

STATE ROAD 7



The State Road 7/U.S. 441 Collaborative News

August 2004

On The Move! On The Move! On The Move! On The Move!
On The Move!

From Miramar to Lauderdale Lakes to Coconut Creek and the eleven other jurisdictions in between, the State Road 7/U.S. 441 roadway in Broward County is scheduled to receive an extreme make-over. Banding together, these Cities are working to create something better for their communities and the twenty-five mile stretch of neglected highway that links them.

Known as *The State Road 7/U.S. 441 Collaborative* (*Collaborative*) these communities are attracting a lot of attention for their unique and cooperative approach to redevelopment. Together, these Cities have accomplished a lot over the past year by coordinating efforts to reach their goal to improve the corridor.

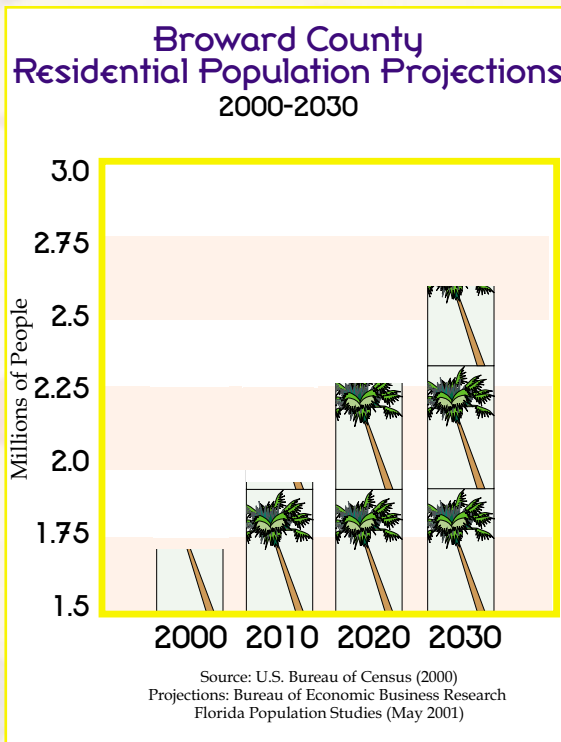
The goal is to reconstruct the corridor into an attractive place to live, work and play. By coordinating resources and planning, the

Collaborative hopes to take advantage of major transit improvements planned for the corridor and concentrating development near major intersections and transit stops. Public participation in developing these plans is key.

The *Collaborative* has embarked on the development of a master plan for the entire State Road 7/U.S. 441 corridor in Broward County. With community support and participation the master plan will identify how this goal can be accomplished.

While little evidence of investment along the corridor has been seen over the past two decades, recent indications are that things are about to change - and

change quickly. The *Collaborative* hopes to be a positive catalyst in this change.



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For more information about The State Road 7/U.S. 441 Collaborative contact:

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Market Assessment

To determine how strong the redevelopment potential is for the corridor, the *Collaborative* hired the Urban Land Institute (ULI) to conduct a market assessment. The ULI is a nationally known and respected development services organization. The purpose of the assessment was to help to determine, at a countywide level, the types and amounts of development that could be attracted to the corridor. The market study took into account current data and information, as well as previous market studies that had been conducted by various corridor cities over the years.

Land Use	Corridor Annual Absorption	Corridor Net 2020	Countywide Net 2020
Office (sf)	660,000	10,560,000	24,400,000
Flex (sf)	476,000	7,616,000	37,000,000
Retail (sf)	192,000	3,072,000	30,300,000
Hotel Rooms	250	4,000	33,000
Residential Units	1,900	30,400	224,000
Single Family	180	2,880	112,000
Condominium	180	2,880	28,800
Townhome	450	7,200	28,800
Apartment	1,000	16,000	54,400

Source: ULI Advisory Services Panel, March 2004

The assessment concluded that the corridor could attract nearly 30,000 new residential units by the year 2020 and 53,000 new residential units by the year 2030 along with millions of square feet of new retail, office, and flex space.

