
South Village			
Aetna	344	N/A	25 du/al
Millcreek/Cornerstone	310	N/A	Applicant
Temple KOL AMI	125	N/A	Site Constraints
	2,340	57,800 sf	

Source: PMG, City of Plantation and Keith and Schnars

Exhibit 46. Proposed Sites Unit Count and Calculations Method

The total number of units conceptually analyzed from the six sites totals 2,340 units which is within the residential demand parameters. The actual number of units and/or retail on each site will vary based on a variety of factors, including Land Development Regulations and site design as well as market influences.

The original residential concepts in the 2002 Plan envisioned low rise residential which would fall within the allowable baseline density of 25 units per acre or increase in density up to 50 units per acre based on additional factors. However, the trend has been to exceed the density limit and request Land Use Plan amendments and/or flexibility units as provided by Broward County Administrative Rules for each specific site. The result has been that the character of Midtown is changing to dense vertical Villages which are different than the 2002 horizontal concept. The dense urban Village concept is more in keeping of current planning theory, sustainability, and market demand. The residential concentrations will also have the effect of allowing office areas the ability to redevelop with increased office space in the future as demand increases, keeping Midtown a major office employment center.

¹⁶ Source: Market forecast W assumptions, conclusion (Considering Metropica's 400 K SF, much of absorption already in pipeline.)

4. Defining and Pursuing the Plan Update Vision and Goals

Is the vision in keeping with anticipated real estate market conditions?

A market demand study was performed to provide a snapshot of the current market conditions and forecast for the next planning horizon of 2023. In essence, its findings are that the proposed residential development with corresponding commercial/retail are reasonable according to market demand, with demand for new office space softer, or more saturated, in the next 4-5 years. To better illustrate how this additional market demand might be distributed among the three Villages, see page 1 of (**Exhibit 44**) as it was presented above.

The market area for the district is measured in “drive time” which for Midtown was measured in 5 minute, 10 minute and 15 minute distances. The demand analyses focused on four potential uses: Residential, Office, Retail and Mixed Use. The following are the findings for each category.

Residential demand

Demand within the 15 minute drive time estimates that Midtown area will account for 17.4% of the total area which overlaps the Gateway market. The demand can potentially absorb 3,048 units in seven years. The units in Midtown have the following size distribution and pricing.

Product split

- 1 Bedroom- 25%
- 2 Bedroom- 65%
- 3 Bedroom- 10%

Pricing

- Rental 1 Bedroom- \$1,490
- Rental 2 Bedroom- \$2,050
- Rental 3 Bedroom- \$2,900
- Condo 1 Bedroom- \$120,000
- Condo 2 Bedroom- \$180,000
- Condo 3 bedroom- \$240,000

Source: PMG and Associates

Office demand

Based on available data the existing office space will be absorbed in five plus years. Office uses could be added toward the end of the supply time period. The overall demand is not sufficient in the Midtown area to support new projects at this time. The following data illustrate the current office demand.

- Total inventory- 3,409,918 square feet
- Vacancy Rate- 15.4% (All office types.)
- Vacant Inventory- 525,127 square feet
- Absorption 2105- 96,988 square feet
- Time frame to absorb inventory- 5.4 years

Source: PMG and Associates

While Project Team research shows Class A office vacancy at 12.5%, a local market expert reports much lower vacancy, (in the range of 5%).¹⁷ which is also supported by the Project Team’s commercial market analysis review. Therefore, the range of A office vacancy could be 7.8 to 12.5%, meaning 3.4 years to absorb the inventory. According to commercial real estate professionals, demand for office space closet to I-595 is an important sale and leasing factor. This is because convenient automobile access, way finding, and advertising/signage visible to a large volume of passing traffic is preferred.

Therefore, the demand for office in the South Village is presumed to remain high, competing with residential demand.

¹⁷ Plantation staff in consultation with Midtown Advisory Board members.

4. Defining and Pursuing the Plan Update Vision and Goals

Retail demand

Retail demand is based on exploring the Opportunity Gap which analyzes the demand in retail categories purchased against supply. The Opportunity Gap analysis which is included in the (Appendix) demonstrates that there is a demand for 412,389 square feet of retail in the following categories.

- Electronics/Computer
- Food and Beverage stores
- Cosmetics
- Sporting goods/ hobby/ Music/books
- Miscellaneous products

The demand for retail space in the future is based on population growth and spending per household. The project population will generate a need for the following;

- Restaurant- 62,500 square feet
- General retail- 115,000 square feet
- Pricing \$25 per square feet

Source: PMG and Associates

Economic and fiscal impacts

A detailed analysis of the economic impacts of each of the hypothetical six sites, as outlined, conclude that permanent annual employment generated will be 2,145. The projects also will generate an annual economic impact of almost \$124 million dollars to the local economy. The summary of the economic impacts of each site are illustrated on (Exhibit 47). Details on each site can be found in the (Appendix). In addition, two sites (American Express and Aetna) were analyzed in regards to fiscal impacts. The Aetna site has only residential, and the American Express site is a mixed-use development. Office was not chosen to compare since it is not a viable market option in the near future. The analysis showed that both sites provide a net positive impact, with the mixed use project providing increased net annual revenue to the city. The complete fiscal impact report can be found in the (Appendix).

ECONOMIC IMPACT		
Site	Permitting Annual Report	Annual Impact
American Express	427	\$25.4 M
Millcreek/Cornerstone	229	\$12.3 M
Aetna	254	\$13.6 M
Temple Kol Ami	92	\$4.9 M
Fashion Mall	697	\$41.2 M
Sears	446	\$26.4 M
Totals	2,145	\$123.8 M

Source: Fishkind & Assoc.

Exhibit 47. Economic Impact

Fiscal Impacts					
	Size	Total Operating Revenue	Total Operating Expenditure	Base Year	Net Fiscal Impact
American Express Site Mixd Use	420 Units 18,900 SF Retail	\$948,010	\$764,795	2021	\$183,215
Aetna Site Residential Only	344 Units	\$761,228	\$618,534	2022	\$142,694

Source: Fishkind & Assoc.

Exhibit 48. Fiscal Impact

4. Defining and Pursuing the Plan Update Vision and Goals

4.4. What strategies and projects will help realize the new vision and goals?

In the 2002 plan, more than 42 project and policies were recommended, with an estimated cost exceeding \$59.1M. This Plan Update recommends nearly 20 strategies (policies and projects), with some applicable or “duplicated” in multiple Villages. While some of the road and connectivity improvements from the 2002 Plan are obsolete or have been completed, several others are re-stated or added in this Plan Update. The strategies are compared below in **(Exhibit 49)**.

The Plan Update strategies are presented in **(Exhibit 44)**, page 2-3. Among other dimensions to pursue the District Vision, the selected strategies emphasized internal connectivity and entertainment.

On page 2 of the Exhibit, each of the strategies is summarized and coded by letter (A through I) to identify its primary benefit in pursuing the nine central goals identified in this Update.

Page 2 of the Exhibit also presents a recommended time line, or implementation schedule for each recommendation thus conveying its relative priority.

Project cost estimate are not provided since they are beyond the scope of work for the Plan Update.

Funding and Financing options are presented in **(Section 4.7.1)**, and development incentives in **(Section 4.7.2.)**.

4. Defining and Pursuing the Plan Update Vision and Goals

Exhibit 49: Recommended projects or strategies - 2002 Plan Compared to 2023 Update

Category	2002 Plan Project	Cost	Status		2023 Plan Update - Project or Policy
			Complete	Incomplete	
Road Enhancements/ Connectivity	Roundabout (At American Expressway/NW 82nd Ave Intersection)	\$218,580	X		Improve walkability by installing paver crosswalks and distinctive markings at select intersections
	American Expressway Street Enhancement (Pine Island Road to NW 84th Ave)	\$224,179	X		Complete a small area design study, with owner consent on privately owned Federated Road, to realign the roads and better connect the Fashion Mall to the Westfield Mall via public roadways (connecting SW78 Ave. via Federated Road to NW 82 Ave.); the main design impetus will be to connect vehicles and pedestrians across the large physical barrier (Broward Blvd) which could include consideration of a pedestrian bridge which also provides theming/signage/public art opportunities in the bridge architecture.
	American Expressway Street Improvements (NW 84th Ave to American Expressway/NW 82nd Ave Intersection)	\$201,213	X		Parking: Establish shared parking, favored parking for car-sharing, compact, and/or energy efficient vehicles; build integrated parking structures.
	American Expressway Street Improvements (NW 5th St Extension to American Expressway/NW 82nd Ave Intersection)	\$625,825		?	Public Amenities: In partnership with developers or with City lead, install more amenities along road and pedestrian corridors.
	Broward Mall Perimeter Rd Street Improvements (Broward to 78th Ave)	\$1,478,802		No Bus Shelter	Link Peters to 10th; add Greenway connections: With property owner cooperation, convert to public access, and re-design as needed the street connection between Peters Road and SW 10th Street, thus providing a vital internal Midtown vehicular and pedestrian connection. Increase the number of connections to the Greenway to encourage greater utilization.
	Broward Mall Perimeter Rd Street Improvements (78th Ave to University Dr)	\$442,299		No Bus Shelter	
	Federated Rd Street Improvements (Pine Island Rd to Perimeter Dr)	\$968,409		Improved; No Bus Shelter	
	SW 78th Ave Street Enhancements (Perimeter Rd to SW 6th Ct)	\$375,426			
	SW 78th Ave Street Enhancements (SW 6th Ct to SW 10th St)	\$530,153			
	SW 78th Ave Realignment and Street Improvements (SW 10th St to Peters Rd)	\$470,730			
	District Gateways, Architectural Features, Landscaping, and Signage	\$335,000	X		
	NW/SW 84th Ave Street Improvements (Broward Blvd to Federate Rd)	\$866,245	X		
	American Expressway Street Enhancements (Cleary Blvd to NW 5th St Ext)	\$530,153		?	
	NW 82nd Ave Street Enhancements (American Expressway/NW 82nd Ave Intersection to Hospital Access Rd)	\$533,183	X		
	NW 82nd Ave Street Improvements (Hospital Access Rd to Broward Blvd)	\$562,670	X		
	NW 5th St Extension Bridge (short span)	\$189,000		NO?	
	NW 5th St Extension Bridge (University Dr to American Expressway)	\$554,090		?	
	Fashions Mall Perimeter Rd Street Enhancements	\$773,939		NO?	General enhancements (not designed) embraced by Plan
	SW 82nd Ave ROW Acquisition (Broward Blvd to 83rd St)	\$1,740,000		?	
	SW 82nd Ave Street Improvements (Broward Blvd to Southpoint/Royal Palm Roundabout)	\$2,635,329		no roundabout	
	SW 82nd Ave Bridge (located just north of Royal Palm Property)	\$157,500		No	
	SW 6th St Street Enhancements (82nd Ave to University Dr)	\$966,034		Ongoing	
	Fountains East-West Rd Street Improvements (Esplanade)	\$963,257		No	
NW/SW 84th Ave Street Enhancements (American Expressway to Broward Blvd)	\$644,184	X			
East-West Connector Street Improvements (SW 82nd Ave to SW 78th Ave, located just south of SW 6th Ct)	\$560,739		?		
SW 17th Street Extension and Enhancements	\$1,081,331		?		

Exhibit 49. Recommended Projects or Strategies, 2002 Plan Compared to 2023 Plan Update

4. Defining and Pursuing the Plan Update Vision and Goals

Greenway/Pedestrian	East-West Greenway Project (Library Site to University Dr)	\$395,780	X		Plan a pathway around the Crossroads lake (with owner cooperation) to link office buildings, commercial areas to the east, and the existing or future pedestrian corridor/greenway.			
	Southside of Broward Blvd Greenway Project (Pine Island Rd to University Dr)	\$1,184,345	X		Pedestrian Corridors/ Greenway: Build missing links to connect North Village to the New River Greenway by means of joint use (vehicular and pedestrian/bicycle) corridor(s).			
	Westside Greenway Project (Along Pine Island Rd from I-595 to Cleary Blvd)	\$1,057,366			Ongoing	N. New River Greenway: Enhance the greenway with more amenities (benches, lighting, signage, link to Naturescape, , landscape aesthetics, and distinctive design; maximize non-motorized recreation and travel opportunities along the north bank, and connection to the south bank of the North New River Canal (I-595 corridor). Incorporate the lush vegetative Plantation Image (consistent with SFWMD permitting). South bank connection could include a bicycle/pedestrian bridge, thus connecting to the distant destinations such as Markham Park and the Everglades Levee.		
	Eastside Greenway Project (Along University Rd from I-595 to Cleary Blvd)	\$1,502,467			Ongoing			
	Southern Greenway Project (Along north side of I-595 from Pine Island to University Dr)	\$559,782			Ongoing			
	Internal Greenway Connector Project (Connects District walkways, greenways, pathways)	\$1,745,098			Ongoing			
Parks & Plazas	West Broward Mall Public Square and Plaza	\$1,500,000			?	Adopt a "Special Area Entertainment Plan" which includes a new amphitheater/ bandshell, public spaces and elevated parking. Upgrade Pine Island Park including sidewalks for better access to neighboring properties, and supply adequate parking which may necessitate elevated structure and/or shared parking with neighboring mall property; negotiate parking and ROW agreements with Westfield Mall owners.		
	Pine Island Park Improvement Project	\$1,668,000				?	Establish a working committee with Westfield Mall owners seeking a partnership to redevelop areas along the perimeter road that include additional residential, retail and public spaces, to increase desirable opportunities for the City and developer.	
	SW 82nd Ave at SW 3rd St Public Squares and Plazas (Pine Island Park)	\$672,000				X		
	Lakeside Promenade Project	\$294,048				?		
Transit	Broward County Transit Center	\$4,020,000				?	Transit improvements not recommended in Plan Update.	
	Transit Vehicles (short-term)	\$1,260,000				?		
	Bus Shelters (2 shelters)	\$30,000					?	
	Regional Multi-Modal Transit Center	\$23,146,000					X	
	Bus Shelters (3 shelters)	\$45,000					?	Name the three villages and new amenities (i.e. new Bandshell/ outdoor amphitheater), especially to enhance placemaking, wayfinding and marketing/branding. Involve the public for naming ideas, using contest elements.
	Transit Vehicles (long-term)	\$1,260,000					?	
Policies	Change land Development Code to allow up to 40 DU/acre	N/A					X	Housing: Supporting private development, add housing choices that are affordably balanced, high quality, modern, and attractive to diversified residents.
								Incentivize developers to provide streetside/outdoor dining, and pocket parks/ public spaces concurrent with new developments, thus complementing this plan to emphasize livability.
								Revise the Land Development Code to better accommodate the urbanizing vision, thus accommodating at least 50 dwelling units per acre baseline density.

Exhibit 49. Recommended Projects or Strategies, 2002 Plan Compared to 2023 Plan Update

4. Defining and Pursuing the Plan Update Vision and Goals

4.5. How shall vehicular and non-vehicular connectivity be improved?

Traffic

Considering the current and forecast increase in road congestion on Midtown perimeter roads (namely University and Pine Island) just as it was with the 2002 Plan, the need for improving internal circulation is palpable. However, this must be limited to local traffic for the benefit of residents, businesses and offices so it does unintentionally accommodate pass-through regional traffic. Livability will be improved as pedestrian/non-vehicular and vehicular traffic can more easily get around the District. Greater emphasis should be placed on moving more people safely and conveniently among the three Villages.

Barriers to such improvement include:

- Physical barriers such as Broward Boulevard and SW 10th Street/Peters Road
- Roads under private ownership limiting connectivity for pedestrians and vehicular traffic.
- Private properties lacking sidewalks or remaining space (i.e. setbacks) to develop pedestrian amenities.
- Roads lacking sidewalks, or with sidewalks on only one side.

Strategies such as pedestrian linkage over Broward Boulevard, and linkage between Peters Road and SW10th Street/Federated Road are further described below as key actions recommended to pursue the connectivity goal.

4.6 The three villages future

Advancing the three urban Villages concept, each Village is described further below, first in terms of its general development character and conditions, then the potential for new development, and finally one study in each to describe a recommended project to improve each of the three districts.

Development projects already approved and “in the pipeline” are shown in the (Exhibit 50) below, with one on the North Village and two in the South Village.

4. Defining and Pursuing the Plan Update Vision and Goals

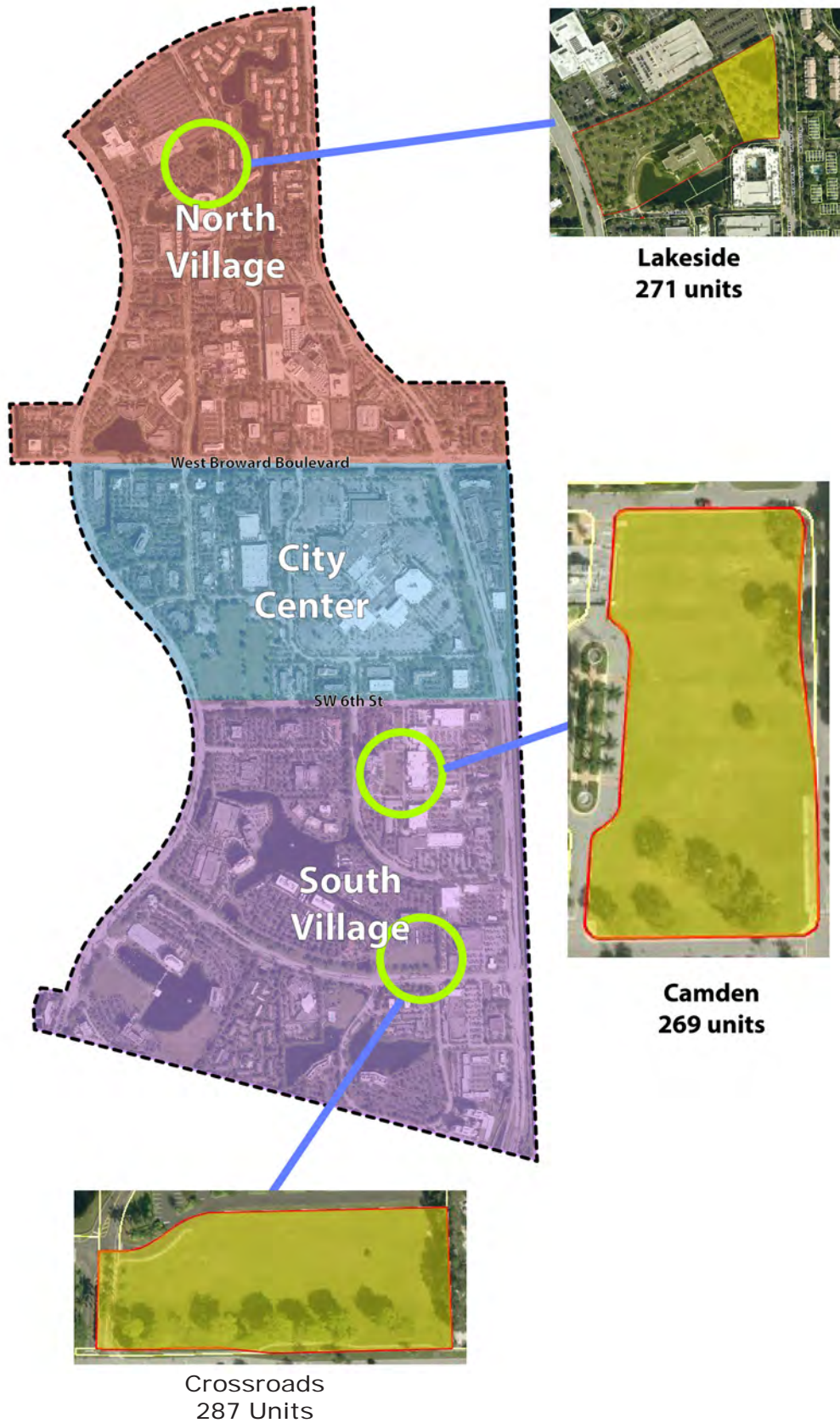


Exhibit 50. Approved Mixed Use Developments

4. Defining and Pursuing the Plan Update Vision and Goals

4.6.1. North Village

Based on the market demand developers have constructed several residential projects which have started the nucleus of two residential Villages, the strongest being the North Village. There are approved projects that have not been constructed in the north and south Villages which will further enhance the viability and creation of three distinct Villages.

The North Village prominent uses include a regional library, youth house annex, and transit hub operated by Broward County, as well as a major county office complex, Westside Hospital, 2-3 story condominium/townhouse residential uses, Fashion Mall and American Express.

As shown in (Exhibits 51, 52, and 53) there are three developments which have been approved or are new potential projects in the future, which could provide approximately 1,387 new dwelling units (or approximately 3,079 new residents).

The North Village has one approved project: Lakeside, consisting of 271 residential units, The Midtown analysis for North Village includes the American Express site as a hypothetical location for a mixed use project, meaning the project may not be built on that site. The analysis included 420 residential units and a small amount of commercial square feet for study purposes. The Fashion Mall described previously was also analyzed with 696 residential units and a small amount of commercial square footage. The Fashion Mall submitted site plans after our conceptual analysis was completed; therefore our analysis did not include the commercial square footage on their site plan and did not include the amount of commercial on the submitted site plan.

The Fashion Mall is in transition as a major commercial/retail center which has submitted a redevelopment proposal as a mixed use redevelopment including streetfront commercial/retail (224,000 square feet), residential (696 units) and office space as well as an existing hotel- all designed to create a walkable environment. The project anticipates a 2018 completion.¹⁸



Exhibit 51. Fashion Mall Redevelopment Rendering No.1 (Provided by the developers, Encore Capital Management, July 2016)

¹⁸ Available [online] <http://www.sheratonsuitesplantation.com/mall-redevelopment>, July 15, 2016. "The Fashion Mall property in Plantation is being redeveloped into a new multiuse complex where patrons will be able to live, work, shop, and dine in an upscale yet casual environment. Guests of Sheraton Suites Plantation can look forward to staying less than 5 minutes away from this hub of activity, which is to be populated with boutiques and other chic retail locations as well as unique dining options. The project broke ground in July 2016 and is projected to be completed in 2018."

4. Defining and Pursuing the Plan Update Vision and Goals



Exhibit 52. Fashion Mall Redevelopment Rendering No.2 (Provided by the developers, Encore Capital Management, July 2016)



Exhibit 53. Fashion Mall Redevelopment Rendering No.3 (Provided by the developers, Encore Capital Management, July 2016)

4. Defining and Pursuing the Plan Update Vision and Goals

Crossing Broward Boulevard

Objectives: To achieve a walkable environment, provide more direct vehicular access by better connecting the Medical Center/ Fashion Mall area to the Westfield Mall and enable safer pedestrian crossing, complete a small area design study to address internal circulation and connectivity for local vehicular traffic and improved pedestrian crossings at Broward Boulevard.

Crossing Broward Boulevard to provide pedestrian connectivity between Villages is necessary to create a unified Midtown. Broward Boulevard is a seven lane roadway that carries over 40,000 vehicles a day providing a formidable pedestrian barrier. The corridor was analyzed and three preferred alternatives were identified. The three alternatives are:

A. NW 84 Avenue: At grade crossing that utilizes existing sidewalks to connect the North Village to Villages to the south, Pine Island Park and the Westfield Mall. This alternative would include placing signature art at the intersection to identify a pedestrian crossing.

Opportunities	Constraints
Walkways exist	Longest distance point-to-point
Easily implementable	Furthest from activity
Low cost	Reluctance to cross seven lanes of traffic

B. NW 82 Avenue: At grade crossing which provides a direct route from the North Village to the Westfield Mall and Villages to the south. This crossing would also utilize signature art to identify the intersections as a pedestrian area. Once across Broward Boulevard on the south side there are no existing links to the south.

Opportunities	Constraints
Direct route at grade	Missing vital pedestrian links
Low cost	Multiple property owner coordination
	Reluctance to cross seven lanes of traffic

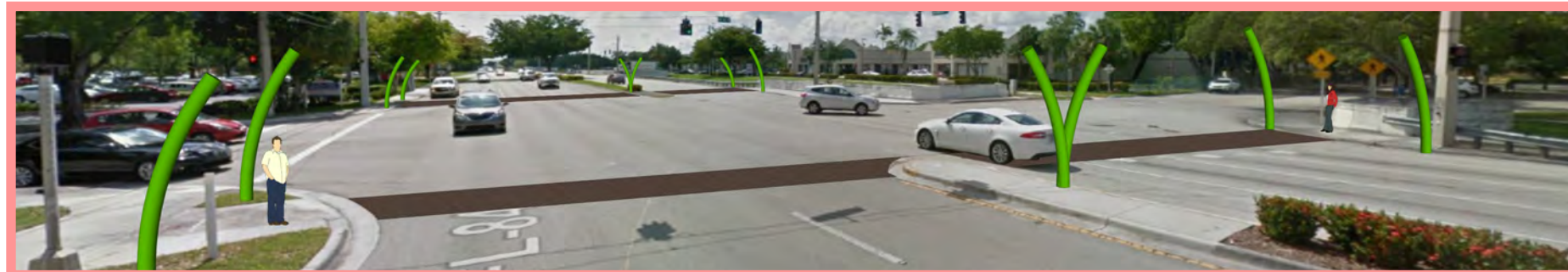
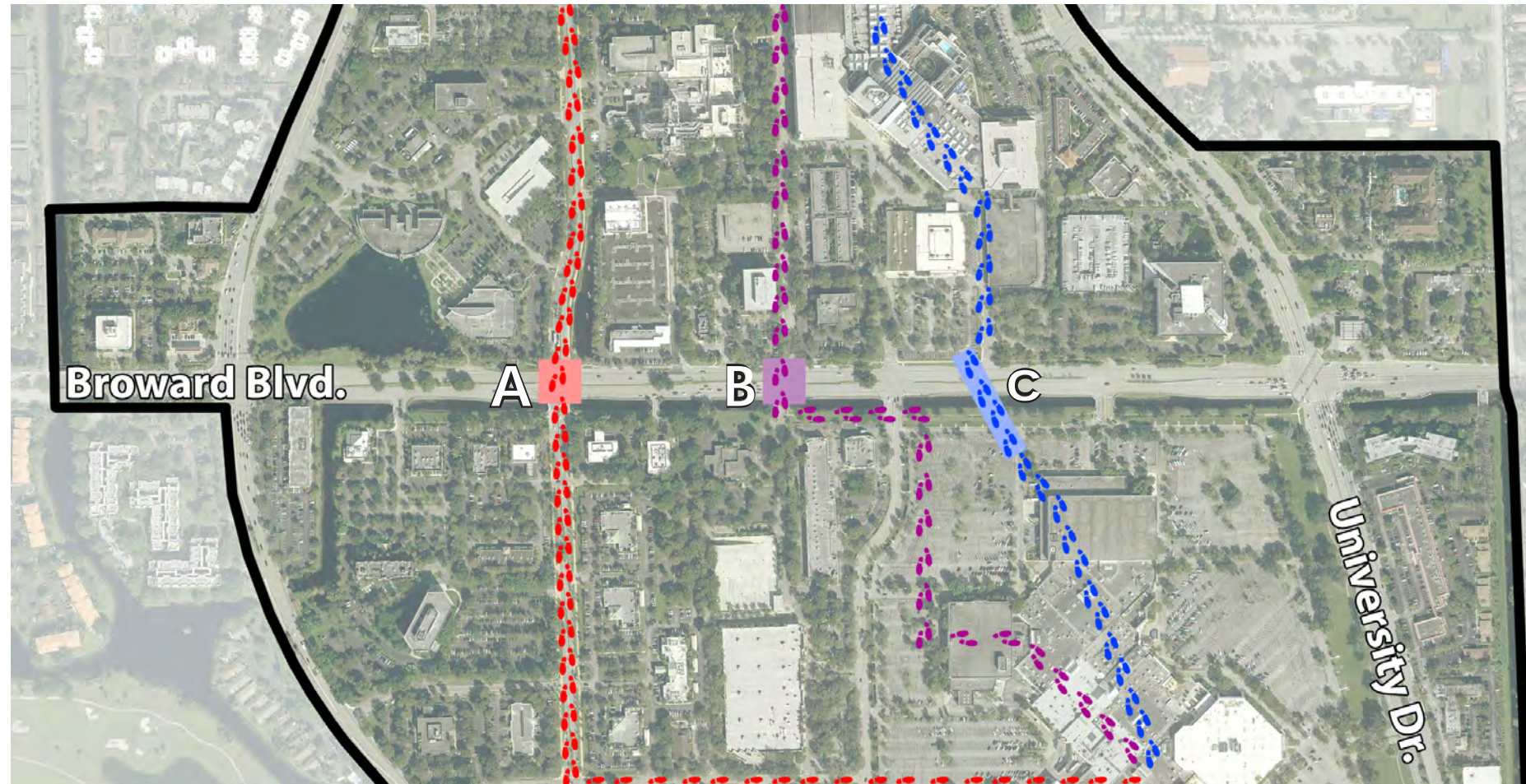
C. Bridge: A long term solution to the pedestrian connectivity is construction of an iconic bridge across Broward Boulevard over a span of 300 to 400 feet. The north side of the bridge could be located at NW 82 Avenue or further east with the possibility of more direct access to the Fashion Mall redevelopment. The south side of the bridge would be on the Sears parcel connecting in a pedestrian walkway to the mall. The bridge would provide an opportunity for place making and branding as well as providing pedestrian safety.

Opportunities	Constraints
No traffic issues	Property owner coordination
Signature project	
Direct route	

Conceptual plan summary: The main design objective is to connect vehicles and pedestrians across the large physical barrier (Broward Boulevard), which should include consideration of a pedestrian bridge that also provides theming/signage/public art opportunities in the bridge architecture. The plan envisions realignment of private and public roadways (including connecting SW 78 Avenue via Federated Road to NW 82 Avenue) is anticipated and will require coordination and land owner consent.

4. Defining and Pursuing the Plan Update Vision and Goals

Examples of potential pedestrian bridge designs for Path C.



Example of a potential at-grade pedestrian crossing design for Paths A & B.

Exhibit 54. Pedestrian crossing design

4. Defining and Pursuing the Plan Update Vision and Goals

4.6.2. City Center Village

Entertainment Area Plan

Midtown lacks a vital component of a successful, vibrant community: public spaces. Not only to serve the immediate residential and office community but as a focal point and a destination for the District. The 2002 Master Plan recommended a public space connecting Pine Island Park and Westfield Mall. The long term potential for creating additional residential and retail along the connection is significant. This update supports the findings in the 2002 Master Plan regarding realignment of Federated Roadway and creating a connection between the Westfield Mall and Pine Island Park with an amphitheater. This concept is illustrated in (Exhibit 55).

Objectives: To create more public space; encourage additional retail space and residential units; and improve walkability, internal circulation and connectivity, develop an Entertainment District including an outdoor amphitheater next to Pine Island Park without encroaching on active recreation land.

Opportunities	Constraints
Creates livability for District and City.	Proper design requires additional land.
Creates potential to promote synergy with Westfield Mall.	Lack of publicly owned land.
Possible dedicated Entertainment District funding, including grants.	Parking spaces need to be provided.
Public spaces can serve as a destination point.	Need approval from property owners.
Creation of public spaces.	Long term implementation process.

Conceptual plan summary: The main design objective is develop an Entertainment District, and connect vehicles and pedestrians throughout the Central and South Villages; include consideration of realignment of private and public roadways (including connecting SW 78 Avenue via Federated Road to NW 82 Avenue). Coordination and land owner consent is required. Realignment of Federated Road will require several hundred parking spaces which would require structured parking either on public land or on mall property. An elevated parking structure may offer a public or shared revenue stream. The parking could be incorporated into additional retail and residential projects, flanking a piazza linking areas. Public Private Partnerships to accomplish this is one possible implementation strategy. Additional mixed use development representative imagery along Federated Road is shown in the concept plan; additional development, residents, outdoor entertainment and vibrancy are intended to stimulate a “mainstreet” character.

4. Defining and Pursuing the Plan Update Vision and Goals

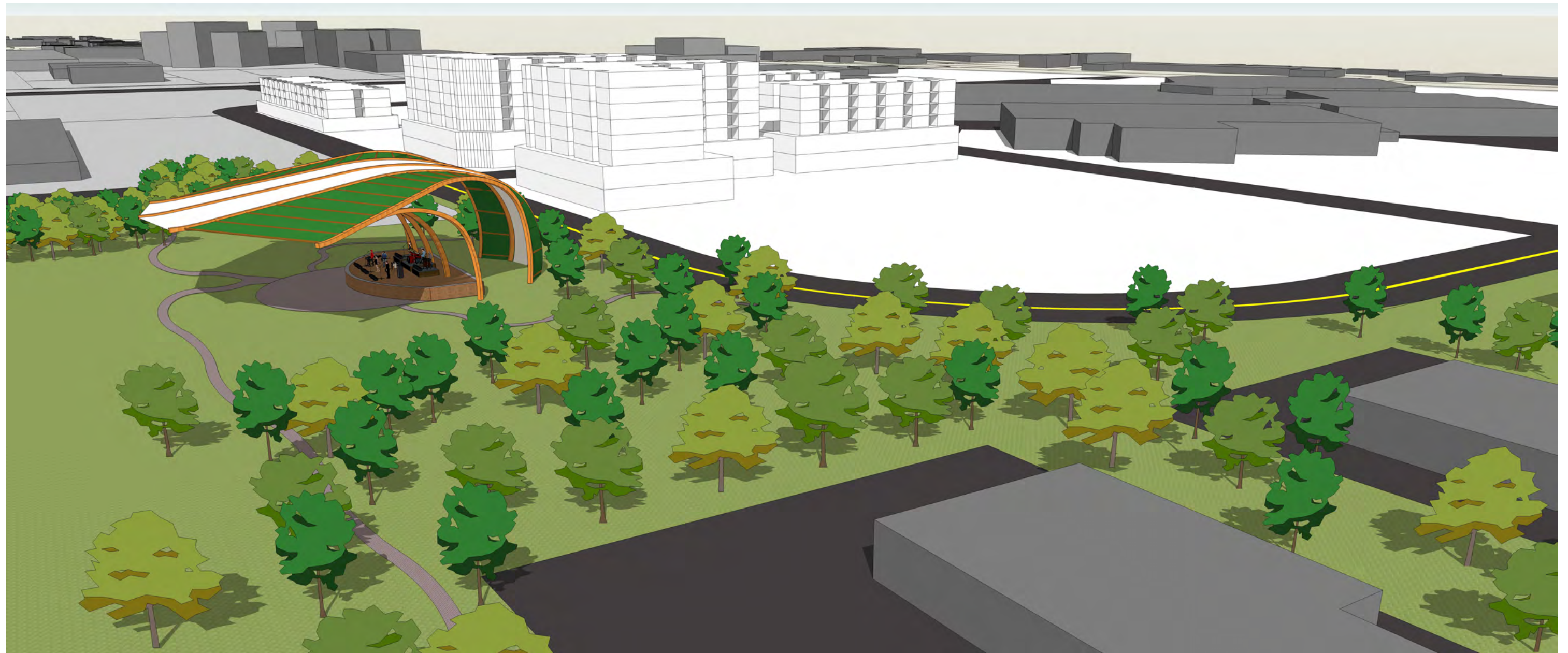


Exhibit 55. New Amphitheater at Pine Island Park, with Conceptual new Mixed Use Buildings along Federated Road

4. Defining and Pursuing the Plan Update Vision and Goals

4.6.3. South Village

Linkage: Peters/10th and New River Greenway

Objective: Provide a vital internal Midtown vehicular and pedestrian connection. With property owner cooperation, convert to public access and re-design as needed, the street connection between Peters Road and SW 10th Street. This action will increase the number of connections to the Greenway to encourage greater utilization.

Opportunities	Constraints
Enhances the utility of the Greenway, a unique regional amenity.	Reportedly, property owner concerns center about potential loss of parking.
Adds another pleasant transportation corridor, with mature tree canopy and other lush vegetation.	Lack publicly owned land in the right location, therefore subject to property owner negotiation.
Improved internal circulation will advance the overall goal of improving livability.	
Links traffic across private property, a “cut through” which is now used anyway by some public.	

The South Village is dominated on the east side by retail along University Drive and a major office employment center with approximately three million square feet to the west and Pine Island Road. The South Village is seeing some residential development with One Planation and Midtown 24 buildings. The South Village is unique that it abuts the North New River Regional Greenway Trail on the south side.

The South Village includes two approved and unbuilt projects known as Crossroads and Camden, with 556 residential units. The Village also contains Cornerstone which has submitted applications but is not approved; it is a 330 residential unit development. Two conceptual projects were also considered in this Plan Update- Temple KOI AMI and Aetna. The Aetna site potentially could accommodate 344 units and the location is purely a placeholder for additional potential units. The Temple site conceptual development plan was for 125 residential units based on limited information available at the time. The site could support more units depending on proposed acreage and is considering 280 residential units.

