

I. INTRODUCTION

The City of Dania Beach has recognized for many years that significant areas of the downtown and surrounding community are in need of redevelopment, as evidenced by the City's initial efforts in the early 1990's towards the establishment of a Community Redevelopment Agency (CRA).

In 2000, The City of Dania Beach initiated a detailed study to identify and delineate the boundaries of a redevelopment area, which resulted in the approval of a *Finding of Necessity for Redevelopment* report in May 2001. This report, which is attached as Appendix A to this Plan, documented the need for redevelopment of the area generally extending along US 1 from just north of the Dania Cut-Off Canal south to Sheridan Street, and along Dania Beach Boulevard.

In March of 2002, the Broward County Board of County Commissioners approved the *Finding of Necessity for Redevelopment* report, the creation of a Dania Beach CRA, and the preparation of a Redevelopment Plan for the CRA Area.

A. *Redevelopment Planning Process*

This Dania Beach Downtown Redevelopment Plan is intended to serve as a guide for the effective redevelopment and enhancement of this critical and central area of Dania Beach. The following ten step planning process was utilized in the preparation of the Dania Beach CRA Plan:

1. Assess existing conditions in the proposed Dania Beach CRA Area;
2. Conduct interviews and workshops to establish a community vision;
3. Use public input to determine guiding principles;
4. Identify problems and opportunities;
5. Outline land use and zoning changes necessary to facilitate appropriate development;
6. Identify public projects to help solve problems and spur redevelopment;
7. Review private development plans for consistency;
8. Identify opportunities for public/private partnerships;
9. Prepare a realistic Redevelopment Plan oriented to effective implementation; and
10. Provide for Redevelopment Plan updating every three to five years as conditions change.

This process proved effective in the preparation of this Redevelopment Plan, as well as in helping community participants understand the steps involved and how they fit together.

B. Public Participation Program

Community involvement was an essential component in the planning process for this Redevelopment Plan.

Stakeholder interviews were held with community leaders and CRA property owners to identify key redevelopment issues in the proposed CRA Area. Additionally, two community workshops were held on July 18 and 20, 2002, to obtain input on the community's vision for the CRA. The Dania Beach community provided opinions regarding building height, traffic circulation and parking, zoning issues, density and intensity of development, and redevelopment opportunities. In latter workshops with the City Commission and Planning and Zoning Advisory Board, the planning team presented conceptual redevelopment ideas based on public input received and solicited community comments.

Through this process, City staff and the consulting team were able to develop a Downtown Redevelopment Plan for the City of Dania Beach tailored to the community's vision for this very unique area.

II. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA

A. Regional Relationships

Figure 1 shows the geographic relationship of the Dania Beach Downtown Redevelopment Area to the rest of Dania Beach and Broward County. The City of Fort Lauderdale lies to the north and the City of Hollywood to the south and east of the City. Dania Beach also lies just south of Ft. Lauderdale-Hollywood International Airport and is near Port Everglades and Interstate 95.

B. Dania Beach Community Redevelopment Area

The specific boundaries of the Dania Beach Community Redevelopment Area are delineated in Figure 2. The CRA Area is bisected by US 1 and extends from just north of the Dania Cut-Off Canal south to Sheridan Street. South of Stirling Road the study area includes commercially zoned parcels along US 1. North of Stirling Road the CRA Area extends east and west of US 1 to include residential areas. The major intersections with US 1 included in the CRA Area are Old Griffin Road, Dania Beach Boulevard, Stirling Road, Dixie Highway, and Sheridan Street.

The gross area of the Dania Beach CRA Area is 506 acres, comprising 12.65 percent of the City of Dania Beach's total land area. Excluding road rights-of-way and canals, the acreage decreases to 345 acres. Comprised of approximately 1,031 land parcels, approximately 81 percent (280 acres) of the Area is developed and supports a variety of uses including residential, commercial retail, heavy commercial/light industrial, parks and recreation, public/institutional and utility uses. Approximately 19 percent of the land within the CRA Area is undeveloped open space. The northern area (that portion of the CRA Area located north of Stirling Road) contains the majority of the land, with 294 acres of 85 percent of the total acreage in the CRA Area. Within the northern area, 235 acres (80 percent) of the land is developed, leaving 59 acres (20 percent) vacant. By contrast, the southern portion of the Area contains 51 total acres, of which 45 acres (88 percent) are developed.

C. Land Use and Zoning

Figures 3 and 4 show the existing Land Use and Zoning Patterns, respectively, in the Redevelopment Area. The character of the CRA Area is predominantly commercial, as indicated in Appendix A, "*Finding of Necessity for Redevelopment*". Approximately 40 percent of the land in the CRA Area is used for commercial uses, which include retail sales, hotels, commercial recreation (Dania Jai Alai), restaurants, gas stations, banks,

and office uses. Residential uses (single family, duplex, and multi-family) are the next most prevalent land uses, representing 26 percent of the proposed CRA area combined. Vacant land accounts for 19 percent of the CRA Area, followed by public/institutional uses, which include churches, schools, a museum, and governmental buildings. Industrial, parks, and utilities land uses account for the remaining 6 percent of the Area.

Zoning in the CRA Area is approximately 60 percent commercial, as also indicated in Appendix A. Notably, nearly 94 percent of the land in the southern portion of the proposed CRA Area is zoned C-3. The second most common zoning in the Area is single-family residential, which accounts for 26 percent of the total land area.

D. Public Facilities and Environmental Features

Boat access in the CRA Area occurs via the Dania Cut-Off Canal, which runs through the northern portion of the CRA Area. In addition, recreation opportunities such as tennis, baseball, soccer, and basketball are provided at Frost Park, which is located just south of Dania Jai Alai.

City facilities within the CRA Area include Dania Beach City Hall, a Sheriff's Office substation, a fire station, and a post office, all located west of US 1 in the heart of the CRA Area. A historic park housing Dania Beach Main Street and the Chamber of Commerce is located just north of City Hall.

Critical environmental resources within the CRA Area include the Cut-Off Canal as well as the water-rich habitats and valuable wetland areas in the eastern extension of the CRA Area south of Dania Beach Boulevard.

E. Redevelopment Needs

A number of significant factors indicating a need for redevelopment were identified in the "*Finding of Necessity for Redevelopment*" report (see Appendix A) and are summarized below:

1. Deterioration of site and other area improvements, including:
 - Vacancy;
 - Junk, trash and debris;
 - Faulty lot layout; and
 - Diversity of ownership.
2. Code enforcement violations;
3. Zoning deficiencies;
4. Inadequate transportation facilities, including:
 - Transportation facilities incapable of handling traffic flows;
 - Faulty and inadequate street layout; and

- Inadequate parking facilities.
- 5. Infrastructure deficiencies;
- 6. Lagging growth in tax base; and
- 7. Unsafe conditions due to crime.

The purpose of this Redevelopment Plan is to provide the vision, strategies, and implementation necessary to overcome constraints, and to promote appropriate and effective redevelopment of the Dania Beach Downtown CRA Area.

F. Economic and Market Conditions

An economic analysis has been performed to identify the potential market opportunities that exist to revitalize the CRA Area. The Area is primarily comprised of land designated for commercial use but some residential areas both to the northeast and northwest of the U.S 1/Dania Beach Boulevard intersection are also included.

Area Attributes

There is an old adage in real estate --- location, location, location. From the perspective of location, the CRA Area is well endowed because it enjoys:

- Excellent access to the regional highway network;
- Access to beach and boating;
- Immediate proximity to two of Broward County’s major economic “engines”, Port Everglades and Ft. Lauderdale – Hollywood Airport; and
- Easy commutation to Downtown Ft. Lauderdale.

It should also be noted that plans are being discussed to reactivate the FEC railroad line located immediately west of the CRA Area with passenger traffic. If those plans come to fruition, a site immediately west of City Hall would be an excellent location for the first station south of Airport.

In terms of access to the regional highway network, entrance onto and exit off of Interstate 95 can be achieved within approximately one mile of the CRA Area at three points, Sheridan Street, Stirling Road and Griffin Road. Interstate 95 provides drivers north-south mobility throughout Broward County and South Florida generally. It also connects them to Interstate 595, which would take them to the Florida Turnpike, Interstate 75 and the Sawgrass Expressway as well as the major business centers and newer residential areas in Western Broward County. Drivers seeking to avoid possible traffic congestion on Interstate 95 can also get to the Florida Turnpike by going west on

Griffin Road for a distance of just over 4 miles. Interstate 595 can be accessed by traveling north on Federal Highway for a distance of approximately one mile from the Dania Beach Boulevard/Federal Highway intersection.

Fundamental to the appeal of South Florida for many of its residents as well as to tourists to the area is its extensive beaches and boating venues. The distance to the beach from the CRA Area is approximately 2 miles along East Dania Beach Boulevard or Sheridan Street. The amount of beach frontage within the City of Dania Beach is limited. Therefore, those who go to the beach via Sheridan Street or who head south on the beach from Dania Beach Boulevard are actually using beaches within the City of Hollywood. However, from the point of view of recreation, the issue of municipal boundaries is of little import.

The Dania Cut-off canal is one of Broward County's major boating routes to the ocean. Several major marinas exist along the canal including Harbour Towne as well as residential communities with docks behind individual houses. One of the largest vacant residentially-designated parcels within the CRA Area, the parcel north of the Jai Alai property, has frontage on the canal.

As indicated above, the CRA Area is immediately adjacent to two of Broward County's two largest economic engines, Port Everglades and Ft. Lauderdale – Hollywood Airport, and only 4 miles south of Downtown Ft. Lauderdale. Traffic at both the Port and Airport has increased significantly in recent years, as will be discussed in greater detail later, and further dramatic increases are projected. As such growth occurs, demand should materialize for hotel and office uses in the vicinity of these facilities. The workforce at these facilities should also provide demand for residential units. Continued growth in Downtown Ft. Lauderdale, where the amount of office space doubled since 1990, will potentially provide additional demand for residential development in the Dania Beach CRA Area.

Real Estate Market Conditions

Notwithstanding the attributes of the CRA Area in terms of location discussed above, the real estate market within the CRA Area can appropriately be described as distressed. The area's retail and office space exhibit high vacancy rates and low rental rates. The impact of that fact on the tax base is not only being felt by the City of Dania within the CRA Area but also, in our opinion, in adjacent areas. The CRA Area so has only one chain-affiliated lodging facility, a Motel 6, and there is currently no major residential development underway within the area.

Retailing

As discussed above, the CRA Area is primarily comprised of property designated for commercial uses. Presently, retail use predominates. Based on a windshield survey of the Federal Highway Corridor, it is estimated that in excess of the 20 percent of the

storefronts and individual retail buildings, inclusive of fast food restaurants and service stations, are vacant. Since most of the larger storefronts and buildings are occupied, it is likely that the percentage of vacant space in terms of square footage is probably somewhat lower, perhaps on the order of 15 to 17 percent. Based on data obtained from the County's tax rolls, it is estimated that the amount of vacant space along the Federal Highway Corridor equates to 75,000 to 90,000 square feet.

Vacancies along the Federal Highway Corridor could increase as retailers located along the corridor move into the new storefronts adjacent to the new Publix store on East Dania Beach Boulevard, all but one of which is currently vacant. Anecdotal evidence indicates that this is occurring even though the asking rents at the Publix Center are in the \$18 a square foot range, a figure considerable above the \$9 to \$13 per square foot reportedly being paid for older space along Federal Highway. The East Dania Beach Boulevard Corridor also exhibits vacancies in its older retail facilities.