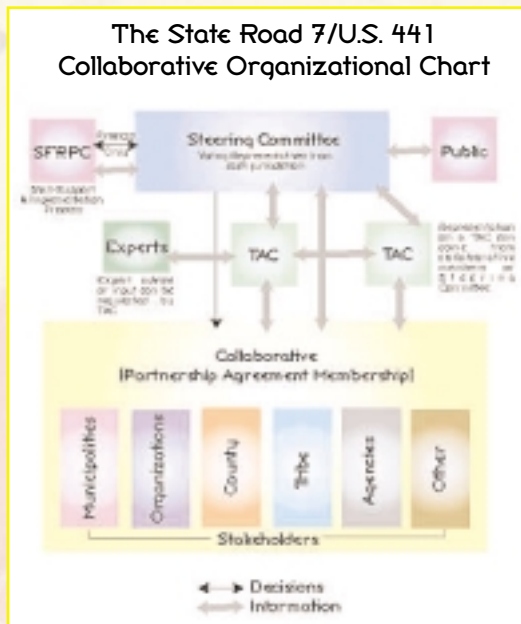
The *State Road 7/U.S. 441 Strategic Master Plan* will provide instruction on how to maximize this market potential.

The complete ULI assessment can be seen at www.sfrpc.com/sr7/publications.htm.

The Collaborative – Working Together

Instead of working independently to revitalize the corridor, community leaders had the foresight to combine efforts. Building on seed money provided by the Florida Department of Community Affairs and The Florida Department of Transportation (FDOT) in 2001, the South Florida Regional Planning Council’s Institute for Community Collaboration assisted the cities with organizing in a way that promoted their collective goals. From this, the *Collaborative* was born and a mission statement and goals developed. The *Collaborative* set about achieving these goals to ensure that:

- All jurisdictions that wanted to be involved in the redevelopment and upgrade of the corridor have an equal voice in discussions;
- Decisions are made by collaboration and consensus;
- Citizens are included in the development of a Corridor Master Plan and participate in the decision-making process;
- Discussions and decisions are open to the public and public records are available; and
- Cities learned and shared experience with neighbors.



A True Master Plan

In partnership with the Broward Metropolitan Planning Organization (MPO), and all fourteen jurisdictions along the corridor, the Regional Planning Council was able to secure nearly \$2 million in federal grant funding to harness this local energy into the creation of the *State Road 7/U.S. 441 Strategic Master Plan*.

The *State Road 7/U.S. 441 Strategic Master Plan* process began on October 1, 2003 and is being coordinated by the South Florida Regional Planning Council. The South Florida Regional Planning Council acts as an advisor to each of the Collaborative members to ensure that the *Master Plan* can be implemented smoothly.

The *Master Plan* was designed specifically to meet the needs of the corridor. The plan will create a vision for each of the fourteen independent jurisdictions that share the corridor and reflect local style, character and preference. The plan will build on the past redevelopment efforts of each jurisdiction and chart a course for improvement that is right for each city.



Charrette Planning Segments

The plan will look beyond local borders to ensure harmony and cohesiveness with neighboring jurisdictions.

The *Master Plan* will incorporate the work plans of the FDOT, the Broward MPO, Broward County Transit, Broward County School Board, as well as many other agencies and facility providers at the beginning of the process to ensure consistency with all levels of government to help finance corridor improvements. The *Master Plan* also addresses issues affecting the corridor, such as, Future Land Use, Zoning, and School and Infrastructure Capacity.

The *Master Plan* is highlighted by a series of design charrettes. The charrettes, or public design sessions, are being conducted by the Treasure Coast Regional Planning Council's Urban Design Studio. The corridor is divided into nine charrette planning segments. The first of nine charrettes took place in Lauderdale Lakes in 2003 with the final charrette scheduled to take place in 2005. All components of the *Master Plan* will be completed by June 30, 2006.

New Choices New Choices New Choices New Choices New Choices New Choices

Once in place, the *Master Plan* will increase development options for landowners; provide greater certainty for investors; support major transportation improvements and investments; and reflect community values, while improving the economics, aesthetics and quality of life of the State Road 7/U.S. 441 corridor.

With development patterns in South Florida turning towards urban infill, the corridor is well positioned to attract the types of development that have left or skipped over the corridor for greener pastures. After years of decline, the corridor can benefit if development is channeled

into thoughtful plans that once again provide needed and convenient services for area residents.