The New River Greenway continues to be a unique amenity amid Broward county’s urbanization and lack of offroad amenities. It was therefore part of the 2002 Plan and continues as a recommendation in this Plan Update to enhance and capitalize on this asset to the benefit of the District’s livability. As seen in (Exhibit 56). Plantation benefits from direct access to the Greenway where it intersects with the Midtown District, and has an interconnection with Cleary Park via Hiatus Greenway.

The Greenway, although beneficial to all communities, is still lacking critical infrastructure at major intersections along the route. Its use would increase if pedestrian bridges were constructed at each of these intersections in order to increase user safety and convenience. Signage enhancements would be another improvement, to inform the public of nearby attractions, connections to parks, etc.

4. Defining and Pursuing the Plan Update Vision and Goals

Conceptual plan summary: The plan enhances the connection to a unique regional asset (the New River Greenway) with the addition of one new connection and enhancements of the existing two connections (amenities, landscaping, and signage) and provides vehicular and pedestrian connection between Westfield Mall/Federated Road and Peters Road, while preventing regional pass-through traffic with the addition of a traffic light and roundabout.

In addition to the other potential Greenway Trail opportunities, other opportunities may materialize. One such opportunity is the property between the Fountains and Midtown 24. This area could be developed into a linear space connecting the Westfield Mall, Fountains, and office developments to the west and residential to the south, ultimately connecting with the New River Greenway Trail. This concept would require acquisition of additional properties for connections, and additional parking. (Exhibits 57 and 58) illustrates the potential of this concept. Furthermore, this illustration indicates several existing links to the New River Greenway Trail that could be further enhanced (A,C,D), as well as a potential new link (B).



Exhibit 56. New River Greenway Trail along the I-595 Corridor

Additional information about the Regional Greenway is provided in (Appendix 5.9.), showing planning back to 2002, with a Greenways Integration Study as recent as 2014.

Strategies 18 and 19 in the South Village, outline additional interconnections, and enhancements to the Greenway, respectively.

4. Defining and Pursuing the Plan Update Vision and Goals



Exhibit 57. Peters/10th Link

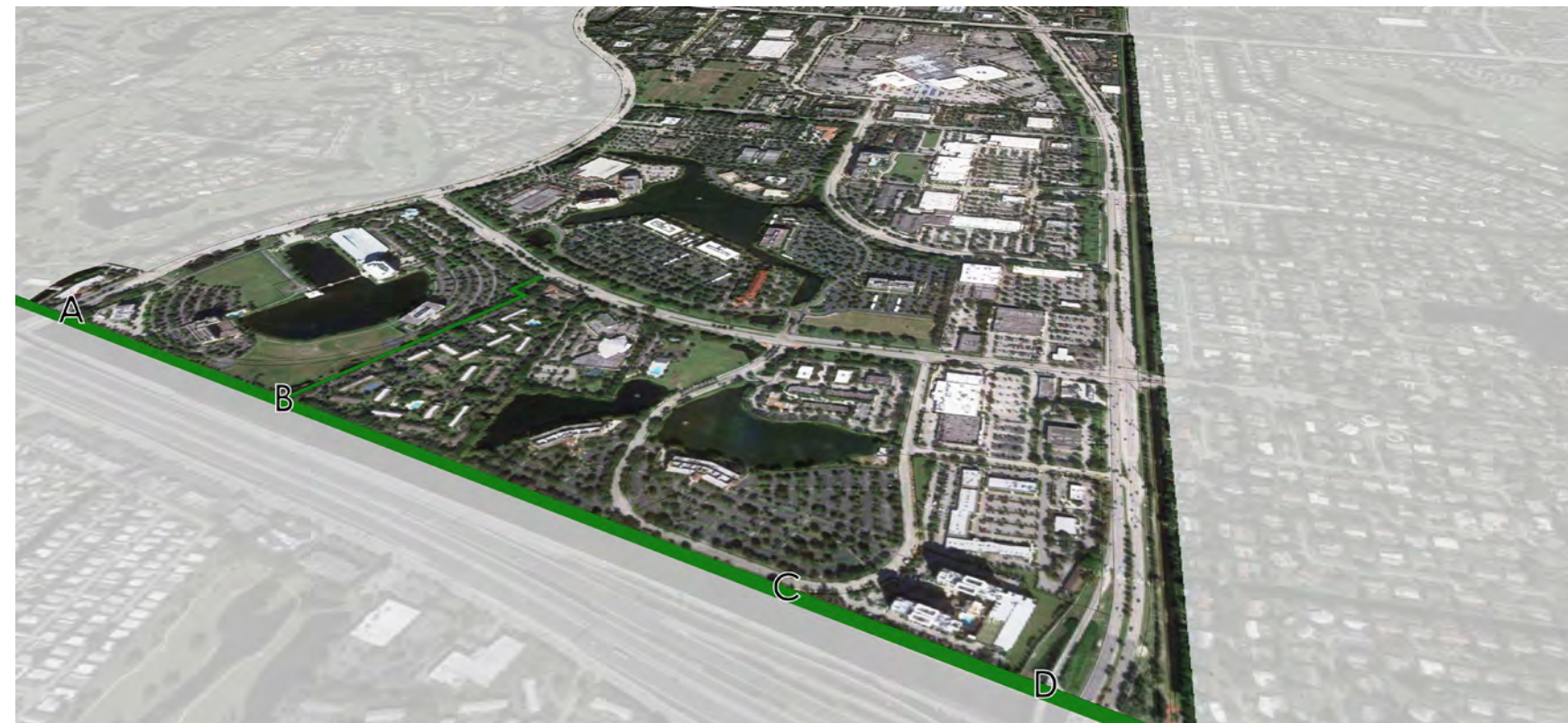


Exhibit 58. Increase New River Greenway connections

4. Defining and Pursuing the Plan Update Vision and Goals

4.7. Constraints and Incentives

A number of constraints to achieving some elements of the City's Midtown development vision were presented in (Exhibit 44,) organized by Village. Generally the most common such constraint is lack of public land ownership.

Certainly a significant constraint to virtually any urban development/redevelopment opportunity is also funding and financing, which is analyzed below.

4.7.1. How to pay for improvements? Financing and funding

Through its 1988 Charter, Midtown is empowered to raise revenue as a special taxing district. While it currently levies an ad valorem tax on real property within the district at a rate of one mill, the District is empowered to levy up to two mills.

If the City and District chose to levy the second mill, approximately 1.3 million per year new revenue would be generated.

If the City realizes potential new development (analyzed in this Update as six hypothetical areas), a rough estimate of new revenue from levying one mill tax is \$73,000 per project/per year,¹⁹ or a total of \$438,000/per year.²⁰

Many of the strategies recommended in this Plan Update necessitate capital improvements, which are achievable with the combined effort of the City and City Leaders, its residents, businesses, tenants, property owners, and developers.

A lengthy list of financing and funding options is discussed below, beginning with Bonds, Special Improvement Districts, and Public Private Partnerships, then followed (Exhibit 59) presenting numerous other options.

As the City is well aware, bonding capacity is a useful tool provided community support is earned at the ballot box. The projects included Plantation's 2016 general obligation bond referendum, which totals \$60M to ". . . allow the City to provide for Plantation's future in Public Safety, Public Works and Parks & Recreation" do not dovetail directly with this planning study as this study and the referendum were not on parallel tracks. The referendum does include \$6M for renovations at Pine Island Park in the City Center Village.²¹

With passage, a City is allowed to sell bonds to raise capital for development/repair/improvements to implement various projects which may be included in this Plan Update. Taxes are raised appropriately to retire the bond over its term. The bond money typically is available in a lump sum and put to use on the projects for which it was identified. Likewise, there is a time frame under which the bond money must be committed for use or it can be forfeited. The following types of bonds which may be considered are:

Bonds

- Revenue: Bonds used for capital projects, that will generate revenue for debt service where fees can be set to support repayment of the bond. Many times these are leveraged against sales tax revenue.
- General Obligation: Bonded indebtedness issued with the approval of the electorate for capital improvements and general public improvements. These bonds usually require a general increase in property tax

Special Improvement District/Benefit District - These taxing districts are established to provide funds for certain types of improvements, which benefit a specific group of affected properties. Improvements may include an amphitheater, landscaping, erection of fountains, acquisition of art, and supplemental services for improvement and promotion, including cultural enhancements.

Public-Private Partnership (P3) - used in recent years more frequently in Florida, a P3 is a contractual arrangement between a public agency (federal, state or local) and a private sector entity. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public. In addition to the sharing of resources, each party shares in the risks and rewards potential in the delivery of the service and/or facility. The National Council for Public-Private Partnerships identifies seven "best practices"²² in the development of P3s:

4. Defining and Pursuing the Plan Update Vision and Goals

1. Public sector champion: Recognized public figures should serve as the spokespersons and advocates for the project and the use of a P3. Well-informed champions can play a critical role in minimizing misconceptions about the value to the public of an effectively developed P3.
2. Statutory environment: There should be a statutory foundation for the implementation of each partnership. Transparency and a competitive proposal process should be delineated in this statute. However, unsolicited proposals can be a positive catalyst for initiating creative, innovative approaches to addressing specific public sector needs. (Florida law provides such structure and guidelines).
3. Public sector's organized structure: The public sector should have a dedicated team for P3 projects or programs. This unit should be involved from conceptualization to negotiation, through final monitoring of the execution of the partnership. This unit should develop Requests For Proposals (RFPs) that include performance goals, not design specifications. Consideration of proposals should be based on best value, not lowest prices. Thorough, inclusive value for money (VFM) calculations provide a powerful tool for evaluating overall economic value.
4. Detailed contract (business plan): The P3 contract should include a detailed description of the responsibilities, risks and benefits of both the public and private partners. Such an agreement will increase the probability of success of the partnership. Realizing that all contingencies cannot be foreseen, a good contract will include a clearly defined method of dispute resolution.
5. Clearly define revenue stream: While the private partner may provide a portion or all of the funding for capital improvements, there must be an identifiable revenue stream sufficient to retire this investment and provide an acceptable rate of return over the term of the partnership. The income stream can be generated by a variety and combination of sources (fees, tolls, availability payments, shadow tolls, tax increment financing, commercial use of underutilized assets or a wide range of additional options), but must be reasonably assured for the length of the partnership's investment period.
6. Stakeholder support: More people will be affected by a partnership than just the public officials and the private sector partner. Affected employees, the portions of the public receiving the service, the press, appropriate labor unions and relevant interest groups will all have opinions, and may have misconceptions about a partnership and its value to all the public. It is important to communicate openly and candidly with these stakeholders to minimize potential resistance to establishing a partnership.
7. Pick partners carefully: The "best value" (not always lowest price) in a partnership is critical in maintaining the long-term relationship that is central to a successful partnership. A candidate's experience in the specific area of partnerships being considered is an important factor in identifying the right partner. Equally, the financial capacity of the private partner should be considered in the final selection process.

Financing and funding conclusions

It is reasonable to assume that the successful implementation of the Master Plan will be achieved through a combination of funding sources. For the largest and most costly projects, the use of bonds, leveraged bonds, or similar municipal financing is the most realistic. These methods permit access to a large sum of money to complete the project in the shortest possible time frame, thus making the improvement available to the community in the near future. The amount of the bond should be fixed to ensure sufficient funds are generated from the sales tax to not only retire the bonds, but also provide for some level of operations and maintenance, as well as finance other smaller capital improvements to be completed by City staff on a labor and materials basis.

The small to medium projects should be funded by other sources such as grants, donations, and self-help activities. It is not possible at this time to identify a specific source for every recommended project as this is an interactive process which should involve City officials. Public Private Partnerships are emerging as a more effective and popular tool for local governments in Florida.

¹⁹ A high of \$82,000 and low of \$64,000 is simple averaged to arrive at \$73,000, however this figure varies by year as property value potentially increases over the 7-year study period.

²⁰ For more detail, please see the Fiscal Impact Analysis in Appendix 5.3, Tables 3a. and 3b.

²¹ <http://www.plantation.org/bonds>

²² "Seven Keys to Success." The National Council for Public-Private Partnerships. Retrieved from <http://www.ncppp.org/ppp-basics/7-keys/> July 19, 2016.

4. Defining and Pursuing the Plan Update Vision and Goals

Potential Funding Sources

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
CITY								
Municipal Services Benefit Units and Municipal Services Taxing Units	Usually Public Works	Allocated by the Units.	Generally, through the public works departments.	Specific geographic areas of the city is created by ordinance and defined by specific boundaries. Property owners within these units pay for services that benefit their particular area. The calculation method can vary from one unit to another. It can be based on the length of front footage, size of lots, amount of acreage, or taxable value of the property. The method used is cited in the ordinance or resolution levying the assessment or tax.	Capital improvements and maintenance, depending upon purpose of the unit, i.e., road maintenance and improvements, bicycle paths, drainage, and sidewalks.			Discretionary
COUNTY								
Complete Streets & Localized Initiatives Program (CSLIP)	Broward MPO	\$1.5 million per application. Limit of five (5) applications per project sponsor in which the facility/ROW owner and local jurisdiction are the same. (i.e. city facility located within city boundary, county facility located within unincorporated areas) Additional five (5) partner applications per project sponsor is allowed in which the facility/ROW owner (excluding State facilities) differs from the local jurisdiction boundary in which the facility is located. (i.e. County facility located within a city boundary, city facility crossing city boundaries).	Local governments, regional transportation authorities, transit agencies and tribal governments, natural resource and public land agencies, school districts and local educational agencies, or private transportation service providers	Provides funding for small local transportation projects which improved the safety and mobility for all transportation users in Broward. Note: FDOT will construct projects with the funds awarded in coordination with the applicant and MPO staff. Funds will not be provided directly to successful applicants to construct the project.	This competitive grant program can fund projects such as (but not limited to): complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bus shelters, bike racks and technology advancements such as transit signal priority and traffic control devices.	http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program	Check website for application procedure	Discretionary
STATE								
Florida Department of State								
Cultural Facilities	Division of Cultural Affairs	Up to \$500,000. There is no minimum request amount.	Public entity or not-for-profit, tax-exempt, Florida Corporation	The purpose of the Cultural Facilities Program is to coordinate and guide the State of Florida's support and funding of renovation, construction, or acquisition of cultural facilities.	The renovation, acquisition, or construction of a cultural facility.	http://dos.myflorida.com/cultural/grants/grant-programs/cultural-facilities/	Check website for application procedure	Discretionary
Florida Department of Environmental Protection								
Florida Recreation Development Assistance Program (FRDAP)	Land and Recreation	The maximum grant request is \$200,000.	All county governments and incorporated municipalities of the State of Florida and other legally constituted local governmental entities with the legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the general public.	The Land and Recreation Grants staff administers grants to local governments through the Florida Recreation Development Assistance Program (FRDAP) and the Land and Water Conservation Fund (LWCF). These are competitive, reimbursement grant programs which provide financial assistance for acquisition or development of land for public outdoor recreation.	Develop and/or acquire land for public outdoor recreation	http://www.dep.state.fl.us/parks/oirs/default.htm	Check website for application procedure	Discretionary
Florida Department of Transportation (FDOT)								
Safe Routes to School	FDOT DISTRICTS (more information under USDOT below)	State allocation	Determine by state FDOT includes Cities and MPOs	Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street	Capital Infrastructure investments			
Surface Transportation Program - Transportation Enhancement	DOT (FHWA) (Fixing American's Surface Transportation Act (FAST))	Apportioned by States	State/MPO allocated; includes cities and MPOs	Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.	Capital Infrastructure Investment			Formula
Public Transit Service Development Program	FDOT DISTRICT Office of Modal Development	Total funding for this program varies from \$1,400,000 to \$1,800,000 and averages four to six awards per year. Ranges of awards are from \$50,000 to \$300,000 not including local match.	Public agencies, including counties, municipalities, transit agencies, and other government agencies.	The Public Transit Service Development Program is designed to provide initial funding to public transit projects with new or innovative techniques to improve system efficiencies, ridership, or revenues.	Any allowable capital, marketing, or operating costs under the Federal Transit Administration Section 5307 and State Public Transit Block Grant programs.		April	Discretionary
Park and Ride Lot Program	FDOT DISTRICT Office of Modal Development	Annual funding for the District ranges from \$250,000 to \$300,000 per year, which is used to fund one to two projects.	Public agencies, including counties, municipalities, transit agencies, and other government agencies.	This program provides for the purchase and/or leasing of private land for the construction of park and ride lots, the promotion of these lots, and the monitoring of their use. This program is an integral part of the commuter assistance program efforts to encourage the use of transit, carpools, vanpools, and other high-occupancy modes. Regional projects and/or connections between modes will be given a higher priority.	Planning, design, right-of-way acquisition, engineering, marketing, and construction of park and ride lots. NOTE: To be eligible, park and ride lots must be shown on a District park and ride project list, a Transit Corridor Plan, a Transit Development Plan, a major highway construction justification plan, or another locally published plan. The park and ride lot must be sited, sized, and promoted in such a way that there is a reasonable expectation of at least 60 percent occupancy and that the lot can facilitate transfer between modes. The project must be designed in accordance with the State Park and Ride Lot Planning Handbook.		April	

4. Defining and Pursuing the Plan Update Vision and Goals

Transit Corridor Program	FDOT DISTRICT Office of Modal Development	This program averages two to five awards per year depending on appropriations, and awards range from \$50,000 to \$300,000 not including the local match if applicable.	Public agencies, including counties, municipalities, transit agencies, and other government agencies.	The Transit Corridor program is designed to relieve congestion and improve capacity within an identified transportation corridor by increasing the people-carrying capacity of the transportation systems through the use of high-occupancy conveyances.	Creation of new or expanded transit services, the improvement of bus operations through the use of bus pull-out lanes, high-occupancy vehicle (HOV) lanes, and similar measures, the improvement of access to origins and destinations within the corridor, Construction and installation of facilities, such as park and ride lots, shelters, and stations, transportation corridor improvements such as lanes, traffic controls, and exclusive lanes or facilities for high-occupancy vehicles, operational costs, including, but not limited to: Pre-service preparations, transit service operating deficits, marketing and public relations, project administration, security and traffic control, equipment and project lease, including appraisals, commuter transportation services, carpool and vanpool activities, other Transportation Demand Management strategies targeting employers along the corridor or legitimate costs deemed appropriate by the District.		April	Discretionary
FEDERAL								
US DEPARTMENT OF COMMERCE, ECONOMIC DEVELOPMENT ADMINISTRATION (EDA)								
Strong Cities, Strong Communities Visioning Challenge (SC2)	EDA and HUD	\$6 million total; \$1 million will be awarded to six total cities	Cities	Funding will support the development and implementation of comprehensive economic development strategic plans. Grant recipients run a local Challenge Competition, inviting multidisciplinary teams to submit proposals for comprehensive economic development strategic plans establishing and promoting a vision and approach to stimulate local economic development.	Economic development planning	http://www.gpo.gov/fdsys/pkg/FR-2011-07-11/pdf/2011-17319.pdf	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Planning and Local Technical Assistance Programs	EDA	Varies	State governments, County governments, City or township governments, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Nonprofits, Private institutions of higher education and Others (see text field entitled "Additional Information on Eligibility" for clarification).	These programs will help communities develop the planning and technical expertise to support communities and regions in their comprehensive, entrepreneurial, and innovation-based economic development efforts. Under the Planning Program, EDA provides assistance to eligible recipients to create regional economic development plans in order to stimulate and guide the economic development efforts of a community or region.	Planning/ Development Financing	http://www.grants.gov/search/search.do;jsessionid=kDW2PsLT1zdV3HLW1BpwX3yQvQbpJPt1XnmTfM1yGjBP99t2g!-757993493?oppld=58876&mode=VIEW	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
US DEPARTMENT OF TRANSPORTATION (DOT)								
Alternatives Analysis Program - Discretionary Livability Funding Opportunity	DOT (FHWA) (Fixing American's Surface Transportation Act (FAST))	\$25 million	MPOs, city agencies, transit agencies, and other local government authorities	Assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. Studies funded in this round of grants should further the Department's livability efforts.	Planning	https://www.federalregister.gov/articles/2012/03/12/2012-5895/fy-2012-discretionary-livability-funding-opportunity-alternatives-analysis-program?utm_campaign=subscription+mailing+list&utm_medium=email&utm_source=federalregister.gov#h-4	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Bus Livability Initiative	DOT (FTA)	\$125 million	Transit agencies or other public transportation providers, States and Indian Tribes.	Provide funding to transit agencies to replace, rehabilitate, and purchase buses and related equipment, as well as construct or rehabilitate bus facilities.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_financing_3557.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Congestion Mitigation & Air Quality (CMAQ) Program	DOT (FHWA/FTA) (MAP-21: CMAQ)	Apportioned to States by a formula	N/A - Funding distributed to States via a statutory formula based on population and air quality classification designated by EPA.	Support for transportation projects or programs that improve air quality and relieve congestion in areas that do not meet National Ambient Air Quality Standards. Includes capital transportation investments and pedestrian/bicycle facilities and programs.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/environment/air_quality/cmaq/	Check with state DOT or local MPO	Formula
Discretionary Bus and Bus Facilities (Section 5309): State of Good Repair Initiative	DOT (FHWA) (Fixing American's Surface Transportation Act (FAST))	\$650 million	Transit agencies or other public transportation providers, States or Indian Tribes.	Provide funding to rehabilitate bus and bus facilities. FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_financing_3557.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Innovative Transit Workforce Development Program	DOT (FTA)	\$5 million	Eligible applicants are public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education.	FTA seeks proposals that promote diverse and innovative successful workforce development models and programs. Focus will be placed on programs that leverage investments in public transit that impacts local employment, support blue-collar operations and maintenance particularly in the area of new and emerging technologies and supports innovative methods of encouraging youth to pursue career in public transportation.	Faculty/instructors, including salaries and fringe benefits, support staff, classroom space, books, materials and supplies, transportation stipends for students. Capital expenses such as equipment purchases are not considered to be eligible costs unless they directly relate to the workforce development program being supported by FTA funds.	https://www.federalregister.gov/articles/2012/05/31/2012-13220/innovative-transit-workforce-development-program?utm_campaign=subscription+mailing+list&utm_medium=email&utm_source=federalregister.gov#p-3	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
INVEST 1.2 Implementation Projects	DOT (FHWA)	Multiple awards between \$25,000 to \$150,000	State DOTs, MPOs and other transportation agencies	Funding and technical assistance to MPOs, State DOTs, and local transportation agencies to evaluate the sustainability of transportation systems using INVEST 1.0. FHWA's INVEST tool is a collection of voluntary best practices and criteria designed to help transportation agencies integrate sustainable practices into their projects, plans, and programs.	Implementation	https://www.sustainablehighways.org/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

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4. Defining and Pursuing the Plan Update Vision and Goals

National Scenic Byways	DOT (FHWA)	\$43.5 million	State DOTs and Indian Tribes	Livability is a criteria that will be used in the consideration of projects. Projects on designated National Scenic Byways; All-American Roads; America's Byways®; State scenic byways; or Indian tribe scenic byways; could include construction of a facility for pedestrians and bicyclists; An improvement to a scenic byway that will enhance access to an area for the purpose of recreation; development of tourist information to the public (such as biking info and maps on scenic byways).	Capital Infrastructure Investments	http://www.fhwa.dot.gov/discretionary/nsbp2011info.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
New Freedom Program (5317)	DOT (FTA) (MAP-21: Elderly and Disabled)	Apportioned to States by a formula	States and public bodies are eligible designated recipients. Eligible sub recipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.	The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_finance_3549.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Pedestrian and Bicycle Safety Program	DOT (FHWA)	State allocated	State/MPO allocated	Conduct research and develop guidelines, tools and safety countermeasures to reduce pedestrian and bicycle fatalities.	Planning/research	http://safety.fhwa.dot.gov/ped_bike/	Check website for next Notice of Funding Available (NOFA) Announcement.	Discretionary
Public Lands Highways	DOT (FHWA)	\$98.5 million	State DOTs, Federal Land Management Agencies, State government agencies, metropolitan planning organizations, local governments, and tribal governments – must apply through DOTs	Livability is a criteria that will be considered in the selection of projects. Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/discretionary/plhd2011info.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Recreational Trails Program (RTP)	DOT (FHWA) (Fixing American's Surface Transportation Act (FAST))	State allocated	State/MPO allocated	Funding for maintenance and new construction of recreational trails and related facilities.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/environment/rec_trails/	Check with state DOT: http://www.fhwa.dot.gov/environment/rec_trails/rtpstate.htm	Discretionary
Safe Routes to School	DOT (FHWA) (Fixing American's Surface Transportation Act (FAST))	State allocated	Determined by state DOT	Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.	Capital Infrastructure Investments	http://safety.fhwa.dot.gov/saferoutes/	Check with state DOT	Discretionary
Section 5303-Metropolitan Planning; Section 5304-Statewide Planning; Section 5305-Planning Programs	DOT (FTA)	Apportioned to States by a formula	State DOTs and MPOs	These programs provide funds to support planning for transportation investment decisions in metropolitan areas and statewide; they are typically used to support planning for new and extension fixed rail projects paid for by New Starts. Eligible uses include planning for projects that protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	Planning	http://fta.dot.gov/funding/grants/grants_finance_3563.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Transportation for Elderly Persons and Persons with Disabilities	DOT (FTA)	State allocated	States are direct recipients. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and governmental authorities approve to coordinate services.	This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.	Transit Operating Assistance	http://fta.dot.gov/funding/grants/grants_finance_3556.html	Check with state DOT	Discretionary
Transportation Infrastructure Finance and Innovation Act (TIFIA)	DOT (FHWA)	\$200 million as part of TIGER III	State departments of transportation; local governments; transit agencies; special authorities; special districts; railroad companies; and private firms or consortia that may include companies specializing in engineering, construction, materials, and/or the operation of transportation facilities.	Provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/ipd/tifia/	Deadline for applications has passed. Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Transportation Investments Generating Economic Recovery (TIGER)	DOT	\$473.8 million	State, local, and tribal governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant.	Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities. Unlike last year, no planning grants will be awarded this year and all the funding will be for project implementation.	Capital Infrastructure Investments	http://www.dot.gov/tiger	Check website for next Notice of Funding Availability (NOFA) Announcement.	Opens April 29 and closes on June 3.
Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER)	DOT (FTA)	\$49.9 million	Transit agencies or state DOTs	Provides funding for (1) capital investments that assist in reducing the energy consumption of a transit system and (2) capital investments that will reduce greenhouse gas emissions of a public transportation system.	Capital Infrastructure Investments	http://fta.dot.gov/tigger	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

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4. Defining and Pursuing the Plan Update Vision and Goals

Transit Oriented Development Planning Pilot	DOT (FTA)	\$10 million for FY 2013 and 2014	State and local government agencies	Provides funding to advance planning efforts that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects. Creates a pilot grant program for TOD planning associated with a new fixed guideway or core capacity improvement project, as those projects are defined in 49 U.S.C. 5309 (Fixed Guideway Capital Investment Grants Program).	Planning/research	http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Transit-Oriented_Development_Planning_Pilot.pdf	This program was authorized by MAP-21, but Congress has not yet appropriated funds for this program. A NOFA will be available once funds are released. Check FTA website.	Discretionary	
Transportation Planning Capacity Building Program (TPCB)	DOT (FHWA/FTA)		State, metropolitan, rural and small communities, tribal and public lands planning opportunities are available.	Provides training, technical assistance, and support to help decision makers, transportation officials, and staff resolve complex transportation needs in their communities. Resources available on topics including land use, scenario planning, TOD, non-motorized transportation, safety, community impact assessments, operations and management strategies, and analysis methods.	Planning/research	http://www.planning.dot.gov/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary and Formula	
Urbanized Area Formula Program	DOT (FTA)	Apportioned to States by a formula	Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49USCA5307(a)(2).	Provide transit capital and operating assistance in urbanized areas and for transportation related planning.	Capital Infrastructure Investments/Operating Assistance	http://fta.dot.gov/funding/grants/grants_financing_3561.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula	
Veterans Transportation and Community Living Initiative Grant Program	DOT (FTA) (in partnership with HHS and Department of Veterans Affairs, Labor and Defense)	\$25 million in capital funding; \$5 million in research funding	Eligible applicants are existing Direct Recipients under FTA's Section 5307 Urbanized Area Formula program, as well as local governments, States, and Indian Tribes.	The Veterans Transportation and Community Living Initiative (VTCLI) is an innovative, federally coordinated partnership that will make it easier for U.S. veterans, active service members, military families, and others to learn about and arrange for locally available transportation services that connect them with work, education, health care, and other vital services in their communities. Projects are being funded in urban, suburban, and rural communities around the nation to strengthen and promote "one-call" information centers and other tools.	Capital and research grants	http://www.fta.dot.gov/grants/13094_13528.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	
ENVIRONMENTAL PROTECTION AGENCY (EPA)									
Brownfields Assessment Grant Program	EPA	Up to \$200,000 over three years or \$1M for coalitions over 3 years	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	Funding for planning/assessing brownfield redevelopment, conducting planning and community involvement, and site cleanup.	Environmental cleanup, Planning	http://www.epa.gov/brownfields/assessment_grants.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	
Brownfield Economic Development Initiative (BEDI)	EPA	\$17.325 million, max grant \$3 million	Any public entity eligible to apply for Section 108 loan guarantee assistance	Competitive funding program to spur redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan	Environmental cleanup, Affordable Housing	http://www.hud.gov/offices/adm/grants/fofa10/grpbedi.cfm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	
Brownfields and Lands Revitalization	EPA	\$76 million in FY2011	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	Funding for planning/assessing brownfield redevelopment and site cleanup. Restoration of brownfield sites to productive use and revitalization of affected neighborhoods	Environmental cleanup, Planning	http://www.epa.gov/brownfields/grant_info/index.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	
Building Blocks for Sustainable Communities	EPA	\$2.5 million	Eligible applicants are states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions.	EPA will provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. Funding will also be given to communities facing community development challenges. Support provided by EPA or through non-profit organizations.	Technical Assistance	http://www.grants.gov/search/search.do?mode=VIEW&oppld=70533 or http://www.epa.gov/smartgrowth/buildingblocks.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	
Capacity Building for Sustainable Communities	EPA/HUD	\$5.65 million, max amount \$ 1 million	A 501(c)(3) nonprofit organization, a local or state public agency, a for-profit organization (for-profit firms are eligible, however, while they are allowed to cover their direct and indirect costs, they are not allowed to earn a profit from the project, and they are not eligible to receive EPA funding), a nationally recognized and accredited University or College; or any combination of the aforementioned entities as a Capacity Building Team to combine their skills and offer a coordinated program. A Capacity Building Team must designate a lead applicant to act as the fiscal agent for the grant.	Funding for intermediary organizations who will assist HUD in providing technical assistance to communities engaged in planning efforts built around integrating housing, land use, transportation, and other issues. Primary support will be given to recipients of Sustainable Communities and Brownfield Area Wide Planning grants.	Technical Assistance	http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/nofa11/grpcapbldgsc	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	
Smart Growth Technical Assistance grants	EPA	Various	Local governments	Annual, competitive solicitation open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development.	Technical Assistance	http://www.epa.gov/dced/sgia.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary	

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Smart Growth Implementation Assistance (SGIA) program	EPA	Assistance provided by contracted experts	Tribes, states, regions, local governments, as well as nonprofits that have a partnership with a government entity.	The SGIA program focuses on complex or cutting-edge issues, such as stormwater management, code revision, transit-oriented development, affordable housing, infill development, corridor planning, green building, and climate change. Applicants can submit proposals under 4 categories: community resilience to disasters, job creation, the role of manufactured homes in sustainable neighborhood design or medical and social service facilities siting.	Technical Assistance	http://epa.gov/smartgrowth/sgia.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Building Blocks for Sustainable Communities	EPA	\$2.5 million	Eligible applicants are states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions.	EPA will provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life.	Technical Assistance	http://www.grants.gov/search/search.do?mode=VIEW&oppId=70533 or http://www.epa.gov/smartgrowth/buildingblocks.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Water Quality Management Planning Grants (EPA)	EPA	Apportioned to States by a formula	States	Funding for financing high priority infrastructure projects needed to ensure clean water and safe drinking water.	Capital infrastructure investments	http://www.epa.gov/region4/water/gtas/grantprograms.html#management	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Urban Waters Small Grants	EPA	Estimated \$1.6M, Award Ceiling \$60K	Applicants must demonstrate that the proposed project activities take place entirely within and focus on one of the 18 Eligible Geographic Areas listed at http://www2.epa.gov/urbanwaters/urban-waters-small-grants-mapping	The goal of the Urban Waters Small Grants program is to fund research, investigations, experiments, training, surveys, studies, and demonstrations that will advance the restoration of urban waters by improving water quality through activities that also support community revitalization and other local priorities.	Technical Assistance	http://www2.epa.gov/urbanwaters/urban-waters-small-grants	September 25, 2013	Discretionary
US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)								
Community Development Block Grants (CDBG)	HUD	Apportioned to States by a formula	State allocated	Formula grants for local governments to carry out community and economic development activities.	Planning/ Development Financing/ Affordable Housing	http://www.hud.gov/offices/cpd/communitydevelopment/programs/	Check website for next Notice of Funding Availability (NOFA) Announcement. Plantation is an entitlement community and was allocated \$439,774 for FY 16-17. Changes in uses of funds would require review of the CDBG Consolidated Plan and final action by City Commission.	Formula
Economic Development Initiative Grant	HUD		Only the entities named by Congress in the Committee Print of the Committee on Appropriations U.S. House of Representatives, March 2009 are eligible to apply for Economic Development Initiative-Special Project (EDI-SP) grant funds.	Provide local governments with additional security for the Section 108 loan, thereby reducing the exposure of its CDBG funds in the event of a default in loans made locally with the 108 funds. Or, make the project more feasible by paying some of the project costs with grant funds or by reducing the interest rate to be paid from a revolving loan fund.	Development Financing/ Affordable Housing	http://www.grants.gov/search/search.do;jsessionid=h0pGTTJckRB3Lwz5hvjkRnJ752YhP2pnYKb2RL1yZ3vBX6VPz2g2l2057934305?oppId=47214&mode=VIEW	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Section 108 Loan Guarantees	HUD		Eligible applicants include the following public entities: metropolitan cities and urban counties (i.e. CDBG entitlement recipients); nonentitlement communities that are assisted in the submission of applications by States that administer the CDBG program; and nonentitlement communities eligible to receive CDBG funds under the HUD-Administered Small Cities CDBG program (Hawaii). The public entity may be the borrower or it may designate a public agency as the borrower.	Provides CDBG-eligible communities with a source of financing for economic development, public facilities, and other eligible large-scale physical development projects.	Development Financing	http://www.hud.gov/offices/cpd/communitydevelopment/programs/108/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Section 221- Mortgage Insurance for Moderate Income	HUD	(Guaranteed/Insured Loans) FY 10 \$2,899,429,000; FY 11 est. \$4,035,000,000; and FY 12 est. \$4,406,137,561	Public, profit-motivated sponsors, limited distribution, nonprofit cooperative, builder-seller, investor-sponsor, and general mortgagors.	Insures mortgage loans to facilitate the new construction or substantial rehabilitation of multifamily rental or cooperative housing for moderate-income families, elderly, and the handicapped.	Mortgage financing	https://www.cdfa.gov/?s=program&mode=form&tab=step1&id=ed7562d7186c5d6fde9341a12cf884c7	N/A	Guaranteed/Insured Loans
US SMALL BUSINESS ADMINISTRATION								
Small Business Innovation Research Program	US Small Business Administration	Funding awarded in three phases, up to \$750,000.	Small businesses that are American owned and independently operated, for-profit, principle researcher employed by business and company size limited to 500 employees	SBIR funds the critical startup and development stages of Small Business. It targets the entrepreneurial sector where most innovation and innovators thrive. It also encourages the commercialization of the technology, product, or service, which, in turn, stimulates the U.S. economy.	Start-up grants	http://www.sba.gov/content/small-business-innovation-research-program-sbir-0	Check website	Discretionary
US DEPARTMENT OF TREASURY								
Build America Bonds	Treasury/ Internal Revenue Service (IRS)		States and localities	Build America Bonds (BABs) provides state and local governments with a direct federal payment subsidy for a portion of their borrowing costs on taxable bonds. Finance tool for lowering borrowing costs on capital projects.	Development Financing	http://www.treasury.gov/initiatives/recovery/Pages/babs.aspx	N/A	Discretionary
Community Development Financial Institutions (CDFI) Programs	Treasury	Financial Assistance Awards: \$2 million; Technical Assistance Awards: \$100,000	Both certified and non-certified CDFIs are eligible to apply for TA awards. However, non-certified organizations must be able to become certified within two years after receiving a TA award.	The purpose of the CDFI Program is to use federal resources to invest in CDFIs and to build their capacity to serve low-income people and communities that lack access to affordable financial products and services. CDFIs may use the funds to pursue a variety of goals, including: To promote economic development, to develop businesses, to create jobs, and to develop commercial real estate; To develop affordable housing and to promote homeownership; and to provide community development financial services, such as basic banking services, financial literacy programs, and alternatives to predatory lending.	Development Financing	http://www.cdfifund.gov/what_we_do/programs_id.asp?programID=7#2	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Healthy Food Financing Initiative	Treasury	\$25 million	Businesses, local and tribal governments, non-profit organizations, cooperatives and universities, State Dept. of Agriculture, Colleges and Universities, Treasury-certified Community Development Financial Institutions and Community Development Entities, Community Development Corporations	Provides funding to increase access to healthy food in communities, particularly lower-income neighborhoods without grocery stores or other sources of fresh produce and nutritious food. Funds can be used to finance the opening of new grocery stores or renovate existing stores to expand supply of healthy food. Funds can also be used to improve distribution systems and do outreach and education to consumers about healthy food choices.	Financing	http://www.acf.hhs.gov/programs/ocs/ocs_food.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

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4. Defining and Pursuing the Plan Update Vision and Goals

Low Income Housing Tax Credit (4%)	Treasury	State allocated	Determined by state housing finance agency. If the projects involve acquisition and substantial rehabilitation expenditures, and are funded with Tax-Exempt Bonds only qualify for 4%.	Generate equity capital for the construction and rehabilitation of affordable rental housing.	Development Financing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/fair_housing_equal_opp/lihtcmou	Awarded on non-competitive basis - may apply at any time. Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Low Income Housing Tax Credit (9%)	Treasury	State allocated	Determined by state housing finance agency. 9% LIHTC are possible if the projects are not funded by federal Tax-Exempt Bonds, and meet the other basic qualifications of LIHTC.	Generate equity capital for the construction and rehabilitation of affordable rental housing.	Development Financing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/fair_housing_equal_opp/lihtcmou	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
New Market Tax Credit Program	Treasury/Qualified CDEs (CDFIs)	\$3.5 billion, max grant \$125 million	Community Development Entities (CDEs)	Issuance of tax credits to investors in exchange for stock or capital interest in designated Community Development Entities. The federal subsidy goes to qualifying projects in the form of below-market interest rates and more flexible loan terms like longer amortizations and higher loan-to-value ratios.	Development Financing	http://www.cdfifund.gov/what_we_do/programs_id.asp?programid=5	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

Updated by Keith and Schnars, July 2016

Exhibit 59. Potential Funding Sources

4. Defining and Pursuing the Plan Update Vision and Goals

4.7.2. Development incentives

At the threshold of local governance is the continuing opportunity to shape desirable urban form among a vast predominance of private land ownership. To advance its partnership with developers and property owners, this Plan Update advises to:

- Convey clarity to the development community through the vision with goals in this Plan Update. The better they understand what is desired, the easier it will be to achieve.
- Maintain the strong Midtown real estate market demand by continuing to maintain and build the District's desirable image and distinguish three Villages with names, branding, and other distinctions such as design, signage and wayfinding.
- Continue to provide public amenities on public lands, such as Pine Island Park and the conceptual entertainment hub with high quality programming.
- Offer certainty, consistency, and expediency in the development review process. One means to improve upon this process is informal, non-binding pre-proposal meetings with City Council members. Another is to ensure predictable and if possible expedited permitting time.
- Ensure tax incentives for office space are competitive with other municipalities.
- Utilize Florida Enterprise mechanisms such as salary thresholds, training programs and incentives, and employment tax abatement; and maintain partnership with the Greater Ft. Lauderdale Alliance/Broward County for development recruitment.
- Revise City's Planning Regulations, encompassing (1) Land Development Code changes and (2) positioning the District to benefit from the potential Countywide Land Use Plan update by Broward County (Broward NEXT).

