

CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN





CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

LETTER FROM CRA



1-27-09

The Community Redevelopment Agency for the City of Dania Beach (DBCRA) would like to thank all of the community stakeholders, business owners, elected officials, our consultant team and organizations such as the Dania Beach Chamber of Commerce and the Marine Industries of South Florida for their contributions to the creation of the DBCRA Redevelopment Plan. Over the past 7 months, in order to formulate implementable policies and strategies for the revitalization of our community we have conducted over 15 community meetings, workshops, and numerous public hearings in order to solicit the input and opinions of not only the elected officials but also the residents of our City. I can say with all honesty that what we have created with this Redevelopment Plan is a community driven document that reflects the needs, desires and direction that the citizenry as a whole wishes to take over the next one, five, ten or twenty years. The final document is a testimony to an open public process that sought input from all stakeholders.

The DBCRA Redevelopment Plan is an implementation document that will serve as the guide for development and redevelopment within the City of Dania Beach. The plan anticipates the expansion of the existing DBCRA boundaries to include the additional neighborhoods of Sun Garden Isles, Dania Beach Heights and College Gardens which are areas that represent the very reason for the creation of State Statue 163 which governs CRA's. Although the plan provides very detailed yet implementable steps that will spur redevelopment and revitalization within our City, change will not happen overnight. The success of redevelopment within the City of Dania Beach rests not only on the shoulders of its elected officials but also its residents and stakeholders. The stage has been set for the community to now take the lead in changing their City for the better. Through continued partnerships between the community residents, elected officials, City of Dania Beach staff, DBCRA and other public and private entities, amazing changes will occur over the next two decades as the plan is implemented.

Let the same spirit of camaraderie which guided us through the creation of this redevelopment plan continue to guide us as we move progressively everyday towards our goal of a vibrant, thriving community.

Best regards,

Jeremy Earle, ASLA, AICP
Executive Director
Dania Beach Community Redevelopment Agency



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ACKNOWLEDGEMENTS

ACKNOWLEDGEMENTS

Dania Beach City Commission and Community Redevelopment Agency Board

Mayor – Albert C. Jones

Vice Mayor – Anne Castro

Commissioner – John Bertino

Commissioner – Robert Anton

Commissioner – Patricia Flury

Dania Beach Community Redevelopment Agency Director

Jeremy Earle, ASLA, AICP

Community residents

Dania Beach Chamber of Commerce

Business owners

City Departments and staff



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**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

EXECUTIVE SUMMARY



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

EXECUTIVE SUMMARY

BACKGROUND

EXECUTIVE SUMMARY

Background

In 2002 Dania Beach began to take definitive steps toward redevelopment. A limited authority Community Redevelopment Agency (CRA) was established and a 525 acre area within Dania Beach was designated as a Community Redevelopment Area. The *Downtown Community Redevelopment Plan*, which contained general recommendations, was prepared in 2002. Resolution 2004-423 approved the *Downtown Community Redevelopment Plan* and gave the City of Dania Beach the power to implement the plan, while confirming that the City and the County have entered into an Interlocal Agreement to ensure City, CRA and Broward County partnership for redevelopment. An important aspect of the Interlocal Agreement and the resolution approving the plan is that redevelopment projects will not be funded by revenues from tax increment financing. Rather a funding mechanism known as the Redevelopment Capital Program was provided by Broward County. The Dania Beach CRA was allocated \$6.3 million through that program. As the plan's title implies, the primary focus was on the downtown. In 2003 the *City of Dania Beach Urban Infill and Redevelopment Area (UIRA) Plan* was prepared for the residential neighborhoods of Dania Beach Heights, Sun Garden Isles and College Gardens, which were not included in the original CRA. In 2006 *The City of Dania Beach "Broward's First City" Design Report* was prepared, which suggested various design concepts to reflect the key and important characteristics of the City. These efforts in addition to the "City of Dania Greenway Conceptual Plan", April 1998; "Historic Preservation Plan for the City of Dania Beach," June 2000; "Needs Assessment and Crime Prevention Through Environmental Design Study," September 2005; and "Neighborhood Master Plan Workshop", 1999, represent activities that were undertaken to create and implement the existing Community Redevelopment Agency. Together they form a series of steps that lead towards the City's current CRA Redevelopment Plan, which modifies the CRA Boundaries by increasing the CRA size to 1349 acres; expands on work already accomplished; and identifies specific projects, which are implementable.



Dania Beach Waterway

Need for Redevelopment

The CRA is located in the original portion of Dania Beach, which is the oldest city in Broward County. As such, it contains a significant number of aging structures as well as deteriorated infrastructure. In 2008 conditions in the CRA were assessed through the preparation of a Finding of Necessity study. The Finding of Necessity is a report, which is guided by criteria outlined in the Florida Statutes and provides the justification for creation or modification of a Community Redevelopment Area. It outlines in detail the existing conditions in the area and highlights those conditions of slum and/or blight that need to be addressed. After analyzing the demographic, economic, construction and infrastructure in the CRA as well as the decline in its assessed values and taxable values, the Finding of Necessity concluded that the CRA meets and exceeds the criteria for a finding of blight or blighted area.

There is a need for physical upgrades and improvement of the quality of life for CRA residents and businesses. Quality housing that is affordable to low and moderate income residents, including the elderly is needed. Infrastructure needs to be upgraded in all areas of the CRA. A vibrant local economy and a wide range of recreational opportunities must be provided in order to stabilize residential neighborhoods and attract new business and retain existing business in commercial areas.



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LOCATION AND METHODOLOGY



View of commercial rear from street; needs beautification

Location

Dania Beach and its Community Redevelopment Area are ideally situated near major roadways, rail lines and the Intracoastal Waterway (ICW). Port Everglades lies partially in the City limits to the northeast and Fort Lauderdale/Hollywood International Airport abuts the City's northern boundary. The vibrant downtowns of Fort Lauderdale and Hollywood are only minutes away and the Alandco industrial complex, an important employment center to the west, and Dania Beach's famed Marina Mile are situated nearby. The potential for the City and the CRA to capitalize on its locational advantage provides the context for this CRA Redevelopment Plan.



View of businesses from street; needs beautification

Methodology

In March of 2008, the CRA moved redevelopment of Dania Beach to the forefront by hiring its first CRA Director, dedicated proactively to spurring redevelopment. Subsequently, the CRA assembled a team of experts to expand the boundaries of the CRA to include the surrounding disenfranchised communities, to engage the community, and to prepare this Community Redevelopment Plan. Since preparation of this Community Redevelopment Plan began, more than 15 meetings were conducted with residents and neighborhood leaders, business owners, elected officials sitting as the CRA board, the Chamber of Commerce, and the Marine Industries Association of South Florida.

The planning process began in earnest in June 2008 with a series of citywide visioning meetings, followed by a strategic planning session held by the City Commission to identify a vision and mission statement for the City of Dania Beach. With a vision articulated, the City, through its team of consultants, then conducted an intensive 3-day charrette to map the future of the Community Redevelopment Area. During these charrette workshops three conceptual plans were developed by the citizens, with assistance from various consultants. These three plans were combined to create the "Synthesis Plan", which became the framework for this redevelopment plan. In the ensuing months, additional meetings were held with the residents to ensure that everyone had a voice in the planning process. Facilitated meetings were held not just at City Hall, but also at City facilities located within the neighborhoods in order to encourage participation.



Neighborhood meeting



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THE PLAN & GUIDING PRINCIPLES

In conjunction with the public input process an exhaustive technical effort, including research, analysis, and field observation was undertaken for the preparation of the Finding of Necessity report. A preliminary Redevelopment Plan was developed, using the synthesis plan as its foundation. The preliminary plan built on the needs identified in the Finding of Necessity report and added in traffic circulation data, a preliminary market and real estate analysis, an analysis of redevelopment opportunities and constraints. This resulted in the initial identification of capital projects that would need to be undertaken in order to implement the plan.

The Plan

The CRA Redevelopment Plan is broad ranging. It includes a strong emphasis on neighborhood revitalization and provision of a wide range of quality housing for all current and future residents and improvement of the overall quality of life. The Plan has been developed using Smart Growth principles and energy efficiency and sustainability are addressed. Attracting the marine industry and helping it to expand in the CRA is an important goal of the plan. Finally, the plan calls for a concerted marketing and lobbying effort to optimize the chances of implementation.

Expansion of the economy through support of the marine industry in Dania Beach and the attraction of new marine related businesses will require a number of physical changes. The Dania Cut-Off Canal serves as the City's front door for the boating industry, opening up to the Intracoastal Waterway, Port Everglades and the Atlantic Ocean. The need for better access via this waterway presents an opportunity to rethink, and ultimately to re-engineer the landside infrastructure in that portion of the CRA that adjoins the canal. Deepening the canal and expanding the access, both vertically and horizontally at Federal Highway and the Florida East Coast railroad crossing will be necessary to realize the potential for expansion of the marine industries farther west in the canal. Likewise, relocation of Old Griffin Road to create more usable waterfront property and the construction of bridges across the C-10 canal that will allow for larger vessels will improve the chances for expansion of the marine businesses currently located along Bryan Road.

Attracting and retaining business will require substantial changes to the urban form of the CRA. A clearly identifiable main street is needed in the City Center and residential neighborhoods need to be revitalized. The CRA Redevelopment Plan calls the creation of a walkable main street along NW 1st Avenue, with open space portals connecting it to Federal Highway. The Plan also provides for housing programs, crime prevention initiatives, creation of new parks where needed and street landscaping and parking upgrades throughout the CRA.

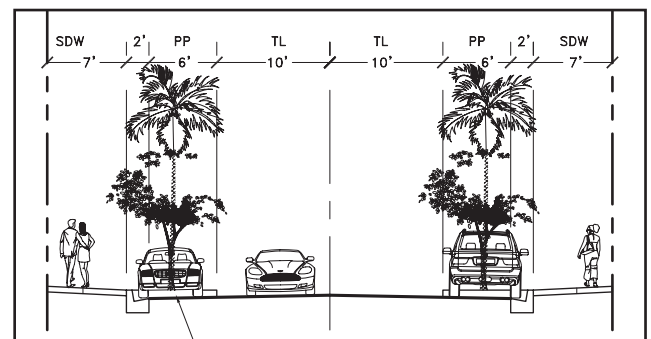
Guiding Principles

The guiding principles of this CRA Redevelopment Plan include:

- Elimination of slum and blight
- Improvement of the quality of life for current and future residents
- Protection of the environment
- Improvement of the economy through retention of current business and attraction of new business with a focus on expansion of the marine industry
- Making progress through public involvement and good governance

Conceptual Engineering

The Conceptual Engineering report provides the data and analysis necessary to create an estimate of probable cost for necessary projects. The CRA Redevelopment Plan envisions a significant change in the urban form of the CRA over the



Urban Cross-section



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EXECUTIVE SUMMARY

FINANCING & IMPLEMENTATION

long term. Many large scale capital projects will be required to assist in that change. Neighborhood revitalization and the provision of adequate affordable housing will be dependant on major upgrades in the public realm. Streets will need to be brought up to standard in terms of right-of-way, landscaping, on street parking and drainage. Land for parks will need to be identified and acquired.

Neighborhood Plan

The Neighborhood Plan sharpens the focus of the CRA Redevelopment Plan. It provides specific street and lot level development standards and serves as the regulating document for redevelopment projects. To ensure that redevelopment in the CRA is implemented in an efficient and consistent manner, it calls for specific applications of streets, streetscapes, housing types and landscaping.

Financing and Implementation Plan

The estimates of probable cost point to the need for over \$250 million in capital improvements to implement the goals of the CRA Redevelopment Plan. In addition to capital projects the plan recommends numerous strategies that will involve large costs to the City and CRA over a long period of time. The CRA Redevelopment Plan will be supplemented by a Financing and Implementation Plan, which will specify the means necessary to successfully realize redevelopment in the CRA and will assist in identifying the funding for implementation.

Implementation Goals and Strategies

The goals in this CRA Redevelopment Plan include Implementation Strategies that are both “immediate” (one to five years) and “long term” (within the 40-year term of the Plan). Immediate Implementation Strategies are those that can be accomplished quickly through zoning or code enforcement actions, the initiation of programs, coordination with external partners or outlay of available funds. Long Term Implementation Strategies are those which could potentially take the life of the plan to achieve

and for whom funding is not currently available. Many of the goals and strategies are large in scale and it is expected that they will take place within the long term planning horizon. It is unrealistic to think that the conditions that exist in the City, which have been over a century in the making can be overcome in the short term. Likewise, conditions of blight, deterioration and economic stagnation cannot be reversed in a diminutive way. This plan recognizes the need for a bold and committed approach to the future, and as such it calls for actions that, when implemented, will significantly change the face of the Community Redevelopment Area and will move the City in the direction of greater economic independence. While many of the recommended projects are large in scope a great deal of thought has been put into their feasibility or “implementability”. No projects have been recommended that are not implementable and all projects called for are considered to be essential to the implementation of the CRA Redevelopment Plan.

The CRA Redevelopment Plan has been developed using a combination of good planning practice and public involvement and with a strong emphasis on balancing the economic, environmental and quality of life needs of the CRA’s current and future residents. It is a “Smart Growth” plan and a “Green” plan. Redevelopment will be guided by five Redevelopment Goals, each with a set of implementing strategies. There is also a sixth set of General Implementation Strategies, which apply to the entire CRA and are necessary for the successful achievement of the CRA Redevelopment Plan goals. The five goals are:

- Goal 1: Enhance and Reinforce the CRA Sub-Areas.
- Goal 2: Eliminate Substandard Housing and Provide Affordable Housing Alternatives.
- Goal 3: Redevelop the CRA in a manner that is energy efficient and sustainable.
- Goal 4: Attract the Marine Industry and help it to expand.
- Goal 5: Pursue an active marketing and public information approach to implementation of the CRA Redevelopment Plan.



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IMPLEMENTATION GOALS & STRATEGIES

The Implementing Strategies are included in the section of the Plan titled Concept Plan and Implementation Strategies with the individual discussion of goals. A summary table of all Goals and Implementing Strategies is included at the end of that section.



Lack of maintenance; need safer structures



Marine industry in Dania Beach; need to attract more



Code violation issues; need to clean up and increase pride of ownership



Solar Lights; need to increase energy efficiency



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

GOVERNANCE



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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ADMINISTRATION AND GOVERNANCE

POWERS AND AUTHORITY

POWERS AND AUTHORITY OF THE DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY

Creation of the Community Redevelopment Agency and Modification of the CRA Redevelopment Plan

The Dania Beach Community Redevelopment Agency was originally created by the enactment of Broward County Resolution 2002-275 subsequent to a *Finding of Necessity for Redevelopment*, which was prepared in May, 2001. Resolution 2002-275 is included as Appendix D to this CRA Redevelopment Plan.

In 2004, the Dania Beach Community Redevelopment Area plan was finalized and approved by the County through County Resolution #2004-423, included below. Resolution 2004-423 approved the CRA Redevelopment Plan and gave the City of Dania Beach the power to implement the plan, while confirming that the City and the County have entered into an Interlocal Agreement to ensure City, CRA and Broward County partnership for redevelopment. The Interlocal Agreement is included as Appendix E to this CRA Redevelopment Plan.

Resolution 2004-423 delegates all powers designated by Chapter 163.330, et. seq., Florida Statutes, also known as the Community Redevelopment Act of 1969, as amended, to the City certain exceptions. It provides that Broward County shall retain powers relating to:

- A boundary change;
- An extension to the term of the Plan involving the continuing contribution by the taxing authorities beyond the original plan adoption, as may have been amended; and
- A change to the plan of such magnitude as would require a county or municipal land use plan amendment.

The resolution also provides that the county method of investment and funding for any community redevelopment projects proposed by the City and/or the CRA shall be

predicated upon annual non ad valorem appropriations pursuant to the requirements of its Redevelopment Capital Program in lieu of county tax increment financing. The Redevelopment Capital Program is established by Broward County Resolution 2004-76, which is included as Appendix F.

This CRA Redevelopment Plan modifies the 2004 approved CRA Redevelopment Plan by expanding the boundaries of the Community Redevelopment Area. The current boundaries of the Community Redevelopment Area have been expanded by 824 acres to a total of 1,349 acres.

Time Certain for Completion of Redevelopment Projects

The time certain for completion of redevelopment projects included in the Dania Beach CRA Redevelopment Plan is 40 years from the creation of the Community Redevelopment Agency. The Agency was created by Broward County Resolution 2002-275, approved by the Broward County Commission on March 19, 2002. The adoption of this CRA Redevelopment Plan in 2009 will establish a time certain for completion of redevelopment projects as 2049.

Severability

Should any provision, section, subsection, sentence, clause or phrase of this CRA Redevelopment Plan be declared by the courts to be invalid or unconstitutional such declaration shall not affect the validity of the remaining portion or portions of this plan.

Conformance to the City of Dania Beach Comprehensive Plan

The effective plan for Dania Beach is the *City of Dania Beach Comprehensive Plan*. Pursuant to the Broward County Charter the City's land use plan must be consistent with the *Broward County Land Use Plan (BCLUP)*. In order to ensure consistency local governments must submit their adopted land use plans to the Broward County Planning Council for certification following submission to the Florida Department of Community Affairs for compliance review.



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ADMINISTRATION AND GOVERNANCE

RESOLUTION

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Exhibit 1

Resolution 2004-423

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, APPROVING THE CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT PLAN AND DELEGATING TO AND CONFERRING UPON THE CITY OF DANIA BEACH, FLORIDA, CERTAIN POWERS TO IMPLEMENT A COMMUNITY REDEVELOPMENT PLAN PURSUANT TO CHAPTER 163, PART III, FLORIDA STATUTES, THE COMMUNITY REDEVELOPMENT ACT OF 1969, AS AMENDED, CONFIRMING THAT THE CITY OF DANIA BEACH, THE DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY AND BROWARD COUNTY HAVE CONTEMPORANEOUSLY ENTERED INTO AN INTERLOCAL AGREEMENT TO ENSURE CITY, COMMUNITY REDEVELOPMENT AGENCY AND BROWARD COUNTY PARTNERSHIP FOR REDEVELOPMENT; CONFIRMING THAT REDEVELOPMENT FUNDING FOR REDEVELOPMENT ACTIVITY PURSUANT TO DANIA BEACH'S COMMUNITY REDEVELOPMENT PLAN SHALL BE PURSUANT TO COUNTY'S REDEVELOPMENT CAPITAL PROGRAM; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Dania Beach, Florida ("City"), is desirous of utilizing the community redevelopment powers specified in Part III, Chapter 163, Florida Statutes, the Community Redevelopment Act of 1969, as amended; and

WHEREAS, pursuant to section 163.410, Florida Statutes, the City has officially requested the Board of County Commissioners of Broward County, Florida ("County"), to delegate and confer upon the City Commission of Dania Beach, Florida, the authority to create a Community Redevelopment Agency pursuant to the Community Redevelopment Act of 1969, as amended, for the rehabilitation, conservation, or redevelopment of a certain blighted area within the municipal jurisdiction of said City; and



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ADMINISTRATION AND GOVERNANCE

RESOLUTION

1 WHEREAS, on March 19, 2002, the County having reviewed the finding of Slum
2 and Blight by the City and finding that in the aggregate, it met the County and State
3 criteria for the County to delegate the authority to the City to create a Community
4 Redevelopment Agency and to prepare a Community Redevelopment Plan, the County
5 adopted Resolution 2002-275 and delegated such authority to the City; and

6 WHEREAS, the City has prepared the Plan and the County has reviewed the
7 Plan finding it to be consistent with Chapter 163, Part III, Florida Statutes, the
8 Community Redevelopment Act of 1969, as amended; and

9 WHEREAS, the Board of County Commissioners of Broward County desires to
10 delegate to the City Commission of the City of Dania Beach, Florida, the remaining
11 powers necessary to implement the Plan pursuant to Chapter 163, Part III, Florida
12 Statutes, the Community Redevelopment Act of 1969, as amended, except those
13 powers specifically retained by the County as set forth in this Resolution; and

14 WHEREAS, pursuant to said Resolution, the City and County were required to
15 enter into and negotiate an agreement of understanding, to wit: an Interlocal
16 Cooperation Agreement to delineate their areas of responsibility and to ensure City,
17 Community Redevelopment Agency and County partnership, in the redevelopment of
18 the defined Dania Beach redevelopment area, in furtherance of the Plan; and

19 WHEREAS, on February 10, 2004, the County adopted Resolution No. 2004-76
20 hereby creating a funding program known as the Redevelopment Capital Program for
21 County participation in redevelopment activities within municipalities and the
22 unincorporated areas of Broward County predicated on annual non ad valorem
23 appropriations; and

24



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ADMINISTRATION AND GOVERNANCE

RESOLUTION

1 WHEREAS, in furtherance of Resolution No. 2004-76, the City and the CRA
2 have agreed that County financial participation in any redevelopment activities proposed
3 by the City and/or the CRA shall be predicated on annual non ad valorem
4 appropriations with specific terms and conditions of the contribution to be memorialized
5 in the Interlocal Agreement and any amendments thereto, by and between the City, the
6 CRA and the County; NOW THEREFORE,

7 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF
8 BROWARD COUNTY, FLORIDA:

9 Section 1. The County has reviewed the Plan and finds that the Plan is
10 consistent with Chapter 163, Part III, Florida Statutes, the Community Redevelopment
11 Act of 1969, as amended, and hereby approves the Plan.

12 Section 2. The County delegates all powers designated by Chapter 163.330,
13 et seq., Florida Statutes, the Community Redevelopment Act of 1969, as amended, to
14 the City with the exception of the following powers which shall be retained unto the
15 County.

16 2.1 A boundary change.

17 2.2 An extension to the term of the Plan involving the continuing contribution
18 by the taxing authorities beyond the original plan adoption, as may have
19 been amended.

20 2.3 A change to the Plan of such magnitude as would require a county or
21 municipal land use plan amendment.

22 Section 3. The City, the CRA and the County contemporaneously herewith
23 have entered into and negotiated the terms of the Interlocal Cooperation Agreement to
24 ensure City, Community Redevelopment Agency and County partnership in the



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1 redevelopment of the defined Dania Beach redevelopment area, in furtherance of the
2 Plan.

3 Section 4. The County method of investment and funding for any community
4 redevelopment projects proposed by the City and/or the CRA shall be predicated upon
5 annual non ad valorem appropriations pursuant to the requirements of the
6 Redevelopment Capital Program, in lieu of County tax increment financing.

7 4.1 The City, the CRA and the County hereby agree that the annual funding of
8 the Redevelopment Trust Fund for redevelopment activities shall not
9 include any contribution of funds from the County until such time as the
10 terms and conditions of the contribution are specifically met by and
11 between the City, the CRA and the County and memorialized in an
12 amendment to the Interlocal Cooperation Agreement.

13 4.2 The City, the CRA and the County agree subject to the specific terms and
14 conditions contained in the Intelocal Agreement, as amended from time to
15 time, by and between the City, the CRA and the County, that County
16 investment monies will only be used for eligible community redevelopment
17 activities and/or projects consistent with the Redevelopment Capital
18 Program and consistent with the adopted Plan.

19 Section 5. SEVERABILITY.

20 If any section, sentence, clause or phrase of this Resolution is held to be invalid
21 or unconstitutional by any court of competent jurisdiction, then said holding shall in no
22 way affect the validity of the remaining portions of this Resolution.

23 Section 6. That this Resolution shall take effect immediately upon its adoption.

24 ADOPTED this 20th day of April, 2004. # 422



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The Planning Council last certified the City's Future Land Use Element text for consistency with the BCLUP on April 22, 2004 and the Future Land Use Map was recertified on June 26, 2008. An analysis of the Community Redevelopment Area (CRA) Redevelopment Plan's conformity to the *City of Dania Beach Comprehensive Plan*, and by implication, the BCLUP was performed, which concluded that the Conceptual Redevelopment Plan and Redevelopment Goals and implementing strategies of the *City of Dania Beach Community Redevelopment Area Redevelopment Plan* are in substantial conformance with the Goals, Objectives and Policies of the City's comprehensive plan and do not create conflicts. The Finding of Conformity report is included as Appendix C to the CRA Redevelopment Plan.

Powers

The powers of the Dania Beach Community Redevelopment Agency shall comply with Chapter 163, Part III, Florida Statutes (F.S.) ("the Act"). All powers provided by the governing statute shall be granted to the CRA unless specifically prohibited by this Plan or by the Interlocal Agreement between Broward County and the City and CRA of Dania Beach.

163.370 Powers; counties and municipalities; community redevelopment agencies.—

1. Counties and municipalities may not exercise the power of eminent domain for the purpose of preventing or eliminating a slum area or blighted area as defined in this part; however, counties and municipalities may acquire property by eminent domain within a community redevelopment area, subject to the limitations set forth in ss. 73.013 and 73.014 or other general law.
2. Every county and municipality shall have all the powers necessary or convenient to carry out and effectuate the purposes and provisions of this part, including the following powers in addition to others herein granted:
 - a. To make and execute contracts and other instruments necessary or convenient to the

exercise of its powers under this part.

- b. To disseminate slum clearance and community redevelopment information.
- c. To undertake and carry out community redevelopment and related activities within the community redevelopment area, which may include:
 - 1) Acquisition of property within a slum area or a blighted area by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition.
 - 2) Demolition and removal of buildings and improvements.
 - 3) Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, public areas of major hotels that are constructed in support of convention centers, including meeting rooms, banquet facilities, parking garages, lobbies, and passageways, and other improvements necessary for carrying out in the community redevelopment area the community redevelopment objectives of this part in accordance with the community redevelopment plan.
 - 4) Disposition of any property acquired in the community redevelopment area at its fair value as provided in s. 163.380 for uses in accordance with the community redevelopment plan.
 - 5) Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the community redevelopment plan.
 - 6) Acquisition by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition of real property in the community redevelopment area which, under the community redevelopment plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property.



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- 7) Acquisition by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition of any other real property in the community redevelopment area when necessary to eliminate unhealthful, unsanitary, or unsafe conditions; lessen density; eliminate obsolete or other uses detrimental to the public welfare; or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.
 - 8) Acquisition, without regard to any requirement that the area be a slum or blighted area, of air rights in an area consisting principally of land in highways, railway or subway tracks, bridge or tunnel entrances, or other similar facilities which have a blighting influence on the surrounding area and over which air rights sites are to be developed for the elimination of such blighting influences and for the provision of housing (and related facilities and uses) designed specifically for, and limited to, families and individuals of low or moderate income.
 - 9) Acquisition by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition of property in unincorporated enclaves surrounded by the boundaries of a community redevelopment area when it is determined necessary by the agency to accomplish the community redevelopment plan.
 - 10) Construction of foundations and platforms necessary for the provision of air rights sites of housing (and related facilities and uses) designed specifically for, and limited to, families and individuals of low or moderate income.
- d. To provide, or to arrange or contract for, the furnishing or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities, or other facilities for or in connection with a community redevelopment; to install, construct, and reconstruct streets, utilities, parks, playgrounds, and other public improvements; and to agree to any conditions that it deems reasonable and appropriate which are attached to federal financial assistance and imposed pursuant to federal law relating to the determination of prevailing salaries or wages or compliance with labor standards, in the undertaking or carrying out of a community redevelopment and related activities, and to include in any contract let in connection with such redevelopment and related activities provisions to fulfill such of the conditions as it deems reasonable and appropriate.
- e. Within the community redevelopment area:
- 1) To enter into any building or property in any community redevelopment area in order to make inspections, surveys, appraisals, soundings, or test borings and to obtain an order for this purpose from a court of competent jurisdiction in the event entry is denied or resisted.
 - 2) To acquire by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition any personal or real property, together with any improvements thereon.
 - 3) To hold, improve, clear, or prepare for redevelopment any such property.
 - 4) To mortgage, pledge, hypothecate, or otherwise encumber or dispose of any real property.
 - 5) To insure or provide for the insurance of any real or personal property or operations of the county or municipality against any risks or hazards, including the power to pay premiums on any such insurance.
 - 6) To enter into any contracts necessary to effectuate the purposes of this part.
 - 7) To solicit requests for proposals for



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- redevelopment of parcels of real property contemplated by a community redevelopment plan to be acquired for redevelopment purposes by a community redevelopment agency and, as a result of such requests for proposals, to advertise for the disposition of such real property to private persons pursuant to s. 163.380 prior to acquisition of such real property by the community redevelopment agency.
- f. To invest any community redevelopment funds held in reserves or sinking funds or any such funds not required for immediate disbursement in property or securities in which savings banks may legally invest funds subject to their control and to redeem such bonds as have been issued pursuant to s. 163.385 at the redemption price established therein or to purchase such bonds at less than redemption price, all such bonds so redeemed or purchased to be canceled.
 - g. To borrow money and to apply for and accept advances, loans, grants, contributions, and any other form of financial assistance from the Federal Government or the state, county, or other public body or from any sources, public or private, for the purposes of this part and to give such security as may be required and to enter into and carry out contracts or agreements in connection therewith; and to include in any contract for financial assistance with the Federal Government for or with respect to community redevelopment and related activities such conditions imposed pursuant to federal laws as the county or municipality deems reasonable and appropriate which are not inconsistent with the purposes of this part.
 - h. To make or have made all surveys and plans necessary to the carrying out of the purposes of this part; to contract with any person, public or private, in making and carrying out such plans; and to adopt or approve, modify, and amend such plans, which plans may include, but are not limited to:
 - 1) Plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements.
 - 2) Plans for the enforcement of state and local laws, codes, and regulations relating to the use of land and the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition, or removal of buildings and improvements.
 - 3) Appraisals, title searches, surveys, studies, and other plans and work necessary to prepare for the undertaking of community redevelopment and related activities.
- i. To develop, test, and report methods and techniques, and carry out demonstrations and other activities, for the prevention and the elimination of slums and urban blight and developing and demonstrating new or improved means of providing housing for families and persons of low income.
 - j. To apply for, accept, and utilize grants of funds from the Federal Government for such purposes.
 - k. To prepare plans for and assist in the relocation of persons (including individuals, families, business concerns, nonprofit organizations, and others) displaced from a community redevelopment area and to make relocation payments to or with respect to such persons for moving expenses and losses of property for which reimbursement or compensation is not otherwise made, including the making of such payments financed by the Federal Government.
 - l. To appropriate such funds and make such expenditures as are necessary to carry out the purposes of this part; to zone or rezone any part of the county or municipality or make exceptions from building regulations; and to enter into agreements with a housing authority, which agreements may extend over any period,



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notwithstanding any provision or rule of law to the contrary, respecting action to be taken by such county or municipality pursuant to any of the powers granted by this part.

- m. To close, vacate, plan, or replan streets, roads, sidewalks, ways, or other places and to plan or replan any part of the county or municipality.
- n. To organize, coordinate, and direct the administration of the provisions of this part, as they may apply to such county or municipality, in order that the objective of remedying slum and blighted areas and preventing the causes thereof within such county or municipality may be most effectively promoted and achieved and to establish such new office or offices of the county or municipality or to reorganize existing offices in order to carry out such purpose most effectively.
- o. To develop and implement community policing innovations.
 - 1) The following projects may not be paid for or financed by increment revenues:
 - (a) Construction or expansion of administrative buildings for public bodies or police and fire buildings, unless each taxing authority agrees to such method of financing for the construction or expansion, or unless the construction or expansion is contemplated as part of a community policing innovation.
 - (b) Installation, construction, reconstruction, repair, or alteration of any publicly owned capital improvements or projects if such projects or improvements were scheduled to be installed, constructed, reconstructed, repaired, or altered within 3 years of the approval of the community redevelopment plan by the governing body pursuant to a previously approved public capital

improvement or project schedule or plan of the governing body which approved the community redevelopment plan unless and until such projects or improvements have been removed from such schedule or plan of the governing body and 3 years have elapsed since such removal or such projects or improvements were identified in such schedule or plan to be funded, in whole or in part, with funds on deposit within the community redevelopment trust fund.

- (c) General government operating expenses unrelated to the planning and carrying out of a community redevelopment plan.
- 2) With the approval of the governing body, a community redevelopment agency may:
- (a) Prior to approval of a community redevelopment plan or approval of any modifications of the plan, acquire real property in a community redevelopment area by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition; demolish and remove any structures on the property; and pay all costs related to the acquisition, demolition, or removal, including any administrative or relocation expenses.
 - (b) Assume the responsibility to bear any loss that may arise as the result of the exercise of authority under this subsection, in the event that the real property is not made part of the community redevelopment area.



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AUTHORITY AND POLICY GUIDELINES

Authority to Undertake Redevelopment

The CRA Redevelopment Plan has been prepared in accordance with the Community Redevelopment Act, Chapter 163, Part III, F.S. (“the Act”). The adoption of this plan and any subsequent modifications or amendments, shall follow the required procedures through public hearings and the adoption of the necessary resolutions and ordinances.

In recognition of the need to prevent the spread of and eliminate the existence of blighted conditions within the community, the Act confers upon counties and municipalities the authority and powers to carry out community redevelopment.

Policy Guidelines for CRA Activities

The CRA shall be empowered to take all actions necessary to ensure the successful achievement of the CRA Redevelopment Plan goals. Specific activities required to achieve the goals are called out in Implementation Strategies. More general direction is provided by the Concept Plan and the Guiding Principles. The following policy guidelines are provided to assist the CRA and its staff in the implementation of redevelopment programs and activities.

1. The CRA shall work together with the City and all of its departments towards the shared goals of improving the quality of life for all citizens, businesses, and property owners in the redevelopment area.
2. The CRA shall work with the private sector, financial institutions, and interested investors to the fullest extent it deems reasonable to facilitate the maximum investment of private funds in the redevelopment area.
3. The CRA shall work and communicate with all interested community groups towards the successful realization of all redevelopment goals and the successful implementation of all redevelopment programs.
4. The Plan shall serve as the primary policy guide and provide the primary tools for the City’s redevelopment efforts within the CRA area.

5. The CRA shall pursue compliance with the goals, objectives, and guidelines that are established by the City’s development review boards for all development and redevelopment activities it supports or initiates.
6. The CRA shall work towards leveraging the maximum amount of financing resources possible to assist in the redevelopment.
7. The CRA shall actively pursue the purchase and/or redevelopment of vacant or abandoned properties in the redevelopment area as a priority.
8. The CRA shall identify and actively pursue successful projects in its earliest stages to increase public awareness and support for its longer-range challenges and programs.
9. The CRA will actively partner with both public and private sector entities towards the achievement of its redevelopment goals and to gain the maximum leveraging of assets and cooperation.
10. The CRA, in cooperation with local residents, businesses, property owners, and development interests, shall seek to identify and rehabilitate significant historical and cultural elements of the community.
11. Where appropriate, the CRA shall encourage and facilitate an integrated system of pedestrian circulation, parks, and open space in the redevelopment area with special emphasis on providing residents with easy and safe access to commercial activities.
12. The CRA shall support and participate in the provision of an efficient parking system throughout the redevelopment area.
13. The CRA shall encourage that potable water, wastewater treatment, and stormwater drainage systems accommodate present and future demands in a timely, cost-efficient, and equitable manner while protecting the health, safety, and welfare of the system users and the environment.
14. The CRA shall support in environmental clean-up activities where environmental problems are an obstacle to successful redevelopment.
15. The CRA shall encourage the development of new housing units and the rehabilitation of existing



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units in the redevelopment area.

16. The CRA shall provide for priority to be given to residents of the redevelopment area, and secondly to those of City of Dania Beach, to purchase homes developed under the Plan to the extent the law allows.
17. The CRA shall consider providing a priority to local business entities for their participation in all redevelopment programs to the extent it deems legal and in the public interest.
18. The CRA, with the assistance of neighborhood-based organizations, housing finance agencies, financial institutions, government, development interests, and real estate representatives, shall preserve and enhance existing residential areas to provide a variety of housing opportunities for all income levels.
19. The CRA shall undertake annual continuous improvement programs and other activities that are designed to prevent the recurrence and spread of negative conditions.
20. The CRA, in cooperation with the Broward Sheriffs Office, Dania Beach Fire Department, and Code Enforcement Division, shall work to create a safe, quality environment for residents and businesses.
21. The CRA shall work with citizen groups and the School Board of Broward County to identify opportunities for additional or improved educational facilities, charter schools, structures, and sites within the redevelopment area.
22. The CRA shall assist the City and other governmental entities to promote alternative modes of transportation and to maximize transit facilities and related economic and community uses.
23. The CRA shall implement programs that assist in removing the financial obstacles that may occur and prevent otherwise successful redevelopment projects and activities.
24. The CRA will work in concert with the goals of the City of Dania Beach Comprehensive Plan, in addition to those established by Florida Statutes as they relate to the CRA Redevelopment Plan.
25. The Mayor and City Commission shall have the power, after approving and adopting a City

resolution to this effect: create, disband, appoint and remove membership, establish rules and procedures for an advisory board. The Mayor and City Commission shall have the power to delegate and revoke powers of the advisory board.

Community Redevelopment Programs

This section provides the tools for redevelopment activities. The programs outlined in this section may be utilized as needed over the life of the Agency. Specific details and criteria will be established and approved by the Board as appropriate.

This CRA Redevelopment Plan will be supplemented by a Financing and Implementation Plan, which will specify the means necessary to successfully realize redevelopment in the CRA and will assist in identifying the funding for implementation. Implementation of the CRA's programs and execution of the CRA Redevelopment Plan Goals and Implementing Strategies will be accomplished through the powers and authority vested to all CRAs by state law and through regulatory language adopted specifically for this plan.

CRA Wide Programs and Strategies

Development and Improvement Incentives

The programs in this subsection are designed to directly stimulate and support private investment in new real estate development, property improvements, new businesses, increased business activity, and as a result thereof creation of new jobs. These programs are needed to eliminate and prevent blighting conditions.

Direct Financial Incentives to Generate New Private Development

There is often an economic "gap" between the total cost of development of a project and the market value of the completed project, due largely to the high cost of site acquisition. There is a need for a reduction in cost to make projects financially viable for private developers. With regard to residential uses, there is a need to stimulate



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homeownership and offer new housing options in a range of prices in accordance with sound inclusionary housing strategies.

The CRA will be empowered to financially subsidize commercial, residential, and mixed-use private development projects, including but not limited to, direct grants, and the sale of real estate owned by the CRA at a discounted price. The CRA will prepare and adopt guidelines for determining eligibility and the amount of the incentive payment or discount.

Direct Financial Incentives to Stimulate Property Improvements

Owners of commercial or residential properties often cannot justify the cost of renovations because rents will not increase enough to provide an acceptable return on investment. With regard to residential uses, there is a need to stimulate homeownership and offer new housing options in a range of prices in accordance with sound inclusionary housing strategies.

The CRA will be empowered to financially subsidize the cost of property improvements through grants to business operators and property owners, including commercial properties, rental apartment properties, individual condominium units, and condominium associations. Eligible improvements shall include, but not be limited to, façade treatments, landscaping, parking lot upgrades, lighting, and signage. Property improvements such as conversion of rental units to condominiums shall also be eligible. The CRA will prepare and adopt guidelines as to the type of eligible costs and the limits on the amounts of the grants.

Interest Subsidies on Loans for Property Improvements

Owners of commercial or residential properties often cannot justify the cost of renovations because rents will not increase enough to provide an acceptable return on investment. Individual condominium owners and condominium associations often simply cannot afford to make the needed improvements.

The CRA will be empowered to pay a portion or all of the interest on loans that business operators, property owners, condominium owners, or condominium associations acquire from a third party lender to make property improvements. Eligible improvements shall include, but not be limited to, façade treatments, landscaping, parking lot upgrades, lighting, and signage. The CRA will prepare and adopt guidelines as to the type of renovations that will be eligible and the amount of the interest subsidy.

Financial Incentives for New Businesses

Attracting new businesses will be critical to the success of the redevelopment and revitalization of the commercial portions of the community redevelopment area. The ability to offer financial incentives increases the potential for success in attracting the numbers and types of businesses needed and desired to create a sustainable business community.

The CRA will be empowered to use redevelopment trust fund monies to pay incentives to new businesses that locate in or established businesses to relocate to the community redevelopment area. The CRA will prepare and adopt guidelines as to the type of businesses that will be eligible and the amount of the financial incentive.

Rehabilitation of Vacant Commercial Buildings

Key underutilized vacant commercial buildings shall be identified within the redevelopment area. The CRA may pursue the purchase of these buildings, work to establish joint-venture opportunities, or assist in the recruitment of business occupants to ensure these structures perform to their economic potential.

Marketing Research

The CRA may provide funding and guidance to create a useful and locally tailored marketing plan to identify the appropriate mix of retail, office, and residential for the redevelopment area. The intent of this plan is to provide information for businesses, landlords, and developers indicating what profitable business opportunities exist given the market socio-economic character and dynamics of the market.



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Advertisement and Promotions

There will be an ongoing need to ensure awareness of investment, development, business, and residential opportunities within the redevelopment area. In addition, there will also be a need to provide promotional support for area businesses and to create an identity (branding).

Towards this end, the CRA may assist in the funding for the creation of promotional campaigns aimed at increasing business volume and residential interest in the area. Appropriate media venues shall include, but not be limited to, visual (television commercials), audio (radio commercials), digital (internet web site), and print media (newspaper, magazine, specialty publications, marketing collateral). The CRA also will be empowered to pay for other promotional efforts, including but not limited to, staff, consultants, materials production costs, distribution costs, special purpose equipment and systems, and events.

Business and Redeveloper Recruitment

The CRA may fund the costs to recruit quality businesses, investors, and redevelopers to the community redevelopment area.

Land Banking and Site Assembly

In order to help further the purposes of the Plan, it may be necessary from time to time for the CRA to purchase a property or multiple properties either for current or future redevelopment opportunities.

The CRA will be empowered to purchase properties to hold for current or future opportunities or to assemble with other properties. The CRA may also pay for related costs, including but not limited to, marketing, the request-for-proposal (RFP) process, and transaction costs.

This program shall be utilized as a secondary tool after efforts have been made to encourage the private sector to take the lead in response to redevelopment opportunities.

The City and the CRA will seek to purchase real property on the basis of negotiated voluntary sales. At the time of the adoption and approval of this Plan, there are no specific

properties that the CRA is proposing to purchase using eminent domain. In the event that a future need is identified requiring the use of eminent domain under Chapter 163, Part III, F.S., the CRA must propose an amendment to the Plan that identifies the specific properties that might be acquired using eminent domain. Any such amendment to the Plan authorizing the use of eminent domain powers by the CRA will take effect upon approval by both the Mayor and City Commission and the Broward County Board of County Commissioners. Final authority for the use of eminent domain by the Dania Beach CRA rests with Broward County. Until such time as a plan amendment is approved as described herein, eminent domain authority will continue to be retained by Broward County. These conditions referencing eminent domain pertain solely to the Community Redevelopment Agency.

Relocation Assistance

The CRA will be empowered to make payments to residents or businesses to cover moving expenses. Services may include, but not be limited to, identification of available properties for residents and businesses that might need to move, advertisements, distribution of pertinent information, and the actual cost of moving.

Beautification and Appearance Improvement

Signage/Entry Features/Public Art/Landscape

The visual appearance of amenities needs to be enhanced in the community redevelopment area. Further, there is a need to establish an identity for this important core area of the community. The CRA will be empowered to pay for aesthetic and identity enhancements, including but not limited to, signage, entry features, public art, and landscaping.

Residential Reinvestment Programs

Residential Rehabilitation

The appearance and integrity of residential neighborhoods within the redevelopment area is critical to its success. Accordingly, the CRA may provide grants or loan interest subsidies, or a combination thereof, to residential property owners, condominium owners, and condominium



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associations for the rehabilitation of their properties. These funds can be used for a broad range of permanent (fixed) improvements including, but not limited to, roof repair, landscaping, painting, parking and driveway upgrades, and sewer hook-ups.

In-Fill & New Housing

The Agency shall identify vacant lots within the redevelopment area for the development of new housing. The Agency shall recruit developers and builders to fulfill this goal. The CRA will be empowered to give grants to such developers and builders to reduce the costs of developing the new housing structures. The CRA will prepare and adopt guidelines for determining eligibility and the amount of the incentive payment or discount.

Homeowner Reinvestment Grant

Upon application to the Agency, owners of real property with a "Homestead Exemption" may apply for grant funds for uses that will be outlined by the Agency. Eligible owners of the real property within the community redevelopment area may be eligible for the life of the redevelopment trust fund.

Only the owners of real property with a "Homestead Exemption" at the CRA's inception are eligible to participate in this program.

This program is designed to assist existing homeowners to remain in the area, and to show the intent of the Agency to undertake a number of activities that will assist current owners to remain in the area as the redevelopment effort goes forward. This program is also designed to help homeowners reinvest in their homes, the community, and the City. The Agency will prepare and adopt specific guidelines for determining eligibility and the payment amounts.

Mortgage Subsidies and Second Mortgage Assistance

In order to encourage homeownership, the CRA may provide subsidies to reduce the costs of purchasing a house or condominium unit. The Agency shall have the authority to structure such subsidies in a variety of ways, including but not limited to, grants to be applied toward the purchase

price and second mortgages wherein no repayment is required during the homeowner's period of ownership. The CRA must be repaid the grant or second mortgage principal upon the sale of the residential property. The Agency will prepare and adopt guidelines for determining eligibility, penalties, and procedures.

Infrastructure Improvements Programs

Working with the appropriate City, County, or State of Florida departments, the Agency may allocate funds to remedy infrastructure deficiencies and address identified future needs, including water utilities, sanitary sewer utilities, roadways, sidewalks, and stormwater management. All infrastructure projects funded by the Agency shall be for increasing the area's redevelopment potential and the likelihood of private investment. These programs are not designed to replace the City's funding already allocated for capital improvements in the area but rather to augment them.

Street and Alley Improvements

There are streets and alleys in the community redevelopment area that are in need of repair or rebuilding.

The CRA will be empowered to pay the cost of repairing, rebuilding, and maintaining streets and alleys in the community redevelopment area. Improvements also will include, but not be limited to, sidewalks, landscaping, streetlights, street furniture, and signs.

Stormwater Drainage Improvements

There are numerous streets in the community redevelopment area that flood during rainstorms. In many cases, the surface water remains for days after the storm. Furthermore, many individual properties in the anticipated rebuilt urban environment will not be able to retain stormwater on site, which will seriously limit the potential for new development.

The CRA will be empowered to pay for stormwater drainage solutions, including but no limited to, design and construction of public systems, subsidizing design and



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construction of stormwater management improvements on privately owned property, and design and development of one or more master drainage systems.

Sanitary Sewer Installations

There may be properties in the community redevelopment area, including both commercial and residential, that do not have connections to the sanitary sewer system. This limits the potential for new development.

The CRA will be empowered to pay a part or all the cost for new or existing sanitary sewer, including as but not limited to extending, relocating, installing, maintaining, and adding service lines and for individual connections, and for coordinating services with outside providers.

Water System Upgrades

As redevelopment occurs, the result may be a higher density development pattern that will require a larger capacity potable water system.

The CRA will be empowered to pay a part or all the cost for new or existing potable water systems, including but not limited to extending, relocating, installing, maintaining, and adding service.

Parking Facilities

As redevelopment occurs, leading to a higher and more efficient intensity of development, there will be a need for public parking lots or structures to supplement the private parking. The CRA is encouraged to participate in public/private joint ventures for the provision of public parking.

The CRA will be empowered to pay for developing public parking facilities, including but not limited to surface lots and structures. The CRA may either purchase or lease the property for the parking facilities.

Environmental Improvements

Several properties in the community redevelopment area are known to have contamination. Additional contaminated properties may be discovered during redevelopment.

Redevelopment of contaminated properties requires additional expenses due to remediation costs, which limits redevelopment opportunities.

The CRA will be empowered to provide grants and subsidies of the loan interest or other forms of financial assistance to developers and property owners to cover costs associated with redevelopment of contaminated properties. The CRA will prepare and adopt guidelines for determining eligibility and the amount of the payments.

Air Rights

As provided in Chapter 163, Part III, *Florida Statutes*, the Agency shall be empowered to acquire air rights when necessary for the creation of parking facilities or for other redevelopment purposes.

Matching Funds for Grants

As provided by Chapter 163, Part III, *Florida Statutes*, CRAs may apply for and receive grants. Most grant programs require some level of matching funding from the recipient.

The CRA will be empowered to use monies to provide matching funds for grants, regardless of what entity applies for the grant, provided the proceeds of the grant will be used for community redevelopment within the redevelopment area.

Code Enforcement

Adequate code enforcement is required to protect property values, commercial activity levels, and the quality of life of the residents within the community redevelopment area. Code enforcement also is important to attracting new investment, new development, new businesses, and new residents.