As indicated above, retail rents along the Federal Highway Corridor are in the \$9 to \$13 range, indicating sales at levels below \$150 per square foot are occurring. This explains the fact that only a few tenants along the Corridor, with the exception of fast food restaurants and auto-related businesses, are regional or national retailers. It also explains the fact that the five of the most recent 8 sales of store buildings along Federal Highway occurred at values below replacement cost, including the most recent two which sold at prices below \$35 per square foot. None of these sales related to properties were located in the area generally considered the Antique District since all are south of Stirling Road.

Office

The CRA Area contains only 3 multi-tenant, non-medical office buildings exceeding 10,000 square feet in size, only 1 exceeding 20,000 square feet in size. Despite the small amount of space available, the vacancy rate exceeds 15 percent, notwithstanding that a portion of one of the buildings is occupied by a branch of the Broward County Library System. Net rents are below \$13 per square foot, a figure that reflects both the softness of the market and the quality of the space available. The most recent sale of one of the three buildings being discussed was at a price well-below the replacement cost of the structure.

Hotel

Only 1 chain-affiliated hotel, a Motel 6, is located within the CRA Area. Several chain-affiliated hotels are located within the City including the Sheraton and Hilton properties, which are located on Griffin Road, immediately south of Ft. Lauderdale – Hollywood International Airport and east of Interstate 95. They are also well-located to serve the Design Center of the Americas (DCOTA) complex which shares its site with the Sheraton.

Residential

There is no significant residential development underway within the CRA Area despite the existence of vacant parcels, most notably the parcel north of the Fronton referred to above. Maximization of the value of that parcel would likely require the development of boat docking facilities, which, in turn, would require that development be allowed consistent or somewhat above the property's land use designation, which permits 10 units per acre, rather than its zoning that requires 8,000 square foot lots.

Residential developers have expressed interest in several commercially-zoned parcels along the Dania Beach Boulevard corridor, generally for mid-to-high rise structures. There is market evidence to indicate that such development could be successful. Illustratively, approximately 1,000 investment quality rental apartment units have been constructed within or immediately adjacent to Zip Code 33004, which contains the CRA Area, within the past 10 years. Several of the parcels that have attracted the attention of developers would potentially enjoy views to the Ocean if mid-to-high rise development were allowed due the existence of a preserve area between the CRA Area and the Beach. The market for the rental apartment projects referred to has basically consisted of people who work at the Airport, Port Everglades and Downtown Ft. Lauderdale are seeking a short commute to work and/or the beach. Such individuals would likely comprise the market for-sale units as well.

Impact of Surrounding Area

As mentioned above, the softness of the real estate market in the CRA Area, particularly as relates to retail use, is potentially having an adverse impact on the tax base of the City of Dania in areas adjacent to the CRA Area. According to information obtained from the Broward County Property Appraiser, Zip Code 33004 contains approximately 1,450 condominium units, few of which are within the boundary of the CRA Area. The data indicates that a number of units sold during the 1999 – 2001 period were at prices below the assessed value of the unit at the time as well as the unit's replacement cost. A number of municipalities within Broward County are experiencing a similar phenomenon due to the fact that a large portion of their condominium inventories were built during the 1970's for the retirement market and are heavily weighted toward one- and two-bedroom units. Unfortunately, the demand for such units by households of retirement age is declining and the re-sale market for such units is glutted in terms of supply, hence values are declining.

Resolution of this problem will require that a new market develop for the units. Given the small size of the units, the logical market segment would be that comprised of households headed by people under the age of 35, generally without children or with a young child, who work at the Airport or Port Everglades or in Downtown and want a short commute to work and/or the beach. Attracting this market segment would likely require an improved retail environment in the CRA Area.

Retail Market Demographics

The primary market for retailing in the CRA Area is comprised of people living in Zip Code 33004. From a time-distance perspective, additional support could be expected to be derived from people living in the area immediately to the north, west and south including Zip Codes 33312, 33315, 33316, 33019, 33020 and 33021. However, each of those areas is served by its own retail facilities/districts which essentially contain anything/everything that can be found in the CRA Area. Accordingly, support for retailing in the CRA Area is essentially confined to those who live in Zip Code 33004.

Residents

From a retailing perspective, Zip Code 33004 constitutes a weak market. Population in the area currently numbers fewer than 17,000 people, who comprise 7,542 households. The average household size of 2.2 persons is smaller than the size of the average Broward County household, 2.38 persons, reflecting the fact the median age of people living in Zip Code is 41.8 years. The median age of County residents is marginally younger, 41.4 years. The households residing in Zip Code 33004 have an estimated median income of \$30,657. This figure is significantly below the median income countywide, which approximates \$40,000.

Workforce/Tourists

Also adversely impacting the retail market in the CRA Area is the lack of a significant number of workers or tourists within the area. As discussed above, the CRA Area has only 3 multi-tenant, non-medical office buildings with approximately 75,000 square feet of space in total. Even if fully occupied, these buildings would house only 300 workers. The area only has one chain-affiliated hotel, a Motel 6, which caters to a small number of price-conscious tourists.

According to data obtained from the Broward County Property Appraiser, Zip Code 33004 does contain approximately 2 million square feet of industrial and warehouse space. The workforce housed in these facilities likely exceeds 2,500 people; however, many of these workers spend significant portions of their workday away from their place of employment. Zip Code 33004 also contains DCOTA, which has in excess of 600,000 square feet of exhibit space and experiences high rates of visitation from people with the high spending capability. However, since these visitors do not generally stay in the CRA Area, they are not oriented to the area and do think to shop or dine there.

Based on the above analysis, it is evident that improving the retail market in the CRA Area requires that an increased residential population with the area and Zip Code 33004 generally as well as increased daytime and tourist populations.

Building Height: Key to Redevelopment

As discussed previously, interest has been expressed by residential developers in sites located along the Dania Beach Boulevard Corridor for mid-to-rise projects. Some of the sites for which interest has been expressed are currently designated for commercial uses. However, a major impediment to the development of these properties is the 3-story height limit that applies to all property within the CRA Area. That limit makes the development of structured parking physically and economically infeasible. The lack of structured parking and the sizes of these parcels make their development for residential as well as significantly sized office and chain-affiliated hotel use infeasible. The current height limit causes the type of development seen at 700 East Dania Beach Boulevard where the First Union Bank building is located. The building, barely exceeding 10,000 square feet in size is set back from the road and sits within a field of surface parking that leaves the site unattractive visually.

The current height limit also affects the parcels along the Federal Highway that are either vacant or underutilized at the current time. A case in point is the Pirate's Inn property, at the corner of Dania Beach Boulevard and Federal Highway, where the developer is proposing a new 10-story hotel.

If the Dania CRA Area is to attract the residential, office and hotel uses needed to both appreciate its tax base and provide the support necessary for revitalized retail activity, the current height limitation needs to be amended --- at least selectively. It should be noted that there is development within the City of Dania taller than 3 stories in height, including DCOTA, the nearby Sheraton and Hilton hotels and an extended stay hotel in the northeast quadrant of the Interstate 95/Stirling Road interchange. Perhaps more importantly, it should be noted that the stakeholders interviewed, people from the community who attended the two workshops held in conjunction with this study effort and members of the City Council at a workshop on August 6 in the City Commission Chamber have all expressed support for amending the existing height limit to varying degrees.

There generally appears to be consensus for allowing the development of buildings 6 to 8 stories in height with structured parking contained within the building. Generally, it is believed that such development should occur along East Dania Beach Boulevard and Federal Highway north of Stirling Road as long as the structures do not overwhelm nearby residential uses where such exists. Preference has been expressed that the buildings set back above a cornice height of two to three stories to minimize the impact of the taller buildings at street level, thereby preserving Dania's historic character at street level.

While the impetus for amending the current height limit relates to the need to increase the residential and daytime population as well as tourist activity within the CRA Area for the benefit of area retailing, such action would have an important --- and positive ---

financial consequence. Revitalization of Downtown Dania will require money to re-align Federal Highway and to upgrade the City's obsolete water and sewer systems. To effectuate these improvements, it will be necessary to generate tax increment revenues and the quicker, the better.

The value of real estate is based on what it produces in terms of income. By raising the height limit applied to Downtown properties, the development envelope, hence the capacity to produce revenue/income will increase. The result will be increased assessed values and then generating the tax increment revenues that can be used as a basis for bonding critical infrastructure improvements.

Support for New Development

Increasing the development capacity of the CRA Area as it pertains to residential, office and hotel uses by changing the height limit will only make sense if markets for those uses exist. The evidence is strong that they do because of the CRA Area's location relative to Ft. Lauderdale – Hollywood International Airport, Port Everglades and Downtown Ft. Lauderdale, each of which is discussed below.

- Passenger traffic at Ft. Lauderdale – Hollywood International increased from 9 million in 1990 to 16 million in 2001. By 2020, the Airport is expected to serve 25 million passengers annually. As passenger volumes grow, the workforce at the airport will also increase.
- From 1994 to 2001, multi-day cruise ship passenger activity at Port Everglades increased from 800,000 to nearly 2 million. During the same period, cargo activity, inclusive of container cargo, petroleum, bulk and break bulk, increased from 17.4 million tons to 23 million tons. With respect to non-petroleum tonnage, volume nearly doubled from 3.2 million tons to 6 million. By 2020, multi-day cruise ship passenger activity is expected to triple to over 6.0 million. Overall cargo activity in 2020 will total 35 million tons, or 150 percent the current level, with container cargo activity more than doubling to 9 million tons annually. This growth will also result in a larger workforce being employed at the Port.
- The major office buildings in Downtown Ft. Lauderdale currently house approximately 16,000 workers. This figure is twice the level in 1990. It is estimated that when government and retail employment in the area is added, the workforce in Downtown Ft. Lauderdale approximates 25,000 workers.

Residential

As discussed previously, there has been interest by residential developers with respect to several sites along Dania Beach Boulevard. This interest follows on the heels of the successful development of approximately 1,000 rental apartments within and immediately outside Zip Code 33004 during the past 10 years. Those units are

performing at a composite occupancy rate well above 95 percent, a level that would typically encourage new development to occur. The people renting these units generally work at the Airport and Port and in Downtown and choose them to be within a short commute of work and/or the beach. Within recent years, significant amounts of both luxury for-sale and rental development have also been undertaken in the Downtown Ft. Lauderdale area. However, the development in Downtown, which includes approximately 1,000 condominium units and an even greater number of rental units, has been highly pricey due to the price of land in the area, rendering it not accessible to many downtown workers. Given the considerably lower land prices that will exist in the Dania CRA Area than Downtown even after the height limit within the CRA Area is increased, it should be possible to provide more affordable housing to segments of the growing Downtown, Airport and Port workforces.

Hotel

Hotel development within a 5-mile radius of the Airport and Port has not kept pace with growth in passenger volumes in recent years discussed above. As a result, the major hotels in the area are posting occupancy rates in the 67 to 72 percent range despite the impacts associated with 9/11. While some new limited service properties have been developed along Federal Highway north of the Airport and near Interstate 95, only 1 full-service property, The Renaissance on 17th Street Causeway, has been developed in the past 5 to 7 years. Both the Port and the Airport propose new units on-site although the hotel proposed by the Port is primarily designed to serve the convention center. Even the addition of these proposed units will not make up the deficit in quality hotel rooms that already exists and satisfy demand growth. It should also be noted that most of the land along the 17th Street Causeway, where many hotels serving the Airport and Port are located, is already developed.

Office

As discussed above, the growth of both passenger and cargo activity at the Airport and the Port will cause the workforce at both facilities to increase. A portion of that expanded workforce will need office space. The approximately 700,000 square feet of office space currently serving the Airport and the Port is over 90 percent occupied. Further, only limited amounts of land exist within either facility for new office development. The supply of land for new office development along 17th Street Causeway is also limited. The CRA Area is the next logical place for office development serving the Airport and Port to occur.

Summary

Excellent potential exists for the revitalization of the Dania Beach CRA. The key findings supporting that conclusion are provided below.