The Collaborative knows that change will not be easy or immediate, but by building partnerships with adjacent cities and agencies



Conceptual view of State Road 7

such as the FDOT, Broward MPO, Broward County Planning Council, Broward County Office of Urban Planning and Redevelopment, Broward County Transit (BCT), and the School Board of Broward County. The collaborative approach is helping to ensure that regulatory obstacles are removed, necessary corridor improvements coordinated and funded, and local visions are maintained and achieved.



Market Potential

No redevelopment effort will be successful without market demand. Redevelopment along the corridor will work because market demand is increasing. Broward County is experiencing rapid population growth with little developable vacant land available to accommodate the nearly 1 million new people anticipated by the year 2030. With limited room for new development, the State Road 7/U.S. 441 corridor now has the potential to attract a significant portion of this development. The corridor can once again accommodate a full range of services and products if the necessary steps are taken to attract and support redevelopment.

A Place to Call Home

There is a tremendous need for additional housing within Broward County. With very limited land available to accommodate new housing units, corridors, such as State Road 7, are in a position to attract a significant portion of the anticipated residential growth. The *Master Plan* provides for new residential opportunities that will support a wide range of housing types and income levels.



The Marina Village

New residential development opportunities along the corridor are not automatic. Together with Broward County, current planning and zoning regulations are being re-written to allow residential units to be constructed along the corridor. In the future, the corridor will be a place for many to call home.

With additional residential units planned for the corridor there is also a need for new and improved schools, transit and open spaces. New residential development will be coordinated with the School Board to ensure that adequate facilities are available to meet existing and future needs. Residential development will also be encouraged to locate conveniently near new transportation facilities proposed at the intersections of major east-west roads.

Excellent Connections

The corridor currently has very high traffic volumes and supports the County's highest transit-ridership rates. Major east-west roads intersect the corridor about every 1-2 miles. Much of the development potential of this corridor surrounds these major intersections.

The corridor is designated as a "Premium Transit" corridor and is scheduled for Rapid Bus service in 2006 and Bus Rapid Transit (BRT) by 2012. New transit stations are proposed at most of the major east-west intersections.

Neglected No More

The *Collaborative* has accomplished a remarkable record of achievements in a relatively short time. Through the collective actions of its members they have begun to be recognized for their innovation. The *Collaborative* model has successfully promoted intergovernmental coordination, economic development, mobility, aesthetic improvement and most importantly at a significant cost savings to each member jurisdiction.

With all fourteen cities and multiple agencies working together, the State Road 7 corridor will no longer suffer from neglect. With the involvement of the State Road 7 Community, the corridor can be transformed. Your involvement will help to ensure that changes in land use, infrastructure, transit, code enforcement and aesthetics will be completed.

Community Network

Staying involved is easy. With the assistance of a grant from the John D. and Catherine T. MacArthur Foundation, the South Florida Regional Planning Council has established the *State Road 7 Community Network*.

The *State Road 7 Community Network* is a Subcommittee of the *Collaborative*. The *State Road 7 Community Network* will work to actively Educate, Engage and Empower citizens, community-based organizations, faith-based organizations, civic leaders, elected officials, and the private sector in the State Road 7 revitalization process.

A Community Steering Committee will be established by each of the *Collaborative's* member jurisdictions. The Community Steering Committee will assist each jurisdiction with efforts, such as, coordinating the public design charrette, encouraging public involvement, and implementation of the *State Road 7 Strategic Master Plan* recommendations within their jurisdiction.

As part of these efforts, the *State Road 7 Community Network* will host a State Road 7 Revitalization Conference. This Kick-off Session of the Community Network is intended to provide an overview of the activities of the *Collaborative* as well as to receive input from members of the public on how the Community Network can work for the community in providing additional information or perhaps more targeted seminars on how to become engaged in redevelopment opportunities.

Interested parties can become members of the *State Road 7 Community Network* by signing-up at www.sfrpc.com/sr7/communitynetwork.htm.

Collaboration Pays!

What is often difficult to do individually is achievable with teamwork. In 2003 and 2004 the *Collaborative* was awarded a total of \$1,000,000 from the FDOT for corridor landscaping. The joint submission and support from 14 jurisdictions was a key factor for the award. The FDOT funding becomes available in 2005 and 2006. Additional funding applications will be submitted for future years.