The CRA may fund increased code enforcement services within the community redevelopment area by working with the City or County. The goal of this program is to increase the marketability, aesthetics, and structural integrity of the properties in the community redevelopment area.



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SAFEGUARDS

The CRA will be empowered to reimburse the City or County for all or a portion of code officers that operate in the community redevelopment area.

Community Policing Innovations

Adequate law enforcement is required to protect property values, commercial activity levels, and the quality of life of the residents within the community redevelopment area. Law enforcement also is important to attract new investment, new development new businesses, new residents, and remove and prevent blight conditions.

The CRA shall have the authority to pay for the cost of utilizing community policing strategies designed to reduce crime within the community redevelopment area. These strategies may include, but are not limited to Community Mobilization, Neighborhood Block Watch, Citizen Patrol, Foot Patrol, Bicycle Patrol, Neighborhood Storefront Police Station, Motorized Patrol, and the installation and maintenance of security systems.

Law Enforcement Services are provided to the City of Dania Beach by the Broward Sheriff's Office (BSO). Any and all CRA funding for community policing within the redevelopment area would be in addition to any other funding sources for BSO. The CRA funding will at not time be used to supplant any of these other sources of funding for the BSO.

Charter Schools

It is anticipated that the need for additional classroom space will increase as the number of housing units in the CRA increases.

The CRA will be empowered to provide financial support for development of charter school plant facilities.

Recreation Facilities

As more housing units are built as a result of redevelopment, there will be more people in the community redevelopment area, thus creating a need for additional, expanded, or improved recreation facilities.

The CRA will be empowered to pay for new, expanded, or improved recreation facilities.

Administration and Professional Consulting Services

Management and Administration Activities

The CRA will be empowered to pay costs associated with management and administration of the CRA, including but not limited to, salaries and benefits for staff, operating supplies, vehicles, software, and equipment.

Consultant Services

From time to time, the CRA will have a need for expert services and for temporary services. The CRA will be empowered to pay for expert services and for temporary services, including but not limited to, urban planning, financial advisors, redevelopment consultants, auditors, civil engineers, and attorneys.

Safeguards to Ensure Community Redevelopment Follows the CRA Redevelopment Plan

The CRA shall be full subject to the Florida Sunshine Law and will meet as necessary to carry out the business of the Agency.

The CRA Board shall publicly adopt by-laws to govern its activities and to ratify its administrative policies.

The CRA shall provide adequate safeguards to ensure that all leases, deeds, contract, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions, covenants running with the land and its uses, or other such provisions necessary to carry out the Goals and Implementation Strategies of the CRA Redevelopment Plan.

The CRA shall maintain adequate records to provide for an annual audit which shall be conducted by an independent knowledgeable auditor selected by the City Commission. The findings of the audit shall be presented at a public meeting of the CRA Board and such findings shall be forwarded to the State Auditor General's Office by March



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31 of each year for the preceding fiscal year, which shall run from October 1 through September 30.

The CRA shall file an annual report with the State auditor General's Office and to the Broward County Board of County Commissioners and the City of Dania Beach City Clerk's Office for public review and availability. This report shall contain a programmatic overview of the activities of the CRA as allowed by the CRA Redevelopment Plan. Legal notice in a newspaper of general circulation shall be provided to inform the public of the availability for review of the annual audit and annual report.

The CRA shall file all reports necessary to comply with the "Special Districts" requirements of the state of Florida, including an annual financial report to the Florida Department of Financial Services.

Five-Year Revenue Projections

Although the CRA is not currently funded through tax increment financing (TIF), a 40 year projection of TIF funding has been provided to demonstrate the potential ability to fund redevelopment in the Dania Beach CRA through this method.

TIF Analysis (40 Year)

| Year | Taxable Value (\$ millions) | Dania Beach | Broward County | S. Broward Hospital District | Total Increment |
|-------------|-----------------------------|-------------|----------------|------------------------------|-----------------|
| 2009 | (Base Year) | | | | |
| 2010 | \$621 | \$0 | (\$0) | \$0 | \$0 |
| 2011 | \$640 | \$103,292 | \$99,009 | \$22,194 | \$224,495 |
| 2012 | \$659 | \$209,683 | \$200,989 | \$45,054 | \$455,725 |
| 2013 | \$679 | \$319,266 | \$306,027 | \$68,599 | \$693,892 |
| 2014 | \$699 | \$432,136 | \$414,217 | \$92,851 | \$939,204 |
| 2015 | \$762 | \$780,905 | \$748,524 | \$167,789 | \$1,697,218 |
| 2016 | \$830 | \$1,161,063 | \$1,112,919 | \$249,472 | \$2,523,454 |
| 2017 | \$905 | \$1,575,435 | \$1,510,109 | \$338,506 | \$3,424,050 |
| 2018 | \$987 | \$2,027,100 | \$1,943,046 | \$435,554 | \$4,405,700 |
| 2019 | \$1,075 | \$2,519,416 | \$2,414,948 | \$541,335 | \$5,475,699 |
| 2020 | \$1,140 | \$2,877,165 | \$2,757,863 | \$618,203 | \$6,253,231 |
| 2021 | \$1,208 | \$3,256,380 | \$3,121,353 | \$699,683 | \$7,077,416 |
| 2022 | \$1,281 | \$3,658,347 | \$3,506,652 | \$786,052 | \$7,951,051 |
| 2023 | \$1,358 | \$4,084,432 | \$3,915,070 | \$877,603 | \$8,877,105 |
| 2024 | \$1,439 | \$4,536,082 | \$4,347,992 | \$974,647 | \$9,858,722 |



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| | | | | | |
|--------------|---------|----------------------|----------------------|---------------------|----------------------|
| 2025 | \$1,525 | \$5,014,831 | \$4,806,890 | \$1,077,514 | \$10,899,235 |
| 2026 | \$1,617 | \$5,522,306 | \$5,293,322 | \$1,186,553 | \$12,002,180 |
| 2027 | \$1,714 | \$6,060,228 | \$5,808,939 | \$1,302,134 | \$13,171,301 |
| 2028 | \$1,817 | \$6,630,426 | \$6,355,494 | \$1,424,650 | \$14,410,570 |
| 2029 | \$1,926 | \$7,234,836 | \$6,934,842 | \$1,554,516 | \$15,724,194 |
| 2030 | \$2,041 | \$7,875,511 | \$7,548,951 | \$1,692,175 | \$17,116,636 |
| 2031 | \$2,164 | \$8,554,626 | \$8,199,906 | \$1,838,093 | \$18,592,625 |
| 2032 | \$2,294 | \$9,274,488 | \$8,889,918 | \$1,992,767 | \$20,157,173 |
| 2033 | \$2,431 | \$10,037,541 | \$9,621,332 | \$2,156,721 | \$21,815,594 |
| 2034 | \$2,577 | \$10,846,378 | \$10,396,630 | \$2,330,512 | \$23,573,520 |
| 2035 | \$2,732 | \$11,703,745 | \$11,218,446 | \$2,514,730 | \$25,436,921 |
| 2036 | \$2,896 | \$12,612,554 | \$12,089,571 | \$2,710,002 | \$27,412,127 |
| 2037 | \$3,070 | \$13,575,892 | \$13,012,964 | \$2,916,990 | \$29,505,845 |
| 2038 | \$3,254 | \$14,597,029 | \$13,991,760 | \$3,136,397 | \$31,725,186 |
| 2039 | \$3,449 | \$15,679,435 | \$15,029,284 | \$3,368,969 | \$34,077,688 |
| 2040 | \$3,656 | \$16,826,786 | \$16,129,059 | \$3,615,495 | \$36,571,340 |
| 2041 | \$3,875 | \$18,042,977 | \$17,294,821 | \$3,876,812 | \$39,214,611 |
| 2042 | \$4,108 | \$19,332,140 | \$18,530,528 | \$4,153,809 | \$42,016,478 |
| 2043 | \$4,354 | \$20,698,653 | \$19,840,378 | \$4,447,425 | \$44,986,457 |
| 2044 | \$4,616 | \$22,147,157 | \$21,228,819 | \$4,758,659 | \$48,134,635 |
| 2045 | \$4,892 | \$23,682,571 | \$22,700,567 | \$5,088,566 | \$51,471,703 |
| 2046 | \$5,186 | \$25,310,109 | \$24,260,619 | \$5,438,268 | \$55,008,996 |
| 2047 | \$5,497 | \$27,035,300 | \$25,914,274 | \$5,808,952 | \$58,758,526 |
| 2048 | \$5,827 | \$28,864,002 | \$27,667,149 | \$6,201,877 | \$62,733,028 |
| 2049 | \$6,177 | \$30,802,427 | \$29,525,196 | \$6,618,377 | \$66,946,000 |
| TOTAL | | \$405,502,649 | \$388,688,375 | \$87,128,509 | \$881,319,532 |

Source: Carras Community Investment, Inc.

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**City of Dania Beach
Community Redevelopment Agency
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Vision Statement

“Established in History, Preparing for Tomorrow”

Mission Statement

“Dania Beach is committed to providing a unique small-town quality of living for all of its residents and guests. We do so by maintaining beautiful neighborhoods and vibrant commercial centers throughout the City while being fiscally responsible and having a diverse population and business community.”



This plan has been prepared to reflect the vision for redevelopment in the City of Dania Beach in general with a specific focus on the City's Community Redevelopment Area (CRA). The purpose of the plan is to provide the basis for implementation of the City's mission statement in the CRA as expressed by the City's residents, business leaders and elected officials.

The motto for Dania Beach, “Broward's First City”, indicates that the City was incorporated in 1904 prior to the creation of Broward County. The CRA contains much of the original part of the City. As a result, many of its

buildings are older and more deteriorated than those of most other municipalities. Its housing needs are greater. Long established development patterns reflect a racially segregated past and help to sustain conditions of poverty, unemployment and economic distress that exceed those of the County as a whole.

Recent years have witnessed a number of very credible planning efforts in the City. Elected officials and residents have struggled with the large issues of how best to strike the balance of accommodating future growth, taking full advantage of the City's locational advantages and maintaining its small town character and charm. Past plans have identified projects or programs that were needed, but none of these previous efforts has combined a clear articulation of a vision in graphic form with a list of projects that are necessary to realize the vision, all of which are accompanied by estimates of probable cost and a financing plan.

This CRA Redevelopment Plan is supported by an exhaustive public input effort and recognizes the planned installation of two future rail transit stops on the Florida East Coast (FEC) railway. The plan is not, however, dependent upon those facilities being installed. It recognizes that currently the FEC carries no passenger traffic. Many issues will have to be overcome and many years will pass before commuter traffic becomes a reality on the rail line. The redevelopment of the CRA must proceed in order to provide the physical platform necessary to improve the lives of the City's residents and support the larger City-wide economic development goals.

The goals and strategies contained in this CRA Redevelopment Plan address:

- Urban design changes necessary to achieve physical redevelopment within the CRA, including transportation system changes. A strong emphasis is being placed on the application of the most up-to-date technology in order to optimize the energy efficiency of new buildings and ensure the sustainability of the community as a whole.
- Programmatic and regulatory changes necessary



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to implement the CRA Redevelopment Plan and serve the citizens of Dania Beach. New regulations will contain requirements for “Green Building” techniques and will emphasize energy efficiency in building design.

- Economic Development goals for the CRA and the City as a whole. A primary focus of the Plan is the expansion of the marine industry in Dania Beach and the attraction of new marine related business. Strategies are also included to address the significant potential for tourism and lodging in the CRA.
- Specific projects and programs necessary to implement redevelopment, revitalize communities, upgrade the quality of life for current and future residents. The CRA Redevelopment Plan includes goals and implementing strategies that are directed at increasing the income levels of low income households, providing job training, entering into hiring preference agreements, and improving access to resources.



the community. It was also in 1904 that the community changed its name to “Dania” in honor of the homeland of many of its residents. After a late night meeting of the community’s voters that started on November 30 and adjourned in the early morning hours of November 31, 1904, the new municipality had been incorporated, a Board of Aldermen had been elected and five committees had been established to deal with finance, street improvement, sanitation, rules and ordinances and charters. Agriculture meant jobs, and much of the farm labor was provided by African Americans who came to Dania from northern Florida and adjoining southern states by train and quickly established themselves among the community’s earliest pioneers.

BACKGROUND

A Brief History of Dania Beach

The early history of Dania Beach is typical of many of the towns and cities that exist on the east coast of Florida. In 1896 a plat was recorded for the community of Modelo, an agricultural community in what was then Dade County. The community’s name was an acronym for the Model Land Company, a branch of Henry Flagler’s Florida East Coast Railroad. Flagler’s vice president J. E. Ingraham brought in a persuasive talker, Wisconsin state representative A. C. Frost to act as the Model Land Co.’s land agent. In a short time Frost had convinced a number of families, many of whom were from Denmark, to relocate to Modelo. Things were happening quickly. A post office was opened in 1897, and in 1904 a road was built, which supplemented the community’s ability to ship its agricultural products, mainly tomatoes, and generally provided greater accessibility to

The Legacy of the Past

“The reasons are deeply imbedded in history and tradition and the nature of man. We can understand--without rancor or hatred--how this all happened. But it cannot continue.”

President Lyndon B. Johnson – excerpt from the president’s speech upon signing the Civil Rights Act of 1964

The physical makeup and character of Dania Beach is reflective of its history. Prior to the construction of roadway access agriculture depended on the railroad and the waterways to move its product to market. The Florida



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East Coast Railroad, the catalyst for development of the community also created a great dividing line through its core. Following a pattern that is typical along the east coast of Florida, the town developed on the east side of the tracks and the wealthy and privileged resided there. The area west of the tracks was the production area and housed the labor force, much of which was African American. Racial segregation was the standard in the first half of the twentieth century and very clear physical development patterns emerged to ensure that it would be upheld. Many creditable efforts have been made in recent years to undo the effects of the City's history, but removal of the physical barriers and



obstacles that remain will require thoughtful planning and urban design and sustained political fortitude.

In the subsequent decades the City has experienced many changes that have combined to form its character. A chronology of highlights is included below.

20th Century – First Half

- Expansion of tomato farming until the town became known as “the tomato capital of the world”
- Opening of the first school in 1902
- Opening of the first place of worship in 1903
- Incorporation in 1904
- Establishment of municipal services and modern conveniences (jail in 1905; telephone service 1910; volunteer fire department 1911)
- Opening of the Bank of Dania in 1915
- Formation of Broward County from portions of Dade and Palm Beach Counties in 1915 (Dania's incorporation in 1904 makes it “Broward's first city”)
- The deaths of two of its law enforcement officers in the line of duty in 1914 and 1915
- Opening of Dixie Highway in 1915
- U.S. entry into World War I in 1917
- Opening of the Dania Cut-off Canal prior to 1918
- Death of A. C. Frost, “the father of Dania” in 1924
- Dissolution of the City of Dania and annexation into the City of Hollywood in 1926
- Massive death and destruction by the hurricane of September 17, 1926
- Secession from Hollywood and re-incorporation in 1927
- Arrival of the Seaboard Coast Line Railroad in 1927
- Opening of Port Everglades in 1928
- The Great Depression, 1929, ff.
- U.S. entry into World War II in 1941
- Construction of Fort Lauderdale Naval Air Station I 1942
- Antiques become the new thing in 1945



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20th Century – Second Half

- Jai Alai comes to town in 1953
- Annexation of lands west of SW 9th Avenue in 1959
- Opening of Collins Elementary School in 1959
- Opening of Pirates World in 1966
- Election of Boisey Waiters as the first African-American Dania City Commissioner and first African-American elected in Broward County in 1966
- Opening of Disney World in Orlando in 1971
- Closing of Pirates World in 1975
- Election of Chester Byrd as first African American mayor of Dania Beach in 1983
- Construction of new terminal at Fort Lauderdale/Hollywood International Airport in 1987
- Election of Bobbie Grace as first African American female mayor of Dania Beach in 1993
- City changes its name to Dania Beach in 1998



21st Century

- Annexation of 3,576 additional units in 2001
- Approval of Community Redevelopment Agency (CRA) and delineation of CRA boundaries in 2002

- Expansion of CRA Boundaries and adoption of a Redevelopment Plan in 2008

(Sources for chronology: P. T. Board, *A History of Dania Beach, Florida, A Century of Pioneer Spirit*, 2004; V.E. TenEick, *History of Hollywood 1920 to 1950*, 1966; City of Dania Beach website; Broward County website; Fort Lauderdale Sun-Sentinel; South Florida Sun-Sentinel; 1995 application for Broward County Women’s Hall of Fame)

The Evolution of the Marine Industry in Dania Beach

The events in Dania Beach’s history depict a clear trend. The community evolved through the rough and tumble early years of the first half of the twentieth century as an agricultural economy. World War II brought many changes and created a transitional economy as the effects of the construction of the Dania Cut-off Canal and the opening of Port Everglades combined to destroy the potential for farming through salt water intrusion. As the war came to a close Dania became a modern city. Ironically, it was at that time that it focused its economy on antiques. Family-oriented tourism too, had a start in Dania, but the opening of Disney World decisively captured that market to the detriment not only of the City, but also much of South Florida for several years. In 1953 after a controversial community debate, Jai Alai was accepted and subsequently enjoyed years as a successful contributor to the City’s economy.

But something bigger and more sustainable was quietly taking root in this coastal town in mid-century. A 1958 map of the City, shown above, depicts three areas designated as yacht basins, two along the south side of the Dania Cut-off Canal and one at Dania Beach where Florida Atlantic University’s Sea Tech now exists. The marine industry had begun to establish itself in the City’s economy.

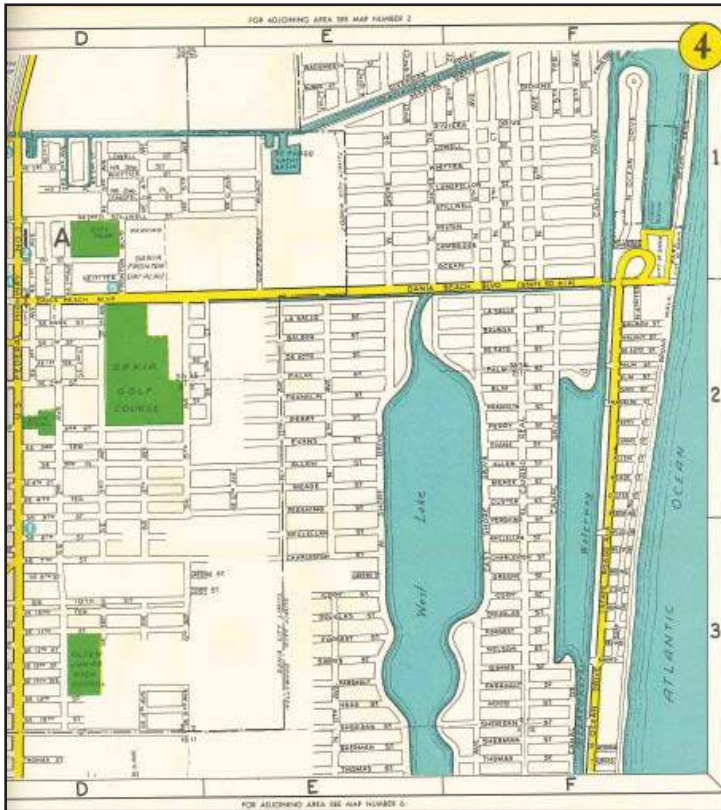
In the decades before and after the turn of the century the City engaged in a number of forward thinking activities designed to help it redefine itself and establish a meaningful position in the South Florida economy. In 1998 Dania officially



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1958 Map Of Dania



Outdoor World

Planning for Redevelopment

In 2002 Dania Beach began to take definitive steps toward redevelopment. A limited authority Community Redevelopment Agency (CRA) was established and a 525 acre area within Dania Beach was designated as a Community Development Area. For a discussion of the CRA, its purpose, the Florida statutory and Broward County Charter requirements for establishing a CRA, see Appendix B: *Finding of Necessity for the Purposes of Expanding an Existing Community Redevelopment Area, August 2008*. The *Downtown Community Redevelopment Plan* was prepared in 2002, and this plan contained general recommendations. As the title implies, the primary focus of this plan was on the downtown. In 2003 the *City of Dania Beach Urban Infill and Redevelopment Area Plan* was prepared for the area that includes the residential communities of Dania Beach Heights, Sun Garden Isles and College Gardens. In 2006 *The City of Dania Beach "Broward's First City" Design Report* was prepared, which suggested various design concepts to reflect the key and important characteristics of the City. These efforts form a series of steps that lead toward the City's current CRA Redevelopment Plan, which expands on work already accomplished and focuses on specific projects. These plans are discussed in more detail in the section titled "Redevelopment Planning Process" in this plan.

changed its name to Dania Beach. Annexations in 1990 expanded the City's tax base and brought in the "Marina Mile" on New River. A large area at Tiger Tail Lake was developed to include Outdoor World and the headquarters for the International Game Fishing Association. Small boat oriented businesses continued to thrive and expand along the C-10 Canal and on the Dania Cut-off Canal west of Interstate Highway 95. Piece by piece the marine character of the City became more prevalent. In 1998 the *City of Dania Land Use Visioning Study* was conducted for the City. Included among the goals and recommendations in this study was Goal #2: "Expand marine related activity (upland and waterfront) with the Dania Cut-off Canal as the backbone for marine industry and recreation." General recommendations included promotion of a variety of marine-related uses, maximization of accessibility to the waterfront and encouragement of waterborne transportation to connect centers of activity. The plan explicitly recommended that land uses that are not either water based or water dependent not be allowed to occupy waterfront properties.



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Authority

The establishment, operation, and funding for Community Redevelopment Areas as well as associated Community Redevelopment Agencies within the State of Florida are provided for under Part III of Chapter 163 of the Florida Statutes (F.S.), otherwise known as the Community Redevelopment Act of 1969.

As stated in Section 163.340(10), a Community Redevelopment Area (CRA) is defined as:

“...a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment.”

In accordance with Broward County’s Resolution #2004-423, which approves the original CRA plan, the Community Redevelopment Agency of Dania Beach is delegated limited powers pursuant to the Community Redevelopment Act. The County delegates all powers designated by Chapter 163.330, et. seq., Florida Statutes with the exception of:

- A boundary change;
- An extension to the term of the plan involving the continuing contribution by the taxing authorities beyond the original plan adoption, as may have been amended; and
- A change to the plan of such magnitude as would require a county or municipal land use plan amendment.

The resolution approving the Community Redevelopment Agency includes a provision that redevelopment projects proposed by the City and/or the CRA shall be predicated upon annual non ad valorem appropriations pursuant to

the requirements of the County’s Redevelopment Capital Program in lieu of County tax increment financing. It further required that the County and City enter into an Interlocal Cooperation Agreement to delineate their areas of responsibility and to ensure City, Community Redevelopment Agency and County partnership in the redevelopment of the CRA in furtherance of the plan.

Guiding Principles

The guiding principles of this CRA Redevelopment Plan include:

- Elimination of slum and blight
- Improvement of the quality of life for current and future residents
- Protection of the environment
- Improvement of the economy through retention of current business and attraction of new business
- Making progress through public involvement and good governance
- Provision of a sound policy guide for all redevelopment that occurs in the Community Redevelopment area.

Community Redevelopment Area

In 2002, the Broward County Commission enacted Resolution 2002-275 delegating to and conferring upon the City of Dania Beach the power to create a Community Redevelopment Agency and to prepare a Community Redevelopment Plan pursuant to a finding of slum and blight. In 2004, the Dania Beach Community Redevelopment Area plan was finalized and approved by the County through County Resolution #2004-423. At the time, the population of the Community Redevelopment Area was estimated to be 5,354 and the Community Redevelopment Area comprised nearly 10 percent of the entire land area of the City of Dania Beach. In 2006, an amendment was made to the interlocal agreement between the City of Dania Beach, the Dania Beach Community Redevelopment Agency, and Broward County. This amendment affected the redevelopment capital program only and had no impact on the boundaries of the created Community Redevelopment Area.



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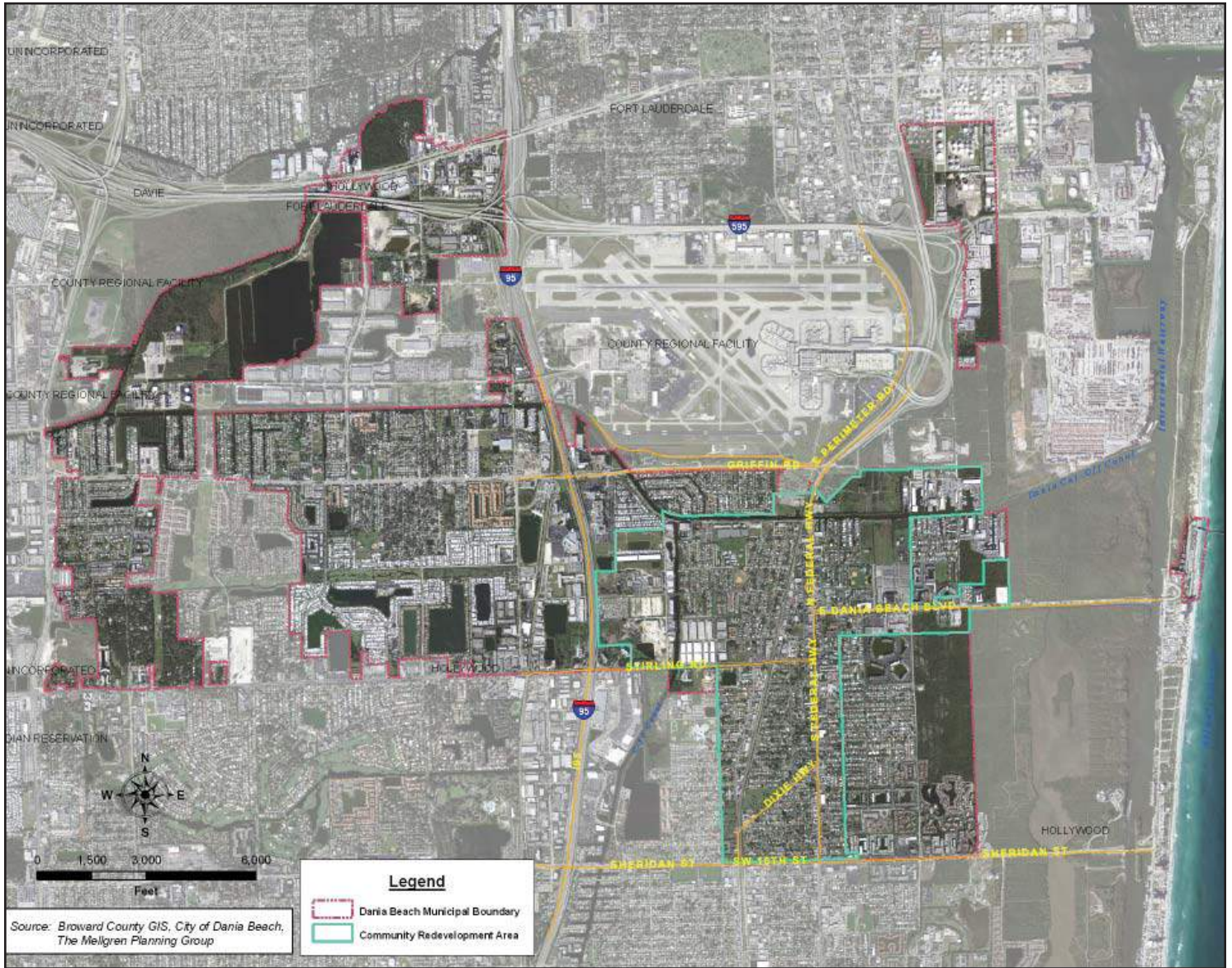


Figure 1: City of Dania Beach and CRA Boundary



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In 2008 – 2009 the City of Dania Beach and its Community Redevelopment Agency modified the plan pursuant to Section 163.361, F.S. In the preparation of the modified plan a discrepancy was discovered in the acreage of the originally approved CRA. Broward County Resolution 2002-275 established the size of the CRA at 508 acres. This conflicted with the acreage established by the original Finding of Necessity, which was 506 acres. In order to address this discrepancy the Mellgren Planning Group, using Geographic Information System (GIS) provided by the City applied current, best available data and GIS technology to determine the correct acreage of 525 acres. All analysis in this CRA Redevelopment Plan is based on that result. The current boundaries of the Community Redevelopment Area have been expanded by 824 acres to a total of 1,349 acres. The Community Redevelopment Area comprises 25 percent of the entire land area within the City of Dania Beach and in 2008 contained a total population of 9,415. In general, the boundaries of the Community Redevelopment Area have been expanded towards the east and west to include a larger land area proximate to Federal Highway, areas of commercial and industrial development that have declined and become blighted, and neighborhoods west of Federal Highway that are in need of major redevelopment, extensive refurbishment and significant reinvestment.

City and Community Redevelopment Area Land Area Calculations

| | Acres | Square Miles | Percent of Total |
|----------------------------------|---------|--------------|------------------|
| Original CRA | 525 | 0.82 | 9.9% |
| Area Added | 824 | 1.29 | 15.5% |
| Modified and Expanded CRA | 1,349.1 | 2.11 | 25.4% |
| City of Dania Beach | 5,315 | 8.30 | 100% |

Source: The Mellgren Planning Group, June 2008.

Legal Description

The boundaries of the existing Community Redevelopment Area are as follows:

Commencing at the intersection of Sheridan Street and North 22nd Avenue, the Community Redevelopment Area boundary extends east along Sheridan Street to SE 3rd Avenue, then north to SE 15th Street, then west to SE 2nd Avenue, then north along SE 2nd Avenue to SE 1st Street, then east along SE 1st Street to the Dania Beach city limits, then north to Dania Beach Boulevard, then east along Dania Beach Boulevard to the Dania Beach city Limits, then north approximately 1,300 feet, then west approximately 680 feet, then south approximately 630 feet, then west to Gulfstream Road, then south approximately 315 feet, then west approximately 640 feet, then south to Dania Beach Boulevard, then west along Dania Beach Boulevard to NE 5th Avenue, then north along NE 5th Avenue to the Dania Beach cut-off canal, then east along the canal approximately 2,000 feet, then north approximately 1,285 feet to the Dania Beach city limits, then west along the city limits until reaching the single family homes located on NW 6th Avenue, then south to the Dania Beach cut-off canal, then west along the canal to North Bryan Road, then south approximately 510 feet, then west approximately 1,325 feet, then south approximately 1,100 feet, then west to I-95, then south along I-95 and continuing south along the I-95 ramp approximately 2,030 feet, then east 875 feet, then south to Stirling Road, then east along Stirling Road to North 22nd Avenue, then south along NE 22nd Avenue to the point of commencement

Purpose for Creating a Community Redevelopment Area

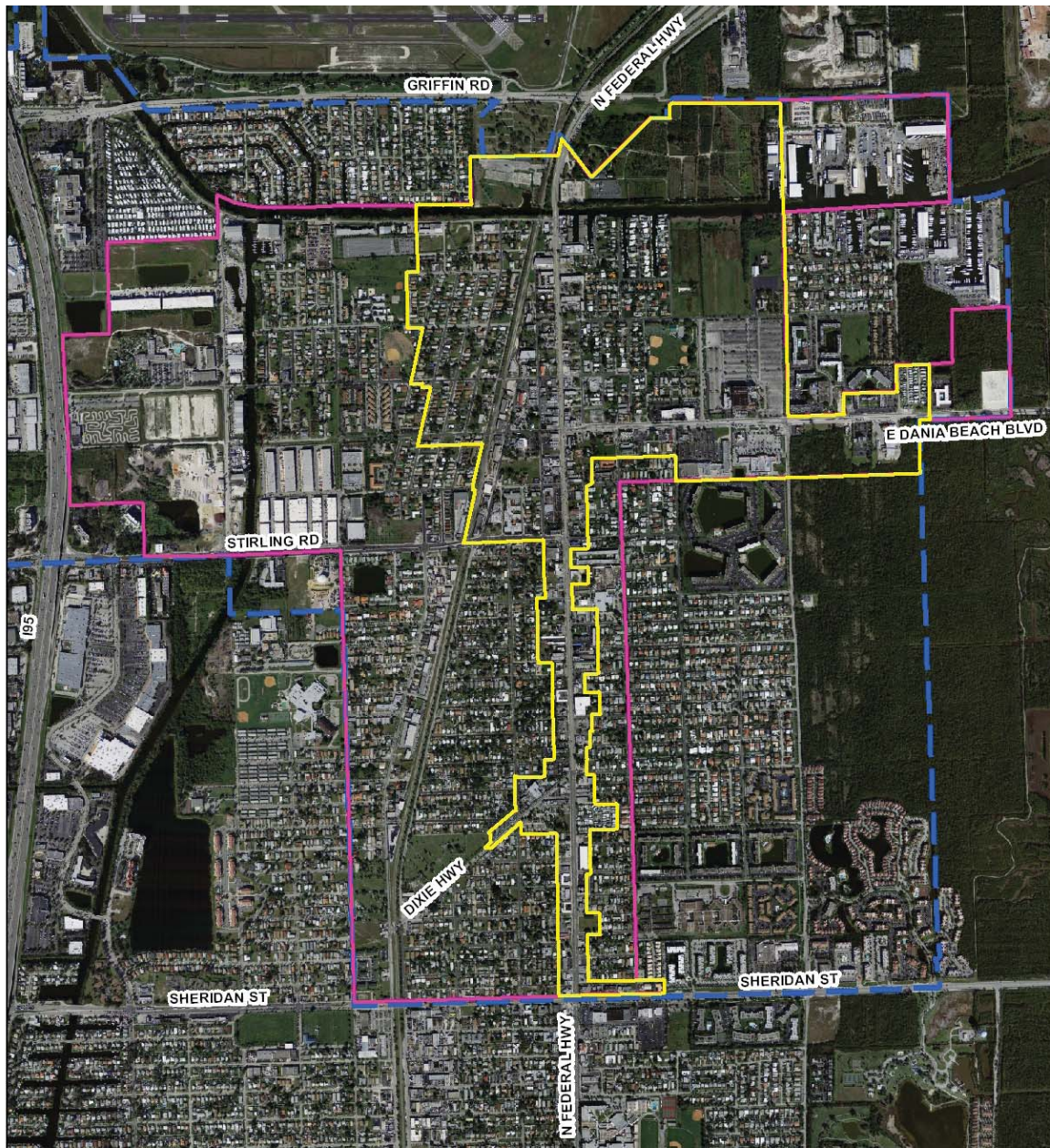
The purpose for expanding the Community Redevelopment Area and continuing to designate an agency to carry out community redevelopment activities in Dania Beach is to prevent and eliminate conditions of slum or blight. The enduring conditions of blight in the Community Redevelopment Area can only be corrected through a multifaceted and coordinated use of municipal powers.






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Legend

-  Dania Beach Boundary
-  Previous CRA Boundary
-  CRA Boundary

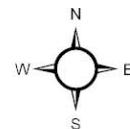


Figure 2: Previous and Current CRA Boundaries Map



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

OVERVIEW

OVERVIEW

The modification and expansion of the Community Redevelopment Area allows Dania Beach to focus its efforts on its downtown core and surrounding neighborhoods and businesses that have fallen into blighted conditions over time. Improvements in these core areas will halt the spread of slum and blight and create an opportunity for redevelopment and reinvestment. The Community Redevelopment Area will allow the City to direct monies and efforts towards these areas through the guidance of a plan and an expanded list of funding sources. It will also allow the City to improve or demolish and remove structures which, for some time, have been impeding the area's ability to experience private redevelopment and reinvestment.



Slum and blight conditions in CRA

The City is committed to continuing its efforts to revive and energize its declining downtown and neighborhoods.

Residents that reside and businesses that operate inside or adjacent to the expanded Community Redevelopment Area will be positively affected by its designation. A Community Redevelopment Area strengthens the City's ability to eliminate conditions of slum and blight that threaten the public's health, safety, and welfare. Changes brought about by expansion of the Community Redevelopment Area will improve the quality of life for residents and allow the community to project a more positive image. For businesses,

the Community Redevelopment Area designation will create new opportunities to expand upon their existing business or increase sales and customer activity. Improving failing areas will also increase property values, strengthen the municipal tax base, and provide the City with the means to capitalize on its existing resources.

Description of public-private partnerships

Dania Beach has a history of strong community involvement that is reflected in the number of public/private partnerships that have been forged in the past several years. These activities represent a commitment from a variety of corporate and industrial entities and government agencies working in concert.

Public/private partnerships can involve a range of activities from the funding of community or citywide initiatives to the involvement of citizens at a local meeting to craft a vision for their community. Nowhere is there a better example of a community's time, talent and treasure than when the citizens of a neighborhood, town or county come together to suggest what may occur in the future. Dania Beach has been the focus of many public/private partnerships during the past decade.

In 1998 *The City of Dania Land Use Visioning Study* was completed by Leigh Robinson Kerr and Associates and Hughes Hall, Inc. Dania Beach was granted Main Street Florida status in 1998 and this has led to the development and revival of a number of programs that are intended to revitalize the Main Street corridor.

In that same year, the South Florida Water Management District prepared "Setting a Course Towards the Future", a project report funded by the Florida Coastal Management Program that was focused on the Dania Cut-Off Canal. The goal of this project was "to foster cooperation among the parties to develop locally acceptable solutions to problems confronting the canal's numerous jurisdictions and the property owners dependent upon the health and functioning of the canal and its environs".



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

OVERVIEW

OVERVIEW

The Children's Services Council of Broward County's Institute for Community Empowerment (ICE) conducted a neighborhood Master Plan Workshop in 1999 that again provided an opportunity for residents to develop future goals for the community.

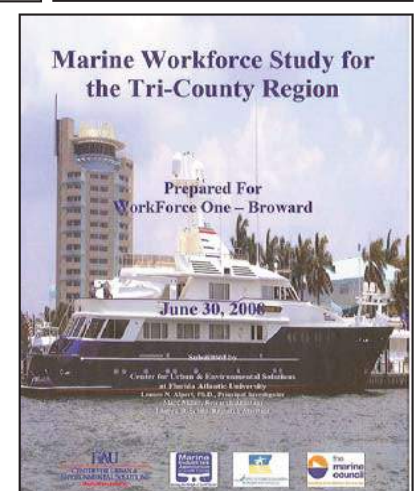
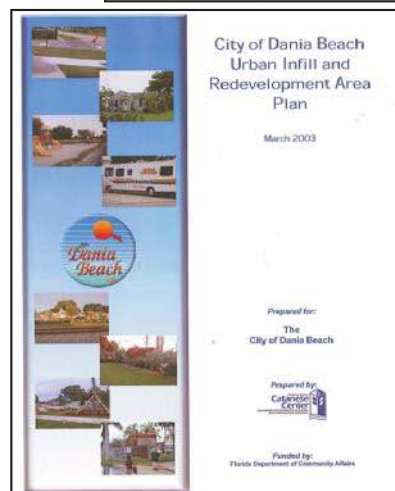
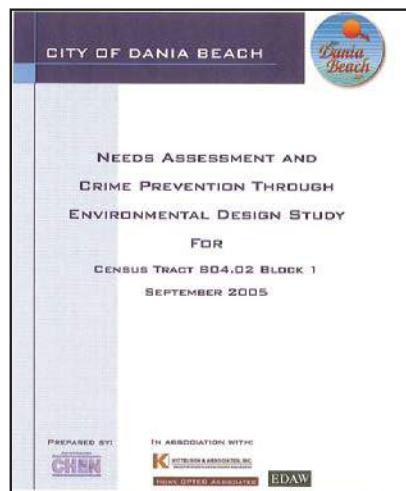
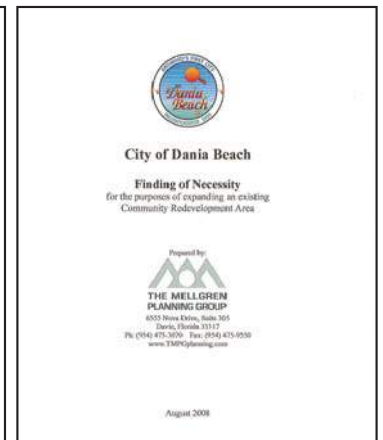
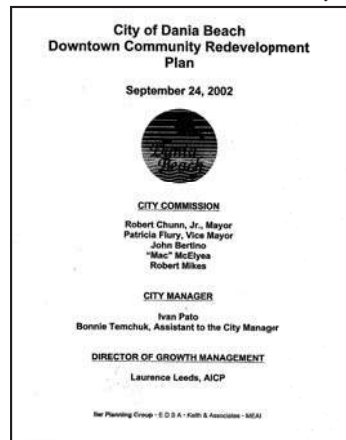
In November 2000, Dania Beach Elementary School applied for and received a Broward Beautiful Grant to address the serious need to buffer the school from street noise and traffic flow and to reduce street visibility and the related distractions for the students. This project was completed with the help of the City of Dania Beach, the Department of Public Works, Myer's Landscaping, the American Maritime Officers, Dania Lions Club, Dania Beach Chamber of Commerce, Volunteer Broward and many volunteer in-kind donated work hours.

In late Fall of 2001, the Marine Master Plan was completed by the Urban Harbors Institute, Marine Industries Association of South Florida and the Florida Atlantic University (FAU) Joint Center for Environment and Urban Problems. Many recommendations were made with respect to the character of the City, the navigable waters within the City of Dania Beach, water-dependent commercial uses and the development potential of thirteen sites was identified for the City.

In 2002 the original City of Dania Beach Downtown Community Redevelopment Plan was prepared, which led to the creation of the existing Community Redevelopment

Area boundary. Later that fall the residents undertook several meetings, walkthroughs, preparation of the City of Dania Beach Urban Infill and Redevelopment Area Plan, advisory meetings and community stakeholder meetings that formed the basis for the completed Urban Infill and Redevelopment Area Study.

In 2003, the Catanese Center at Florida Atlantic University prepared the Urban Infill and Redevelopment Area (UIRA) Plan for the City of Dania Beach. This was a very thorough study of the portion of Dania Beach that lies west of the then existing Community Redevelopment Area. Many residents of Sun Garden Isles, College Gardens and Dania Beach Heights participated in neighborhood planning meetings (walkthroughs and brainstorming sessions), community advisory committee meetings, neighborhood association meetings, Commission meetings and one-on-one discussions with study area stakeholders.





CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

OVERVIEW

PLANNING PROCESS

REDEVELOPMENT PLANNING PROCESS

At its heart, the redevelopment planning process in Dania Beach has been a collaborative effort driven by citizen input. The result of this planning effort is this Dania Beach Community Redevelopment Plan; a plan that addresses the physical, social and economic issues affecting the Community Redevelopment Area (CRA), and capitalizes on the existing and potential opportunities. This redevelopment plan is a project driven, implementable plan that is rooted in citizen input and public participation, and shaped by a team of expert consultants that included professional urban planners, civil and transportation engineers, market analysts, and redevelopment financing experts.



As noted above, several studies and planning initiatives have previously taken place to revive and plan the area. “City of Dania Beach Downtown Community Redevelopment Plan” 2004; “City of Dania Beach, Urban Infill and Redevelopment Area Plan”, March 2003; “City of Dania Greenway Conceptual Plan”, April 1998; “Historic Preservation Plan for the City of Dania Beach,” June 2000; “Needs Assessment and Crime Prevention Through Environmental Design Study,” September 2005; and “Neighborhood Master Plan Workshop”, 1999, represent activities that were undertaken to create and implement the existing Community Redevelopment Agency. Because the City has previously been through several initiatives to encourage redevelopment, it was critical to gain community trust and buy-in in the redevelopment effort for the proposed

expansion of the City’s Community Redevelopment Area boundaries.

The process for redevelopment began in 2002. The City caused a Finding of Necessity to be prepared and, subsequently, established a Community Redevelopment Agency and Area (both CRA). In September 2002, the agency adopted a redevelopment plan for the newly created CRA. Approval by the County followed in 2004. That CRA plan was very limited in the physical area that it addressed, and contained recommendations that, in part, were not feasible or practical. The plan was also very general rather than project driven.

The boundary of the original CRA was narrowly focused along the existing commercial property on each side of Federal Highway from Sheridan Street north to Stirling Road. North of Stirling Road, the CRA included most of the land east of the FEC Railroad and just a portion of the Sun Garden Isles community that lies west of the railroad tracks.

While the original CRA boundary included land that was, and still is, in blighted condition, it did not include all of the Sun Garden Isles community, or any part of the College Gardens and Dania Beach Heights communities. Yet, these areas of the City, which are largely residential, suffer from a lack of adequate infrastructure, deteriorating property conditions, absentee owners, poverty and crime. The UIRA plan of 2003 was a consensus building document that addressed these three neighborhoods. It identified the social infrastructure necessary to mobilize the community, and identified available resources or potential partnerships. Like the original CRA plan, however, the UIRA plan was not specific and was not project driven.

In March of 2008, the CRA moved redevelopment of Dania Beach to the forefront by hiring its first CRA Director, dedicated proactively to spurring redevelopment. Subsequently, the CRA assembled a team of experts to expand the boundaries of the CRA to include the surrounding disenfranchised communities, to engage the community, and to prepare this Community Redevelopment Plan. Since preparation of this Community Redevelopment Plan began,



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

OVERVIEW

PLANNING PROCESS

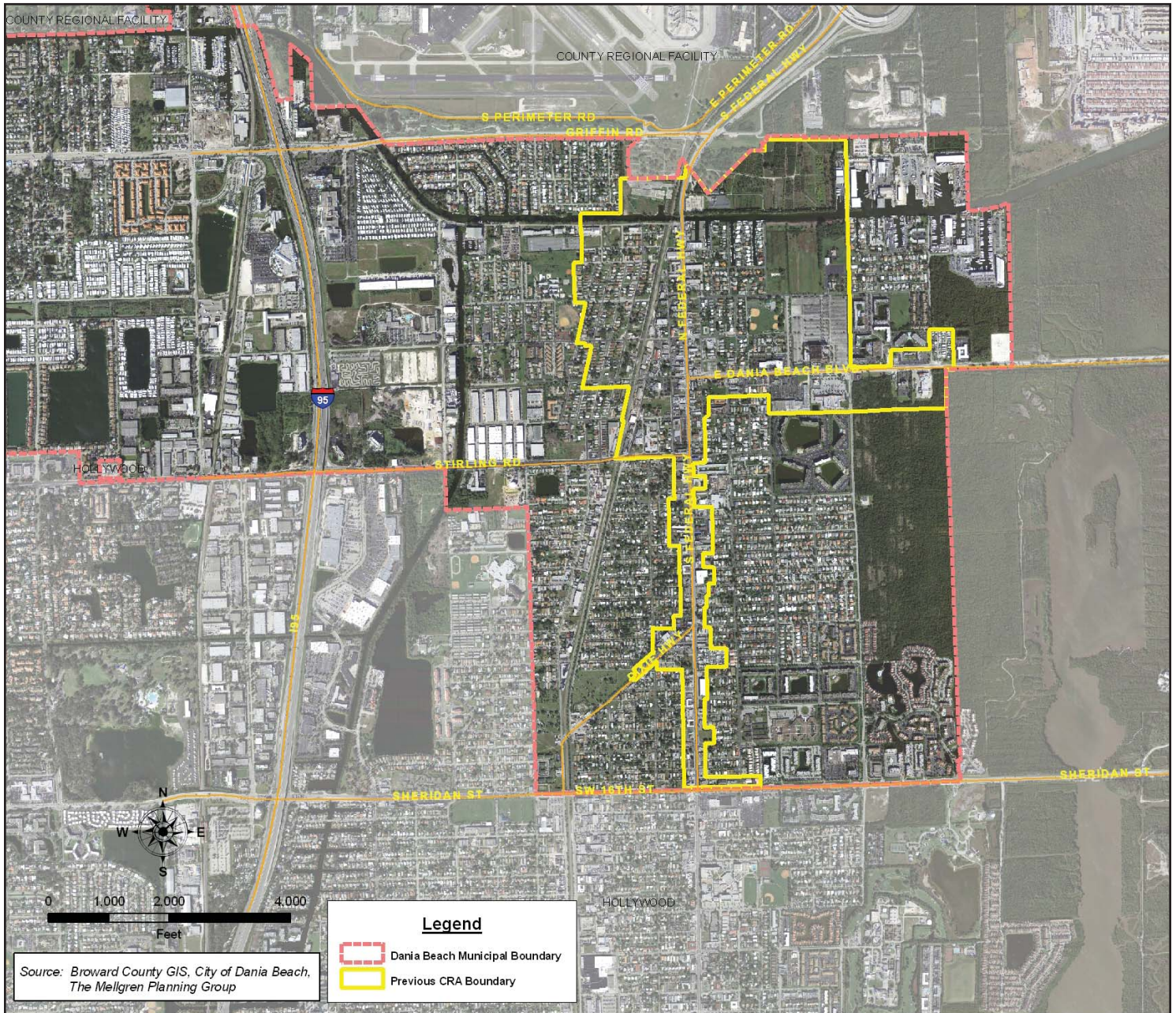


Figure 3: Previous CRA Boundaries



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

OVERVIEW

PLANNING PROCESS

more than 15 meetings were conducted with residents, neighborhood leaders, business owners, elected officials sitting as the CRA, the Chamber of Commerce, and the Marine Industries Association of South Florida.