Location

The major attribute of the Dania Beach CRA from a real estate market perspective is its location which provides it with excellent access to the regional highway network and places it immediately adjacent to two of Broward County's most significant economic "engines", Ft. Lauderdale-Hollywood International Airport and Port Everglades. Additionally, the CRA is proximate to beach and boating venues and within a short commute of Downtown Ft. Lauderdale. At some point in the future, the CRA may also contain a passenger terminal for commuter traffic along the FEC line that runs along its western boundary.

Depressed Market

Notwithstanding the attributes just described, the real estate market in the CRA is depressed. Vacancy rates within the predominant commercial use, retail space, are high, exceeding 15 percent, and rents low, generally not exceeding \$13 per square foot. Few regional and national retailers, with the exception of fast food restaurants and auto-related business, are located in the area because the average volume of sales is less than \$150 per square foot. Despite having less than 75,000 square feet of multi-tenant, non-medical office space, the office market also exhibits a high vacancy rate and low rent levels. While airline and multi-day cruise ship passenger volumes have increased significantly in recent years, the CRA contains only 1 chain-affiliated hotel, a Motel 6. There is no significant residential development underway although recent rental apartment development within the City has been successful and interest has been expressed about certain vacant sites along the Dania Beach Boulevard corridor.

Retail Market Area

Retailing in the CRA derives its primary support from people residing in Zip Code Area 33004, which contains the CRA. Support from wider areas would normally be considered possible based on conventional time-distance standards but those areas have retail centers offering anything/everything that can be found within the CRA. From a retail perspective, the demographics of the market are weak. Fewer than 17,000 people comprise the primary market and their median household income is less than \$31,000, a figure about 70 percent the level of Broward County generally. Due to the limited amounts of office and hotel development within the CRA, retailing derives minimal levels of support from daytime (worker) and tourist populations within it.

More People Downtown

Fundamental to revitalizing the CRA will be expansion of its resident, daytime and tourist populations to provide more support for its retailing activity. The key to achieving this will be to amend the 3-story height limit that currently applies to the CRA to allow, at least selectively, for buildings 6 to 8 stories in height with structured parking contained within them. Such development would predominantly be allowed along the Dania Beach

Boulevard Corridor and along Federal Highway north of Stirling Road. Buildings should be designed to set back above a two to three story cornice height to preserve Dania Beach's historic atmosphere at street level. Such development appears to have community support.

Positive Financial Impact

While the primary impetus for allowing taller buildings would be to enable the higher density residential projects as well as larger office buildings and chain-affiliated hotels required to improve the retail environment to be constructed within the CRA, raising the height limit would also have a positive financial impact. It would cause property values to rise because of the potential for enhanced revenues/income from real estate activities, thereby initiating the generation of the tax increment revenues necessary to realign Federal Highway and rebuild water and sewer infrastructure within the CRA. For the CRA to achieve its maximum potential, such improvements are required.

Links to Regional Generators

Demand for residential, office and hotel development is expected to be derived from the continued growth of Ft. Lauderdale – Hollywood International Airport, Port Everglades and Downtown Ft, Lauderdale, growth that is expected to be significant. Illustratively, passenger traffic at the Airport is expected to increase from its current level of 16 million to 25 million in 2020. By that date, multi-ship cruise passenger activity will triple to 6 million from its current level of 2 million. Cargo activity at the port will also increase by 150 percent. As passenger and cargo activity grow, the workforce at those facilities will also grow.

Downtown Residential Use

In recent years, approximately 1,000 rental apartment units have been built within Zip Code 33004 and immediately outside it. Of these 1,000 units, only approximately one percent are located within the CRA Area. These units have a composite rate of occupancy exceeding 95 percent. Over 2,000 luxury condominium and rental units have either been completed since 1999 or are under construction or planned in Downtown Ft. Lauderdale. The completed rental apartment projects are performing well, with a composite occupancy rate over 95 percent, while the condominium projects under construction are achieving strong levels of sales. The success of both the projects within the immediate vicinity of the CRA Area and those in Downtown Ft. Lauderdale indicate that a strong market for units in close proximity to the major employment centers discussed in the preceding paragraph and/or the beach exists.

Hotel Development

Hotel development within a 5-mile radius of the Airport and Port has not kept up with the growth in demand caused by the increase in passenger volumes that occurred between

1994 and 2001. During the period, passenger activity nearly doubled. While several limited service facilities have been developed, only 1 full service hotel has been constructed in the past 5 years. As a result, the major properties in the market are generally reporting occupancy rates over 67 percent despite the continuing negative impacts of 9/11. Both the Airport and Port have plans for new development on-site although the proposed property at the Port is also designed to serve the convention center. The development of these proposed facilities will not satisfy both the existing deficit of quality rooms and the future growth in demand. The 17th Street Causeway, which has historically been a focus of hotel development serving the Airport and Port, is substantially built out, making the CRA Area a logical location for new development.

Office Development

As discussed above, the growth of both passenger and cargo activity at the Airport and the Port will cause the workforce at both facilities to increase. A portion of that expanded workforce will need office space. The approximately 700,000 square feet of office space currently serving the Airport and the Port is over 90 percent occupied. Further, only limited amounts of land exist within either facility for new office development. The supply of land for new office development along 17th Street Causeway is also limited. The CRA Area is the next logical place for office development serving the Airport and Port to occur.

Conclusion

Market support exists for the redevelopment of the Dania Beach due to the area's excellent location relative to the regional highway network, important economic centers such Ft. Lauderdale – Hollywood International Airport, Port Everglades and Downtown Ft. Lauderdale and the beach. Opportunities should exist for the development of new residential units, office space and hotels, all of which is needed to provided support for retail activity within the CRA Area. The key to redevelopment will be amending the zoning code to raise the height limit applicable in the area, currently 3-stories, to permit 6 to 8 story buildings that would contain structured parking within them. In addition to enabling market opportunities to be realized, raising the height limit, at least on a selected basis, would immediately cause the assessed value of land to rise, thereby causing the tax increment revenues required for roadway and infrastructure improvements to be generated quickly. In raising the height limit, the focus should be on the Dania Beach Boulevard Corridor as well as Federal Highway north of Stirling Road.

III. PROPOSED REDEVELOPMENT PLAN

A. Primary Public Involvement Findings

As mentioned previously, the Community Redevelopment Planning process utilized an extensive program of public involvement to ascertain the constraints, opportunities, and future vision for the area from the people that live, work, and play there. Stakeholder interviews were conducted along with two community workshops on a workday evening as well as a Saturday morning. Each workshop was held at a prominent location in the CRA Area, and approximately 60 participants took part in the workshops. The primary comments resulting from public involvement are summarized below, and methods to implement community consensus are discussed further in additional sections of this Plan.

Downtown Character

Stakeholders and workshop participants agreed that the downtown area along Federal Highway (generally north of Stirling Road) needs to maintain a distinct character. There is consensus that change is necessary; however, many workshop participants felt that the historic structures and “small town feel” needed to be maintained throughout the redevelopment process. This can be accomplished through the use of effective urban design, integrating appropriate architectural styles and uses to create a vibrant and successful downtown.

Workshop participants felt that the downtown needs cafés, art galleries, entertainment uses, and a strong residential component to create a 24-hour downtown. They also felt that a streetscape project integrating landscaped medians, pedestrian lighting, and wide sidewalks along Federal Highway is important to the success of downtown

Building Height and Density

Stakeholders and citizens agree that an increase in building height is necessary to create a mixed-use urban environment in the downtown. There is consensus for a six to eight story total building height in appropriate locations (particularly along Federal Highway and Dania Beach Boulevard), as long as the building architecture includes step-back construction to mitigate the impacts of larger buildings.

There is also consensus for higher density along Federal Highway and on Dania Beach Boulevard, where appropriate.

Zoning and Land Use

Stakeholders and workshop participants agree that more residential units are necessary in the CRA Area, and many can be integrated into mixed-use developments in the

downtown area and along Dania Beach Boulevard. There is support for land uses and zoning that will allow mixed-uses so that retail, office, and apartments/residential uses can be integrated into appropriate areas.

Traffic and Circulation

Workshop participants agreed that Federal Highway needed improvements in order for the CRA Area to grow and thrive. There was community support for realigning Federal Highway to a location east of the existing railroad track alignment, as well as for one-way pairs options realigning the north and southbound lanes of US 1 east and west of their existing alignment, respectively. In both of these cases, the existing Federal Highway alignment eventually becomes “Federal Street”, a local two-way street.

The recommendations for realigning US 1 included in this Redevelopment Plan combine the wishes of the community and provide additional feasibility and cost analysis.

Parking

There is community support for creating either angled or parallel parking in the downtown subsequent to completing the Federal Highway realignment, and supplementing this with parking structures (both public and private). There is also support for larger buildings to contain structured public parking on lower levels to help alleviate parking issues.

B. Guiding Principles

Using the public involvement findings as a basis, the following principles were developed to guide plan preparation and implementation.

Land Use

- Introduce mixed-use development in commercial zones of the redevelopment area to foster a live/work environment.
- Seek out waterfront residential opportunities along the Dania Cut-Off canal.
- Establish a Local Activity Center land use designation to facilitate the scale and mix of uses needed for a vibrant downtown environment.
- Adopt a CRA overlay zoning district that allows for a mix of uses, increased density and intensity, design guidelines, and incentives for uses that attract nighttime activity.
- Create an expedited CRA development review process with redundant controls to ensure quality development consistent with the CRA community vision.

Building Height and Intensity

- Establish a variety of height limits in specified areas to allow for desirable density and economy of scale while maintaining compatibility with surrounding residential neighborhoods.
- Implement building façade step back and cornice height criteria to lessen height impacts.

Architectural Style

- Enhance the character of Downtown Dania Beach with architecture that addresses Dania’s existing scale and feel.
- Introduce a variety of historical architectural styles of that include Mission style, Mediterranean style, and “Old” Floridian style. Consider also the architectural precedence taken from other local areas such as Las Olas, Riverfront, Delray Beach, and Mizner Park.
- Create a “Federal Street” theme for the Federal Highway business district.
- Create a “Beach Street” theme for Dania Beach Boulevard.

Vehicular Traffic and Circulation

- Explore diversion of Federal Highway traffic to mitigate current traffic impacts to the Federal Highway business district, and increase streetscape usability for pedestrians and bicyclists.
- Realign Old Griffin Road to create viable waterfront and park development parcels along the Dania Cut-Off Canal west of Federal Highway.
- Establish gateway treatments for traffic moving into Downtown Dania Beach.
- Encourage a transit system loop that connects Downtown Dania to surrounding neighborhoods, the beach and other activity nodes and places of interest within the city.
- “Downsize” Dania Beach Boulevard to create a pedestrian-friendly streetscape environment.

Parking

- Understand public and private parking needs and address those needs within the redevelopment plan.
- Increase public parking in Downtown area.
- Introduce structured parking in zones of higher density and intensity of development.
- Establish parallel parking on primary commercial activity streets.
- Ensure that private redevelopment project provide a proportion of public parking spaces.

Water

- Maximize the potential of the Cut-Off Canal with the addition of marine based business, commercial mixed use development and residential development.
- Implement water borne transit.
- Increase access to the Cut-Off Canal.

Parks and Open Space

- Introduce new open green spaces into the CRA Area through the creation of greenway linkages, new parks, and pedestrian-friendly streetscapes.
- Implement a comfortable pedestrian environment with ground level interest consisting of shade trees, site furnishings, widened decorative pavement sidewalks and pedestrian scaled lighting.
- Establish a greenway pedestrian system that connects mixed-use areas into surrounding residential neighborhoods and to other activity nodes and places of interest within the city.

Neighborhoods

- Preserve and enhance the character of existing neighborhoods.
- Ensure proper landscaping, lighting, sidewalks and signage in neighborhoods.
- Encourage compatible infill development where appropriate.