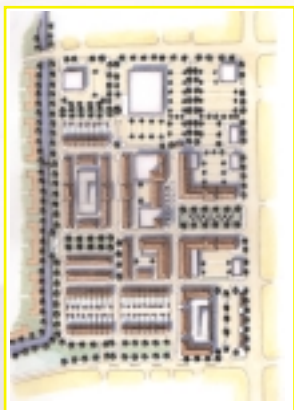
In 2003, the *Collaborative* was awarded nearly \$2 million from the Federal Highway Administration for development of the State Road 7/U.S. 441 *Strategic Master Plan* for the Corridor. This funding is critical for the development of the unified master plan for the corridor. *Master Plan* activities have already produced changes in local regulatory obstacles, produced a market study, and created community visions.

In 2003, the Florida Atlantic University Catanese Center for Urban and Environmental Solution's South Florida Regional Resource Center (SFRRC) selected the *Collaborative* as a pilot and assisted the *Collaborative* with funding for the ULI Market Assessment. Also in 2003 the John D. and Catherine T. MacArthur Foundation assisted the *Collaborative* with a multi-year award to support the development of the *State Road 7 Community Network* to actively engage elected officials, citizens, community-based organizations, faith-based organizations, civic leaders, and the private sector in the State Road 7 revitalization process.

How Much Is This Going To Cost?

This is usually the first question asked but the bigger question is “How much is this going to cost if we don’t do something? There are many ways to finance redevelopment projects, such as grants, bonds, or private investors.

No matter where the money comes from, or how much we need, we will need to know what we need the money for. Is it for landscaping? Lighting? or some other purpose? Only then can we determine what we are willing to pay. The *Master Plan* will help us to decide. The *Master Plan* will in great detail itemize needed corridor improvements. Once we know what we want, we can figure out the best way to pay for it. There are many funding agencies that can help but we must be clear on what we are asking for and how it all fits together.



Step 1 - Create Vision



Step 2 - Identify Need



Step 3 - Choice



Step 4 - Itemize Cost

State Road 7 Webpage

The *State Road 7 Collaborative* has a web page to help disseminate information about the corridor Master Plan activities. The webpage includes a calendar of meeting dates, copies of all reports and articles related to the project, as well as contact information.

The webpage also provides a link to the *State Road 7 Community Network* and State Road 7 road-widening project. If you are looking for information about State Road 7 www.sfrpc.com/sr7.htm is the place to start.

Results Oriented

The *Master Plan* will address many issues that have been identified by the *Collaborative* as challenges to redevelopment along the corridor. The *Collaborative* process is unique because it focuses on results rather than just providing recommendations. The *Collaborative* process also encourages local governments to share information about what’s working and what’s not.

The *Master Plan* also incorporates many implementation activities designed to address issues associated with future land use, land development regulations, school capacity, and infrastructure capacity, to name a few. To address these specific issues the *Collaborative* has organized into targeted sub-committees to focus on each issue, including:

- Future Land Use
- Market Assessment
- Land Development Code
- School Capacity
- Trafficways Plan

Future Land Use

The *Collaborative* has worked in partnership with the Broward County Planning Council and Broward County Office of Urban Planning and Redevelopment to create two new transit-oriented future land use categories. The new future land use categories are needed to support the community visions that have been created for the corridor. The new future land use categories support the creation of “mixed uses” in areas near transit facilities. All development must be



Example of Future Land Use Map

consistent with the future land use categories depicted in each local government’s comprehensive plan. The new future land use categories will allow each local government to identify the types and amount of development desired for it’s segment of the corridor. The new future land use categories are vital to the implementation of the *Master Plan*. The County’s new future land use categories are expected to become effective in the Winter of 2004.

The Future Land Use sub-committee of the *Collaborative* is preparing a model amendment package that each local government can use to ensure consistency between local governments. The model amendment package will also help and to help facilitate comprehensive plan amendments through the approval process.