The planning process began in earnest in June 2008 with a series of citywide visioning meetings, followed by a strategic planning session held by the Commission to identify a vision and mission statement for the City of Dania Beach. With a vision articulated, the City, through its team of consultants, then conducted an intensive 3-day charrette to map the future of the Community Redevelopment Area. During these charrette workshops, conceptual plans were developed by the citizens, with professional assistance, working in three groups. These three plans were combined to create the "Synthesis Plan", which became the framework for this redevelopment plan. In the ensuing months, additional meetings were held with the residents to ensure that everyone had a voice in the planning process. Facilitated meetings were held not just at City Hall, but also at City facilities located within the neighborhoods in order to encourage participation. A complete description of the public participation process is included in Appendix A, Public Involvement Report.

While the public participation process was ongoing, technical work was also taking place. Existing conditions regarding

infrastructure, property and community appearance in the proposed CRA were catalogued and documented. The roadway network and the real estate market were analyzed. Brownfields were identified. Crime statistics were collected and mapped. The number of absentee property owners were quantified and mapped. As a result of this effort, a comprehensive picture of the entire expanded CRA was created, and these data were used to prepare the Finding of Necessity to expand the CRA boundaries (See Appendix B). At the same time, issues and opportunities began to emerge that, in turn, led to the identification of projects necessary to accomplish redevelopment.

The overall goal of this Community Redevelopment Plan is to encourage redevelopment and identify projects that will serve as a catalyst for redevelopment. In addition, the goal of this plan is to address physical, social and economic issues that the CRA faces, and to create an economic engine for the City of Dania Beach.



City wide visioning



CRA Charrette

A vertical bar on the left side of the page with a gradient from dark brown at the top to light yellow at the bottom.

**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

EXISTING CONDITIONS



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

EXISTING CONDITIONS

DEMOGRAPHIC & ECONOMIC ANALYSIS

EXISTING CONDITIONS

Demographic and Economic Analysis

It is important to note that in the analysis of existing conditions in the CRA various sources of data were utilized. Field analysis was conducted in the period including June – November, 2008 and data was obtained from the most current sources available to ensure accuracy. In some cases the U. S. Census 2000 proved to be the best available data and was used when no more reliable current data could be obtained.

The residential neighborhoods comprising the largest portion of the Community Redevelopment Area exhibit clear and convincing evidence of deteriorated demographic and economic conditions. The area includes a mix of aging residential and a few new single family and duplex housing units. Commercial development suffers from deterioration, lacks adequate parking and often conflicts with adjacent residential development. Vacant lots that are overgrown and often serve as dumping grounds, and homes that are in need of major repair, exist throughout the Community Redevelopment Area. Deteriorated infrastructure, utility pole anchors located in walkways, unpaved roads and widespread deterioration of swales, which is generally caused by inadequate off-street parking, exist throughout. The area also exhibits a lack of consistent and well maintained street landscaping. Some of these conditions create an impediment to physically handicapped residents of the area. There are homes that lack front steps, crowded and exposed water and electric meters, sagging electric overhead wiring and peeling paint. A public transportation bus stop was observed, which is located below grade and between the sidewalk and the street with no access for handicapped individuals. A lack of maintenance in the area gives large portions of the community a blighted appearance.

These conditions are indicators of seriously deteriorated and stagnant demographic and economic conditions in the CRA. Extraordinarily high vacancy rates in the residential, office and retail markets; low rents as compared to the County and City; and, high poverty and unemployment

rates are clearly borne out in the physical conditions of the area. These data are reinforced by extensive field survey results. The Community Redevelopment Area contains a substantial number (well in excess of 20 percent) of deteriorating structures and conditions which endanger life or property.



Deteriorated commercial and industrial buildings



Lack of maintenance-blighting influence



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COMMUNITY REDEVELOPMENT AGENCY
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Unfinished infrastructure lacking swale and sidewalk maintenance



Inadequate off-street parking



Deteriorating structure and site conditions – inadequate parking



Unsafe structural and infrastructure conditions – obstructions in walkway



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

EXISTING CONDITIONS

DEMOGRAPHIC & ECONOMIC ANALYSIS

Residential Market

Broward County is ranked sixth in the nation for the highest percentage of homeowners spending 50 percent or more of their income on housing, with 21.5 percent of Broward's residents falling into that category. Currently, in the Community Redevelopment Area housing market, 16.7 percent of the housing units in the market area are vacant. In 2000, 16.8 percent were vacant and in 1990, 19.2 percent were vacant. This apparent small decrease in vacant housing is actually a result of unsafe structures being demolished, and the current numbers will be adversely affected by the continued downturn of the housing market in south Florida.

Community Redevelopment Area Vacant Housing Units

| | 2008 | | 2000 | | 1990 | |
|---------------------------------|---------|------------|---------|------------|---------|------------|
| | Number/ | Percent of | Number/ | Percent of | Number/ | Percent of |
| | Total | Total | Total | Total | Total | Total |
| CRA Vacant Housing Units | 744 | 16.7 | 704 | 16.8 | 737 | 19.2 |

Source: Census 2000, Integra Realty Resources, 2008

The downturn in the national housing market has been especially severe in Broward County. The 'total housing sales volume' in Broward County has declined by 22 percent through the end of 2007. Re-sale housing has declined 13.3 percent since the peak year of 2004. New single-family/town home sales closings accounted for only 9.9 percent of the total sales volume in 2007. New condominium/apartment sales closings accounted for only 13.8 of the total sales volume during the same period. Within the Community Redevelopment Area, in June 2008, there were only 48 active housing units listed with the Multiple Listing Service. (*Integra Realty Resources, 2008*).

Commercial Market

The Dania Beach Community Redevelopment Area represented 0.4 percent of the office market share in Broward County for the first quarter of 2008. This small share of 252,200 leasable square feet is also the least expensive at

\$13.50 per square foot. This rent is less than half the average in the County, which is \$27 per square foot and almost \$6 less than Dania Beach as a whole. Even with a rental rate that is almost less than half of rates charged in other communities, the Community Redevelopment Area has a vacancy rate of 23 percent. This compares to a 10.9 percent vacancy rate in the City and a 9.4 percent rate in the County. Inadequate infrastructure and the visual appearance of the commercial corridors within the Community Redevelopment Area contribute to this high vacancy rate. This is a depressed area. Vacancy rates of this level are a drain on the community because empty, unproductive, non-revenue contributing and underperforming, taxable sites cost more to maintain than what they produce. There is a domino effect that occurs in communities with vacant and under-utilized commercial space. The properties become less attractive to potential commercial tenants, vacancy rates increase, businesses move elsewhere and the result is a downward spiral of property distress. (*Integra Realty Resources, 2008*).

The retail market within the Community Redevelopment Area has a total inventory of 908,809 square feet; 18 percent of which, or 163,586 square feet, is vacant. There are 928 businesses located within the Community Redevelopment Area, which employ 6,679 citizens. Part of the Community Redevelopment Area is located in one of the two Enterprise Zones in Dania Beach and could become a target for development in the future. The advantage of opening or expanding a business in such an area is the variety of tax incentives that are part of Enterprise Zone development for both business owners and their employees. As evidenced by the vacancy rate, however, the positive impacts of the Enterprise Zones have yet to be fully realized in the Community Redevelopment Area.

Retail in the Community Redevelopment Area has an 18 percent vacancy rate as compared to 5.8 percent in the City and 4.2 percent in Broward County (*Integra Realty Resources, 2008*).



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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DEMOGRAPHIC & ECONOMIC ANALYSIS

Industrial

The industrial space market share of Broward County that lies within the Community Redevelopment Area is only 1.4 percent of the County total of 35,435,844 square feet. This represents 1,927,620 square feet. This category for both Community Redevelopment Area and the City represents the only business category that has a higher rental rate than Broward County. The rental rate for industrial space is \$9.57 per square foot within the Dania Beach Community Redevelopment Area, \$10.36 per square foot in the City of Dania Beach, and Broward County is the lowest with a fee of \$8.99 per square foot. The Community Redevelopment Area also has a current vacancy rate of 3.8 percent, while Dania Beach citywide has a 4.2 percent vacancy rate and the County has 5.7 percent of its industrial market space available for rent. Field observation, however, indicates that the data for higher rents in the Community Redevelopment Area are likely skewed by a single large new warehouse development north of Stirling Road and proximate to Interstate 95. This development is immediately adjacent to a much older and very deteriorated warehouse community that fronts directly onto Stirling Road. (*Integra Realty Resources, 2008, field observations by TMPG*)

Population density

The Community Redevelopment Area has a 2008 population of 9,415 and a land area of 1,349 acres which equates to a population density of approximately 7 residents per acre. In comparison, the City of Dania Beach, which has a population of 28,928 and contains 5,315 acres, has a population density of approximately 5.4 residents per acre. Finally, Broward County with a total land area of 1,220 square miles and a 2008 population of 1,820,376, has a population density of approximately 6.7 people per acre. (*Integra Realty Resources, U.S. Census*)

Overcrowding

The overcrowding that pervades in the Community Redevelopment Area represents an overcrowding of incompatible uses and a lack of space and buffering between these uses. With each transition in land use, there

is potential for incompatibility. These incompatibilities can often be mitigated through design or buffering requirements. As an example, a change from medium residential to low residential can cause incompatibilities in the size and scale of the structures as well as parking layout, impervious surface areas, and lighting. A well designed land use plan and zoning map will limit these occurrences and, through guidelines and regulations, mitigate any possible incompatibilities.

An analysis of the existing and future land uses and zoning districts in the Community Redevelopment Area demonstrates an overcrowding of different uses and districts. A number of parcels are surrounded by two or three different types of land uses and as many as four and five different zoning districts. This is the result of incremental changes over time with no overriding vision. As opposed to being integrated into a mixed use development supported by strict design guidelines, or simply laid out into common districts, the uses and districts in the Community Redevelopment Area are so crowded that all the incompatibilities between them cannot be mitigated, which results in the decline and underutilization of many of the properties. In addition, the lack of logical transition from one use to another creates inconsistent neighborhood and commercial districts and prevents land owners from reinvesting in an area until the perceived state of flux has been resolved.

Unemployment

The percentage of those in the labor force (16 years and older) but unemployed is substantially higher in the Community Redevelopment Area than in the City and County. In the current year, it is estimated that 9.9 percent of the labor force in the Community Redevelopment Area is unemployed as compared to the City at 6.9 percent and the County at 6.6 percent. High unemployment rates in localized areas have been directly correlated with problems such as crime, over reliance on social welfare programs, reduced income, delinquent tax collections, and suppression of wages. Field analysis of the area reveals pockets of vagrancy, extensive graffiti, property abandonment and other signs associated with high levels of unemployment.



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

EXISTING CONDITIONS

DEMOGRAPHIC & ECONOMIC ANALYSIS

Comparison of Unemployment Rates, 2008

| 2008 Civilian Population 16 + in Labor Force | CRA | Dania Beach | Broward County |
|--|------|-------------|----------------|
| | 9.9% | 6.9% | 6.6% |

Source: U.S. Census 2000, Integra Realty

Poverty

There are a number of indicators that can be used to identify areas of poverty and how extensive the problem has become. A primary indicator is household median income. In the Community Redevelopment Area, the household median income for the current year is \$33,932, as compared to that of the City which is \$44,029 and the County which is \$55,541. Households in the Community Redevelopment Area earn 23 percent less than the rest of the City and 39 percent less than the rest of the County.

Comparison of Household Median Income, 2008

| 2008 Household Median Income | CRA | Dania Beach | Broward County |
|------------------------------|----------|-------------|----------------|
| | \$33,932 | \$44,029 | \$55,541 |

Source: U.S. Census 2000, Integra Realty

In addition, in the Community Redevelopment Area, 39.9 percent of households make less than \$25,000 annually as compared to that of Broward County, in which 21 percent of households make \$25,000 or less.

Another poverty indicator is per capita income. Per capita income is a measurement of income spread across an estimated population. This statistic can shed light on situations where a household may have a higher than average household income but also a higher than average number of individuals living in that household. In the Community Redevelopment Area, the per capita income in the current year is \$20,002 as compared to that of the City which is \$25,456 and the County which is \$29,818. These data suggest that one or two wage earners of the household are supporting a large number of dependents in households in the Community Redevelopment Area.

Comparison of Per Capita Income, 2008

| CRA | Dania Beach | Broward County |
|----------|-------------|----------------|
| \$20,002 | \$25,456 | \$29,818 |

Source: U.S. Census 2000, Integra Realty

Finally, the percentage of school aged children who receive free or reduced lunch is a reliable indicator of poverty in a community. In Broward County as a whole, 45.3 percent of elementary school students and 42.8 percent of middle school students receive free or reduced lunch. In comparison, the schools that serve the Community Redevelopment Area have the following percentages of students on free or reduced lunch: Dania Elementary, 76 percent; Oakridge Elementary, 80 percent; Bethune Elementary, 88 percent; Collins Elementary, 94 Percent, Attucks Middle School, 70 percent; and, Olsen Middle, 67 percent. As these statistics show, schools serving the Community Redevelopment Area have a much higher percentage of students receiving lunch subsidies, thereby documenting a higher rate of poverty in the study area.

Age of housing stock

The Community Redevelopment Area contained an estimated 4,155 housing units in the year 2000. Of these, 75 percent were built prior to the year 1980 as compared to that of the County in which 59 percent of all housing units were built prior to 1980. The median year of construction of housing built in the Community Redevelopment Area is 1971 as compared to the median year of construction of housing built in the County, which is 1977.



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

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DEMOGRAPHIC & ECONOMIC ANALYSIS

Age of Housing Stock Comparison, 2000

| Age of Housing Stock by percentage of total | CRA | Dania Beach | Broward County |
|---|-------|-------------|----------------|
| Total units | 4,155 | 10,875 | 741,043 |
| 1999 to March 2000 | 2.1% | 1.3% | 2.6% |
| 1995 to 1998 | 3.6% | 7.1% | 8.2% |
| 1990 to 1994 | 5.8% | 6.5% | 8.7% |
| 1980 to 1989 | 13.5% | 18.2% | 21.2% |
| 1970 to 1979 | 29.1% | 30.4% | 29.8% |
| 1969 or earlier | 45.8% | 36.6% | 29.5% |
| Median Year | 1971 | 1974 | 1977 |

Source: U.S. Census 2000, Integra Realty

It is important to note that annexations in 2001 added an estimated 3576 dwelling units to the City. Annexations consisted of the addition of dwelling units in Chambers Estates (3556); Edgewater (803); Estates of Fort Lauderdale (1750); Ravenswood Estates (960); and Unincorporated Area (53). When combined with the total units estimated by the U.S. Census, the resulting housing unit count in the City of Dania Beach is 14,451.

Source: Broward County Planning Services Division, Broward-by-the-Numbers.

Affordability of housing

Housing affordability is defined as a housing cost that does not exceed 30 percent of a household's gross income. Housing costs considered include taxes, insurance and utility costs. When the monthly carrying costs of a home exceed 30 percent of household income, then the residents are considered cost burdened and the housing is considered unaffordable.

In the Community Redevelopment Area, 40 percent of households earn less than \$25,000 annually. More than half of these households earn less than \$15,000 annually. Using the 30 percent of income rule, households that earn \$25,000 a year can afford a monthly payment of \$500 or

less. A payment of \$500 allows a person to purchase a home which costs \$90,000 or less assuming that the borrower qualifies for a 30-year mortgage with an interest rate of 6 percent and is only required to make a down payment of \$5,000, or 5.5 percent of the purchase price. These favorable lending terms are not always available but are included in this discussion as a best case scenario. In an analysis of the current housing values in the Dania Beach Community Redevelopment Area, an area generally recognized as one of the most affordable areas in the City and County, only 19 percent of homes are valued at less than 90,000. Not only does this not meet the affordable housing demand but many of the homes in this price range are in need of substantial rehabilitation and repair, indicating a need for greater household income for structure upgrading.

Crime

County maintained crime statistics are classified into two types: narcotics and Part One crimes. Part One crimes include auto crimes, burglary, larceny, robbery, sexual battery, and other crimes such as aggravated assault, battery, criminal mischief and trespassing. Narcotics are defined as any illegal drug or unlawfully possessing such a drug.

Within the Community Redevelopment Area, there were a total of 3,481 documented crimes between January 1, 2006 and June 3, 2008. This equates to a ratio of 1,650 crimes per square mile as compared to the citywide rate of 809 crimes per square mile and a total of 6,718 crimes. Additionally, of all the crimes that occurred in the City between the two timeframes, 52 percent of them (3,481) occurred within the Community Redevelopment Area despite the fact that the area comprises only 25 percent of the total land area in Dania Beach. This high incidence of crime adversely affects tourism and retail sales, discourages private property reinvestment, and weakens the sense of community in Dania Beach.



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

EXISTING CONDITIONS

DEMOGRAPHIC & ECONOMIC ANALYSIS

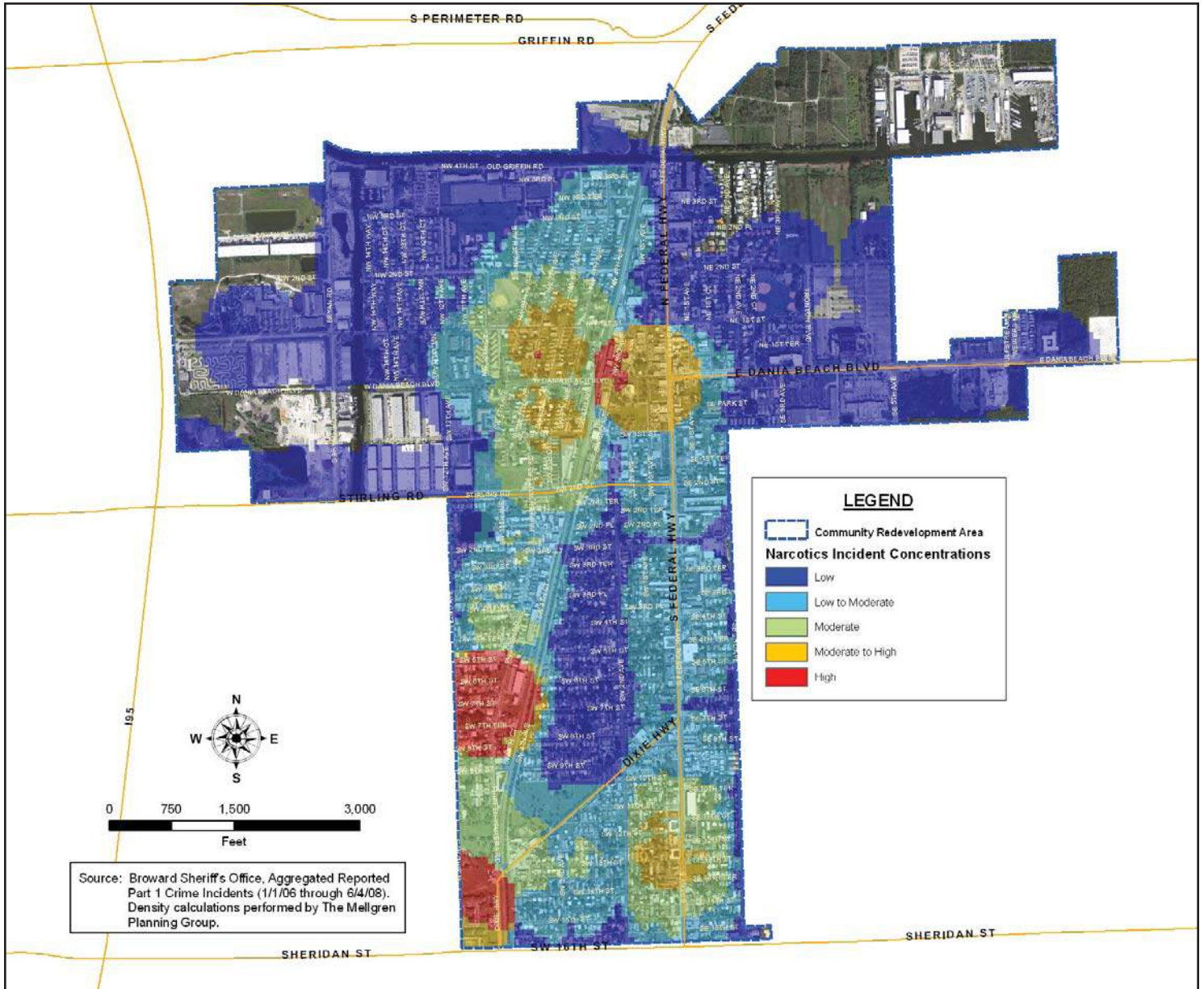


Figure 4: Narcotics concentration



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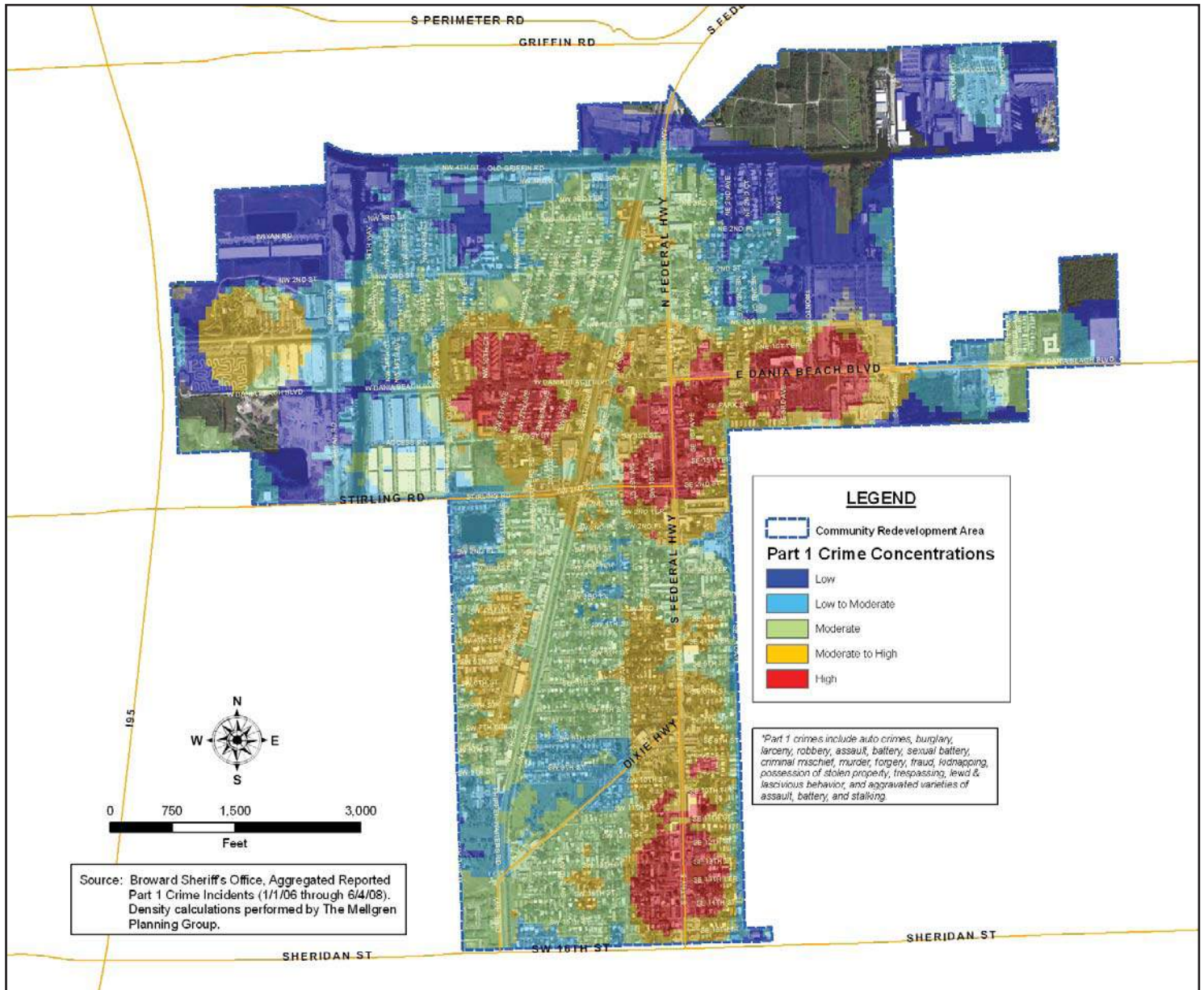


Figure 5: Part 1 Crime concentration



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

EXISTING CONDITIONS

CONSTRUCTION AND INFRASTRUCTURE ANALYSIS

Economic distress

According to the 1990 U.S. Census, 23.6 percent of all households in the Community Redevelopment Area were below the poverty level. According to the 2000 U.S. Census, 21.5 percent of all households in the Community Redevelopment Area were still below the poverty level. While a slight reduction between the 1990 U.S. Census and the 2000 U.S. Census did occur, the reduction in poverty was less than one percent over ten years or a net reduction of six (6) poverty stricken households. Further, this apparent de minimus reduction is likely attributable to displacement of poverty level households that occurred when unsafe or uninhabitable structures were demolished. This persistent state of poverty is an example of the economic distress that the Community Redevelopment Area has been experiencing over the past two decades.

Households in Community Redevelopment Area Below Poverty Level, 1990-2000

| Households below the poverty level | 1990 | | 2000 | | Difference | |
|------------------------------------|--------|---------|--------|---------|------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| CRA | 753 | 23.6 | 747 | 21.5 | -6 | -.008 |

Source: U.S. Census 2000, Integra Realty

Population Size

The 2008 population of the Community Redevelopment Area is estimated to be 9,415 as compared to 28,928 and 1,820,376 for the City of Dania Beach and Broward County, respectively. Between the years of 2000 and 2008, the population in the Community Redevelopment Area has grown by 7.9 percent as compared to the City of Dania Beach which has grown by 44.2 percent and Broward County which has grown by 12.2 percent. The population change in the city reflects significant annexation activity in 2001.

Population Comparison, 2000-2008

| Population Estimates | 2000 | 2008 | Percent Change |
|----------------------|-----------|-----------|----------------|
| CRA | 8,724 | 9,415 | 7.9% |
| Dania Beach | 20,061 | 28,928 | 44.2% |
| Broward County | 1,623,018 | 1,820,376 | 12.2% |

Source: U.S. Census 2000, Integra Realty

Construction and Infrastructure Analysis

Physical Deterioration

Detailed field observation clearly shows that the Community Redevelopment Area exhibits extensive physical deterioration of residential and non-residential structures and sites. Likewise, aging and incomplete infrastructure provides a weak and inadequate framework upon which to improve community conditions. Infrastructure deterioration includes broken sidewalks, obstructions in walkways, unpaved roads and widespread deterioration of swales, which is exacerbated by inadequate off-street parking. Inadequate and unsafe access for physically challenged people and substandard electrical and plumbing connections create safety hazards. Aging, dilapidated and obsolete housing conditions are prevalent and the area exhibits a general lack of consistent and well maintained street landscaping.

The residential areas in the Community Redevelopment Area have several problems that call for a concentrated redevelopment plan. Structural deterioration, vacancy, absentee ownership and crime are typical conditions that exist throughout the area. Many units are substandard. Some are boarded up and abandoned, creating an attractive nuisance and further degrading the quality of life for the neighboring residents. A detailed discussion of the existing conditions in the residential areas is included in the Housing Analysis portion of this plan.



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Commercial and Industrial

There are three primary areas of commercial and industrial development in the Community Redevelopment Area. These include the area west of the C-10 canal between Old Griffin Road and Stirling Road (Bryan Road Industrial Area); the area generally east of Federal Highway and south of Griffin Road and Taylor Road (Northeast Industrial Area); and, the area immediately north of Dania Beach Boulevard and west of the eastern City limits (Dania Beach Boulevard Commercial Area). In addition to these, the CRA includes the industrial area along Old Griffin Road and the commercial/industrial area along Stirling Road.

Conditions in these areas include vacancy, poor site layout, inadequate parking and deteriorated or missing infrastructure. Severe instances of structural deterioration were observed on a number of sites. A description of the individual commercial and industrial areas is included below, and photographs of these areas follow the descriptions.

Bryan Road Industrial Area

This area is bound by Interstate Highway 95 to the west, the C-10 canal to the east, Jamaica Street to the north and Stirling Road to the south. It is immediately west of the Sun Garden Isles residential area in the Community Redevelopment Area boundaries. It contains approximately 186 acres. It is zoned C-4, IRO and IG, commercial and industrial. The area contains Boomers Amusement Park, two medium sized office complexes, a number of abandoned warehouses, and a large amount of unimproved, undeveloped land that is severely encumbered by power lines. This area is poorly maintained and blighted. Graffiti and vandalism are prevalent. Additionally, much of the area is undeveloped and is poorly drained. It is also the location of an active, but underutilized area of marine industrial uses.

Northeast Industrial Area

This area is located generally east of Federal Highway and south of Griffin and Taylor Roads. It extends southward to the Dania Cut-Off Canal and its eastern boundary is coterminous with the eastern property line of the Broward

Yachts site. It contains approximately 60 acres. The area contains a number of marine related industrial sites along the canal, some warehousing and partially developed, underutilized sites that act as staging areas or open storage. A large portion of the area is undeveloped and overgrown with a mix of native and exotic vegetation. The City's future land use map has the entire area designated as Industrial and the zoning for the property is IROC, which is designed to accommodate industrial development.

Dania Beach Boulevard Commercial Area

This area is located on the north side of Dania Beach Boulevard immediately west of West Lake Park. It contains approximately 25 acres. A portion of the property is designated Commercial on the City's future land use plan map and has a zoning of C-2, which is designed to accommodate commercial development. The balance of the site has a future land use designation of Irregular Residential Density and is zoned RM-2. There is an existing motel on the commercial portion, and there is a recently prepared building site east of the motel. The balance of the property is undeveloped and contains a mix of native and exotic vegetation.

Old Griffin Road

The industrial area that fronts on the south side of Old Griffin Road is immediately adjacent to the Sun Garden Isles residential area. It extends from NW 9th Avenue to Bryan Road and contains a mix of vacant lots, aging and deteriorated warehousing, a junk yard and some marine related dry storage uses. The vacant areas are unkempt and there is a lack of paved parking at some of the warehousing sites. Immediately north of the area, the public land that lies between Old Griffin Road and the Dania Cut-Off Canal shows some limited signs of public investment (landscaping), but the vehicular area is rutted and shows signs of heavy use.



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

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CONSTRUCTION AND INFRASTRUCTURE ANALYSIS

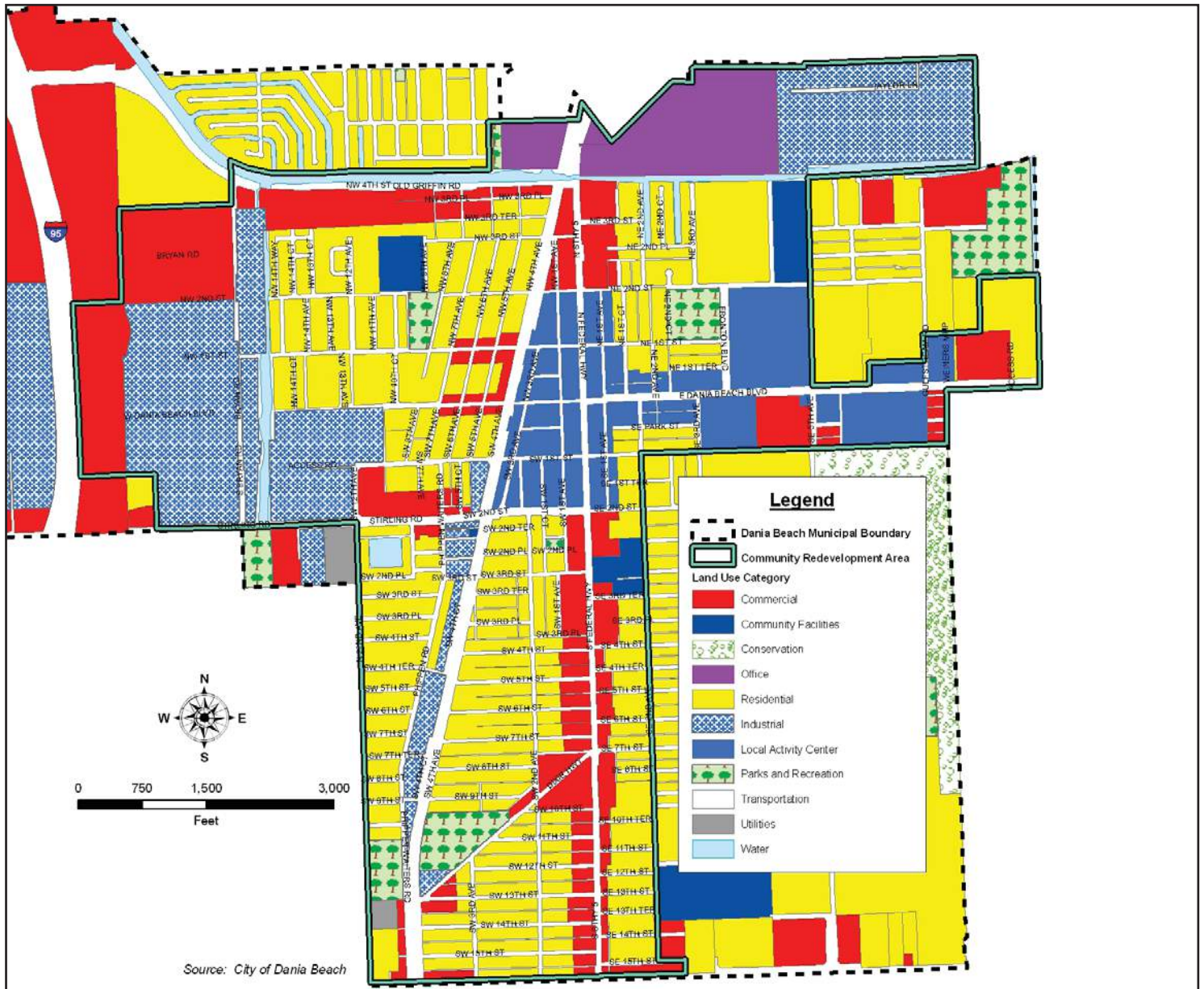


Figure 6: City of Dania Beach existing land uses



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Stirling Road

The Community Redevelopment Area includes a section of mixed commercial and industrial development along the north side of Stirling Road from Bryan Road to the FEC tracks. The area is adjacent to the Sun Garden Isles residential area, which lies immediately to the north, and it is north of the College Gardens area, which abuts it from the south. Much of the warehousing and store frontage in this area are deteriorated. Poor site layout, inadequate parking and lack of property maintenance were observed in the commercial areas closer to the FEC tracks at Phippens-Waiters Road.



Abandoned structure, vandalized



Graffiti



Vacant parcels, not maintained, fallen fences



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Vehicles parked on sidewalks



Deteriorating industrial property

A total of 345 vacant parcels are located in various areas throughout the CRA. The larger vacant parcels are generally located in the eastern portion of the CRA, but there is a significant amount of vacant land west of Bryan Road. There are two relatively large vacant parcels located in the central portion, one of which is owned by the City. Many smaller vacant lots are located in the residential neighborhoods. There are 125 vacant parcels in Sun Garden Isles, 59 in College Gardens and 25 in Dania Beach Heights.

All areas discussed above are characterized by deteriorated building and site conditions. In the Community Redevelopment Area 22.7 percent of the area exhibits site and structural deterioration which endanger life or property.

Existing Infrastructure and Planned Infrastructure Improvements

A number of infrastructure improvements were identified in the original Community Redevelopment Area plan drafted in 2004. It is unclear, at this time, which improvements were funded and constructed by the City and which remain to be built or are no longer needed. As was noted in the plan, the City of Dania Beach Water Distribution System within the Community Redevelopment Area, in particular, consisted of old galvanized iron, asbestos, concrete, PVC and ductile iron pipelines. Sections of the water distribution system exceeded sixty years of age, which is beyond the standard for a typical useful life. The major problem area within the Community Redevelopment Area was said to be the Federal Highway corridor, where the existing 6-inch water main is insufficient to address future needs.

Existing Plans (including those aside from Community Redevelopment Area projects)

The Community Redevelopment Area has a number of major projects under construction and others, although none are funded by the CRA, that are moving through the approval review process. The City has partnered with Habitat for Humanity to build 12 single family homes, which are currently under construction. The commitment from the City to provide housing for those underserved residents is part of the City's New Century Mission Statement to "improve the quality of life for its citizens".

Dania Beach Boulevard will be the site of a 9-apartment condominium project; a 292 room hotel with 15,000 square feet of commercial, and The Modello, a 288 unit residential project. Each of these is in various stages of approval. Bank Atlantic has completed its 8,000 square



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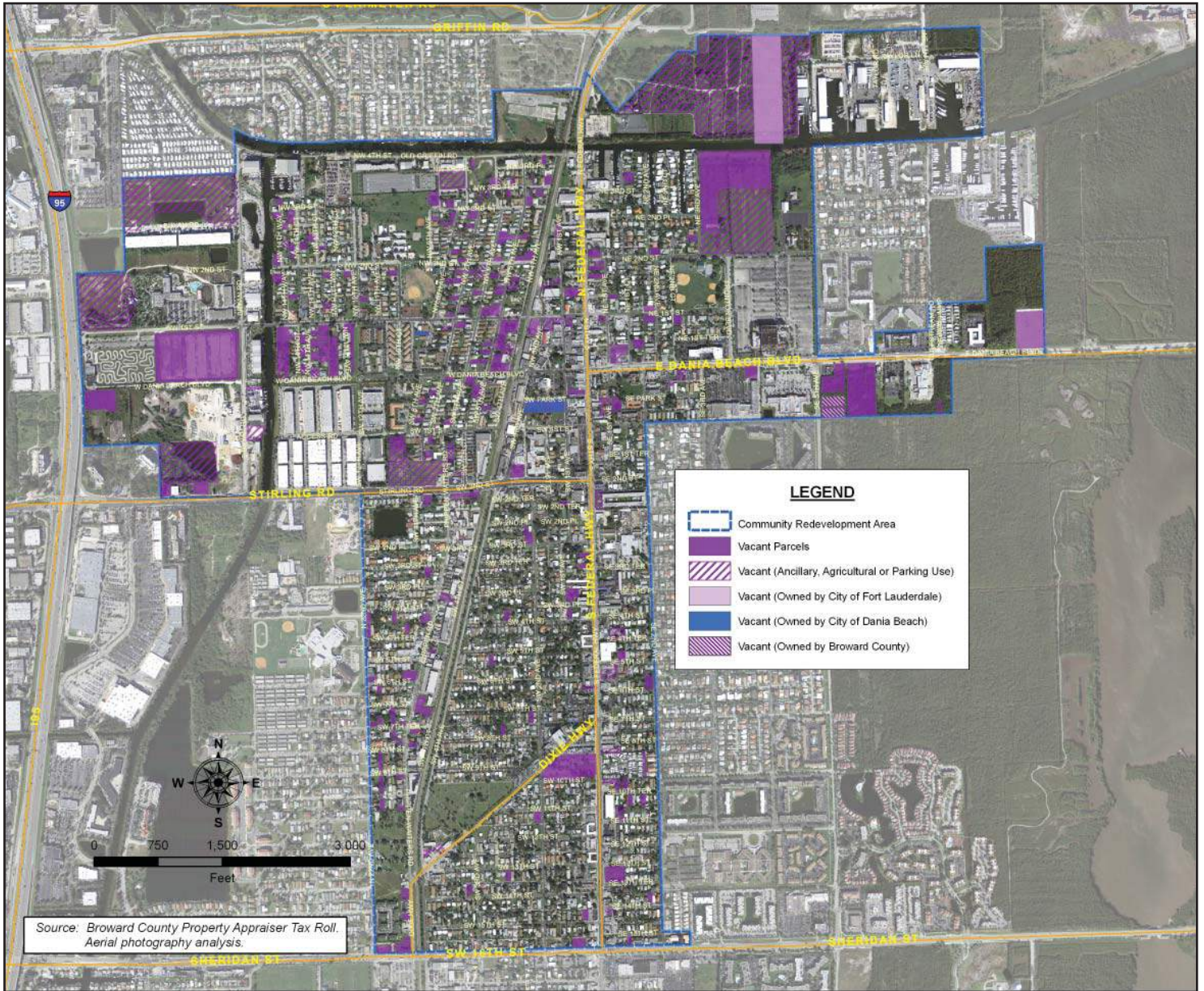


Figure 7: Vacant parcels



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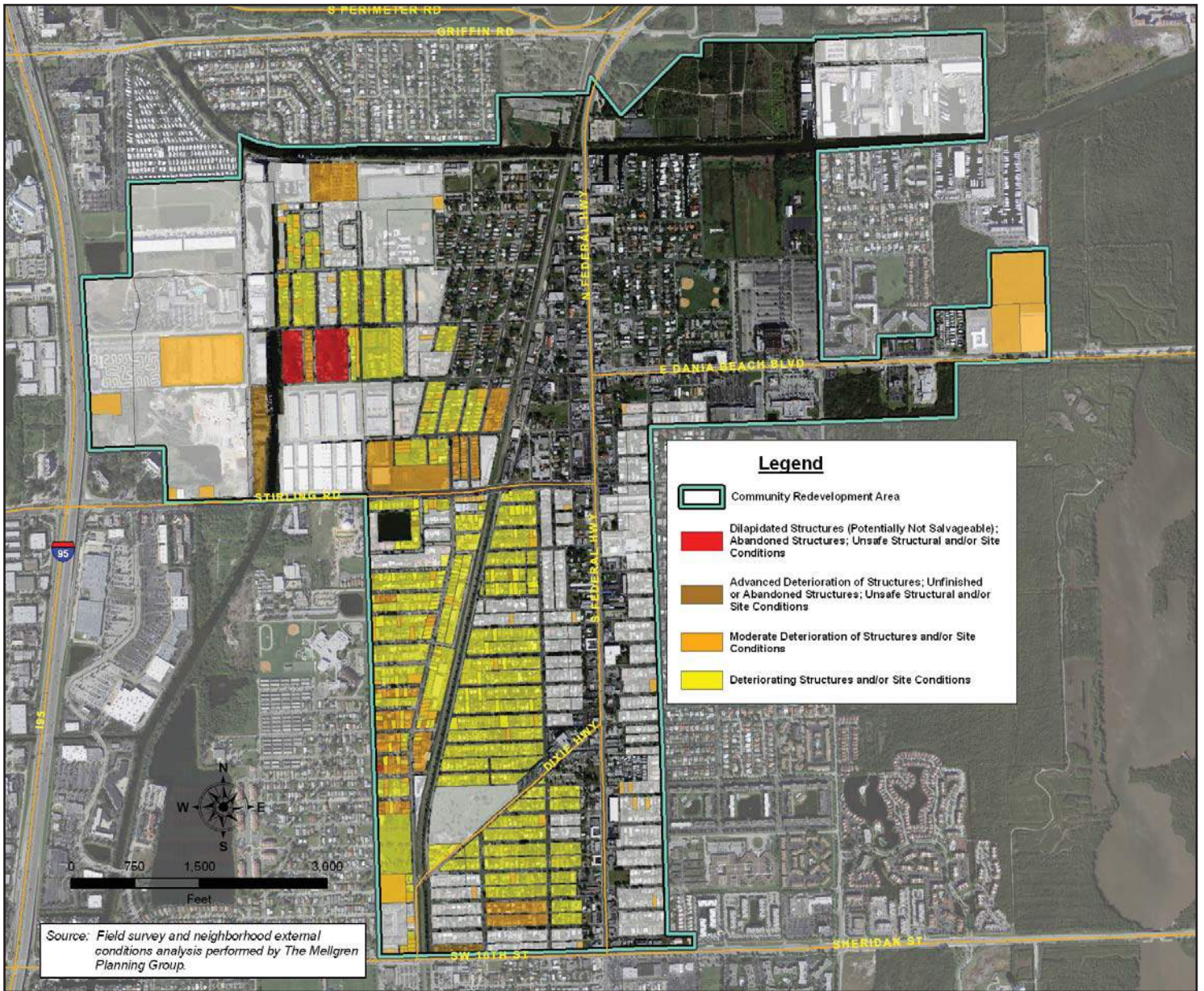


Figure 8: Deteriorated site and building conditions



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foot facility equipped with drive-through banking service on the outparcel at the Publix Shopping Center. Boyd Gaming, which has achieved great success in Atlantic City, is undertaking the 325,000 square foot renovation and development of the Dania Jai Alai Fronton.

The American Marine Officers Association has received approval for the development of approximately 20,000 square feet of office space on North Federal Highway. South Federal Highway will be the site of Lucky's, a 6-story, 81 room hotel which is awaiting approval of its site plan. A third busy location in Dania Beach is Bryan Road, which is home to 2 large projects that have been approved by the Dania Beach City Commission. The Broward International Commerce Center and the Bryan Road Office Warehouse will each contain 200,000 square feet of office and warehouse space.

Impact of the Community Redevelopment Area on lot size, faulty street layout, poor parking, and other physical conditions

The Community Redevelopment Agency has established a renewed opportunity to bring about beneficial change in the communities of Dania Beach through the modification and expansion of original CRA boundaries. The inclusion of parcels east and west of Federal Highway will allow larger tracts of land to be assembled for commercial and mixed use redevelopment, and the expansion of borders into existing commercial and industrial areas allows the Community Redevelopment Area to address a number of private businesses that are contributing to the deterioration and decline of the surrounding community. With each parcel that can be redeveloped, an opportunity will be created to bring the parcel up to current standards including standards for parking, street layout, and accessibility.

An important component of the Community Redevelopment Area Redevelopment Plan is a neighborhood level planning effort that includes master planning many of the neighborhoods and surrounding commercial and industrial districts. This allows for more targeted public facility improvements and the creation of well defined districts based on commonality and functional relationships. At the

same time, historic structures and important community landmarks will be protected. The plan adds predictability and lowers risk for the private development community. This is important because many of the current issues are, in part, caused by a lack of available private and public funds.

Fiscal Impact Analysis

Assessed and Taxable Values

Assessed Value Analysis, 2006-2008

| Year | CRA (\$ millions) | City of Dania Beach (\$ millions) | Broward County (\$ millions) |
|------|----------------------|--|------------------------------------|
| 2005 | \$579 | \$2,637 | \$151,855 |
| 2006 | \$814 | \$2,884 | \$173,503 |
| 2007 | \$770 | \$3,291 | \$197,007 |
| 2008 | \$664 | \$3,324 | \$200,015 |

Source: Broward County Property Appraiser's Office Tax Roll (as of June 23, 2008). Calculations performed by The Mellgren Planning Group.

Taxable Value Analysis, 2006-2008

| Year | CRA (\$ millions) | City of Dania Beach (\$ millions) | Broward County (\$ millions) |
|------|----------------------|--|------------------------------------|
| 2005 | \$498 | \$2,145 | \$129,166 |
| 2006 | \$609 | \$2,477 | \$147,400 |
| 2007 | \$701 | \$2,826 | \$166,797 |
| 2008 | \$621 | \$3,030 | \$179,976 |

Source: Broward County Property Appraiser's Office Tax Roll (as of June 23, 2008). Calculations performed by The Mellgren Planning Group.



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The Community Redevelopment Area compares poorly to the City and the County in terms of assessed and taxable value of real property in the period 2005 to 2008. In both cases the values for the CRA increased during the middle portion of the period but then experienced a decline at the end. The City of Dania Beach and Broward County on the other hand, experienced significant increases in both assessed value and taxable value throughout the same period.

From 2005 to 2006 assessed values in the CRA increased by 40.6 percent from 2005 to 2006 and then fell by 18.4 percent from 2006 to 2008. The resulting assessed values in the CRA are currently 14.6 percent higher than they were in 2005. It is reasonable to expect that the current downward trend will continue into the immediate future given the current economy in South Florida. By comparison the trends for assessed values in both the City and the County have increased from 2005 to 2008 with no sign of abating. The City of Dania Beach experienced a 26.1 percent increase during this period and Broward County's values increased by 31.7 percent.

Analysis of taxable values in the same areas for the same period confirms similar trends. In the CRA taxable values moved upward from 2005 through 2007 and then declined. Current values in the CRA are 24.7 percent higher than they were in 2005. Taxable value declined by 11.4 percent in this area from 2007 to 2008 however, and it is not expected to increase in the foreseeable future. Trends for taxable values in the City and County provide a stark comparison. Values in the City and County have been steadily rising during the same period and in both cases have increased by 41.3 percent and 39.3 percent respectively.