Infrastructure

- Address infrastructure deficiencies relative to water, wastewater treatment and storm drainage.

Tax Base

- Generate the greatest possible growth in the area tax base consistent with the redevelopment vision established in the plan. This will be maximized through effective implementation of the land use policies, incentive programs and capital projects.

C. Overall Concept Plan

In using the Guiding Principles as a planning framework, a Redevelopment Plan for the Dania Beach CRA has been formulated to enhance the character of downtown Dania Beach and to embrace opportunities that exist in the city. This Plan is shown in Figure 5. Opportunities include:

- Transformation of the existing downtown into a pedestrian-friendly, mixed-use

district. To help implement this concept, the existing retail segment of Federal Highway has been renamed “Federal Street,” and Dania Beach Boulevard has been renamed “Beach Street.”

- A change in the vehicular circulation patterns of Federal Highway to remove heavy volumes of traffic out of the heart of the commercial/retail district while, at the same time, allowing for additional traffic lanes (Figure 6).
- Increased building heights and densities in targeted areas, as depicted in Figures 7, 12, and 13, which show a map of proposed building heights and two height concept cross-sections, respectively.
- Introduction of new marine business, residential and mixed use development along the Dania Cut off Canal.
- Introduction of a mass transit system that links a future potential commuter rail stop with all of Dania Beach, as depicted in Figure 6.
- Enhancement of public open space and pedestrian linkage throughout, as shown on Figure 8.
- Establishment of a Broward County designated Local Activity Center land use to promote the above described patterns of redevelopment.

The concept plan (Figure 5) provides the basis for the above improvements to transform downtown Dania Beach into a unique urban community composed of a variety of recreational options and areas, novel residential living alternatives, varied transportation systems and new places to work and play. Area by area redevelopment concepts are described below.

Federal Highway Realignment

A major redevelopment tenant in the improvement of the downtown is to remove heavy volumes of traffic from the heart of the commercial/retail district. Therefore, the redevelopment plan recommends a by-pass road system for Federal Highway starting from south of the Dania Cut off Canal and rejoining the existing Federal Highway at Stirling Road. This will allow the existing Federal Highway corridor in this area to be transformed into a local retail street with an enhanced pedestrian environment and on-street parking.

A cross-section of the existing alignment of Federal Highway is depicted in Figure 9, and alignment options for Federal Highway are shown on Figure 6.

Federal Street District

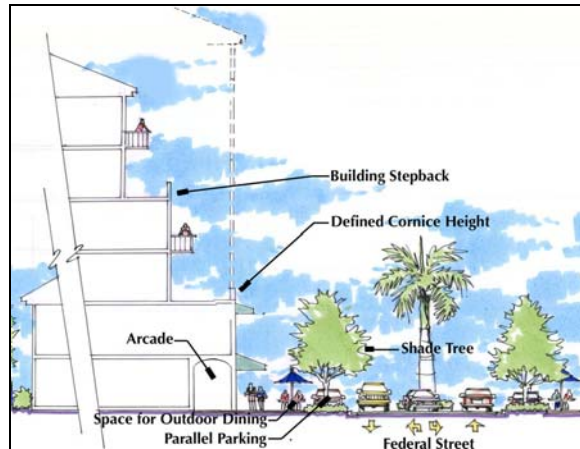
With a diversion of Federal Highway through traffic, the plan calls for a revitalization of the downtown business district. A potential section of the Federal Street District is shown in Figure 10. The redevelopment concept plan refers to this zone, which includes City Hall and surrounding parcels, as the Federal Street District. This area will be instrumental in defining the downtown area as an important focus of activity and aesthetics, and will serve as an important image generator for the community. To insure these images are positive and reflect the sense of community and synergy needed in Dania Beach, the following objectives are important:

- The architecture of Federal Street should introduce a variety of historical vernacular, including the “Old” Florida and Mediterranean styles. The architectural precedence of other local areas such as Las Olas, Mizner Park, and Delray Beach should also be considered.



Federal Street should be composed of a variety of architectural materials and styles

- Infill development should be constructed up to the existing “build to” line; with levels above the second story stepping back from the street so that the visual impact of height is mitigated. Such step backs offer the opportunity to introduce upper level spaces and balconies along the facades of the Federal Street buildings.



Federal Street building massing and streetscape concept

- Covered arcades should be implemented into the architecture at the ground level to create a comfortable, pedestrian friendly corridor that compliments the streetscape design.



A vertical mix of uses is encouraged



Awnings mitigate building mass

- Create a unique and memorable series of spaces along Federal Street that includes outdoor plazas and a diversity of indoor uses. Incorporate decorative paving patterns that continue throughout the downtown zone.
- Shade trees should be incorporated along the street to provide comfort, form space and establish a sense of permanence.

- Site-specific furnishings should also reflect the historical feel of Dania Beach. Such furnishings should include benches, trash receptacles, lighting and other elements to beautify the streetscape along Federal Street.



Street trees and arcades provide pedestrian protection and comfort

Commuter Transit Hub

Regional transit planners are working on an important project to use the FEC rail line through the CRA Area for local commuter service. A future transit station in the central area of the CRA can link the proposed FEC commuter line with a local Dania Beach transit system that serves the community. This station should be located adjacent to and west of City Hall in the Federal Street District, and will be a catalyst for other redevelopment activity. Additionally, the commuter transit system will provide greater access into downtown Dania Beach as a destination to live, work, shop and visit.



A commuter transit hub will be a catalyst for redevelopment activity

Beach Street District

Dania Beach Boulevard provides an opportunity to “recapture” pedestrian areas by reducing the current six-lane road to four lanes. A Beach Street District is proposed, linking the Federal Street District and the beachfront. A potential cross-section view of the Beach Street District is shown in Figure 11. This zone serves as an introduction to Dania Beach from the East and should reflect the relationship to the beach that exists in the City. This corridor should also accommodate mixed-use development to continue the intensity and variety found in the Federal Street District. The aesthetic quality of this corridor will have a tropical theme, to be expressed by architectural style and in streetscape elements. To ensure that such an atmosphere is achieved, the following objectives should be followed:

- Reduce the existing six-lane road to four traffic lanes by converting the outside lanes for parallel parking and pedestrian activity. Similar to Federal Street, provide for a series of intimate and memorable spaces along Beach Street to attract outdoor dining and other activities.



Primary commercial streets should accommodate sidewalk dining

- The desired architectural style of Beach Street should reflect a tropical/ beach-type theme, and may reflect a “Key West” or “Caribbean” architectural look. This can be achieved through color, materials and architectural detailing. Portions of buildings along this corridor should come up to the Dania Beach Boulevard right-of-way line to establish an appropriate scale and urban character.



A tropical architectural theme is encouraged along the Beach Street Corridor

- Site-specific elements should reflect the tropical theme that is desired in this zone. These furnishings should include benches, trash receptacles, lighting and other elements to emulate a beach atmosphere. Decorative pavement applications should have a tie with those of the Federal Street District. Street trees along the Beach Street corridor should consist of palm trees to reinforce a tropical image.



Coconut Palms are recommended along Beach Street to achieve a tropical atmosphere

Marine Business District

The existing landscape nursery lands east of Federal Highway and north of the Cut-Off Canal are recommended for a variety of marine related industry and business. The current zoning of these areas provides for these proposed uses. These properties have unobstructed deep water access and lie adjacent to other high quality marine related

businesses. This use also reinforces the City's goal to capitalize on marine industry opportunities.



Deep water access should be utilized for a variety of marine related businesses

Canal Place Waterfront Development

Canal Place is a proposed mixed-use development located west of Federal Highway on the Cut off Canal. This location will serve as a visual gateway into Dania Beach from the north. A proposed realignment of Old Griffin Road brings traffic to Federal Highway at the existing NW 3rd Street intersection, creating a significant waterfront parcel. This development would be focused around a small craft marina that extends to the north and south of the Cut off Canal. A two to four story mix of commercial and residential uses could enliven this development with both day and evening activities. Canal Place will be easily accessible from Federal Highway, Downtown Dania Beach, Old Griffin Road, I-95, surrounding neighborhoods, and the waterway.



A mixed use of development is recommended along the waters edge

Waterfront Residential

A significant opportunity exists for upscale waterfront residential on the Cut off Canal, just north of Jai Alai. Residential units can face a proposed waterway that loops through the parcel, thereby maximizing the percentage of units on water. This development may

include both single family and town home units at a scale that is compatible with surrounding residential neighborhoods and the City's Future Land Use Plan. A proposed local transit system will link residents to the rest of the community, along with a proposed water taxi stop at the south end of the canal loop. Also included in this district is an additional open green space for community recreation adjacent to Frost Park.

Jai Alai Mixed Use Node

The Jai Alai Entertainment Node is proposed as a mixed-use development located at the site of the existing Jai Alai facilities on Dania Beach Boulevard. It is envisioned that this development would feature Jai Alai as an anchor use, in combination with a mix of uses similar to 'Beach Place' in Fort Lauderdale or 'Cocowalk' in Coconut Grove. Such uses might include retail, commercial, recreational, educational and cultural facilities. This center will serve as a destination for pedestrians in downtown Dania Beach and for the surrounding region.

Northwest Residential District

The CRA Plan calls for preservation and enhancement of this neighborhood through streetscape improvements, infill residential development and open space improvements. Improvements might include street tree plantings, lighting fixtures, site furnishings and neighborhood signage. A proposed local transit system would link this neighborhood to other destinations in Dania Beach.

South Federal Highway District

The South Federal Highway District includes the commercially zoned properties along Federal Highway from Stirling Road to Sheridan Street. Redevelopment in this zone will be promoted primarily through zoning and other development incentives. Height recommendations for this area include an increase to 4-6 stories to allow for greater economic viability. Streetscape improvements, such as lighting and landscape plantings, should be considered to improve the aesthetics in this high traffic zone.

Gateway Treatment Zones

Proposed gateway treatments are suggested on Federal Highway near the Cut off Canal bridge, at the intersection of Federal Highway and Stirling Road and at the intersection of Sheridan Street and Federal Highway. Such treatments are important due to the general aesthetic upgrades they provide associated with points of entry into Dania Beach. Elements to be considered include landscaping, decorative pavement, lighting, prominent entry signage and site furnishings.

Greenways, Parks and Open Space

A proposed greenway system will link Dania Beach with a larger county wide recreational network of landscaped trails and bicycle paths (Figure 8). This system will connect Dania's existing network of parks and open spaces, as well as to other communities in the county, the Everglades and the Atlantic Ocean. Subject pathways should be defined by widened sidewalks, additional landscaping and special signage. These trails should be buffered from vehicular traffic when possible, and bicycle paths should be grade-separated from roadways where possible.



An enhanced network of pedestrian trails is recommended in the redevelopment plan

D. Transportation and Pedestrian Improvements

Recommended transportation and pedestrian improvements include:

- Proposals include the realignment of Federal Highway from five-lane highway into two two-lane pairs east and west of the existing Federal Highway in two phases (Figure 6). The first phase involves the development of a two-lane western corridor, and the second phase provides for a two-lane eastern corridor. This will transform the present five lane Federal Highway into a local two-way street consisting of widened sidewalks for pedestrian and bicycle circulation, landscaping, outdoor seating, lighting, and street furniture.
- Streetscape improvements in proposed Federal Street and Beach Street include introducing parallel parking, widened sidewalks, landscape improvements, and building height changes. Other improvements could include pocket parks, bike lanes, decorative paving, outdoor eateries and recreation venues.