5. Appendices

The Following appendices are a combination of research and/or modeling produced by the Project team, and outside sources produced by others. The Table of Contents, tables, exhibits, and appendix numbering is internal to each source.

5. Appendices

5.1. Market Analysis (Produced by Team, PMG Associates, Inc.)

MARKET DEMAND ANALYSIS MIDTOWN AREA – PLANTATION, FLORIDA

The analysis of demand for commercial and industrial uses in the Midtown Area of Plantation focuses on the ability of the population, both current and future, to support these prospective uses. The demand analysis is based on spending patterns of the public and expected use of services.

PROJECT AREA

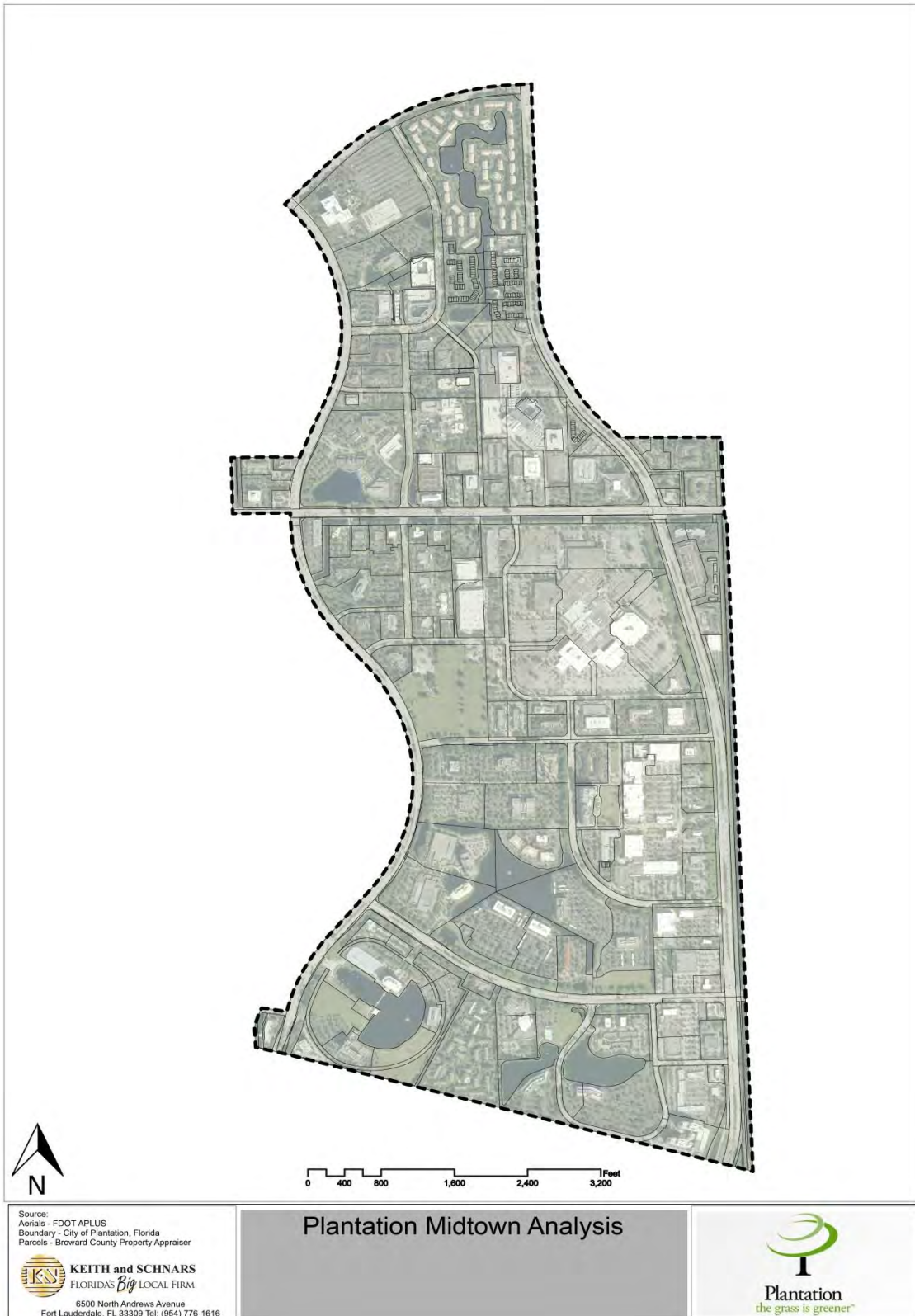
The Midtown Area is located essentially between University Drive and Pine Island Road extending from I-595 to Cleary Boulevard. There is also a small portion of the Area eastward of University Drive at Broward Boulevard. This area includes a total of 898 acres which contain 681 businesses and 2,104 residential units.

**TABLE 1
EXISTING LAND USES IN MIDTOWN**

Category	Amount
Multi-Family (10 or more units per parcel)	1,947
Condominium	68
Single Family	89
Vacant Resident (2 parcels)	175,719 square feet
Office Parcels	68
Commercial Parcels	92
Vacant Commercial (2 parcels)	109,287 square feet

Source: Broward County Property Appraiser

EXHIBIT 1 – MIDTOWN STUDY AREA



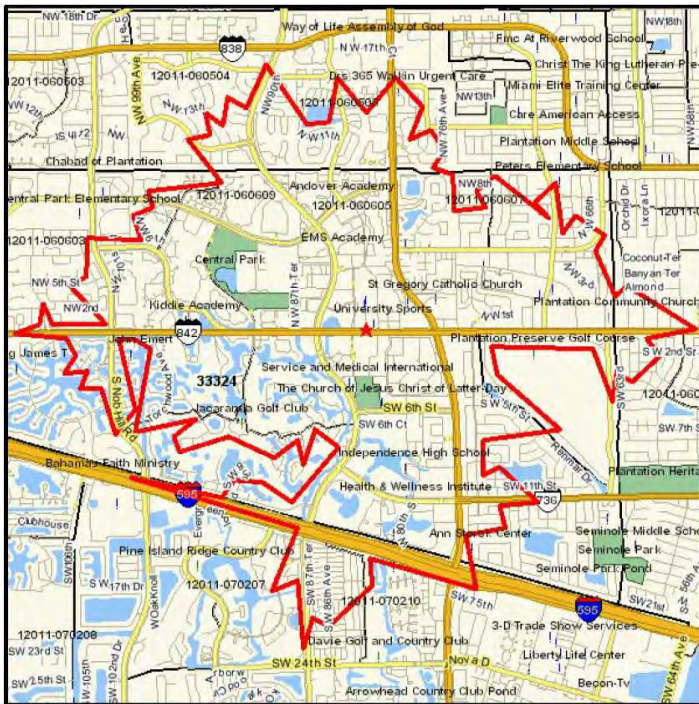
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MARKET AREA

The most reflective method to define the Market Area of a property or district is to measure “Drive Time” which is the distance a person can drive in the allotted amount of time. Since the general public is so dependent on the car for access to any work or shopping need, this measure represents the most accurate service area.

The “Drive Time” areas considered for this analysis includes a 5-minute, 10-minute, and 15-minute driving distance from the Midtown Area. The Areas covered by these drive times are shown in Exhibits 3, 4, and 5.

EXHIBIT 2 5-MINUTE DRIVE TIME MAP



Source: Claritas

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EXHIBIT 3 10-MINUTE DRIVE TIME MAP



Source: Claritas

EXHIBIT 4 15-MINUTE DRIVE TIME MAP



Source: Claritas

5. Appendices

DEMOGRAPHICS

TABLE 2
SELECTED DEMOGRAPHIC DATA – MIDTOWN BY DRIVE TIME

	5 minute	10 minute	15 minute
Population (2015 Estimate)	32,128	188,550	514,514
Population (2020 Projection)	34,019	199,397	543,837
Households (2015 Estimate)	14,566	74,135	194,186
Households (2020 Projection)	15,367	78,207	204,966
Median Age	40.7	39.9	38.9
Average Household Size	2.20	2.52	2.63
Attended College	71.3%	60.8%	56.9%
Average Household Income	\$74,658	\$73,733	\$68,829
Employed Over 16 Years of Age	64.7%	61.5%	60.5%
Unemployment rate	8.3%	10.4%	12.1%
Average Commute (minutes)	27.6	29.3	29.8
Owner Occupied Units	59.3%	70.9%	67.8%
Median Value Housing	\$199,448	\$190,999	\$184,720
Median Year Structure Built	1984	1981	1980
Average Length of Residence (years)	11.2	12.2	12.2
Families Below Poverty Rate	8.4%	9.8%	12.4%

Source: Claritas

5. Appendices

Existing businesses and employment in the Drive Time Market Areas are found in Table 3

**TABLE 3
MIDTOWN BUSINESSES AND EMPLOYMENT**

	5 Minute Drive Time		10 Minute Drive Time		15 Minute Drive Time	
	Establishment	Employees	Establishment	Employees	Establishment	Employees
Total Businesses	2,217	22,469	7,807	67,177	23,124	211,827
Private Sector	2,097	21,123	7,416	64,582	22,014	204,041
Public Administration	58	1,265	88	2,133	233	6,386
Agriculture, Forestry, Fishing and Hunting	1	5	7	53	25	117
Mining, Quarrying, and Oil and Gas Extraction	0	0	1	9	4	35
Utilities	1	15	3	63	14	206
Construction	69	323	501	2,892	1,610	9,738
Manufacturing	22	108	169	3,156	655	10,162
Wholesale Trade	37	208	214	1,465	852	7,849
Transportation and Warehousing	20	633	126	1,253	512	11,268
Information	30	240	141	1,065	431	3,588
Real Estate and Rental and Leasing	127	940	512	2,689	1,426	9,124
Professional, Scientific, and Technical Services	430	2,216	1,115	5,757	2,792	17,949
Management of Companies and Enterprises	3	23	14	89	32	153
Administrative, Support, Waste Mgmt Remediation Services	92	458	426	2,972	1,290	8,696
Educational Services	34	763	157	4,974	414	11,464
Healthcare and Social Assistance	618	4,515	1,360	10,599	3,269	30,458
Arts, Entertainment, and Recreation	20	257	131	1,342	393	5,174
Retail Trade	200	2,832	940	10,038	3,409	35,530
Finance and Insurance	201	4,864	569	6,836	1,574	13,118
Accommodation and Food Services	81	1,924	359	5,835	1,141	17,341
Other Services (except Public Administration)	111	798	672	3,491	2,171	12,072

Source: Claritas

DEMAND ANALYSIS

The analysis of Market Demand will concentrate on four potential uses including:

1. Residential
2. Office
3. Retail
4. Mixed Use

5. Appendices

Residential Development Demand

Projected growth of residential units for Midtown is mixed with the Gateway area since there is an overlap of Market Areas. Using the 15-Minute Drive Time, it is estimated that there will be demand in the next seven years for 26,600 dwelling units. This study area includes other municipalities such as Sunrise, Davie and Tamarac within the 15 minute drive time.

Absorption of this demand was estimated based on the amount of vacant land available and potential redevelopment sites in these jurisdictions. Demand for the Plantation study areas in the seven years is 4,522, or 17.4% of the total. There are currently plans for 1,474 units in Plantation leaving a potential absorption of 3,048. This planned unit figure is derived from the housing analysis provided by the City. The current projects either approved or planned are found in Table 4.

**TABLE 4
APPROVED AND SUBMITTED RESIDENTIAL PROJECTS**

Category	Project	Units
Approved Site Plans - Midtown		
	Camden	269
	Crossroads	287
	Lakeside	271
	Subtotal	827
Outside Midtown		
	Broadstone	250
	Strata	147
	Millcreek/Holiday Inn	250
	Subtotal	650
TOTAL		1,474

Source: City of Plantation

These units will be absorbed over the seven year period throughout the two Study Areas (Midtown and Gateway). The units in Midtown will consist of 1, 2 and 3 bedrooms with the following size distribution and pricing.

Product Split:

- 1 Bedroom – 25%
- 2 Bedroom – 65%
- 3 Bedroom – 10%

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Pricing:

- Rental 1 Bedroom - \$1,490
- Rental 2 Bedroom - \$2,050
- Rental 3 Bedroom - \$2,900
- Condo 1 Bedroom - \$120,000
- Condo 2 Bedroom - \$180,000
- Condo 3 Bedroom – \$240,000

Source: PMG Associates, Inc.

Office Demand

Office demand is a function of the services required for the population. Most office districts are concentrated and focused on larger buildings. Office uses do exist in commercial districts and retail areas. However, they are typically a small percentage of the total space.

Recent publications that address the office market in Broward County have revealed the conditions in the Plantation market. Based on this data, the existing supply of office space (all classes) will be absorbed in 5+ years. The demand for Class A offices is higher, as explained further in the Plan Update text (section 4).

**TABLE 8
OFFICE SPACE DEMAND**

Category	Inventory	Absorption
Total Inventory (square feet)	3,409,918	
Vacancy Rate	15.4%	
Vacant Inventory	525,127	
Absorption 2015 (square feet)		96,988
Time Frame to Absorb Inventory		5.4 years

Source: Newmark Grubb Knight Frank

Office uses could be added toward the end of the study time period. However, the overall demand is not sufficient in the Midtown area to support new projects.

Retail Demand

Tables are provided in the Appendix defining the Opportunity Gap or Surplus for several different Retail categories within different drive times of the Midtown study area. The column for demand indicates how much of the retail category residents in the area purchased. The Supply column indicates how much retail stores sold of each category. A positive number in the Opportunity column indicates that there is an Opportunity Gap, that residents are buying products but are leaving the area to do so.

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In general, there is an Opportunity Surplus in Retail. In a 15 minute drive time area, over \$2.5 billion more goods were sold by stores than bought by residents in 2015. However, a few notable Opportunity Gaps stand out. Electronics & Appliance Stores, and every subcategory in this category have a \$8.2 million gap in a 5 minute radius and a \$21.9 million gap in a 10 minute radius.

Food and Beverage Stores, especially Grocery Stores and Beer, Wine & Liquor Stores, have Opportunity Gaps in the 10 and 15 minute radii. In a 10 minute drive time for example, there is a \$24.8 million gap in grocery stores, and \$102 million in Beer, Wine & Liquor Stores.

In Sporting Goods, Hobby, Book, and Music Stores, there is an Opportunity Gap of nearly \$23 million within a 10 minute radius. There is a gap for all sub-categories within this category, and the trend generally holds for the 5 and 15 minute radii.

On the other hand, Clothing & Clothing Accessory Stores have the biggest Opportunity Surplus, with a surplus of \$667 million in a 5 minute drive time.

Current demand for 412,389 square feet in the following categories:

- Electronics/Computer
- Food and Beverage Stores
- Cosmetics
- Sporting Goods/Hobby/Music/Books
- Miscellaneous Products

**TABLE 6
CALCULATION OF RETAIL DEMAND**

Category	Opportunity Gap	Square Feet
Electronics/Computer	\$8,159,929	
Food and Beverage Stores	\$24,828,290	
Cosmetics	\$2,421,745	
Sporting Goods/Hobby/Music/Books	\$22,975,245	
Miscellaneous	\$44,712,134	
Total	\$103,097,343	
Ratio of Square Feet to Spending		250
Demand for Square Footage		412,389

Source: Claritas; PMG Associates, Inc.

Future Demand (7 years):

The demand for retail space in the future based on population growth is derived by multiplying the number of prospective new units by the spending per household as determined by Claritas (a nationally recognized provider of demographic and marketing data).

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**TABLE 7
SPENDING PER HOUSEHOLD - MIDTOWN**

Stores	5 minute	10 minute	15 minute
Electronics & Appliances Stores	\$755	\$849	\$810
Food & Beverage Stores	\$5,067	\$5,367	\$5,278
Sporting Goods, Hobby, Book, Music Stores	\$702	\$749	\$720
General Merchandise Stores	\$4,634	\$4,985	\$4,919
Foodservice & Drinking Places	\$4,620	\$4,635	\$4,428

Source: Claritas

Restaurant: 62,500 square feet

General Retail: 115,000 square feet

Pricing:

\$25 per square foot

SUPPORT FOR MIXED USE COMMERCIAL

An analysis was conducted to determine the potential support for commercial/retail uses in a mixed use project. The prospective residential developments were analyzed based on the number of units and the potential retail spending of the residents. The result is found in Table 8 with an estimate for each project.

**TABLE 8
RETAIL SPACE SUPPORTABLE IN A MIXED USE PROJECT**

Property	Units	Retail Spending per Household	Total Spending	\$ per Square Foot	Square Feet Supported
American Express	440	\$16,156	\$7,108,640	250	28,435
Sears	445	\$16,156	\$7,189,420	250	28,758
Cornerstone	300	\$16,156	\$4,846,800	250	19,387
Boulevard	112	\$16,156	\$1,809,472	250	7,238
Temple Kol Ami Emanuel	125	\$16,156	\$2,019,500	250	8,078
Aetna	344	\$16,156	\$5,557,664	250	22,231
Fashion Square	696	\$16,156	11,244,576	250	44,978

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Midtown	5 Minute Drive Time			10 Minute Drive Time			15 Minute Drive Time		
	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Retail Stores									
Total Retail Sales & Eating, Drinking Places	594,312,903	744,543,778	(150,230,875)	3,177,193,345	3,241,658,075	(64,464,730)	8,062,202,289	10,641,392,313	(2,579,190,024)
Motor Vehicle & Parts Dealers	102,675,281	16,967,986	85,707,295	552,827,105	714,261,361	(161,434,256)	1,391,635,633	2,829,493,209	(1,437,857,576)
Automotive Dealers	86,394,583	8,578,271	77,816,312	463,542,140	607,548,687	(144,006,547)	1,168,867,277	2,011,522,804	(842,655,527)
Other Motor Vehicle Dealer	7,439,146	4,006,808	3,432,338	43,744,769	75,178,403	(31,433,634)	110,961,051	710,782,237	(599,821,186)
Automotive Parts/Accessories, Tire Stores	8,841,552	4,382,907	4,458,645	45,540,196	31,534,271	14,005,925	111,807,305	107,188,168	4,619,137
Furniture & Home Furnishings Stores	11,925,880	2,829,962	9,095,918	62,960,330	38,715,735	24,244,595	157,223,333	288,576,288	(131,352,955)
Furniture Stores	6,286,682	1,375,971	4,910,711	33,167,021	17,018,377	16,148,644	82,953,526	176,933,466	(93,979,940)
Home Furnishing Stores	5,639,198	1,453,990	4,185,208	29,793,308	21,697,358	8,095,950	74,269,807	111,642,821	(37,373,014)
Electronics & Appliances Stores	10,997,450	2,838,565	8,158,885	58,016,077	36,073,918	21,942,159	145,820,200	162,750,286	(16,930,086)
Appliance, TV, Electronics Stores	8,508,199	2,244,553	6,263,646	44,945,346	32,149,624	12,795,722	113,185,002	134,480,592	(21,295,590)
Household Appliances Stores	1,491,274	73,559	1,417,715	7,934,657	2,573,416	5,361,241	19,978,807	7,155,776	12,823,031
Radio, Television, Electronics Stores	7,016,925	2,170,994	4,845,931	37,010,689	29,576,208	7,434,481	93,206,195	127,324,816	(34,118,621)
Computer & Software Stores	2,236,335	437,704	1,798,631	11,752,959	3,593,030	8,159,929	29,327,773	26,361,249	2,966,524
Camera & Photographic Equipment Stores	252,916	156,308	96,608	1,317,772	331,264	986,508	3,307,425	1,908,445	1,398,980
Building Material, Garden Equipment Stores	61,161,178	9,195,093	51,966,085	328,491,523	251,224,162	77,267,361	818,014,368	603,058,195	214,956,173
Building Material & Supply Dealers	53,119,766	8,524,534	44,595,232	284,207,278	244,876,959	39,330,319	706,275,144	588,239,560	118,035,584
Home Centers	21,654,727	3,194,841	18,459,886	115,260,856	164,551,650	(49,290,794)	287,458,437	279,440,025	8,018,412
Paint & Wallpaper Stores	906,459	710,078	196,381	4,839,701	4,850,086	(10,385)	11,871,589	13,484,331	(1,612,742)
Hardware Stores	5,188,785	3,248	5,185,537	27,904,679	2,311,921	25,592,758	70,503,228	30,013,519	40,489,709
Other Building Materials Dealers	25,369,795	4,616,367	20,753,428	136,202,042	73,163,302	63,038,740	336,441,890	265,301,685	71,140,205
Building Materials, Lumberyards	9,564,275	1,726,543	7,837,732	49,396,282	27,363,386	22,032,896	120,802,138	99,223,978	21,578,160
Lawn/Garden Equipment/Supplies Stores	8,041,413	670,560	7,370,853	44,284,245	6,347,203	37,937,042	111,739,225	14,818,634	96,920,591
Outdoor Power Equipment Stores	2,007,714	322,990	1,684,724	11,764,674	3,894,343	7,870,331	29,528,127	5,047,653	24,480,474
Nursery & Garden Centers	6,033,699	347,570	5,686,129	32,519,571	2,452,861	30,066,710	82,211,098	9,770,981	72,440,117

Midtown	5 Minute Drive Time			10 Minute Drive Time			15 Minute Drive Time		
	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Retail Stores									
Food & Beverage Stores	73,810,918	84,785,943	(10,975,025)	397,860,149	243,793,147	154,067,002	1,024,991,513	684,075,151	340,916,362
Grocery Stores	47,383,396	82,575,995	(35,192,599)	259,173,231	234,344,941	24,828,290	673,257,581	650,068,086	23,189,495
Supermarkets, Grocery Stores	44,366,804	81,471,169	(37,104,365)	242,742,897	227,473,232	15,269,665	630,563,081	625,580,413	4,982,668
Convenience Stores	3,016,592	1,104,826	1,911,766	16,430,334	6,871,709	9,558,625	42,694,499	24,487,673	18,206,826
Specialty Food Stores	5,712,652	1,112,942	4,599,710	31,439,137	4,865,379	26,573,758	81,953,122	18,147,105	63,806,017
Beer, Wine & Liquor Stores	20,714,870	1,097,007	19,617,863	107,247,782	4,582,827	102,664,955	269,780,811	15,859,961	253,920,850
Health & Personal Care Stores	36,751,792	125,129,435	(88,377,643)	195,134,761	274,975,723	(79,840,962)	497,439,984	631,618,848	(134,178,864)
Pharmacies & Drug Stores	29,555,232	112,071,033	(82,515,801)	156,538,109	218,843,368	(62,305,259)	398,837,540	490,248,167	(91,410,627)
Cosmetics, Beauty Supplies, Perfume Stores	2,603,725	3,870,961	(1,267,236)	13,772,426	11,350,681	2,421,745	35,075,198	34,483,263	591,935
Optical Goods Stores	1,322,888	4,630,094	(3,307,206)	7,460,413	14,940,554	(7,480,141)	19,224,286	36,556,065	(17,331,779)
Other Health & Personal Care Stores	3,269,946	4,557,348	(1,287,402)	17,363,814	29,841,120	(12,477,306)	44,302,960	70,331,353	(26,028,393)
Gasoline Stations	56,937,699	62,179,869	(5,242,170)	301,515,545	256,574,621	44,940,924	776,534,903	636,736,966	139,797,937
Gasoline Stations with Convenience Stores	41,208,985	60,698,246	(19,489,261)	218,916,621	242,844,486	(23,927,865)	564,717,365	589,728,526	(25,011,161)
Other Gasoline Stations	15,728,714	1,481,623	14,247,091	82,598,924	13,730,134	68,868,790	211,817,538	47,008,441	164,809,097
Clothing & Clothing Accessories Stores	27,169,687	157,833,082	(130,663,395)	147,884,801	308,848,138	(160,963,337)	375,893,012	1,262,908,940	(887,015,928)
Clothing Stores	13,990,272	84,517,830	(70,527,558)	78,358,193	131,052,316	(52,694,123)	204,117,528	448,020,725	(243,903,197)
Men's Clothing Stores	674,658	2,603,981	(1,929,323)	3,774,882	4,433,848	(658,966)	9,728,643	27,584,852	(17,856,209)
Women's Clothing Stores	3,196,118	11,393,821	(8,197,703)	17,820,462	25,419,370	(7,598,908)	46,156,161	96,018,550	(49,862,389)
Children's, Infants' Clothing Stores	771,007	2,064,826	(1,293,819)	4,420,876	7,807,604	(3,386,728)	11,941,176	23,147,514	(11,206,338)
Family Clothing Stores	7,480,100	61,333,554	(53,853,454)	41,948,263	80,481,849	(38,533,586)	109,410,777	255,734,379	(146,323,602)
Clothing Accessories Stores	627,095	447,973	179,122	3,494,482	2,356,877	1,137,605	9,034,933	15,527,737	(6,492,804)
Other Clothing Stores	1,241,294	6,673,676	(5,432,382)	6,899,227	10,552,767	(3,653,540)	17,845,838	30,007,692	(12,161,854)
Shoe Stores	2,074,324	9,990,239	(7,915,915)	11,837,540	19,381,824	(7,544,284)	31,405,386	104,876,162	(73,470,776)
Jewelry, Luggage, Leather Goods Stores	11,105,090	63,325,014	(52,219,924)	57,689,069	158,413,998	(100,724,929)	140,370,998	710,012,054	(569,641,956)
Jewelry Stores	10,028,337	63,325,014	(53,296,677)	51,822,325	158,336,403	(106,514,078)	125,383,984	690,883,622	(565,499,638)
Luggage & Leather Goods Stores	1,076,753	0	1,076,753	5,866,744	77,595	5,789,149	14,986,114	19,128,432	(4,142,318)

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Midtown	5 Minute Drive Time			10 Minute Drive Time			15 Minute Drive Time		
	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Retail Stores									
Sporting Goods, Hobby, Book, Music Stores	10,219,779	7,040,703	3,179,076	55,511,450	32,536,205	22,975,245	139,804,003	128,002,052	11,801,951
Sporting Goods, Hobby, Musical Inst Stores	8,834,024	6,507,220	2,326,804	48,020,302	29,519,957	18,500,345	121,965,148	112,090,067	9,875,081
Sporting Goods Stores	4,477,406	2,004,021	2,473,385	24,785,177	12,264,648	12,520,529	63,453,652	70,484,485	(7,030,833)
Hobby, Toy & Game Stores	2,636,228	4,254,874	(1,618,646)	13,930,735	9,646,551	4,284,184	35,275,344	25,872,378	9,402,966
Sewing, Needlework & Piece Goods Stores	781,180	176,937	604,243	4,202,450	1,718,428	2,484,022	10,438,094	3,371,062	7,067,032
Musical Instrument & Supplies Stores	939,210	71,388	867,822	5,101,939	5,890,330	(788,391)	12,798,057	12,362,142	435,915
Book, Periodical & Music Stores	1,385,755	533,483	852,272	7,491,148	3,016,248	4,474,900	17,838,855	15,911,985	1,926,870
Book Stores & News Dealers	1,179,966	322,605	857,361	6,385,493	2,441,358	3,944,135	15,077,894	11,471,648	3,606,246
Book Stores	1,040,375	263,143	777,232	5,635,515	1,957,608	3,677,907	13,214,396	10,005,691	3,208,705
News Dealers & Newsstands	139,591	59,461	80,130	749,977	483,750	266,227	1,863,498	1,465,957	397,541
Prerecorded Tape, CD, Record Stores	205,789	210,878	(5,089)	1,105,655	574,890	530,765	2,760,961	4,440,337	(1,679,376)
General Merchandise Stores	67,500,426	118,742,704	(51,242,278)	369,572,058	376,699,014	(7,126,956)	955,293,886	1,023,334,033	(68,040,147)
Department Stores, Excl Leased Departments	28,697,106	88,366,997	(59,669,891)	158,221,555	154,088,671	4,132,884	410,214,114	420,507,049	(10,292,935)
Other General Merchandise Stores	38,803,320	30,375,707	8,427,613	211,350,503	222,610,343	(11,259,840)	545,079,772	602,826,983	(57,747,211)
Miscellaneous Store Retailers	15,308,301	5,209,297	10,099,004	81,286,269	36,574,135	44,712,134	204,226,638	151,304,317	52,922,321
Florists	603,229	612,537	(9,308)	3,226,139	3,104,507	121,632	8,030,143	8,531,550	(501,407)
Office Supplies, Stationery, Gift Stores	7,531,056	1,908,795	5,622,261	39,673,883	20,758,828	18,915,055	98,785,295	61,122,746	37,662,549
Office Supplies & Stationery Stores	3,710,133	247,337	3,462,796	19,225,409	6,916,864	12,308,545	47,280,688	33,062,179	14,218,509
Gift, Novelty & Souvenir Stores	3,820,924	1,661,458	2,159,466	20,448,474	13,841,964	6,606,510	51,504,607	28,060,567	23,444,040
Used Merchandise Stores	1,155,980	216,971	939,009	6,356,238	1,610,360	4,745,878	16,029,218	10,264,251	5,764,967
Other Miscellaneous Store Retailers	6,018,036	2,470,993	3,547,043	32,030,009	11,100,440	20,929,569	81,381,981	71,385,770	9,996,211
Non-Store Retailers	52,564,564	47,001,254	5,563,310	282,517,153	301,438,719	(18,921,566)	715,394,200	1,150,394,862	(435,000,662)

Midtown	5 Minute Drive Time			10 Minute Drive Time			15 Minute Drive Time		
	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Retail Stores									
Foodservice & Drinking Places	67,289,948	104,789,885	(37,499,937)	343,616,124	369,943,197	(26,327,073)	859,930,616	1,089,139,166	(229,208,550)
Full-Service Restaurants	30,647,654	51,078,501	(20,430,847)	155,943,817	182,461,485	(26,517,668)	389,343,912	560,538,404	(171,194,492)
Limited-Service Eating Places	26,645,441	30,413,021	(3,767,580)	136,395,431	138,827,055	(2,431,624)	342,237,329	387,270,700	(45,033,371)
Special Foodservices	7,310,425	19,044,004	(11,733,579)	37,458,523	35,416,374	2,042,149	93,938,987	101,934,940	(7,995,953)
Drinking Places -Alcoholic Beverages	2,686,427	4,254,359	(1,567,932)	13,818,352	13,238,282	580,070	34,410,389	39,395,123	(4,984,734)
GAFO *	135,344,278	291,193,810	(155,849,532)	733,618,598	813,631,839	(80,013,241)	1,872,819,729	2,926,694,345	(1,053,874,616)
General Merchandise Stores	67,500,426	118,742,704	(51,242,278)	369,572,058	376,699,014	(7,126,956)	955,293,886	1,023,334,033	(68,040,147)
Clothing & Clothing Accessories Stores	27,169,687	157,833,082	(130,663,395)	147,884,801	308,848,138	(160,963,337)	375,893,012	1,262,908,940	(887,015,928)
Furniture & Home Furnishings Stores	11,925,880	2,829,962	9,095,918	62,960,330	38,715,735	24,244,595	157,223,333	288,576,288	(131,352,955)
Electronics & Appliances Stores	10,997,450	2,838,565	8,158,885	58,016,077	36,073,918	21,942,159	145,820,200	162,750,286	(16,930,086)
Sporting Goods, Hobby, Book, Music Stores	10,219,779	7,040,703	3,179,076	55,511,450	32,536,205	22,975,245	139,804,003	128,002,052	11,801,951
Office Supplies, Stationery, Gift Stores	7,531,056	1,908,795	5,622,261	39,673,883	20,758,828	18,915,055	98,785,295	61,122,746	37,662,549

*GAFO (General Merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

5.2. Economic Analysis (Produced by Team)

ECONOMIC IMPACT ANALYSIS OF MIDTOWN PLANTATION SITE RE-USE

May 19, 2016

Prepared for:

City of Plantation, FL
C/O Keith & Schnars

Prepared by:

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FISHKIND
& ASSOCIATES
ECONOMIC CONSULTANTS

5. Appendices

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Executive Summary

The Plantation Midtown Study Area is subject to significant redevelopment pressure. Selected sites have undergone market and planning evaluation for redevelopment potential.

The City has undertaken this planning study with Keith & Schnars to determine highest and best use market based and planning alternatives for re-use and redevelopment of the selected sites. Keith & Schnars has provided redevelopment development scenarios for six sites to Fishkind & Associates for analysis of the economic impacts of redevelopment. Economic impacts have been determined for the effects of construction activity and for ongoing spending and activity post construction, for each selected site.

Economic impacts consist of jobs, wages and total economic activity. These impacts are generated from construction activity, operations of commercial uses and household spending from residential uses. Tables E1 and E2 summarize the economic impacts of construction activity and permanent activity.