While some overall increases are shown in the case of both assessed value and taxable value in the CRA during the period 2005 to 2008, they compare poorly to the City and County increases. It is also worthy of note that 2005 and 2006 values are reflective of a strong real estate market, a condition that has changed dramatically in the past year and a half. It is notable that the weakening of the market is clearly reflected in the assessed and taxable values in the CRA areas, but City and County values continue on a constant upward trend irrespective of market conditions.

Decline in the tax base

Broward County Property Appraiser's office determines the value of property based on the market demand in the area, condition of the property and a comparison price of similar properties in the area. The conditions of slum and blight as documented in the Community Redevelopment Area reduce market demand for property in the area for a variety of reasons, regardless of whether the land is utilized for commercial, industrial, or residential development. As a result, the conditions of slum and blight over time lead to a decline in the tax base. Planning in the Community Redevelopment Area will provide for an area that is deteriorating to be improved. Unsafe and blighted structures can be demolished under the authority of a Community Development Area and replaced with new structures that meet current building codes and standards. The Community Redevelopment Area will also allow substandard sized parcels to be aggregated and improvements to be made in a coordinated, predictable manner that will encourage reinvestment and redevelopment.

Taxable value comparison

The Community Redevelopment Area is expected to comprise between 20 and 25 percent of the total taxable value of the City. As properties are redeveloped and the tax base is improved, it is anticipated that this percentage will increase significantly. This is to be expected as the Community Redevelopment Area includes the City's downtown core and its major commercial corridor.

Community and Cultural Resources

The above noted conditions currently existing in the Dania Beach CRA demonstrate clear case for redevelopment. It is important to note however, that the CRA possesses a number of important assets that can assist in restoring the stability of the built environment and reinforcing the strong community spirit that already exists. A map of the CRA's community and cultural resources illustrates the location of



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EXISTING CONDITIONS

COMMUNITY AND CULTURAL RESOURCES

gathering places, landmarks, open space areas, educational facilities and medical and public safety facilities. These important resources serve to provide a sense of place for residents and in some cases, provide commercial attraction for non-residents.



Figure 9: Community and cultural resources map



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

HOUSING ANALYSIS



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HOUSING ANALYSIS

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HOUSING ANALYSIS

It is important to note that in the analysis of existing conditions in the CRA, including existing housing conditions, various sources of data were utilized. Field analysis was conducted in the period including June – November, 2008 and data was obtained from the most current sources available to ensure accuracy. In some cases the U. S. Census 2000 proved to be the best available data and was used when no more reliable current data could be obtained.

The CRA contains 1,349.2 acres, of which approximately 404.9 acres, or 30 percent, have residential land use designations. The CRA also contains an area designated Local Activity Center (LAC), which has maximum residential units assigned to it. The breakdown of these residential uses is as follows:

| Residential Land Use Designation | Acreage | Percent of Residential Land Use in CRA | Percent of CRA | Maximum Potential Number of Units |
|----------------------------------|---------|--|----------------|-----------------------------------|
| Low (5) | 25.6 | 6.3 | 1.9 | 128 |
| Low-Medium (10) | 341.4 | 84.3 | 25.3 | 3,414 |
| Medium (16) | 21.0 | 5.2 | 1.6 | 336 |
| Irregular (13) | 2.2 | 0.5 | 0.2 | 28 |
| Irregular (15) | 14.7 | 3.6 | 1.1 | 220 |
| LAC | n/a | n/a | n/a | 2,465 |
| Totals: | 404.9 | 99.9 | 30.1 | 6,591 |

Note: Total percent of residential land use does not equal 100 percent due to rounding.

The data in the forgoing table show that a total of 6,591 units are currently permitted under the existing land use designations. This equates to an average density within the CRA of just under 4.8 units per acre, which is considered low density residential. It is important to note that the town center station preliminarily planned by the Florida

Department of Transportation for West Dania Beach Boulevard at the FEC track would require a residential density of greater than 15 units per acre within the area.

Area East of Federal Highway

As discussed in the Existing Conditions section, the CRA has five distinct residential neighborhoods. Two of these lie east of Federal Highway, one north of East Dania Beach Boulevard and the other south of it. These two neighborhoods combined comprise the East Federal Highway/Dania Beach Boulevard sub area. A field inspection of the neighborhood north of East Dania Beach Boulevard Field indicated that this residential area is well established and stable, with moderate deterioration at its perimeter.

A field inspection of the residential area east of Federal Highway and south of East Dania Beach Boulevard showed that the area contains deteriorated structures and exhibits the typical characteristics of an area that serves as a transition between active commercial and higher value single family residential areas. There is a marked difference between the homes in this area and those immediately across SE 2nd Avenue. Most of the homes in this area are single family units. The most prevalent aspect of deterioration in this area are infrastructure related. The most notable conditions observed were deteriorated swales, and poorly maintained street landscaping.

The remaining three neighborhoods are Sun Garden Isles, College Gardens and Dania Beach Heights; all west of Federal Highway. Field observations of these three communities revealed serious blight and deterioration. The following discussion provides a description of each these neighborhoods and the specific issues affecting them. Overall, however, these three neighborhoods share common issues. These include the following that were observed in the neighborhoods:

- Absentee ownership, leading to decline in property maintenance
- Deteriorated housing conditions



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 REDEVELOPMENT PLAN

HOUSING ANALYSIS

CRA NEIGHBORHOODS



Figure 10: Neighborhood Boundaries



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HOUSING ANALYSIS

CRA NEIGHBORHOODS

- Crime, as documented through crime statistics from the Broward Sheriff's Office
- Lack of positive community appearance and community identity

An additional critical factor is that 74.9 percent of the units were constructed prior to 1980, according to the 2000 U.S. Census. This means that without maintenance and reinvestment, the units have achieved functional obsolescence; a fact borne out by field observations. Considering that 30 percent of the CRA is residential, the enhancement of these areas is crucial to the long term success of the redevelopment efforts within the CRA.

Sun Garden Isles

Sun Garden Isles is bound by the Dania Cut-Off Canal on the north, Stirling Road on the south, Bryan Road on the west and the existing western Community Redevelopment Area boundary on the east, which generally follows NW 9th and 8th Avenues from north to south. The zoning designation for Sun Garden Isles varies. Most residential properties are zoned RD-8000 (two-family residential), RS-6000 (single family residential), RM and RM-1 (multi-family residential). According to the 2000 U.S. Census, the vacancy rate was 11 percent. Twenty nine percent of the units were owner occupied and 60 percent were renter occupied. The high percentage of rental properties indicates absentee ownership, which result in increase of poor property maintenance and overall disinvestment in the area, as shown through field observations.

The majority of this neighborhood contains old and dilapidated structures, many of which appear to be beyond economically viable reconstruction or rehabilitation. Abandoned structures were also prevalent. There are a large number of vacant parcels in this area, many of which are poorly maintained and contain debris. Infrastructure deficiencies include inadequate street and swale landscaping and maintenance, parking, discontinuous pedestrian access and street flooding. Electrical and plumbing connections to older structures are exposed, posing safety hazards. The community is, however, well served by a large public park; C.W. Thomas Park that is large and centrally located.



Poor property maintenance



Boarded up home

In the vicinity of NW 10th Court and West Dania Beach Boulevard, the Dania Beach Housing Authority owns public housing rental complexes that provides housing for low income individuals. The structures are institutional in appearance and will likely present an impediment to attracting redevelopment. In addition, crime statistics from the Broward Sheriff's Office show a high incidence of crime concentration proximate to these projects.



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

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CRA NEIGHBORHOODS

College Gardens

College Gardens is bound by the Florida East Coast (FEC) railway corridor on the east, SW 12th Avenue on the west, Stirling Road on the north and Sheridan Street on the south. The zoning designation for this neighborhood is RS-6000 Single Family. The purpose of this zoning district is to provide for use and occupancy of one-family dwelling units at low densities on 6,000 square-foot lots. According to the 2000 U.S. Census, the vacancy rate was 11 percent. Approximately 57 percent of the units were renter occupied. Some units have been illegally converted from single family to multiple family residential units. The average household size, according to the 2000 Census, was 2.8 people per unit as compared to City's average of 2.19, indicating overcrowding, most likely due to low income and housing affordability issues.

The multi-family units lack adequate parking and are in dire need of maintenance and repairs. Fifteen total buildings were identified through field visits as buildings requiring major repairs or demolition, while there are multiple instances of boarded up windows on deteriorated and seemingly abandoned homes. Parking throughout the neighborhood is deficient. Vehicles were observed parked on grass, or illegally on the street. Lack of street landscaping or swale maintenance was noted. The neighborhood as a whole exhibits serious structural and infrastructure deterioration. Vagrancy was observed on multiple occasions in areas where commercial uses abut residential areas. The residential uses are not well served by public park land, as only one small park exists in the very south end of this elongated neighborhood.

At the southern end of College Gardens, the Broward County Housing Authority owns a complex of public housing rental units that serves low income individuals. As with the public housing in Sun Garden Isles, these buildings are institutional in appearance and will likely deter meaningful redevelopment in the immediate vicinity. In addition, this area has a high incidence of crimes as reported by the Broward Sheriff's Office.



Vacant parcels



Inadequate parking



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CRA NEIGHBORHOODS

Dania Beach Heights

The Dania Beach Heights neighborhood is bound by the FEC right-of-way on the west, Sheridan Street on the south, Stirling Road on the north and US 1 on the east. The zoning designation for this neighborhood is RD-8000. The purpose of this district is to provide for use and occupancy of one- and two-family units at low moderate densities on 8,000 square-foot lots. The 2000 U.S. Census indicated that 23 percent of the units were vacant, 37 percent were owner occupied and 40 percent were renter occupied. Residential properties that front on Stirling Road and Sheridan Street, or are adjacent to properties that front on these corridors often have inadequate buffering from the non-residential uses. There is poor maintenance and upkeep of these properties. Unsanitary and unsafe conditions were observed in alleys, including fence damage, debris piles and areas of overgrown vegetation. Inadequate or unsafe infrastructure observed include an incomplete sidewalk system, poor swale conditions, inadequate street landscaping and maintenance and lack of sanitary sewer service. Typical of the proposed expanded area, illegal street and swale parking is a problem due to inadequate parcel size or, conversely, too many automobiles due to overcrowding. The residential uses in this neighborhood are not adequately served by public park land. There is one small park located in the very northern portion of the community.

The 2000 U.S. Census indicated that 23 percent of housing units are vacant, which has remained fairly constant with the 1990 Census rate of 22.5 percent vacancy. The average household size is 2.3, with 40 percent of the housing units being renter occupied and 37 percent being owner occupied.



Poor upkeep



Inadequate parking



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Community Redevelopment Agency
Redevelopment Plan**

MARKET ANALYSIS



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

**EXECUTIVE SUMMARY REPORT
OF A
MARKET SURVEY & ANALYSIS**

**Relating to:
THE DANIA BEACH REDEVELOPMENT AREA
UNDER STUDY FOR THE CITY OF DANIA BEACH
BROWARD COUNTY, FLORIDA**

PREPARED FOR:
The City of Dania Beach
Redevelopment Agency

EFFECTIVE DATE OF THE REPORT
The Fall of 2008

PREPARED BY:
INTEGRA REALTY RESOURCES - MIAMI
File Number: 123-2008-0115



SCOPE OF WORK

Integra-Miami's Scope of Work included market research, an analysis of existing market conditions, and a forecast of potential demand for housing, office, retail and lodging development over the next fifteen years within the Dania Beach Redevelopment Area under study by the Mellgren Planning Group.

The market survey and analysis addressed the following:

- An overview and analysis of exiting conditions in Broward County and in the City of Dania Beach, Florida.
- A profile of Broward County's regional development activity and current market share of development within the City of Dania Beach and the redevelopment area under study.
- A forecast of probable redevelopment opportunities for housing, office, retail and lodging within the City of Dania Beach redevelopment area, over the next fifteen years, that could occur, being consistent with the proposed community redevelopment area plan, and the City of Dania Beach's comprehensive transportation element plan.

Note:

Integra-Miami acknowledges the current financial crisis in Wall Street that is impacting the economy however for the purpose of this study, Integra Realty Resources – Miami's position is that these major financial issues should be resolved over the next 12 to 24 months and that if it is extended the analysis of our survey will also be extended.



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MARKET ANALYSIS

INTRODUCTION

INTRODUCTION

The City of Dania Beach, incorporated in 1904, is the oldest municipality in Broward County and has the potential for future redevelopment to become the “Epicenter” of the urban core area of Broward County, Florida.

Dania Beach being bordered between the municipalities of Fort Lauderdale (to the north) and the City of Hollywood (to the south), and it’s proximity to the Fort Lauderdale/Hollywood International Airport and Port Everglades has a unique opportunity to capture it’s fair share of urban redevelopment that has not been achieved in the past.

The Community Redevelopment Area within the City of Dania Beach, Florida, should be expanded under the recommendations proposed by the Dania Beach Redevelopment Agency for the proposed redevelopment plans finding of necessity.

Currently an urban downtown does not exist, and it is evident that if modern infrastructure and land uses are changed it will encourage the private sector to recognize the potentials for the urban re-development within the CRA District of the City of Dania Beach, Florida. If the proposed plan is adopted and implemented the City and CRA District would be encouraged and should receive its fair share of future development and growth, under County, State, and Federal criteria.

The public benefits coupled with stakeholders from the private sector in partnership with the City, could implement the vision for redevelopment within the study area that accomplishes a needed goal.

It must be stated, that the current financial and credit crisis and economic issues culminating from Wall Street and the Federal Government are assumed to be resolved over the next 12-18 months, as the overall economy rolls back to its equilibrium from the hyperbole period that took place from 2004 to 2007.

As market conditions stabilize, prudent economic progression should re-occur as demand for the sustainable growth are projected to be realized that warrants further development in tandem with net-inmigrations to Broward County and South Florida.



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MARKET ANALYSIS

BROWARD COUNTY MAP

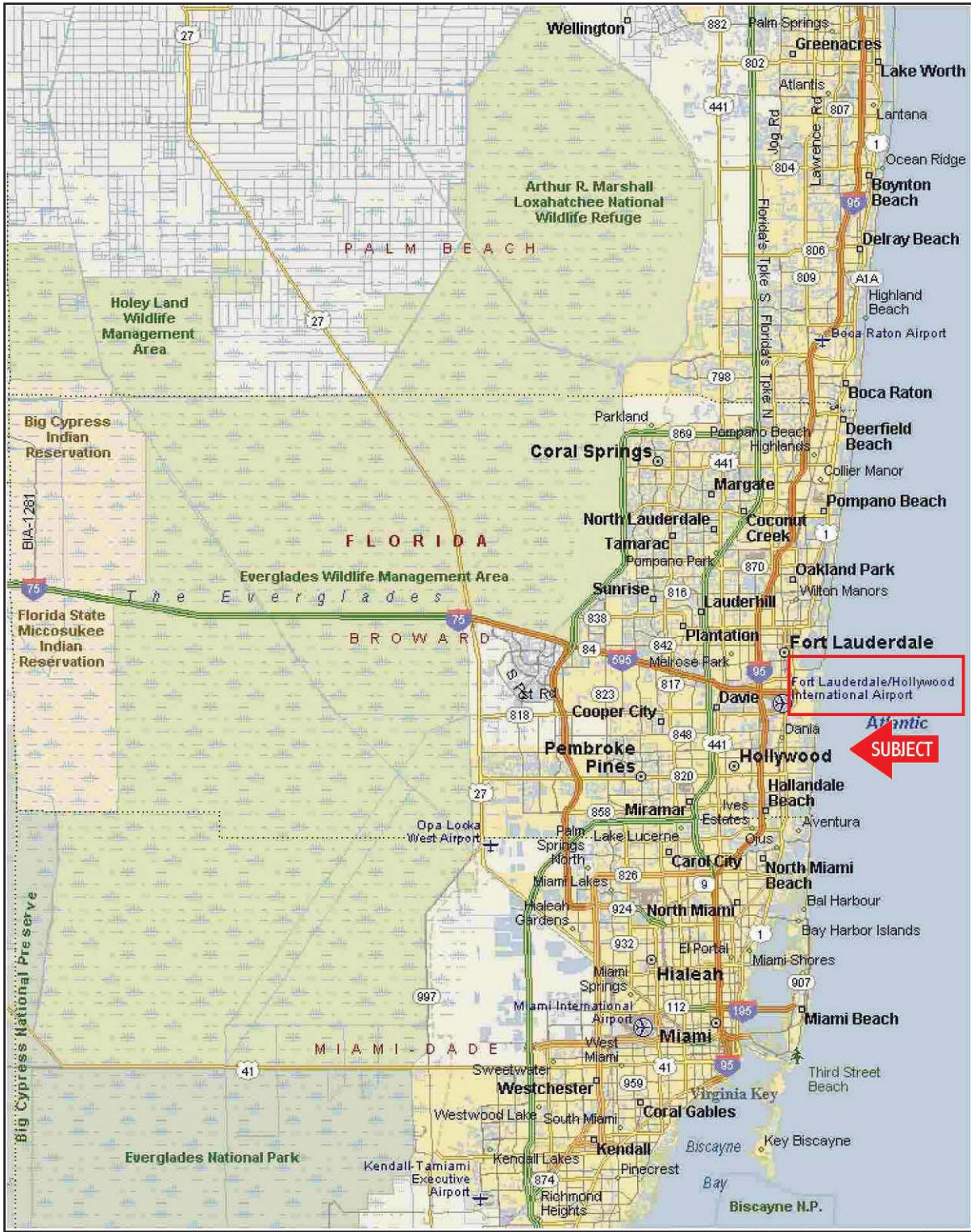


Figure 11: Regional map



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MARKET ANALYSIS

BROWARD COUNTY PROFILE

PROFILE OF BROWARD COUNTY

- Broward County is the second largest County in Florida with a population estimated at 1,765,000±. The population is forecasted to increase by an average annual compound rate of 1.85 percent to year 2015.
- Broward County's land area comprises of 1,197± square miles; however, development is restricted to an area of 410± square miles, as the County's western area is included within the Everglades Conservation Area.
- In 2007, 85,376 businesses were located in Broward County, employing 1,092,402 people with a reported total payroll of \$40.3 billion in 2007.
- Broward County's employment grew at an average annual compound rate of 3.55 percent compared to 3.52 percent for the State of Florida during the past five (5) years.
- Broward County's average annual growth rate is forecasted to be 2.75 percent, compared to the State of Florida's forecasted growth rate which is projected to be at 2.82 percent.
- Broward County is an internet and telecommunications hub which is ranked fourth (4th) in the United States in the number of high technology companies, which approximates 6,500 businesses, generating the second highest sales per employee.
- The top thirty (30) employers in Broward County (excluding the airlines and port industries), employ 98,865 employees. Broward County School Board is the top employer, with 36,853 employees. The professional service sector reflects 52.4 percent of employment reported in 2006.
- Fort Lauderdale Hollywood International Airport, Port Everglades, and the Florida East Coast (FEC) Railroad are mega transport zones and economic engines for Broward County's expanding transport of international trade of imports and exports, and transportation of people.
- The Fort Lauderdale/Hollywood International Airport ranks thirty-first (31st) in the number of passenger travel and services over thirty-five (35) airlines, six (6) air cargo lines, and two (2) charter operations.
- The airport provides non-stop service to over 55 U.S. cities in the United States, with international service to Canada, the Bahamas, Caribbean, Mexico and South America.
- The airport services over 22.6 million passengers in 2007 and 175,533 tons of cargo, worth over \$2.6 billion dollars in economic contribution to the region. Over 16,000 persons are directly employed at the airport and approximately 28,000± are employed through ancillary services.
- Port Everglades is one of the world's largest cruise ports and second largest, non-refinery petroleum storage and distribution ports in the United States. The Port has thirty-four (34) berths for ocean-going ships, and twelve (12) passenger terminals, with expansions of intermodal transfer facilities and a foreign Free Trade Zone (FTZ) that offers duty free related business advantages for importing and exporting.
- Port Everglades' jurisdiction encompasses 2,190± acres, of which 1,742± acres are upland, 448 acres are submerged waterways, and 334 acres (13.4%) are located within the City of Dania Beach.
- Port revenues in 2007 exceed \$66 billion dollars, servicing 5,300 ships-of-call per year and over 23 million tons of container cargo and the U.S. Navy Liberty Port.



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- The railroad corridor, adjacent to Interstate I-95 in Broward County, has seven (7) Tri-Rail Commuter Rail Stations and three (3) Amtrak terminals. The South Florida Regional Transportation Authority's (SFRTA) mission is to provide greater mobility which is to improve economic viability. Two SFRTA Tri-Rail Stations serve the City of Dania Beach, known as the Ft. Lauderdale/Hollywood International Airport Station at Dania Beach at Griffin Road/Old Griffen Road; and the Sheridan Street-Hollywood Station located at Sheridan Street.

Transit stations proximat to the City are beneficial assets for business development growth within the City of Dania Beach, Florida.

- Broward County's private sector employs 89.4 percent of the 1,092,402 total work force.
- Service industries and retail trade dominate the private sector, accounting for 64.9 percent of total employment.
- The public sector reflects 10.6 percent of total employment, primarily with the Broward County School Board, municipal and County Governments being the largest public sector employers.

- Migration into Broward County should continue as the county's lifestyle, economic opportunities, and climate continue to attract new residents and businesses to the region.
- Historically, Broward County has been a net exporter of labor to outside employment centers. This means that more working residents living in the county commute to work in neighboring Miami-Dade and Palm Beach Counties versus the number of workers that commute into Broward County from other places. As more businesses migrate to Broward County, this net exporter of labor status should diminish over time.

The following chart lists industry sector sub-groups in Broward County:

| Industry Sub-Group | Annual Average Employment | | Percent Of Total Employment | | % Change Rate |
|-------------------------|---------------------------|----------------|-----------------------------|---------------|---------------|
| | 2001 | 2007 | 2001 | 2006 | 2001-2007 |
| Services ⁽¹⁾ | 419,600 | 512,400 | 51.4% | 52.4% | 4.1% |
| Retail Trade | 110,700 | 131,700 | 13.5% | 13.5% | 3.5% |
| FIRE ⁽²⁾ | 103,900 | 123,000 | 12.7% | 12.6% | 3.4% |
| Construction | 57,700 | 59,600 | 7.1% | 6.1% | 0.6 |
| Transport, Info, Util. | 47,900 | 57,400 | 5.9% | 5.9% | 0.6% |
| Wholesale Trade | 42,700 | 53,800 | 5.2% | 5.5% | 4.8% |
| Manufacturing | 33,000 | 37,700 | 4.0% | 3.9% | 2.7% |
| Mining & Other | 1,500 | 1,400 | 0.2% | 0.1% | -1.3% |
| Sub Total | 817,000 | 977,000 | 100.0% | 100.0% | 3.6% |

⁽¹⁾ Includes Health Care

⁽²⁾ Includes Finance, Insurance, Real Estate (FIRE)

Source: As analyzed by Integra Realty Resources-Miami as of Sept. 2008



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BROWARD COUNTY PROFILE

The following chart lists major public and private employers in Broward County by product and services:

Broward County's Housing Sector

**2007 MAJOR EMPLOYERS
Broward County, Florida**

Major Public Employers

| Employer | Product/Service | # Employees |
|--------------------------------------|-------------------------|--------------------|
| Broward County School Board | Public Schools | 36,853 |
| Memorial Healthcare Systems | Hospital District | 7,938 |
| North Broward Hospital District | Hospital District | 7,485 |
| Broward County Sheriff's Office | County Law Enforcement | 6,300 |
| City of Fort Lauderdale | City Government | 2,497 |
| City of Hollywood | City Government | 1,553 |
| City of Pembroke Pines | City Government | 1,200 |
| Broward County Government | County Government | 1,100 |
| Broward County Library | County Library | 996 |
| Florida Department of Transportation | Transportation Planning | 650 |
| Sub-Total | | 66,572 |

Major Private Employers

| Employer | Product/Service | # Employees |
|--|--|--------------------|
| Tenent Healthcare Corp. | Acute Care Hospitals | 5,000 |
| American Express Company | Financial Services | 4,200 |
| The Continental Group | Property Management | 3,900 |
| Motorola | Mobile Devices | 3,000 |
| Maxim Intergrated Products, Inc. | Semiconductors | 2,000 |
| JM Family Enterprises | Automotive Sales & Service | 1,732 |
| Interbond Corp. of America, d/b/a BrandsMart USA | Retail Appliances Sales | 1,700 |
| City Furniture | Retail Furniture Sales | 1,559 |
| Brown Jordan International | Indoor/Outdoor Furniture Manufacturers | 1,460 |
| Sun-Sentinel | Publishing | 1,056 |
| Republic Services | Waste Collection, Transfer & Disposal | 900 |
| Pylon Manufacturing Corp. | Windshield Wiper Manufacturer | 862 |
| Muvico Theaters | Motion Picture Exhibitor | 836 |
| Ed Morse Automotive Group | Automotive Sales & Service | 773 |
| Gold Coast Beverage | Beer and Wine Wholesaler | 690 |
| American Changer Corp. | Coin & Dollar Changing Machine Man. | 590 |
| Jolt Technology, Inc. | Circuit Boards | 523 |
| Wildcard Systems | Turnkey Prepaid Products | 512 |
| Applica, Inc. | Appliance Manufacturer | 500 |
| Coca-Cola Co. | Soft Drink Manufacturer | 500 |
| Sub-Total | | 32,293 |
| TOTAL | | 98,865 |

Source: The Broward Alliance 2007 Economic Sourcebook; As researched by Integra Realty Resources- Miami.



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BROWARD COUNTY PROFILE

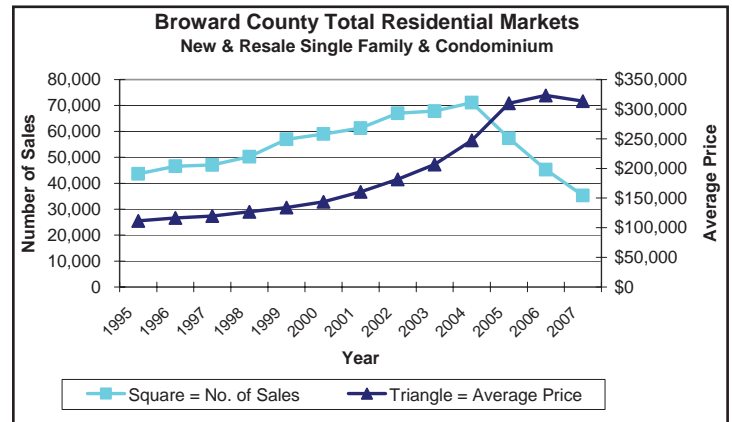
South Florida's last housing cycle commenced in 1993 and lasted 13 years. The housing 'boom' period commenced in 2002, to the 'super-boom' that commenced in 2004 even though the market topped-off in the second quarter of 2004, housing expansions continued through to year end 2006.

The housing cycle expansion ended in 2005, culminating in an over-supply of housing in most sub-market areas. The hyperbole price spikes that occurred from 2005 to 2007 were based upon price increase expectations that are not being realized, resulting in the "roll back" of prices to price levels prior to 2004. The "Seller's Market" has been replaced by a "Buyer's Market". Foreclosures and distressed developments, coupled with predatory lending, fraudulent sales and mortgage transactions, have impacted the overall market; the result has culminated in the current National and International financial crisis now being addressed.

Broward County's total combined housing sales (new, used/resale of single family/townhomes and condominium apartments) declined 22.0 percent by year end 2007 from 2006. The combined average price of all housing sales decreased by 2.9 percent to approximately \$313,695 and the overall dollar volume declined 24.2 percent over a one year period totaling \$11.1 billion dollars.

Through the second quarter of 2008, the average price of total housing in Broward County was \$262,070 representing an 18.4 percent decrease from the same period in 2007. Total sales declined 17.9 percent from second quarter 2007 to the 2nd quarter 2008.

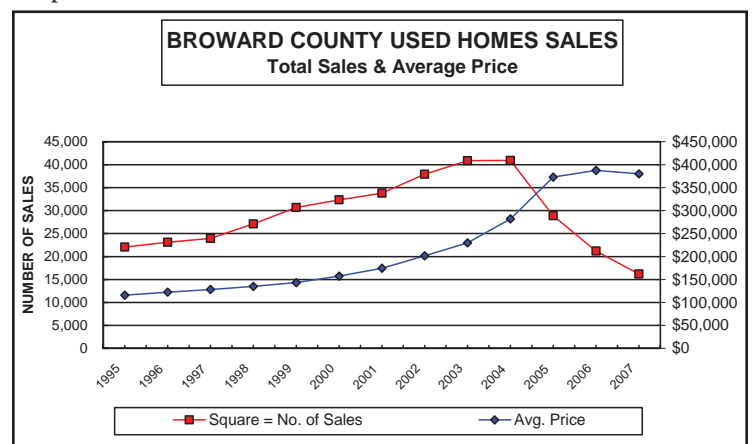
Housing price point levels continue to "roll-back" to the equilibrium level when supply and demand are more in line with the market's demand for affordability and marketability.



Source: Courthouse records as researched and analyzed by Integra – Miami as of 9-08.

For year end 2007, used/resale single family/townhomes totaled 16,203 sale closings. This represents 45.8 percent market share of total sales volume in 2007. As of the 2nd quarter of 2008 sales declined 20.5 percent to 7,385 from the same period in 2007.

Used/resale condominium apartments totaled 10,738 for year end 2007 representing 30.4 percent of market share, increasing from prior periods as condominium form of ownership favors single family housing price point levels. As of the 1st half of 2008, the average price declined 22.4 percent to \$155,846.



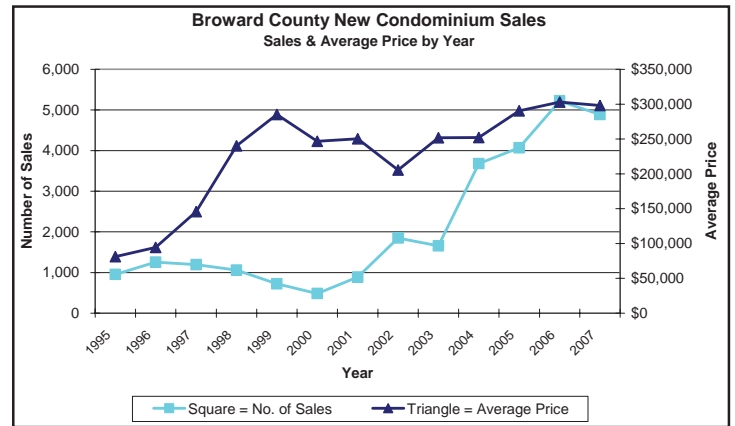
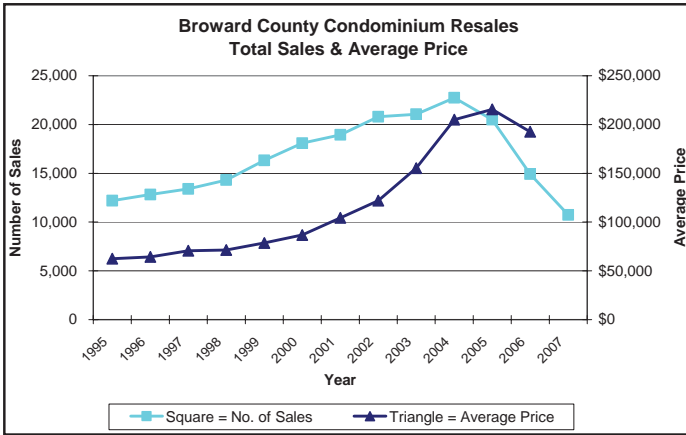
Source: Courthouse records as researched and analyzed by Integra – Miami as of 9-08.



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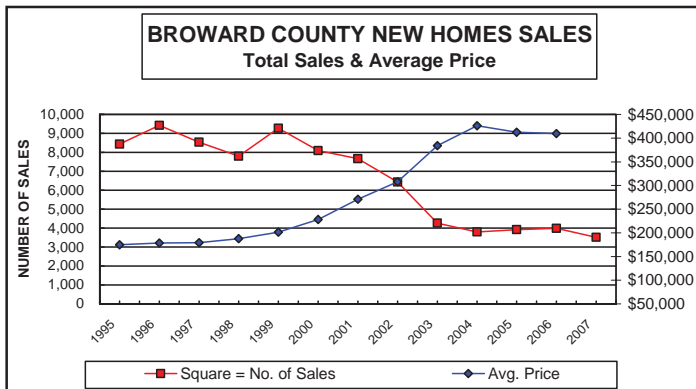


Source: Courthouse records as researched and analyzed by Integra – Miami as of 9-08.

Source: Courthouse records as researched and analyzed by Integra – Miami as of 9-08.

Year end 2007, new single family/townhomes totaled 3,514 sales closings or 9.9 percent market share. New condominium apartment sales closings totaled 4,886 or 13.9 percent market share. For the 1st half of 2008, new single family/townhome sales closings totaled 1,667 and new condominium sales closings totaled 2,065.

Based upon increasing resale housing over the past seven (7) months in 2008, Integra - Miami projects that the housing market, as to declining sales volumes, has reversed to a “Bottomed Out” market in the second quarter 2008. As housing price point levels continue to “Roll Back” to the equilibrium, the market is acknowledging this reverse trend as favorable interest rates unfold with financial institutions’ return to prudent financing and implementation of existing mortgage loan refinancing to favorable fixed rate mortgage loans over the next twelve (12) to eighteen (18) month adjustment period.



Source: Courthouse records as researched and analyzed by Integra – Miami as of 9-08.



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BROWARD COUNTY PROFILE

Broward County's Office Sector

The South Florida Office Market Sector, through the 2nd quarter 2008, totals 208,597,275 million square feet of rentable inventory and currently reflects an overall 11.5 percent vacancy rate. The average asking rental rate is reported at \$29.17.

The table below identifies the allocation of office inventory by county:

- The current rentable inventory in Broward County (including owner-occupied and governmental office buildings) totals 67,945,023± square feet.
- Asking rental rates increased \$.74/ sq. ft. (+2.9%) to an average overall asking rate of \$27.00/ sq. ft. compared to the same period in 2007.
- The overall vacancy rate has increased to 11.5 percent, a (+1.3%) increase from the same period in 2007.

South Florida Office Market 2nd QTR 2008

| Sub-Markets | Rentable Area | Vacancy Rate | Asking Rental Rate |
|----------------------|----------------------|---------------------|---------------------------|
| Miami- Dade | 91,872,961 | 9.9% | \$31.84 |
| Broward | 67,945,023 | 9.4% | \$27.00 |
| Palm Beach | 48,779,291 | 14.7% | \$28.67 |
| Total/Average | 208,597,275 | 11.5% | \$29.17 |

Source: Market Surveys; As analyzed by Integra Realty Resources-Miami as of 9/2008

Note: Asking rental rates per square foot are based upon Gross Rent Leases including year common area maintenance (CAM). Office lease rates are trending toward triple net leaseholds with the tenant paying operating expenses.



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BROWARD COUNTY PROFILE

Broward County's Retail Sector

The South Florida Retail Market Sector, through the 2nd quarter of 2008, totals 284,616,977 square feet of leasable inventory and currently reflects an overall 4.6 percent vacancy rate. The average asking rental rate is reported to be \$23.85.

The table below identifies the allocation of retail inventory by county.

- The current retail space inventory in Broward County totals 103,878,946± square feet.
- Asking rental rates have decreased 26.4 percent, from \$26.85 to an average overall rate of \$19.79 per sq. ft. compared to the same period in 2007.
- The overall vacancy rate has increased to 4.2 percent, a (1.6%) increase from the same period in 2007.
- The overall net absorption increased to a negative 476,997 square feet.

Broward County's Lodging Sector

Broward County offers 565± hotels and motels, with over 33,400± room keys for tourist, visitors, meetings and conventions. According to the Greater Fort Lauderdale Convention and Visitors Bureau, five (5) hotels containing 1,966± rooms/keys were renovated since January 2007, and an additional seven (7) new hotels containing 1,963± room keys have recently opened or are scheduled to open in 2008.

Greater Fort Lauderdale lodging market has experienced a spike in the average daily rate (ADR) by year end 2007 reaching \$125.64 per room key, representing a 9.3 percent increase over the previous year and a 40.8 percent increase since 2003.

Overnight visitors totaled 10.7 million in 2007 who spent at least one night in the Greater Fort Lauderdale and the Broward County area. Passengers totaled 22,681,903 in 2007 arriving and departing through the Fort Lauderdale Airport Domestic passengers accounted for 87.4 percent and 12.6 percent accounted for International passengers.

South Florida Retail Market 2nd QTR 2008

| Sub-Markets | Total Inventory | Vacancy Rate | YTD Net Absorption | Asking Rental Rate |
|------------------------|------------------------|---------------------|---------------------------|---------------------------|
| Miami Dade | 109,066,952 | 3.9% | 750,077 | \$30.04 |
| Broward | 103,878,946 | 4.2% | -476,997 | \$19.79 |
| Palm Beach | 71,671,079 | 5.1% | 357,459 | \$21.72 |
| Total / Average | 284,616,977 | 4.6% | 630,539 | \$23.85 |

Source: Market Surveys; As analyzed by Integra Realty Resources-Miami as of 09/2008

Note: Asking Rental Rate per square foot per year is based on Triple Net Leases.

Total Inventory includes all retail buildings to include: Community Centers, Free Standing Retail, Neighborhood Centers, Power Centers/ Regional Mall, Specialty Centers & Unanchored Strip Centers, in both single tenant & multi tenant buildings including owner occupied buildings.



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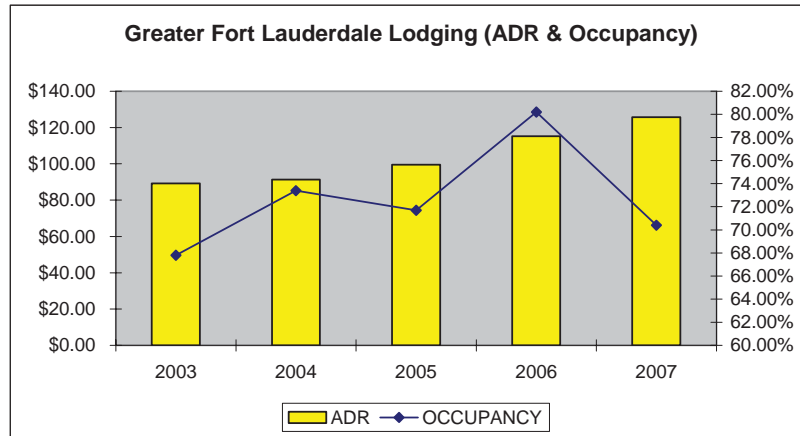
BROWARD COUNTY PROFILE

The following chart summarizes the 'Data by Measure' of supply and demand of hotel occupancy and average daily rate.

DATA BY MEASURE

| YEAR | OCCUPANCY (PERCENT) | ADR (\$) |
|------|---------------------|----------|
| 2007 | 70.40% | \$125.64 |
| 2006 | 80.20% | \$115.25 |
| 2005 | 71.70% | \$99.56 |
| 2004 | 73.40% | \$91.37 |
| 2003 | 67.80% | \$89.21 |

| PERCENT CHANGE ANALYSIS | | |
|-------------------------|--------|--------|
| % 07/06 | -9.80% | 9.02% |
| % 06/05 | 8.50% | 15.76% |
| % 05/04 | -1.70% | 8.96% |
| % 04/03 | 5.60% | 2.42% |
| % 07/03 | 2.60% | 40.84% |



Source: Greater Fort Lauderdale Convention and Visitors Bureau; As researched and analyzed by Integra Realty Resources-Miami as of 9/2008.

Broward County Convention Center

Meeting and performance events in Greater Fort Lauderdale are located in over 1,361,083± square feet of total meeting space, according to the Greater Fort Lauderdale Convention and Visitors Bureau.

The International Association of Convention & Visitors Bureaus (IACVB) reports for 2008, that 20% of corporate planners and 18% of association meeting planners expect to book more off-site meetings than last year. However, over the next three years, 21% plan to reduce the length of their meetings (in days) and 18% plan to spend less of their budgets on food and beverage, as a cost cutting measure.

Over the next two to five years, 63% of association meeting planners and 75% of corporate planners foresee lesser growth of exhibit space and attendance of large conventions and trade events.

In the Broward County area, there are several major providers of convention/meeting space, and performance stages, with several minor facilities having a support role.

Major convention/meeting facilities in Broward County include: The Broward County Convention Center, The Westin Diplomat Resort & Spa, Hyatt Regency Bonaventure Conference Center & Spa, Seminole Hard Rock Hotel & Casino, Harbor Beach Marriott Resort & Spa, Hyatt Regency Pier Sixty Six, St. Regis Fort Lauderdale Bahia Mar Beach Resort, The Westin-Fort Lauderdale, and the Sheraton-Fort Lauderdale Airport Hotel. Other smaller resort hotels also offer meeting space within their facilities.

The following pages summarize the convention calendar from October 2008 through September 2009.



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BROWARD COUNTY PROFILE

CONVENTION CALENDAR

| OCTOBER 2008 | | | |
|---------------------|---|-------------------------|---------------|
| NO. NAME | DATE | TYPE | |
| 1 | ART INSTITUTE ORIENTATION | October 2 - 3 | MEETING |
| 2 | MARKETING PLAN PRESENTATION | October 2 | TRADE SHOW |
| 3 | S.E. WINTER SPORTS SHOW | October 3 - 5 | CONSUMER SHOW |
| 4 | AP WORKSHOP | October 3 | WORKSHOP |
| 5 | GREAT BRIDAL EXPO | October 5 | CONSUMER SHOW |
| 6 | I TEC FT. LAUDERDALE | October 7 - 8 | TRADE SHOW |
| 7 | SYSO FOODS TRADE SHOW | October 7 | TRADE SHOW |
| 8 | NATIONAL ASSN. OF HOME CARE & HOSPICE | October 11 - 15 | CONVENTION |
| 9 | NATIONAL CENTER FOR HOUSING MANAGEMENT | October 15 - 17 | SEMINAR |
| 10 | GCPA FALL TABLE TOP SHOW | October 15 | TRADE SHOW |
| 11 | BROWARD NATIONAL COLLEGE FAIR | October 16 - 17 | CONSUMER SHOW |
| 12 | SOUTH FLORIDA BUSINESS JOURNAL | October 16 | LUNCH |
| 13 | FLORIDA FASHION FOCUS | October 18 - 20 | TRADE SHOW |
| 14 | CARDINAL GIBBONS HIGH SCHOOL HOMECOMING | October 19 | BANQUET |
| 15 | FAMB FALL EDUCATION MEETING | October 20 - 21 | MEETING |
| 16 | NAPPI BESST TRAINING | October 20 - 24 | SEMINAR |
| 17 | PUBLIC RELATIONS SOCIETY OF AMERICA | October 23 | BANQUET |
| 18 | BIOMETICS TRAINING WORKSHOP | October 24 - 25 | TRAINING |
| 19 | AIU | October 24 | GRADUATION |
| 20 | AMERICAN HERITAGE SCHOOL | October 25 | BANQUET |
| 21 | ST. THOMAS AQUINAS HIGH SCHOOL HOMECOMING | October 25 | BANQUET |
| 22 | 49TH FT. LAUDERDALE INTL. BOAT SHOW | October 30 - November 3 | CONSUMER SHOW |

| NOVEMBER 2008 | | | |
|----------------------|---|------------------|-----------------------|
| NO. NAME | DATE | TYPE | |
| 1 | BROWARD COUNTY BIZ 2 BIZ EXPO | November 5 | CONSUMER SHOW |
| 2 | LS TRAINING | November 6 - 9 | WORKSHOP |
| 3 | NURSING SPECTRUM EXPO | November 6 | JOB FAIR |
| 4 | VISION PREVIEW | November 7 - 9 | CONVENTION |
| 5 | MILLIONAIRE MIND INTENSIVE | November 7 - 9 | SEMINAR |
| 6 | CONQUEST DANCE INTENSIVE | November 8 | WORKSHOP |
| 7 | NBS FALL ATHLETIC MARKET | November 11 - 13 | TRADE SHOW |
| 8 | 2008 SOUTHEAST FLORIDA NIGP REVERSE TRADE SHOW | November 13 | TRADE SHOW |
| 9 | LIFE LINE SCREENING | November 14 | HEALTH SCREENING |
| 10 | CYSTIC FIBROSIS | November 14 | BANQUET |
| 11 | MAYOR'S GALA | November 14 | BANQUET |
| 12 | FLORIDA EDUCATION CENTER | November 14 | GRADUATION |
| 13 | TRANSCOMP 2008 & IANA INTERMODAL | November 15 - 19 | CONVENTION/TRADE SHOW |
| 14 | ART INSTITUTE INTERNSHIP FAIR | November 19 | MEETING |
| 15 | 2008 SEFAA | November 19 | TRADE SHOW |
| 16 | OMAR PERIU PRESENTS: SALES & SUCCESS STRATEGIES | November 20 | SEMINAR |
| 17 | ADOBE PHOTOSHOP SEMINAR TOUR | November 24 | SEMINAR |

| DECEMBER 2008 | | | |
|----------------------|---|----------------|---------------|
| NO. NAME | DATE | TYPE | |
| 1 | OPTOMETRIC LICENSING EXAMS | December 2 - 4 | EXAMS |
| 2 | SPORTS HALL OF FAME | December 2 | BANQUET |
| 3 | SHOWCASE 2009 (MAGNET PROGRAMS) | December 3 | CONSUMER SHOW |
| 4 | COURTESY AWARDS | December 4 | LUNCHEON |
| 5 | FT. LAUDERDALE FALL HOME DESIGN & REMODELING SHOW | December 5 - 7 | CONSUMER SHOW |
| 6 | MR. AL IDEA DAY TEACHER TRAINING | December 6 | TRAINING |
| 7 | CITRIX HOLIDAY PARTY | December 6 | BANQUET |
| 8 | GFS ANNUAL MEETING | December 6 | MEETING |
| 9 | SUCCESS STARTS NOW | December 8 | CONFERENCE |
| 10 | OFFICER CERTIFICATION EXAM | December 17 | EXAMS |
| 11 | ART INSTITUTE GRADUATION | December 18 | GRADUATION |