- The realignment of Old Griffin Road south to NW Third Street would decrease congestion at the Federal Highway bridge and also allow for a mixed-used development on the canal.
- There is an opportunity to replace the existing Federal Highway and FEC railroad bridges over the Cut-Off Canal to accommodate additional water navigation and transit along the Canal. The construction of a bascule or vertical lift bridge should be considered for the FEC railroad bridge, while an increase in height for the existing Federal Highway bridge may be sufficient.

E. Greenways, Parks, and Trails

One of the most attractive elements associated with communities is recreation. The CRA redevelopment plan calls for the introduction of a greenway system (Figure 8) that links to the Broward County Potential Greenway System plan, a proposed greenway system through the county connecting the Everglades to the Atlantic Ocean. The corridors in Dania Beach that are included in this plan are located parallel to the FEC rail line running north and south, and on Dania Beach Boulevard running east and west.

Recommended greenway, parks and trails features include:

- Secondary trails are built off the two main corridors that will link it to neighborhoods and places of interest within Dania Beach.
- Paths included in the greenway plan will be protected from vehicular traffic.
- The redevelopment plan proposes signage, paths and landscaping to make it a pleasurable experience.

F. Urban Design Recommendations

Urban design guidelines are recommended for development and codification based on the design recommendations contained herein. The following issues should be addressed:

I. Introduction

- A. Image of Dania Beach
- B. Statement of Intent

II. Public Section Design Guidelines

- A. Introduction – Emphasis on community cohesiveness and a healthy urban environment
- B. Public Corridors – Unique, memorable spaces should be created within the Federal and Beach Street Districts, to include green spaces, ground-floor mixed-use development, and landscape and streetscape improvements.
- C. Parking Facilities – The current shortage of public parking in the Downtown should be addressed through the development of parking facilities, implementing incentives for the private development of public parking, and cross-utilization of existing parking (e.g. Jai Alai).
- D. Park Facilities (Figure 8)
- E. Marina Facilities – Marina development should be aesthetically compatible with adjacent development in the vicinity of the Cut-Off Canal. Marina lighting should be designed to be non-obtrusive to surrounding uses.
- F. Public Plazas – Areas for public gathering are recommended in the Federal Street and Beach Street Districts.
- G. Special Events

III. Private Sector Design Guidelines

- A. Introduction
- B. Building Objectives
 - 1. Overall Height (Figure 7)
 - 2. Cornice Height – Cornice height on new construction in the Federal Street and Beach Street Districts should not exceed two stories (20 to 25 feet in height).
 - 3. Stepback Construction – Taller buildings in the Federal Street and Beach Street Districts are encouraged to utilize stepback construction to mitigate the impacts of building height on the community.
 - 4. Vertical Plane Moderation
 - 5. Façade Treatment – Exterior building facades should incorporate appropriate architectural features, including (but not limited to) cornice detailing, belt courses, corbelling, molding, stringcourses, ornamentation, changes in material or color, and other sculpting of the architectural surface as appropriate.
- C. Street level Guidelines
 - 1. Active Use – The first floor of commercial structures should be devoted to retail uses. Structured parking should be designed with street-level frontages consisting of retail space or, at a

minimum, an architecturally articulated façade designed to screen the parking facilities from public view.

2. Pedestrian Corridors – Use of shade trees, benches, lighting, decorative paving and shade structures should be encouraged to promote pedestrian movement in the Downtown.
3. Urban Open Space/Plazas
4. Fenestration – The majority of the first floor façade on building frontages should be comprised of windows (or other transparent elements). Large expanses of blank solid wall should be avoided, and reflective materials on walls and windows should be discouraged.
5. Arcades/Canopies – Buildings within the Federal Street and Beach Street Districts should incorporate an arcade or continuous architectural canopy over sidewalks. Arcades and continuous canopies should be constructed as fixed non-retractable elements integral to the architectural mass. No arcade should extend into the public right-of-way or encroach on street lighting fixtures or streetscape plantings.
6. Trash/Loading Facilities – All loading/unloading areas and trash storage facilities should be incorporated into the building volume and adequately screened from public view.

D. Circulation Objectives

1. Vehicular Circulation (Figure 6)
2. Pedestrian Circulation – The preservation of public spaces should be encouraged. New public spaces should be designed with elements encouraging public interaction, including seating facilities, streetscape plantings, and other site furnishings. Open spaces should not substantially interrupt the streetscape edge at the building line.
3. Arrival/Drop-off Areas – Arrival and drop-off areas are encouraged to mitigate parking needs.
4. Parking – Parking facilities should be located in relatively close proximity to the buildings they serve, with direct pedestrian access that does not negatively impact public facilities. Appropriately designed parking structures, covered parking, and screened grade-level parking are to be fully addressed in the design guidelines.
5. Transit Systems – Bus, trolley, light rail, and the water taxi provide opportunities for transit within the CRA Area.

IV. Site Elements

A. Landscape Plantings

1. Functional Concerns – Landscape design should be compatible with surrounding uses, and should incorporate Crime Prevention Through Environmental Design (CPTED) recommendations.
2. Aesthetic and Visual Character
3. Streetscape Plantings – Plantings in the Federal and Beach Street Districts should be consistent in species and repetition. Federal Street plantings should be comprised of shade trees to encourage pedestrian movement in the Downtown, while Beach Street should include palm plantings to highlight its function as a gateway to the ocean.
4. Parking Planting – Landscape buffering is recommended around the perimeter of parking lots/structures.
5. Plant Material Selection – Plant materials should embellish the appearance of architectural facades and the site design, and may provide shade and/or screening as appropriate.
6. Maintenance
7. Irrigation

B. Paving

1. Paving Materials – A coordinated paving system should be established in order to delineate and define areas used by vehicular traffic, bicycles, and pedestrians.
2. Curbs and Gutters – Curbs and gutters should be either FDOT type “F-6” (raised curb and cutter), or FDOT type “E” (roll curb); the type selected should be used consistently throughout the CRA Area.
3. Pedestrian Paving – Pedestrian paving materials should be modular for maintenance reasons, and should be made of a material of appropriate color and texture. All pedestrian paving shall have a non-slip surface when wet, and paving edges should be smooth.
4. Public Plazas – Durable and low-maintenance materials should be used in public spaces, and materials should relate to adjacent buildings and site elements.
5. Handicap Provisions
6. Bikeways

C. Architectural Graphics and Signage

1. Signage Hierarchy
2. Entry/Gateway Signage – Entry/gateway signage should be utilized to delineate the Federal and Beach Street Districts, Canal Place, and the Jai Alai Entertainment Center. Landscape

architecture, architectural graphics, and signage elements should be incorporated to create unique gateways into each District.

3. Theme Development and Signage Applications – Signage in the CRA Area should be developed with a compatible visual theme, in a scale designed to be functional and readable.
4. Directional Signs
5. Regulatory Signs and Graphic Event Banners

D. Lighting

1. Lighting Hierarchy
2. Lighting Sources – It is recommended that lighting design should incorporate a range of incandescent lighting sources.
3. Streetscape Lighting – Streetscape lighting should complement streetscape elements and pedestrian flow, and should reflect the character of the district.
4. Parking Lot Lighting – Lighting in off-street parking lots should be designed to allow safe and secure night use.
5. Pedestrian Lighting – Pedestrian lighting is necessary along streetscapes and within the greenway trail system, and should include human-scale fixtures and appropriate design.
6. Landscape Lighting – Landscaping should be accented using spotlighting where appropriate.

E. Site Furnishings – Furnishings should be designed to be complementary to site design and architecture.

1. Banners
2. Bicycle Racks
3. Bollards
4. Planters
5. Seating
6. Traffic Signals
7. Tree Hardware
8. Trash Receptacles
9. Fences
10. Fountains

G. Infrastructure Improvements

Water System

The City of Dania Beach Water Distribution System within the CRA Area consists of old galvanized iron, asbestos, concrete, PVC and ductile iron pipelines. Sections of the water distribution system exceed sixty years of age, which is beyond their typical useful

life. Based on the Water, Wastewater and Stormwater Facilities Plan (Facilities Plan) currently being produced for the City by Public Utility Management and Planning Services, Inc., there are several areas within the CRA Area where the existing water distribution system cannot provide adequate flows and pressures to meet the current fire flow requirements in accordance with the regulatory agencies. The major problem area within the CRA Area is the Federal Highway/US1 corridor, where the existing 6-inch water main is insufficient to address future needs. Given the growth expected along this corridor and the rest of CRA Area, water system upgrades are required to provide adequate water flows and pressures.

Required water distribution upgrades have been identified and shown in Figure 14 in accordance with the Facilities Plan being produced for the City. Proposed improvements include the replacement of existing 2-inch water mains with 6-inch mains along several local streets, upsizing the water mains to 12-inch diameter along major roadways such as Federal Highway/US 1 and Dania Beach Boulevard, and installing a 16-inch water main along NW 4th Avenue. Implementation of these improvements is essential to support future redevelopment. Estimated water system improvement costs are shown in the table below.

Water System Improvements -- Opinion of Probable Cost						
Pipe Size	Location	From - To	Quantity	Units	Unit Cost	Cost
6"	S.W. 4th Street	US 1 to 4th Ave. S.W.	130	LF	\$80	\$10,400
6"	S.W. 5th Street	US 1 to 4th Ave. S.W.	130	LF	\$80	\$10,400
6"	S.W. 6th Street	US 1 to 4th Ave. S.W.	130	LF	\$80	\$10,400
6"	S.W. 7th Street	US 1 to 4th Ave. S.W.	130	LF	\$80	\$10,400
12"	S.W. 14th Street	S.E. 2nd Ave. to Dixie Highway	470	LF	\$100	\$47,000
12"	Dania Beach Blvd.	4th Ave. N.W. to 3rd Ave. S.E.	2000	LF	\$100	\$200,000
12"	Federal Highway Phase I	Old Griffin to Stirling Road	3400	LF	\$100	\$340,000
12"	Federal Highway Phase II	Stirling Road to Sheridan Street	5300	LF	\$100	\$530,000
16"	N.W. 4th Avenue	S.W. 1st St. to Old Griffin Road	3200	LF	\$120	\$384,000
	Hollywood Tie-in	Sheridan Street		LS		\$50,000
					Sub-Total	\$1,592,600
					Survey, Design and Construction Administration Services 18%	\$286,668.00
					Contingency 10%	\$187,926.80
					TOTAL	\$2,067,194.80

Source: Prices based on available information as of August 2002

Sanitary Sewer System

The existing sanitary sewer infrastructure consists mainly of vitrified clay pipe and the system is approximately 30 years old. Vitrified Clay pipe is brittle, which results in broken joints and cracks that allow infiltration of ground water into the system, thereby increasing the flow and cost of sewage treatment. The City has taken measures to begin addressing the infiltration problem by lining the existing pipes, among other repairs. These efforts have resulted in a significant decrease in the treatment cost. However, additional improvements to the existing sanitary sewer system are required within the CRA Area, and based on the Facilities Plan being produced for the City, these improvements will cost approximately \$150,000.

Drainage System

There are no major drainage issues along Federal Highway/US1 or Dania Beach Boulevard within the limits of the CRA Area. However, along the local streets there is a lack of positive drainage systems that result in water ponding throughout several areas. Based on the on-going Facilities Plan, approximately \$500,000 in drainage improvements are required for the CRA Area. Specific improvements have not yet been identified in the Facilities Plan.

Parking and Utilities Capital Improvements Cost Estimates

Federal Highway Realignment Alternatives – Phase I:

Phase I of the realignment project for Federal Highway involves it one block west of its existing alignment to NW 1st Avenue (Figure 6). The estimated cost for this project is approximately \$8,100,000.00 including, construction, utility relocation, landscape, irrigation, signalization, lighting, design and permitting. This cost also includes completing streetscape improvements along existing Federal Highway in the Downtown area, which will become a two-lane road.