Table E1. Midtown Plantation Redevelopment Summary

	Multifamily Units	Commercial Space (sq ft)
American Express	420	18,900
Cornerstone/Millcreek	310	
AETNA	344	
Temple Kol Ami	125	
Fashion Mall	696	29,900
Sears	445	19,000
Midtown Total	2,340	67,800

Source: Keith & Schnars

Table E2. Economic Impact Midtown Redevelopment - All Sites Summary

Impact Type	Employment	Labor Income	Output
Construction Impacts	2,112	\$162,606,306	\$489,290,487
Permanent Impacts	2,145	\$67,350,163	\$123,859,040

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

1.0 Introduction – Summary of Redevelopment Sites

There are six sites targeted for redevelopment in the Plantation Midtown study area. The sites total an estimated 107+/- acres. Table 1 provides a summary of the redevelopment parameters per site. The projected redevelopment scenario detail, per site, is provided in Appendix 1.

Table 1 Midtown Plantation Redevelopment Summary

	Multifamily Units	Commercial Space (sq ft)
American Express	420	18,900
Cornerstone/Millcreek	310	
AETNA	344	
Temple Kol Ami	125	
Fashion Mall	696	29,900
Sears	445	19,000
Midtown Total	2,340	67,800

Source: Keith & Schnars

This analysis examines the economic impact, associated income, and employment effects during the temporary construction period, and post construction, on an ongoing basis, for effects of permanent business operations from commercial space and household spending among new households, as a result of the planned redevelopment program. Construction impacts are temporary and only occur during the construction period. Permanent impacts create jobs initially. Subsequently wages and economic output is ongoing, occurring annually after project completion.

This study relies on input data gathered from the following sources:

- Site redevelopment scenarios as provided by Keith & Schnars
- Demolition Costs; Keith & Schnars
- Construction Costs; Fishkind & Associates, Inc.
- Economic Impact Modeling using IMPLAN

A systematic analysis of local level economic impacts is essential for effective planning in the public- and private-sectors. The Consultant has used IMPLAN multipliers for this analysis, for the Broward County economy.

5. Appendices

The economic impact of each redevelopment site includes three components of output for each site:

- Temporary construction impacts
- Ongoing business operations impacts (if applicable)
- Impacts of new household spending

Economic impacts are concerned with the amount of spending that takes place in the local community (called the direct effect) and the impact of that spending when it is re-spent in the community (the multiplier effect), by householders, local businesses and workers in Broward County. Because some of the total project cost is initially spent outside the local area, for the purchase of specialty materials and services not produced locally, the direct effect spending is seen to be a reduced amount when compared with the total project construction cost or post construction ongoing spending. The multiplier effects of indirect and induced activity describe how the respending ripples through the local economy.

Economic impacts, for each of the redevelopment site scenarios, are presented below.

2.0 AMEX Site

Economic Impacts of Construction – AMEX Site

The estimated cost of demolition and new construction is \$78 million. Of these total costs, \$50.9 million is direct spending (spent locally). It is this direct spending amount which creates the multiplier effect when it is re-spent in the community. Table 1 provides the summary of the direct effect of construction spending and the resulting multiplier effects.

Table 2 - AMEX Site - Economic Impacts of 2 Year Construction

Impact Type	Annual Employment	Total Labor Income	Total Output
Direct Effect	124	\$16,399,878	\$50,934,938
Indirect Effect	101	\$7,779,387	\$21,718,940
Induced Effect	66	\$5,508,082	\$16,623,377
Total Effect	291	\$29,687,347	\$89,277,255

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Total local employment generated by the construction program will reach 291 jobs. The economic impact of construction will reach \$89.3 million. Some \$29.7 million will be paid in construction wages.

Table 3 details the top ten local industries which benefit from employment generated by construction activity.

Table 3 Key Economic Sectors Benefitted by AMEX Site Construction

Description	Annual Employment	Total Labor Income	Total Output
Construction of new multifamily residential structures	119	\$15,716,885	\$49,003,499
Retail - Clothing and clothing accessories stores	20	\$992,501	\$3,218,052
Retail - Nonstore retailers	13	\$652,596	\$3,024,707
Retail - Miscellaneous store retailers	11	\$634,566	\$986,752
Real estate	10	\$274,009	\$2,915,163
Retail - Health and personal care stores	8	\$708,540	\$1,353,824
Wholesale trade	6	\$1,001,595	\$2,772,052
Retail - General merchandise stores	6	\$322,208	\$815,489
Employment services	5	\$355,258	\$494,197
Full-service restaurants	4	\$221,303	\$463,885
Subtotal of Key Industries	201	\$20,879,459	\$65,047,619
Total Construction Impacts	291	\$29,687,347	\$89,277,255

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Economic Impacts of Ongoing Activity – AMEX Site

The AMEX redevelopment scenario is primarily a multifamily residential project with 420 residential units and limited on-site commercial space. The majority of permanent economic impacts from this scenario are generated by the spending of household incomes from the new homes developed.

Permanent economic impacts will generate 346 jobs in direct employment and total employment of 427 jobs, including the indirect and induced multiplier effects. Annual labor income will reach \$13.4 million. The annual economic impacts associated with the project will reach \$25.4 million including direct, indirect and induced impacts. Table 4 shows the permanent economic impact from the redevelopment activity.

Table 4 - AMEX Site Economic Impacts

Impact Type	Total Employment	Annual Labor Income	Annual Output
Direct Effect	346	\$9,874,932	\$14,921,458
Indirect Effect	21	\$1,023,466	\$2,952,780
Induced Effect	60	\$2,489,132	\$7,514,425
Total Effect	427	\$13,387,530	\$25,388,662

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

Permanent Economic Impact on Key Industries – AMEX Site

The impacts of the redevelopment at the AMEX site can be described and illustrated among different industries and areas of business in the local economy. Table 5 illustrates the most prominent industries throughout the county which will benefit from the expanded facilities and operations.

Table 5 AMEX Site - Redevelopment Impact on Key Industries

Description	Employment	Labor Income	Output
Private households	186	\$3,690,255	\$3,719,548
Full-service restaurants	84	\$2,241,727	\$4,699,000
Transit and ground passenger transportation	29	\$1,189,683	\$2,303,482
Retail - General merchandise stores	23	\$654,582	\$1,656,708
* Employment and payroll of local govt, education	19	\$1,216,225	\$1,436,297
Offices of physicians	15	\$1,272,170	\$1,793,871
Real estate	8	\$103,736	\$1,103,639
Limited-service restaurants	3	\$68,084	\$187,908
Employment services	3	\$122,498	\$170,406
Wholesale trade	2	\$179,944	\$498,021
Subtotal of Key Industries	371	\$10,738,904	\$17,568,880
Permanent Impacts	427	\$13,387,530	\$25,388,662

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

The ongoing impact of new residential development on the AMEX site is felt throughout the local economy, benefitting a variety of industries and supporting economic diversity. Key industries benefitted by the new homes and small retail and restaurant uses include household employment, transportation services, local government and schools among others.

3.0 Cornerstone/Millcreek Site

Economic Impacts of Construction – Cornerstone/Millcreek Site

The estimated cost of demolition and new construction is \$55.9 million. Of these total costs, \$36.4 million is direct spending (spent locally). It is this direct spending amount which creates the multiplier effect when it is re-spent in the community. Table 6 provides the summary of the direct effect of construction spending and the resulting multiplier effects.

Table 6 - Cornerstone Site - Economic Impact of 1 Year Construction

Impact Type	Annual Employment	Total Labor Income	Total Output
Direct Effect	177	\$11,686,494	\$36,435,249
Indirect Effect	147	\$5,654,802	\$15,784,370
Induced Effect	94	\$3,950,068	\$11,921,188
Total Effect	418	\$21,291,364	\$64,140,807

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Total local employment generated by the construction program will reach 418 jobs over a 1 year construction period. The economic impact of construction will reach \$64.1 million. Some \$21.3 million will be paid in construction wages.

Table 7 details the top ten local industries which benefit from employment generated by construction activity.

Table 7 Key Economic Sectors Benefitted by Cornerstone Site Construction

Description	Annual Employment	Total Labor Income	Total Output
Construction of new multifamily residential structures	176	\$11,600,558	\$36,169,249
Retail - Clothing and clothing accessories stores	29	\$728,935	\$2,363,475
Retail - Nonstore retailers	19	\$479,241	\$2,221,228
Retail - Miscellaneous store retailers	16	\$465,642	\$724,075
Real estate	14	\$197,969	\$2,106,181
Retail - Health and personal care stores	12	\$519,661	\$992,930
Retail - General merchandise stores	8	\$233,817	\$591,777
Wholesale trade	8	\$713,373	\$1,974,357
Employment services	7	\$257,605	\$358,352
Retail - Bldg mat. & garden equipt & supplies stores	6	\$270,107	\$602,358
Subtotal of Key Industries	295	\$15,466,908	\$48,103,981
Total Construction Impacts	418	\$21,291,364	\$64,140,807

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Economic Impacts of Ongoing Activity – Cornerstone/Millcreek Site

The Cornerstone/Millcreek redevelopment scenario is planned as a multifamily residential project with 310 residential units. The permanent economic impacts from this scenario are generated by the spending of household incomes from the new homes developed.

Permanent economic impacts will generate 189 jobs in direct employment and total employment of 229 jobs, including the indirect and induced multiplier effects. Annual labor income will reach \$7.2 million. The annual economic impacts associated with the project will reach \$12.3 million including direct, indirect and induced impacts. Table 8 shows the permanent economic impact from the redevelopment activity.

Table 8 - Cornerstone/Millcreek Site Economic Impacts

Impact Type	Total Employment	Annual Labor Income	Annual Output
Direct Effect	189	\$5,481,824	\$7,127,729
Indirect Effect	8	\$399,181	\$1,075,486
Induced Effect	32	\$1,342,401	\$4,052,295
Total Effect	229	\$7,223,406	\$12,255,509

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

5. Appendices

Permanent Economic Impact on Key Industries – Cornerstone Site

The impacts of redevelopment at Cornerstone can be described and illustrated among different industries and areas of business in the local economy. Table 9 illustrates the most prominent industries throughout the county which will benefit from the expanded facilities and operations.

Table 9 Cornerstone Impact on Key Industries

Description	Employment	Labor Income	Output
Private households	137	\$2,721,836	\$2,743,442
Transit and ground passenger transportation	21	\$875,870	\$1,695,872
* Employment and payroll of local govt, education	14	\$897,690	\$1,060,124
Offices of physicians	10	\$897,274	\$1,265,234
Retail - General merchandise stores	8	\$241,360	\$610,869
Real estate	3	\$43,193	\$459,531
Full-service restaurants	2	\$52,263	\$109,552
Limited-service restaurants	2	\$36,243	\$100,030
Employment services	2	\$60,522	\$84,192
Retail - Food and beverage stores	1	\$33,507	\$73,045
Subtotal of Key Industries	201	\$5,859,759	\$8,201,891
Permanent Impacts	229	\$7,223,406	\$12,255,509

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

The ongoing impact of new residential development on the Cornerstone site is felt throughout the local economy, benefitting a variety of industries and supporting economic diversity. Key industries benefitted by the new homes uses include household employment, transportation services, local government and schools and doctor's offices among others.

4.0 AETNA Site

Economic Impacts of Construction – AETNA Site

The estimated cost of demolition and new construction is \$62.1 million. Of these total costs, \$40.6 million is direct spending (spent locally). It is this direct spending amount which creates the multiplier effect when it is re-spent in the community. Table 10 provides the summary of the direct effect of construction spending and the resulting multiplier effects.

Table 10 - AETNA Site - Economic Impacts of 1 Year Construction

Impact Type	Annual Employment	Total Labor Income	Total Output
Direct Effect	197	\$13,007,435	\$40,552,699
Indirect Effect	164	\$6,288,927	\$17,555,439
Induced Effect	105	\$4,395,395	\$13,265,168
Total Effect	466	\$23,691,758	\$71,373,306

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Total local employment generated by the construction program will reach 466 jobs. The economic impact of construction will reach \$71.4 million. Some \$23.7 million will be paid in construction wages.

Table 11 details the top ten local industries which benefit from employment generated by construction activity.

Table 11 Key Economic Sectors Benefitted by AETNA Site Construction

Description	Annual Employment	Total Labor Income	Total Output
Construction of new multifamily residential structures	195	\$12,872,877	\$40,136,199
Retail - Clothing and clothing accessories stores	32	\$810,252	\$2,627,134
Retail - Nonstore retailers	22	\$532,706	\$2,469,031
Retail - Miscellaneous store retailers	18	\$517,608	\$804,882
Real estate	16	\$220,234	\$2,343,057
Retail - Health and personal care stores	13	\$577,668	\$1,103,764
Retail - General merchandise stores	9	\$260,278	\$658,749
Wholesale trade	9	\$793,980	\$2,197,448
Employment services	7	\$286,443	\$398,469
Retail - Bldg mat & garden eqpt. &supplies stores	7	\$300,296	\$669,680
Subtotal of Key Industries	328	\$17,172,341	\$53,408,414
Total Construction Impacts	466	\$23,691,758	\$71,373,306

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Economic Impacts of Ongoing Activity – AETNA Site

The AETNA redevelopment scenario is primarily a multifamily residential project with 344 residential units. The permanent economic impacts from this scenario are generated by the spending of household incomes from the new homes developed.

Permanent economic impacts will generate 209 jobs in direct employment and total employment of 254 jobs, including the indirect and induced multiplier effects. Annual labor income will reach \$8 million. The annual economic impacts associated with the project will reach \$13.6 million including direct, indirect and induced impacts. Table 12 shows the permanent economic impact from the redevelopment activity.

Table 12 - AETNA Site Economic Impacts

Impact Type	Total Employment	Annual Labor Income	Annual Output
Direct Effect	209	\$6,083,056	\$7,909,479
Indirect Effect	9	\$442,962	\$1,193,442
Induced Effect	36	\$1,489,632	\$4,496,740
Total Effect	254	\$8,015,651	\$13,599,661

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

5. Appendices

Permanent Economic Impact on Key Industries – AETNA Site

The impacts of the redevelopment on the AETNA site can be described and illustrated among different industries and areas of business in the local economy. Table 13 illustrates the most prominent industries throughout the county which will benefit from new homes.

Table 13 AETNA Site Redevelopment Impact on Key Industries

Description	Employment	Labor Income	Output
Private households	152	\$3,020,359	\$3,044,335
Transit and ground passenger transportation	24	\$971,933	\$1,881,871
* Employment and payroll of local govt, education	15	\$996,145	\$1,176,395
Offices of physicians	12	\$995,685	\$1,404,003
Retail - General merchandise stores	9	\$267,832	\$677,867
Real estate	3	\$47,931	\$509,931
Full-service restaurants	2	\$57,995	\$121,567
Limited-service restaurants	2	\$40,218	\$111,001
Employment services	2	\$67,160	\$93,426
Retail - Food and beverage stores	1	\$37,182	\$81,057
Subtotal of Key Industries	223	\$6,502,441	\$9,101,453
Permanent Impacts	254	\$8,015,651	\$13,599,661

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

The ongoing impact of new residential development on the AETNA site is felt throughout the local economy, benefitting a variety of industries and supporting economic diversity. Key industries benefitted by the residential development include household employment, transportation services, local government and schools and doctors offices among others.

5.0 Temple Kol Ami Site

Economic Impacts of Construction – Kol Ami Site

The estimated cost of demolition and new construction is \$20 million. Of these total costs, \$13 million is direct spending (spent locally). It is this direct spending amount which creates the multiplier effect when it is re-spent in the community. Table 14 provides the summary of the direct effect of construction spending and the resulting multiplier effects.

Table 14 - Kol Ami Site - Economic Impacts of 1 Year Construction

Impact Type	Annual Employment	Total Labor Income	Total Output
Direct Effect	63	\$4,167,141	\$12,992,500
Indirect Effect	53	\$2,019,301	\$5,635,926
Induced Effect	34	\$1,409,176	\$4,252,851
Total Effect	149	\$7,595,617	\$22,881,277

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Total local employment generated by the construction program will reach 149 jobs. The economic impact of construction will reach \$22.9 million. Some \$7.6 million will be paid in construction wages.

Table 15 details the top ten local industries which benefit from employment generated by construction activity.

Table 15 Key Economic Sectors Benefitted by Kol Ami Site Construction

Description	Annual Employment	Total Labor Income	Total Output
Construction of new multifamily residential structures	63	\$4,159,064	\$12,967,500
Retail - Clothing and clothing accessories stores	10	\$260,546	\$844,785
Retail - Nonstore retailers	7	\$171,295	\$793,934
Retail - Miscellaneous store retailers	6	\$166,424	\$258,791
Real estate	5	\$70,656	\$751,706
Retail - Health and personal care stores	4	\$185,724	\$354,867
Retail - General merchandise stores	3	\$83,355	\$210,966
Wholesale trade	3	\$254,388	\$704,054
Employment services	2	\$92,018	\$128,005
Retail - Bldg mat & garden equpt. & supplies stores	2	\$96,513	\$215,230
Subtotal of Key Industries	106	\$5,539,982	\$17,229,836
Total Construction Impacts	149	\$7,595,617	\$22,881,277

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Economic Impacts of Ongoing Activity – Kol Ami Site

The Temple Kol Ami redevelopment scenario is planned as multifamily residential project with 125 residential units. The permanent economic impacts from this scenario are generated by the spending of household incomes from the new homes developed.

Permanent economic impacts will generate 76 jobs in direct employment and total employment of 92 jobs, including the indirect and induced multiplier effects. Annual labor income will reach \$2.9 million. The annual economic impacts associated with the project will reach \$4.9 million including direct, indirect and induced impacts. Table 16 shows the permanent economic impact from the redevelopment activity.

Table 16 - Temple Kol Ami Site Economic Impacts

Impact Type	Total Employment	Annual Labor Income	Annual Output
Direct Effect	76	\$2,210,413	\$2,874,084
Indirect Effect	3	\$160,960	\$433,664
Induced Effect	13	\$541,291	\$1,633,990
Total Effect	92	\$2,912,664	\$4,941,737

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

Permanent Economic Impact on Key Industries – Temple Kol Ami Site

The impacts of the redevelopment at Kol Ami can be described and illustrated among different industries and areas of business in the local economy. Table 17 illustrates the most prominent industries throughout the county which will benefit from the expanded facilities and operations.

Table 17 Temple Kol Ami Redevelopment Impact on Key Industries

Description	Employment	Labor Income	Output
Private households	55	\$1,097,514	\$1,106,226
Transit and ground passenger transportation	9	\$353,173	\$683,819
* Employment and payroll of local govt, education	6	\$361,971	\$427,469
Offices of physicians	4	\$361,804	\$510,176
Retail - General merchandise stores	3	\$97,323	\$246,318
Real estate	1	\$17,417	\$185,295
Full-service restaurants	1	\$21,074	\$44,174
Limited-service restaurants	1	\$14,614	\$40,335
Employment services	1	\$24,404	\$33,948
Retail - Food and beverage stores	0.4	\$13,511	\$29,454
Subtotal of Key Industries	81	\$2,362,806	\$3,307,214
Permanent Impacts	92	\$2,912,664	\$4,941,737

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

The ongoing impact of new residential development on the Temple Kol Ami site is felt throughout the local economy, benefitting a variety of industries and supporting economic diversity. Key industries benefitted by the new homes and small retail and restaurant uses include household employment, transportation services, local government and schools among others.

6.0 Fashion Mall Site

Economic Impacts of Construction – Fashion Mall Site

The estimated cost of demolition and new construction is \$128.8 million. Of these total costs, \$84 million is direct spending (spent locally). It is this direct spending amount which creates the multiplier effect when it is re-spent in the community. Table 18 provides the summary of the direct effect of construction spending and the resulting multiplier effects.

Table 18 - Fashion Mall - Economic Impacts of 2 Year Construction

Impact Type	Annual Employment	Total Labor Income	Total Output
Direct Effect	205	\$27,036,130	\$83,984,337
Indirect Effect	167	\$12,847,792	\$35,866,360
Induced Effect	109	\$9,085,620	\$27,420,369
Total Effect	480	\$48,969,542	\$147,271,067

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Total local employment generated by the construction program will reach 480 jobs, lasting for two years. The economic impact of construction will reach \$147.3 million. Some \$49 million will be paid in construction wages.

Table 19 details the top ten local industries which benefit from employment generated by construction activity.

Table 19 Key Economic Sectors Benefitted by Fashion Mall Redevelopment

Description	Annual Employment	Total Labor Income	Total Output
Construction of new multifamily residential structures	197	\$26,045,124	\$81,205,798
Retail - Clothing and clothing accessories stores	32	\$1,640,914	\$5,320,448
Retail - Nonstore retailers	22	\$1,078,933	\$5,000,734
Retail - Miscellaneous store retailers	18	\$1,049,046	\$1,631,270
Real estate	16	\$452,252	\$4,811,484
Retail - Health and personal care stores	13	\$1,171,279	\$2,237,992
Wholesale trade	9	\$1,651,219	\$4,569,975
Retail - General merchandise stores	9	\$531,489	\$1,345,167
Employment services	8	\$586,777	\$816,262
Full-service restaurants	7	\$364,930	\$764,949
Subtotal of Key Industries	333	\$34,571,964	\$107,704,077
Total Construction Impacts	480	\$48,969,542	\$147,271,067

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Economic Impacts of Ongoing Activity – Fashion Mall Site

The Fashion Mall redevelopment scenario is primarily a multifamily residential project with 696 residential units and limited on-site commercial space. The majority of permanent economic impacts from this scenario are generated by the spending of household incomes from the new homes developed.

Permanent economic impacts will generate 565 jobs in direct employment and total employment of 697 jobs, including the indirect and induced multiplier effects. Annual labor income will reach \$21.8 million. The annual economic impacts associated with the project will reach \$41.3 million including direct, indirect and induced impacts. Table 20 shows the permanent economic impact from the Fashion Mall redevelopment activity.

Table 20 - Fashion Mall Site Redevelopment Economic Impacts

Impact Type	Total Employment	Annual Labor Income	Annual Output
Direct Effect	565	\$16,112,802	\$24,243,044
Indirect Effect	35	\$1,657,844	\$4,774,828
Induced Effect	97	\$4,058,604	\$12,252,456
Total Effect	697	\$21,829,251	\$41,270,327

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

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Permanent Economic Impact on Key Industries – Fashion Mall Site

The impacts of redevelopment at the Fashion Mall site can be described and illustrated among different industries and areas of business in the local economy. Table 21 illustrates the most prominent industries throughout the county which will benefit from the expanded facilities and operations.

Table 21 Fashion Mall Redevelopment Impact on Key Industries

Description	Employment	Labor Income	Output
Private households	308	\$6,115,022	\$6,163,563
Full-service restaurants	132	\$3,551,194	\$7,443,842
Transit and ground passenger transportation	48	\$1,971,199	\$3,816,663
Retail - General merchandise stores	37	\$1,053,304	\$2,665,849
Employment and payroll of local govt, education	30	\$1,954,490	\$2,308,149
Offices of physicians	24	\$2,102,583	\$2,964,825
Real estate	12	\$168,013	\$1,787,485
Limited-service restaurants	5	\$110,992	\$306,335
Employment services	5	\$199,537	\$277,575
Wholesale trade	3	\$292,303	\$808,989
Subtotal of Key Industries	606	\$17,518,637	\$28,543,277
Permanent Impacts	697	\$21,829,251	\$41,270,327

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

The ongoing impact of redevelopment on the Fashion Mall site is felt throughout the local economy, benefitting a variety of industries and supporting economic diversity. Key industries benefitted by the new homes and small retail and restaurant uses include household employment, transportation services, local government and schools among others.

7.0 Sears Site

Economic Impacts of Construction – Sears Site

The estimated cost of demolition and new construction is \$82.5 million. Of these total costs, \$53.8 million is direct spending (spent locally). It is this direct spending amount which creates the multiplier effect when it is re-spent in the community. Table 22 provides the summary of the direct effect of construction spending and the resulting multiplier effects.

Table 22 - Sears Site - Economic Impacts of 2 Year Construction

Impact Type	Annual Employment	Total Labor Income	Total Output
Direct Effect	131	\$17,322,396	\$53,810,573
Indirect Effect	107	\$8,227,896	\$22,970,299
Induced Effect	70	\$5,820,386	\$17,565,903
Total Effect	308	\$31,370,678	\$94,346,775

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Total local employment generated by the construction program will reach 308 jobs and last for two years. The economic impact of construction will reach \$94.3 million. Some \$31.4 million will be paid in construction wages.

Table 23 details the top ten local industries which benefit from employment generated by construction activity.

Table 23 Key Economic Sectors Benefitted by Sears Site Redevelopment

Description	Annual Employment	Total Labor Income	Total Output
Construction of new multifamily residential structures	126	\$16,652,414	\$51,920,373
Retail - Clothing and clothing accessories stores	21	\$1,050,510	\$3,406,141
Retail - Nonstore retailers	14	\$690,733	\$3,201,470
Retail - Miscellaneous store retailers	12	\$671,613	\$1,044,361
Real estate	10	\$289,681	\$3,081,904
Retail - Health and personal care stores	9	\$749,880	\$1,432,813
Wholesale trade	6	\$1,057,926	\$2,927,955
Retail - General merchandise stores	6	\$340,615	\$862,075
Employment services	5	\$375,723	\$522,666
Full-service restaurants	4	\$233,810	\$490,101
Subtotal of Key Industries	213	\$22,112,906	\$68,889,860
Total Construction Impacts	308	\$31,370,678	\$94,346,775

Source: Fishkind & Associates, Inc.; Minnesota IMPLAN Group, Inc., Copyright 2016

Economic Impacts of Ongoing Activity – Sears Site

The Sears redevelopment scenario is primarily a multifamily residential project with 445 residential units and limited on-site commercial space. The majority of permanent economic impacts from this scenario are generated by the spending of household incomes from the new homes developed.

Permanent economic impacts will generate 362 jobs in direct employment and total employment of 446 jobs, including the indirect and induced multiplier effects. Annual labor income will reach \$14 million. The annual economic impacts associated with the project will reach \$26.4 million including direct, indirect and induced impacts. Table 24 shows the permanent economic impact from the Sears site redevelopment activity.

Table 24 - Sears Site Economic Impacts

Impact Type	Total Employment	Annual Labor Income	Annual Output
Direct Effect	362	\$10,325,288	\$15,512,288
Indirect Effect	22	\$1,056,823	\$3,043,112
Induced Effect	62	\$2,599,550	\$7,847,743
Total Effect	446	\$13,981,661	\$26,403,142

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

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Permanent Economic Impact on Key Industries – Sears Site

The impact of redevelopment on the Sears site can be described and illustrated among different industries and areas of business in the local economy. Table 25 illustrates the most prominent industries throughout the county which will benefit from the expanded facilities and operations.

Table 25 Sears Redevelopment Impact on Key Industries

Description	Employment	Labor Income	Output
Private households	197	\$3,909,766	\$3,940,802
Full-service restaurants	84	\$2,257,374	\$4,731,798
Transit and ground passenger transportation	31	\$1,260,329	\$2,440,267
Retail - General merchandise stores	23	\$671,070	\$1,698,437
Employment and payroll of local govt, education	20	\$1,288,619	\$1,521,791
Offices of physicians	16	\$1,344,713	\$1,896,163
Real estate	8	\$107,332	\$1,141,895
Limited-service restaurants	3	\$71,069	\$196,148
Employment services	3	\$127,498	\$177,362
Wholesale trade	2	\$186,911	\$517,303
Subtotal of Key Industries	388	\$11,224,681	\$18,261,965
Permanent Impacts	446	\$13,981,661	\$26,403,142

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

The ongoing impact of new residential and commercial development on the Sears site is felt throughout the local economy, benefitting a variety of industries and supporting economic diversity. Key industries benefitted by the new homes and small retail and restaurant uses include household employment, restaurants, transportation services, local government and schools among others.

8.0 Summary of Economic Impacts and Conclusions

There will be significant additions and enhancements to the Broward County economy resulting from redevelopment on selected sites in the Midtown Plantation Study Area. Nearly a half billion dollars will be invested in local construction spending. Ongoing economic impacts will exceed \$120 million annually upon completion of the projects.

The redevelopment alternatives on selected sites have differing impact profiles. Generally, mixed use scenarios have greater employment and impact generation. A summary of the construction and permanent impacts are shown below.

Table 26. Construction Economic Impacts – Midtown Plantation

Site Location	Construction Jobs	Construction Wages	Construction Impacts
American Express	291	\$29,687,347	\$89,277,255
Cornerstone/Millcreek	418	\$21,291,364	\$64,140,807
AETNA	466	\$23,691,758	\$71,373,306
Temple Kol Ami	149	\$7,595,617	\$22,881,277
Fashion Mall	480	\$48,969,542	\$147,271,067
Sears	308	\$31,370,678	\$94,346,775
Midtown Construction Impacts	2,112	\$162,606,306	\$489,290,487

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

Table 27. Permanent Economic Impacts – Midtown Plantation

Site Location	Permanent Jobs	Annual Wages	Annual Impacts
American Express	427	\$13,387,530	\$25,388,662
Cornerstone/Millcreek	229	\$7,223,406	\$12,255,509
AETNA	254	\$8,015,651	\$13,599,661
Temple Kol Ami	92	\$2,912,664	\$4,941,737
Fashion Mall	697	\$21,829,251	\$41,270,327
Sears	446	\$13,981,661	\$26,403,142
Midtown Economic Impacts	2,145	\$67,350,163	\$123,859,040

Source: Fishkind & Associates, Inc.; Copyright 2016 Minnesota IMPLAN Group, Inc.

9.0 Economic Impact Methodology - IMPLAN

The economic impact methodology utilized to determine the multiplier effects is IMPLAN (IMpact Analysis for PLANning).

IMPLAN's Social Accounting Matrices (SAMs) capture the actual dollar amounts of all business transactions taking place in a regional economy as reported each year by businesses and governmental agencies. SAM accounts are a better measure of economic flow than traditional input-output accounts because they include "non-market" transactions. Examples of these transactions would be taxes and unemployment benefits.

Multipliers

Social Accounting Matrices can be constructed to show the effects of a given change on the economy of interest. These are called Multiplier Models. Multiplier Models study the impacts of a user-specified change in the chosen economy for 440 different industries. Because the Multiplier Models are built directly from the region specific Social Accounting Matrices, they will reflect the region's unique structure and trade situation.

Multiplier Models are the framework for building impact analysis questions. Derived mathematically, these models estimate the magnitude and distribution of economic impacts, and measure three types of effects which are displayed in the final report. These are the direct, indirect, and induced changes within the economy. Direct effects are determined by the Event as defined by the user (i.e. a \$10 million dollar order is a \$10 million dollar direct effect). The indirect effects are determined by the amount of the direct effect spent within the study region on supplies, services, labor and taxes. Finally the induced effect measures the money that is re-spent in the study area as a result of spending from the indirect effect. Each of these steps recognizes an important leakage from the economic study region spent on purchases outside of the defined area. Eventually these leakages will stop the cycle.

Appendix 1

Site: American Express

Address: 777 American Express Way

Folio number: 5041 04 11 0010

Plat: American Express Tract PB 82, PG 35
Restrictions:

Zoning: SPI-3

Land Use: Commercial

Total Acres: 25

Existing Use: Parent tract has an office building with surface parking and garage.

Proposed Use #1: Mixed Use (420 Residential rental units in two phases. Phase one is 210 units and phase two is 210 units. Each phase will have 9,450 SF of retail and restaurants)

Net acres: 5.18

Net density: 81 du/ac

Gross Density: 16.8 (@25 du/ac)

Details:

Estimated construction start Phase One: Jan. 2018

Estimated Phase One C.O. : Jan. 2019

Estimated construction start Phase two: Jan. 2019

Estimated Phase two C.O. : Jan. 2020

Conceptual project is 6 floors with 2 floors of parking and retail on ground floor.

Two Phases of 210 residential units each and 9,450 SF retail.

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Retail: \$25 per square foot

Estimated demolition cost of surface parking: \$653,800

Taxes/economic: fish

Traffic:

KS

Water/sewer/drainage/school/park: KS

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Site: Cornerstone/ Millcreek

Address: 1240 Pine Island Rd

Folio number: 5041 16 29 0016

Plat: Jacaranda Parcel 840 PB 136, PG 21

Restrictions: restricted to a 250 room hotel, 803,000 square feet of office, 18,000 square feet of retail/restaurant and a 1,200 seat cultural center. Bank uses are not permitted without approval of Board of County Commissioners who shall review and address these uses for increased impacts.

Zoning: B-7Q

Land Use: Commercial

Total Acres: 6.2

Existing uses: portion has surface parking for adjacent building, majority vacant.

Proposed Use #1: 310 multi family Residential rental units (no retail)

Net acres: 6.2

Net density: 50

Gross Density: 50

Details:

Estimated construction start: June 2017

Estimated C.O.: June 2018

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Demolition costs: surface parking: \$266,000

Taxes/economic: fish

Traffic:

Water/sewer/drainage/parks/school: KS

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Site: Aetna

Address: 1600 SW 80th Terrace

Folio numbers: 5041 16 27 0040 (where actual building will be located)
5041 16 27 0041

Plat: Jacaranda Parcel 834 PB 133, PG 28

Restrictions: 1 acre of Active Park and 57,927 square feet of Community Facility. The remainder of the plat is restricted to 487,817 square feet of office, of which not more than 30,000 square feet may be used for accessory commercial. Bank uses are not permitted without the review and approval of the Board of County Commissioners who shall review and address these uses for increased impacts.

Zoning: OP-P

Land Use: Office Park (Limited Commercial)

Total Acres: 13.76

Existing Use: Parent Tract has a multi-story office building with surface parking.

Proposed Use: Residential Multi Family rentals (no retail)

Net acres: 3.3

Net density: 104 du/ac

Gross Density: 344 units (@25 du/ac)

Details

Estimated construction start: Jan. 2020

Estimated C.O.: Jan. 2021

Conceptual project is 10 floors with 4 floors of parking. Development includes providing parking for office that is displaced.

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Estimated demolition of surface parking: \$416,500.

Taxes/economic: fishkind

Traffic: KS

Water/sewer/drainage/school/park: KS

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Site: Temple KOL AMI Emanu-El

Address: 8200 Peters Rd.

Folio number: 5041 16 27 0020

Plat: Jacaranda parcel 834 PB 133, PG 28

Restrictions: 1 acre of active park and 57,927 square feet of Community Facility. The remainder of the plat is restricted to 487,817 square feet of office, of which not more than 30,000 square feet may be used for accessory commercial. Bank uses are not permitted without the review and approval of the Board of County Commissioners who shall review and address these uses for increased impacts.

Zoning: CF-P

Land Use: Community Facilities

Total Acres: Parent tract 11.8

Existing Uses: Temple, school, , and recreational facilities and parking.

Proposed Use: 125 residential multi-family rental units Residential (295 potential but not feasible due to shape of parcel.

Net acres: 2.4

Net density: 123 du/ac

Gross Density: 25 du/ac

Details: Estimated construction start: Jan. 2022

Estimated C.O.: Jan. 2023

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Estimated demolition costs: \$25,000

Conceptual project: 4 floors of parking and 4 floors of units

Taxes/economic: fish

Traffic: KS

Water/sewer/drainage/parks/schools: KS

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Site: Fashion Mall

Address: 321 University Dr..

Folio numbers: 5041 04 36 0014
5041 04 26 0010
5040 04 37 0040
5041 04 38 0020
5041 04 37 0030
5041 04 37 0010
5041 04 37 0020
5041 04 38 0010

Plat:

Restrictions: None

Zoning: SPI-3

Land Use: Commercial

Total Acres: 32(Parent Tracts Estimated)

Existing Use: Parent Tract has indoor mall (closed) with structured and surface parking.

Proposed Use: 696 Multi family rental units/ground floor retail. Phase one 350 units with 14,950 SF retail, Phase two is 346 multi -family units with 14,950 retail. 6 floors of residential above ground floor retail.

Net acres: 6

Net density: 58

Gross Density: (@25 du/ac)

Details:

Estimated construction start Phase One: Sept. 2017

Estimated C.O. Phase One : Sept. 2018

Estimated construction start Phase Two: Jan. 2022

Estimated C.O. Phase Two : Jan. 2023

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Retail: \$25 per square foot

Demolition costs: \$757,300

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Site: Sears

Address: 8000 W. Broward Blvd.

Folio number: 5041 09 05 0010

Plat: Broward Mall at Plantation PB 91, PG 24

Restrictions: none

Zoning: SPI-3

Land Use: Commercial

Total Acres: 17.8

Existing Uses: Parent Tract has Sears store attached to the mall with surface parking.

Proposed Uses: 445 Multi Family residential rental units in two Phases. 4 floors with ground floor retail and structured parking. Phase One 200 units with 9,500 SF retail, Phase two 245 units with 9,500 SF retail.