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BROWARD COUNTY PROFILE

| JANUARY 2009 | | | |
|---------------------|---|-------------------------|----------------------|
| NO. | NAME | DATE | TYPE |
| 1 | ART INSTITUTE ORIENTATION | January 9 | MEETING |
| 2 | ANTIQUES WORLD 2009 | January 9 - 11 | CONSUMER SHOW |
| 3 | ALL STAR CHALLENGE | January 10 - 11 | SPORTING COMPETITION |
| 4 | TPIE (TROPICAL PLANT INDUSTRY EXHIBITION) | January 12 - 17 | CONVENTION |
| 5 | NATIONAL MULTIPLE SCLEROSIS SOCIETY | January 22 | BANQUET |
| 6 | AAU VOLLEYBALL PRE-SEASON SLAM | January 24 - 25 | SPORTING COMPETITION |
| 7 | IMBC (INTL. MARINA & BOATYARD CONF.) | January 24 - 28 | CONFERENCE |
| 8 | HOLLYWOOD VIBE DANCE WORKSHOP | January 24 - 25 | WORKSHOP |
| 9 | WINTERFEST AWARDS DINNER | January 27 | BANQUET |
| 10 | SCHOOL BOARD OF BROWARD COUNTY | January 28 | LUNCHEON |
| 11 | OFFICER CERTIFICATION | January 28 | EXAM |
| 12 | MONSTER CAREER FAIR | January 29 | JOB FAIR |
| 13 | USA VOLLEYBALL PRE-SEASON SLAM | January 31 - February 1 | SPORTING COMPETITION |
| 14 | FLORIDA FASHION FOCUS | January 31 - February 2 | TRADE SHOW |

| FEBRUARY 2009 | | | |
|----------------------|--|------------------|-----------------------|
| NO. | NAME | DATE | TYPE |
| 1 | ADECCO NATIONAL SALES MEETING | February 2 - 6 | MEETING |
| 2 | RM FT. LAUDERDALE COLLECTOR CAR AUCTION | February 6 - 8 | CONSUMER SHOW |
| 3 | SISTRUNK HISTORICAL FESTIVAL | February 7 | BANQUET |
| 4 | GREAT BRIDAL EXPO | February 8 | CONSUMER SHOW |
| 5 | PRI-MED SOUTH | February 9 - 16 | CONVENTION/TRADE SHOW |
| 6 | EXECUTIVE'S ASSN. OF FT. LAUDERDALE | February 17 | BREAKFAST |
| 7 | FAMB BROWARD CHAPTER ANNUAL TRADE SHOW | February 19 | TRADE SHOW |
| 8 | AMERICAN DANCE PROJEKT COMPETITION & WORKSHOPS | February 20 - 22 | COMPETITION |
| 9 | THE POWER OF CREATIVE QUESTIONS | February 21 | WORKSHOP |
| 10 | EXPO OF HEART | February 22 | CONSUMER SHOW |
| 11 | ASSN. OF THE UNITED STATES ARMY WINTER SYMPOSIUM | February 25 - 27 | CONVENTION |

| MARCH 2009 | | | |
|-------------------|--|--------------------|---------------|
| NO. | NAME | DATE | TYPE |
| 1 | ART INSTITUTE INTERNSHIP FAIR | March 5 | MEETING |
| 2 | ANNUAL TEACHING & SCHOOL LEADERSHIP CONFERENCE | March 6 | CONFERENCE |
| 3 | AMERICAN BABY FAIRE | March 7 - 8 | CONSUMER SHOW |
| 4 | GCPPA ANNUAL TRADE SHOW 2009 | March 11 | TRADE SHOW |
| 5 | LIFEWORX LEADERSHIP | March 12 | WORKSHOP |
| 6 | MAYOR'S PRAYER BREAKFAST | March 12 | BREAKFAST |
| 7 | FT LAUDERDALE INTL AUTO SHOW | March 12 - 15 | CONSUMER SHOW |
| 8 | ANIMAL RIGHTS FOUNDATION | March 14 | BANQUET |
| 9 | ANNUAL PRIMARY/SECONDARY BATTERY | March 16 - 19 | SEMINAR |
| 10 | 2009 DUTY FREE SHOW OF THE AMERICAS | March 21 - 26 | TRADE SHOW |
| 11 | ART INSTITUTE GRADUATION | March 26 | GRADUATION |
| 12 | PHIL ALLEN LUNCHEON | March 29 | LUNCHEON |
| 13 | SOUTH FLORIDA FACILITIES EXPO | March 31 - April 2 | TRADE SHOW |
| 14 | CLIA CRUISE3SIXTY | March 31 - April 5 | TRADE SHOW |

| APRIL 2009 | | | |
|-------------------|-----------------------------------|---------------|---------------------|
| NO. | NAME | DATE | TYPE |
| 1 | FORT LAUDERDALE GRAND COMPETITION | April 5 | SPORTING EVENT |
| 2 | MONSTER CAREER FAIR | April 7 | JOB FAIR |
| 3 | OPTOMETRIC LICENSING | April 16 - 17 | EXAMS |
| 4 | AFRICAN AMERICAN ACHIEVEMENT | April 16 | MEETING & RECEPTION |
| 5 | CLAIMS MANAGEMENT SEMINAR | April 17 | SEMINAR |
| 6 | FT. LAUDERDALE RV SHOW | April 17 - 19 | CONSUMER SHOW |
| 7 | ADRENALINE DANCE | April 17 - 19 | WORKSHOP |
| 8 | OPTOMETRIC LICENSING | April 23 - 24 | EXAMS |
| 9 | FLORIDA FASHION FOCUS | April 25 - 27 | TRADE SHOW |
| 10 | GORDON FOOD SERVICE | April 27 - 28 | TRADE SHOW |
| 11 | OFFICER CERTIFICATION | April 29 | EXAM |
| 12 | SCHOOL BOARD OF BROWARD COUNTY | April 30 | BREAKFAST |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

BROWARD COUNTY PROFILE

CONVENTION CALENDAR

(Continued)

| MAY 2009 | | | |
|-----------------|--|-------------|---------------|
| NO. | NAME | DATE | TYPE |
| 1 | 2009 GOVERNOR'S HURRICANE CONFERENCE | May 11 - 15 | CONFERENCE |
| 2 | MC ARTHUR HIGH SCHOOL | May 16 | PROM |
| 3 | MIRAMAR HIGH SCHOOL PROM | May 16 | BANQUET |
| 4 | TOURISM LUNCH | May 19 | LUNCHEON |
| 5 | FT. LAUDERDALE HOME DESIGN & REMODELING SHOW | May 22 - 25 | CONSUMER SHOW |
| 6 | 9TH INTL. CHILD & YOUTH CARE CONFERENCE | May 26 - 29 | CONFERENCE |
| 7 | OFFICER CERTIFICATION | May 26 | EXAM |
| 8 | EVERGLADES HIGH SCHOOL | May 30 | PROM |
| 9 | FRANCHISE & BUSINESS OPPORTUNITIES EXPO | May 30 - 31 | CONSUMER SHOW |
| 10 | KIDS EXPO | May 30 - 31 | CONSUMER SHOW |

| JUNE 2009 | | | |
|------------------|---|--------------|-----------------------|
| NO. | NAME | DATE | TYPE |
| 1 | APIC (ASSN PROFESSIONALS INFECTION CONTROL) | June 4 - 11 | CONFERENCE |
| 2 | MONSTER CAREER FAIR | June 11 | JOB FAIR |
| 3 | WKC SENIOR WORLD, PAN AMERICAN OPEN GAMES | June 12 - 21 | SPORTING EVENT |
| 4 | NATIONAL SHERIFFS' 2009 CONF & EXPO | June 17 - 24 | CONFERENCE/TRADE SHOW |
| 5 | CREATING KEEPSAKES SCRAPBOOK CONVENTION-FT. LAUD. | June 18 - 20 | CONSUMER SHOW |
| 6 | MONEL GOURMET SHOW 2009 | June 19 - 20 | TRADE SHOW |
| 7 | OFFICER CERTIFICATION | June 24 | EXAM |
| 8 | 2009 NATIONAL PTA ANNUAL CONVENTION & EXHIBITION | June 26 - 30 | CONVENTION |
| 9 | AAU YOUTH & ADULT CHAMPIONSHIPS (TAEKWONDO) | June 30 - 4 | SPORTING COMPETITION |

| JULY 2009 | | | |
|------------------|---|--------------|----------------|
| NO. | NAME | DATE | TYPE |
| 1 | USA VOLLEYBALL HIGH PERFORMANCE CHAMPIONSHIPS | July 21 - 26 | SPORTING EVENT |
| 2 | OFFICER CERTIFICATION | July 29 | EXAM |

| AUGUST 2009 | | | |
|--------------------|-----------------------|-------------------------|-------------|
| NO. | NAME | DATE | TYPE |
| 1 | FLORIDA FASHION FOCUS | August 8 - 10 | TRADE SHOW |
| 2 | MONSTER CAREER FAIR | August 12 | JOB FAIR |
| 3 | GIFT SHOW | August 29 - September 2 | TRADE SHOW |

| SEPTEMBER 2009 | | | |
|-----------------------|--------------------------------|-------------------|-----------------------|
| NO. | NAME | DATE | TYPE |
| 1 | AAU TAEKWONDO 2009 TEAM TRIALS | September 12 - 13 | SPORTING COMPETITION |
| 2 | DADE PAPER | September 22 | TRADE SHOW |
| 3 | FLORIDA INSTITUTE OF CPA'S | September 23 - 25 | CONFERENCE/TRADE SHOW |

SOURCE: GREATER FORT LAUDERDALE CONVENTION CENTER; AS RESEARCHED AND TABULATED BY INTEGRA REALTY RESOURCES-MIAMI AS OF 9/2008



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

BROWARD COUNTY PROFILE

Broward County's Marine Sector

The Intracoastal is a major waterway beginning north of the Mile Marker 1050 within Broward County, Florida. This waterway continues south on the Hillsboro River for approximately four (4) miles to the Hillsboro Inlet. The waterway then proceeds into a man-made canal for seven (7) miles to the City of Fort Lauderdale. This waterway stretches to several canals in residential areas that allow direct boating access to the Intracoastal Waterway.

The union of the Intracoastal Waterway and Middle River is at the north end of Fort Lauderdale allowing boater access from the waterway further west in to the County. Several man-made canals are located in Fort Lauderdale with the union of the Middle River, New River and Intracoastal serving the large boating population of the County. In Fort Lauderdale, the waterway curves west towards the New River, then south towards Port Everglades and past the deep draft inlet at Port Everglades.

Beyond Port Everglades, the waterway moves south for approximately nine (9) miles to the county line at Mile Market 1075. This stretch includes the City of Dania Beach, Dania Cut-Off Canal, Hollywood Beach, and the City of Hallandale. This waterway includes dense residential development along its shore and the Dania Cut-Off Canal and New River in Fort Lauderdale, provides access to major boating centers in Broward County, and is home to several marine industry related businesses.

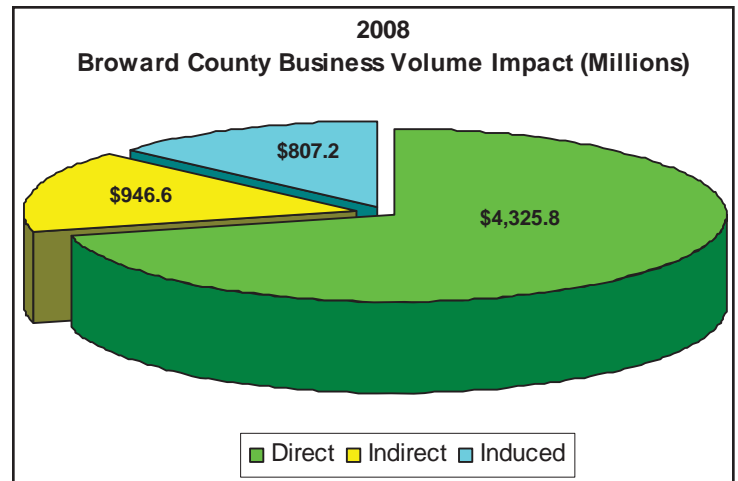
The existing marine industry sector has potential for growth as several vacant parcels bordering waterways offer development opportunities or potential for expansion of existing marine industry related businesses. However, aged low bridges and tressel heights restrict watercrafts to optimize the waterways

Marine Industry businesses were classified as producing net commercial benefit of commerce that is not recognized by the public and private sectors. Commercial business could include boat charters/rentals and port activities and remaining business sectors were considered recreational.

The marine sector within Broward County impacts the economy in three ways: direct, indirect and induced. Direct impact relates to goods and services purchased and employment generated by businesses directly dependant on the waterway. Indirect impact consists of goods and services purchased by marine industry businesses. Induced impact results from household purchases of goods or services by employees of businesses directly or indirectly impacted by waterways.

The total economic impact (direct, indirect or induced) of marine industry and non-marine industry businesses associated with Broward County waterways approximates \$6.08 billion in business volume, \$1.37 billion in personal income and 31,843 jobs.

Integra Realty Resources-Miami has provided the following table illustrating a summary of the economic impacts attributable to Broward County waterways.



Source: An Economic Analysis of the district's waterways in Broward County by the Florida Inland Navigation District Executive Summary July 2008; As analyzed by Integra Realty Resources – Miami as of 12/2008

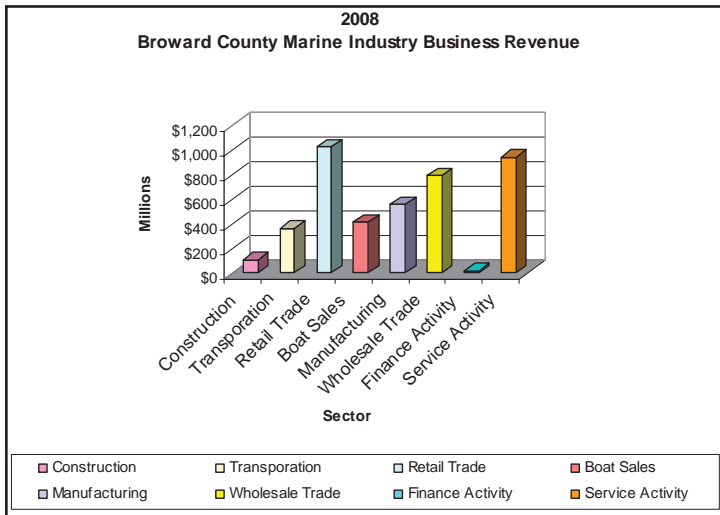


**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

BROWARD COUNTY PROFILE

Integra-Miami has also abstracted data for the following chart below that illustrates total marine industry sales segmented by sector:



Source: An Economic Analysis of the district’s waterways in Broward County by the Florida Inland Navigation District Executive Summary July 2008; As analyzed by Integra Realty Resources – Miami as of 12/2008

The retail and service sector dominate business revenue in Broward County. There is limited finance and construction revenue in the area.

Retail Sales of marine industry businesses in Broward County generate approximately \$5.98 billion in local business sales volume.

Boaters using Broward County’s waterways impact non-marine businesses that are not located on or adjacent to waterways. A survey of Broward County’s marine related businesses by Gulf Engineers & Consultants lists the following recreational boating purchasing patterns:

- Per outing, boaters spent an average of \$146 for gas and food related items at businesses not located on the waterway.
- Total expenditures on non-marine items at businesses not located on waterways are approximately \$43.3 million for gas and \$38.9 million for food related items.



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

CITY OF DANIA BEACH PROFILE

PROFILE OF THE CITY OF DANIA BEACH

The City of Dania Beach totals 8.3± square miles and is located between the City of Fort Lauderdale (to the north) and the City of Hollywood (to the south).

Dania Beach has the potential to become an economic “Epicenter” of Broward County’s urban core area being located south of the Fort Lauderdale-Hollywood Intl. Airport, Port Everglades and between the City’s of Ft. Lauderdale and Hollywood, FL.

As of 2007, the City of Dania Beach’s population was estimated at 28,928 and is expected to increase only 11.6 percent by 2010. According to the latest U.S. Census estimates there are 9,537 households in Dania Beach of which the median income was \$44,029 and fifteen percent (15%) have reported incomes below the official poverty level.

The number of employees are 14,287. There are 2,119 businesses, having total retail sales approximating \$200 million within the city limits. Leading retail sales producers are: “Entertainment and Recreation” at \$27.3± million, “Food Away from Home” at \$24± million, and “Gasoline and Motor Oil” transactions at \$18± million.

Dania Beach’s major employment sector has been the marine industry which has been a positive economic benefit for the city. The marine industry in South Florida provides \$13.6 billion in positive economic impact to the region. Gross sales in 2007 were reported to total \$2.7 billion, and the marine industry employs over 160,000 marine related employees throughout South Florida.

It should be noted that U.S. Census Statistics and Trends reflect data that may not factor current micro-conditions. However, the census does address future demographic characteristics and emerging trends within sub-market areas. Population growth and demographic characteristics emerging in Broward County and within the City of Dania Beach are based upon current census updated estimates since the next census won’t be taken until 2010. Data reliability may be questioned.

| City of Dania Beach Demographic & Economic Patterns | |
|--|---------------|
| 2007 Population: | 28,928 |
| 2008 Vacant Dwellings: | 17.5% |
| 2008 Owner Occupied: | 50.5% |
| 2008 Total Household: | 9,537 |
| 2008 Renter Occupied | 32.0% |
| 2008 Median HH Income: | \$44,029 |
| 2008 Per Capita Income: | \$25,456 |
| 2008 Average Household Size | 2.21 |
| 2000 Households # of Vehicles | 1.4 |
| % of Income Below Poverty Level: | 15.1% |
| % of Income Above \$50,000 | 44.7% |
| Total # Businesses (Non-agricultural) | 2,119 |
| Total # Employees (Non-agricultural) | 14,287 |
| Total Retail Sales | \$200 Million |
| Number of Employees | 14,330 |
| Source: US Census Data – 2008 as analyzed by Integra Realty Resources – Miami as of October, 2008. | |

City of Dania Beach Housing Sector

As of the first half 2008, a total of 53 homes sold in the City of Dania Beach. During year end 2007, Only 204 homes sold in the City of Dania Beach compared to 272 homes sold during the prior year (2006) representing a decline of 25.0 percent.

During the first half of 2008, average prices of housing sold within the City of Dania Beach was \$256,509.

From year end 2006 to 2007, average prices increased 4.0 percent from \$308,944 to \$321,164.

Historically, the greatest increase in average price occurred during year end 2005 at 29.4 percent. From 2000 through year end 2001, the average housing price increased by 1.7 percent. Average prices of homes appreciated for seven (7) consecutive years from 2001 through 2007.



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

MARKET ANALYSIS

CITY OF DANIA BEACH PROFILE

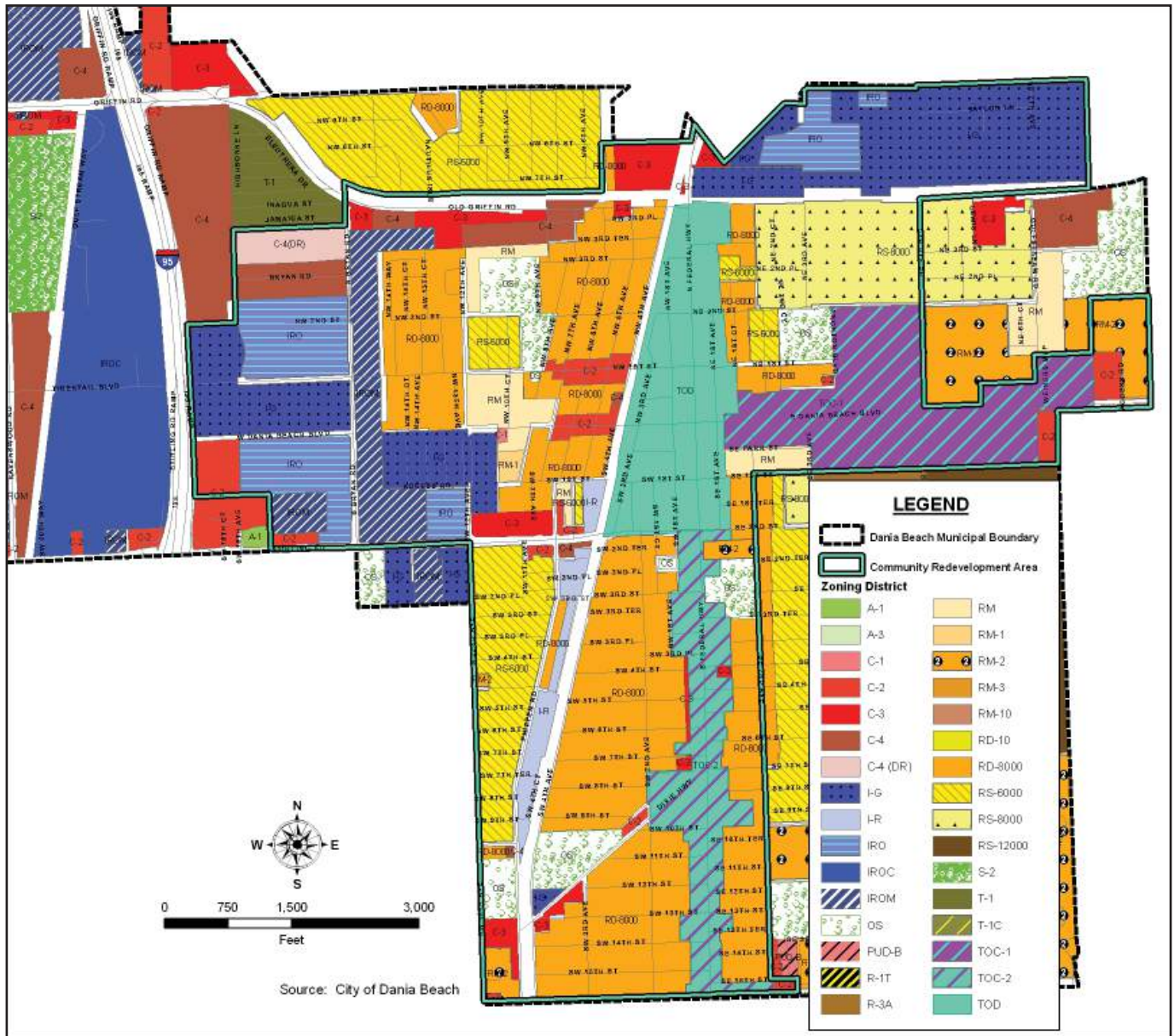


Figure 12: City of Dania Beach Zoning Map



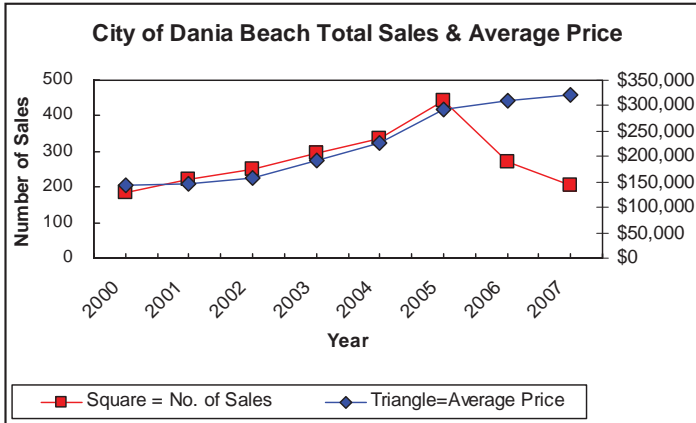
**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

CITY OF DANIA BEACH PROFILE

The City of Dania Beach reports a vacancy rate of 10.9 percent which is 150 basis points higher than Broward County at 9.4 percent.

Due to the types of available office space, Dania Beach has the lowest asking rental rates at \$19.34 per square foot compared to its neighboring cities of Fort Lauderdale at an asking rental rate of \$22.68 and the City of Hollywood at \$23.76 per square foot. The county's asking rental rates are \$27.00 per square foot.



City of Dania Beach Office Sector

The City of Dania Beach represents 2.3 percent of total office inventory in Broward County compared to City of Fort Lauderdale's market share of 14.2 percent and the City of Hollywood's 8.6 percent of the total office inventory in Broward County. Dania Beach's lack of office buildings that exceed 10,000 square feet of rentable area, inhibits professional sector and corporate office space use.

City of Dania Beach Office Market Comparison 2nd Qtr 2008

| Selected Sub-Markets | Total Inventory | Market Share | Vacancy Rate | Asking Rental Rate |
|-----------------------------|-------------------|---------------|--------------|--------------------|
| Total Broward County | 67,945,023 | 100.0% | 9.4% | \$27.00 |
| Ft. Lauderdale | 9,642,070 | 14.2% | 7.0% | \$22.68 |
| Hollywood | 5,840,574 | 8.6% | 5.7% | \$23.76 |
| Dania Beach | 1,535,784 | 2.3% | 10.9% | \$19.34 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

CITY OF DANIA BEACH PROFILE

City of Dania Beach Retail Sector

The City of Dania Beach retail sector captures only 1.7 percent market share of Broward County total retail inventory. This marginal market share is far below market shares as compared to the City of Fort Lauderdale at 16.9 percent and the City of Hollywood at 10.9 percent of Broward County's total retail inventory.

Asking retail rental rates in the City of Dania Beach are \$17.86 per square foot, which is \$1.00 less than Broward County. A comparison to neighboring cities of Hollywood and Fort Lauderdale show asking rental rates are \$18.79 and \$21.22 respectively.

The retail sectors vacancy rate for Broward County at 4.2 percent as compared to the City of Dania Beach at 5.8 percent is the highest vacancy rate of retail space based upon its 1.7 million square feet of inventory which is a fraction of the total retail inventory reported in Dania Beach neighboring cities. The City of Fort Lauderdale has a vacancy rate of 5.5 percent and the City of Hollywood is at 4.3 percent. Overall vacancy rates may be increase during this financial crisis period however vacancy rates below 10 percent have been market norms in past periods.

City of Dania Beach Retail Market Comparison 2nd Quarter 2008

| Sub-Markets | Total Inventory | Market Share | Vacancy Rate | Asking Rental Rate |
|--------------------|------------------------|---------------------|---------------------|---------------------------|
| Ft. Lauderdale | 17,569,252 | 16.9% | 5.5% | \$21.22 |
| Hollywood | 11,308,634 | 10.9% | 4.3% | \$18.79 |
| Dania Beach | 1,715,878 | 1.7% | 5.8% | \$17.86 |
| Broward | 103,878,496 | 100.0% | 4.2% | \$19.79 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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MARKET ANALYSIS

CITY OF DANIA BEACH PROFILE

City of Dania Beach Lodging Sector

The last national Lodging facility developed in the City of Dania Beach was the Marriot Courtyard a 174 Room/Key facility built in 2005. Within the CRA district only discount motels are located along Federal Highway. The Design Center of The Americas (DCOTA), fronting I-95, has generated demand for several chain-affiliated hotels including The Sheraton, Hilton and Springhill Suites by Marriott and others located proximate to DCOTA and the western side of the airport.

The average daily rate (ADR) has been \$112.00/ per Room/Key and an occupancy rate ranging from 65 to 75 percent.

Representative Hotel - Motels in Dania Beach, FL

| No. | Name / Location | Year Built | Total Keys | Peak Season Rack Rate | Low Season Rack Rate |
|---------------------------|---|------------|------------|-----------------------|----------------------|
| 1 | Hilton Garden Inn Fort Lauderdale/ Hollywood Airport | 2004 | 156 | \$229.00 | \$159.00 |
| 2 | Sheraton Fort Lauderdale Airport Hotel | 1987 | 250 | \$279.00 | \$139.00 |
| 3 | Marriot Courtyard Fort Lauderdale Airport & Cruise Port | 2005 | 174 | \$241.50 | \$124.00 |
| 4 | Sleep Inn & Suites Ft. Lauderdale Airport | 2003 | 69 | \$179.99 | \$104.99 |
| 5 | Budget Inn Airport | 1981 | 154 | \$60.00 | \$48.00 |
| 6 | Liberty Apartment & Garden Suites | 1974 | 18 | \$209.00 | \$69.00 |
| 7 | Luckey's Motel | 1959 | 15 | \$129.00 | \$55.00 |
| 8 | Motel 6 | 1983 | 163 | \$60.00 | \$40.00 |
| 9 | The Pirates Inn | 1944 | 163 | \$60.00 | \$40.00 |
| 10 | Sea Breeze Inn | 1944 | 53 | \$115.00 | \$75.00 |
| 11 | Sharkey's Lodge Motel | 1959 | 22 | \$85.00 | \$65.00 |
| 12 | Springhill Suites by Marriot Ft. Lauderdale Airport | 2000 | 168 | \$169.00 | \$79.00 |
| 13 | Sunset Motel | 1968 | 10 | \$99.00 | \$55.00 |
| Total / Weighted Average: | | | 1,415 | \$163.79 | \$91.94 |
| Low Range: | | | 10 | \$60.00 | \$40.00 |
| High Range: | | | 250 | \$279.00 | \$159.00 |

Source: Field Research; Integra Realty Resources-Miami as of 10/2008



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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DANIA BEACH CRA PROFILE

City of Dania Beach Marine Sector

The Dania Beach Cutoff Canal entry is located South of Port Everglades. The waterway stretches to several canals in residential and industrial areas and continues through the western boundary of the city at State Road 7. The waterway and uplands access watercrafts of all sizes up to Mega Yachts to various marinas and boat yards.

The City's major employers include marine related uses including mooring small boats in dry stack marinas up to various mega yacht marinas, boat builders, sales, repair and maintenance facilities.

The following are major marine facilities located in Dania Beach, Florida:

PROFILE OF THE DANIA BEACH COMMUNITY REDEVELOPMENT AREA (CRA)

The City of Dania Beach Community Redevelopment Area (CRA) is located at the eastern perimeter of the City of Dania Beach, Florida. The Boundary areas are as follows:

- NORTH: Griffin/NW 8th Street/ Dania Cutoff Canal
- SOUTH: Stirling Rd/ Sheridian St./SE 1st St./ E. Dania Beach Blvd./ Dania Cutoff canal
- EAST: NE 5th Ave/ NW 26th Ave/ Stirling/ SW 12th Ave
- WEST: I-95/NW 26TH Ave/ Stirling Rd./ SW 12th Ave.

City of Dania Beach Marinas

| No. | Name | Location | Service |
|-----|------------------------------|---------------------------|---|
| 1 | Dania Beach Boat Club | 90 N. Bryan Road | Dry Dock Condominiums |
| 2 | Dusky Marine | 110 N. Bryan Road | Boat Sales, Storage & Manufacturing |
| 3 | American Offshore | 1451 Old Griffin Road | Boat Sales, Storage & Repair/ Maintenance |
| 4 | Harbor One Marina | 2051 Griffin Road | Boat Sales & Storage |
| 5 | Thunderboat Marina Center | 2061 Griffin Road | Dry / Wet Slips |
| 6 | Harbour Towne Marina | 801 NE 3 Street | Boat Sales & Repair/ Maintenance |
| 7 | V& G Yacht Works | 629 NE 3 Streets | Boat Repair/ Maintenance |
| 8 | Broward Marine | 750 NE 7 Avenue | Boat Dockage & Repair/ Maintenance |
| 9 | Anglers Avenue Marine Center | 4470 Anglers Avenue | Boat Sales & Repair/ Maintenance |
| 10 | Marine Max | 490 Taylor Lane | Boat Sales & Services |
| 11 | Playboy Marine | 760 Taylor Lane | Boat Repair/ Maintenance & Retail |
| 12 | Derecktor Shipyard | 775 Taylor Lane | Boat Repair/ Maintenance |
| 13 | Cozy Cove Marina | 300 North Federal Highway | Boat Sales & Services |
| 14 | Thunderboat Marina Center | 2051 Griffin Road | Dry / Wet Slips |
| 15 | Bonnie's Ravenswoods Marina | 4470 Ravenwoods Road | Dry / Wet Slips |
| 16 | Northcoast Park Marina | 4500 Revenwoods Road | Dry / Wet Slips |
| 17 | Bayan Bay Marina | 4491 Anglers Avenue | Dry / Wet Slips & Repair/ Maintenance |
| 18 | Sea Fair Marina | 101 N Beach Road | Dry / Wet Slips |

Source: Field Research; Integra Realty Resources-Miami as of 12/2008



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

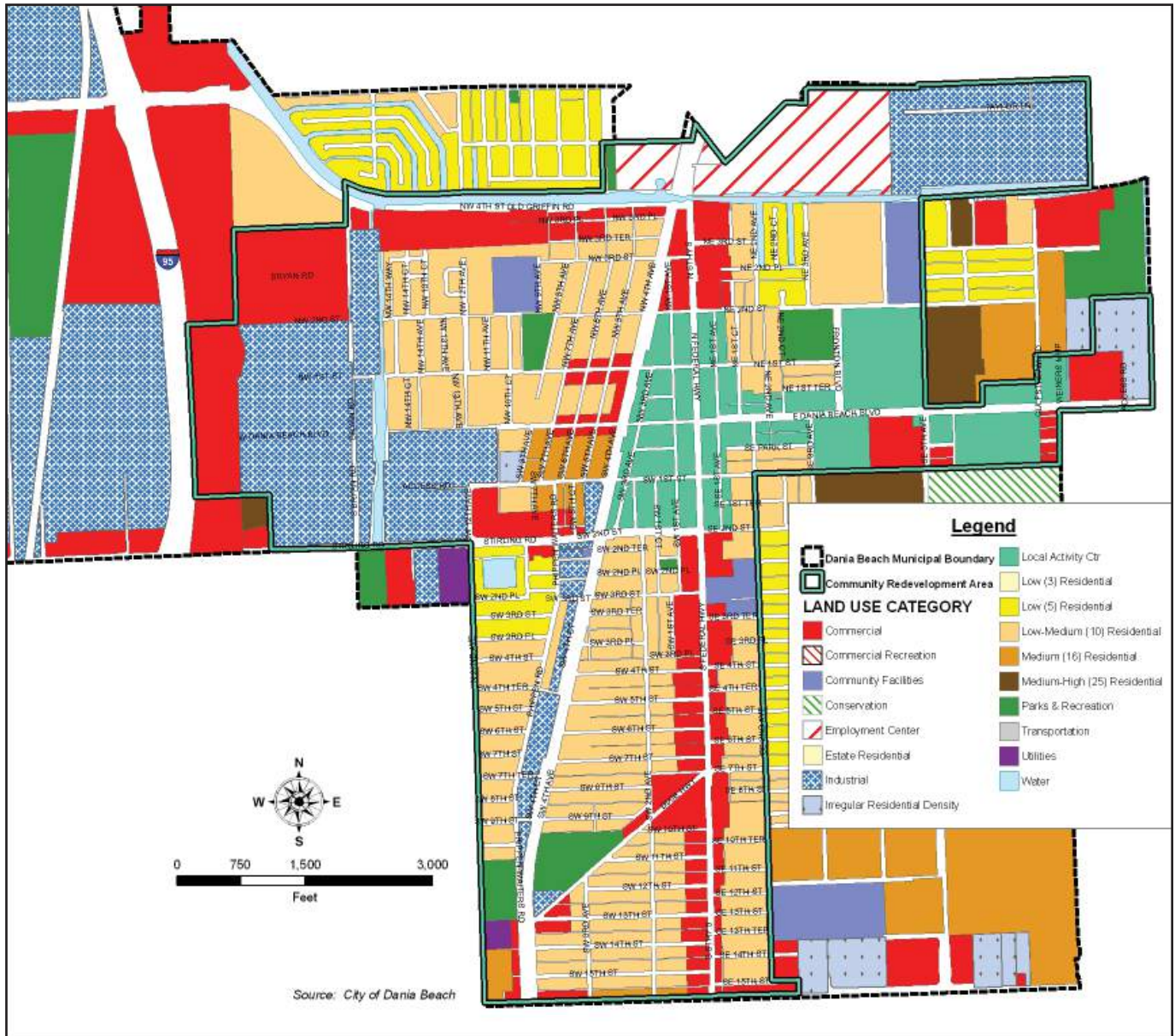
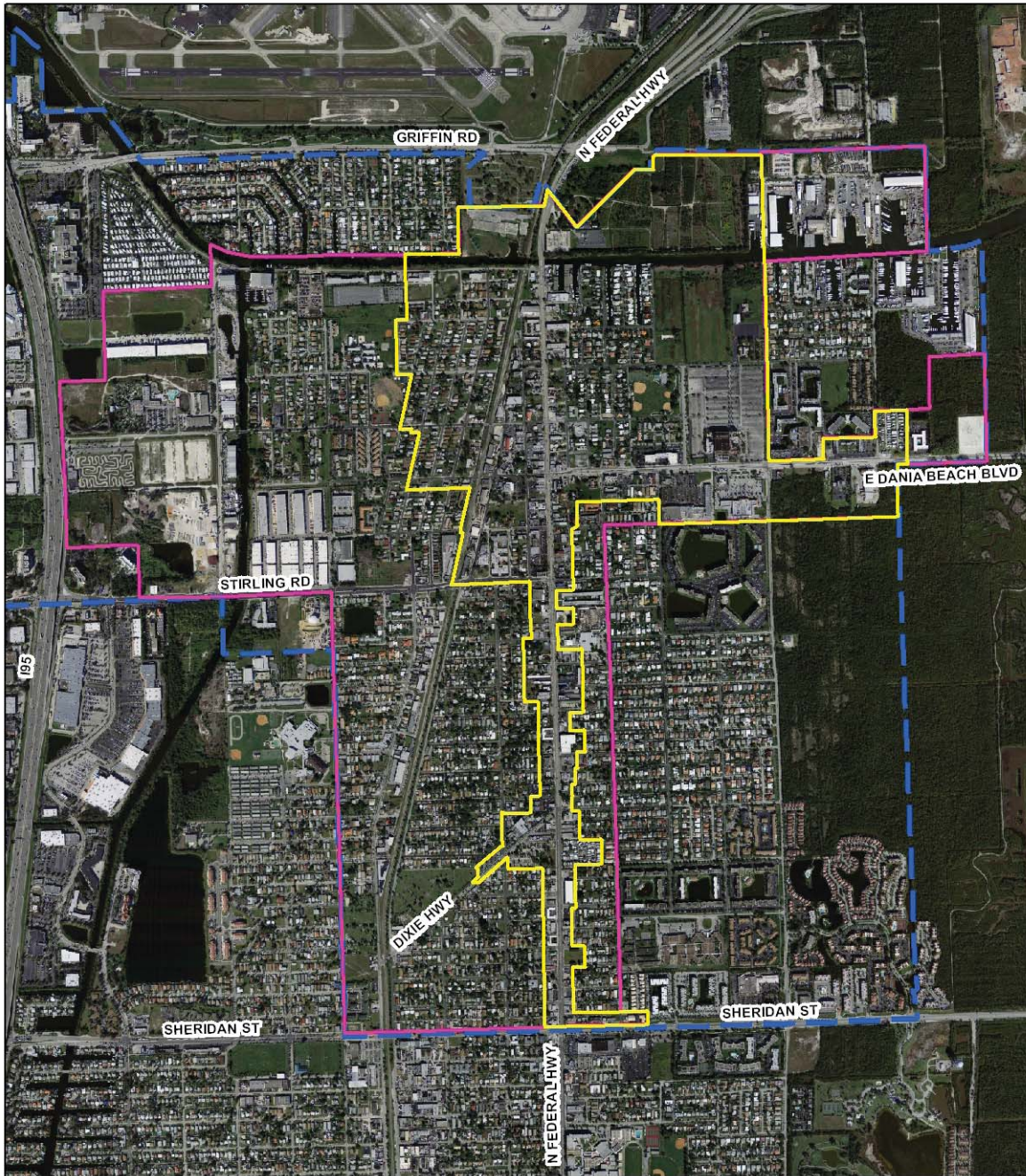





Figure 13: City of Dania Beach Future Land Use Map



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN



Legend

-  Dania Beach Boundary
-  Previous CRA Boundary
-  CRA Boundary

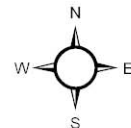
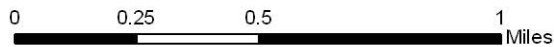


Figure 14: City of Dania Beach CRA Boundary Map



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

MARKET ANALYSIS

DANIA BEACH CRA PROFILE

The Community Redevelopment Area consists of (3) three distinctive neighborhoods:

1. **Sun Garden Isles**, located North of Stirling Road, West of NW 4th Avenue and South of Old Griffin Road. Sun Garden Isles, consisting of single family homes, and multi-family rentals and condominium apartments, light industrial and commercial properties. The majority of commercial and industrial land uses are located along West Dania Beach Boulevard, Stirling Road and along the FEC railroad line. Also located within this neighborhood are governmental and public service facilities including the City Hall.
2. **College Gardens**, located North of Sheridan Street, South of Stirling Road, East of SW 12th Avenue and West of SW 4th Avenue. College Gardens consists of single family homes and multi-family rental condominium apartments. This neighborhood includes Dania Beach's elementary school, public parks and neighborhood retail stores. Light industrial properties are located along The FEC railroad line.
3. **Dania Beach Heights**, located North of Sheridan Street, South of Stirling Road, West of S. Federal Highway and East of SW 4th Avenue. Dania Beach Heights comprises of single family homes. The American Maritime Training and Research Center and a small motel cater to this facility are located within this neighborhood. Commercial/retail properties are located along Federal Highway.

The following land uses include; the former Dania Beach Jai-Alai, Frost Park Recreational Complex, various houses of worship, motels, fast food and strip retail stores, small office and medical buildings, and along US Highway No.1 two (2) neighborhood shopping centers anchored by a Publix and Winn Dixie are all located within the Community Redevelopment Area.

Community Redevelopment Area (CRA) Housing Sector

Housing within the Dania Beach CRA study area currently reflects fragmented property ownerships and heterogeneous types of older residential structures that include properties that reflect code enforcement violations and land use's inadequacies, public transportation issues, and infrastructure deficiencies. These issues have a direct impact that affects economic redevelopment.

Existing residential development land uses within the study area of the CRA district, consist of aged single family detached housing, duplexes and small rental apartments. Distressed properties and vacant lots for moderate to low income housing reflect 25 percent below home prices compared to the overall housing price average of the City which has escalated to \$321,164 by year 2007 from the affordable price level of \$150,000 in the 2000-2002 period. Dania Beach's study area is primarily comprised of three residential neighborhoods: College Gardens, Dania Beach Heights and Sun Gardens Isles, which reflect re-sale prices increasing from the \$100,000 price point range in early 2000's to inflated prices over \$200,000 price point level.

No significant housing has been developed in the study area over the recent past for the workforce employed at Fort Lauderdale Hollywood International Airport, Port Everglades, Downtown Fort Lauderdale, nor for the industrial and business employment centers within Dania Beach.

CRA Housing Comparison Year end 2007

| Sub-Markets | Sales Average Price | |
|------------------------|---------------------|------------------|
| Broward County | 16,203 | \$380,041 |
| City of Dania Beach | 204 | \$321,164 |
| Dania Beach CRA | 34 | \$241,223 |

Source: Public Records as analyzed by Integra-Miami



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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MARKET ANALYSIS

DANIA BEACH CRA PROFILE

Community Redevelopment Area (CRA) Office Sector

Dania Beach's CRA Districts office's inventory only totals 252,200± square feet or 0.4 percent of Broward County's total office inventory.

The composition of most office space within the CRA District is best characterized as non-competitive space as only four (4) office buildings exceeding 10,000 square feet of rentable area.

As current vacancy approximates 23.0%, asking rental rates average \$13.50 per square foot compared to the County's average at \$27 per square foot. Existing office buildings in the CRA District can be classified as "C to B" class. The higher vacancy and lower rental rates can be attributed to the existing quality of the office buildings and space that has not been attractive to competitive market.

The following chart illustrates competitive sub-market areas within the CRA District.

Community Redevelopment Area (CRA) Retail Sector

The City of Dania Beach Community Redevelopment Area's land uses reflect fragmented ownership interests of heterogeneous development, consisting of strip retail stores and shops, and free standing fast food establishments with few destination retail centers. Occupancy is below market norms and market rental rates are 25% lower than other urban core areas.

Integra-Miami's survey reported a vacancy rate of 18 percent and rental rates averaging \$14.50 per square foot (Five dollars below the average rental rate of \$19.79 for Broward County). Approximately 909,000 square feet has been developed representing 0.9 percent of Broward County's total developed inventory of retail space.

Existing retail development located along the Federal Highway (North/South) corridor and other connecting roadways are not capturing a potential market share that should be attracted to this CRA Business District.

CRA Office Market Comparison 2nd Qtr. 2008

| Selected Sub-Markets | Total Inventory | Market Share | Vacancy Rate | Asking Rental Rate |
|-----------------------------|------------------------|---------------------|---------------------|---------------------------|
| Total Broward County | 67,945,023 | 100.0% | 9.4% | \$27.00 |
| Dania Beach | 1,535,784 | 2.3% | 10.9% | \$19.34 |
| Dania Beach (CRA) | 252,200 | 0.4% | 23.0% | \$13.50 |

Source: Brokers surveys as researched and analyzed by Integra-Miami as of 9/08

CRA Retail Market Comparison 2nd Quarter 2008

| Sub-Markets | Total Inventory | Market Share | Vacancy Rate | Asking Rental Rate |
|--------------------------|------------------------|---------------------|---------------------|---------------------------|
| Total Broward County | 103,878,496 | 100.0% | 4.2% | \$19.79 |
| Dania Beach | 1,715,878 | 1.7% | 5.8% | \$17.86 |
| Dania Beach (CRA) | 908,809 | 0.9% | 18.0% | \$14.49 |

Source: Brokers surveys as researched and analyzed by IRR-MIAMI as of 9/08



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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DANIA BEACH CRA PROFILE

Community Redevelopment Area (CRA) Lodging Sector

The City of Dania Beach Community Redevelopment Area does not contain any hotels and only one chain-affiliated brand, a Motel 6 is located within the area boundaries.

The only lodging facilities located within the redevelopment area are motels located along Federal Highway that do not cater to tourist nor business people.

Community Redevelopment Area (CRA) Marine Sector

The Community redevelopment area's marine sector is located at the entry of the Dania Beach Cutoff Canal. There are eight (8) marinas located within the study area that provide services which include; dry and wet boat storage and maintenance, and repair and sales for small boats up to mega yachts.

The following are major marine facilities located within the Community Redevelopment area of Dania Beach, Florida:

City of Dania Beach Community Redevelopment Area (CRA) Marinas

| No. | Name | Location | Service |
|------------|-----------------------|---------------------------|---|
| 1 | Dania Beach Boat Club | 90 N. Bryan Road | Dry Dock Condominiums |
| 2 | Dusky Marine | 110 N. Bryan Road | Boat Sales, Storage & Manufacturing |
| 3 | American Offshore | 1451 Old Griffin Road | Boat Sales, Storage & Repair/ Maintenance |
| 4 | Broward Marine | 750 NE 7 Avenue | Boat Dockage & Repair/ Maintenance |
| 5 | Marine Max | 490 Taylor Lane | Boat Sales & Services |
| 6 | Playboy Marine | 760 Taylor Lane | Boat Repair/ Maintenance & Retail |
| 7 | Derecktor Shipyard | 775 Taylor Lane | Boat Repair/ Maintenance |
| 8 | Cozy Cove Marina | 300 North Federal Highway | Boat Sales & Services |

Source: Field Research; Integra Realty Resources-Miami as of 11/2008



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28,928 which equates to 1.64 percent of Broward County's total population.

Housing sector demand

The housing component should be a diversified housing stock representative of the demographic profile of the neighborhoods, with "work force" housing of compatible and marketable design that includes cluster, single family, town homes, and low-rise rental apartments and complimentary transit oriented developments (TOD) near the FEC Railroad Corridor.

Housing demand is forecasted by using projected population estimates and the number of households by Broward County's planning districts.

Based upon population projections by the University of Florida Bureau of Economic and Business Research (BEBR) in 2007, Broward County's population totals 1,765,707± residents and the City of Dania Beach's population totaled

- By 2015, The City of Dania Beach is projected to have 37,046 residents, increasing to 1.93 percent of Broward County's total population.
- By 2030, the population of the City of Dania Beach is projected to increase to 44,573 residents, representing 2.02 percent of Broward County's total population.

Census data estimates that the average household size of Dania Beach's households is 2.2 people per household. Based on this assumption, housing demand would require 3,690± new housing by 2017.

The following table summarizes the potential for new housing demand in the City of Dania Beach by 2030.

It should be noted that the current projections are based

POPULATION PROJECTION

| Year | Broward County's Total Population Projection | Percent Change | Dania Beach Population | Percent Change | As a Percent Broward County's Total |
|------|--|----------------|------------------------|----------------|-------------------------------------|
| 2000 | 1,623,018 | | 20,061 | | 1.24% |
| 2007 | 1,765,707 | 8.80% | 28,928 | 44.20% | 1.64% |
| 2010 | 1,806,300 | 2.24% | 32,280 | 11.59% | 1.79% |
| 2015 | 1,915,800 | 6.06% | 37,046 | 14.76% | 1.93% |
| 2020 | 2,016,400 | 5.25% | 41,042 | 10.79% | 2.04% |
| 2025 | 2,113,400 | 4.81% | 43,151 | 5.14% | 2.04% |
| 2030 | 2,203,900 | 4.28% | 44,573 | 3.30% | 2.02% |



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Dania Beach Housing Demand Estimates

| Year | Dania Beach Population Growth | Dania Beach Household | Housing Demand Potentials |
|-------------|--------------------------------------|------------------------------|----------------------------------|
| 2010 | 3,352 | 2.2 | 1,524 |
| 2015 | 8,118 | 2.2 | 3,690 |
| 2020 | 12,114 | 2.2 | 5,506 |
| 2025 | 14,223 | 2.2 | 6,465 |
| 2030 | 15,645 | 2.2 | 7,111 |

Source: Census data 2008 as analyzed by Integra Miami as of 09/2008.

upon current conditions as they exist. Integra-Miami believes that urban core housing demand would capitalize upon a greater number if a unified redevelopment plan were adopted for the Dania Beach Redevelopment Area. The foregoing housing demand estimates for Dania Beach are based upon current projections.

Integra-Miami believes that based upon available land for redevelopment within the proposed redevelopment area, that net immigration and population growth for urban housing could be realized with the greater housing demand potentials that the demand estimates projected.

Office Sector Demand

The City of Dania Beach, Florida particularly the Community Redevelopment Area are strategically positioned to capture more than a fair share of office development growth over a near to long term development projection.

Business and employment opportunities are and can be further attracted to the Dania Beach CRA with cooperative public/private efforts and the CRA's involvement including incentives the Community Redevelopment Agency (CRA) provides to the business community.

The CRA is located near the airport and port where limited office space is available, therefore additional office space serving these facilities should be attracted to the Community Redevelopment Area due to its proximity and

cost. However the City should focus on office development that would be deemed complimentary and not competitive to Ft. Lauderdale and Hollywood.