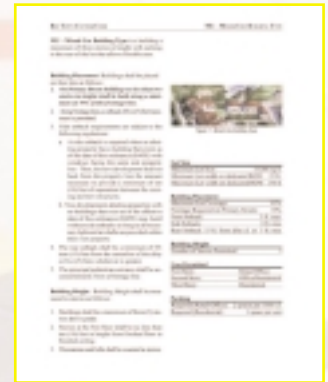
Model Land Development Code

For each future land use category included in a local government comprehensive plan there must be a corresponding set of land development regulations, or zoning regulations. These regulations include very detailed instructions on

how development must occur, such as, building height, building setback, and landscaping and parking requirements.

What we know is that existing land development regulations, or building instructions, do not reflect the type or look that is envisioned for the corridor. Therefore, a new set of instructions are being created.

The *Collaborative* is creating a model land development code that will provide the guidance necessary for each jurisdiction to build their vision.



Model Code

Trafficways Plan

The *Collaborative* has worked in partnership with the Broward County Planning Council, Broward MPO, Broward County Transit, and FDOT to address the amount of land that has been reserved for future roadway expansions



along the State Road 7 corridor. Known as Right-of-Way, the Broward County Trafficways Plan has reserved a width of up to 200 feet along the State Road 7 corridor where future development is not permitted. Right-of-Way is commonly set aside to accommodate future transportation projects, such as, road-widenings or transit systems.

While many will agree the reserving right-of-way is a prudent thing to do, serious discussion are being held to determined whether or not that the full 200 foot width is needed. Portions of the

corridor are currently constrained to a width of 120 feet and cannot easily, or affordably, be widened.

This *Collaborative* sub-committee will ultimately recommend the minimum amount of future right-of-way needed to support future transportation projects. The balance of right-of-way would be available for potential development. Once the sub-committee completes its study and agreement with all parties is achieved, the *Collaborative* will submit an amendment to Broward County Planning Council to have the Trafficways Plan revised to reflect the new standards.

Design Charrettes



The State Road 7 Corridor has been divided into nine planning segments approximately 2.5 miles long and 1 mile wide. By

focusing on smaller and more manageable study areas it helps to create detailed and precise design plans.

When each segment is completed, a unified vision for the entire corridor will emerge. The *Collaborative* is utilizing the expertise of the Treasure Coast Regional Planning Council's Urban Design Studio to complete each segment.



These design plans created with the assistance of the public in a design process known as a "Design Charrette". A Design Charrette is week-long design session where all citizens, property owners, and city staff are encouraged to work alongside a team of urban design pro-

fessionals. With input from the community, the design team creates detailed images of the community's redevelopment vision and provides instructions on how this vision can come to a reality.

For each planning segment, a Charrette Steering Committee is established to assist with selecting the charrette site and marketing strategies. Charrette Steering Committees are made up of property owners, citizens, and interested parties. Upon completion of the charrette plan, the Charrette Steering Committee will help to ensure follow-through with plan recommendations.

School Capacity



Proposed School Site

School overcrowding is an issue for all of Broward County. Working with the School Board of Broward County, the Schools sub-committee has identified what schools along the corridor need improvement

today as well as to identify where new schools are necessary.

The information collected is being used during the design charrette process to identify where new schools are needed and how they can be integrated into the redevelopment process.

Coral Springs - State Road 7/Sample Road Landscape Beautification Project

The State Road 7/Sample Road Landscape Beautification Project was developed as a consortium of three cities' (Coral Springs, Coconut Creek and Margate) efforts to beautify the gateways into their cities. This project includes landscaping and irrigating over 4,500 linear feet of medians within State Road 7, the greenspace adjacent to the overpass ramp, the southwest and northeast shoulders of the interchange, as well as the triangular cut-out areas on Sample Road at the interchange. Palms, trees, shrubs, groundcover and sod are proposed to enhance the existing oak and cabbage palm plantings within the project medians. Estimated cost of the project is \$700,000 with a December, 2004 completion date.

State Road 7 Rapid Bus

The FDOT is currently working with the Miami-Dade, Broward, and Palm Beach MPO's to implement a Rapid Bus system that will utilize State Road 7. The State Road 7 Rapid Bus is a limited stop bus that will run between the Golden Glades Intermodal Center in Miami-Dade County and travel along the entire length of State Road 7 in Broward County to Glades Road in Palm Beach County and then connect to Florida Atlantic University in Boca Raton.

The State Road 7 Rapid Bus is expected to be operational by 2006. The Rapid Bus will run approximately every 15 minutes with stops at major east-west cross streets.