Net acres: 4.8

Net density: 93

Gross Density: 25 (@ 25du/ac)

Details:

Estimated construction start Phase one: Jan. 2021

Estimated C.O. Phase One: Jan. 2022

Estimated construction start Phase two: Jan. 2023

Estimated C.O. Phase two: Jan. 2024

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Retail: \$25 per square foot

Estimated demolition costs: \$605,800

Taxes/Economic: fish

Traffic: KS

Water/sewer/drainage/School/Park: KS

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5.3. Fiscal Impact Analysis (Produced by Team)

The Fiscal Impacts Of Proposed Redevelopment In Plantation Midtown District



May 13, 2016

Prepared by

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The Fiscal Impacts of Proposed Redevelopment in Plantation Midtown District

Executive Summary

Fishkind & Associates was contracted to provide fiscal impact analysis of two proposed development scenarios within the Midtown Redevelopment District of the City of Plantation.

Scenario 1 includes constructing a residential village with 420 one, two and three-bedroom apartments and 18,900 square feet of retail and restaurant space on the current American Express property.

This scenario is projected to have a taxable value of \$79.4 million and generate \$548,260 in operating ad valorem revenue for The City of Plantation by 2021. It is projected to have a positive net fiscal impact on the city.

Year	Total Taxable Value	Ad Valorem	Total Operating Revenue	Total Operating Expenditure	Net Fiscal Impact
2021	\$79,458,024	\$548,260	\$948,010	\$764,795	\$183,215
2026	\$83,577,688	\$576,686	\$1,006,060	\$823,902	\$182,158
2031	\$87,912,636	\$606,597	\$1,067,885	\$887,576	\$180,308

This development scenario could generate as much as \$944,941 in impact fees for the City.

Scenario 2 involves constructing 344 multifamily residential units on a portion of the Aetna building's existing parking area.

This scenario is projected to have a taxable value of \$63.6 million and generate \$439,094 in operating ad valorem revenue for The City of Plantation by 2022. It is projected to have a positive net fiscal impact on the city.

Year	Total Taxable Value	Ad Valorem	Total Operating Revenue	Total Operating Expenditure	Net Fiscal Impact
2022	\$63,636,747	\$439,094	\$761,228	\$618,534	\$142,694
2027	\$66,882,861	\$461,492	\$807,515	\$666,337	\$141,179
2032	\$70,294,559	\$485,032	\$856,791	\$717,834	\$138,957

This development scenario could generate as much as \$789,824 in impact fees for the City.

1.0 Introduction

Fishkind & Associates, Inc (“the Consultant”) has been contracted by the City of Plantation through Keith and Schnars (“Client”) to conduct a fiscal impact analysis of two potential projects to be located in the Midtown taxing district of the City of Plantation.

The City of Plantation has designated the commercial corridor between University Drive and Pine Island Road as the Plantation Midtown Development District. The redevelopment of properties within this district is promoted through the District operations which are supported by a 1 mill property tax.

The American Express headquarters and Aetna’s office building are moving outside the city in the next two to three years. City Staff have requested an analysis of potential redevelopment scenarios for the two sites.

The first scenario involves the construction of a residential village on the American Express land. The proposed residential development will include 420 one, two and three-bedroom apartments and 18,900 square feet of retail and restaurant development.

The second scenario involves tearing down the Aetna office building and replacing it with 344 rental units.

The parcels involved in these redevelopment projects are:

5041 04 11 0010
5041 16 27 0040
5041 16 27 0041

The following report provides a detailed analysis complete with appendix tables for the projected ad valorem tax revenues and other operating revenues and expenditures resulting from the redevelopment project and its residents and employees.

2.0 Fiscal Impact of Proposed Scenarios

2.1 Introduction

A fiscal impact pertains to those revenues and expenditures directly received by the local government as a result of a project's operations and construction activity. Fiscal impact revenues include ad valorem taxes, gas taxes, sales taxes, charges for service, and other revenues received. Fiscal impact expenditures include items such as general government expenses, law enforcement, roads, fire department, and others. In other words, fiscal impacts directly impact the budget revenues and expenditures.

The focus of the remainder of this report is to quantify the revenues and expenditures generated by the proposed developments on the City of Plantation.

2.2 Taxable Property Values – Scenario 1: American Express Parcel

Table 1 provides the projected total taxable value at build out and at 5-year intervals. These values are also provided in detail in Appendix Table 2A. The taxable values are offset by one year for the timing of their appearance on the tax roll. By 2021, the year after build out, the Scenario 1 development will have a taxable value of \$79.4 million.

The taxable value of the parcel involved in this redevelopment scenario is \$33,165,000. Of this total value, \$7,895,430 is land value that remains with the new project. The building value of \$25,936,690 is lost in Scenario 1, but replaced by the residential development.

2.3 Fiscal Impacts of Redevelopment Scenario 1: American Express Parcel

The fiscal impacts, as presented in this study, have been calculated using the estimated table values for the new development. Table 1 provides a summary of the overall fiscal impacts of the development on the City of Plantation. Additional details are provided Appendix Table 3. This table shows that the ad valorem taxes generated by the Scenario 1 redevelopment project will reach \$548,260 by build out in 2021.

Prior to redevelopment, the American Express building that this project is replacing was generating \$678,696 in property taxes.

The City will also receive other revenues generated by the development's residents and employees such as sales tax, gas taxes, franchise fees,

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The Fiscal Impacts of Proposed Redevelopment in Plantation Midtown District

excise tax and permit fees. Total annual revenues flowing from the project to the City are projected at \$948,010 by 2021.

Table 1: Fiscal Impacts Midtown Scenario 1: American Express

Year	Total Taxable Value	Ad Valorem	Total Operating Revenue	Total Operating Expenditure	Net Fiscal Impact
2021	\$79,458,024	\$548,260	\$948,010	\$764,795	\$183,215
2026	\$83,577,688	\$576,686	\$1,006,060	\$823,902	\$182,158
2031	\$87,912,636	\$606,597	\$1,067,885	\$887,576	\$180,308

Expenditures will be made by the City on behalf of the residents and employees generated by the development. These expenditures include general government services, police, fire, transportation, economic development, etc. and are projected to be \$764,795 in 2021.

Revenues generated by the Project for the City are projected to exceed the expenditures made on behalf of the residents and employees of the redevelopment project. The annual net fiscal benefit for the City of Plantation will be \$183,215 by 2021 based upon the current operating budget. This project is forecast to have a slightly positive to neutral impact on the City's operations.

The City of Plantation charges impact fees to cover the cost of capital facilities. We have calculated the approximate impact fee based upon the proposed development program. It is unknown at this time whether or not any new development will garner impact fee credits for the structures that have been removed. Therefore, the fees presented in Table 2 are the maximum fees and do not include any credits. The redevelopment project is projected to pay approximately \$944,941 in impact fees (Table 2).

Table 2: Impact Fee Revenues

Impact Fee	Total
Law Enforcement	\$208,436
Fire	\$217,403
EMS	\$139,020
Parks	\$210,420
Library	\$23,520
Public Buildings	\$146,143
Total Capital Revenue	\$944,941

5. Appendices

The Fiscal Impacts of Proposed Redevelopment in Plantation Midtown District

2.4 Fiscal Impacts of Redevelopment Scenario 2: Aetna Parcels

The fiscal impacts have been calculated using the estimated table values of \$63,636,747 for the development of the Aetna property for redevelopment Scenario #2. Table 3 provides a summary of the overall fiscal impacts of the development on the City of Plantation. Additional details are provided Appendix Table 3. This table shows that the ad valorem taxes generated by the Scenario 2 redevelopment project will reach \$439,094 by build out in 2022.

The office building that is also located on site has a taxable value of \$21,344,380 which currently generates \$399,190 in property tax.

The City will also receive other revenues generated by the development's residents, such as sales tax, gas taxes, franchise fees, excise tax and permit fees. Total annual revenues flowing from the project to the City are projected at \$761,228 by 2022.

Table 3: Fiscal Impacts Midtown Scenario 2: Aetna Parcels

Year	Total Taxable Value	Ad Valorem	Total Operating Revenue	Total Operating Expenditure	Net Fiscal Impact
2022	\$63,636,747	\$439,094	\$761,228	\$618,534	\$142,694
2027	\$66,882,861	\$461,492	\$807,515	\$666,337	\$141,179
2032	\$70,294,559	\$485,032	\$856,791	\$717,834	\$138,957

Expenditures will be made by the City on behalf of the residents generated by the development. These expenditures include general government services, police, fire, transportation, economic development, etc. and are projected to be \$618,534 in 2022.

Revenues generated by the Project for the City are projected to exceed the expenditures made on behalf of the residents of the redevelopment project. The annual net fiscal benefit for the City of Plantation will be \$142,694 by 2022 based upon the current operating budget. This project is forecast to have a slightly positive to neutral impact on the City's operations.

The City of Plantation charges impact fees to cover the cost of capital facilities. We have calculated the approximate impact fee based upon the proposed development program. The Impact fees shown are only for the

The Fiscal Impacts of Proposed Redevelopment in Plantation Midtown District

new residential construction. The redevelopment project is projected to pay approximately \$789,824 in impact fees (Table 4).

Table 4: Impact Fee Revenues

Impact Fee	Total
Law Enforcement	\$159,960
Fire	\$166,840
EMS	\$159,272
Parks	\$172,344
Library	\$19,264
Public Buildings	\$112,144
Total Capital Revenue	\$789,824

3.0 Fiscal Impact Model Methodologies

3.1 Modified Per Capita Methodology

A variety of methods exist for quantifying the revenue impacts flowing from a development opportunity such as the one presented here. The approach used in this report is the modified per capita approach.

The per capita approach involves the calculation of revenues using the latest published financial reports for the appropriate population basis (i.e. per person, per employee, per person and employee, etc.). Ad valorem and some other fees and tax revenues for the Project are usually estimated directly.

From an economic perspective, the per capita approach is equivalent to assuming that average revenue generation applies to the particular situation being evaluated. This is a reasonable assumption in most cases for two reasons. First, local governments must run balanced budgets, so that current costs and current revenues balance and are appropriate for current circumstances. Second, assuming that long-term averages are predictive also means that any excess capacity is maintained in the various systems and not allocated to the project. Furthermore, there is nothing peculiar about the location or the type of project that indicates that per capita parameters estimated from the latest budgets would not be reflective of actual costs and revenues.

3.2 City Fiscal Impact Calculations

Property taxes are calculated based upon the taxable property value and the current Millage rate (see Appendix Tables 2A, 2B and 4A, 4B). Multifamily taxable value is calculated at 90 percent of estimated sales price. Non-residential development has been valued at estimated construction costs or original taxable value (net of tangible personal property values).

Most other revenues and expenditures were made from the per capita methodology. The per capita numbers used are the full-time equivalents (FTE) residents, employees and, when appropriate, FTE visitors. The residential FTE is based upon the number of people per household using an average of 1.83 people per household and multiplying by the equivalent factor of 76.19 percent. The employee FTE calculation is based upon the number of workers and the percentage of time they spend at work (40 hours per every 168-hour week). The FTE visitor number is calculated by the projected average occupancy and average people per room. The revenues and expenditures are calculated by multiplying the FTE residents and/or employees and/or visitors by the per capita amounts from the City Budget.

The Budget revenues and expenditures from the City's General Fund, and Road and Traffic Fund were divided by the FTE City population, the FTE City employment, and when appropriate, the FTE visitors to provide the per capita amount used for each new resident and employee.

3.3 Assumptions – Appendix Table 6

Appendix Tables 4A and 4B contain the basic data, assumptions and sources used in the fiscal impact model. These are provided for completeness and allow for the replication of our results. The estimated sales values were based upon the Gonot Market Study projected rental rates and a 12 percent cap rate.

Plantation Midtown FIAM.docx

APPENDIX TABLES

Scenario 1: American Express Parcel

5. Appendices

**Appendix Table 1A
Midtown-AmEx Parcel
Development Impact Summary**

<u>(End of Year Totals)</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Households	210	420	420	420	420	420
Population	384	769	769	769	769	769
<i>Full-Time Equivalent Population</i>	170	476	680	680	680	680
Employment	47	94	94	94	94	94
<i>Full-Time Equivalent Employees</i>	6	22	22	22	22	22
<u>City of Plantation</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Total Operating Revenues Generated	\$145,285	\$547,233	\$948,010	\$959,330	\$970,792	\$982,401
Total Operating Expenditures Generated	<u>\$185,589</u>	<u>\$527,445</u>	<u>\$764,795</u>	<u>\$776,267</u>	<u>\$787,911</u>	<u>\$799,730</u>
Net Fiscal Impact of Operations	-\$40,305	\$19,788	\$183,215	\$183,062	\$182,881	\$182,671
	<u>5 Years</u>	<u>10 Years</u>	<u>20 Years</u>	<u>30 Years</u>		
Net Present Value of Operating Impact	\$355,954	\$784,767	\$1,209,579	\$1,366,771		
Total Capital Revenue	\$472,471	\$472,471	\$944,941	\$0	\$0	\$0

**Appendix Table 1A
Midtown-AmEx Parcel
Development Impact Summary**

<u>(End of Year Totals)</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Households	420	420	420	420	420	420
Population	769	769	769	769	769	769
<i>Full-Time Equivalent Population</i>	680	680	680	680	680	680
Employment	94	94	94	94	94	94
<i>Full-Time Equivalent Employees</i>	22	22	22	22	22	22
<u>City of Plantation</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Total Operating Revenues Generated	\$994,156	\$1,006,060	\$1,018,115	\$1,030,323	\$1,042,686	\$1,055,206
Total Operating Expenditures Generated	<u>\$811,726</u>	<u>\$823,902</u>	<u>\$836,260</u>	<u>\$848,804</u>	<u>\$861,536</u>	<u>\$874,459</u>
Net Fiscal Impact of Operations	\$182,430	\$182,158	\$181,854	\$181,519	\$181,149	\$180,746
Net Present Value of Operating Impact						
Total Capital Revenue	\$0	\$0	\$0	\$0	\$0	\$0

5. Appendices

**Appendix Table 1A
Midtown-AmEx Parcel
Development Impact Summary**

<u>(End of Year Totals)</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
Households	420	420	420	420	420
Population	769	769	769	769	769
<i>Full-Time Equivalent Population</i>	680	680	680	680	680
Employment	94	94	94	94	94
<i>Full-Time Equivalent Employees</i>	22	22	22	22	22

<u>City of Plantation</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
Total Operating Revenues Generated	\$1,067,885	\$1,080,725	\$1,093,728	\$1,106,897	\$1,120,233
Total Operating Expenditures Generated	\$887,576	\$900,890	\$914,403	\$928,119	\$942,041
Net Fiscal Impact of Operations	\$180,308	\$179,835	\$179,325	\$178,778	\$178,192

Net Present Value of Operating Impact

Total Capital Revenue	\$0	\$0	\$0	\$0	\$0
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**Appendix Table 2A
Midtown-AmEx Parcel
Development Scenario**

<u>Development Program</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
AmEx Multifamily	210	420	420	420	420	420
AmEx Retail/Restaurant (sq.ft.)	9,450	18,900	18,900	18,900	18,900	18,900

<u>Taxable Value</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
AmEx Multifamily	\$7,895,430	\$38,082,555	\$76,926,761	\$77,696,029	\$78,472,989	\$79,257,719
AmEx Retail/Restaurant		\$1,246,928	\$2,531,263	\$2,569,232	\$2,607,770	\$2,646,887
Total Taxable Value	\$7,895,430	\$39,329,483	\$79,458,024	\$80,265,260	\$81,080,759	\$81,904,606

Taxable values are shown in the year following construction

	<u>2019</u>	<u>2020</u>	<u>Total</u>
Capital Revenues			
Law Enforcement	\$104,218	\$104,218	\$208,436
Fire	\$108,701	\$108,701	\$217,403
Recreation	\$69,510	\$69,510	\$139,020
Parks	\$105,210	\$105,210	\$210,420
Library	\$11,760	\$11,760	\$23,520
Public Buildings	\$73,072	\$73,072	\$146,143
Total Impact Fee Revenue	\$472,471	\$472,471	\$944,941

5. Appendices

**Appendix Table 2A
Midtown-AmEx Parcel
Development Scenario**

<u>Development Program</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
AmEx Multifamily	420	420	420	420	420	420
AmEx Retail/Restaurant (sq.ft.)	18,900	18,900	18,900	18,900	18,900	18,900

<u>Taxable Value</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
AmEx Multifamily	\$80,050,296	\$80,850,799	\$81,659,307	\$82,475,900	\$83,300,659	\$84,133,666
AmEx Retail/Restaurant	\$2,686,590	\$2,726,889	\$2,767,792	\$2,809,309	\$2,851,449	\$2,894,221
Total Taxable Value	\$82,736,886	\$83,577,688	\$84,427,099	\$85,285,209	\$86,152,108	\$87,027,886

Taxable values are shown in the year following co

Capital Revenues

Law Enforcement
Fire
Recreation
Parks
Library
Public Buildings
Total Impact Fee Revenue

**Appendix Table 2A
Midtown-AmEx Parcel
Development Scenario**

<u>Development Program</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
AmEx Multifamily	420	420	420	420	420
AmEx Retail/Restaurant (sq.ft.)	18,900	18,900	18,900	18,900	18,900

<u>Taxable Value</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
AmEx Multifamily	\$84,975,002	\$85,824,752	\$86,683,000	\$87,549,830	\$88,425,328
AmEx Retail/Restaurant	\$2,937,634	\$2,981,698	\$3,026,424	\$3,071,820	\$3,117,897
Total Taxable Value	\$87,912,636	\$88,806,451	\$89,709,424	\$90,621,650	\$91,543,226

Taxable values are shown in the year following co

Capital Revenues

Law Enforcement
Fire
Recreation
Parks
Library
Public Buildings
Total Impact Fee Revenue

5. Appendices

**Appendix Table 3A
Midtown-AmEx Parcel
Fiscal Impact Detail**

	2019	2020	2021	2022	2023	2024	2025	2026	2027
Revenues									
Ad Valorem Taxes (General Fund)	\$41,179	\$232,044	\$468,802	\$473,565	\$478,376	\$483,237	\$488,148	\$493,108	\$498,120
Ad Valorem Taxes (Midtown District)	\$6,980	\$39,329	\$79,458	\$80,265	\$81,081	\$81,905	\$82,737	\$83,578	\$84,427
Local Option Fuel Taxes (1)	\$3,200	\$9,093	\$13,185	\$13,383	\$13,583	\$13,787	\$13,994	\$14,204	\$14,417
Utility Taxes (1)	\$26,948	\$76,586	\$111,050	\$112,715	\$114,406	\$116,122	\$117,864	\$119,632	\$121,426
Licenses & Permits (1)	\$20,907	\$59,418	\$86,156	\$87,448	\$88,760	\$90,091	\$91,442	\$92,814	\$94,206
Intrigovernmental (1)	\$159	\$453	\$656	\$666	\$676	\$686	\$696	\$707	\$718
State Revenue Sharing (2)	\$5,417	\$15,395	\$22,322	\$22,657	\$22,997	\$23,342	\$23,692	\$24,048	\$24,408
Sales Tax - Half Cent	\$11,507	\$32,703	\$47,420	\$48,131	\$48,853	\$49,586	\$50,330	\$51,085	\$51,851
Gas Taxes	\$1,248	\$3,547	\$5,144	\$5,221	\$5,299	\$5,379	\$5,459	\$5,541	\$5,624
Charges for Services (1)	\$21,869	\$62,152	\$90,121	\$91,472	\$92,844	\$94,237	\$95,651	\$97,085	\$98,542
Judgments, Fines and Forfeitures (3)	\$1,763	\$5,009	\$7,263	\$7,372	\$7,483	\$7,595	\$7,709	\$7,825	\$7,942
Interest and Other Earnings (1)	\$485	\$1,358	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941
Rents and Royalties (1)	\$2,140	\$5,993	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562
Miscellaneous Revenues (1)	\$1,483	\$4,152	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931
Total Revenues	\$145,285	\$547,233	\$948,010	\$959,330	\$970,792	\$982,401	\$994,156	\$1,006,060	\$1,018,115
Expenditures									
Executive-General (1)	\$2,203	\$6,261	\$9,079	\$9,215	\$9,353	\$9,493	\$9,636	\$9,780	\$9,927
Financial and Administrative (1)	\$7,489	\$21,284	\$30,862	\$31,325	\$31,794	\$32,271	\$32,755	\$33,247	\$33,745
Comprehensive Planning (1)	\$2,133	\$6,063	\$8,792	\$8,923	\$9,057	\$9,193	\$9,331	\$9,471	\$9,613
Other General Government (1)	\$17,675	\$50,232	\$72,836	\$73,929	\$75,038	\$76,163	\$77,306	\$78,465	\$79,642
Law Enforcement (1)	\$75,295	\$213,989	\$310,284	\$314,938	\$319,662	\$324,457	\$329,324	\$334,263	\$339,277
Fire Control (1)	\$25,834	\$73,420	\$106,459	\$108,056	\$109,677	\$111,322	\$112,992	\$114,687	\$116,407
Phys Environment/Cons./Resource Mgt. (1)	\$1,539	\$4,373	\$6,341	\$6,436	\$6,533	\$6,631	\$6,730	\$6,831	\$6,934
Road/Street Facilities (1)	\$26,051	\$74,036	\$107,352	\$108,962	\$110,596	\$112,255	\$113,939	\$115,648	\$117,383
Parks/Recreation (2)	\$27,150	\$77,161	\$111,884	\$113,562	\$115,265	\$116,994	\$118,749	\$120,530	\$122,338
Cultural Services (2)	\$220	\$626	\$908	\$922	\$935	\$949	\$964	\$978	\$993
Total Expenditures	\$185,589	\$527,445	\$764,795	\$776,267	\$787,911	\$799,730	\$811,726	\$823,902	\$836,260
Net Fiscal Impact	-\$40,305	\$19,788	\$183,215	\$183,062	\$182,881	\$182,671	\$182,430	\$182,158	\$181,854

**Appendix Table 3A
Midtown-AmEx Parcel
Fiscal Impact Detail**

	2028	2029	2030	2031	2032	2033	2034	2035
Revenues								
Ad Valorem Taxes (General Fund)	\$503,183	\$508,297	\$513,465	\$518,685	\$523,958	\$529,286	\$534,668	\$540,105
Ad Valorem Taxes (Midtown District)	\$85,285	\$86,152	\$87,028	\$87,913	\$88,806	\$89,709	\$90,622	\$91,543
Local Option Fuel Taxes (1)	\$14,633	\$14,853	\$15,075	\$15,302	\$15,531	\$15,764	\$16,000	\$16,240
Utility Taxes (1)	\$123,248	\$125,096	\$126,973	\$128,878	\$130,811	\$132,773	\$134,764	\$136,786
Licenses & Permits (1)	\$95,619	\$97,054	\$98,509	\$99,987	\$101,487	\$103,009	\$104,554	\$106,123
Intrigovernmental (1)	\$728	\$739	\$750	\$762	\$773	\$785	\$796	\$808
State Revenue Sharing (2)	\$24,774	\$25,146	\$25,523	\$25,906	\$26,295	\$26,689	\$27,090	\$27,496
Sales Tax - Half Cent	\$52,629	\$53,418	\$54,220	\$55,033	\$55,858	\$56,696	\$57,547	\$58,410
Gas Taxes	\$5,709	\$5,794	\$5,881	\$5,970	\$6,059	\$6,150	\$6,242	\$6,336
Charges for Services (1)	\$100,020	\$101,520	\$103,043	\$104,589	\$106,157	\$107,750	\$109,366	\$111,006
Judgments, Fines and Forfeitures (3)	\$8,061	\$8,182	\$8,305	\$8,429	\$8,556	\$8,684	\$8,814	\$8,946
Interest and Other Earnings (1)	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941	\$1,941
Rents and Royalties (1)	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562	\$8,562
Miscellaneous Revenues (1)	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931
Total Revenues	\$1,030,323	\$1,042,686	\$1,055,206	\$1,067,885	\$1,080,725	\$1,093,728	\$1,106,897	\$1,120,233
Expenditures								
Executive-General (1)	\$10,076	\$10,227	\$10,380	\$10,536	\$10,694	\$10,854	\$11,017	\$11,183
Financial and Administrative (1)	\$34,252	\$34,765	\$35,287	\$35,816	\$36,353	\$36,899	\$37,452	\$38,014
Comprehensive Planning (1)	\$9,757	\$9,904	\$10,052	\$10,203	\$10,356	\$10,511	\$10,669	\$10,829
Other General Government (1)	\$80,837	\$82,050	\$83,280	\$84,529	\$85,797	\$87,084	\$88,391	\$89,717
Law Enforcement (1)	\$344,367	\$349,532	\$354,775	\$360,097	\$365,498	\$370,981	\$376,545	\$382,194
Fire Control (1)	\$118,153	\$119,926	\$121,725	\$123,550	\$125,404	\$127,285	\$129,194	\$131,132
Phys Environment/Cons./Resource Mgt. (1)	\$7,038	\$7,143	\$7,251	\$7,359	\$7,470	\$7,582	\$7,696	\$7,811
Road/Street Facilities (1)	\$119,144	\$120,931	\$122,745	\$124,586	\$126,455	\$128,351	\$130,277	\$132,231
Parks/Recreation (2)	\$124,173	\$126,036	\$127,927	\$129,846	\$131,793	\$133,770	\$135,777	\$137,813
Cultural Services (2)	\$1,008	\$1,023	\$1,038	\$1,054	\$1,069	\$1,086	\$1,102	\$1,118
Total Expenditures	\$848,804	\$861,536	\$874,459	\$887,576	\$900,890	\$914,403	\$928,119	\$942,041
Net Fiscal Impact	\$181,519	\$181,149	\$180,746	\$180,308	\$179,835	\$179,325	\$178,778	\$178,192

5. Appendices

Appendix Table 4A Midtown-AmEx Parcel Fiscal Impact Assumptions

Taxable Assessment Ratio	90%	(from input data)	
Homestead Exemption	\$50,000	(from input data)	
% Multifamily with Homestead	0%	(from input data)	
<u>Millage</u>			
General Fund	5.9000	Mills	
Midtown Development Dist.	1.0000	Mills	
		<u>Equivalent</u>	<u>Full-Time</u>
		<u>Factor</u>	<u>Equivalent</u>
Population-Working Residents	42,229	0.7619	32,174
Population-Non-Working Residents	45,240	1.0000	45,240
Population- Seasonal	183	0.34615	63
Population (peak season)	87,652		77,478
Population (total)	87,469		
ESRI Business Summary 2016			
Employment (total)	54,140	0.2381	12,891
ESRI Business Summary 2016			
Persons per Household - Single Family	2.52		
Persons per Household - Multifamily	1.83		
* (FI Population Studies, 2014)			
<u>Employment Assumptions</u>			
		<u>Project</u>	
AmEx Retail/Restaurant		667	sq. ft. per employee
Annual growth rate of Residential Property Value	1.0%		
Annual growth rate of Non-Residential Property Value	1.5%		
		<u>Average</u>	
AmEx Multifamily		\$199,500	
	\$0	\$199,500	
AmEx Retail/Restaurant		\$130	

APPENDIX TABLES

Scenario 2: Aetna Parcels

5. Appendices

**Appendix Table 1B
Midtown-Aetna Parcel
Development Impact Summary**

<u>(End of Year Totals)</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Households	0	0	344	344	344	344
Population	0	0	630	630	630	630
<i>Full-Time Equivalent Population</i>	0	0	279	557	557	557
Employment	0	0	0	0	0	0
<i>Full-Time Equivalent Employees</i>	0	0	0	0	0	0
<u>City of Plantation</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Total Operating Revenues Generated	\$45,503	\$45,503	\$204,287	\$761,228	\$770,256	\$779,397
Total Operating Expenditures Generated	<u>\$0</u>	<u>\$0</u>	<u>\$304,697</u>	<u>\$618,534</u>	<u>\$627,812</u>	<u>\$637,229</u>
Net Fiscal Impact of Operations	\$45,503	\$45,503	-\$100,410	\$142,694	\$142,444	\$142,168
	<u>5 Years</u>	<u>10 Years</u>	<u>20 Years</u>	<u>30 Years</u>		
Net Present Value of Operating Impact	\$189,442	\$522,674	\$850,647	\$970,522		
	<u>Total</u>					
Total Capital Revenue	\$789,824					

**Appendix Table 1B
Midtown-Aetna Parcel
Development Impact Summary**

<u>(End of Year Totals)</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Households	344	344	344	344	344	344
Population	630	630	630	630	630	630
<i>Full-Time Equivalent Population</i>	557	557	557	557	557	557
Employment	0	0	0	0	0	0
<i>Full-Time Equivalent Employees</i>	0	0	0	0	0	0
<u>City of Plantation</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Total Operating Revenues Generated	\$788,653	\$798,025	\$807,515	\$817,125	\$826,856	\$836,710
Total Operating Expenditures Generated	<u>\$646,788</u>	<u>\$656,489</u>	<u>\$666,337</u>	<u>\$676,332</u>	<u>\$686,477</u>	<u>\$696,774</u>
Net Fiscal Impact of Operations	\$141,865	\$141,536	\$141,179	\$140,793	\$140,379	\$139,936
Net Present Value of Operating Impact						
Total Capital Revenue						

5. Appendices

**Appendix Table 1B
Midtown-Aetna Parcel
Development Impact Summary**

<u>(End of Year Totals)</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
Households	344	344	344	344	344
Population	630	630	630	630	630
<i>Full-Time Equivalent Population</i>	557	557	557	557	557
Employment	0	0	0	0	0
<i>Full-Time Equivalent Employees</i>	0	0	0	0	0

<u>City of Plantation</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
Total Operating Revenues Generated	\$846,687	\$856,791	\$867,022	\$877,383	\$887,874
Total Operating Expenditures Generated	<u>\$707,226</u>	<u>\$717,834</u>	<u>\$728,602</u>	<u>\$739,531</u>	<u>\$750,624</u>
Net Fiscal Impact of Operations	\$139,462	\$138,957	\$138,421	\$137,852	\$137,251

Net Present Value of Operating Impact

Total Capital Revenue

**Appendix Table 2B
Midtown-Aetna Parcel
Development Scenario**

<u>Development Program</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Aetna Multifamily	0	0	344	344	344	344

<u>Taxable Value</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Aetna Multifamily	\$6,594,670	\$6,594,670	\$6,594,670	\$63,636,747	\$64,273,115	\$64,915,846
Total Taxable Value	\$6,594,670	\$6,594,670	\$6,594,670	\$63,636,747	\$64,273,115	\$64,915,846

Taxable values are shown in the year following construction

	<u>2019</u>	<u>2020</u>	<u>2021 (Total)</u>
Capital Revenues			
Law Enforcement	\$0	\$0	\$159,960
Fire	\$0	\$0	\$166,840
Recreation	\$0	\$0	\$159,272
Parks	\$0	\$0	\$172,344
Library	\$0	\$0	\$19,264
Public Buildings	<u>\$0</u>	<u>\$0</u>	<u>\$112,144</u>
Total Impact Fee Revenue	\$0	\$0	\$789,824

5. Appendices

**Appendix Table 2B
Midtown-Aetna Parcel
Development Scenario**

<u>Development Program</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Aetna Multifamily	344	344	344	344	344	344

<u>Taxable Value</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Aetna Multifamily	\$65,565,004	\$66,220,654	\$66,882,861	\$67,551,690	\$68,227,207	\$68,909,479
Total Taxable Value	\$65,565,004	\$66,220,654	\$66,882,861	\$67,551,690	\$68,227,207	\$68,909,479

Taxable values are shown in the year following cor

Capital Revenues

- Law Enforcement
- Fire
- Recreation
- Parks
- Library
- Public Buildings
- Total Impact Fee Revenue**

**Appendix Table 2B
Midtown-Aetna Parcel
Development Scenario**

<u>Development Program</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
Aetna Multifamily	344	344	344	344	344

<u>Taxable Value</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
Aetna Multifamily	\$69,598,573	\$70,294,559	\$70,997,505	\$71,707,480	\$72,424,555
Total Taxable Value	\$69,598,573	\$70,294,559	\$70,997,505	\$71,707,480	\$72,424,555

Taxable values are shown in the year following cor

Capital Revenues

- Law Enforcement
- Fire
- Recreation
- Parks
- Library
- Public Buildings
- Total Impact Fee Revenue**

5. Appendices

**Appendix Table 3B
Midtown-Aetna Parcel
Fiscal Impact Detail**

	2019	2020	2021	2022	2023	2024	2025	2026	2027
Revenues									
Ad Valorem Taxes (General Fund)	\$38,909	\$38,909	\$38,909	\$375,457	\$379,211	\$383,003	\$386,834	\$390,702	\$394,609
Ad Valorem Taxes (Midtown District)	\$6,595	\$6,595	\$6,595	\$63,637	\$64,273	\$64,916	\$65,565	\$66,221	\$66,883
Local Option Fuel Taxes (1)	\$0	\$0	\$5,228	\$10,612	\$10,771	\$10,933	\$11,097	\$11,263	\$11,432
Utility Taxes (1)	\$0	\$0	\$44,029	\$89,378	\$90,719	\$92,080	\$93,461	\$94,863	\$96,286
Licenses & Permits (1)	\$0	\$0	\$34,159	\$69,343	\$70,383	\$71,438	\$72,510	\$73,598	\$74,702
Intrgovernmental (1)	\$0	\$0	\$260	\$528	\$536	\$544	\$552	\$561	\$569
State Revenue Sharing (2)	\$0	\$0	\$9,142	\$18,557	\$18,836	\$19,118	\$19,405	\$19,696	\$19,992
Sales Tax - Half Cent	\$0	\$0	\$18,801	\$38,166	\$38,739	\$39,320	\$39,909	\$40,508	\$41,116
Gas Taxes	\$0	\$0	\$2,039	\$4,140	\$4,202	\$4,265	\$4,329	\$4,394	\$4,460
Charges for Services (1)	\$0	\$0	\$35,731	\$72,534	\$73,622	\$74,726	\$75,847	\$76,985	\$78,139
Judgments, Fines and Forfeitures (3)	\$0	\$0	\$2,880	\$5,846	\$5,933	\$6,022	\$6,113	\$6,205	\$6,298
Interest and Other Earnings (1)	\$0	\$0	\$769	\$1,539	\$1,539	\$1,539	\$1,539	\$1,539	\$1,539
Rents and Royalties (1)	\$0	\$0	\$3,394	\$6,789	\$6,789	\$6,789	\$6,789	\$6,789	\$6,789
Miscellaneous Revenues (1)	\$0	\$0	\$2,352	\$4,703	\$4,703	\$4,703	\$4,703	\$4,703	\$4,703
Total Revenues	\$45,503	\$45,503	\$204,287	\$761,228	\$770,256	\$779,397	\$788,653	\$798,025	\$807,515
Expenditures									
Executive-General (1)	\$0	\$0	\$3,599	\$7,307	\$7,416	\$7,528	\$7,641	\$7,755	\$7,872
Financial and Administrative (1)	\$0	\$0	\$12,236	\$24,839	\$25,212	\$25,590	\$25,974	\$26,363	\$26,759
Comprehensive Planning (1)	\$0	\$0	\$3,486	\$7,076	\$7,182	\$7,290	\$7,399	\$7,510	\$7,623
Other General Government (1)	\$0	\$0	\$28,878	\$58,622	\$59,502	\$60,394	\$61,300	\$62,220	\$63,153
Law Enforcement (1)	\$0	\$0	\$123,021	\$249,732	\$253,478	\$257,281	\$261,140	\$265,057	\$269,033
Fire Control (1)	\$0	\$0	\$42,209	\$85,684	\$86,969	\$88,274	\$89,598	\$90,942	\$92,306
Phys Environment/Cons./Resource Mgt. (1)	\$0	\$0	\$2,514	\$5,104	\$5,180	\$5,258	\$5,337	\$5,417	\$5,498
Road/Street Facilities (1)	\$0	\$0	\$42,563	\$86,402	\$87,698	\$89,014	\$90,349	\$91,704	\$93,080
Parks/Recreation (2)	\$0	\$0	\$45,819	\$93,013	\$94,408	\$95,824	\$97,261	\$98,720	\$100,201
Cultural Services (2)	\$0	\$0	\$372	\$755	\$766	\$778	\$789	\$801	\$813
Total Expenditures	\$0	\$0	\$304,697	\$618,534	\$627,812	\$637,229	\$646,788	\$656,489	\$666,337
Net Fiscal Impact	\$45,503	\$45,503	-\$100,410	\$142,694	\$142,444	\$142,168	\$141,865	\$141,536	\$141,179