Office Demand is forecasted by employment growth projections for Broward County and Dania Beach. According to Bureau of Labor Statistics & Florida Agency for Workforce Innovation, it is forecasted that by year 2015 a total of 59,791 additional office jobs will be created in Broward County while 165,316 jobs will be created by 2030.



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City of Dania Beach Estimated Office Space Market Potential 2007 - 2030

| Yearly Projections | 1997 | 2007* | 2015** | 2030** |
|--|---------|---------|------------|------------|
| Broward County Employment and estimated Employment Total All Industries | 678,812 | 869,603 | 997,089 | 1,222,089 |
| Broward County Estimated Employment Growth | | 190,791 | 127,486 | 352,486 |
| Broward County Estimated Office Employment Growth at 46.9% | | 89,481 | 59,791 | 165,316 |
| Broward Potential Additional Office Space Required - Sq.Ft. (@175 sq.ft./employee) | | | 10,463,413 | 28,930,288 |
| City of Dania Beach Potential Additional Office Space Required - Conservative Scenario | | | 240,000 | 500,000 |
| City of Dania Beach Potential Additional Office Space Required - Probable Scenario | | | 500,000 | 750,000 |
| City of Dania Beach Potential Additional Office Space Required - Optimum Scenario | | | 850,000 | 1,000,000 |

Source: Bureau of Labor Statistics & Florida Agency for Workforce Innovation, Labor Market Statistics as analyzed by Integra-Miami as 08/2008

*Estimated

**Forecasted

Based upon the Building Owners and Management Association (BOMA), it is estimated that each additional employee absorbs approximately 175 square feet of office space. Square feet per employee continues to decline as more effective floor plan designs are used by tenants. Integra Miami calculated the following office space demand projections as summarized in the following chart:

Conservative Scenario

- If the conservative scenario occurs, the City of Dania Beach could capture 1.5 to 2.5 percent of Broward County’s total market share. An additional 240,000 square feet of office space will be absorbed by year 2015 or 500,000 square feet by year 2030

Probable Scenario

- If the probable scenario occurs, the City of Dania Beach could capture 2.5 to 5.0 percent or 500,000 additional square feet of office space by year 2015 or 750,000 square feet by year 2030

Optimum Scenario

- If the Optimum scenario occurs, the City of Dania Beach could capture 8.0 percent or 850,000 additional square feet of office space by year 2015 or 1,000,000 square feet by year 2030.

Based on Integra – Miami survey, industry types that should be marketed to include; governmental institutions, financial and legal services, and regional headquarters of national and international businesses that conduct business at the Fort Lauderdale Hollywood International Airport and Port Everglades and a variety of other professional service providers, especially the Marine Industry.

Retail Sector Demand

The retail sector within the Community Redevelopment Area (CRA) is distressed with above norm vacancy rates and low rental rates. As the majority of the retail space located along Federal Highway has passed its useful life. Retail revitalization should capture its fair share of demand from residents of the CRA and three potential demand sources that include:

Primary Demand- Is mainly influenced by net-migration and permanent residents who reside within the neighborhood and within a 5 mile radius from the Community Redevelopment Area.



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Secondary Demand- Is derived from the workforce located within close proximity to the study area.

Tertiary Demand- Is absorbed by tourists, daily commuters and consumers that would visit a retail destination place that do not live within the retail trade area.

Probable Model

| Source | Number of Patrons | | Probable Model Sq. Ft. | Retail Sq. Ft. Market Potential |
|------------------|-------------------|---|------------------------|---------------------------------|
| Primary Demand | 14,000 | x | 9 | 126,000 |
| Secondary Demand | 20,000 | x | 7 | 140,000 |
| Tertiary Demand | 26,000 | x | 5 | 130,000 |

Total Retail Market Potential **396,000**

Source: Field Survey; As analyzed and researched by Integra Realty Resources - Miami

Integra - Miami's projection analysis concludes a retail demand projection under three scenarios, on a "conservative" model basis, the Community Redevelopment Area should absorb 200,000± square feet of new retail space, a "probable" model at 400,000± square feet and an "optimist" model basis of 600,000± square feet of new retail space absorptions, forecasted over the next fifteen (15) years.

Integra-Miami concludes the Community Redevelopment Area should attract additional Neighborhood and/or Community Retail Centers that provide a wide range of destination retail establishments that cater to the emerging demographic profile migrating to the Redevelopment area.

Lodging Sector Demand

Over the past 10 years the lodging sector of the market has had nominal development activity. Hotel occupancy rates in Broward County averages 70.4 percent in 2007 which is greater than the historical average of 67 percent.

The Broward County Convention Center, located 3± miles from the Community Redevelopment Area, should be able to attract a percent of the lodging that caters to the Broward County Convention Center's 128 meetings/events scheduled through September 2009. This alone could represent a potential demand generator for the CRA of Dania Beach to capture visitors coming to these events.

Other significant facts and figures for potential hotel demand include:

- \$8.87 Billion Dollars in Visitor Expenditures in 2007.
- 2007 Tourism generated Tax Revenues were \$39.3 Million (Derived from 5% bed tax collected by area hotels).
- Overnight visitors totaled 10.7 million in 2007
- Forty (40) Cruise Ships Sailing from Port Everglades.
- 3.5 Million Cruise Ship Embarkations/Debarkations.
- The addition of two new Royal Caribbean Project Genesis Ships in 2009 and 2010, the largest Cruise Ships ever constructed.
- 4,122 Restaurants throughout the County
- Visitor perception has been positive, 95 percent of overnight visitors have said they were "extremely or very satisfied" with their stay in Greater Fort Lauderdale and Broward County.
- The Northeast continues to be the leading source of overnight domestic visitors staying on Greater Fort Lauderdale with 48 percent of all domestic visitors.

The City of Dania Beach has a five (5) percent market share of Broward County's lodging inventory of 33,400± room/keys. According to the Greater Fort Lauderdale Convention and Visitors Bureau, an additional 1,963 new room/keys will be completed by 2009, a 6 percent growth from 2008. Based on a 2 percent compound annual growth per year through 2030, it is estimated Broward County will add an additional 20,200± room/keys.



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BROWARD COUNTY ESTIMATED LODGINGS ROOM KEYS 2030

| YEAR | BROWARD COUNTY FORECASTED LODGING INVENTORY | ADDITIONAL ROOM/KEYS | PERCENT GROWTH |
|------|---|----------------------|----------------|
| 2008 | 33,400 | | |
| 2009 | 35,363 | 1,963 | 6% |
| 2010 | 36,070 | 707 | 2% |
| 2011 | 36,792 | 721 | 2% |
| 2012 | 37,527 | 736 | 2% |
| 2013 | 38,278 | 751 | 2% |
| 2014 | 39,044 | 766 | 2% |
| 2015 | 39,824 | 781 | 2% |
| 2016 | 40,621 | 796 | 2% |
| 2017 | 41,433 | 812 | 2% |
| 2018 | 42,262 | 829 | 2% |
| 2019 | 43,107 | 845 | 2% |
| 2020 | 43,969 | 862 | 2% |
| 2021 | 44,849 | 879 | 2% |
| 2022 | 45,746 | 897 | 2% |
| 2023 | 46,661 | 915 | 2% |
| 2024 | 47,594 | 933 | 2% |
| 2025 | 48,546 | 952 | 2% |
| 2026 | 49,517 | 971 | 2% |
| 2027 | 50,507 | 990 | 2% |
| 2028 | 51,517 | 1,010 | 2% |
| 2029 | 52,548 | 1,030 | 2% |
| 2030 | 53,599 | 1,051 | 2% |

| | |
|---|--------|
| 2030 Broward County Additional Room/keys Forecasted | 20,199 |
| Dania Beach at 5% Market Share | 1,010 |

Integra-Miami concludes that the Community Redevelopment Area and the City of Dania Beach could attract 5 percent or up to 1,000± room/keys of mid-price chain-affiliated hotels by year 2030. The CRA should target mid-price chain affiliated hotels ranging in Average Daily Rates (ADR) currently ranging up to \$150 a night.

Marine Industry Sector Demand

Integra – Miami’s review of various marine industry studies states continuous growth based upon demand factors for boating users.

Broward County’s percentage share of boat registrations accounts for 32.7 percent of South Florida’s 157,000 registered boats. Broward County boat registrations have increased 1.5 percent from 1997 to year end 2007.

This low percentage increase due to the perception that Broward County is largely built-out of marine waterways and up-lands.

Miami-Dade and Palm Beach’s marine industry has declined due to land use changes from marine usage to residential

causing waterfront property tax pressures as the highest and best use of the land have changed. Overall an exodus of Marine Businesses to other states have taken place.

The market may not be aware that Dania Beach has an abundance of unused waterways and up-lands suitable for expanding the existing marine industry in Dania Beach.

The growth potentials are evident however, Dania Beach’s antiquated bridge and trestle crossings inhibit further development.

The potentials for sustainable growth could be achieved if funding to repair existing bridges with heights that can accommodate larger water vessels.

The City of Dania Beach should consult with Enterprise Florida in regards to tax benefits affiliated with the Marine Industry. Enterprise Florida is a public-private partnership serving as Florida’s primary organization devoted to generate statewide economic development. According to OPPAGA (Office of Program Policy Analysis and Government Accountability) a trend of decreasing boat manufacturing employment in Florida is due largely to the economic incentives offered by other states and their local governments, including tax credits and grants.

RECOMMENDATIONS

A potential for revitalization and redevelopment of the Dania Beach CRA is most evident. The Study area should be master planned with homogeneous identifiable neighborhood districts that will attract and compliment redevelopment of existing and new business and residential uses. Residential and commercial uses integrated with public-governmental facilities can become cohesive employment generators for a new Downtown.

Existing land uses are fragmented, which lessens the potential opportunity for substantial development. Incentives should be provided by the CRA along with County and State entities to further attract developers, business, employment and growth to the Community Redevelopment Area.



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RECOMMENDATIONS

As an attractive urban area of the City of Dania Beach a new downtown, consisting of diverse business and transit oriented residential redevelopment's should be complimentary to public policy as private/public development activities evolve reflecting viable overall redevelopment.

Dania Beach's major marine industry, located on and near the extensive canal network, is underutilized due to the existing bridge barriers and land uses. The City's waterfront areas afford major marine industry expansion opportunities for the City to explore, in addition to the City's potential attraction for tourists and expansion of the marine industry sector.

It is Integra Realty Resources – Miami's opinion that economic and demographic market conditions support the Mellgren Planning Group's redevelopment plan for The of City Dania Beach study area due to its proximity to Broward County's major economic engines, including Ft. Lauderdale – Hollywood International Airport and Port Everglades. An identifiable Downtown Center theme for the area should generate the stimulus for orderly redevelopment. Public works projects, infrastructure and parks, including landscape rights-of-way, would compliment and further identify the area as a place to live and work.

Local, public transportation should be incorporated into the redevelopments plan to alleviate auto transportation dependency to and from employment centers and to retail/commercial centers. Dania Beach Boulevard currently dead ends near the City Hall and this disconnect to I-95 is viewed as negative influence for accessibility to the Downtown Business Area of Dania Beach.

If the City is able to obtain its rightful funding of Tax Increment Financing (T.I.F.), currently going to Broward County under its unique agreement entering into with other municipalities, and receive a fair share of State and Federal grants for redevelopment, then properties within the study area, under the Mellgren Planning Groups proposed plan, should benefit from major revitalization of the urban core areas of the city that would become beneficial to the public sector, private stakeholder sector and the community at large.

Citizens who provided input and attended the charrette workshop meetings in June, 2008 gave prudent insight as to the vision for redevelopment that is within market and economic parameters that can be achieved for the City and citizens of Dania Beach, Florida.

Trends for Downtown Redevelopment

National Redevelopment examples of urban city's that have ailing Commercial Districts have followed a program planning that the City of Dania Beach can employ that includes:

- An enhancement of its community profile. Dania Beach's existing Antique and arts District as well as a focus on the Marine Industry should be the foundation for this component.
- Creation of urban townhomes, low rise apartments in adjacent neighborhoods complements the live-work environment for re-development.
- Destination retail and or life-style entertainment centers provide for a social network in redevelopment.
- Public open space park areas creates the synergism for adjacent land uses to be developed by the private sector.
- Attraction for governmental and public uses attracts the private sectors development for office and mixed retail hotel uses.

These concepts have been successful in creating the critical mass of change that alters the perception of the area for redevelopment. Places like South Miami, Coral Gables in Miami Dade County and Downtown Ft. Lauderdale, Hollywood and Delray Beach are following this urban redevelopment trend.



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RECOMMENDATIONS

The Proposed plan has economic merit for the redevelopment and addresses the enhancement of the following:

- Infrastructure
- Range of housing opportunities
- Preservation and creation of open space for public parks
- Development of a City Center, mixed use neighborhood with transit oriented corridor and locations
- Create Smart Growth redevelopment concepts within blighted neighborhoods.
- Preserve certain neighborhoods single family characters
- Develop design standards and modernize zoning and land use codes.

The Economic benefits accruing to the city and its citizens would finally be realized if the Dania Beach Community Redevelopment Area Plan is implemented.



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

TRANSPORTATION ANALYSIS



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INTRODUCTION

INTRODUCTION

The City of Dania Beach is located in southeast Broward County. The City of Dania Beach is bound by the City of Fort Lauderdale on the north, the City of Hollywood on the south, unincorporated Broward County to the west and the Atlantic Ocean on the east. The City has a rich diversity of residents, including Hispanic, Caribbean, African-American, and non-Hispanic white. Based on the estimates for July 2007 by the United States Census Bureau, 28,288 residents make their home in Dania Beach.



On September 2002, the City established a Community Redevelopment Area (CRA) to promote redevelopment efforts within the blighted areas of the downtown and surrounding properties. The Dania Beach CRA consisted of 506 acres including the Dania Beach downtown and surrounding residential neighborhoods. A Community Redevelopment Plan was adopted in September 2002 to guide future redevelopment within the CRA. The transportation goals of both the Transportation Element of the City's Comprehensive Plan and the CRA Redevelopment Plan include increasing the transportation choices for residents and visitors, mitigating the City's traffic issues, and enhancing the streets for all users.

The City has recently expanded the boundaries of its CRA to include additional areas around the current CRA that could benefit from strategic redevelopment efforts. Consequently, the Community Redevelopment Agency

is revising the Community Redevelopment Plan to incorporate the expanded CRA and provide a new direction for redevelopment within its boundaries. The boundaries of the previously adopted CRA and newly expanded CRA are illustrated in Figure 15. This report incorporates the proposed transportation plan and its crucial elements for the newly expanded CRA. It provides an evaluation of the existing transportation system within the CRA and a summary of recommendations to further the redevelopment direction of the City.

Continued growth in the region is placing a severe strain on the City of Dania Beach's transportation system. Residents perceive increased traffic congestion as compromising their quality of life and adversely impacting the community's sense of place. In addition, the reliance on the automobile as the primary and most convenient mode of transportation overburdens the existing roadway infrastructure and limits the usage of other travel modes including transit, walking and bicycling. There is an increased need to evaluate the strengths and weaknesses of the existing transportation patterns and better coordinate land use and transportation plans to address local mobility issues. The CRA's transportation system needs to serve as a positive asset to the community and its redevelopment efforts.





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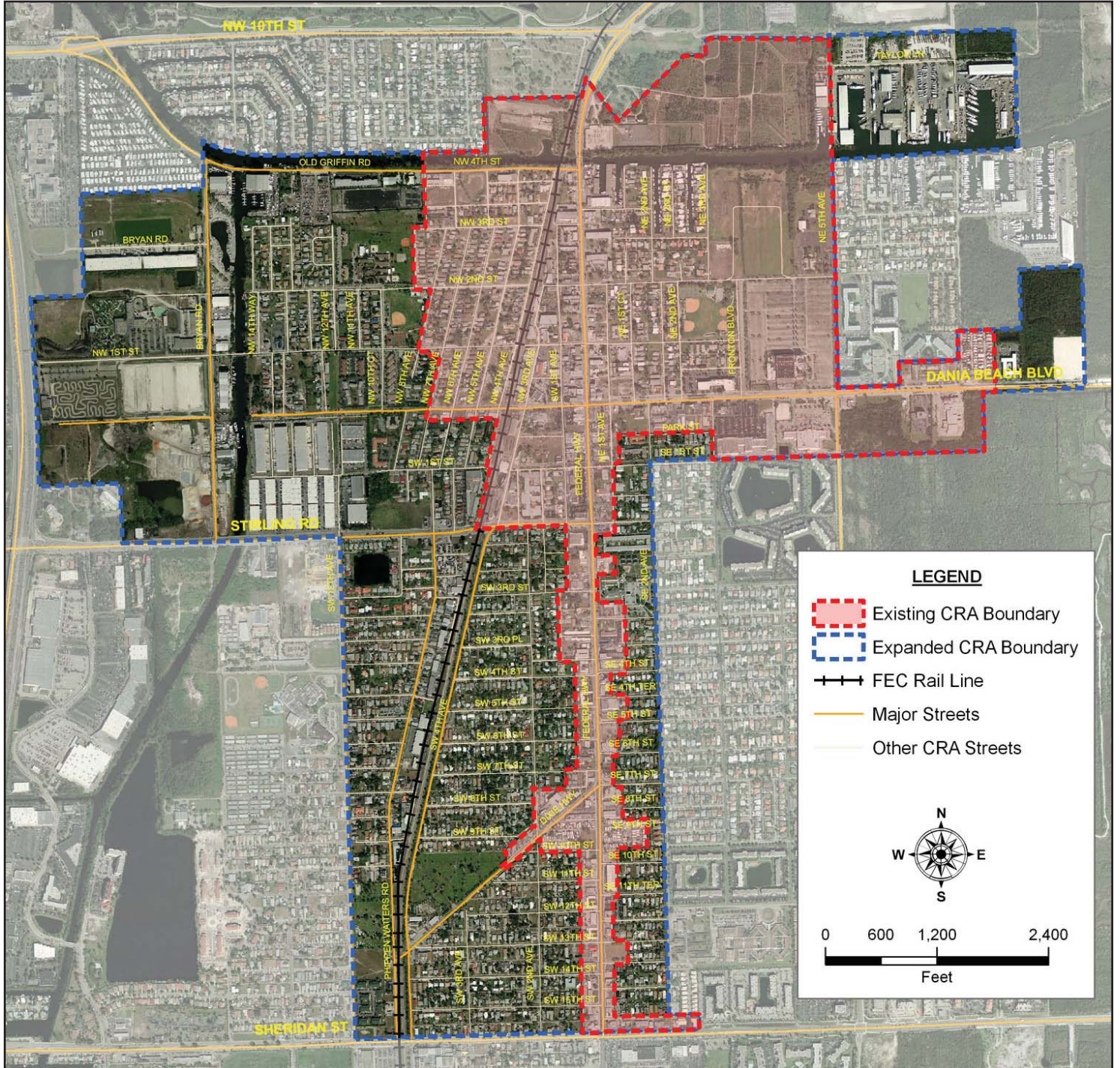


Figure 15: Existing and Expanded CRA Boundary



Importance of the Transportation Network

The transportation network serves as a critical backbone to successful redevelopment in an area. Not only does the transportation network satisfy the traditional needs for access and mobility but the network creates the bones, the skeleton, and the framework for the infrastructure of the community. Investment and implementation in critical transportation infrastructure spurs other redevelopment efforts related to land use and housing.

Smaller block size, tighter street spacing and narrow street widths are all critical components of a successful downtown and a community in general. A good transportation system has the following attributes:

- Interconnected network
- Convenient access to adjacent land uses
- Connectivity to the overall network and other modes
- Multimodal travel options
- Mobility for all modes of transportation
- Urban design elements
- Gateways
- Focal points
- Streetscape Elements

These attributes have been incorporated into the City of Dania Beach transportation plan. The downtown core of the Dania Beach CRA has a very tight and interconnected grid of streets with smaller blocks, as is typical of many older cities. Figures 16 and 17 illustrate a comparison of block sizes in downtown Philadelphia and downtown Dania Beach. Both have a tight grid and shorter block pattern that promotes interconnectivity.

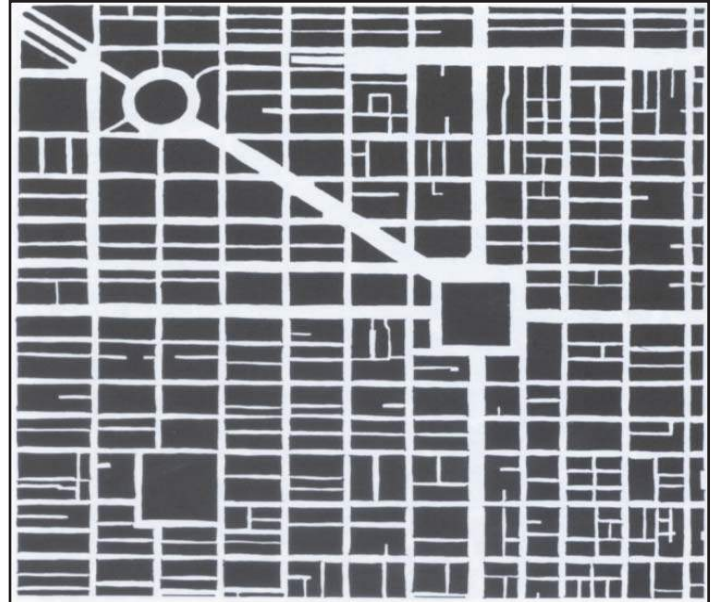


Figure 16: Block Pattern in Downtown Philadelphia

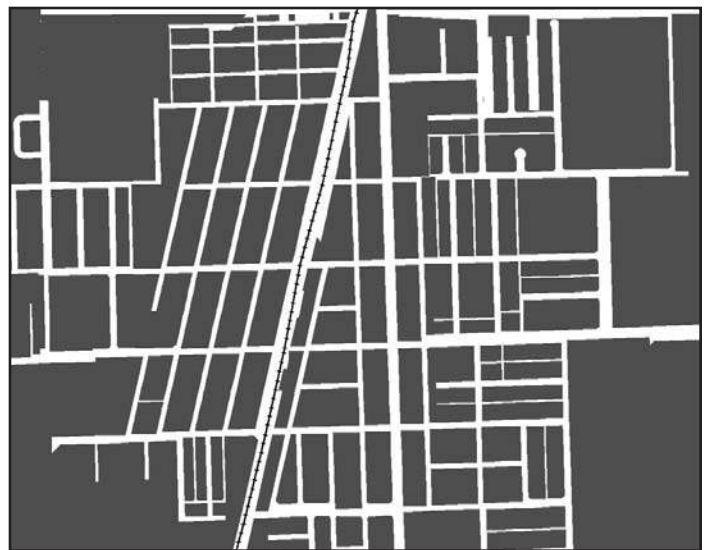


Figure 17: Block Pattern in Downtown Dania Beach



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EVALUATION OF TRANSPORTATION MODES

The CRA Transportation Plan attempts to capitalize on the strengths of the existing transportation network while identifying changes to alleviate network constraints.

EVALUATION OF THE EXISTING TRANSPORTATION MODES

This section presents a snap shot of the existing conditions of the City's transportation system. The transportation system is made up of several modes of transportation including roadways, public transit, bicycle, pedestrian, and waterways. This section evaluates the baseline conditions as of 2008. The information provided is from the best available sources including the City of Dania Beach, Broward County, Broward County Metropolitan Planning Organization, and the Florida Department of Transportation.

The information obtained from the evaluation of existing conditions was used to identify the existing and future mobility needs for the various modes of the City's transportation system. The analysis of existing and future operating conditions of the transportation systems will be used to identify strategies to address the mobility needs of all modes.

The following sections present an analysis of the mobility status for each of the following modes: roadways, transit, bicycling, walking and waterways. For each of the modes, a description of the facilities, assessment of the conditions and identification of needs for improvement are presented.

Roadways

The CRA has excellent regional access through interstates and primary arterials as well as due to its proximity to the Fort Lauderdale/Hollywood International Airport. The CRA also has excellent water access for small vessels due to its network of canals and its proximity to the Atlantic Ocean. There are two principal arterials, three minor arterials, and five collector roadways within the Dania Beach CRA. The two principal arterials include:

- Interstate 95 (western boundary of the CRA)
- US 1 / Federal Highway
The three minor arterials include:
- Dania Beach Boulevard
- Stirling Road
- Sheridan Street

These principal and the minor arterials are maintained by the Florida Department of Transportation. The five collector roadways include:

- Old Griffin Road
- Dixie Highway
- Bryan Road
- NE 5th Avenue
- SW 4th Avenue



Of these five collector roadways Bryan Road and SW 4th Avenue are maintained by Broward County. All other streets within the CRA are maintained by the City of Dania Beach and are considered as local streets.



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EVALUATION OF TRANSPORTATION MODES

Several of these local streets play a very important role in determining future development within the CRA in terms of defining the CRA and providing local connectivity.

- NW/SW 1st Avenue
- Phippen Waiters Road
- SW 2nd Avenue

The signalized intersections within the CRA include:

- US 1 and Old Griffin Road
- US 1 and NW 2nd Street
- US 1 and NW 1st Street
- US 1 and Dania Beach Boulevard
- US 1 and SE 1st Street
- US 1 and Stirling Road
- US 1 and Dixie Highway
- US 1 and SW 13th Street
- US 1 and Sheridan Street
- Stirling Road and Phippen Waiters Road
- Stirling Road and SW 12th Avenue
- Stirling Road and Bryan Road
- Dania Beach Boulevard and Fronton Boulevard
- Dania Beach Boulevard and NE 5th Avenue

The existing roadway network within the CRA is illustrated in Figure 18. There are several east west streets within the CRA that enable distribution of east-west traffic within the CRA. However, north-south travel is limited to fewer streets, specifically US 1/Federal Highway and other minor arterials including Bryan Road, Phippen Waiters Road, and SW 2nd Avenue.

US 1/Federal Highway serves as the central spine of the CRA. It serves as a major north-south travel route not just for travel by the City residents but also as a major route for pass through traffic for travel between Fort Lauderdale and southern Broward County. For the purposes of this Transportation Plan, the existing traffic level of service (LOS) along US 1 within the CRA boundary was evaluated.





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EVALUATION OF TRANSPORTATION MODES



Figure 18: Existing Roadway Network



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EVALUATION OF TRANSPORTATION MODES

Segment Analysis

2007 annual average daily traffic (AADT) counts from the Florida Department of Transportation (FDOT) traffic count program were used for the segment capacity analysis of US 1. For the purposes of the analysis, US 1 was divided into the following segments:

- US 1 between Sheridan Street and West Dixie Highway
- US 1 between West Dixie Highway and Stirling Road

- US 1 between Stirling Road and Dania Beach Boulevard
- US 1 between Dania Beach Boulevard and Old Griffin Road

Table below summarizes the existing level of service on US 1. As summarized in the table, US 1 is currently operating below its adopted level of service standard of D.

| Roadway | Segment | Facility Type | Existing AADT | FDOT LOS B Standard Volume | FDOT LOS C Standard Volume | FDOT LOS D Standard Volume | FDOT LOS E Standard Volume | 2008 LOS |
|---------|---|---------------|---------------|----------------------------|----------------------------|----------------------------|----------------------------|----------|
| US 1 | Sheridan Street to W Dixie Highway | 4LU | 33,835 | 3,895 | 24,700 | 31,065 | 32,775 | F |
| US 1 | West Dixie Highway to Stirling Road | 4LU | 35,855 | 3,895 | 24,700 | 31,065 | 32,775 | F |
| US 1 | Stirling Road to Dania Beach Boulevard | 4LU | 35,855 | 3,895 | 24,700 | 31,065 | 32,775 | F |
| US 1 | Dania Beach Boulevard to Old Griffin Road | 4LU | 36,865 | 3,895 | 24,700 | 31,065 | 32,775 | F |

Note: 4LU - Four-lane undivided

Existing (2008) Traffic Conditions



Intersection Capacity Analysis

Weekday A.M. (7:00 A.M. to 9:00 A.M.) peak period and P.M. (4:00 P.M. to 6:00 P.M.) peak period turning movement counts were collected on May 29, 2008 (Thursday) at the following intersections:

- US 1 and Old Griffin Road
- US 1 and Dania Beach Boulevard
- US 1 and Stirling Road

- US 1 and West Dixie Highway
- US 1 and Sheridan Street

The volumes were collected at 15-minute intervals and the peak hour was determined for each intersection. The appropriate FDOT peak season conversion factor of 1.1.4 for the week of May 29 was applied to the traffic counts to adjust the traffic to peak season volumes.

Figures 19 and 20 present the existing turning movement volumes at the study intersections during a weekday A.M and P.M. peak hour respectively.



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EVALUATION OF TRANSPORTATION MODES

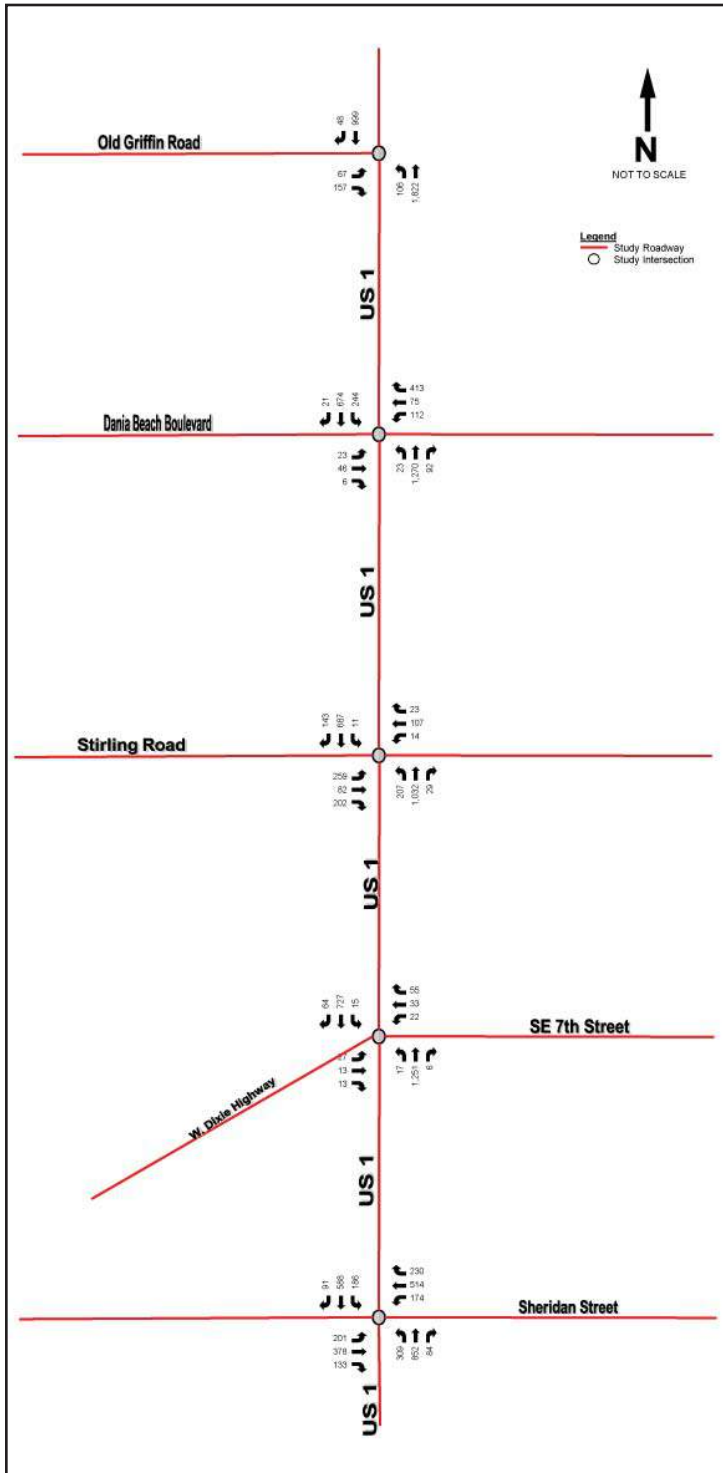


Figure 19: Existing A.M. Peak Hour Traffic Conditions

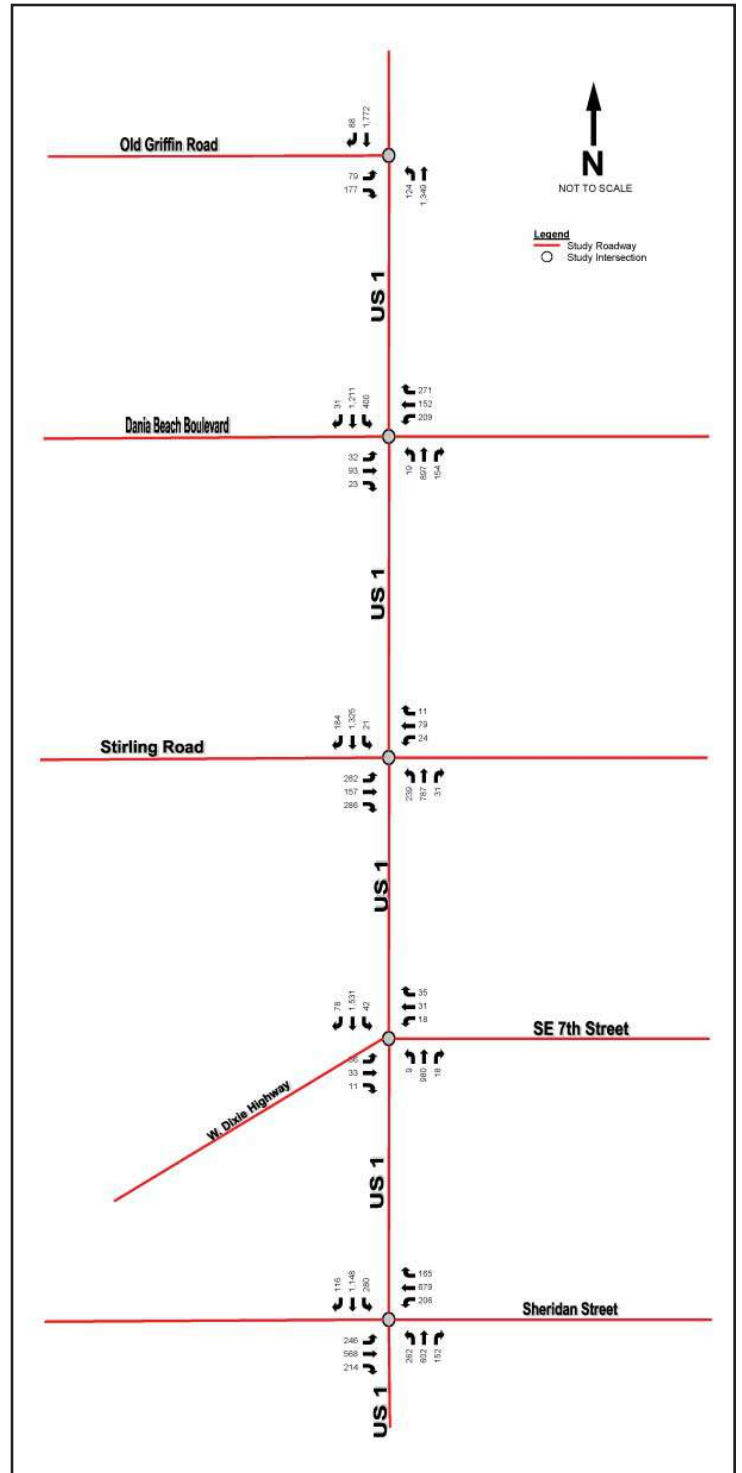


Figure 20: Existing P.M. Peak Hour Traffic Conditions



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The existing traffic operating conditions for the intersections along US 1 in the study area were analyzed using Trafficware's SYNCHRO 6.0 Software, which applies methodologies outlined in the Highway Capacity Manual, 2000 Edition.

A summary of the intersection analyses for the A.M. peak hour is shown in table below. All the study intersections are currently operating at level of service D or better during the A.M. peak hour. Several of the approach segments are operating at level of service E.

A summary of the intersection analyses for the P.M. peak hour is shown in table below. All the study intersections are currently operating at level of service D or better during the P.M. peak hour with the exception of US 1 and Sheridan

Street which is currently operating at level of service E. Several of the approach segments are also operating at levels of service E or F.

This analysis has addressed existing traffic conditions along US 1 in the City of Dania Beach. Based on the results of the analysis, the following is concluded:

- All study intersections along US 1 are currently operating at level of service D or better during the A.M. and P.M. peak hour conditions, with the exception of US 1 and Sheridan Street which is operating at level of service E during the P.M. peak hour conditions.
- All study area (US 1) roadway segments are currently operating at level of service F.

A.M. Peak Hour intersection Capacity Analysis

| Intersection | Traffic Control | Overall LOS/Delay | Approach LOS | | | |
|--------------------------------|-----------------|-------------------|--------------|----|----|-----|
| | | | NB | SB | EB | WB |
| <i>Existing Conditions</i> | | | | | | |
| US 1 and Old Griffin Road | Signalized | A (8.9s) | A | A | E | N/A |
| US 1 and Dania Beach Boulevard | Signalized | C (26.0s) | C | B | E | D |
| US 1 and Stirling Road | Signalized | C (30.8s) | B | C | E | E |
| US 1 and West Dixie Highway | Signalized | B (12.8s) | B | A | E | E |
| US 1 and Sheridan Street | Signalized | D (42.4s) | C | C | E | E |

P.M. Peak Hour intersection Capacity Analysis

| Intersection | Traffic Control | Overall LOS/Delay | Approach LOS | | | |
|--------------------------------|-----------------|-------------------|--------------|----|----|-----|
| | | | NB | SB | EB | WB |
| <i>Existing Conditions</i> | | | | | | |
| US 1 and Old Griffin Road | Signalized | B (13.7s) | A | B | E | N/A |
| US 1 and Dania Beach Boulevard | Signalized | C (32.3s) | D | C | E | D |
| US 1 and Stirling Road | Signalized | D (47.0s) | C | D | F | F |
| US 1 and West Dixie Highway | Signalized | A (9.6s) | A | A | E | E |
| US 1 and Sheridan Street | Signalized | E (63.0s) | E | E | E | D |



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Public Transit

Public transit service within the Dania Beach CRA is provided through fixed route bus service operated by Broward County Transit (BCT) and community bus service operated by the City. In addition, BCT also operates a community shuttle service and demand response service within the CRA. Regional rail transit service in the City is provided by the South Florida Regional Transportation Authority. Tri-Rail is accessible within Dania Beach via stations in conjunction with the Ft. Lauderdale/Hollywood International Airport.

Fixed Route Transit

There are currently six regional fixed transit routes operating within the CRA, including:

- Route 1 operates along US 1/ Federal Highway throughout the length of the CRA. The route provides north-south service from Aventura Mall to Broward Central Terminal.
- Route 4 operates along Dania Beach Boulevard, NW 1st Street and to the Dania Beach/Fort Lauderdale Airport Tri-Rail station.

- Route 6 operates along Stirling Road within the CRA and connects to Broward County Line to the south and Broward Central Terminal to the north. Also serves the Dania Beach/Fort Lauderdale Airport Tri-Rail station.
- Route 12 operates mostly along Sheridan Street, Davie Road, and Nova Drive from North Beach Park to West Regional Park. Also serves the Sheridan Street Tri-Rail station.
- Route 16 operates mostly along Stirling Road from Dania Beach City Hall to Pembroke Lakes Mall. Also serves the Dania Beach/Fort Lauderdale Airport Tri-Rail station.
- Route 55 operates mostly north south along US 1 within the City of Dania Beach from Young Circle to Broward Central Terminal.

The existing BCT transit routes and the Dania Beach community bus routes within the CRA are described in table below and are illustrated in Figure 21.

Route information on the six regional BCT routes is provided below.

| Route No | Service Area | Weekday | | Saturday | | Sunday | |
|----------|--|----------------------|---|----------|----------------------|----------|----------------------|
| | | Headways | Service Timings | Headways | Service Timings | Headways | Service Timings |
| 1 | US 1, Broward Central Terminal, Aventura Mall | 15 – min 30 – min | 5.00 a.m – 6.00 p.m 6.00 p.m – 12.00 a.m | 30 – min | 5.00 a.m – 12.00 a.m | 30 – min | 8.00 a.m – 9.30 p.m |
| 4 | Dania Beach Blvd., NW 1 st Street, Dania Beach Tri-rail Station | 45 – min | 5.15 a.m – 11.50 p.m | 45 – min | 6.00 a.m – 10.40 p.m | 45 – min | 8.15 a.m – 8.50 p.m |
| 6 | Stirling Rd, Dania Beach Tri-rail Station, Broward Central Terminal | 30 – min | 5.20 a.m – 9.55 p.m | 40 – min | 5.20 a.m – 9.50 p.m | 60 – min | 9.05 a.m – 8.45 p.m |
| 12 | Sheridan St., Stirling Rd., Sheridan Street Tri - Rail station | 45 – min | 6.00 a.m – 8.00 p.m | 60 – min | 6.00 a.m – 8.15 p.m | 60 – min | 10.00 a.m – 7.45 p.m |
| 16 | Stirling Road, Dania Beach City Hall, Dania Beach Tri-rail Station | 30 – min | 6.00 a.m – 10.20 p.m | 60 – min | 6.00 a.m – 9.50 p.m | 60 – min | 10.00 a.m – 6.50 p.m |
| 55 | US 1, Broward Central Terminal | 40 – min | 5.15 a.m – 9.20 p.m | 60 – min | 5.35 a.m – 9.05 p.m | 60 – min | 8.55 a.m – 7.25 p.m |

Existing BCT Transit Routes and Community Bus Routes



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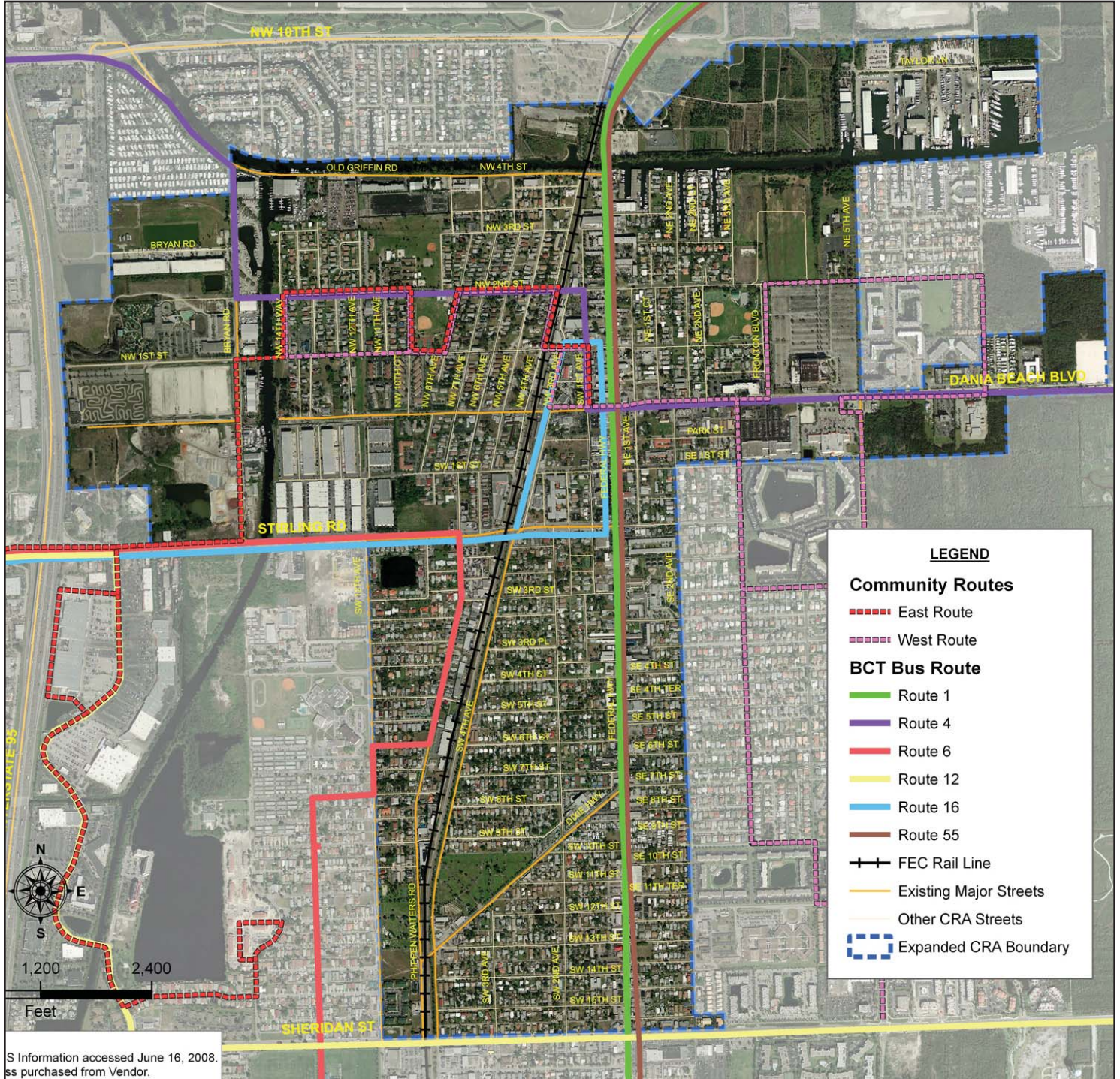


Figure 21: Existing Transit Map



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Community Bus Service

The City provides a free community bus service in coordination with BCT that is designed to increase the number of destinations within city limits that residents can access through public transit. It provides intracity bus service from neighborhoods to local destinations, including shopping centers, medical facilities, community centers, parks, the municipal beach, and BCT transfer locations. The community bus routes connect to BCT fixed routes, transfer stations and the regional transit service Tri-Rail. The buses are wheelchair accessible and equipped with bike racks.

There are two community bus routes – Dania Beach “East” Route (Route 4) and Dania Beach “West” Route (Route 17). The “East” route primarily operates within the CRA and the “West” route operates primarily to the west of the CRA with a small overlap to the “East” route within the CRA at the Dania Beach City Hall. The routes form a loop from the Dania Beach City Hall. The routes operate from Monday through Saturday. The “East” route operates from 9.00 a.m. to 5.50 p.m. with one hour headways with seven stops within the CRA. The “West” route operates from 9.00 a.m. to 5.30 p.m. with one hour headways with two stops within the CRA. These routes are also illustrated in Figure 7.

BCT pays an annual stipend to assist in the maintenance and operation of the vehicles. The mini buses have a capacity of accommodating 16 passengers. The City staff work closely with BCT and citizens to design route alignments and operating characteristics. The Community Bus Service, while a fixed route facility, can be modified by the City based on citizen user demand and capacity. The City periodically evaluates the Community Bus System in conjunction with BCT to assess ridership rates and identify system improvements.

Demand Response Transit

Broward County funds and administers the Transportation Options Program (TOPS), which provides door-to-door service, upon request, to residents who are transportation

or economically disadvantaged, for several specific trip purposes. The Mass Transit Division reports that in 1997 there were approximately 164 privately operated taxi and limousine companies registered in Broward County. These companies have licensed vehicles with capacities of eight passengers or less.

Tri-Rail Regional Transit Service

In addition, to the regional BCT transit service, regional rail transit service is provided by the South Florida Regional Transportation Authority from Palm Beach County to Miami-Dade County. The Tri-Rail corridor is a designation public transit corridor operating in Dania Beach. The Tri-Rail corridor travels through the City of Dania Beach along the west side of I-95. The Fort Lauderdale Airport/ Dania Beach Tri-Rail station is located at the southwest corner of I-95 and Griffin Road. The station is located outside the Dania Beach CRA but within the municipal limits of the City.

Bicycle Infrastructure

The availability of bicycle facilities plays an important role in the City’s transportation system. Bicycling is one of the most efficient modes for shorter local trips. The availability of bicycle facilities plays an important role in encouraging the use of bicycle as a travel option. In communities that have a good bicycle network, a considerable share of shorter vehicular trips is satisfied by bicycle trips. Benefits associated with bicycling are similar to walking and include the ability to ease traffic congestion, increased personal health/recreation opportunities, and a reduced need for automobile parking facilities. In order to be considered a realistic transportation option conditions need to be favorable for bicycling and facilities need to be available. Additionally, bicycling offers the potential for recreation and positively contributes to the health of the residents.

Currently there are no designated bicycle facilities within the City of Dania Beach. There are several corridors that have wide outside lanes or paved shoulders that are utilized by skilled cyclists, but classifying them as bicycle facilities is not appropriate. Many of the local streets within the CRA are



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Currently BCT and Tri-Rail have provisions for carrying bicycles on the buses and trains. The BCT buses are equipped with racks on the front to accommodate two bicycles. This extends the range of a person using transit by providing opportunities to combine bicycle and transit trips. However, opportunities for storing bicycles at BCT transfer points and Tri-Rail stations are currently limited. The SFRTA is currently implementing improvements at several Tri-Rail stations, including the Dania Beach Tri-Rail station, with bicycle racks and lockers and more convenient pedestrian connections from the station to the adjacent roadway network.