Alternatively, Federal Highway may be realigned to follow the existing alignment of the FEC railroad tracks, which currently run between SW 3rd Avenue and NW 4th Avenue in the northwest portion of the CRA Area. The estimated cost for this alternative is approximately \$12,700,000.00 including right-of-way acquisition for the relocation of US 1/Federal Highway next to the railroad tracks, construction, utility relocation, landscape, irrigation, signalization, lighting, design and permitting. This cost also includes completing streetscape improvements to existing Federal Highway.

Federal Highway Realignment Alternatives – Phase II

Phase II of the realignment project for Federal Highway proposes realigning two lanes of Federal Highway one block east to NE 1st Avenue. Cost estimates for construction, utility relocation, landscape, irrigation, signalization, lighting, design and permitting for Phase II total \$3,400,000.

Relocation of Griffin Road

The Old Griffin road relocation (Figure 6) to accommodate the conceptual Canal Place development is projected to cost approximately \$3,000,000.00 including right-of-way acquisition, construction, utility relocation, landscape, irrigation, signalization, lighting, design and permitting.

“Beach Street” Streetscape Improvements

Beach Street improvements (existing Dania Beach Boulevard east of Federal Highway) are estimated to cost approximately \$6,500,000.00 including construction, utility relocation, landscape, irrigation, signalization, lighting, design and permitting. Right-of way acquisition does not appear necessary to complete this project.

Parking Facilities

There is a clear deficiency in parking within the CRA Area, as depicted in Figure 15. This deficiency has a direct negative impact on the existing business and hinders new development.

A rough parking count was conducted in the Federal Street district, which is generally bounded by the FECRR to the west, NE 1st Avenue to the East, NE 2nd Street to the north and Stirling Road to the south. Based on this count, it was determined that there are approximately 1,100 existing parking spaces in this area and approximately 15% are for public use, while the remaining 85% are for private use (see Figure 15). Furthermore, based on a review of the City of Dania Beach Zoning Code, the number of parking spaces for this area appears to be significantly less than that required by the current code. In general, there is a parking deficiency of approximately 73, which is equivalent to a parking shortage of approximately 40 to 60 percent.

Additional parking is recommended in the Federal Street District. Additional parking can be accommodated in multi-level structures and/or at grade parking lots depending on the availability of land. It is estimated that construction cost (excluding the land) per space can average \$8,500 for parking structures and \$1,500 for at grade parking. Accordingly, the cost for additional parking in the Federal Street district can range from \$4,500,000 for at grade parking to \$15,000,000 for structured parking. It is recommended that surface parking and provision of public spaces by developers be the first priority of the CRA Plan.

As part of the first priority of the CRA Plan, additional surface parking is recommended with provisions requiring private development projects to provide additional public parking spaces proportionally. However, in order to achieve more precise figures for number of parking spaces and the cost, an in depth analysis of the current conditions as well as the future build-out conditions within the CRA Area is recommended. This analysis should identify the specific areas where parking is needed, the land to be acquired for parking, and include recommendations dealing with at grade parking versus parking structures.

H. Land Use and Zoning Recommendations

Land use and zoning recommendations are included herein to address proposed land uses according to the redevelopment concept plan, building height, mixed-use development, urban design guidelines, and building setbacks.

It is important to note that zoning recommendations presented herein should be implemented the timeframes indicated in the table below to allow for expeditious review of proposed improvements and provide for timely implementation of this Plan.

Proposed Land Uses

Proposed land uses within the CRA Area include the following, as identified on Figure 16, “Proposed Land Use Map”:

- Marine Mixed-Use, to include the Canal Place concept with retail and commercial development south of the Dania Beach Cut-Off Canal and west of US 1;
- Local Activity Center, to allow commercial, residential, and retail mixed use as further discussed below;
- South Federal Highway, to allow commercial and mixed-use development along US 1 south of Stirling Road;
- Waterfront Residential, to allow single family residential development (up to 10 d.u./acre) in the area north of Jai Alai and bounded to the north by the Dania Cut-Off Canal; and
- Marine Business District, east of US 1 and north of the Dania Cut-Off Canal, to allow marine-related commercial uses such as boat sales, fabrication, repair, and maintenance.

Local Activity Center Land Use

Mixed-use development is appropriate for US 1 north of Stirling and Road and Dania Beach Boulevard east of US 1, referenced in this Plan as the Federal Street and Beach Street Districts, respectively. The City of Dania Beach is encouraged to initiate a land use change within these geographic areas to Broward County’s Local Activity Center (LAC) land use category, a new land use category intended to support mixed-use development within existing urban environments. Additional information regarding the LAC land use category is included in Appendix D.

The City of Dania Beach will also need to rezone areas intended for mixed-use development before development can take place. This can be accomplished through an overlay zoning district within the Federal and Beach Street Districts, as well as in the Canal Place Waterfront Development District along the proposed realignment of Old Griffin Road west of US 1.

Building Height

Substantial community support has been shown for an increase in building height in appropriate areas of the CRA Area, as depicted in Figure 7. It is recommended that an overlay district be created to allow increases in building height as follows:

- An increase to 3-4 story building height in the vicinity of the Canal Place Waterfront Development District, which is generally located along the proposed realignment of Old Griffin Road at the Dania Cut-Off Canal, west of US 1. Current zoning designations within this area include C-3 (Commercial), and RD-8000 (Single Family Residential);
- An increase to 6-8 story building height in the Federal Street District, located along US 1 north of Stirling Road to NW 2nd Street, and in the Beach Street District, located along Dania Beach Boulevard from US 1 to the eastern boundary of the CRA Area. Current zoning designations within these areas are C-2 and C-1, which allow for commercial uses;
- An increase to 4-6 stories along US 1 south of Stirling Road to the southern boundary of the CRA Area at Sheridan Street, which is currently zoned C-3 (Commercial);
- An increase to 4-6 stories in the area directly north of Dania Jai Alai, located north of Dania Beach Boulevard, which is currently zoned C-2 (Commercial); and
- An increase to 2-3 stories in the area north of Dania Jai and south of the Dania Cut-Off Canal, currently zoned RS-8000 (Single Family Residential). Land use for this property is Low/Medium Residential (LM), which is recommended to remain the same.

Flex Units

The City of Dania Beach currently has 152 reserve units and 346 available flex units available within Zone 84, which encompasses the CRA Area east of the northwest residential neighborhood. Reserve and flex units allow for mixed-use development in zoning districts typically reserved for retail and commercial uses. For instance, residential reserve units may be utilized to provide apartments above a storefront along the proposed Federal Street District until land use changes have been made to accommodate the County's LAC land use category.

Urban Design Guidelines

Urban Design Guidelines are recommended for the Federal and Beach Street Districts, as further discussed in Section III (F). These guidelines will provide for appropriate redevelopment, and will allow for a unified appearance to these districts. Urban design guidelines should be adopted within one-year of the implementation of this Plan, as indicated in the implementation timeline table presented below.

Building Setbacks

The following building setbacks are recommended within the Federal Street and Beach Street Districts, as discussed in Section III (F), Urban Design Concepts:

- No front or side building setbacks, in accordance with existing building patterns in the Downtown. Buildings located on the corners of street intersections are recommended to have 10 feet setbacks from road rights-of-way to accommodate line-of-sight requirements; and
- 25 feet rear setbacks to provide buffering for residential areas, where appropriate.

Additional information and graphic depictions can be found in Figures 10 and 11, which show proposed Federal Street and Beach Street District cross-sections, respectively.

Implementation Schedule

The table below includes an implementation timeline for the land use and zoning recommendations presented herein.

Dania Beach CRA -- Policy Recommendations Implementation Schedule	
Policy Item	Implementation Timeframe
Zoning Amendments	
Phase I - amendments for height, setbacks,	1 year
Phase II -- to allow for mixed-use zoning subsequent to LAC approval	18-24 months
Urban Design Guidelines	
Federal Street	1 year
Beach Street	1 year
Local Activity Center (LAC) Land Use / Other Land Use Amendments	18 months
Note: This table constitutes a "Critical Path Timeline" for Redevelopment Plan policy recommendations. Implementation times are approximate and may change according to funding availability.	

I. Program and Policy Recommendations

The following programs are recommended to address the existing needs and goals for the CRA Area:

Main Street Program: The Main Street program involves addressing redevelopment needs through a four-point approach that includes economic restructuring, promotions, marketing, and design as tools to address redevelopment needs within a designated program area. As a designated Main Street City, Dania Beach's Main Street program addresses the commercial revitalization of the downtown area, which is also an important component of this Redevelopment Plan. The Dania Beach CRA Area would benefit from coordination with Main Street to avoid duplication of efforts, as well as to help ensure a common vision for the redevelopment of Dania Beach. The CRA may also provide funding support for Main Street.

CRA Commercial Façade Improvements Program: Existing commercial facades in the CRA Area would benefit from the initiation of a façade improvements program to restore or improve existing building facades in a manner consistent with adopted urban design guidelines. This program could be funded through Tax Increment Financing (TIF) and business owners may be required to provide a cash match.

Clean-Up Program: Several participants in community workshops voiced concern that there is a need for a clean-up program within the CRA Area, particularly along Federal Highway in the downtown area. The CRA may partner with the local Main Street organization as well as business and professional organizations to provide a regular clean-up program for the downtown.

Public Safety Programs: Public safety issues within the CRA Area may be addressed through coordinating with the Broward County Sheriff in developing crime prevention programs within the CRA Area, which may include public education programs, application of Crime Prevention Through Environmental Design (CPTED) principles, a community-policing program, and a general increase of police presence within the CRA Area for additional enforcement during day and evening hours. CRA funds may be used in the future to fund part of the cost of these programs.

Neighborhood Paint Up/Fix Up: Neighborhood Paint Up/Fix Up programs encourage non-profit organizations in a community (e.g. civic organizations and churches) to partner with homeowners in providing maintenance to homes such as lawn care, house painting, and any number of other needs. The CRA can provide supplies such as paint and tools for these efforts.

Downtown Marketing Program: Dania Beach's location in proximity to the port and airport provide an opportunity for the development of marketing materials directed toward travelers. Marketing Downtown Dania Beach in publications specific to the local travel industry (e.g. airline publications) will provide additional opportunities for tourism.

Advertising at Port, Airport, and I-95: The unique location of the CRA Area places it in close proximity to several transportation options. The CRA should take advantage of its proximity to the port, airport, and I-95 by advertising at these locations.

Local Business Expansion Program: The CRA has an opportunity to partner with local business and professional organizations in providing grant or loan funding for qualified business expansions within the CRA Area. Qualifying criteria for programs similar to this typically include income, potential for growth, and a commitment to maintain the current business address for a certain time period after improvements are completed.

Neighborhood Infill Program: This program will allow for CRA Area incentives for residential infill housing, and provide additional incentive for low- and middle-income affordable housing construction within the CRA Area. Any number of incentives can be used by the City to promote residential infill within the CRA Area, including waivers for certain permit and development review fees, or providing for an expedited development review process for residential infill developments. Additionally, the CRA may choose to utilize TIF funds to demolish abandoned and dilapidated structures to create opportunities for infill within the CRA Area.

In addition to the CRA programs recommended above, several policy recommendations have been discussed throughout this Plan. These policy recommendations include:

- Zoning and Land Use changes, where applicable;
- Urban design guidelines within the proposed Federal Street and Beach Street Districts; and
- A Comprehensive Plan Amendment to allow for Local Activity Center (LAC) land use within the Federal Street and Beach Street Districts to allow for mixed-use development.

J. Neighborhood Impact and Affordable Housing Element

Affordable and Replacement Housing: The northwest residential neighborhood of the CRA Area is included within Census Tract 805, Block Groups 1 and 2. According to 2000 Census data, 1,030 total housing units exist in Block Groups 1 and 2. Of these units, 914 were occupied, and 116 were vacant. Household size averaged between Block Groups 1 and 2 is approximately 2.8 persons per household, with an average family size of approximately 3.3.