**Appendix Table 3B
Midtown-Aetna Parcel
Fiscal Impact Detail**

	2028	2029	2030	2031	2032	2033	2034	2035
Revenues								
Ad Valorem Taxes (General Fund)	\$398,555	\$402,541	\$406,566	\$410,632	\$414,738	\$418,885	\$423,074	\$427,305
Ad Valorem Taxes (Midtown District)	\$67,552	\$68,227	\$68,909	\$69,599	\$70,295	\$70,998	\$71,707	\$72,425
Local Option Fuel Taxes (1)	\$11,603	\$11,777	\$11,954	\$12,133	\$12,315	\$12,500	\$12,688	\$12,878
Utility Taxes (1)	\$97,730	\$99,196	\$100,684	\$102,194	\$103,727	\$105,283	\$106,863	\$108,465
Licenses & Permits (1)	\$75,822	\$76,959	\$78,114	\$79,286	\$80,475	\$81,682	\$82,907	\$84,151
Intrgovernmental (1)	\$577	\$586	\$595	\$604	\$613	\$622	\$631	\$641
State Revenue Sharing (2)	\$20,291	\$20,596	\$20,905	\$21,218	\$21,537	\$21,860	\$22,188	\$22,520
Sales Tax - Half Cent	\$41,732	\$42,358	\$42,994	\$43,639	\$44,293	\$44,958	\$45,632	\$46,317
Gas Taxes	\$4,527	\$4,595	\$4,664	\$4,734	\$4,805	\$4,877	\$4,950	\$5,024
Charges for Services (1)	\$79,311	\$80,501	\$81,709	\$82,934	\$84,178	\$85,441	\$86,723	\$88,023
Judgments, Fines and Forfeitures (3)	\$6,392	\$6,488	\$6,585	\$6,684	\$6,784	\$6,886	\$6,989	\$7,094
Interest and Other Earnings (1)	\$1,539	\$1,539	\$1,539	\$1,539	\$1,539	\$1,539	\$1,539	\$1,539
Rents and Royalties (1)	\$6,789	\$6,789	\$6,789	\$6,789	\$6,789	\$6,789	\$6,789	\$6,789
Miscellaneous Revenues (1)	\$4,703	\$4,703	\$4,703	\$4,703	\$4,703	\$4,703	\$4,703	\$4,703
Total Revenues	\$817,125	\$826,856	\$836,710	\$846,687	\$856,791	\$867,022	\$877,383	\$887,874
Expenditures								
Executive-General (1)	\$7,990	\$8,110	\$8,231	\$8,355	\$8,480	\$8,607	\$8,736	\$8,867
Financial and Administrative (1)	\$27,160	\$27,567	\$27,981	\$28,401	\$28,827	\$29,259	\$29,698	\$30,143
Comprehensive Planning (1)	\$7,737	\$7,853	\$7,971	\$8,090	\$8,212	\$8,335	\$8,460	\$8,587
Other General Government (1)	\$64,100	\$65,062	\$66,038	\$67,028	\$68,034	\$69,054	\$70,090	\$71,141
Law Enforcement (1)	\$273,068	\$277,164	\$281,322	\$285,542	\$289,825	\$294,172	\$298,585	\$303,063
Fire Control (1)	\$93,691	\$95,096	\$96,522	\$97,970	\$99,440	\$100,931	\$102,445	\$103,982
Phys Environment/Cons./Resource Mgt. (1)	\$5,581	\$5,664	\$5,749	\$5,836	\$5,923	\$6,012	\$6,102	\$6,194
Road/Street Facilities (1)	\$94,476	\$95,893	\$97,331	\$98,791	\$100,273	\$101,777	\$103,304	\$104,854
Parks/Recreation (2)	\$101,704	\$103,230	\$104,778	\$106,350	\$107,945	\$109,564	\$111,208	\$112,876
Cultural Services (2)	\$825	\$838	\$850	\$863	\$876	\$889	\$902	\$916
Total Expenditures	\$676,332	\$686,477	\$696,774	\$707,226	\$717,834	\$728,602	\$739,531	\$750,624
Net Fiscal Impact	\$140,793	\$140,379	\$139,936	\$139,462	\$138,957	\$138,421	\$137,852	\$137,251

5. Appendices

Appendix Table 4B Midtown-Aetna Parcel Fiscal Impact Assumptions

Taxable Assessment Ratio	90%	(from input data)		
Homestead Exemption	\$50,000	(from input data)		
% Multifamily with Homestead	0%	(from input data)		
<u>Millage</u>				
General Fund	5.9000	Mills		
Midtown Development Dist.	1.0000	Mills		
		<u>Equivalent</u>	<u>Full-Time</u>	
		<u>Factor</u>	<u>Equivalent</u>	
Population-Working Residents	42,229	0.7619	32,174	
Population-Non-Working Residents	45,240	1.0000	45,240	
Population- Seasonal	<u>183</u>	<u>0.34615</u>	63	
Population (peak season)	87,652		77,478	
Population (total)	87,469			
ESRI Business Summary 2016				
Employment (total)	54,140	0.2381	12,891	
ESRI Business Summary 2016				
Persons per Household - Single Family *	2.52			
Persons per Household - Multifamily	1.83			
* (FI Population Studies, 2014)				
Growth rate of Residential Value	1.0%			
Growth rate of Non-Residential Value	1.5%			
		<u>Average</u>		
Aetna Multifamily	\$199,500			

5. Appendices

5.4. Traffic count and site traffic analysis (Produced by Team)

Midtown - Plantation Project Historical AADT 2005-2015

PLANTATION MIDTOWN		HISTORIC AADT, 2005 to 2015														22-Jun-16
Roadway	Segment		Station ID	K Factor	Historic AADT											Overall Growth 2005-2015
	From	To			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Pine Island Road	N of Cleary Blvd	Broward Boulevard	86-7689	9.47	39,500	45,500	40,000	41,000	41,000	32,500	33,500	34,000	34,500	35,500	36,500	-7.6%
	Broward Boulevard	Peters Road	86-7694	9.47	52,000	45,000	50,000	47,000	47,000	42,000	43,000	43,500	44,000	45,000	46,000	-11.5%
	Peters Road	I-595	86-5314	9.47	54,000	54,500	49,000	50,000	51,500	47,500	42,500	45,500	45,500	45,500	50,500	-6.5%
	I-595	South of I-595	86-5315	9.47	34,000	35,500	31,500	30,500	29,000	28,500	29,500	29,000	29,000	29,500	29,000	-14.7%
NW 82nd Avenue	American Express Way	Broward Blvd	86-9736	9.47	7,400	8,000	5,900	5,900	5,900	4,900	5,000	5,100	5,200	5,300	5,400	-27.0%
Perimeter Road	Broward Blvd	SW 78 Avenue	86-9735	9.47	Note 1	Note 1	Note 1	8,300	6,400	6,600	7,600	7,800	7,800	8,000	8,200	-1.2%
University Drive	N of Cleary Blvd	Cleary Blvd	86-0049	9.47	57,500	57,500	55,000	58,500	58,000	57,500	56,000	58,000	55,500	60,000	57,500	0.0%
	Cleary Blvd	Broward Blvd	86-7129	9.47	51,000	54,000	57,000	58,000	52,000	53,000	54,000	53,000	52,500	54,000	47,500	-6.9%
	Broward Blvd	Peters Rd	86-0222	8.1	64,500	57,000	56,877	55,539	55,337	57,676	57,842	56,921	57,385	56,604	57,500	-10.9%
	Peters Rd	I-595	86-0471	9.47	76,500	74,500	72,000	69,000	66,500	79,000	76,500	68,500	69,500	67,000	74,000	-3.3%
	I-595	South of I-595	86-0045	9.47	67,000	64,000	70,000	73,000	67,000	68,000	69,500	77,000	78,000	77,500	64,500	-3.7%
Cleary Blvd	W of Pine Island Rd	Pine Island Rd	86-9397	9.47	13,000	15,000	13,100	13,800	13,900	12,700	13,000	13,000	13,000	13,500	14,000	7.7%
	Pine Island Rd	University Dr	86-9113	9.47	15,500	17,700	14,900	15,100	14,600	15,000	15,400	15,500	15,500	16,000	13,100	-15.5%
NW 5th St	University Dr	E of University Dr	86-7142	9.47	17,500	17,500	16,000	16,500	16,500	14,500	15,000	15,000	15,000	15,500	16,000	-8.6%
Broward Boulevard	W of Pine Island Rd	Pine Island Rd	86-9566	9.47	38,000	38,500	39,500	36,500	36,500	34,000	35,000	35,500	36,000	37,000	38,000	0.0%
	Pine Island Rd	NW 82 Avenue	86-7812	9.47	38,000	39,000	40,000	38,500	34,500	35,500	36,500	38,500	38,500	39,500	35,500	-6.6%
	NW 82 Avenue	University Dr	86-7064	9.47	Note 2	40,500	38,000	40,000	40,000	40,000	41,000	41,500	41,000	42,000	43,000	6.2%
	University Dr	E of University Dr	86-0020	9.47	44,500	47,500	44,000	46,500	45,500	47,000	42,000	47,500	47,000	47,500	45,000	1.1%
SW 6th Street	Pine Island Rd	University Dr	86-9734	9.47	n/a	4,100	3,700	3,000	3,300	3,300	3,600	3,600	3,600	3,600	3,600	-12.2%
Peters Road	Pine Island Rd	University Dr	86-7341	9.47	20,200	14,700	20,800	17,800	18,000	18,500	18,900	19,000	19,000	19,500	20,000	-1.0%
	University Dr	E of University Dr	86-7057	9.47	20,600	28,500	22,000	22,000	20,900	21,000	21,500	22,000	22,000	22,500	25,000	21.4%

5. Appendices

Plantation Midtown - 2015 Daily and Peak Hour LOS

Roadway	Segment		Station ID	Funtional Class	Posted Speed	K Factor	2015 AADT	2015 Daily LOS	2015 Peak Hour Volume	2015 Peak Hour LOS
	From	To								
Pine Island Rd	Sunrise Boulevard	Broward Boulevard	86-7689	6LD Minor Arterial	40	9.47	36,500	C	3,457 Note 1	C
	Broward Boulevard	Peters Road	86-7694	6LD Minor Arterial	40	9.47	46,000	C	4,356 Note 1	C
	Peters Road	I-595	86-5314	6LD Minor Arterial	40	9.47	50,500	C	3,860 Note 2	C
	I-595	South of I-595	86-5315	6LD Minor Arterial	40	9.47	29,000	C	2,779 Note 2	C
NW/SW 82nd	American Express	Broward Blvd	86-9736	2L Minor Col/LT	30	9.47	5,400	C	511 Note 1	C
Perimeter Road	Broward Boulevard	SW 78 Avenue	86-9735	4LU Major Collector	30	9.47	8,200	C	777 Note 1	C
University Drive (SR 817)	Sunrise Boulevard	Cleary Blvd	86-0049	6LD Principal Arterial	45	9.47	57,500	C	4,361 Note 2	C
	Cleary Blvd	Broward Blvd	86-7129	6LD Principal Arterial	45	9.47	47,500	C	4,262 Note 2	C
	Broward Blvd	Peters Rd	86-0222	6LD Principal Arterial	45	8.10	57,500	C	4,658 Note 1	C
	Peters Rd	I-595	86-0471	6LD Principal Arterial	45	9.47	74,000	F	5,011 Note 2	C
	I-595	South of I-595	86-0045	6LD Principal Arterial	45	9.47	64,500	F	5,534 Note 2	F
Cleary Blvd	W of Pine Island Rd	Pine Island Rd	86-9397	4LD Major Collector	40	9.47	14,000	C	1,326 Note 1	C
	Pine Island Rd	University Dr	86-9113	4LD Major Collector	40	9.47	13,100	C	1,241 Note 2	C
NW 5th St	University Dr	E of University Dr	86-7142	2L Major Col/LT	35	9.47	16,000	F	1,515 Note 1	F
Broward Blvd (SR 842)	W of Pine Island Rd	Pine Island Rd	86-9566	6LD Minor Arterial	45	9.47	38,000	C	3,599 Note 1	C
	Pine Island Rd	NW 82 Avenue	86-7812	6LD Minor Arterial	45	9.47	35,500	C	3,362 Note 2	C
	NW 82 Avenue	University Dr	86-7064	6LD Minor Arterial	45	9.47	43,000	C	4,072 Note 1	C
	University Dr	E of University Dr	86-0020	6LD Major Arterial	45	9.47	45,000	C	4,269 Note 2	C
SW 6th St	Pine Island Rd	University Rd	86-9734	4LD Minor Collector	30	9.47	3,600	C	341 Note 1	C
Peters Road	Pine Island Rd	University Dr	86-7341	4LD Major Collector	40	9.47	20,000	C	1,894 Note 1	C
	University Dr	E of University Dr	86-7057	4LD Major Collector	40	9.47	25,000	C	2,368 Note 2	C

Note 1: Peak hour volume based on (K Factor) x (AADT)

Note 2: Peak hour volume based on synopsis report for count station.

5. Appendices

ATTACHMENT AMERICAN EXPRESS TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 5.18 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 420 Multi-family Residential Units(Rental) Two Phases
18,900 SF Commercial Development
11,340 SF Retail (60%)
7,560 SF Restaurant (40%)

Trip Generation Rates: "ITE Equation (220) Apartment"
"ITE Equation (820) Shopping Center"
"ITE Equation (932) High-Turnover (Sit-Down) Restaurant"

Daily Trips: 4,419 Daily Trips (16.3% Internalization)

A.M. Peak Hour Trips: 299 A.M. Peak Hour Trips (10.2% Internalization)

P.M. Peak Hour Trips: 338 P.M. Peak Hour Trips (26.8% Internalization)

ATTACHMENT
CORNERSTONE/MILL CREEK
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 6.2 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 310 Multi-family Residential Units (Rental)

Trip Generation Rates: "ITE Equation (220) Apartment"

Daily Trips: 2,002 Daily Trips

A.M. Peak Hour Trips: 156 A.M. Peak Hour Trips

P.M. Peak Hour Trips: 188 P.M. Peak Hour Trips

ATTACHMENT
AETNA
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 3.3 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 344 Multi-family Residential Units (Rental)

Trip Generation Rates: "ITE Equation (220) Apartment"

Daily Trips: 2,208 Daily Trips

A.M. Peak Hour Trips: 172 A.M. Peak Hour Trips

P.M. Peak Hour Trips: 207 P.M. Peak Hour Trips

5. Appendices

ATTACHMENT FASHION MALL TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 6 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 696 Multi-family Residential Units(Rental) Two Phases
29,900 SF Commercial Development
17,940 SF Retail (60%)
11,960 SF Restaurant (40%)

Trip Generation Rates: "ITE Equation (220) Apartment"
"ITE Equation (820) Shopping Center"
"ITE Equation (932) High-Turnover (Sit-Down) Restaurant"

Daily Trips: 6,606 Daily Trips (18.3% Internalization)

A.M. Peak Hour Trips: 475 A.M. Peak Hour Trips (10.2% Internalization)

P.M. Peak Hour Trips: 521 P.M. Peak Hour Trips (26.3% Internalization)

**ATTACHMENT
SEARS
TRAFFIC ANALYSIS**

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 4.8 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 445 Multi-family Residential Units(Rental) Two Phases
19,000 SF Commercial Development
11,400 SF Retail (60%)
7,600 SF Restaurant (40%)

Trip Generation Rates: "ITE Equation (220) Apartment"
"ITE Equation (820) Shopping Center"
"ITE Equation (932) High-Turnover (Sit-Down) Restaurant"

Daily Trips: 4,468 Daily Trips (17.9% Internalization)

A.M. Peak Hour Trips: 311 A.M. Peak Hour Trips (9.8% Internalization)

P.M. Peak Hour Trips: 353 P.M. Peak Hour Trips (26.0% Internalization)

ATTACHMENT
TEMPLE KOL AMI EMANU-EL
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 2.4 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 125 Multi-family Residential Units (Rental)

Trip Generation Rates: "ITE Equation (220) Apartment"

Daily Trips: 881 Daily Trips

A.M. Peak Hour Trips: 65 A.M. Peak Hour Trips

P.M. Peak Hour Trips: 86 P.M. Peak Hour Trips

ATTACHMENT
AMERICAN EXPRESS
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 5.18 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 420 Multi-family Residential Units(Rental) Two Phases
18,900 SF Commercial Development
11,340 SF Retail (60%)
7,560 SF Restaurant (40%)

Trip Generation Rates: "ITE Equation (220) Apartment"
"ITE Equation (820) Shopping Center"
"ITE Equation (932) High-Turnover (Sit-Down) Restaurant"

Daily Trips: 4,419 Daily Trips (16.3% Internalization)

A.M. Peak Hour Trips: 299 A.M. Peak Hour Trips (10.2% Internalization)

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**ATTACHMENT
CORNERSTONE/MILL CREEK
TRAFFIC ANALYSIS**

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 6.2 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 310 Multi-family Residential Units (Rental)

Trip Generation Rates: "ITE Equation (220) Apartment"

Daily Trips: 2,002 Daily Trips

A.M. Peak Hour Trips: 156 A.M. Peak Hour Trips

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ATTACHMENT
AETNA
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 3.3 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 344 Multi-family Residential Units (Rental)

Trip Generation Rates: "ITE Equation (220) Apartment"

Daily Trips: 2,208 Daily Trips

A.M. Peak Hour Trips: 172 A.M. Peak Hour Trips

P.M. Peak Hour Trips: 207 P.M. Peak Hour Trips

ATTACHMENT
FASHION MALL
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 6 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 696 Multi-family Residential Units(Rental) Two Phases
29,900 SF Commercial Development
17,940 SF Retail (60%)
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Trip Generation Rates: "ITE Equation (220) Apartment"
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P.M. Peak Hour Trips: 521 P.M. Peak Hour Trips (26.3% Internalization)

**ATTACHMENT
SEARS
TRAFFIC ANALYSIS**

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 4.8 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 445 Multi-family Residential Units(Rental) Two Phases
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ATTACHMENT
TEMPLE KOL AMI EMANU-EL
TRAFFIC ANALYSIS

Prepared: May 27, 2016

INTRODUCTORY INFORMATION

Jurisdiction: Plantation

Size: Approximately 2.4 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designations

Potential Development: 125 Multi-family Residential Units (Rental)

Trip Generation Rates: "ITE Equation (220) Apartment"

Daily Trips: 881 Daily Trips

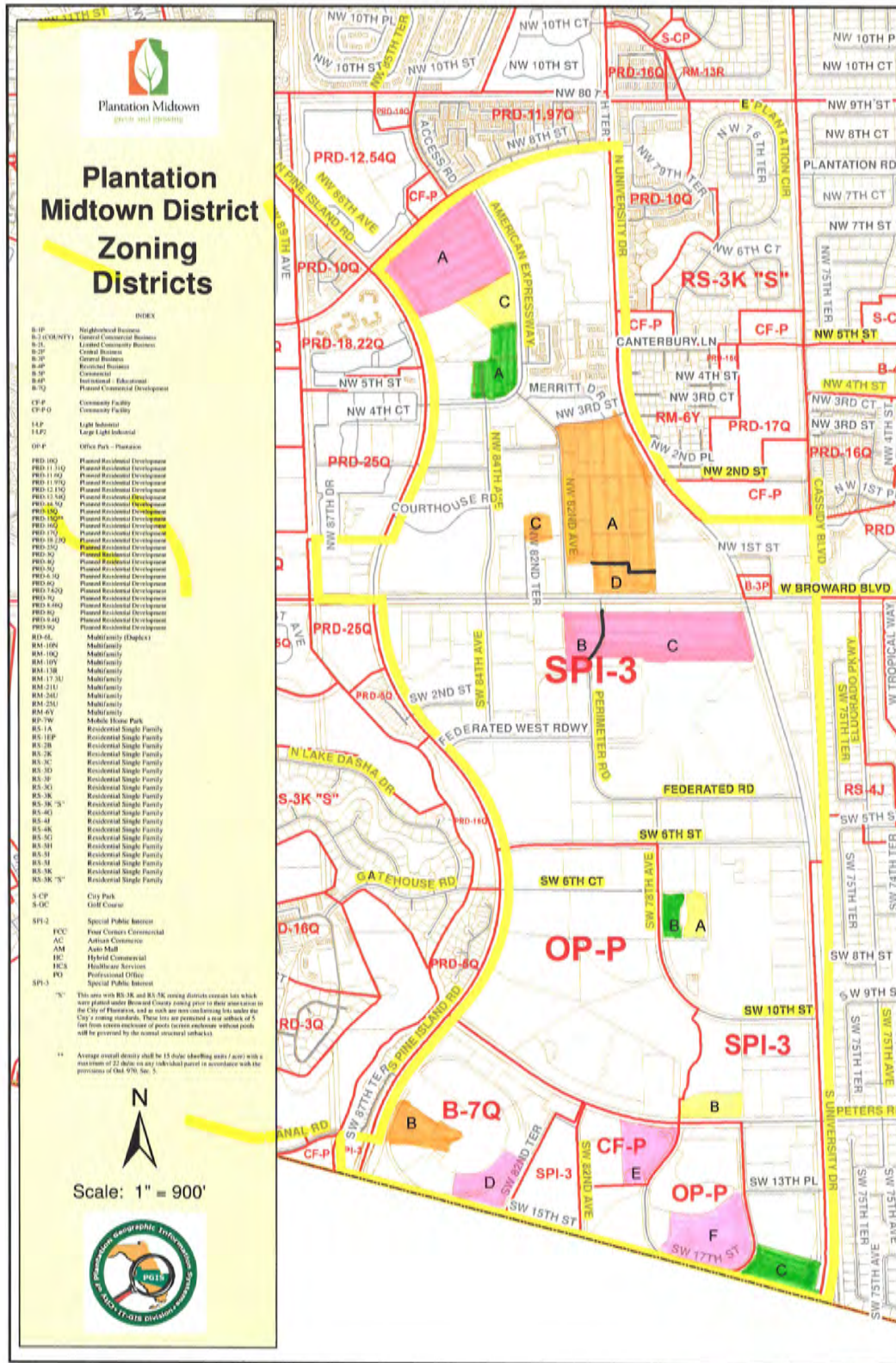
A.M. Peak Hour Trips: 65 A.M. Peak Hour Trips

P.M. Peak Hour Trips: 86 P.M. Peak Hour Trips

5. Appendices

5.5. Zoning categories of new developments

Provided in consultation with City staff, projects and potential development/redevelopment sites (recent and pipeline) are distributed thusly:



5. Appendices

5.6. Recent and potential development worksheet, 2008 and future

Developed Sites	# Units	Completion Date
A. Veranda I & II	398	2008/2013
B. Midtown 24	251	2010
C. 1 Plantation	321	2013
Sub-Total	970 units	

Approved Site Plans	# Units	Approval Date
A. Camden	269	2014
B. Crossroads	287	2014
C. Lakeside	271	2016
Sub-Total	827 units	
Total	1,791 of 3,010 = 1,219 units remaining	

Recent Submittals	# Units/SF	Submittal Date
A. Encore/Fashion Mall	295	10/2015
B. Cornerstone Millcreek	310	1/2016
Total	605 units	
Grand Total	2,396 of 3,010 = 614 units remaining	
C. Westside Regional	85,046 SF (Private Beds)	1/2016
D. Boulevard Shoppes	8,900 SF Retail (on hold - easement issues)	

Potential Development

- A. American Express
- B. Shoppes of Broward (potential redevelopment)
- C. Sears
- D. Cornerstone (125,000 SF Medical Office under contract)
- E. Temple Kol Ami
- F. Kaplan/Aetna

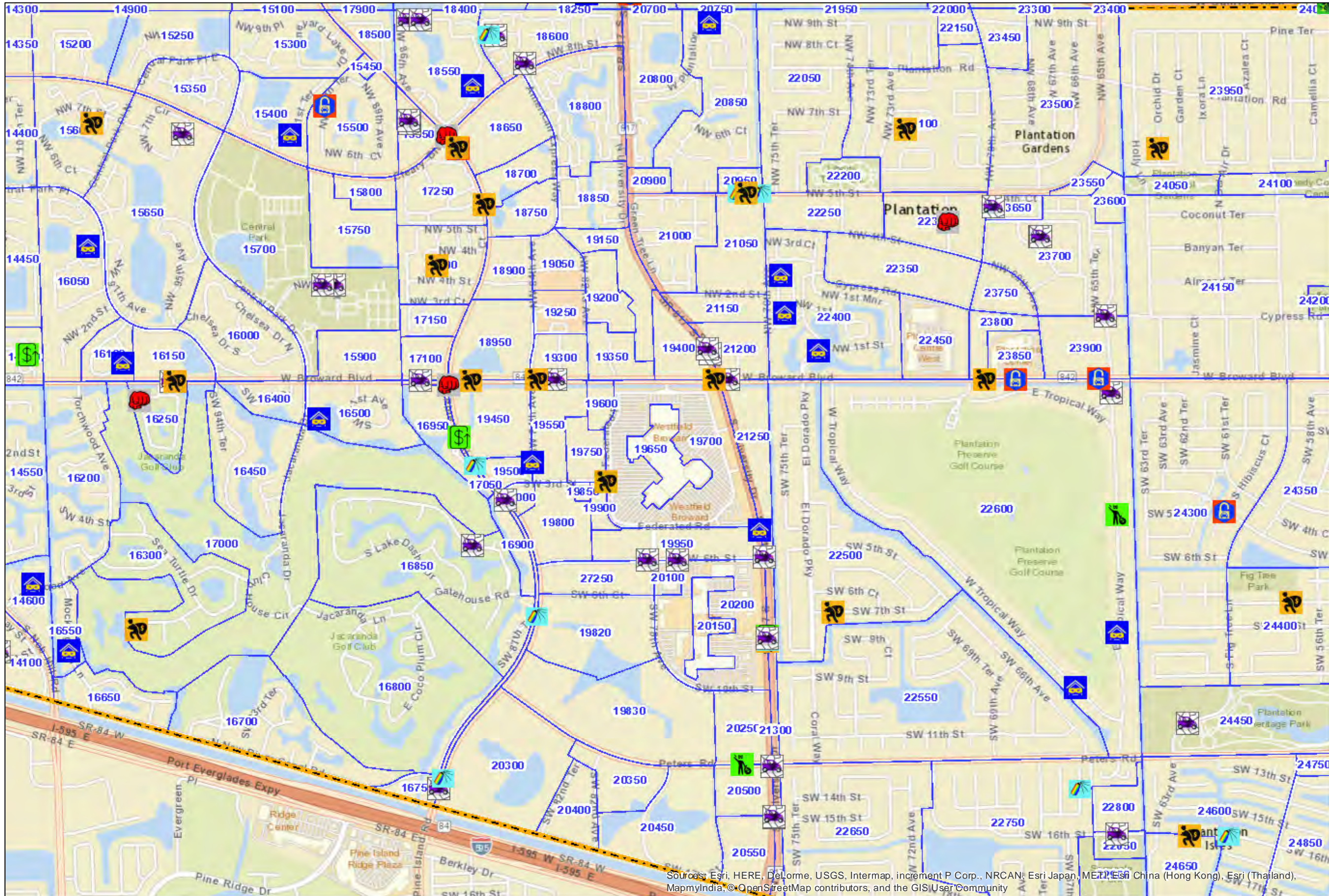
Outside Midtown	# Units	Approval Date
Broadstone	250	2015 (Industrial to Residential)
Strata	150	2016 (Local Activity Center)
Millcreek/Holiday Inn	250	Pending (Commercial to Residential)
Totals	650 units	

The future potential development sites, (including those named Aetna and Sears), as assigned by staff, are hypothetical. This means that future development may or may not occur on that site but could occur in the general vicinity to analyze potential future impacts. The analyses of these potential sites is not intended to imply any vested rights.

5. Appendices

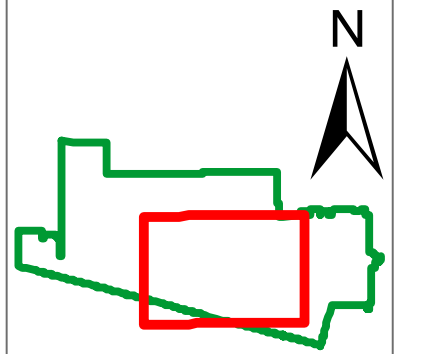
5.7. Incidence and type of crimes, 2015

City of Plantation

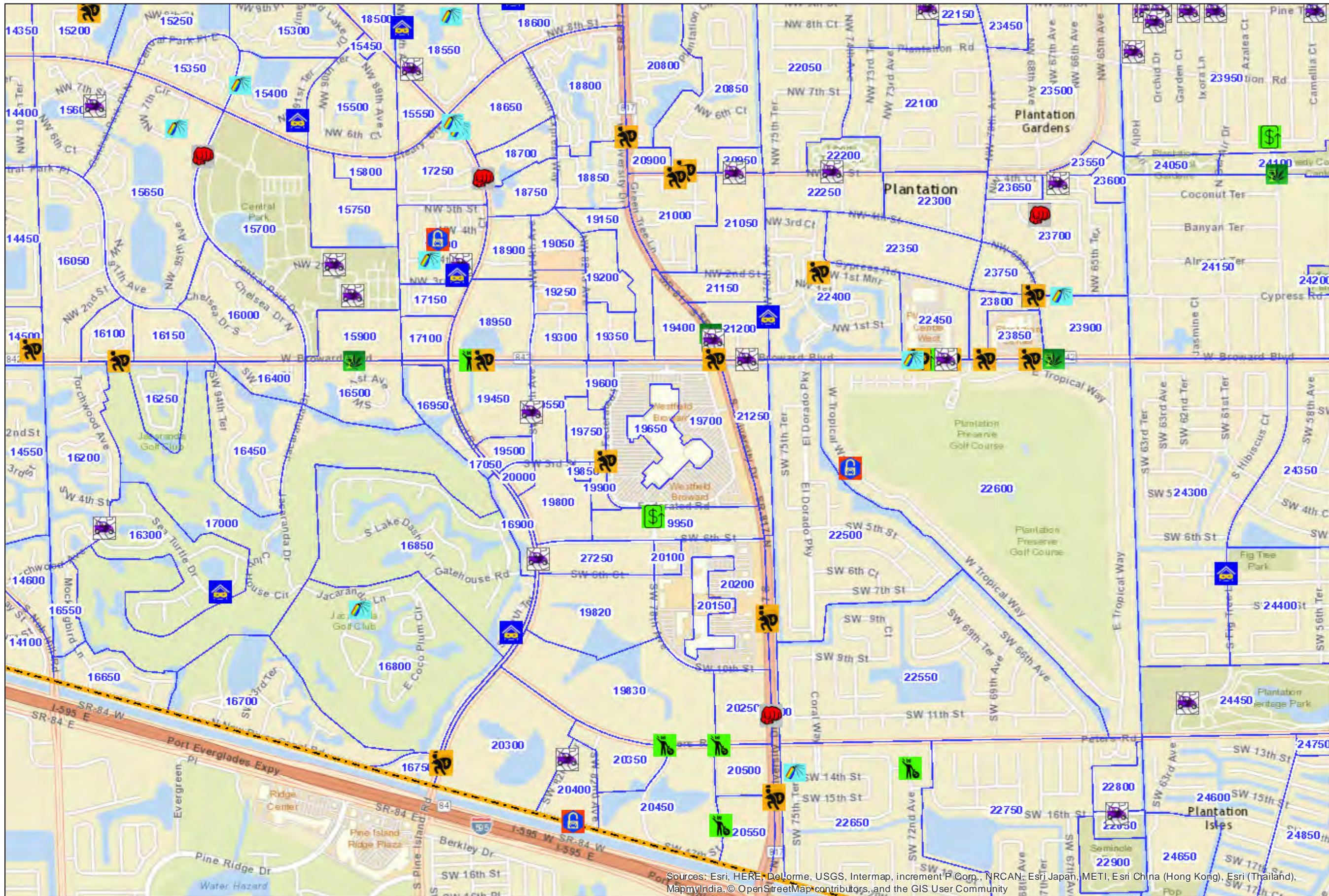


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 - DRUGS/ALCOHOL VIOLATIONS
 - FRAUD
 - MOTOR VEHICLE THEFT
 - ROBBERY
 - VANDALISM
 - VEHICLE BREAK-IN/THEFT
 - City Boundaries
 - Police Grids
 - World Street Map

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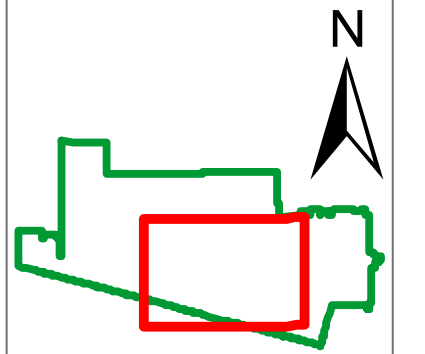


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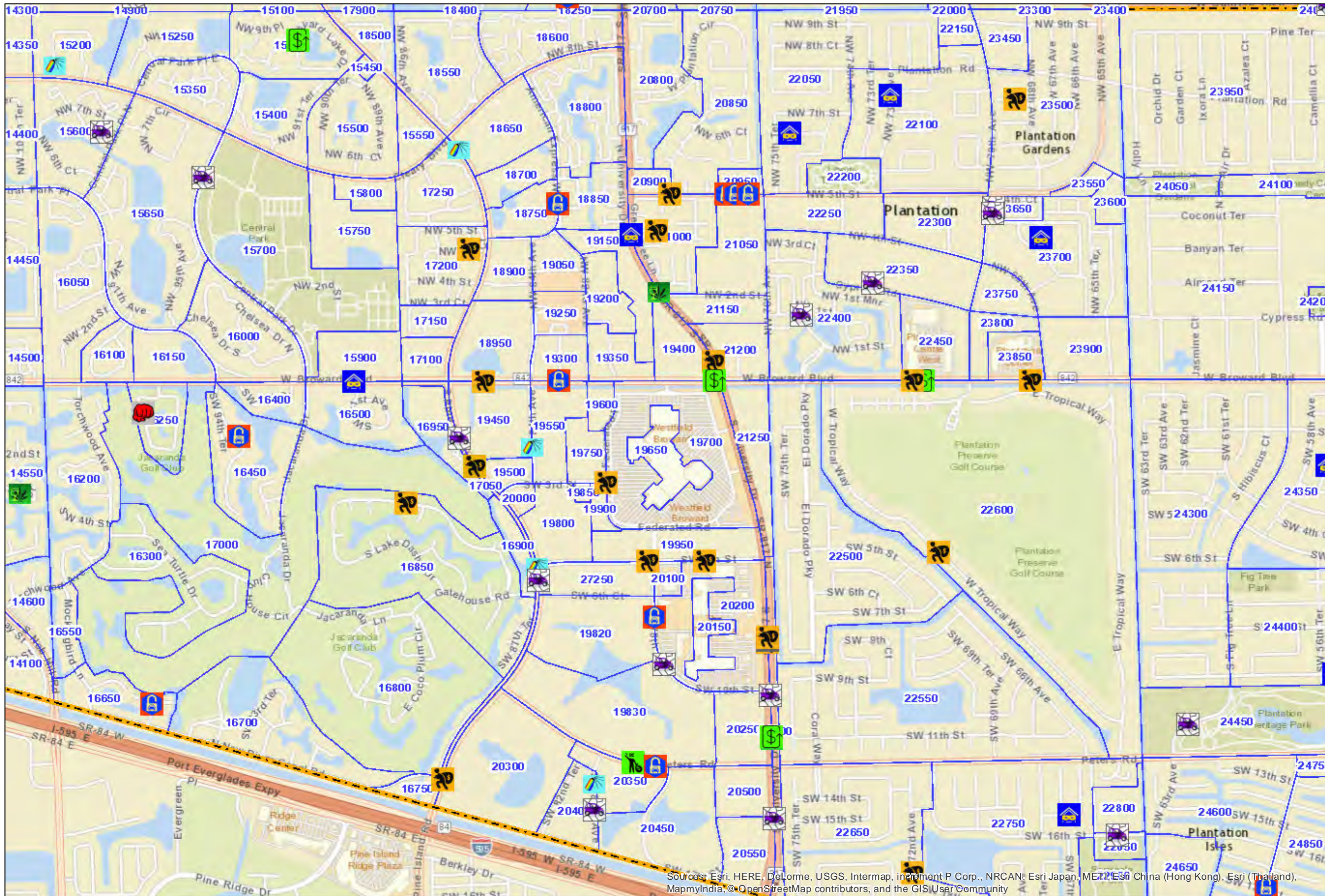


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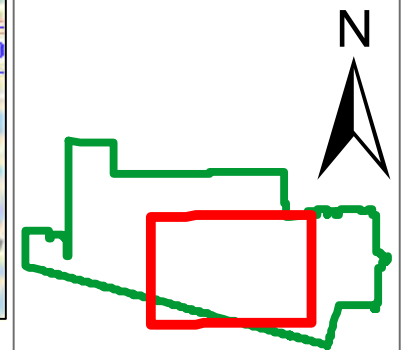