Pedestrian Infrastructure

The availability of pedestrian facilities and associated infrastructure plays an important role in the CRA's transportation system. Benefits associated with walking include the ability to ease traffic congestion, increased personal health/recreation opportunities and a reduced



need for automobile parking facilities. In order to be considered a realistic transportation option, conditions need to be favorable for walking including a comfortable environment, continuous sidewalks, convenient access, and connectedness.

The Dania Beach CRA has good sidewalk coverage. The majority of streets within the residential neighborhoods and some commercial portions of the downtown have sidewalks on both sides of the street. There are relatively few roads within the City that do not have sidewalks. The City continues to increase its sidewalk coverage with the continuing goal of constructing all missing sidewalk segments. The existing sidewalk network within the CRA is illustrated in Figure 23.



In spite of the sidewalk coverage, walking accounts for a very small percent of travel in the CRA due to several reasons. Most of the sidewalks are narrow, discontinuous and contain obstacles to walking and wheelchair maneuvering. Many of the sidewalks have uneven surface and are poorly maintained with evidence of cracking, rutting and holes. Along major roadways including US 1, Dania Beach Boulevard and Stirling Road, the sidewalks are located very close to the roadway exposing pedestrians to high volumes of traffic at close proximity, thus compromising the pedestrian environment. These factors negatively impact the pedestrian quality/level of service.



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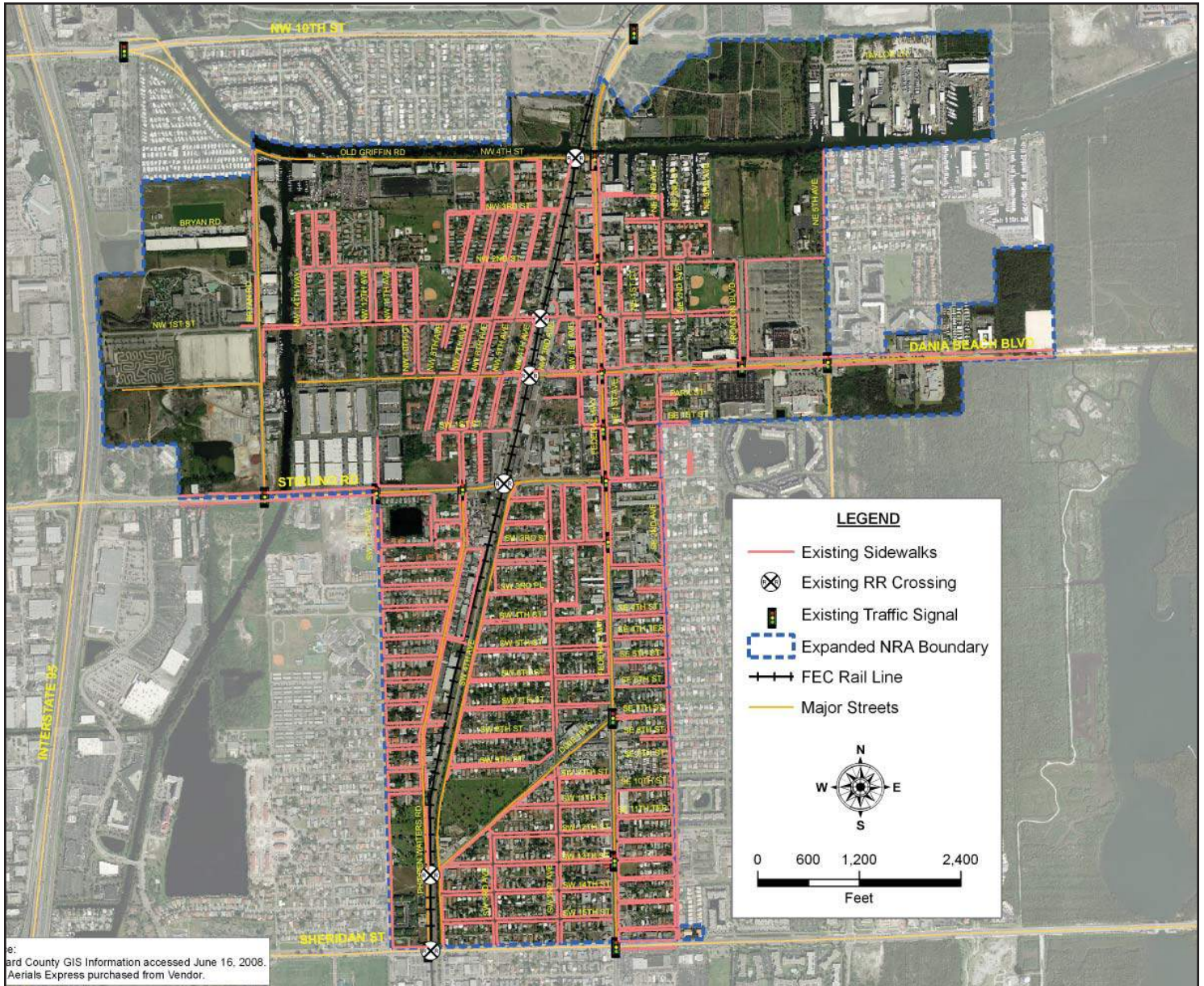


Figure 23: Existing Sidewalk Network within the CRA



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Waterways

The CRA also has excellent water access due to its proximity to the Atlantic Ocean. There are several deep access waterways traversing the CRA, including the Dania Cut-off Canal, also known as the Dania Beach Waterway and the C-10 Canal. There are also several bridges located within the CRA that cross these major canals including:

- US 1 bridge at the Dania Beach Waterway
- FEC Railroad bridge at the Dania Beach Waterway
- NW 1st Street bridge at the C-10 Canal
- Stirling Road bridge at the C-10 Canal



The overall conclusion of the transportation system analysis is that the Dania Beach CRA needs to strive for a comprehensive multimodal transportation system providing facilities for all modes of transportation. The major mobility issue in the CRA from the perspective of residents is the increasing motor vehicle traffic congestion on the roadways particularly during peak travel periods. However, in order to ensure future mobility, the CRA needs to focus on the pedestrian, bicycle and transit modes. Increased walking and bicycling reduces the number of shorter distance vehicular trips. The increase in use of transit reduces longer vehicular trips which has a direct impact on reducing traffic congestion by reducing the number of vehicles on the roadway.



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REVIEW OF OPPORTUNITIES AND CONSTRAINTS FOR A REDEVELOPMENT-SUPPORTIVE FUTURE TRANSPORTATION SYSTEM

As identified in previous section, there is a need to promote walking, bicycling, and transit as viable modes of transportation in order to promote the redevelopment and economic goals of the CRA. The City and the CRA recognize that continuing to focus only on expanding the roadway infrastructure to accommodate vehicular demand is neither financially feasible nor is it a sustainable solution to transportation problems. The development of a supportive transit, bicycle and pedestrian infrastructure is a crucial first step in maintaining future mobility within the CRA and support redevelopment.

As explained in previous sections, the City of Dania Beach has several strengths from a transportation perspective, such as tight grid, smaller block size, excellent regional access, rail infrastructure, and water access. These strengths offer several opportunities for strengthening the transportation network. Similarly, there are also some constraints that currently limit the potential for redevelopment and hence need to be resolved to further the redevelopment goals.

Based on the community visioning process, discussions with the CRA and City Staff and evaluation of the existing transportation system, the following opportunities and constraints have been identified that serve as crucial considerations for developing the CRA Transportation Plan.

Opportunities within the CRA

Opportunity 1: Downtown City Center

The CRA's downtown core offers an excellent opportunity for development of a downtown City Center that would serve as the heart of the redevelopment area. The area is already designated as the Downtown Transit Oriented District (TOD) Overlay and has many of the strengths of a successful downtown. There is an opportunity to shift the

downtown focus from US 1 to NW 1st Avenue, which is a lower volume pedestrian-friendly corridor.

Opportunity 2: Potential FEC Station Location in Dania Beach

The South Florida East Coast Coalition (SFECC) is currently evaluating the potential for locating a transit station on Dania Beach Boulevard for the future FEC commuter rail service. The station will be of particular significance and will





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support the uses within the Downtown City Center. This is an excellent opportunity for the CRA and will further the objective of the downtown TOD overlay.

The potential station locations were investigated for their transit supportive land use and development pattern as prescribed by the Federal Transit Administration's (FTA) Alternatives Analyses Study process. In addition to the FTA criteria, other criteria that evaluate the ingredients for successful transit-oriented development were used to determine station suitability. The criteria used in the study are listed below:



The SFECC Transit Analysis Study was undertaken to evaluate the FEC rail corridor's land uses and develop a methodology for determining station area suitability along the 85-mile Florida East Coast Railway Corridor from Tequesta to Downtown Miami. The goal of the study is to determine the feasibility of providing passenger and freight service within the SFECC study area while also analyzing the various transit alternatives and available routes. One of the station area study sites included a potential station within the Dania Beach CRA on Dania Beach Boulevard.

- Existing Land Use
 - Development density and intensity within a ½ mile radius (including trip generations, population...)
 - Character and existing conditions of the corridor and station area
 - Pedestrian Quality in the station area (including ADA)
 - Present parking supply of station and corridor
- Transit Supportive Plans and Policies
 - Growth Management:
 - Focus of development around established activity centers and regional transit (ie: urban service boundary enforcement)
 - Conservation of land
 - Transit Supportive Policies
 - * Use of plans and policies to intensify development within the station and within the corridor
 - * Conceptual plans identifying the stakeholders – local comprehensive plans and capital improvement programs
 - * Overall revamp of plans/policies to improve transit nature of the station area, while improving the pedestrian facilities
 - Supportive Zoning Regulations Near Transit Station
 - Land Use Policy Implementation Tools
 - * Financial incentives, outreach programs...
- Performance and Impacts of Policies
 - Performance of Land Use Policies
 - Illustrated cases of development affected by



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transit supportive policies, successes of other projects.

- Station area development proposals and status.
- Potential Impact of Transit Investment on Regional Land Use
 - * Environment, historic preservation...
 - * Adaptability and/or projected growth
 - * Economic conditions
- Other Land Use Considerations
 - Provides opportunities to augment the FTA Guidelines by adding factors and criteria that are not included but could potentially impact

Based on the evaluation of the criteria identified in the SFECC Study, the potential station location at Dania Beach Boulevard received a medium score of 2.73. The scoring range was between 0 and 5. The Dania Beach CRA lies within the ½ -mile study area of the potential station site. Based on the results of the Study, it can be inferred that there are several transit supportive improvements that can be implemented within the transit station capture area of ½-mile to enhance the transit, walking and bicycle experience of potential transit users and improve the SFECC score.

Opportunity 3: Access to Waterways

The CRA has excellent deep water access with the several canals and waterways traversing the City. One of the primary economic goals of the CRA includes expansion of the marine industry and attracting marine business to establish within the CRA. With the implementation of the Redevelopment Plan, the CRA's transportation network will need to explore the potential for increased water access.

Opportunity 4: Comprehensive Parking Strategy

The City's tight grid downtown and shorter block sizes offer the opportunity to develop a comprehensive parking strategy in support of redevelopment goals. Strategic parking locations within the CRA core will support mixed uses within downtown, encourage shared parking amongst

uses and cater to uses with demands during different times of the day.

Opportunity 5: Comprehensive Bicycle and Pedestrian Strategy

The CRA redevelopment efforts of reviving the downtown, increasing marina access and increasing interconnectivity offers the opportunity to develop a comprehensive bicycle and pedestrian network throughout the CRA to be supportive of the automobile and transit use as well as improve recreational opportunities.

Constraints within the CRA

Constraint 1: Existing Street Closures

The street closures within the CRA limit connectivity and access to the remainder of the transportation system. The limitation in interconnectivity and access creates additional burden on certain streets while underutilizing the capacity of the ones that are closed. Figure 24 illustrates all the street closure locations within the CRA.

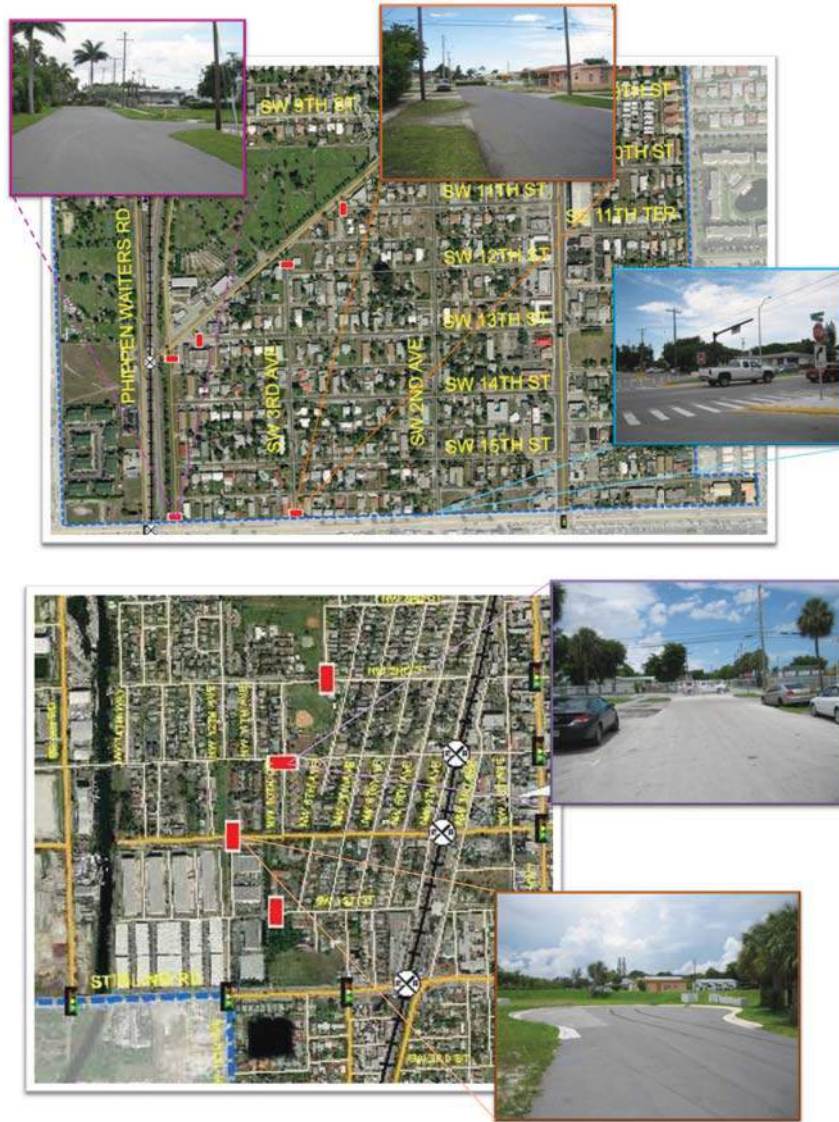
There are several street closures within the residential neighborhoods of the CRA, limiting connectivity and access to the remainder of the transportation system. These street closures were implemented as crime prevention/reduction measures within the neighborhoods. While the residents believe that there has been a significant reduction in crime resulting from the implementation of the street closures, the limitation in interconnectivity and access creates an imbalance in the vehicular carrying capacity of certain streets over others.



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Figure 24: Existing Street Closures within CRA



Constraint 2: Traffic Congestion along US 1

US 1/Federal Highway acts as the central north-south spine of the CRA and acts as the central retail corridor. Due to its role as a regional arterial, the nature of the built environment, limited right-of-way and higher traffic volumes, it does not offer the potential to function as a downtown street.

As explained in previously, US 1/Federal Highway is the primary north-south roadway within the CRA which provides regional connection for traffic traveling between Fort Lauderdale to the north and Miami to the south. It

- Riviera Beach ~ 30,500 vpd
- Boca Raton ~ 23,000 vpd
- Fort Lauderdale ~ 35,000 vpd

It is difficult for the city to manage level of service on US 1 because of its role of carrying traffic through Dania Beach and of serving longer trips oriented towards county-wide or even regional trip purposes. There is an avoidable paradox that all cities along US 1 must deal with:

- If local growth management decisions are instituted to reduce traffic on US 1 then excess capacity becomes available for more long distance trips not related to the city.
- If more local traffic is added to US 1 from development within the city then more of the longer distance trips may reroute to alternative corridors.

In either case, the traffic expected on US 1 remains fairly constant. Nonetheless, this shouldn't be considered a major constraint. Redevelopment within the CRA should continue in spite of conditions on US 1.

Constraint 3: Limited Bridge Heights

There are several bridges located within the CRA that because of their limited height limit the size of boats that can access the waterways within the CRA. For example, the existing bridge of US 1/Federal Highway over the Dania Cut-off Canal serves as the entryway to the Dania Beach CRA. This bridge is relatively narrow in width compared to the rest of the roadway and creates a bottleneck for traffic during peak hours. Due to the proximity of the CRA to the ocean and the waterways and the existing marine related uses, one of the primary economic goals of the CRA includes expansion of the marine industry and attracting marine business to establish within the CRA.



is the major regional route to the east of Interstate 95. US 1 is currently operating at level of service F against its adopted level of service of D. The average traffic volume on US 1 within Dania Beach is approximately 35,000 vehicles per day (vpd) which is consistent with traffic volumes on US 1 within Palm Beach County and Broward County including:



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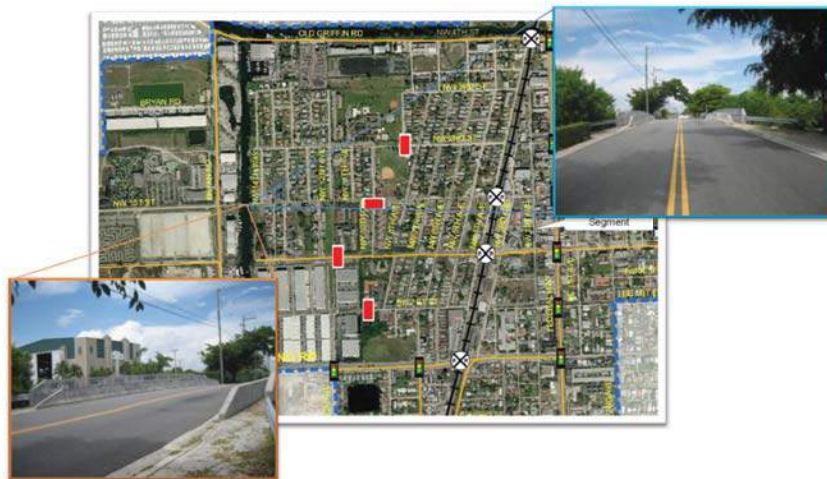
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Currently the expansion of marine industry is limited by the size of boats that can enter the waterways within the City. The height of the Federal Highway/Dania Cut-off Canal bridge is approximately 15' at low tide.

are limited by size of boats that can be navigated under the existing bridge. The Dania Beach Transportation Plan will explore potential opportunities for the bridge to allow for larger sized boats to access the City's waterways.

The existing bridge of NW 1st Street is the one of the few east west connections south of Old Griffin Road over the Dania Cut-off Canal. The height of the NW 1st Street bridge is approximately 10' – 12' at low tide. There are a few marine based businesses located on Bryan Road that





PROPOSED TRANSPORTATION NETWORK

Based on the evaluation of the existing transportation system and the critical opportunities and constraints and resulting considerations summarized earlier, the proposed CRA transportation network plan has been developed. The CRA Transportation Plan contains key transportation investments and improvements that will provide the impetus for future redevelopment efforts. The CRA Transportation Plan is expected to be supportive of the redevelopment goals of the CRA and promote a multimodal transportation system in the future.

The evaluation of the existing transportation system offered a snapshot of the mobility conditions for the various transportation modes within the CRA. Several transportation recommendations were developed based on the review of the existing system. The outcome from the community involvement efforts and the subsequent redevelopment vision offered opportunities and constraints relative to the future redevelopment of the CRA. Additional recommendations were developed based on the identified opportunities and constraints. This resulted in comprehensive redevelopment transportation strategies that are summarized below:

- A. Create a network supportive of the Downtown City Center Plan
 - 1. Convert NW 1st Avenue into the new downtown street
 - 2. Improve walkability within the City Center
- B. Increase roadway network connectivity and access
 - 1. Extend Dania Beach Boulevard to Bryan Road
 - 2. Reconsider existing street closures
 - 3. Enhance connections around Jai Alai
 - 4. Provide access to the northeastern area of the CRA
- C. Adapt roadway network to encourage marine industry
 - 1. Realign Old Griffin Road
 - 2. Raise bridge heights to allow for larger vessels
- D. Enhance transit opportunities
 - 1. Improve existing transit service
 - 2. Enhance transit feasibility for a potential FEC station
- E. Strengthen pedestrian and bicycle infrastructure

- 1. Improve pedestrian infrastructure
- 2. Implement Future Bicycle Network when feasible with other roadway improvements

F. Increase parking availability

- 1. Locate parking garages at strategic locations within the CRA Core

These above-mentioned strategies are explained in further detail in this section along with specific implementation action items. It should be noted however, that many of them warrant a more in-depth analysis and identification of objectives and policies to achieve them. The proposed future CRA network is illustrated in Figure 25.



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Figure 25: Proposed CRA Network



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A. Create new City Center and improve walkability through improved street design criteria

The Dania Beach CRA Plan charette identified the triangular area bounded by Dania Beach Boulevard to the south, US 1/Federal Highway to the east and the FEC rail line to the west as an area for redevelopment into a new downtown City Center. Currently, US 1/Federal Highway serves as the downtown corridor through the Dania Beach CRA with retail and commercial developments located on either side. With the potential redevelopment of the City Center, NW 1st Street is expected to become the primary downtown street in the CRA. In order to create a future transportation network that is supportive of the Downtown City Center Plan, the following implementation items are recommended:

1. Convert NW 1st Avenue into the new downtown street
2. improve walkability within the City Center

Convert NW 1st Avenue into the New Downtown Street

The currently one-way segment of NW 1st Avenue between Dania Beach Boulevard and NW 1st Street is recommended to be converted to a two-way street to allow it operate as a downtown street.

NW 1st Avenue currently has a 40' right-of-way. It is anticipated that as redevelopment occurs the CRA will require property owners to provide sidewalk easements in order to provide wider sidewalks to support the potential retail developments along NW 1st Avenue. The typical sections for NW 1st Avenue are illustrated in the Engineering Analysis section of this Plan.

NW 1st Avenue will serve as a lower volume, pedestrian friendly, and visually stimulating downtown street providing convenient access to mixed use developments within the new City Center.





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Improve walkability within the City Center

There is potential for location of a passenger rail station along the FEC rail corridor at Dania Beach Boulevard. Based on the South Florida East Coast Corridor (SFECC) Transit Analysis Study, Dania Beach received a medium score (2.73) for transit feasibility based on an evaluation of transit supportive land use patterns. The City and the CRA should work in coordination with regional agencies to attract the commuter rail station at the Dania Beach Boulevard location. Improving the feasibility of station location will largely depend on the nature of development and pedestrian environment within the station capture area. Generally 1/2-mile is considered as the capture area for a rail station.

The quality of the pedestrian environment around a transit station is a crucial determinant of the success of a rail transit system. The walkability within the 1/2-mile transit capture area was evaluated under the existing CRA Transportation Network and the Proposed Transportation Network. The existing CRA Transportation Network calls for bifurcation of US 1 to create a pair of one-way streets. The proposed Transportation Network recommends the creation of a downtown street along NW/SW 1st Avenue, leaving Federal Highway unchanged from its current configuration and creation of high quality pedestrian environment within the City Center. Figures 26 and 27 illustrate the difference in high quality pedestrian environment between the two scenarios. The proposed transportation network will result in approximately 22,800 feet of high quality pedestrian streets within the transit capture area compared to the existing CRA plan with approximately 16,880 feet of high quality pedestrian streets.



Figure 26: Pedestrian Connectivity Under Existing CRA Plan



Figure 27: Pedestrian Connectivity Under Proposed CRA Plan



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B. Increase roadway network connectivity and access

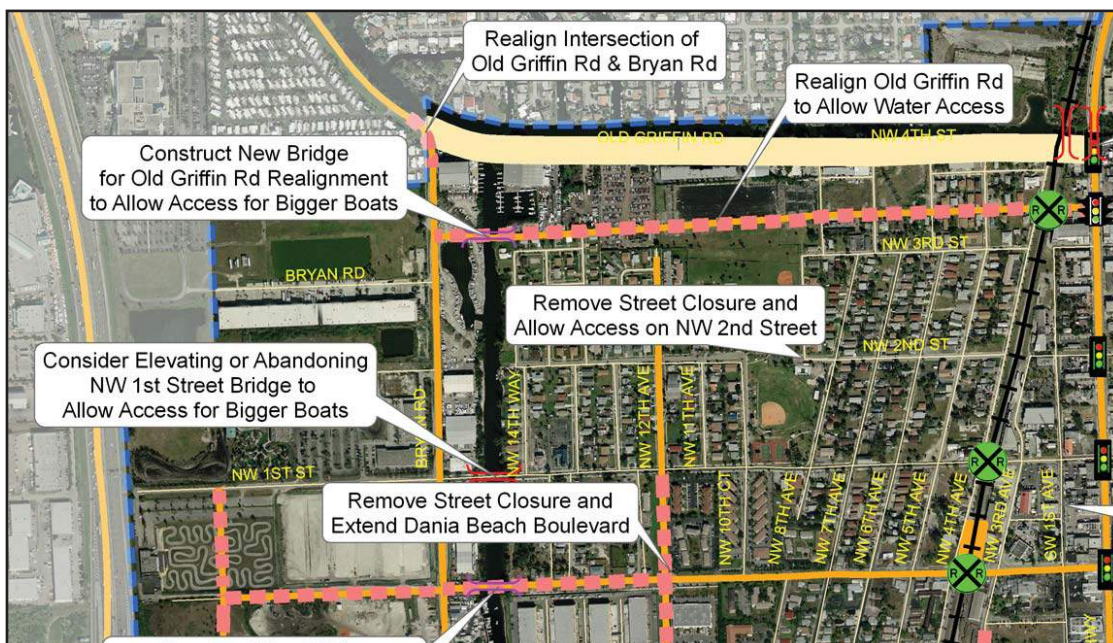
The existing transportation network within the Dania Beach CRA is made of a fine grid network of streets with smaller block sizes. However, as discussed earlier, interconnectivity in the street network is sometimes limited due to street closures and discontinuity in the street and sidewalk network. One of the overall recommendations for the future transportation network is to promote interconnectivity so that the advantages of the grid network can be fully realized. An effective interconnected network with properly planned access to adjacent land uses will promote the redevelopment goals of the CRA. To that end, the following implementation items are recommended:

1. Extend Dania Beach Boulevard to Bryan Road
2. Reconsider existing street closures
3. Enhance connections around Jai Alai
4. Provide access to the northeastern area of the CRA

Extend Dania Beach Boulevard to Bryan Road and Remove Existing Street Closure

Dania Beach is the primary east-west corridor within the downtown CRA and forms the southern boundary of the proposed City Center. Currently Dania Beach Boulevard is a four-lane Boulevard to the east of US 1/Federal Highway with an 80' right-of-way. It narrows down to a two-lane road on a 50' right-of-way to the west of Federal Highway. Currently Dania Beach Boulevard is a discontinuous roadway to the west of the FEC rail line. It is closed west of SW 12th Avenue for approximately 300' and then continues west and ending at the Dania cut-off canal. It again continues as a short segment west of Bryan Road and stops approximately 250' east of Interstate 95.

In order to support the redevelopment goals of the CRA, it is recommended that Dania Beach Boulevard be extended as a continuous east-west corridor to Bryan Road. Dania Beach Boulevard will serve as a gateway to the CRA through incorporation of community signage, active retail establishments and a pedestrian friendly corridor.





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Reconsider Street Closures

Several street closures have been implemented within the CRA over time to prevent occurrence of crime within residential neighborhoods. However, street closures limit connectivity and access to the remainder of the transportation system by disrupting the grid network. It forces traffic on certain roadways thus reducing choices for alternate routes. Street closures tend to create winners and losers within the same residential neighborhood. While residences along certain corridors experience higher traffic and noise levels, some streets serve as private streets with minimal traffic.

While residents believe that street closures result in a significant reduction in crime, the limitation in interconnectivity and access can create bottlenecks in the transportation network. Some research shows that street closures can create an environment that supports crime by providing escape routes for the criminals making it difficult for law enforcement officials to pursue. Street closures create additional burden of certain streets while underutilizing the capacity of the ones that are closed.

It is recommended that the CRA undertake a study on the effectiveness of street closures in reducing crime rates within the City to determine if street closures are warranted. It is recommended that the existing grid network within the CRA be restored and maintained to the maximum extent feasible.

Enhance Connections around Jai Alai

As part of the proposed Jai Alai development, a portion of NE 2nd Street just north of the existing Jai Alai parking lot is proposed to be realigned as indicated in Figure 28. The realignment was intended to discourage additional through traffic within the neighborhood due to the proposed Jai Alai expansion. A portion of the NE 2nd Street right-of-way has been abandoned in exchange for the proposed realignment. It is also anticipated that Fronton Boulevard will become a private roadway for the Jai Alai.

The realignment will interrupt the natural flow of traffic within the neighborhood and increase vehicle miles traveled

and increase driver frustration. This neighborhood has already implemented some traffic calming measures which can be further strengthened for this segment of NE 2nd Street. Traffic calming measures are generally less expensive and require less traffic mitigation during construction. This portion of the CRA is already lacking in effective street connectivity with bigger block sizes and dead end streets. The proposed realignment will further limit connectivity and disrupt the network. It is recommended that the City and the CRA reconsider the realignment proposal and look for measures to enhance connections around the Jai Alai site.



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Provide access to the northeastern area of the CRA

Figure 29 illustrates the proposed access routes to northeastern portion of the CRA, to the north of the Dania Cut-off canal. This area is anticipated to be developed as marina based commercial development according to the CRA's future redevelopment plan. The CRA will work with the potential future developers to provide access in a manner that will the economic and redevelopment goals of the CRA.



Figure 29: Proposed Conceptual Access in the Northeastern CRA



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C. Adapt roadway network to encourage marine industry

One of the primary economic goals of the CRA is to expand the existing marine industries located within the CRA and to attract new marine-based businesses to establish within the CRA. The proximity of the CRA to the ocean and the waterways provides an excellent opportunity to capitalize on the economic asset and potential for future redevelopment. Towards this end, the following implementation items are recommended:

1. Realign Old Griffin Road to allow more water access for developable lands
2. Raise existing bridge heights to allow larger vessels to access waterways

Realign Old Griffin Road to allow more water access for developable lands

Currently, Old Griffin Road runs east-west along the Dania Cut-off Canal. There are a few marine based industries located to the south of the roadway. Due to the proximity of the CRA to the ocean, the waterways and the existing marine related uses, one of the primary economic goals of the CRA includes expansion of the marine industry and attracting marine business to establish within the CRA.

The realignment of Old Griffin to NW 3rd Terrace will provide a sizeable amount of land along the canal for expansion of marine industry. The realignment of the Old Griffin Road also strengthens the network connection to Bryan Road which is a primary north south corridor to the west of US 1. The realignment of Old Griffin Road to NW



Figure 30: Proposed Old Griffin Road Realignment



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3rd Terrace will result in removal of the existing traffic signal at US 1 and the addition of a traffic signal at the realigned Old Griffin Road. It will also result in removal of the railroad crossing at the existing alignment and addition of a crossing at the proposed alignment along NW 3rd Terrace. The proposed realignment is illustrated in Figure 30. Further analysis will be required to identify potential issues such as the railroad crossing relocation and acquisition of property associated with the realignment.

Raise existing bridge heights to allow larger vessels to access waterways

Clearly, marine access to canals within the Dania Beach CRA is limited by the bridge clearances. Currently the expansion of marine industry is limited by the size of boats that can enter the waterways within the City. The existing bridges are in the range of 10- to 15-feet at low tide. In order to further the economic goal of the CRA of expanding the marine industry, the existing bridges are recommended to be raised to allow at least medium sized boats in the waterways. The existing bridges that will need to be raised include the US 1 bridge, the FEC railroad bridge, and the NW 1st Street Bridge. In addition, two new bridges are recommended to be constructed at the realigned Old Griffin Road and Dania Beach Boulevard.

D. Enhance Transit Opportunities within CRA

Due to the increased traffic congestion in the City and the limited opportunities to expand roadways to accommodate growing traffic, there is a need to promote public transportation as a comfortable, convenient and reliable transportation option. The future transit system within the CRA will potentially include an interconnected system of the following services (Figure 31):

- BCT regional bus service;
- Community shuttle service with connections to BCT routes;
- Regional commuter rail service by Tri-Rail; and
- Regional transit service along the FEC railroad corridor.



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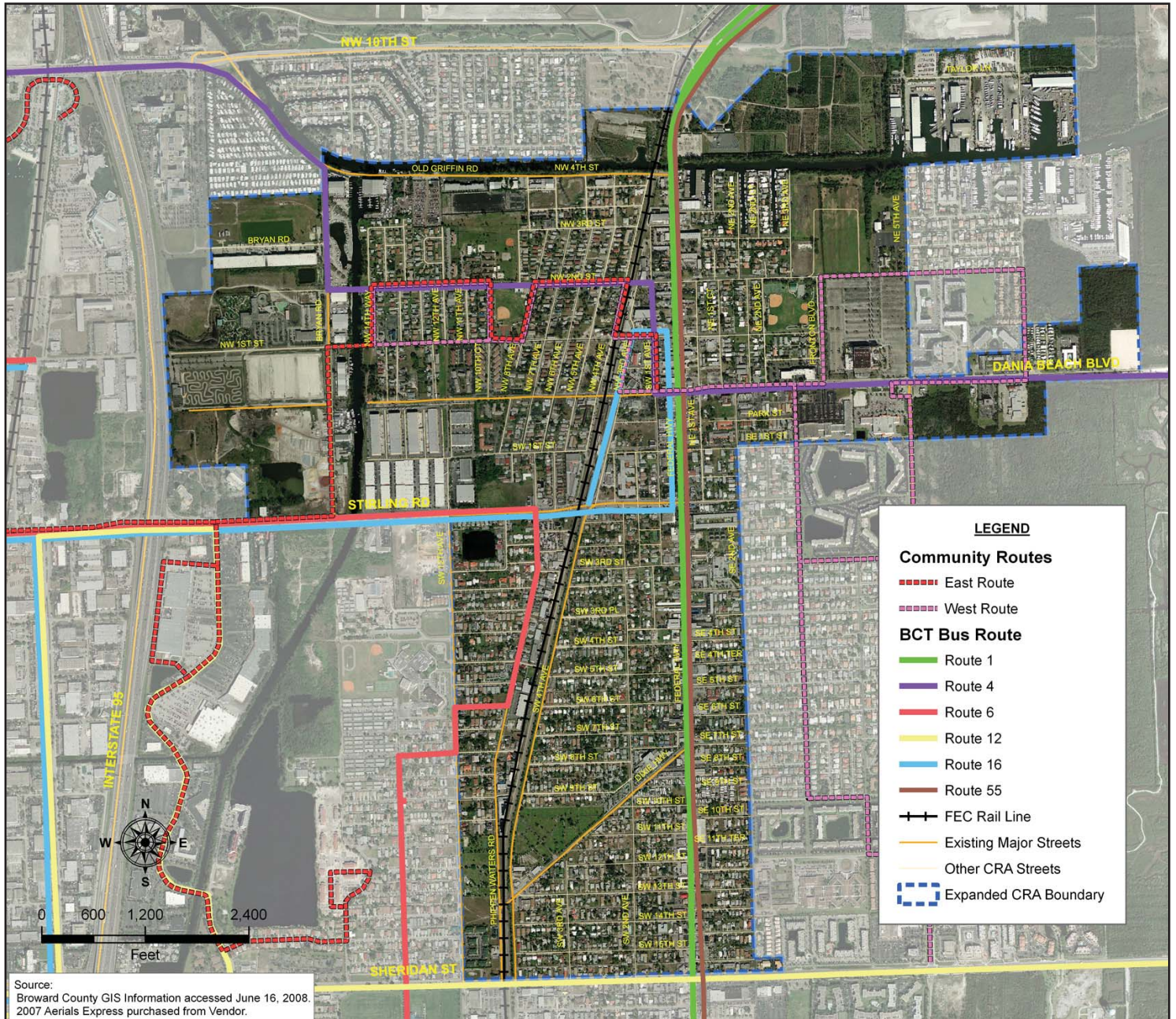


Figure 31: Future Transit Network Map



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In order to enhance and strengthen the future transit opportunities within the CRA, the following implementation items are recommended:

1. Improve existing transit service
2. Enhance transit feasibility for a potential FEC station

Improve Existing Transit Service

The existing transit services within the CRA include the regional bus service operated by Broward County Transit, Dania Beach Community Shuttle Service, and the regional commuter rail service operated by the South Florida Regional Transportation Authority (SFRTA). The CRA will coordinate with BCT and SFRTA to enhance these services as redevelopment occurs over time to meet the demands of residents and businesses within the CRA.

The Dania Beach CRA is well served by transit in terms of route coverage. Bus transit is provided by Broward County Transit through six regional routes and two community routes. Despite the coverage and options for transit, there is still an opportunity to enhance the services to improve mobility through improved headways and better connections with other transit services, routes and bicycle and pedestrian network. The routes currently operate on 30-minute headways along US 1 and between 45- and 60-minute headways on other routes. It would be beneficial if the operation provided shorter headways between 10- and 15-minutes during peak travel hours. Similarly, the reduction of headways from one-hour to 30-minutes or less on the community shuttle service will be beneficial for CRA residents and employees that use transit for commuting.

There is also an opportunity to provide improvements to transit stops. Transit stop improvements may include the addition of a paved pad with access to sidewalks, structures to shelter transit users from the elements, seating, lighting, additional route signs and information, trash receptacles, and/or bicycle racks. Research indicates that a transit service is perceived as comfortable when transit rider amenities are provided at transit stops as well as within the bus. The quality of transit facilities influences a person's decision to

use transit for daily trips. Transit stops are not generally given a high level of priority and are often a stick on the ground or a bench placed on the side of the road. Providing a comfortable environment for a transit rider waiting at a bus stop by with shelters providing shade and protection from rain can greatly increase the possibility of patrons using transit.

Traditionally transit service and facilities have been designed and provided for "captive" riders, who depend on public transit as their primary mode of travel. In recent years with increased emphasis on multimodal travel, increased traffic congestion and high energy prices, there is shift in perspective on transit from a transit provider as well as a transit rider point of view. Many communities are aiming at expanding their transit ridership to "choice" riders and not just "captive" riders. Choice riders refers to patrons that own a private vehicle and are not transit dependent but choose to use transit for convenience, to save money, environmental objectives, or any number of reasons. Transit stop improvements have been very successfully implemented in the Orlando metropolitan area with unique shelter design and themes. These transit stops can also help promote community identity and pride through a signature design that is unique to the community. The CRA can work in cooperation with future developers to provide transit stop improvements near future redevelopment sites as well as incorporate transit friendly site designs.

The recent increase in energy prices coupled with improvements to Tri-Rail services have resulted in a significant increase in Tri-Rail ridership in the last year. Tri-Rail's Operations Report for July 2008 indicates that the Tri-Rail station at Dania Beach experiences approximately 890 boardings on a typical weekday. Currently, 183 on-site parking spaces are provided at the station. A parking survey conducted by Tri-Rail in July 2008 indicated a parking utilization rate of 93 percent. The parking demand at the station is projected to increase to approximately 150 – 200 additional parking spaces by the year 2025. The South Florida Regional Transportation Authority (SFRTA)



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is currently planning for improvements at the station including parking, bicycle, and pedestrian improvements. The improvements to the station could greatly benefit the residents and businesses located within the CRA. The CRA should continue to coordinate with SFRTA regarding improvements that could benefit the CRA.

Enhance transit feasibility for a potential FEC station

As discussed earlier, Dania Beach received a medium score (2.73) for transit feasibility based on an evaluation of transit supportive land use patterns in the South Florida East Coast Corridor (SFECC) Transit Analysis Study. The City and the CRA should work in coordination with regional agencies to attract the commuter rail station at the Dania Beach Boulevard location. Improving the feasibility of station location will largely depend on the development densities and intensities within the ½-mile station capture area. The downtown Dania Beach already has a Transit Oriented Development (TOD) overlay zone which allows for a maximum of 14 stories within the Downtown TOD overlay zone. The CRA should promote redevelopments with transit supportive densities and intensities around the potential station location. The station area should support the uses within the Downtown City Center.

According to the SFECC Study, the existing residential density within the station capture area was reported as 6 – 19 dwelling units per acre (du/acre) which was determined as a medium-low density for transit. The densities for the medium-high and high categories were reported at 46-80 du/acre and greater than 80 du/acre respectively. Similarly Dania Beach received a medium score for employment density. Dania Beach received a high score for supportive land use and transportation policies. Transit supportive densities and intensities are currently allowed under the three TOD overlay categories which cover a majority of the CRA core. It is clear that the underlying transit supportive policy framework currently exists within the CRA. The CRA will work proactively with future redevelopments within the downtown core to maximize their development potential to be supportive of transit.

E. Strengthen pedestrian and bicycle infrastructure

In order to promote a truly multimodal environment, it is important to strengthen the pedestrian and bicycle infrastructure within the CRA. The significance of strengthening the pedestrian and bicycle networks were discussed earlier in the report. The following implementation





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items are recommended within the CRA:

1. Improve pedestrian infrastructure
2. Implement Future Bicycle Network when feasible with other roadway improvements

Improve Pedestrian Infrastructure

In theory, transit, auto, and bicycle modes of travel begin and end with walking. Therefore, the existence of pedestrian facilities and amenities is integral to the success of all other travel modes. The success of transit is directly dependent on the availability of pedestrian infrastructure around the transit stops. On collector streets and major thoroughfares, the mere presence of sidewalks is not a direct measure of the quality of the pedestrian environment. There are several other factors that influence the quality of the walking experience like the width of the sidewalks, presence of benches and unrelated infrastructures, well connected sidewalks, access to buildings, access to transit, shade, and sidewalk conditions.

A well conceived pedestrian environment takes into account the quality of pedestrian facilities (sidewalks, pedestrian paths, etc.), roadway conditions, land use patterns, community support, security, and overall comfort of the facility for walking. The pedestrian environment should provide comfort to the user including wide, uninterrupted sidewalks and shade trees.

The major thoroughfares like Federal Highway/US 1, Dania Beach Boulevard, Stirling Road, Sheridan Street, and NW 1st Street are transit corridors. It is very important to have comfortable walkable conditions on these corridors. The sidewalk conditions on these thoroughfares needs to be enhanced to support transit and walking as a viable transportation option. The sidewalks need to be continuous without gaps, obstructions or other impediments to walking. The sidewalks need to be separated from traffic by on-street parking, trees, or other streetscape features. The driveway openings along the sidewalks should be designed to minimize impacts to the slopes of the sidewalk to reduce uneven sidewalk surfaces. Additionally handicap ramps should be provided in order to make the sidewalks

wheelchair accessible.

The recommended transportation strategies to enhance the pedestrian environment within the CRA include:

- Analyze sidewalk quality to identify deficiencies in sidewalk widths and connections, identify obstructions, and need for handicap ramps
- Construct missing sidewalk links
- Install pedestrian activated signals at key intersections
- Increase awareness of walking and bicycling through educational programs and workshops

Future Bicycle Network

In order to promote a truly multimodal environment, the CRA should work towards creating a good bicycle network within the City. The Broward Long Range Transportation Plan proposes bicycle facilities along US 1, Dania Beach Boulevard, Stirling Road and Sheridan Street. The CRA should coordinate with the County to implement these projects and to expand the bike network. Based on the evaluation of the existing bicycle quality/level of service, the CRA needs to provide an interconnected bicycle system with linkages to the pedestrian system and transit routes. Integrating the three non-automobile modes of transportation, will increase the transportation choices for the city residents.

The following section describes the proposed Future Bicycle Network for the Dania Beach CRA. The goal of the Future Bicycle Network is to establish a vision for bicycle facilities on roadways within the City. According to Section 335.065(1) (a) of the Florida Statutes bicyclists and pedestrians are legitimate users of every roadway and as such should be accommodated through bicycle and pedestrian facilities. The section from the referenced statute is provided below:

“Bicycle and pedestrian ways shall be given full consideration in the planning and



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development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects within 1 mile of an urban area.”

The emphasis in bicycle planning has changed from the attempts to provide completely separate facilities for bicyclists, to the growing recognition that bicyclists are legitimate users of the roadway. Appropriately designed and located bicycle facilities play an important role in encouraging safe bicycle travel. Bicycle facility needs include bicycle lanes, route systems, and separate paths with the appropriate signs, control devices, parking facilities, etc.

The CRA’s goal through the Future Bicycle Network is to accommodate current bicycle use and to encourage increased use of bicycling in the future. Hence bicycle planning should be oriented toward meeting the needs of current and potential bicyclists using the roadway system. Additionally it needs to consider bicyclists of all skill levels. Roadway treatments intended to accommodate bicycle use must address the needs of both experienced and less experienced riders.

According to the U.S. Department of Transportation’s Policy Guide titled “Selecting Roadway Design Treatments to Accommodate Bicycles”, there are three levels of bicyclists:

1. Group A – Advanced Bicyclists
2. Group B – Basic Bicyclists
3. Group C – Children

Group A – Advanced Bicyclists include the experienced drivers who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets and are best served by the following:

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- Direct access to destinations usually via the existing street and highway system.
- The opportunity to operate at maximum speed with minimum delays.
- Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.

Group B – Basic Bicyclists include the casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. This group is best served by the following:

- Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separate bike paths.

Group C – Children include pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system. They and their parents prefer the following:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas.
- Residential streets with low motor vehicle speed limits and volumes.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets or separate bike paths.



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The entire roadway network within the CRA was considered while developing recommendations for the Future Bicycle Network. The Future Bicycle Network classifies the City's bicycle network into three classifications:

1. Primary Routes
2. Secondary Routes
3. Local Routes

Primary Routes: These routes are intended to be dedicated bicycle facilities such as designated bicycle lanes or paved shoulders with bike route signage. For corridors in which more detailed engineering analyses determines that dedicated bicycle lanes are not feasible, primary routes should be designated with signage and/or pavement markings including "Bike Route", "Sharrow" markings (contingent upon approval and inclusion in the 2009 Manual on Uniform Traffic Control Devices [MUTCD]) and "Share the Road" signs. Primary routes are generally intended for advanced bicyclists, although many basic bicyclists may feel comfortable using primary routes if designated bicycle lanes are provided.

A designated bicycle lane is a portion of the roadway designated by striping, signing and/or special pavement markings for the exclusive use of bicyclists. The Florida Department of Transportation's (FDOT) 2008 Plans Preparation Manual specifies the minimum standards for designated bicycle facilities. On roadways with flush

shoulders, a minimum of 5' paved shoulder should be provided for a designated bicycle lane. On curb and gutter roadways, a 4' width measured from the lip of the gutter is required. Where parking is present, the bike lane should be placed between the parking lane and the travel lane and have a minimum width of 5'.

An undesignated bicycle lane or a paved shoulder is separated from traffic lanes by an edge stripe and should follow the same requirements for width and location as a designated bicycle lane, except it does not include bicycle lane signs and/or special pavement markings.



Dedicated Bike Lane



Sharrow Marking



Designated Bike Route Sign



"Share the Road" Sign



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Figure 34 is a conceptual rendering of a potential public parking garage within the CRA. The figure represents a potential garage at the proposed FEC station location that could integrate the station uses and other retail/office uses. The image displayed is intended for reference only and does not suggest architectural or use recommendations.



Figure 34: Conceptual Rendering of Potential FEC Station/Parking Garage



CONCLUSION

The City of Dania Beach CRA Transportation Plan proposes a multimodal mobility plan aimed at accommodating local mobility needs while enhancing the character of the community and improving the quality of life for its residents. The product of the plan is a program of interrelated transportation strategies/projects that will enhance the mobility of the transportation system while efficiently using the existing transportation infrastructure. The recommended strategies/projects will help the CRA proceed towards its redevelopment goals.

The CRA Transportation Plan contains recommended strategies/projects that are aimed at strengthening the existing infrastructure and open up redevelopment opportunities. It is recommended that the CRA incorporate the strategies/projects to address the immediate mobility issues concerning the City.

The CRA Transportation Plan provides a framework to implement a truly multimodal transportation system. The plan should be used as a tool for the CRA to seek funding from county, state and federal sources to implement the strategies presented, as the plan demonstrates that the CRA has a comprehensive vision toward providing multimodal transportation opportunities.