The Redevelopment Plan is not expected to significantly impact households in the low and moderate-income range. The implementation of the Plan is expected to create a greater diversity of housing and job opportunities for current CRA Area residents and persons relocating to the Area. The Redevelopment Plan does not propose acquisition of any low or moderate-income housing units, or any housing units. The realignment of Griffin Road south of the Dania Cut-Off Canal and west of Federal Highway may or may not involve acquisition of low or moderate-income housing units. The road relocation is conceptual, and acquisition needs cannot be addressed until a detailed design plan is completed for the project. The realignment may be designed in such a way as to avoid any residential property acquisition.

The Redevelopment Plan generally does not propose increases in residential densities beyond those currently allowed by the City's Comprehensive Plan. However, the Redevelopment Plan will call for new housing opportunities within the proposed Local Activity Center (LAC) land use areas (Figure 16). This will allow rental and ownership housing opportunities in these areas through the use of mixed-use development. Residential development proposed for the area north of Jai-Alai and south of the Cut-Off Canal is within current density allowances.

Traffic Circulation: A major component of the Redevelopment Plan focuses on improving the traffic circulation pattern along Federal Highway, particularly in the "downtown" segment of US 1 between Old Griffin Road south to Stirling Road. The intent of addressing these traffic circulation issues is to mitigate problems associated with existing traffic flows, in addition to accommodating future growth in the area.

The "*Finding of Necessity for Redevelopment*" study specifically identified traffic circulation as a major issue affecting the CRA Area, and this Redevelopment Plan addresses this impact on surrounding neighborhoods by proposing to convert the problematic segment of US 1 into a one-way pair system and providing additional programs as discussed in Section IV.

Environmental Quality: The Redevelopment Plan should have a positive impact on environmental quality in the residential neighborhoods within the CRA Area through streetscape improvements (landscaping and street lighting improvements), the installation of bicycle and pedestrian improvements, and other utility improvements where necessary.

Availability of Community Facilities and Services: Improvements have been suggested in this Plan that will enhance the availability of community facilities and services within the CRA Area. Pedestrian and bicycle access improvements are proposed, as well as traffic circulation improvements that will improve access to the traditional "downtown" area along Federal Highway as well as access to public buildings and facilities. Further, this Plan supports and recommends an increase in public parking throughout the area.

Parks and Recreation: The Redevelopment Plan specifically calls for the development of additional passive recreation areas within the CRA Area, in addition to creating added opportunities for recreational boating due to canal expansion and the development of complementary facilities along the Dania Cut-Off Canal. Enhanced pedestrian and bicycle connectivity is also a component of the Plan.

Effect on School Population: The Dania Beach CRA Area is predominantly built out, with vacant land comprising 19 percent of the total area. With the exception of infill development, new residential opportunities are presented in the northeast portion of the CRA Area north of Jai Alai, as well as within proposed mixed-use land uses, located predominantly along US 1 north of Stirling Road. Any residential development that takes

place within the CRA Area will be subject to school concurrency review at the time of platting.

Other Matters Affecting the Physical and Social Quality of the Neighborhood: The Redevelopment Plan proposes improvements that will have a positive impact on the quality of life in existing residential neighborhoods by providing new park land, landscaping and lighting improvements in the neighborhoods, utility improvements, and traffic circulation improvements. Over time, these improvements will increase property values in the Area, boost tourism, and provide a stronger commercial base, while maintaining a strong sense of place for residents of Dania Beach.

K. Land and Building Acquisition

The proposed CRA Area Plan may necessitate land acquisition and building demolition. It is intended that private market land and building transactions be used to the maximum extent possible in the implementation of this Plan. Eminent domain will only be utilized for the most critical redevelopment projects and when all concerted efforts to acquire key properties and/or buildings through private market transactions have failed.

Several proposed projects – notably, the Federal Highway realignment and the realignment of Griffin Road – may require land and/or building acquisition either by private developers or the CRA for implementation. Each of these projects may require the acquisition of right-of-way at selected points and the possible purchase of buildings within the proposed realignment. Several parking lots and/or structures planned in the future for the CRA Area may be implemented in part using land or building acquisition. Alternatively, developers may be required to provide public parking in new developments to mitigate the need for additional parking.

As design plans for proposed CRA Area projects are developed in the future, the CRA will document specific building and/or land acquisition needs and attempt to acquire necessary lands and/or buildings through public/private development partnerships or private market purchases. As discussed above, eminent domain may be used in a manner consistent with applicable State laws and regulations.

Additional consideration to land and building acquisition, including preliminary cost estimates, is provided in Section IV of this Plan

L. Conformance with Dania Beach Comprehensive Plan and Broward County Land Use Plan

Broward County Land Use Plan

The proposed Dania Beach Community Redevelopment Plan has been developed in a manner consistent with the Broward County Land Use Plan (LUP) and Plan Map. The most significant land use change proposed in this Plan is the utilization of the County's Local Activity Center (LAC) land use along US 1 and Dania Beach Boulevard to promote appropriate mixed use redevelopment. This development is proposed consistent with the provisions set forth in the LAC land use category.

The Dania Beach Redevelopment Plan furthers several important goals, objectives, and policies in the Broward County Land Use Plan as follows:

- Objective 10.01.00 INNOVATIVE LAND DEVELOPMENT TECHNIQUES AND REGULATIONS – Encourage the use of innovative land development regulations and techniques, for both residential and non-residential development in order to promote planned communities and activity centers for efficient use of public services and facilities. (See also Policies 10.01.01 and 10.01.03)

- Objective 14.01.00 REDEVELOPMENT OF BLIGHTED AND DETERIORATING AREAS – Develop and implement land use programs to encourage redevelopment activities within identified blighted and deteriorated areas. (See also related Policies 14.01.01 through 14.01.04)

- Objective 14.02.00 ENCOURAGE ELIMINATION OR REDUCTION OF INCOMPATIBLE OR INCONSISTENT LAND USES – Develop and implement land use programs to encourage the elimination or reduction of existing incompatible land uses and prevent future incompatible land uses. (See also related Policies 14.02.01 through 14.02.04)

- Objective 17.02.00 LAND USE, PUBLIC FACILITIES, AND SERVICES AND EMPLOYMENT INTENSITIES – Establish criteria which encourage development of urban infill, urban redevelopment and downtown revitalization area(s) to promote economic development, increase housing opportunities, and maximize use of existing public facilities and services. (See also related Policies 17.02.01 through 17.02.07)

These objectives and policies from the Broward County Land Use plan (LUP) support the preparation and implementation of Community Redevelopment Plans such as that

proposed for the City of Dania Beach CRA Area. The Broward County Land Use Plan also favors the use of innovative planning techniques such as mixed-use and flexibility units to eliminate incompatible uses, promote economic development, increase affordable housing, and encourage infill and redevelopment. The proposed City of Dania Beach CRA Area is in conformance with, and furthers, a number of these objectives and policies adopted in the Broward County LUP. In addition, no inconsistencies with the County’s Land Use Plan were found in this review.

Dania Beach Comprehensive Plan

The Dania Beach Community Redevelopment Plan furthers several important goals, objectives, and policies in the Future Land Use Element (FLUE) of the Comprehensive Plan as follows:

- FLUE Objective IV Continue to implement redevelopment and renewal of blighted areas within the Dania Beach CDBG.

- FLUE Policy 4.3 The City shall evaluate the need for a designated redevelopment area with a reduced level of service for regional roadways in order to promote redevelopment and expansion of employment and housing opportunities for low and moderate-income households. (B.C.P. #14.03.00)

- FLUE Policy 4.4 Any designated redevelopment areas in the City of Dania Beach shall be served by mass transit facilities. (B.C.P. #14.03.04)

- FLUE Policy 4.5 To preserve and stabilize neighborhoods within designated redevelopment areas, the City shall evaluate traffic patterns in designated redevelopment areas and implement improvements that promote the appropriate interaction or separation of neighborhood and regional traffic.

- FLUE Policy 5.1 Encourage development to enhance the tax base of the community.

- FLUE Policy 8.6 Promote infill development through the provision of potable water and sanitary sewer service to those developed portions of Dania Beach which are currently inadequately served (B.C.P. #08.03.02)

- FLUE Objective X Land development regulations shall be maintained which provide for mixed land uses and other unique development techniques.

- FLUE Policy 10.1 Innovative site design and land planning shall be permitted within these land development regulations.

FLUE Policy 10.2 The permitted uses of the Comprehensive Plan shall permit the mixing of land uses consistent with land development regulations.

These selected objectives and policies from the adopted Dania Beach Comprehensive Plan all emphasize the need for the City to redevelop older areas on a priority basis. The Redevelopment plan can be accomplished by utilizing innovative planning techniques such as mixed-uses, and enhance the land use plan, aesthetic character, employment opportunities, public safety, affordable housing, and tax base of such areas. The proposed Dania Beach Community Redevelopment Plan is in conformance with, and furthers, a number of these objectives and policies adopted in the City's Comprehensive plan. In addition, no inconsistencies with the Dania Beach Comprehensive Plan were found in this review.

IV. FINANCIAL FEASIBILITY

A significant benefit of any Community Redevelopment Agency (CRA) is the ability to manage future incremental ad valorem tax revenues within the CRA Area from both county and city sources. Following the first year of the CRA Area (base year), ninety-five percent of ad valorem taxes collected annually on the incremental growth in property values since the base year are returned to the CRA Area by eligible authorities including, but not limited to, Broward County and City of Dania Beach for use in implementing the approved Community Redevelopment Plan.

These tax revenues can be combined with other funding sources such as grants to help finance initial projects prioritized by the Redevelopment Plan. After three to four years of positive tax base growth, the incremental tax revenues of the CRA Area should also be “bondable”. This enables the Agency to receive a large up-front infusion of funds to implement public and public/private projects designed to “grow” the tax base and repay the bonds with future tax revenues.

This section will provide estimated projections of incremental tax base growth in the Dania Beach Community Redevelopment Area and resulting tax revenues which may be expected to be received by the Agency. Other potential revenue sources will also be discussed to complete the ten-year CRA Area revenue picture.

Fulfilling the vision of the Dania Beach Community Redevelopment Plan is contingent upon the ability to obtain funds to finance the public improvements and revitalization program. The goal of the plan is to provide public infrastructure improvements, which will encourage and foster private sector redevelopment within the district. A combination of potential funding mechanisms has been identified to realize the vision of the plan.

Establishment of the Redevelopment Trust Fund: Subsequent to approval of the Redevelopment Plan, Broward County must authorize the establishment of a Redevelopment Trust Fund pursuant to Florida Statute in order to utilize tax increment financing for funding. The Dania Beach City Commission must then establish and approve the fund by ordinance in order to allocate future tax increments to the fund. Upon establishment of the trust fund, the Agency must also obtain approval for the issuance of tax increment revenue bonds to finance redevelopment programs when such a program is proposed.

A. Tax Increment Revenues

The table below shows the annual taxable and assessed value for the Dania Beach CRA Area over the past five years.

Although the CRA Area tax base measured in taxable value grew only 1.2 percent from 1996 to 1997, the taxable value increased significantly in subsequent years. Growth of

Section IV – Financial Feasibility

the CRA Area tax base grew 6.51 percent from 2000 to 2001, and the CRA growth averaged approximately five percent per year over the five-year period from 1996 to 2000.