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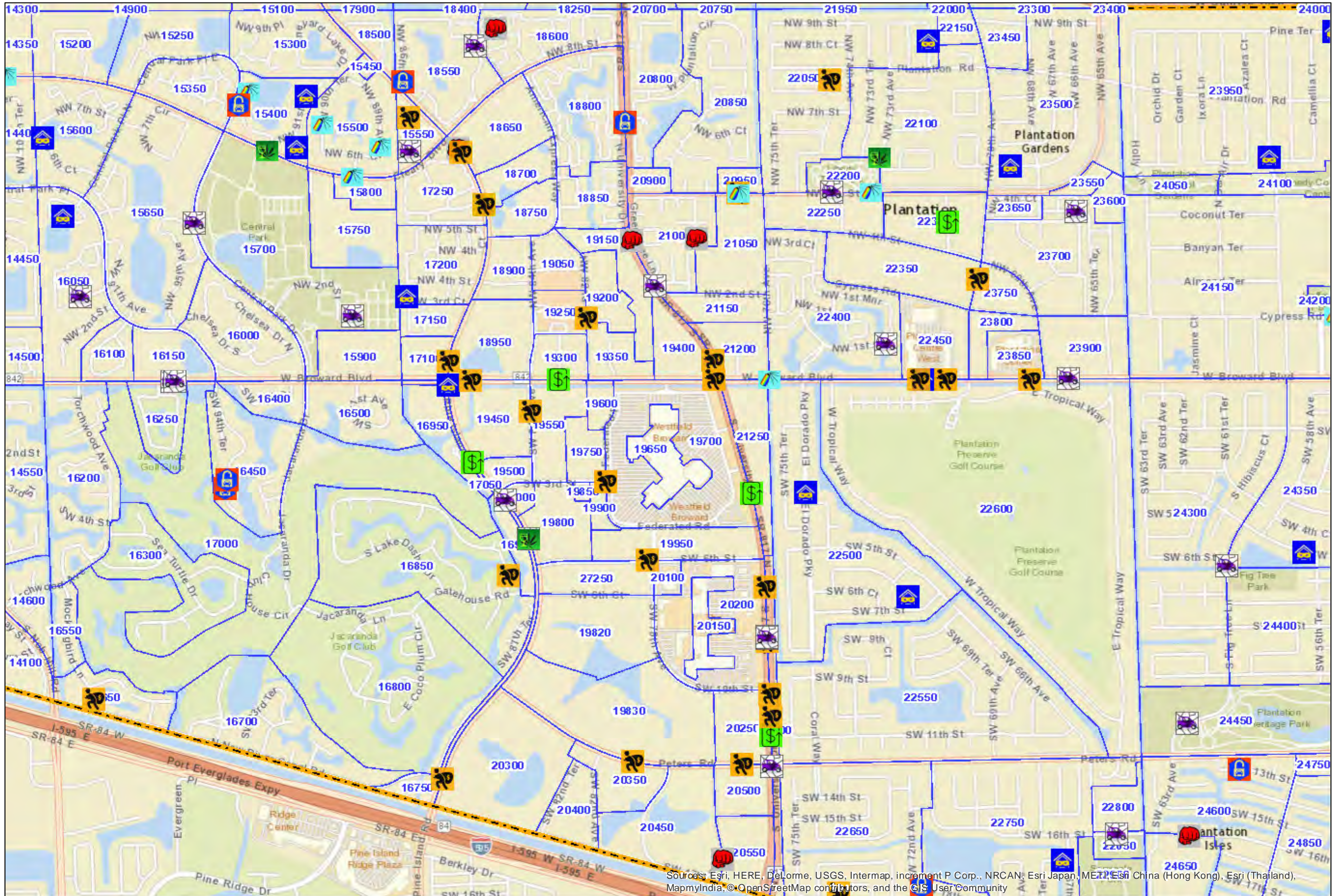


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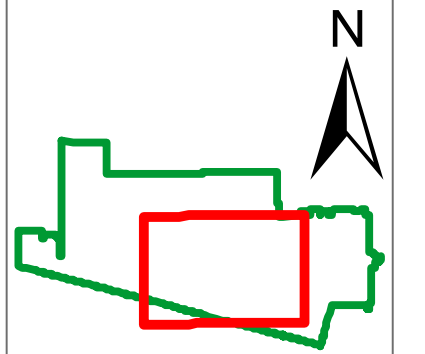


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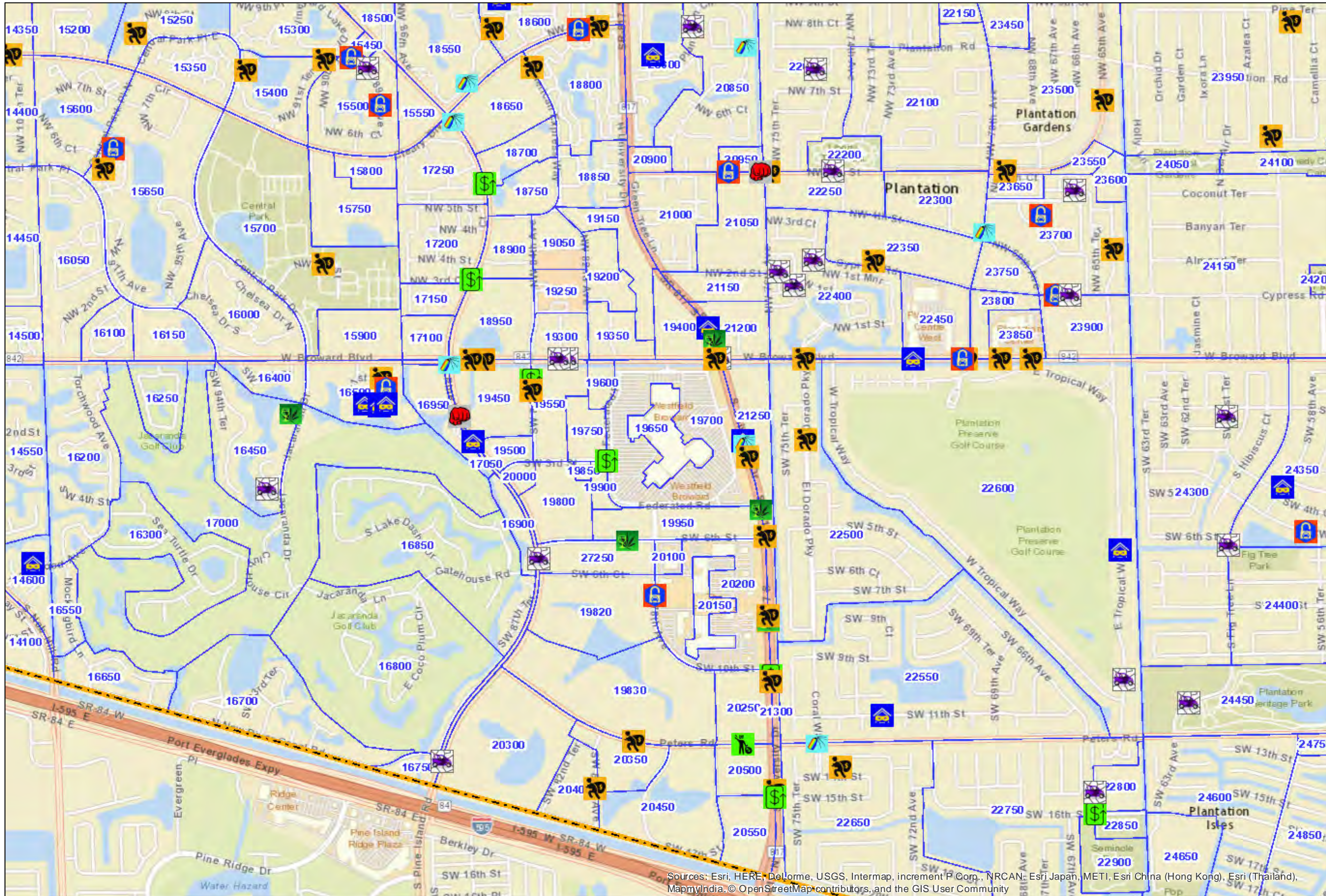


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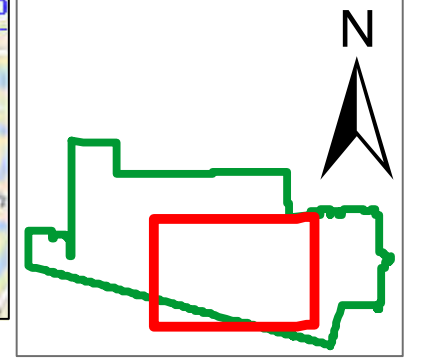


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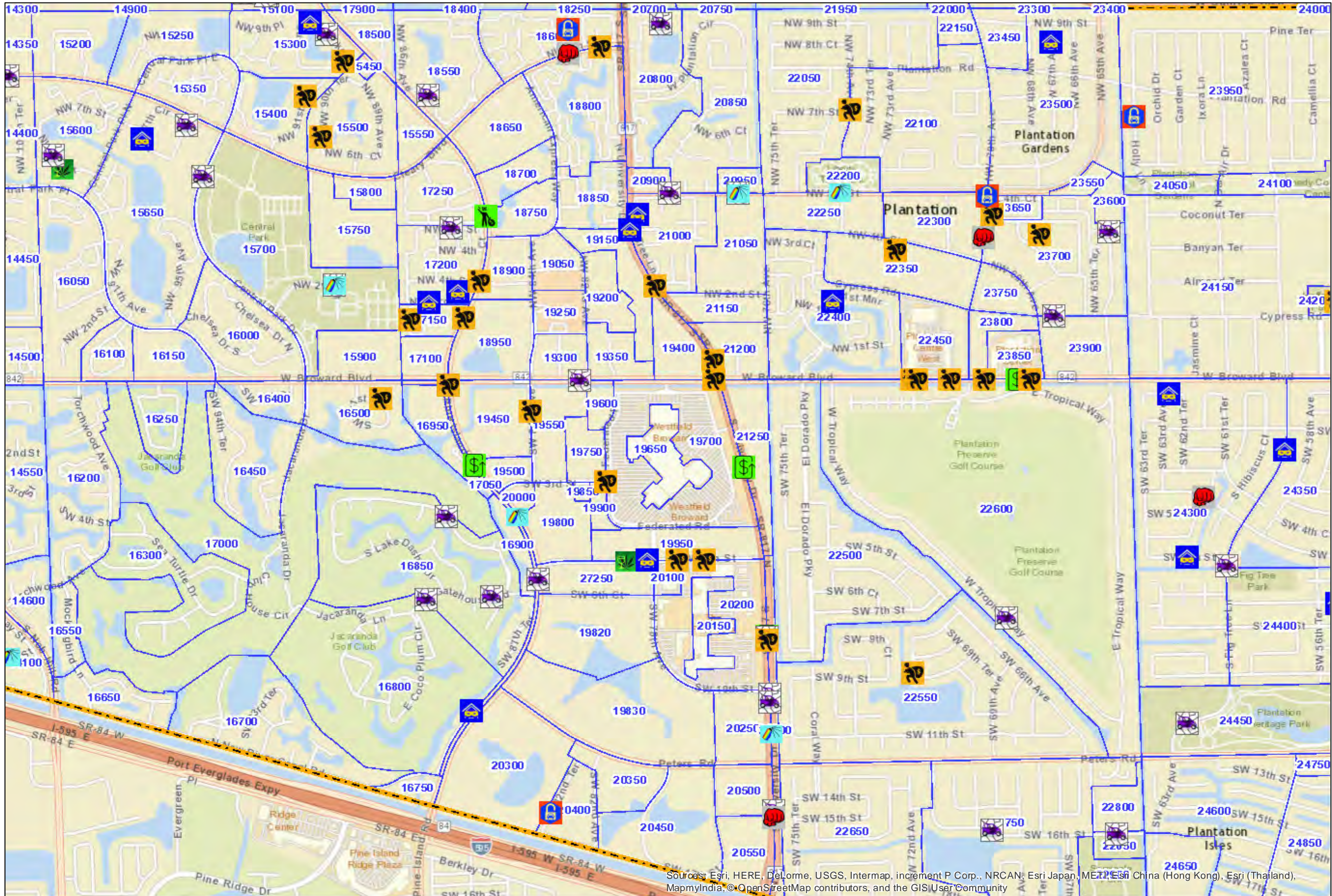


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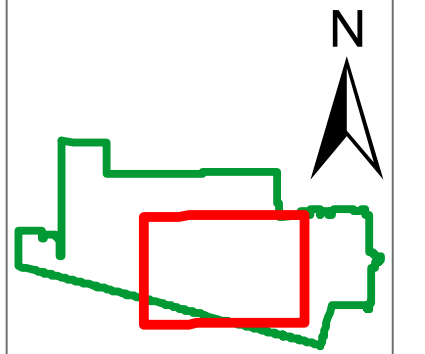


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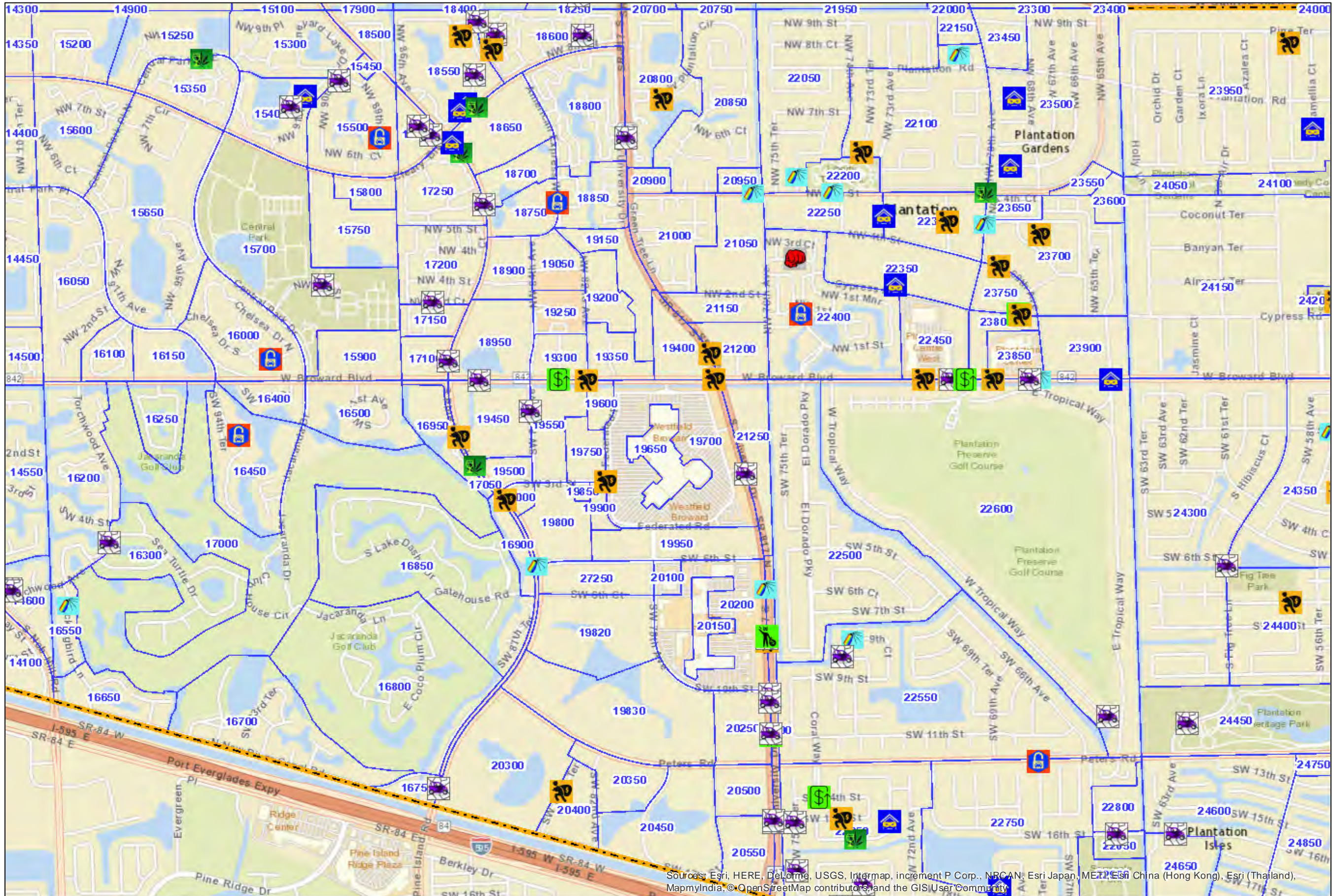


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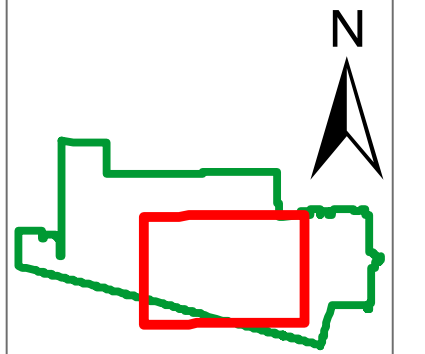


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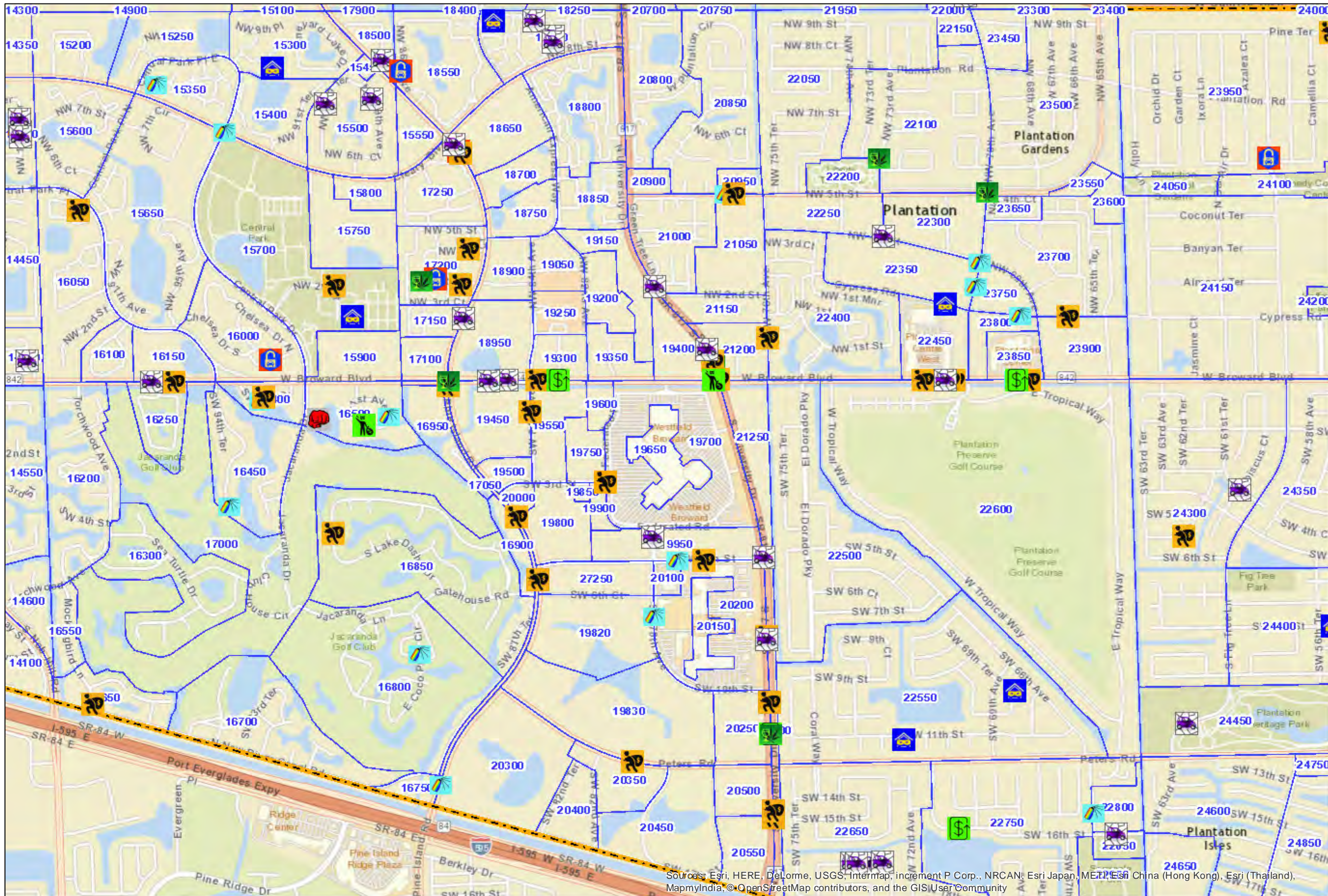


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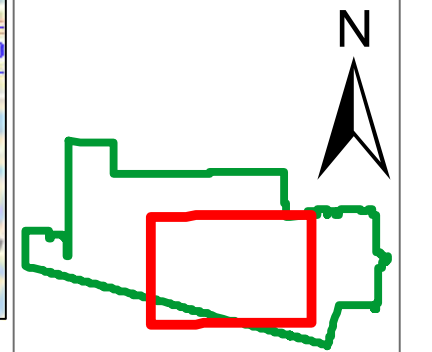


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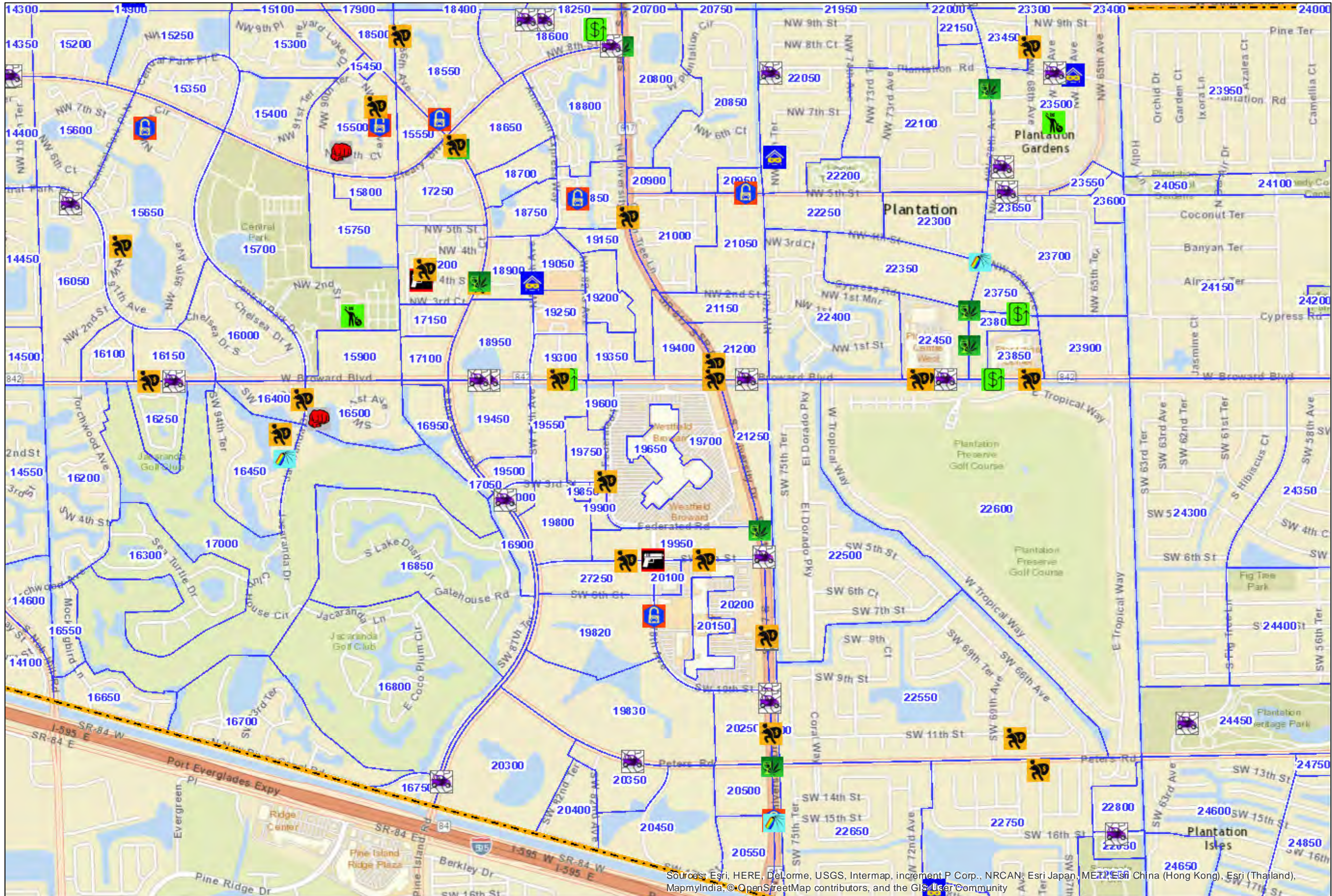


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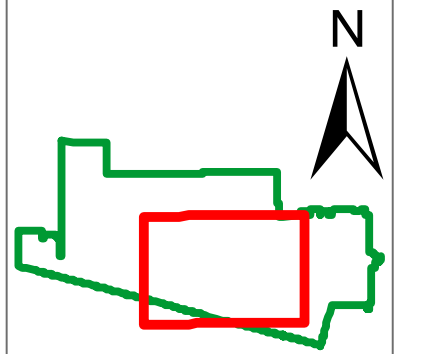


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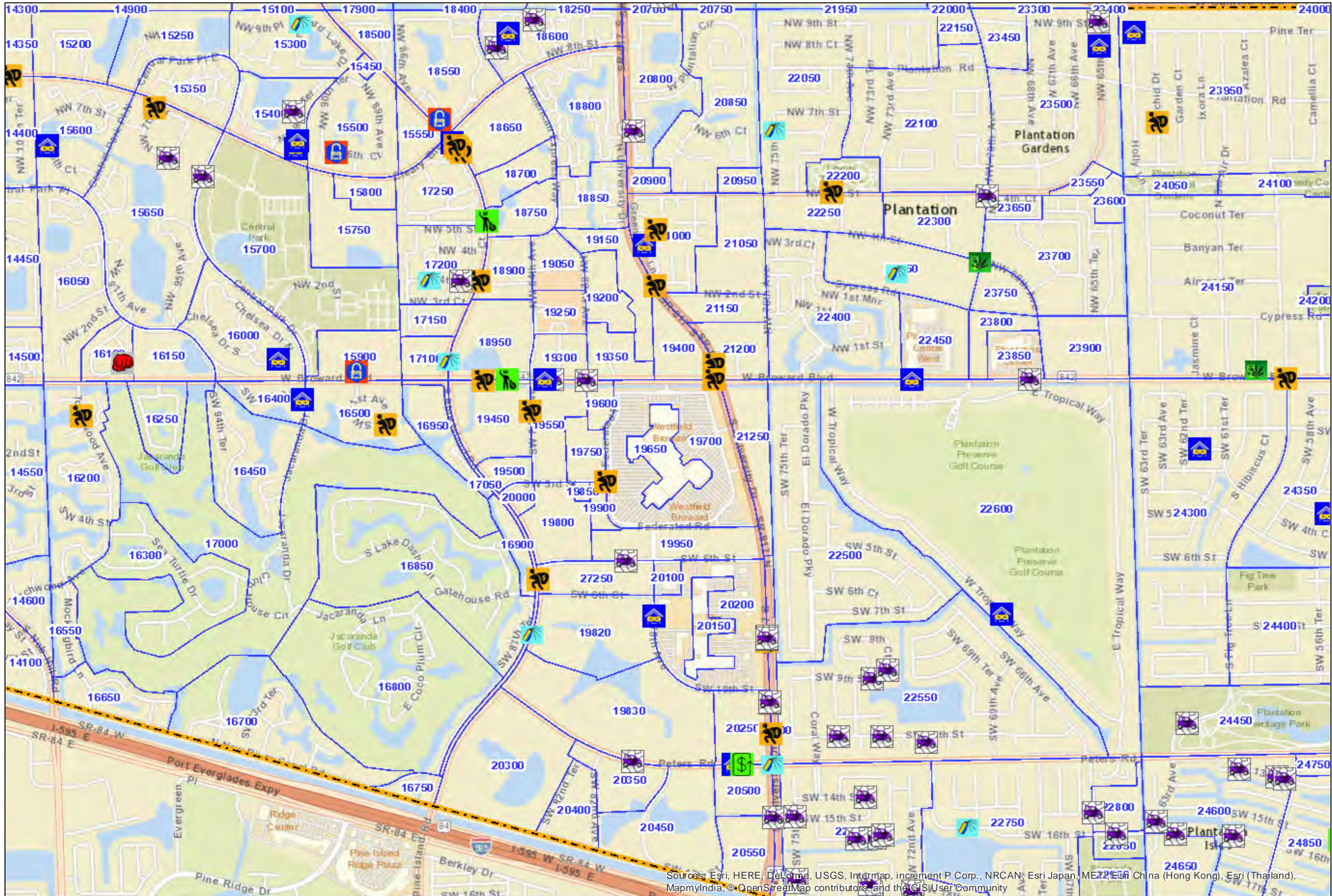


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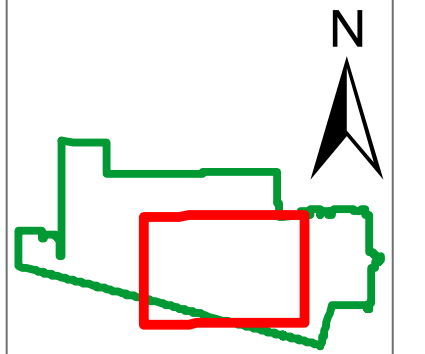


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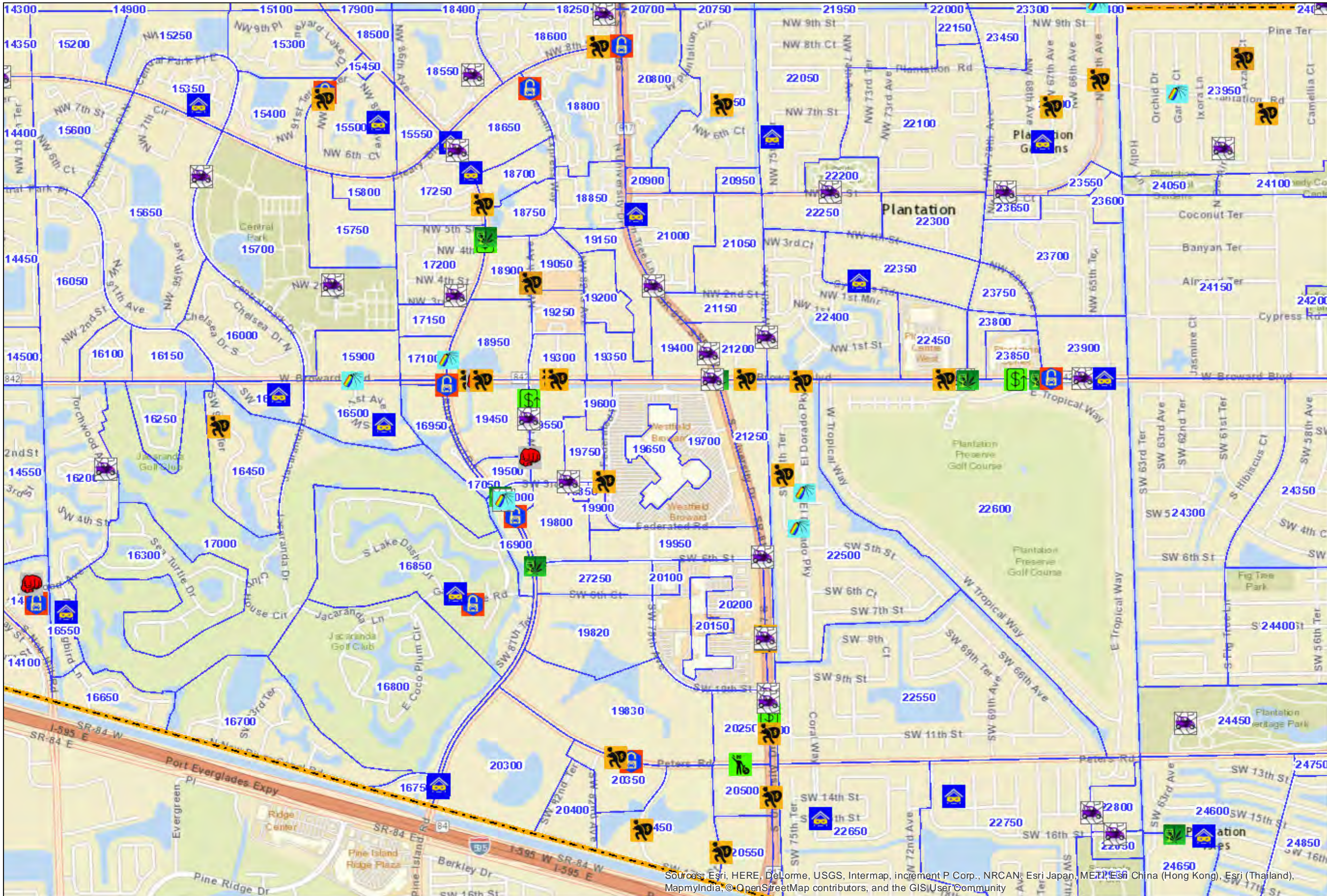


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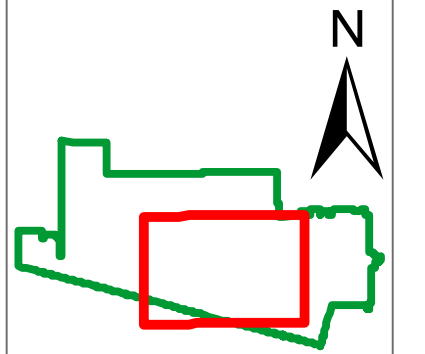


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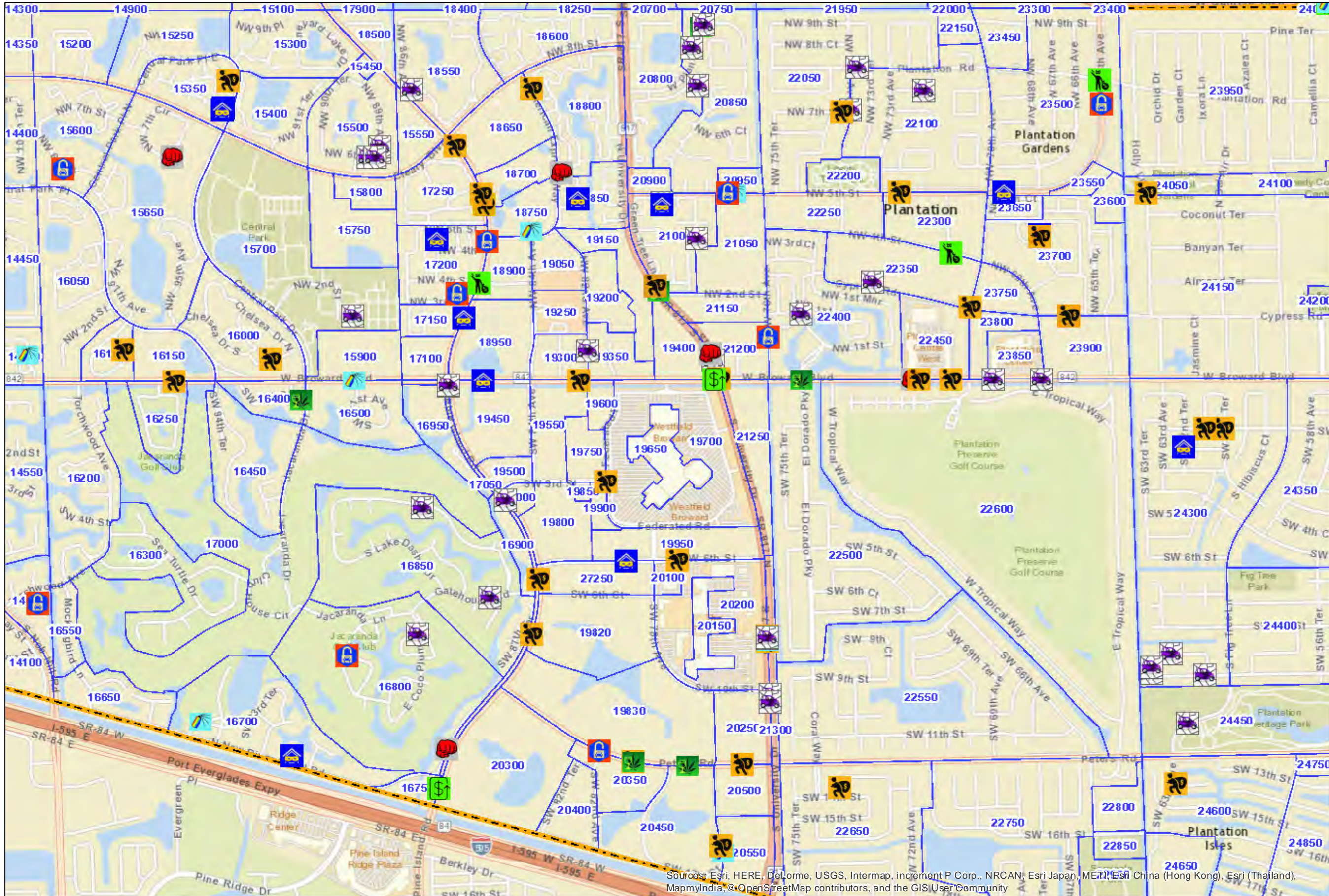


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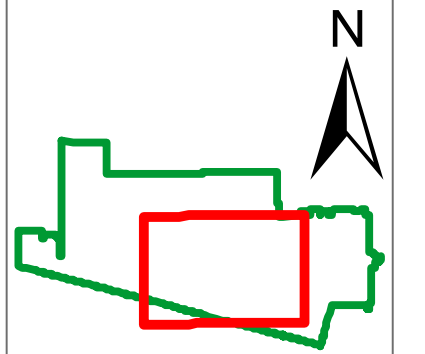


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5. Appendices

5.8. Livability and walk scoring



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201 SW 84th Ave,
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Broward County, 33324

What is Livability?