State Road 7 Bus Rapid Transit

The Broward and Miami-Dade MPO's are currently working to implement a Bus Rapid Transit (BRT) system that will utilize State Road 7. A Bus Rapid Transit System operates much like a train on wheels and is considered a

"Premium Transit" service. The State Road 7 BRT will have limited stops between the Golden Glades Intermodal Center in Miami-Dade County and will travel along State Road 7 to I-595.



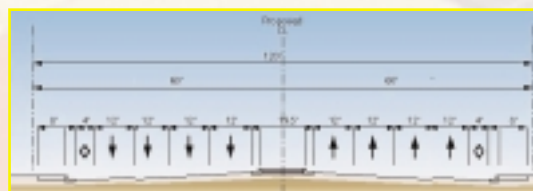
Proposed Lauderdale Transfer Station

The BRT system is being coordinated with the road expansion from 4 to 6 lanes in southern Broward County through Hollywood and Miramar. The BRT is expected to be operational once the construction is complete in the year 2012.

State Road 7 Road Widening

The stretch of State Road 7 from Countyline Road to Griffin Road is being widened from 4 to 6 lanes. South of Countyline Road and north of Griffin Road the corridor has already been widened to six lanes.

The FDOT has divided this stretch of roadway into four segments. Starting at Countyline Road and moving north, the FDOT is beginning to acquire right-of-way needed. Construction is scheduled to begin in mid 2006 and will continue through 2012.



Typical Roadway Section

The road widening is not part of the State

Road 7 Master Plan but the project is having an immediate affect on adjacent properties and their redevelopment potential. The State Road 7 Master Planning Process can help to develop creative solutions to address impacts from this project.

To learn more about the FDOT State Road 7/U.S. 441 road-widening project, please visit www.sfrpc.com/sr7widening.htm.

Central Broward East-West Connector

The FDOT is studying the feasibility and alignment for a new east-west transit route. The preferred route would travel east-west along I-595 and utilize a portion of State Road 7 then onto Broward Boulevard into downtown Fort Lauderdale and Fort Lauderdale-Hollywood International Airport.



Conceptual Alignment

This project is still a long way from being a reality but planning now for a linkage between the east-west transit project and the State Road 7 Bus Rapid Transit project would provide convenient access and transportation to many existing employment centers and major destinations.

Seminole Hard Rock Hotel & Conference Center

There is no escape from the buzz that this grand project has stirred. The Seminole Hard Rock Hotel & Conference Center opened in mid 2004 and has put State Road 7 back on the map. In what seems like overnight, this portion of the corridor was transformed into a bustling activity area. It's not over yet! Additional retail development on the project site opens in the Winter of 2004 and there are plans for expansions into adjacent properties.



Underground Utilities

Representatives from Florida Power and Light (FPL) have indicated that community desires to have unsightly overhead utilities buried may be easier than once thought. Through a new program that was created in 2002 by the Florida Public Service Commission, qualifying local governments can receive reimbursement for expenses associated with converting distribution facilities from overhead to underground.

East Miramar Commercial Redevelopment Program



Eight East Miramar businesses located within the City's State Road 7 overlay district have applied for and received commercial rehabilitation compliance plan approval from the City Commission. Each project is eligible for Community Development Block Grant (CDBG)

matching grant fund assistance to complete the exterior facade and site improvements of their commercial property. All approved projects meet the City's Mediterranean architectural design theme.

Hollywood Goes 'Nodal'

Implementing its Citywide Master Plan, the City of Hollywood is exploring redevelopment of the



Conceptual Alignment

City's major commercial corridors, including State Road 7/U.S. 441. Last December, the City placed a building moratorium for the corridor, stating that this corridor may offer the most significant opportunity for redevelopment within the City of Hollywood. The Commission approved a six-month moratorium to allow staff and consultants to review existing plans and strategize for the future of the corridor.

The City and a team of consultants led by Bernard Zyscovich (Zyscovich, Inc.) have evolved new concepts for future development and land use with special regard to five districts along the 4.5 mile Hollywood stretch of State Road 7. One concept being explored by the City is concentrating development at "nodes" or major intersections along the corridor. Future nodal developments would create a series of "special places" as opposed to "strip" development that typifies many commercial corridors. Periodic nodal strategies could create an exciting new land development pattern and ensure that future development is sustainable. Future bus and rail transit could carry passengers from node to node, and increased population densities along the corridor would make transit more feasible.