County/City/CRA Taxable Values

Year	Broward Co. Taxable Value (\$ millions)	Annual % Growth	City of Dania Beach Taxable Value (\$ millions)	Annual % Growth	Proposed CRA Area Taxable Value (\$ millions)*	Annual % Growth
1996	\$60,758.00	n/a	\$797.63	n/a	\$91.77	n/a
1997	\$64,417.30	5.68%	\$838.82	4.91%	\$92.88	1.20%
1998	\$70,015.40	8.00%	\$867.61	3.32%	\$98.52	5.72%
1999	\$74,812.00	6.41%	\$923.14	6.02%	\$105.11	6.27%
2000	\$81,170.00	7.83%	\$1,039.75	11.22%	\$112.43	6.51%
2001	\$87,472.93	7.21%	\$1,065.42	2.41%	\$118.05	5% (est.)
Growth, 1996-2001		30.54%		25.13%	1996-2000	18.38%

Note: Proposed CRA taxable value not available for 2001. CRA area growth percentage based on 1996-2000.
 * 2001 Proposed CRA Area Taxable Value estimated (5% increase)

In order to project future tax increment revenues which may be available to the CRA Area, an overall tax base growth rate will be assumed based both on historical growth, areawide value increases expected due to initial CRA Area public projects, and known developer interest in specific sites.

The table below presents the projected CRA Area tax base as well as estimated County, City, and South Broward Hospital District revenues available to the CRA Area through year 2011. For years 2002 through 2004, tax base growth is assumed to be five percent, which is the historical growth pattern between 1996 and 2000. Beginning in year 2005, the tax base growth is projected to accelerate to a rate of 7.5 percent per year based on initial public improvement projects and private development in the CRA Area.

CRA Revenue Estimates					
Year	Est. Taxable Value* (\$ millions)	County Tax Revenues** (\$)	City Tax Revenues*** (\$)	S. Broward Hospital District Revenues**** (\$)	Total Tax Revenues
2002 (base year)	\$123.95	n/a	n/a	n/a	n/a
2003	\$130.15	\$43,601	\$35,939	\$11,014	\$90,555
2004	\$136.66	\$89,353	\$73,651	\$22,571	\$185,575
2005	\$146.91	\$161,411	\$133,046	\$40,773	\$335,231
2006	\$157.93	\$238,874	\$196,897	\$60,341	\$496,112
2007	\$169.77	\$322,147	\$265,536	\$81,376	\$669,058
2008	\$182.50	\$411,665	\$339,323	\$103,988	\$854,976
2009	\$196.19	\$507,897	\$418,644	\$128,297	\$1,054,838
2010	\$210.91	\$611,346	\$503,914	\$154,429	\$1,269,689
2011	\$226.72	\$722,554	\$595,579	\$182,521	\$1,500,654
2012	\$243.73	\$842,103	\$694,119	\$212,719	\$1,748,941

* Tax base increased by 5 percent through 2004; 7.5 percent per year thereafter.
 ** County 2000-2001 operating/capital outlay millage = 7.4005; revenues reduced by 5 percent.
 *** City 2000-2001 operating millage = 6.100; revenues reduced by 5 percent.
 **** South Broward Hospital District 2000-2001 millage = 1.8694; revenues reduced by 5 percent.

B. Capital Improvements Program

Estimated capital improvements costs for CRA projects are depicted in the chart included below. It should be noted that the cost figures are for long-range planning and may vary considerably based on specific project details at time of construction.

Dania Beach CRA -- Capital Improvements Implementation Timeframe / Cost Estimates			
Improvement	Priority	Timeframe	Cost Estimate***
Federal Highway Realignment			
Phase I - Create Western Lanes	High	5 years	
Option - NW 1st Avenue alignment			\$8,100,000
Option - Alignment adjacent to railroad			\$12,700,000
Phase II - Create Eastern Lanes	Med.	10 years	\$3,400,000
Relocation of Griffin Road**	Med.	5 years	\$3,000,000
Gateway Feature - Fed. Highway & Cutoff Canal	High	2 years	\$500,000
Entry Feature at South Fork of Federal Street	High	5 years	\$500,000
Parks and Greenway Plan			
Jai Alai Park	Med.	3 years	*
Cut Off Canal Park	Med.	5 years	\$500,000
Bicycle and Pedestrian Plan			
Bikeways	High	4 years	\$500,000
Sidewalks	High	3 years	\$500,000
Phased Parking Plan for Downtown			
Phase I - Surface	High	2 years	\$4,500,000
Phase II - Under New Buildings	Med.	n/a	n/a
"Beach Street" Streetscape Improvements**	Med.	3 years	\$6,500,000
"Federal Street" Streetscape Improvements**			
Phase I	High	5 years	\$4,000,000
Water Utility Improvements**			
			\$2,067,195
Federal Highway Water Main	High	3 years	\$870,000
Additional Improvements	High	5 years	\$722,600
Sewer Utility Improvements	High	4 years	\$150,000
Drainage Improvements	Med.	7 years	\$500,000
NW Neighborhood Streetlight Installation	High	3 years	\$500,000
NW Neighborhood Landscape Improvements	High	3 years	\$300,000
Feasibility & Funding Study for Bridge Height Increases/ Installation of Bascule or Vertical Lift Bridges over Cut-Off Canal	Med.	5 years	\$50,000 - \$100,000
*No cost estimate available			
**Includes 18 percent cost for survey, design, and construction administration services, as well as 10 percent contingency.			
***Alternative financing for CRA projects to be explored before utilizing Tax Increment Financing (TIF).			
Note: The information contained herein is approximate, and constitutes a "Critical Path Timeline" or Dania Beach CRA projects. This table will be amended during regular Redevelopment Plan updates to reflect current needs, and is intended to introduce initial projects for a 30-year plan.			

Tax Increment Financing (TIF) revenues for the CRA are projected to be approximately \$8.2 million over the next ten years. The projects introduced herein are generally feasible, assuming substantial funding is available from other sources for parking, streetscape, and road alignment improvements.

Please note that the capital improvements cost estimates provided above are for a ten-year time period, and are only initial projects for consideration. Generation of additional projects through regular Plan updating will ensure success of the CRA through its 30-year period.

C. Project Financing

CRA Tax Increment Revenues: Once created, the CRA will accumulate the tax increment generated within the district, which may be used to secure bonds for public improvements or expended directly on CRA projects. The tax increment is that portion of tax revenue that has increased from the year the CRA was established and the year the bonds are issued. All improvements funded through bonds must be located within the CRA Area district.

South Florida Regional Planning Council (SFRPC): SFRPC has a grant program of \$50,000 for special studies and planning efforts. These funds may be a resource for funding the ongoing planning efforts that will be required to implement the Redevelopment Plan.

South Florida Water Management District (SFWMD): SFWMD provides 50/50 matching funds for drainage improvements. These funds may be utilized in the future for drainage improvements in the CRA Area.

State of Florida: The State of Florida has various funding sources for improvements in the CRA Area, including:

- Funding through FDOT may be allocated for the realignment of US 1 and Old Griffin Road. Improved traffic circulation and capacity along these roadways will provide a strong incentive for FDOT funding of improvements
- The Secretary of State maintains a grant program for local parks and recreation improvements, which may be utilized in the CRA Area for improvements to the park areas and greenway connections.
- Urban and community forestry grants for special landscape improvements, which may include improvements within the CRA Area.
- The State Division of Historical Resources offers grant programs for rehabilitating historic structures, which may be a resource for restoring select commercial and/or civic structures in the CRA Area.
- Florida Inland Navigation District provides funds for waterway improvements. These funds may be used in the CRA Area to create and expand marina facilities, for dredging, and to create or improve docking facilities.

Broward County: The County has numerous funding sources that may be valuable to the CRA, such as:

- County capital improvements fund, including roads and public facilities.
- Broward Cultural Affairs Council (BCAC) provided funds for art in public places, such as the entry features being recommended for the CRA Area.
- The Metropolitan Planning Organization allocates funds for road and mass transit improvements. These funds may be a potential source of funding for bus lanes, bus shelters/kiosks, transit route improvements, and other transit-related traffic circulation improvements.

City of Dania Beach: City funding sources include:

- Community Development Block Grant funds, which may be utilized for infrastructure improvements in redevelopment areas and west of the FEC tracks.
- Special assessments may be utilized to fund improvements through taxes levied on benefiting properties in the CRA Area.
- General fund reserves may be used on a loan basis to initially fund the CRA.
- City water and sewer funds may be allocated for water and sewer improvements in the CRA Area.
- City bond issues can be utilized for capital improvements in the CRA Area, including streetscaping, parking, and related improvements.
- Gas tax funds may be used for transportation improvements.
- Parking Revenue Bonds may be a resource for financing new parking facilities. The funds from the bond issue must be pledged against future parking revenues within the district and citywide. A feasibility study will be required to demonstrate the ability of parking revenue to satisfy the bond obligation.

Non-Profit Corporation: The establishment of a tax-exempt organization may provide funds for district improvements, such as buy-a-brick or adopt-a-tree programs for streetscape improvements.

V. OPERATIONAL PROCEDURES

A. CRA Term

The term of the Dania Beach Community Redevelopment Agency (CRA) Plan will be thirty years from the date of Agency creation, which is expected to be December, 2002. This length of operational term is absolutely necessary to provide the best opportunity for the CRA to successfully complete the redevelopment process within the redevelopment area and ensure the greatest potential property value enhancement resulting from initial public-sponsored projects and programs. This does not mean the entire CRA Area will be redeveloped within that timeframe, but rather that the major principles and associated improvements envisioned in the Redevelopment Plan, as amended and updated in the future, will be fully implemented and private development will be well on the way toward helping the City of Dania Beach attain its vision for the restoration of its historical downtown.

Although the initial capital improvements process is estimated over a ten-year period, the Plan will be updated periodically over the thirty-year CRA term to reflect changed financial and development conditions in Dania Beach. In addition, the CRA may engage in bond financing after three to five years of operation in order to provide an up-front infusion of dollars for public improvements with repayment from enhanced tax increment proceeds over an extended period, typically twenty to twenty-five years. Obviously, bond underwriters will require that the term of the CRA extend through and beyond the final payoff of any bonds they sponsor. It is also not unusual for successful CRAs to implement multiple bond issues over the thirty-year redevelopment period, and second and third issues would also need long-term payback periods to keep interest rates within reason for the Agency.

Another area of Plan implementation where the thirty-year term is crucial is in the development of public/private partnerships. CRAs have been appropriately referred to as “developers in the public interest”, and this aspect of the CRA role is very important to realize the tax base enhancements expected from publicly funded improvements. Expedited approval of development consistent with the Redevelopment plan may be the difference between a high or low growth of tax base in the redevelopment area. In addition, successful CRAs often enter into long-term agreements with developers to address issues such as parking; these issues typically extend far into the future.

B. Annual Reporting

The Dania Beach CRA will prepare an annual budget for consideration and approval prior to October 1st of the fiscal year in which the budget will be implemented. In addition, an annual report will also be prepared, which will outline progress made toward achieving Plan goals, objectives and policies. This report will also include a comparison

of current-year tax base in contrast to the base year value. In addition, financial statements will be prepared according to Florida Statutes. The annual report and financial statements will be provided to Broward County on or before March 31 following the end of the fiscal year.

C. Plan Update and Amendments

The Dania Beach Community Redevelopment Plan will be updated and revised to reflect changing conditions every three years. The standard updating process will involve the following steps:

1. Updated data and analysis;
2. Revised capital improvements program and other redevelopment strategy recommendations;
3. Review by Local Planning Agency; and
4. Consideration by CRA Board and City Commission.

In addition, the County Commission shall either approve or disapprove any changes to the plan involving the following:

1. CRA boundary changes;
2. Extensions to the original term of the Plan and/or CRA beyond the thirty-year period specified herein; or
3. A change to the plan of such magnitude as would require a county or municipal land use plan amendment.

Appendix A
Finding of Necessity for Redevelopment

Appendix B
Economic Data for CRA Area

Appendix C
Legal Description

Appendix D

Broward County Local Activity Center (LAC) Land Use Information