Livable communities have diverse features that satisfy the needs of people of all ages, incomes and abilities. Learn more about AARP's Livability Index at www.aarp.org/livabilityindex.

Above Average
67 - 100+



This community does not score above average in any of the seven Livability categories.

Average
34 - 66



- 65**  **NEIGHBORHOOD**
ACCESS TO LIFE, WORK, AND PLAY
- 59**  **HEALTH**
PREVENTION, ACCESS, AND QUALITY
- 58**  **TRANSPORTATION**
SAFE AND CONVENIENT OPTIONS
- 58**  **ENGAGEMENT**
CIVIC AND SOCIAL INVOLVEMENT
- 54**  **ENVIRONMENT**
CLEAN AIR AND WATER
- 39**  **OPPORTUNITY**
INCLUSION AND POSSIBILITIES
- 37**  **HOUSING**
AFFORDABILITY AND ACCESS

Below Average
0 - 33



This community does not score below average in any of the seven Livability categories.

Learn how you can make your community more livable and raise your score, visit www.aarp.org/livabilityindex.
For policy research and analysis on livable communities, visit www.aarp.org/livablepolicy.
For general resources on livable communities, including AARP's Network of Age-Friendly Communities, visit



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5. Appendices



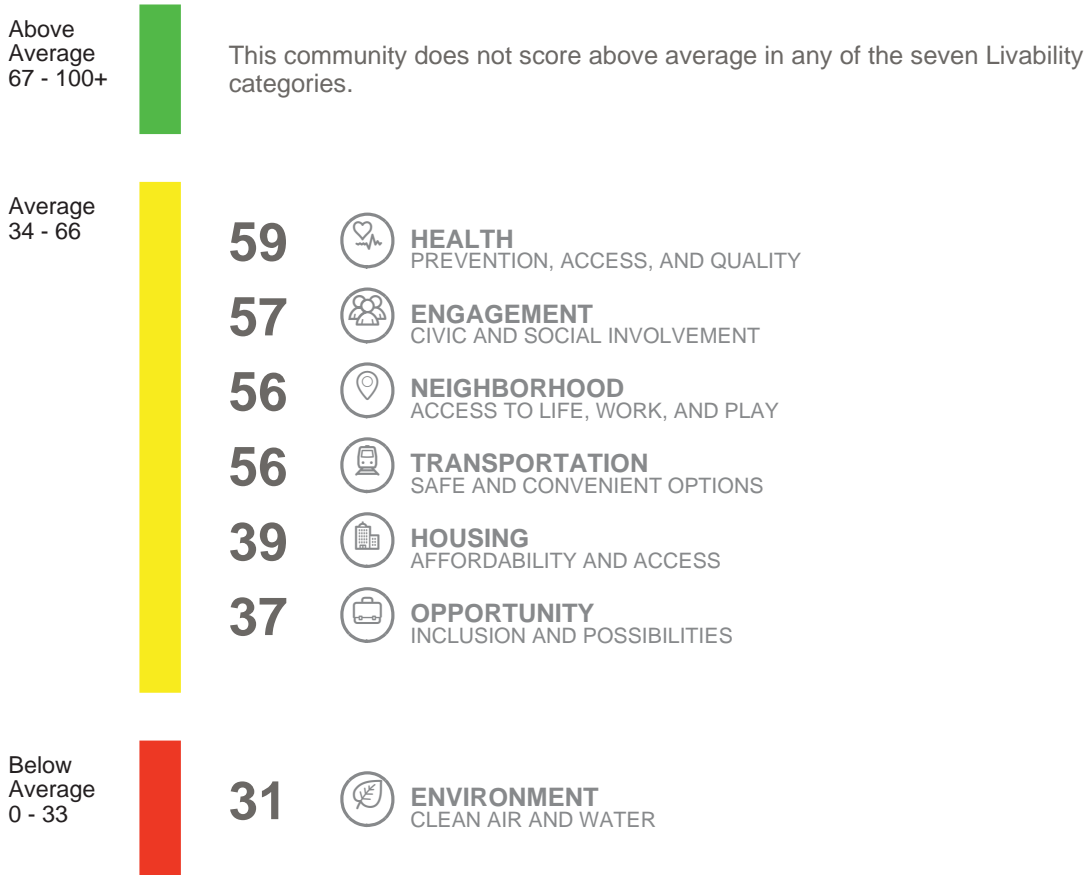
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5. Appendices



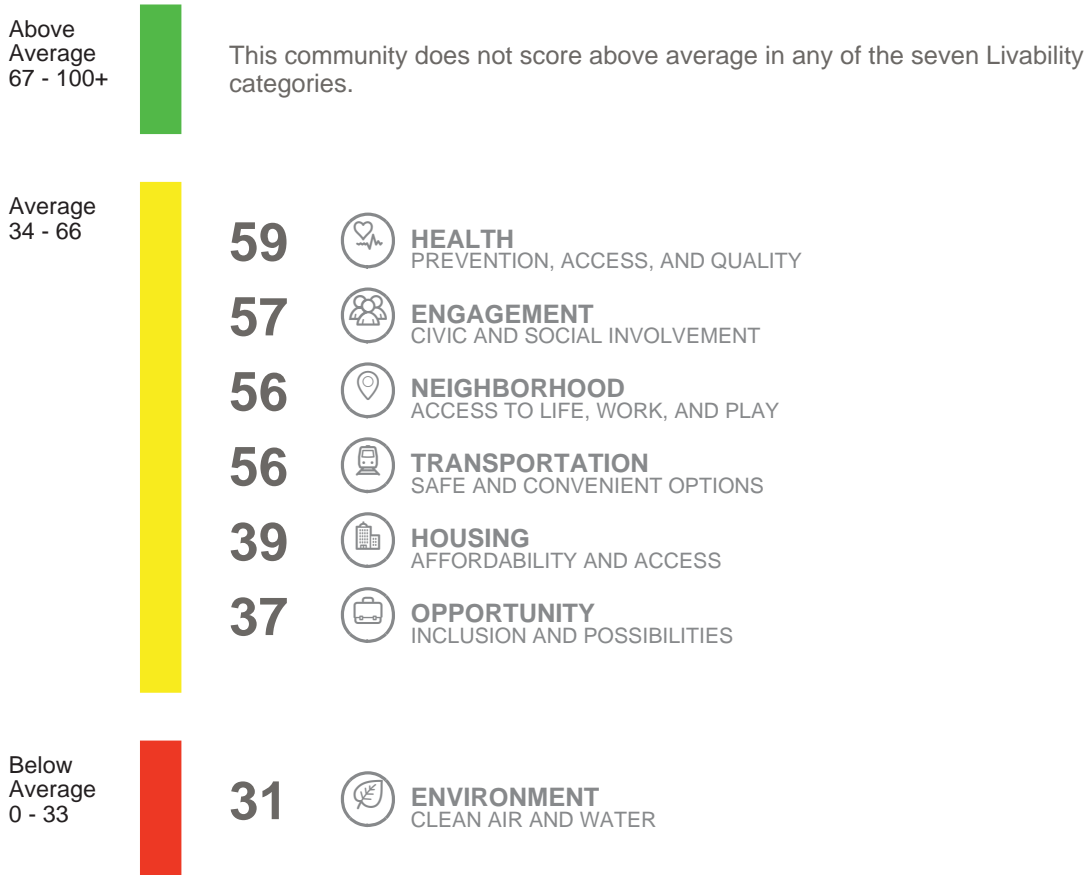
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Above
Average
67 - 100+



This community does not score above average in any of the seven Livability categories.

Average
34 - 66



59



HEALTH
PREVENTION, ACCESS, AND QUALITY

57



ENGAGEMENT
CIVIC AND SOCIAL INVOLVEMENT

56



NEIGHBORHOOD
ACCESS TO LIFE, WORK, AND PLAY

56



TRANSPORTATION
SAFE AND CONVENIENT OPTIONS

39



HOUSING
AFFORDABILITY AND ACCESS

37



OPPORTUNITY
INCLUSION AND POSSIBILITIES

Below
Average
0 - 33



31



ENVIRONMENT
CLEAN AIR AND WATER

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- 59**  **HEALTH**
PREVENTION, ACCESS, AND QUALITY
- 52**  **ENGAGEMENT**
CIVIC AND SOCIAL INVOLVEMENT
- 50**  **TRANSPORTATION**
SAFE AND CONVENIENT OPTIONS
- 45**  **NEIGHBORHOOD**
ACCESS TO LIFE, WORK, AND PLAY
- 40**  **ENVIRONMENT**
CLEAN AIR AND WATER
- 38**  **OPPORTUNITY**
INCLUSION AND POSSIBILITIES
- 35**  **HOUSING**
AFFORDABILITY AND ACCESS

Below
Average
0 - 33



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PREVENTION, ACCESS, AND QUALITY
- 52**  **ENGAGEMENT**
CIVIC AND SOCIAL INVOLVEMENT
- 50**  **TRANSPORTATION**
SAFE AND CONVENIENT OPTIONS
- 45**  **NEIGHBORHOOD**
ACCESS TO LIFE, WORK, AND PLAY
- 40**  **ENVIRONMENT**
CLEAN AIR AND WATER
- 38**  **OPPORTUNITY**
INCLUSION AND POSSIBILITIES
- 35**  **HOUSING**
AFFORDABILITY AND ACCESS

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Average
0 - 33



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- 65**  **NEIGHBORHOOD**
ACCESS TO LIFE, WORK, AND PLAY
- 59**  **HEALTH**
PREVENTION, ACCESS, AND QUALITY
- 58**  **TRANSPORTATION**
SAFE AND CONVENIENT OPTIONS
- 58**  **ENGAGEMENT**
CIVIC AND SOCIAL INVOLVEMENT
- 54**  **ENVIRONMENT**
CLEAN AIR AND WATER
- 39**  **OPPORTUNITY**
INCLUSION AND POSSIBILITIES
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Broward County, 33388

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34 - 66



- 65** **NEIGHBORHOOD**
ACCESS TO LIFE, WORK, AND PLAY
- 59** **HEALTH**
PREVENTION, ACCESS, AND QUALITY
- 58** **TRANSPORTATION**
SAFE AND CONVENIENT OPTIONS
- 58** **ENGAGEMENT**
CIVIC AND SOCIAL INVOLVEMENT
- 54** **ENVIRONMENT**
CLEAN AIR AND WATER
- 39** **OPPORTUNITY**
INCLUSION AND POSSIBILITIES
- 37** **HOUSING**
AFFORDABILITY AND ACCESS

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Average
34 - 66



64  **NEIGHBORHOOD**
ACCESS TO LIFE, WORK, AND PLAY

59  **HEALTH**
PREVENTION, ACCESS, AND QUALITY

55  **TRANSPORTATION**
SAFE AND CONVENIENT OPTIONS

46  **HOUSING**
AFFORDABILITY AND ACCESS

46  **ENGAGEMENT**
CIVIC AND SOCIAL INVOLVEMENT

36  **ENVIRONMENT**
CLEAN AIR AND WATER

Below
Average
0 - 33



29  **OPPORTUNITY**
INCLUSION AND POSSIBILITIES

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ACCESS TO LIFE, WORK, AND PLAY

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SAFE AND CONVENIENT OPTIONS

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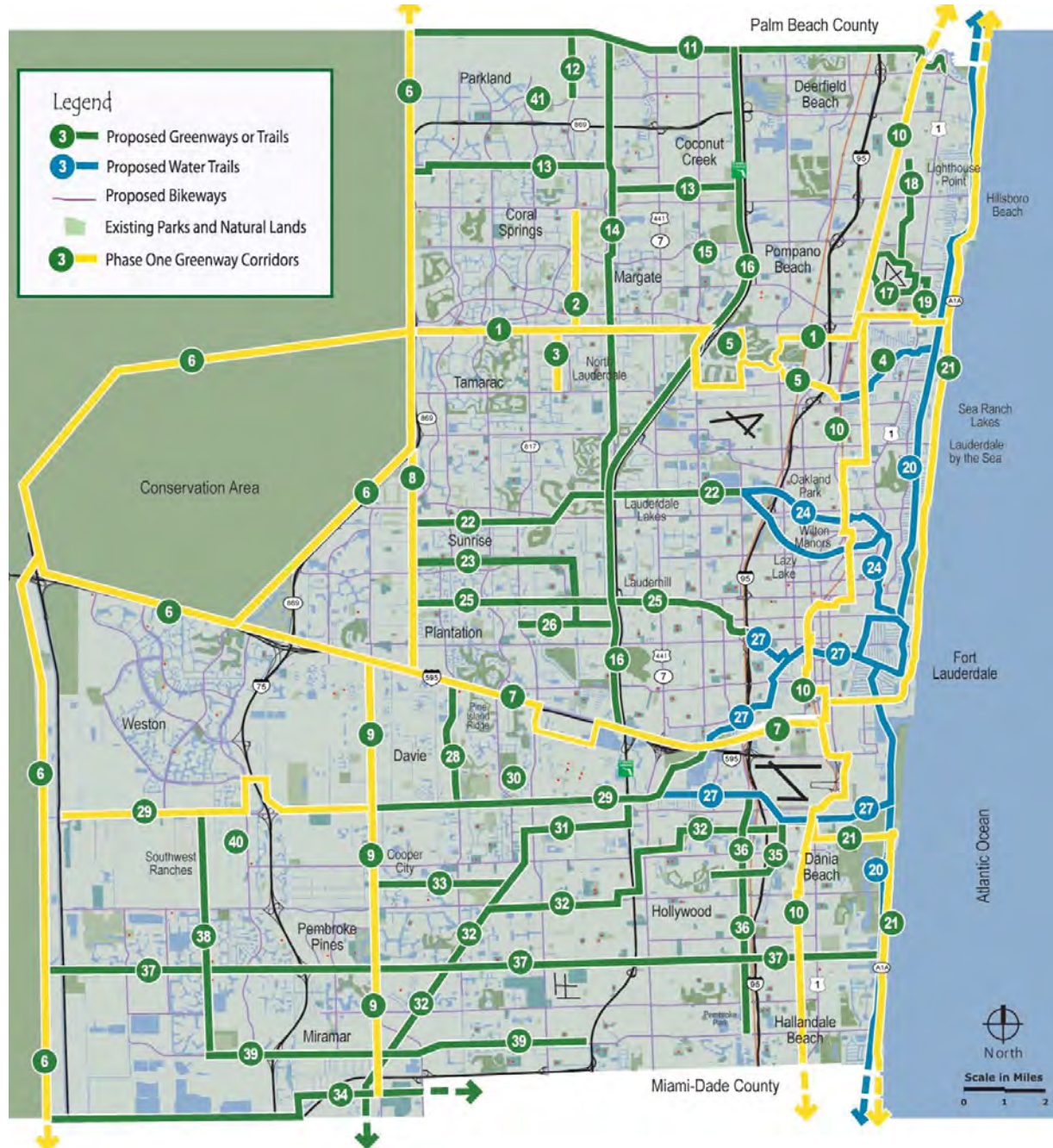
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5.9. New River Greenway

<http://www.1000friendsofflorida.org/wp-content/uploads/2015/01/Broward-CompleteStreets-Greenways-Integration-Final-Report.pdf>

Greenways Integration Study—April 2014



Note: The Broward County Greenways Master Plan map was produced in 2002 and therefore does not include “The Wedge”, which has since been added as part of Broward County via agreement with Palm Beach County.

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<http://www.1000friendsofflorida.org/wp-content/uploads/2015/01/Broward-CompleteStreets-Greenways-Integration-Final-Report.pdf>

Map Index*	Name	Approx. Length Miles	Location	Type
1	C-14 Canal / Cypress Creek Greenway	**12.9	C-14 Canal	Multipurpose Path
2	Riverside Dr. Canal Trail	1.5	Riverside Dr. Canal	Multipurpose Path
3	N. Lauderdale South Trail	2.8	Canal	Multipurpose Path
4	Snook Creek	3.0	Snook Creek Canal	Water Trail
5	Cypress Creek	3.0	Cypress Creek Canal	Multipurpose Path
6	Conservation Levee	48.4	Levee	Multipurpose Path
7	New River/SR 84 Greenway	11.7	SR 84/New River R.O.W.	Multipurpose Path
8	Hiatus Rd. C-42 Canal Trail	5.3	C-42 Canal	Multipurpose Path
9	Flamingo Road Trail	10.9	Flamingo Rd. R.O.W.	Multipurpose Path
10	Dixie Highway/FEC Trail	28.6	Dixie Hwy./FEC R.O.W.	M. Path, B. Lnes, Swalks
11	Hillsboro Canal Greenway	12.7	Hillsboro Canal	Multipurpose Path
12	Parkland Trail	1.7	Canal	Multipurpose Path
13	Creek/Springs FPL R.O.W. Trail	7.6	Power Easement	Multipurpose Path
14	Rock Island Road FPL R.O.W. Trail	11.1	Power Easement	Multipurpose Path
15	Coconut Creek Trails		City-wide	M. Path, B. Lnes, Swalks
16	Turnpike Greenway	17.1	Turnpike R.O.W.	Multipurpose Path
17	Pompano Air Park	4.4	Existing Path	Multipurpose Path
18	NE 15 Ave/SE 2 Ave Trail	2.5	NE 15th/SE 2 Ave. R.O.W.	Multipurpose Path
19	NE 26 Ave. Trail	1.5	NE 26 Ave. R.O.W.	Multipurpose Path
20	Intracoastal Waterway	19.7	Water Trail	Water Trail
21	SR A1A Trail	25.7	A1A R.O.W.	M. Path, B. Lnes, Swalks
22	C-13 Canal Trail	8.1	C-13 Canal	Multipurpose Path
23	Sunrise/Plantation Trail	5.0	Canal	Multipurpose Path
24	Middle River Trail	9.2	Water Trail	Water Trail
25	C-12 Canal Trail	6.5	C-12 Canal	Multipurpose Path
26	5th Ave. Trail	2.9	Canal	Multipurpose Path
27	New River Loop	25.0	Water Trail	Water Trail
28	Nob Hill Trail	3.0	Nob Hill R.O.W.	Multipurpose Path
29	Griffin/Orange Dr. Greenway	13.6	C-11 Canal	Multipurpose Path
30	Davie Trails		City-wide	M. Path, B. Lnes, Swalks
31	West Trail FPL R.O.W.	4.0	Power Easement	Multipurpose Path
32	Central Trail FPL R.O.W.	14.3	Power Easement	Multipurpose Path
33	Rock Creek FPL R.O.W.	3.0	Power Easement	Multipurpose Path
34	C-9 Canal Trail	9.6	C-9 Canal	Multipurpose Path
35	C-10 Canal Trail	3.2	C-10 Canal	Multipurpose Path
36	The CSX Trail	5.5	CSX R.O.W.	Multipurpose Path
37	Pembroke Pines / Hollywood Trail	13.6	Pines Blvd. R.O.W.	M. Path, B. Lnes, Swalks
38	172nd Ave. Trail	5.7	172 Ave. R.O.W.	M. Path, B. Lnes, Swalks
39	Miramar Parkway Trail	9.0	Miramar Parkway R.O.W.	M. Path, B. Lnes, Swalks
40	Southwest Ranches Equestrian Trails			Equestrian Trails
41	Parkland Trails		City-wide	M. Path, B. Lnes, Swalks

* Map Index for reference only. Numbers do not indicate priority ranking.

** 10.6 miles are along the C-14 Canal

Phase One Greenway Corridors

5. Appendices

Extending over 11 miles through central Broward County, the New River Greenway is a multi-use path which links western (Everglades) and eastern (Port Everglades) portions of Broward County along the I-595/Greenway corridor. Planned improvements to the pathway include: better separation from the loud and busy I-595 freeway; bicycle and pedestrian-friendly corridor linking Port Everglades with Broward's western conservation area and Markham Park; and reconnecting bike and pedestrian links to the University complex in Davie that were severed once I-595 was constructed.

The New River Greenway remains a unique feature in a County with a lack of off-road amenities. In 2002, the Plan included recommendations to enhance the Greenway by ensuring the design met certain criteria that encouraged its use and promoted livability (i.e. wide sidewalks, pathways for both bicyclists and pedestrians, and shade trees.) The Exhibit below shows that the Greenway runs along Plantation's southern boundary, including abutting the southern portion of the City's Midtown District. Unfortunately, while the Greenway provides certain benefits to all communities it intersects, the Greenway Trail still lacks vital infrastructure at major crossroads along the route. Several improvements to the Trail's infrastructure that should be addressed include: Signage enhancements that not only show the entire Trail's route, but also nearby public attractions, connections to parks, upcoming nearby events, etc. Also, pedestrian bridges should be constructed at the major crossroads along the Greenway Trail.

5. Appendices

5.10. Infrastructure Analysis (Produced by Team)

Proposed Residential Units - Water Demand								
Current	Projected	Projected (plus 708 units)		Per Development:		# of new units	Additional Gallons/day/million	
		Development Name						
Current Capacity mgd (million gallons per day):	18.96	Additional Units to be Added	2,340	Additional Units to be Added	708	1 - American Express	420	0.1470
Current & Committed Demand (mgd)	13.20	City Wide, 350 gallons/day (for each Equivalent Residential Connection - ERC)				2 - Cornerstone/Mill Creek	310	0.1085
Current surplus (mgd)	5.76	Additional Gallons/day/million	0.8190	Additional Gallons/day/million	0.2478	3 - Aetna	344	0.1204
		Surplus (mgd) after addition:	4.9410	Surplus (mgd) after addition (including only 708 new units):	5.5122	4 - Temple KOL AMI	125	0.0438
				Surplus (mgd) after addition (including all 3,048 new units):	4.6932	5 - Fashion Mall	696	0.2436
						6 - Sears	445	0.1558
						Total	2,340	0.8190
						Additional 708 units	708	0.2478
						Total (w/3,048 unit)	3,048	1.0668

Sources: City of Plantation Comprehensive Plan 2008 (Infrastructure Element)
City of Plantation Utilities Department

Proposed Residential Units - Public Park Demand										
Current	Projected	Projected (plus 708 units)		Per Development:		# of new units	Additional People/development	Additional Acres/development		
		Development Name								
Current Population (Project Buildout 2015)	97,061	Additional Units to be Added	2,340	Additional Units to be Added	708	1 - American Express	420	1,092	4.3680	
Park Standard required (acres)	388.2	Assigned City average of 2.6 persons/dwelling unit				2.6	2 - Cornerstone/Mill Creek	310	806	3.2240
Allowable Existing/Proposed Parks (acres)	640.5	Additional people added	6,084	Additional people added	1,841	3 - Aetna	344	894	3.5776	
Surplus (acres) of:	252.3	4 park acres/1,000 people			4	4 - Temple KOL AMI	125	325	1.3000	
		Additional acres	24.3	Additional acres	7.4	5 - Fashion Mall	696	1,810	7.2384	
		Surplus (acres) after addition:	228.0	Surplus (acres) after addition (including only 708 new units):	244.9	6 - Sears	445	1,157	4.6280	
				Surplus (acres) after addition (including all 3,048 new units):	220.6	Total	2,340	6,084	24.3	
						Additional 708 units	708	1,841	7.4	
						Total (w/3,048)	3,048	7,925	31.7	

Source: Recreation and Open Space Element - Data and Analysis

Proposed Residential Units - Sewer Demand								
Current	Projected	Projected (plus 708 units)		Per Development:		# of new units	Additional Gallons/day/million	
		Development Name						
Current Capacity mgd (million gallons per day):	18.19	Additional Units to be Added	2,340	Additional Units to be Added	708	1 - American Express	420	0.1155
Current & Committed Demand (mgd)	11.59	City Wide, 275 gallons/day (for each Equivalent Residential Connection - ERC)				2 - Cornerstone/Mill Creek	310	0.0853
Current surplus (mgd)	6.60	Additional Gallons/day/million	0.6435	Additional Gallons/day/million	0.1947	3 - Aetna	344	0.0946
		Surplus (mgd) after addition:	5.9565	Surplus (mgd) after addition (including only 708 new units):	6.4053	4 - Temple KOL AMI	125	0.0344
				Surplus (mgd) after addition (including all 3,048 new units):	5.7618	5 - Fashion Mall	696	0.1914
						6 - Sears	445	0.1224
						Total	2,340	0.6435
						Additional 708 units	708	0.1947
						Total (w/3,048 unit)	3,048	0.8382

Source: City of Plantation Comprehensive Plan 2008 (Infrastructure Element)
City of Plantation Utilities Department

School Names	Current Capacity	Benchmark Day	% of Gross Capacity	Under/Over Capacity	Projected number of students added per school per development						Projected new school total	Projected new % of Gross Capacity
					American Express	Cornerstone/Mill creek	Aetna	Temple KOL AMI	Fashion Mall	Sears		
Elementary Schools												
Peter's	845	600	71.0%	-245	36	0	0	0	60	0	696	82.4%
Tropical	932	925	99.2%	-7	0	27	30	11	0	38	1,031	110.6%
					36	27	30	11	60	38	202	
Middle Schools												
Plantation	1,345	812	60.4%	-533	15	0	0	0	25	0	852	63.3%
Seminole	1,436	1,194	83.1%	-242	0	11	13	5	0	16	1,239	86.3%
					15	11	13	5	25	16	85	
High Schools												
Plantation	2,893	2,344	81.0%	-549	20	0	0	0	34	0	2,398	82.9%
South Plantation	2,779	2,372	85.4%	-407	0	15	17	6	0	22	2,432	87.5%
					20	15	17	6	34	22	114	

5. Appendices

5.11. Hypothetical Site Development Data (Produced by Team)

Site: American Express

Address: 777 American Express Way

Folio number: 5041 04 11 0010

Plat: American Express Tract PB 82, PG 35

Restrictions: None

Zoning: SPI-3

Land Use: Commercial

Total Acres: 25

Existing Use: Parent tract has an office building with surface parking and garage.

Proposed Use #1: Mixed Use (420 Residential rental units in two phases. Phase one is 210 units and phase two is 210 units. Each phase will have 9,450 SF of retail and restaurants)

Net acres: 5.18

Net density: 81 du/ac

Gross Density: 16.8 (@25 du/ac)

Details:

Estimated construction start Phase One: Jan. 2018

Estimated Phase One C.O.: Jan. 20 19

Estimated construction start Phase two: Jan. 2019

Estimated Phase two C.O.: Jan. 2020

Conceptual project is 6 floors with 2 floors of parking and retail on ground floor.

Two Phases of 210 residential units each and 9,450 SF retail.

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Retail: \$25 per square foot

Estimated demolition cost of surface parking: \$653,800

Economic Impacts: Total Employment- 427

Economic Impact- \$25,388,667

Traffic: 4,419 Daily Trips

5. Appendices

Potable Water Current Surplus: 5.76 MGD, Site Demand: 0.1470 MGD

Sanitary Sewer Current Surplus: 6.60 MGD, Site Demand: 0.1155 MGD

Current Park Surplus: 252.3 Acres, Site Demand: 4.368 Acres

School Generation:

Peters Elementary School capacity: 845 students- Generated: 36

Plantation Middle School capacity: 1,345 students- Generated 15

Plantation High School capacity: 2,893 students- Generated 20

5. Appendices

Site: Aetna

Address: 1600 SW 80th Terrace

Folio numbers: 5041 16 27 0040 (where actual building will be located)
5041 16 27 0041

Plat: Jacaranda Parcel 834 PB 133, PG 28

Restrictions: 1 acre of Active Park and 57,927 square feet of Community Facility. The remainder of the plat is restricted to 487,817 square feet of office, of which not more than 30,000 square feet may be used for accessory commercial. Bank uses are not permitted without the review and approval of the Board of County Commissioners who shall review and address these uses for increased impacts.

Zoning: OP-P

Land Use: Office Park (Limited Commercial)

Total Acres: 13.76

Existing Use: Parent Tract has a multi-story office building with surface parking.

Proposed Use: Residential Multi Family rentals (no retail)

Net acres: 3.3

Net density: 104 du/ac

Gross Density: 344 units (@25 du/ac)

Details

Estimated construction start: Jan. 2020

Estimated C.O.: Jan. 2021

Conceptual project is 10 floors with 4 floors of parking. Development includes providing parking for office that is displaced.

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Estimated demolition of surface parking: \$416,500.

Economic Impact: Total Employment- 254

Economic Impact- \$13,599,661

Traffic: 2,208 Daily Trips

5. Appendices

Potable Water Current Surplus: 5.76 MGD, Site Demand: 0.1204 MGD

Sanitary Sewer Current Surplus: 6.60 MGD, Site Demand: 0.0946 MGD

Current Park Surplus: 252.3 Acres, Site Demand: 3.5776 Acres

School Generation:

Tropical Elementary School capacity: 932 students- Generated: 30

Seminole Middle School capacity: 1,436 students- Generated 13

South Plantation High School capacity: 2,779 students- Generated 17

5. Appendices

Site: Cornerstone/ Millcreek

Address: 1240 Pine Island Rd

Folio number: 5041 16 29 0016

Plat: Jacaranda Parcel 840 PB 136, PG 21

Restrictions: restricted to a 250 room hotel, 803,000 square feet of office, 18,000 square feet of retail/restaurant and a 1,200 seat cultural center. Bank uses are not permitted without approval of Board of County Commissioners who shall review and address these uses for increased impacts.

Zoning: B-7Q

Land Use: Commercial

Total Acres: 6.2

Existing uses: portion has surface parking for adjacent building, majority vacant.

Proposed Use #1: 310 multi family Residential rental units (no retail)

Net acres: 6.2

Net density: 50

Gross Density: 50

Details:

Estimated construction start: June 2017

Estimated C.O.: June 2018

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Demolition costs: surface parking: \$266,000

Economic Impact: Total Employment- 229

Economic Impact- \$12,255,509

Traffic: 2,002 Daily Trips

5. Appendices

Potable Water Current Surplus: 5.76 MGD, Site Demand: 0.1085 MGD

Sanitary Sewer Current Surplus: 6.60 MGD, Site Demand: 0.0853 MGD

Current Park Surplus: 252.3 Acres, Site Demand: 3.2240 Acres

School Generation:

Tropical Elementary School capacity: 932 students- Generated: 27

Seminole Middle School capacity: 1,436 students- Generated 11

South Plantation High School capacity: 2,779 students- Generated 15

5. Appendices

Site: Fashion Mall

Address: 321 University Dr.

Folio numbers: 5041 04 36 0014
5041 04 26 0010
5040 04 37 0040
5041 04 38 0020
5041 04 37 0030
5041 04 37 0010
5041 04 37 0020
5041 04 38 0010

Plat: Jacaranda Parcel 760, PB 115. Page 7
Jacaranda Parcel 765, PB 99. Page 42
Jacaranda Parcel 761, PB 113. Page 45
Toys R Us- Plantation, PB 113, Page 18
Restrictions: None

Zoning: SPI-3

Land Use: Commercial

Total Acres: 37(Parent Tracts Estimated)

Existing Use: Parent Tract has indoor mall (closed) with structured and surface parking.

Proposed Use: 696 Multi family rental units/ground floor retail. Phase one 350 units with 14,950 SF retail, Phase two is 346 multi -family units with 14,950 retail. 6 floors of residential above ground floor retail.

Net acres: 6

Net density: 58 du/ac

Gross Density: 19 du/ac

Details:

Estimated construction start Phase One: Sept. 2017

Estimated C.O. Phase One: Sept. 2018

Estimated construction start Phase Two: Jan. 2022

Estimated C.O. Phase Two: Jan. 2023

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

5. Appendices

Retail: \$25 per square foot
Demolition costs: \$757,300

Economic Impact: Total Employment- 697
Economic Impact- \$41,270,327

Traffic: 6,606 Daily trips

Potable Water Current Surplus: 5.76 MGD, Site Demand: 0.2436 MGD

Sanitary Sewer Current Surplus: 6.60 MGD, Site Demand: 0.1914 MGD

Current Park Surplus: 252.3 Acres, Site Demand: 7.23 Acres

School Generation:

Peters Elementary School capacity: 845 students- Generated: 60
Plantation Middle School capacity: 1,345 students- Generated 25
Plantation High School capacity: 2,893 students- Generated 34

Note: Site plans submitted after analysis include redevelopment of 234,104 square feet of non-residential (retail uses), 84,600 square feet of new office.

5. Appendices

Site: Mall area (Sears)

Address: 8000 W. Broward Blvd.

Folio number: 5041 09 05 0010

Plat: Broward Mall at Plantation PB 91, PG 24

Restrictions: none

Zoning: SPI-3

Land Use: Commercial

Total Acres: 17.8

Existing Uses: Parent Tract has Sears store attached to the mall with surface parking.

Proposed Uses: 445 Multi Family residential rental units in two Phases. 4 floors with ground floor retail and structured parking. Phase One 200 units with 9,500 SF retail, Phase two 245 units with 9,500 SF retail.

Net acres: 4.8

Net density: 93

Gross Density: 25 (@ 25du/ac)

Details:

Estimated construction start Phase one: Jan. 2021

Estimated C.O. Phase One: Jan. 2022

Estimated construction start Phase two: Jan. 2023

Estimated C.O. Phase two: Jan. 2024

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Retail: \$25 per square foot

Estimated demolition costs: \$605,800

Economic Impact: Total employment- 446

Economic Impact- \$13,981,661

Traffic: 4,468 Daily trips

5. Appendices

Potable Water Current Surplus: 5.76 MGD, Site Demand: 0.1558 MGD

Sanitary Sewer Current Surplus: 6.60 MGD, Site Demand: 0.1224 MGD

Current Park Surplus: 252.3 Acres, Site Demand: 4.62 Acres

School Generation:

Tropical Elementary School capacity: 932 students- Generated: 38

Seminole Middle School capacity: 1,436 students- Generated 16

South Plantation High School capacity: 2,779 students- Generated 22

5. Appendices

Site: Temple KOL AMI Emanu-El

Address: 8200 Peters Rd.

Folio number: 5041 16 27 0020

Plat: Jacaranda parcel 834 PB 133, PG 28

Restrictions: 1 acre of active park and 57,927 square feet of Community Facility. The remainder of the plat is restricted to 487,817 square feet of office, of which not more than 30,000 square feet may be used for accessory commercial. Bank uses are not permitted without the review and approval of the Board of County Commissioners who shall review and address these uses for increased impacts.

Zoning: CF-P

Land Use: Community Facilities

Total Acres: Parent tract 11.8

Existing Uses: Temple, school, and recreational facilities and parking.

Proposed Use: 125 residential multi-family rental units Residential (295 potential but not feasible due to shape of parcel.

Net acres: 2.4

Net density: 123 du/ac

Gross Density: 25 du/ac

Details: Estimated construction start: Jan. 2022

Estimated C.O.: Jan. 2023

Product: 1 Bedroom 25%

2 Bedroom 65%

3 Bedroom 10%

Pricing: Rental 1 Bedroom \$1,490

2 Bedroom 2,050

3 Bedroom 2,900

Estimated demolition costs: \$25,000

Conceptual project: 4 floors of parking and 4 floors of units

Economic Impact: Total Employment- 92

Economic Impact- 4,941,737

Traffic: 881 daily trips

5. Appendices

Potable Water Current Surplus: 5.76 MGD, Site Demand: 0.0438 MGD

Sanitary Sewer Current Surplus: 6.60 MGD, Site Demand: 0.0344 MGD

Current Park Surplus: 252.3 Acres, Site Demand: 1.30 Acres

School Generation:

Tropical Elementary School capacity: 932 students- Generated: 11

Seminole Middle School capacity: 1,436 students- Generated 5

South Plantation High School capacity: 2,779 students- Generated 6

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