In May, the City held a SR7/US441 Vision and Planning Forum with a specialist panel moderated by Bernard Zyscovich and including: Mike Cannon, Integra Realty Resources; Lloyd

Robinson, Florida Department of Transportation (FDOT); and Greg Stuart, Broward County. Residents, property owners, and elected officials attended the forum during which the panelists explored the opportunities for nodal development within the context of the Broward County Comprehensive Land Use Plan and future FDOT plans for SR7/US441 road widening. The City's Planning Department laid out plans for future permitted uses on the corridor.

In July, the City Commission approved proposed changes in permitted use and lifted the moratorium for most of the corridor. A newly designated Resort Commercial district (near the Seminole Hard Rock Hotel and Casino) will be studied and specific plans and development strategies for that district will be brought forward in October.

For more information, please contact Neil Fritz, Director of Commercial Corridor Redevelopment, at (954) 921-3594.

Downtown Lauderdale Lakes

The City of Lauderdale Lakes has created a Town Center Plan through funding provided by the Lauderdale Lakes Community Redevelopment Agency (CRA). Under a contract with the CRA, Treasure Coast Regional Planning Council was contracted to create a long-term plan for the redevelopment of commercial corridors in the City of Lauderdale Lakes and for the development of a Town Center to serve the citizens of Lauderdale Lakes.

In order to increase market demand, and as a means to grow the commercial tax base in our city, it was agreed that a master plan was needed. Over the past few months the Treasure Coast Regional Planning Council has developed what is becoming popularly known within the community as "The People's Plan" for the future of Lauderdale Lakes.

Like so many other suburban communities in South Florida, Lauderdale Lakes lacks an identi-

fiable “Downtown”. The Town Center Plan is a bold expression that the City of Lauderdale Lakes ready to grow by accommodating taller buildings, creating community facilities and establishing walkable commercial corridors where today the automobile dominates our lives.



Conceptual Alignment for Lauderdale Lakes

The City of Lauderdale Lakes has taken a bold step toward the future in the manner in which they have planned for the growth of their City. The City of Lauderdale Lakes now has a plan to capture the strength of the regional market and to guide our growth. Lauderdale Lakes will evolve into a recognizable and memorable city that can boast of having created an identifiable downtown that will serve to support and strengthen existing beautiful and strong neighborhoods...all of this having been guided by the citizens of the City and is a point of pride for everyone who participated in the planning process.

Watch for notifications of future community meetings where the Town Center Plan will be discussed or, contact the Department of Community Development for more information by calling 954-535-2746. There will also be opportunities to see the presentation of the plan on cable T.V. in the future and copies of the completed Town Center Plan will be available for review at the Lauderdale Lakes Public Library in the near future.

Lauderhill

There are many exciting projects happening along the SR 7 corridor in the City of Lauderdale Lakes, including the development of corridor design plans through a community-based process



Conceptual Tropical Village

that includes a premier cricket stadium, library, and cultural arts center; and the formation of a tropical village. All these projects are interrelated, but this article will focus on the tropical village.

The tropical village will be located on the northeast corner of the intersection of Sunrise Boulevard and SR 7, a site long ago abandoned by a big box retailer. The City acquired the site to spearhead its redevelopment into an urban activity center and will soon sell the property to tropical village concept pioneer, George Rahael of Amera Broward Central, Inc. The \$100 mil-



Conceptual Cricket Facility

lion project is being dubbed as “Carishoca,” an acronym meaning Caribbean showcase. The project will highlight the four major influences upon Caribbean culture in terms of businesses and architecture. The project will be designed so these four major influences, British, Spanish, Dutch, and French, may be experienced individually on separate visits to Carishoca. Rahael intends to attract retail and office uses and perhaps diplomatic quarters for Caribbean consulates. The ambiance will be augmented by Carishoca’s integration with the premier cricket facility that is being constructed in the adjacent regional park. Construction of Carishoca is expected to begin in about one year and is expected to take up to 15 months.

known as “charrette;” establishment of a community redevelopment area; creation of a regional park