The CRA Transportation Plan is a working document and should be evaluated and updated periodically to assess the status of the implementation of the projects identified and ensure that the CRA is achieving its transportation and redevelopment objectives.



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

**REDEVELOPMENT
PLAN CONCEPT AND
IMPLEMENTATION
STRATEGIES**



CITY OF DANIA BEACH
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CONCEPT & IMPLEMENTATION STRATEGIES

PLAN CONCEPT

PLAN CONCEPT

The concept plan that was developed as a result of significant public input is shown below. While the plan is a concept and variations may occur, it generally envisions a vibrant City Center that will develop around the area that contains City Hall and a new public library to be constructed, and may contain a commuter rail station in the future. The heart of City Center will be NW 1st Avenue, which is envisioned to develop as a pedestrian friendly area. City Center will extend west of the tracks and east of Federal Highway, from the Dania Cut-Off Canal south to Stirling Road. City Center will allow a mix of residential, commercial and office uses. The balance of east Dania Beach Boulevard and Federal Highway is envisioned to develop with mixed use, which will transition in both intensity and form into the residential neighborhoods. Old Griffin Road will be relocated southward to create waterfront property on the south side of the Dania Cut-Off Canal and the area as a

whole will attract marine and marine related industries to create economic growth. Marine uses will also be located on the north side of the Dania Cut-Off Canal east of Federal Highway and along the C-10 Canal and adequate buffering will be provided between marine uses and other uses. West Dania Beach Boulevard will connect with Bryan Road and will provide opportunities for residential and mixed use east of the C-10 Canal.

One of the implementing strategies proposed to encourage redevelopment is to process a land use plan amendment to establish a Regional Activity Center (RAC) designation over the entire redevelopment area. This will allow permitted uses to occur as market demand drives development without the need for going through a land use plan amendment process; a process that can take up to a year. Zoning regulations will control development and, because zoning is administered at the local level, any necessary changes can happen expediently. This brings certainty into the process which is an important factor in development or redevelopment.

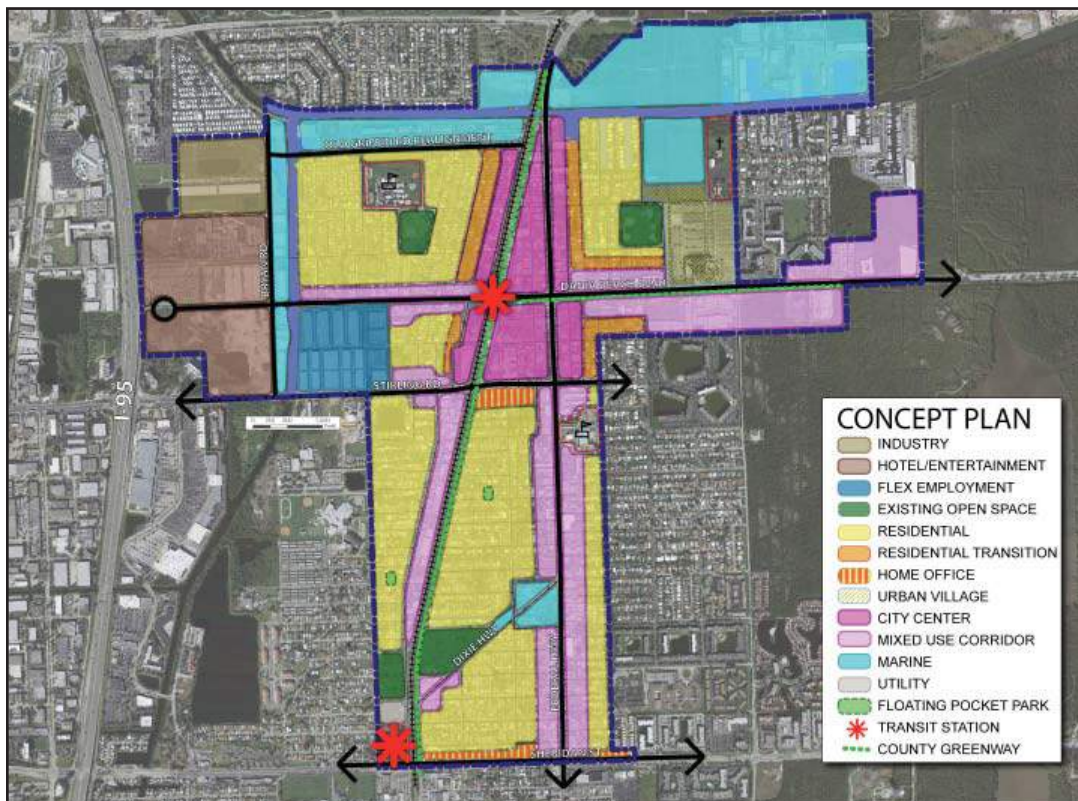


Figure 35: CRA Concept Plan



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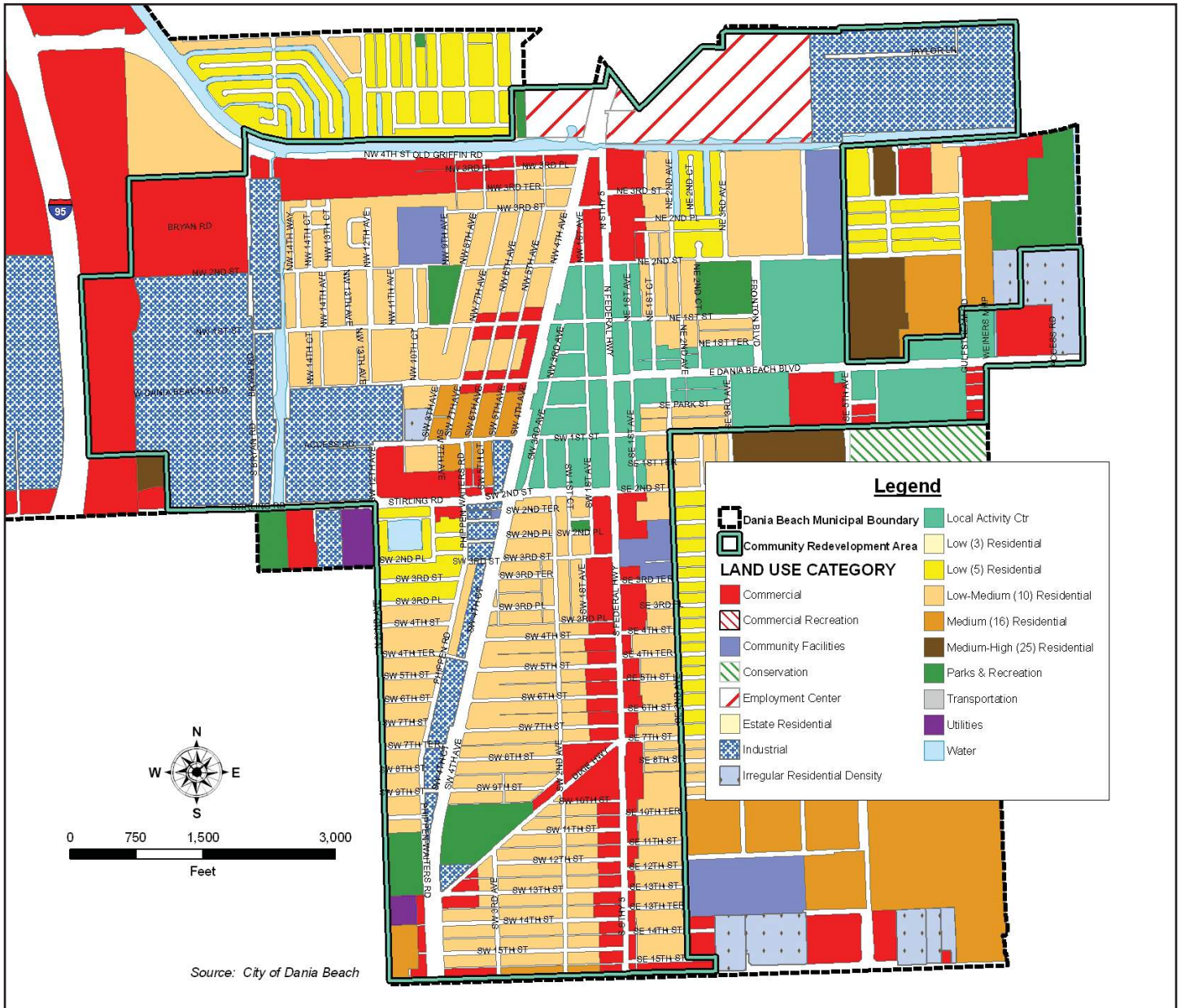


Figure 36: Existing Future Land Use Map



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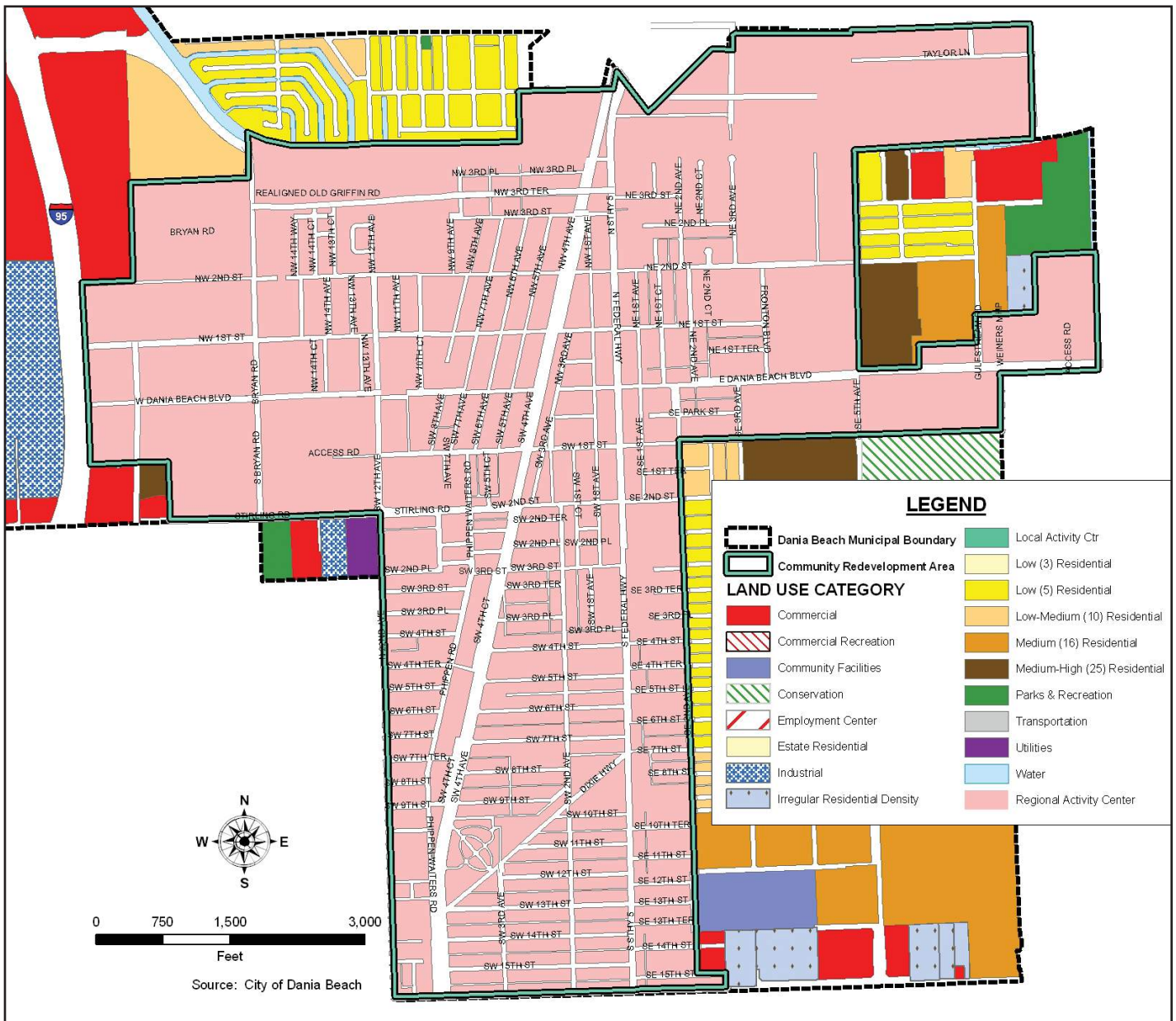


Figure 37: Proposed Future Land Use Map



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The future land use designation for the CRA, as currently adopted, allows for a maximum of 6,591 dwelling units, 640 hotel rooms and 5,227,000 square feet of non-residential (along with parks, community facilities and other miscellaneous uses) over 1,349.2 acres. There are currently only 4,155 residential units in the CRA, leaving a balance of 2,436 allowable units. The Concept Plan contains the design flexibility for an increase over time, but it does not envision any increase in the total number of dwelling units or square footage of non-residential uses for the foreseeable future. There are two primary reasons for maintaining the existing number of allowable units. First, as indicated by the Market Survey and Analysis provided for this plan by Integra Realty Resources, the current downturn in the real estate market is clearly witnessed in the CRA. In 2007, only 34 residential units were sold in the CRA and in 2008 there were only 48 active units listed on the Multiple Listing Service. In addition, there were 744 vacant dwelling units in the CRA in 2008. If the CRA's population grows at the same rate as the City's projections between 2008 and 2015 (14.76%), its current population of 9,415 would increase by 1,390. This would create a demand for only 632 new housing units in seven years.

The second reason for maintaining the current level of allowable dwelling units in the CRA is water supply. The City submitted its proposed 10-Year Water Supply Plan (WSP) and related comprehensive plan amendments in April, 2008 for review by the Florida Department of Community Affairs and the South Florida Water Management District (SFWMD). Contact with the SFWMD indicates that the WSP and amendments have not yet been adopted and that concerns remain about the City's reliance on its east wellfield site, which may be in jeopardy due to salt water intrusion. Any additional residential demand on the City's current water supply would almost certainly affect the review of the WSP and related amendments adversely. The CRA Redevelopment Plan analysis recognizes the potential constraint that would be provided by an inadequate water supply. General Implementation Strategy 6.g calls for a study to determine the most appropriate and cost effective way to meet the CRA and City's long-term potable water needs and identify funding sources for that purpose.

The Concept Plan maintains the more stable areas of lower density residential and calls for mixed use corridor development along Federal Highway, Phippen-Waiters Road between Stirling Road and Sheridan Street and along east Dania Beach Boulevard. While there is no shortage of housing in the CRA, there is ample evidence of a need for quality housing that is affordable to low and moderate income residents, including the elderly. Implementation Strategies 2.j, 2.o and 2.t address this need.

Additional parks needed in the Dania Beach Heights and College Gardens neighborhood are shown on the Concept Plan as "floating parks", i.e., they are not location-specific. The Implementation Strategies for those two neighborhoods call for identification of sites and development of parks (Implementation Strategies 1.a.11 and 1.b.9). In order to provide a transition between the neighborhoods and busy roadways the Concept plan provides for home office uses along Sheridan Street and Stirling Road east of the FEC tracks.

Based on the concept plan, development may be distributed as shown in the table below.

Neighborhood Impact

Because density and intensity are not proposed to increase over that which is already allowed by the adopted comprehensive plan or zoning code, there will be no impact on facilities and services, including: roads, potable water, sanitary sewer, parks and open space, solid waste and public schools.

The addition of more than 2,400 dwelling units over that which currently exists will have a positive effect on housing availability. Redevelopment Goal 2 and its Implementation Strategies (2.a – 2.u) discussed in the Implementation Strategies section below provide for the elimination of substandard housing and provision of affordable housing alternatives.



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PLAN CONCEPT

| LAND USE | CURRENT ACREAGE | NO. OF UNITS OR SQUARE FOOTAGE | FUTURE ACREAGE | NO. OF UNITS OR SQUARE FOOTAGE |
|-------------------------------|-----------------|--|----------------|--|
| Low (5) Res. | 25.6 | 128 units | 0 | 0 units |
| Low-Med. (10) Res. | 341.4 | 3414 units | 0 | 0 units |
| Neighborhood Res. | 0 | 0 | 395.3 | 3,670 units* |
| Neighborhood Res. Dashed Line | 0 | 0 | 2.2 | 28 units |
| Med. (16) Res. | 21 | 336 units | 0 | 0 units |
| Irr. (13) Res. | 2.2 | 28 units | 0 | 0 units |
| Irr. (15) Res. | 14.7 | 220 units | 0 | 0 units |
| Neighborhood Mixed Use-Res. | 0 | 0 | [84.2] | 128 units |
| Corridor Mixed Use-Res. | 0 | 0 | [234.3] | 300 units |
| Total: | 404.9 | 4,126 units** | 397.5 | 4,126 units** |
| Commercial | 206 | 2,060,000 sq. ft. | 0 | 0 sq. ft. |
| Neighborhood Mixed Use-Comm. | 0 | 0 | 84 | 50,000 sq. ft.* |
| Corridor Mixed Use-Comm. | 0 | 0 | 232.6 | 1,139,000 sq. ft.* |
| Industrial | 206.2 | 2,062,000 sq. ft. | 22.5 | 256,000 sq. ft. |
| Marine | 0 | 0 | 200 | 1,737,000 sq. ft. |
| Water in Marine | 0 | 0 | 65.4 | 0 |
| Employment Center | 60.5 | 605,000 sq. ft. | 41.2 | 428,000 sq. ft. |
| Hotel/Entertainment | 0 | 0 | 105.3 | 1,117,000 sq. ft. |
| Total: | 472.7 | 4,727,000 sq. ft.** | 751 | 4,727,000 sq. ft.** |
| LAC/City Center | 121.7 | 2,165 high rise 200 garden 100 TH 640 hotel rooms 500K sq ft comm 4.7 comm. Fac. 0.6 cons. | 129.4 | 2,165 high rise 200 garden 100 TH 640 hotel rooms 500K sq ft comm 4.7 comm. Fac. 0.6 cons. |
| Total: | 121.7 | no change | 129.4 | no change |
| Parks & Recreation | 32.8 | 32.8 ac. | 36.8** | 32.8 ac. |
| Community Facilities | 25.3 | 25.3 ac. | 31.9** | 25.3 ac. |
| Utilities | 2.6 | 2.6 ac. | 2.6 | 2.6 ac. |
| Conservation | 0.2 | 0.2 ac. | 0 | 0 |
| Roadways (included in future) | 223 | 223 ac. | 0 | 0 |
| Water (in Marine) | 66 | 66 ac. | 0 | 0 |
| Total: | 349.9 | | 71.3 | |
| Total Acreage: | 1349.2 | | 1349.2 | |

*Capped units or square footage

**Add development allowed in LAC, shown below, for unit/sq. ft. allowed

***Discrepancies between land use map and zoning map designations result in differences

Note: For illustrative purposes only. Actual density and intensity will be controlled by comprehensive plan or zoning code.



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

LOCATIONAL ADVANTAGES

LOCATIONAL ADVANTAGES

“Our strategic location provides an ideal framework for businesses to relocate to Dania Beach. Our City is rapidly becoming the prime location for South Florida’s maritime industries.”

Mayor Albert C. Jones

The potential for the City to capitalize on its location provides the context for the economic development component of this CRA Redevelopment Plan. Dania Beach is ideally situated near major roadways, rail lines and the Intracoastal Waterway (ICW). The vibrant downtowns of Fort Lauderdale and Hollywood are only minutes away and the Alandco industrial complex, an important employment center to the west, is immediately adjacent to Dania Beach’s famed Marina Mile. Over 13 percent (234 acres) of Port Everglades lies within the City. This major seaport services over 5,300 ships per year in the areas of cruise tourism, containerized cargo, petroleum storage and distribution, and bulk cargo. In addition it is a favorite liberty port for the U.S. Navy. The Port supports 11,525 direct jobs, providing for personal income of \$410 million. It creates \$18 billion in business activity of which \$2.2 billion is local business sales revenue. Likewise Fort Lauderdale-Hollywood International Airport at Dania Beach (FLL) employs 36,000 people and has an annual economic impact of \$2.3 billion. It serves the cruise ship trade and offers international service to Canada, the Bahamas, the Caribbean, Latin America and South America. Private charter and cargo operations add to the job creation and local revenue potential as well. The CRA lies directly in the path of U.S. 1 (Federal Highway) and the Florida East Coast Railway and is minutes away from Interstate Highways 95 and 595 and the CSX Railway.

A primary focus of the Plan is the expansion of the marine industry in Dania Beach and the attraction of new marine related business. The Concept Plan envisions the creation of a large sub area along the Dania Cut-Off and C-10 Canals devoted to marine uses. This will provide the opportunity for the marine industry and its many

ancillary businesses to locate in the CRA and make use of its locational advantages. In order to accomplish this, a number of physical changes are necessary. The Dania Cut-Off Canal serves as the City’s front door for the boating industry, opening up to the ICW, Port Everglades and the Atlantic Ocean. The need for better access via this waterway presents an opportunity to rethink, and ultimately to re-engineer the landside infrastructure in that portion of the CRA that adjoins the canal. Deepening the canal and expanding the access, both vertically and horizontally at Federal Highway and the FEC crossing will be necessary to realize the potential for expansion of the marine industries farther west in the canal. Likewise, relocation of Old Griffin Road and the construction of a high bridge across the C-10 canal will improve the chances for expansion of the marine businesses currently located along Bryan Road.

Physical changes alone however, will not be enough to entice industry leaders to relocate their operations to Dania Beach. A comprehensive change to the business environment is needed. A well trained work force, sound and affordable housing for the working population, up-to-date infrastructure, a vibrant local economy and a wide range of recreational opportunities are also needed.

This CRA Redevelopment Plan includes strategies to assist the City in capitalizing on its locational advantages and turning current problems and constraints into real redevelopment opportunities. Redevelopment Goal 4 and its Implementation Strategies (4.a – 4.n), discussed in the Implementation Strategies section below provide for the expansion of the marine industry into the CRA. While many of the recommendations are large in scale and long-term in their application, all are implementable and are critical to the realization of the City’s social and economic goals.



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LOCATIONAL ADVANTAGES

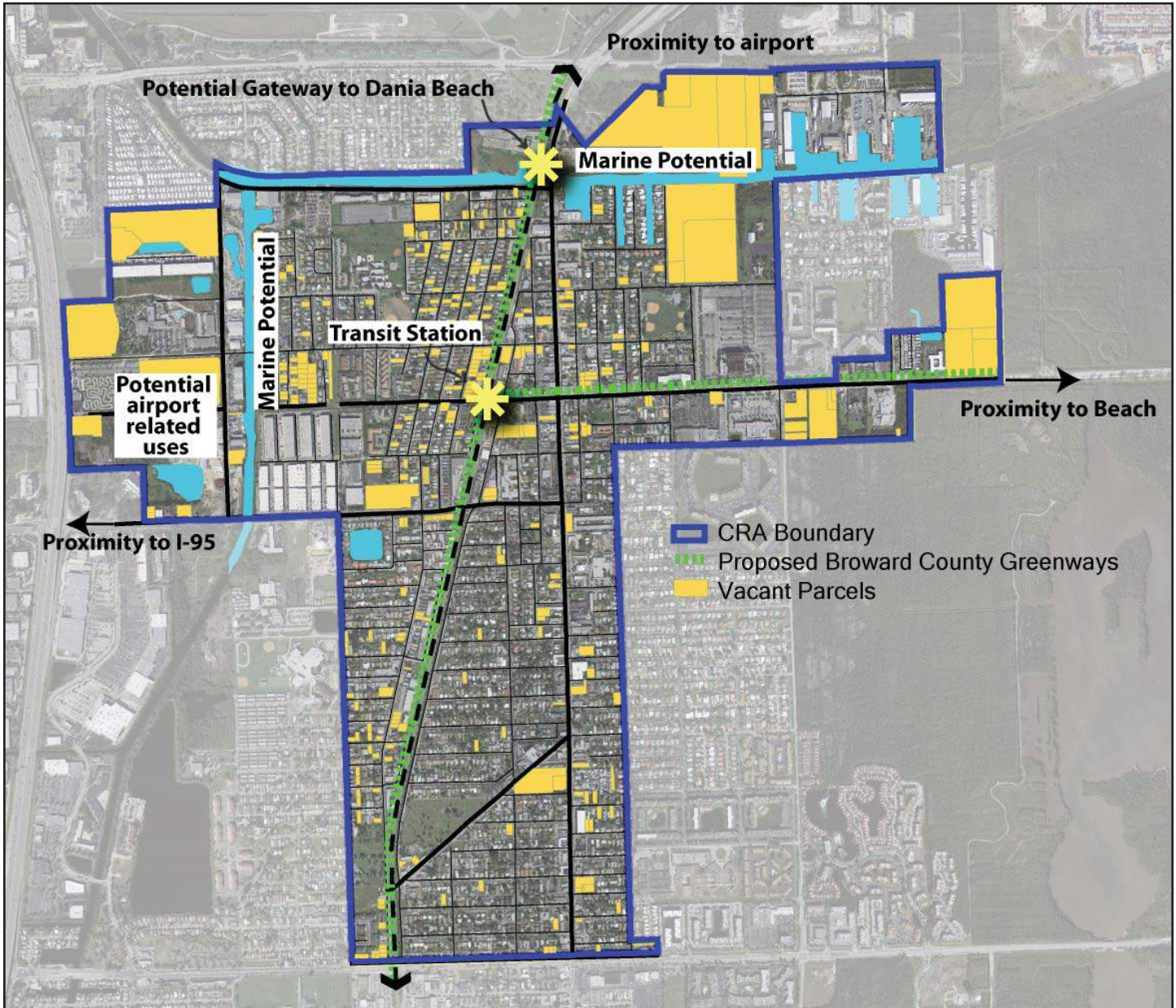


Figure 39: Opportunities



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPT & IMPLEMENTATION STRATEGIES

ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT

Dania Beach has been experiencing an economic decline that began in the 1920s. The local economy took small upturns over the decades, but the overall trend continued downward. In the early 1900s, the City was a vibrant farming community. Over time, however, a number of factors have worked against the City and brought about this economic decline. The major ones include:

- Construction of Port Everglades and the Dania Cut-Off Canal resulted in saltwater intrusion into the farm fields, destroying them and the farming economy;
- Establishment of a physical line of segregation, created by the FEC railroad, coupled with the collapse of the farming economy created concentrations of poverty;
- Conditions of poverty have lead to a decline in housing conditions of an already aging housing stock;
- Astring of the same-product retail establishments along Federal Highway, creating a lack of diversity in retail and services that discourages citizens from visiting the downtown; and
- Continued widening of Federal Highway, which has created a vehicular thoroughfare that is uninviting to the pedestrian.

As a result, the CRA has no identity and no viable downtown or main street. The City’s economic picture, when compared to Broward County, is suffering. This is particularly true in the office and commercial economic sectors, as shown in the following table.

| Economic Sector | CRA | Broward County |
|------------------------------|------------|-----------------------|
| Office space per square foot | \$13.50 | \$27.00 |
| Office space vacancy rate | 23.0% | 9.4% |
| Retail vacancy rate | 18.0% | 4.2% |

In addition, the Community Redevelopment Area falls far behind Broward County in the economic indicators related to income. In the CRA, the 2008 household median income was \$33,932 compared to \$55,541 for Broward County. Similarly, the 2008 per capita income for the expanded area was \$20,002 compared to \$29,818 for the County as a whole.

One project that has the potential to change the face of the Dania Beach CRA is related to the expansion of mass transit facilities. The Florida Department of Transportation (FDOT) is in the process of negotiating with the FEC railway to provide commuter rail within the FEC right-of-way. Two stations are planned in Dania Beach, one at West Dania Beach Boulevard and a secondary stop at Sheridan Street.

The station at West Dania Beach Boulevard is planned as a “town center station”. This is described as being a stop that serves as both a point of origin and a destination. The station area requirements have been described by FDOT as follows:



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| Parking Requirement | |
|------------------------|---|
| Parking spaces | 50-200 spaces; may be combined with other commercial uses |
| Parking facility type | Surface or structured; could be shared facility |
| Acreage and Dimensions | |
| Site acreage required | ½ - 2 acres; may be incorporated into joint development |
| Station Area Zoning | |
| Commercial zoning | FAR > 2.5 |
| Residential zoning | > 15 units per acre |
| Parking restrictions | <1.5 spaces per 1,000 sq. ft. of commercial |

Significant portions of the Dania Cut-off Canal and the C-10 Canal lie within the CRA. The Dania Cut-off Canal runs for 1.7 miles within the CRA, while three-quarters of a mile of the C-10 Canal lie within the CRA. Both of these water bodies provide ample potential for a variety of marine related activities that can generate significant employment and provide a positive economic impact for the CRA and the City as a whole. Further, a study undertaken by the Center for Urban and Environmental Solutions of Florida Atlantic University found a total of 33 sites in Broward County that were determined to be suitable for marine facility development, and of those, 15 were located within the Dania Beach CRA.

The project is scheduled to be completed by 2020; slightly more than a decade from now. If and when the project comes to fruition, it will be a significant catalyst for redevelopment and resulting economic growth.

In the interim, the CRA should plan now for the redevelopment the station will bring and that will be needed to make the station viable. Consistent with the station typology planned the FEC at West Dania Beach Boulevard, a “City Center” can be created in this area, utilizing 1st Avenue as its spine. While Federal Highway is and will always continue to be auto oriented, 1st Avenue presents an excellent opportunity to create a main street for the downtown.

While the commuter rail is 11 years away from being realized, the CRA already has existing conditions that can be developed or shaped to create a dynamic economic engine for the entire area in both the short and long term. South Florida has long been regarded as “The Yachting Capital of the World”, where the marine industry thrives. According to the Marine Industries Association of South Florida, the industry in Broward County alone accounts for more than 134,500 jobs and has a \$10.8 billion positive impact on the economy. There are more than 50,000 registered boats and yachts in Broward County, all requiring services and various facilities.



Suitable marine facility locations map



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ECONOMIC DEVELOPMENT

As a result, the Dania Cut-off and C-10 Canals present a tremendous potential for redevelopment and economic development, which can be realized by modifying some existing conditions that currently present severe constraints. The current constraints are related to the bridge heights of the spans across both the Cut-off and C-10 Canals. Field investigation of these waterways found that the Federal Highway and FEC bridges are estimated to have a clearance of no more than 12 feet at half tide. The existing Old Griffin Road bridge is estimated to have no more than 8 feet of clearance at half tide, and the 1st Street bridge across the C-10 Canal has a clearance of approximately 10 feet at half tide. Secondary constraints relate to the width of the Cut-off Canal, although it is navigable. As a result of bridge height, vessel access is extremely limited west of Federal Highway. Addressing bridge height will open economic doors to marine and marine-serving businesses. Redevelopment Goal 4 and Implementation Strategies 4.a – 4.n, discussed in the Implementation Strategies section below provide for actions necessary to encourage retention and expansion of the marine industry in the CRA.

The CRA is ideally situated to take advantage of tourism in South Florida. Its proximity to the airport, seaport, Broward County Convention Center and beaches provides an opportunity for an increase in lodging. The Market Survey and Analysis provided by Integra Miami

Realty Resources points out that the CRA and the City could attract up to 1,000 room/keys of mid-price chain-affiliated hotels by year 2030. It recommends that the CRA target mid-price chain affiliated hotels ranging in Average Daily Rates currently ranging up to \$150 per night. Visitor perception of the Broward County area is very good and through effective marketing and image building the CRA can capitalize on that. The West Bryan Road sub area is the location most suited for the chain affiliated hotels recommended by the Market Survey and Analysis. That portion of the Dania Beach Heights sub area known as the Triangle Village has been cited as being a potential location for bed and breakfast lodging, but in the past regulatory issues have prevented this from becoming a reality. Implementation Strategies 1.b.4 and 1.g.2 address the tourism and lodging potential for the CRA.

An analysis of the economic benefit that can be realized by the CRA and the City as whole is needed. The Conceptual Engineering and estimates of probable cost for major redevelopment projects will exceed \$250 million. Planning analysis estimates that approximately 2,500 jobs would be created and that dollar and overall economic value will far offset the estimate of probable cost for these improvements, which is contained elsewhere in this document. In addition, job creation will create greater personal wealth, result in reinvestment in the local housing stock and will attract retail and business establishments to the downtown. General Implementation Strategy 6.w, discussed in the Implementation Strategies section below calls for an economic benefit analysis to assess the actual economic effects of redevelopment in the CRA.



Low bridge height at Cut-off canal



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CONCEPT & IMPLEMENTATION STRATEGIES

ACQUISITION AND DISPOSITION

LAND ACQUISITION AND DISPOSITION

The redevelopment that is envisioned by the Plan Concept will require the use of lands not currently owned or controlled by the CRA. In order to effectively undertake redevelopment it will be necessary for the CRA to acquire property, demolish and remove buildings and improvements in order to develop needed infrastructure or achieve other CRA purposes. Likewise, disposition of properties for redevelopment purposes will also be necessary. In the preparation of this CRA Redevelopment Plan a number of needs have been identified that will require the acquisition and/or disposition of property. These include, but are not limited to:

- Acquisition of vacant lots in CRA neighborhoods for relocation housing or other redevelopment purposes, such as provision of housing for low and moderate income residents, including the elderly;
- Identification and acquisition of lands for development of gateway features;
- Acquisition of lands to provide right-of-way for roadways that are currently substandard;
- Acquisition of lands to provide new rights-of-way;
- Identification and acquisition of lands to create parks in CRA neighborhoods;
- Acquisition of lands for the creation of extension of greenways;
- Vacation of unneeded rights-of-way;
- Acquisition of lands for assemblage of parcels for redevelopment;
- Disposition of currently owned public property to encourage redevelopment in the City Center; and
- Acquisition and/or disposition of property for general redevelopment purposes.

Various programs may be considered by the CRA for acquisition and disposition purposes. For example in order to obtain the open space needed to provide parks, greenways and landscaping of public areas a Transferable Development Rights (TDR) program should be considered. In order to provide for relocation housing

and discourage absentee ownership an absentee owner registration fee may be considered, which could help to fund the acquisition of vacant lots in neighborhoods where absentee ownership can be shown to correlate with law enforcement and code enforcement issues. Implementation Strategies 1.c.7, 1.d.3, 1.f.7, 2.b, 2.e, 6.c, 6.d, 6.e, 6.k, 6.m, 6.r and 6.s, below apply to acquisition and/or disposition of properties in the CRA.

IMPLEMENTATION STRATEGIES

The overall implementation strategy for the City of Dania Beach Community Redevelopment Area calls for a two-pronged approach of coordinated action and physical improvement. There are many actions that can be taken by the CRA immediately, and at very little cost, which will result in significant movement towards the accomplishment of its redevelopment goals in the CRA. Likewise, some redevelopment actions will require a number of expensive, long term investments to provide a foundation upon which the City's central economic development aspirations can be met.

The goals in this CRA Redevelopment Plan include Implementation Strategies that are both "immediate" (one to five years) and "long term" (within the 30-year term of the Plan). Immediate Implementation Strategies are those that can be accomplished quickly through zoning or code enforcement actions, the initiation of programs, coordination with external partners or outlay of available funds. Long Term Implementation Strategies are those which could potentially take the life of the plan to achieve and for whom funding is not currently available.

Many of the goals and strategies in this CRA Redevelopment Plan are large in scale and it is expected that they will take place over a protracted period of time. It is unrealistic to think that the conditions that exist in the City, which have been over a century in the making can be overcome in the short term. Likewise, conditions of blight, deterioration and economic stagnation cannot



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IMPLEMENTATION STRATEGIES

be reversed in a diminutive way. This plan recognizes the need for a bold and committed approach to the future, and as such it calls for actions that, when implemented will significantly change the face of the Community Redevelopment Area and will move the City in the direction of greater economic independence. While many of the recommended projects are large in scope a great deal of thought has been put into their feasibility or “implementability”. No projects have been recommended that are not implementable and all projects called for are considered to be essential to the implementation of the CRA Redevelopment Plan.

The CRA Redevelopment Plan has been developed using a combination of good planning practice and public involvement and with a strong emphasis on balancing the economic, environmental and quality of life needs of the CRA’s current and future residents. It is a “Smart Growth” plan and a “Green” plan. In accordance with Florida Statutes, the CRA Redevelopment Plan conforms to the City of Dania Beach Comprehensive Plan (see Finding of Conformity, Appendix C). Redevelopment will be guided by five Redevelopment Goals, each with a set of implementing strategies. The five goals are:

- Redevelopment Goal 1: Enhance and Reinforce the CRA Sub Areas.
- Redevelopment Goal 2: Eliminate Substandard Housing and Provide Affordable Housing Alternatives.
- Redevelopment Goal 3: Redevelop the CRA in a manner that is energy efficient and sustainable.
- Redevelopment Goal 4: Attract the Marine Industry and help it to expand.
- Redevelopment Goal 5: Pursue an active marketing and public information approach to implementation of the CRA Redevelopment Plan

In keeping with the Guiding Principles relating to the elimination of slum and blight and improvement of the quality of life for current and future residents the CRA Redevelopment Plan’s goals and implementing strategies are directed at increasing the income levels of low income households, providing job training, entering into hiring preference agreements, and improving access to resources (Implementation Strategies 1.e.2, 1.f.5, 2.n, 3.o, 4.d).

The CRA shall be empowered to take all actions necessary to ensure the successful achievement of the CRA Redevelopment Plan goals. There are certain overriding requirements that are not specific to the five Redevelopment Goals, but rather apply CRA-wide. These have been addressed in a sixth set of General Implementation Strategies, which apply to the entire CRA in General Implementation Strategies 6.a – 6.w listed below.



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CONCEPT & IMPLEMENTATION STRATEGIES

IMPLEMENTATION STRATEGIES

| | |
|-----|--|
| 6 | General Implementation Strategies |
| | Implementation Strategies – Immediate and Ongoing |
| 6.a | Utilize The <i>Dania Beach Community Redevelopment Agency Redevelopment Plan</i> as the guiding policy document for all redevelopment that occurs in the Community Redevelopment Area. |
| 6.b | Utilize CRA funds to market the CRA and to attract and retain business. |
| 6.c | Identify priority areas for redevelopment and direct property acquisition efforts towards assemblage of parcels to accommodate redevelopment in those areas. |
| 6.d | Conduct an analysis to further refine the preliminary costs for acquisition of properties needed for implementation of the CRA Redevelopment Plan. |
| 6.e | Ensure that in the acquisition and/or disposition of property in the CRA, the City retains all controls and establishes any restrictions or covenants running with the land sold or leased for private use for such periods of time and under such conditions as it deems necessary to accomplish the purposes of redevelopment within the CRA. The City may delegate this authority to the Community Redevelopment Agency |
| 6.f | Include an aesthetic component to all projects that will be visible to the public and require through the City's regulations that these projects be subject to rigid architectural standards. |
| 6.g | Conduct a study to determine the most appropriate and cost effective way to meet the CRA and City's long-term potable water needs and identify funding sources for that purpose. |
| 6.h | Amend the City's Future Land Use Map to designate the CRA as a Regional Activity Center pursuant to Chapter 380, Florida Statutes. |
| 6.i | Optimize the use of mixed use in redevelopment to achieve more efficient development patterns. |
| 6.j | Conduct a study to demonstrate the rational nexus between increased code enforcement and business license fees. |
| 6.k | Consider the creation of a Transferable Development Rights (TDR) program for public land acquisition. |
| 6.l | Pursue opportunities for the CRA to engage in public/private partnerships to achieve redevelopment goals. |
| 6.m | Identify gateway locations and acquire land as necessary to develop them. |
| 6.n | Optimize connectivity among the CRA sub-areas through improvements such as clearly defined pedestrian crosswalks and bicycle/pedestrian paths. |
| 6.o | To the maximum extent possible, ensure that greenways in the CRA are designed to connect with greenways depicted on the <i>Broward County Greenways Plan</i> . |
| 6.p | Encourage underground installation of utility lines (electrical, phone, cable) in all areas of redevelopment or major renovation in the CRA. |
| 6.q | Complete sidewalk/pedestrian and streetscape improvements in all CRA neighborhoods. |
| 6.r | Identify funding for, and begin acquisition of vacant lots in CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes. |



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SMART GROWTH

| | |
|-----|---|
| 6.s | Acquire right-of-way for substandard streets throughout the CRA. |
| 6.t | Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage, street landscaping and easily identifiable on-street and off street parking areas. |
| 6.u | Require specifically prescribed buffering and transition for all corridor uses to protect adjoining neighborhoods. |
| 6.v | Continue to employ Crime Prevention Through Environmental Design (CPTED) techniques as appropriate throughout the CRA. |
| 6.w | Fund and conduct an economic benefit analysis to assess the effects of redevelopment in the CRA on the CRA and the City as a whole. |
| 6.x | Demolish and remove buildings and improvements as necessary to accomplish redevelopment purposes. |
| 6.y | Pursuant to Policy Guideline no. 14 of this CRA Redevelopment Plan and the Finding of Necessity (Appendix B), the CRA shall be empowered to create a Brownfields Area and apply for funding to address environmental issues that are an obstacle to redevelopment. |

IMPLEMENTATION GOALS AND STRATEGIES – THE SMART GROWTH APPROACH

The overriding standard for this CRA Redevelopment Plan is adherence to the principles of Smart Growth and sustainability. There is a clear recognition that the City must grow and will grow. The extensive public input process that went into the development of the plan has resulted in a strong bias in the recommendations towards quality of life, community improvement, protection of the environment and choice and accessibility. The inclusion of the principals of Smart Growth in the Plan’s goals and strategies is discussed below.

Provide a range of housing opportunities and choices

A major reason for the preparation of this CRA Redevelopment Plan is to address the conditions of housing blight that exist in the older neighborhoods of Dania Beach. Nearly a quarter of the CRA area exhibits structural deterioration and much of that is related to residential structures. Almost half of the housing in the area was built in 1969 or earlier. While those conditions

are reflected in housing prices in the CRA they are offset by the incomes of the community’s residents. In 2008 almost 40 percent of the households in the CRA earn less than \$25,000 annually. In short, the CRA contains many houses that are old, deteriorated and priced lower than their counterparts in other parts of the City but because of the extent of poverty in the area those homes are not affordable. Housing affordability is defined as a housing cost that does not exceed 30 percent of a household’s gross income. There is a need for a mix of housing types and prices in the CRA and this includes a need for quality affordable housing. This does not simply mean that more cheap housing is needed. Rather, a comprehensive approach to the demand for housing is needed. More and better paying jobs, job training and targeted workforce preparation must be included in the housing equation. The CRA Redevelopment Plan goals and strategies address this need in a number of ways: Improved aesthetics and reduction of crime in the residential neighborhoods; increased Home-Office opportunities on major corridors; creation of mixed-use urban villages and more mixed use in the downtown and along West Dania Beach Boulevard; and extensive efforts to attract the Marine Industry through coordination with educational institutions and workforce preparation entities. These efforts will result in higher real estate values, a better trained and educated workforce, higher pay and more housing choices.



Aim to increase efficiency of utilizing water and energy resources

This CRA Redevelopment Plan is a “Green” plan. The suggested Green Development Program for Dania Beach is designed to strike the balance between encouraging energy efficiency at the community level, in building design and in alternative energy production while guarding against discouragement of badly needed redevelopment. Goals and strategies in the plan are aimed at optimizing energy efficient design and energy conservation through incentives and direct assistance from the City rather than through regulation. Specific projects called out in the neighborhoods include solar lighting for streets, parks and alleys; traffic improvements to create a more efficient movement of vehicular traffic and thereby a reduction of fuel consumption and air pollution; and elimination of substandard building conditions. The plan itself includes a number of changes to the urban form to provide for mixed use, pedestrian-friendly development throughout the CRA. Strategies are also included that address water conservation and planning ahead for enhancing the water supply for future residents. Recommendations for development of neighborhood parks in CRA neighborhoods provide the opportunity to create demonstration projects for the use of drought resistant native planting, reuse of retained water and use of recycled materials. The plan envisions a number of improvements to pedestrian, street, landscaping and storm drainage improvements as well.

Preserve and create open space

There are many opportunities in this plan for the preservation of existing open space and creation of new open space. As noted above, there are strategies for creation of new parks in two of the residential neighborhoods in the CRA. The plan depicts linear open space along the C-10 Canal that will provide buffering for the neighborhoods and incubation areas for marine life. Street landscaping in the neighborhoods and the downtown and design regulations that provide for visual portals from Federal Highway to the downtown will result in additional open space.



Create distinctive buildings and neighborhoods with a strong sense of place

The CRA Redevelopment Plan is mindful of the need to protect and preserve the strongest and best neighborhood assets and supplement them with improvements that accent the individuality of the neighborhoods. As in any redevelopment effort it will be necessary to demolish and replace buildings and other structures over time. It is in those instances that the opportunity for strengthening the character of a neighborhood presents itself. The neighborhoods in the CRA are the oldest in the City and as such, have developed a character and sense of place that would be difficult to replace without careful planning and extensive input by the local residents. This CRA plan has incorporated both of those important activities



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in the preparation of its goals and strategies and they are reflected in the plan itself. The plan's architectural components provide a wide range of opportunities for building types. Where mixed use is envisioned the plan encourages uses on the first floor that are compatible with the adjacent pedestrian and vehicular ways. The goals and strategies call for improvements in neighborhood aesthetics, installation of entry features and specific buffering requirements for those areas of neighborhoods that are immediately adjacent to corridors. An often overlooked structural feature in neighborhoods is the public works project. The City should regard every project that it undertakes as an opportunity to enhance the look and feel of the community. To that end the recommendations in this plan call for inclusion of a requirement in the City's regulations that will hold public works projects to strict aesthetic standards.



Promote mixed land uses serviced by a variety of transportation modes

Mixed use is a critical aspect of this CRA Redevelopment Plan. It is generally accepted as the most efficient way to accommodate growth, conserve energy and provide the population mass that is necessary to support public transit. The plan itself incorporates mixed use in a number of areas within the CRA and designates them as "City Center Mixed Use", "Neighborhood Mixed Use" or "Corridor Mixed Use", as appropriate. The goals and strategies specifically identify the need to redevelop Phippen-Waiters Road south of Stirling Road

as a mixed use, pedestrian-friendly corridor that will include townhomes. The plan is designed around the planned location of two commuter rail stations on the FEC rail line, one in the general area of Phippen-Waiters Road and Sheridan Street, and the other at Dania Beach Boulevard on the west side of the tracks. Extensions of the pedestrian and bicycle network throughout the CRA are envisioned on the plan and the goals and strategies call for expansion of community busing to better serve the College Gardens neighborhood.

Make development decisions more predictable, quicker and cost effective



Efficiency and predictability must be the hallmark of any redevelopment effort. The CRA Redevelopment Plan recognizes the need to remove barriers to the development process and it does this in a number of ways. That portion of the plan that includes regulating language and illustrations has been designed to eliminate uncertainty and provide graphic direction for development in specific areas of the CRA. In addition the goals and strategies call for coordination with housing providers to provide a series of pre-reviewed and readily approvable plans for safe, affordable, attractive, energy efficient housing. Desired development results such as first floor uses that are compatible with adjacent streets and pedestrian ways, provision of visual portals and other urban design features are specifically called out in the goals and strategies. It is envisioned that this would be done through various incentives such as expedited review or other administrative means.



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Create walkable sites, neighborhoods and community designs

There are a number of examples of well-planned community designs in the plan and a great deal of effort and attention has gone into planning the neighborhoods in a pedestrian-friendly manner. The City Center, with the redesigned NW 1st Avenue and its visual



connectivity with Federal Highway may best exemplify the walkable site. It is compact and well connected to the neighborhoods and to mass transit facilities. Other examples include the Phippen-Waiters Road corridor and the planned extension and redevelopment of West Dania Beach Boulevard.

Encourage community and stakeholder collaboration

The CRA Redevelopment Plan has been extensively vetted by the community residents, business leaders and elected officials through a series of approximately 15 meetings. The plan and its goals and strategies will continue to be held up to public input and scrutiny as the City moves towards implementation. Upgrades to neighborhoods, acquisition and demolition of properties, enactment of regulations to address current community ills such as absentee ownership and property neglect will all require public input. Many of the goals and strategies that relate

to neighborhood enhancement and attracting the marine industry will require open community dialogue – that is expected and encouraged in order to arrive at results that are well thought out and acknowledged and affirmed by those residents that will be most directly affected by official actions of the Community Redevelopment Agency and the City Commission.

Promote regional collaboration



Clearly a plan of the magnitude of the Dania Beach CRA Redevelopment Plan cannot be implemented without the assistance and cooperation of a wide array of external partners. Large scale capital projects such as the modification of the railroad bridge and Federal Highway bridge over the Dania Cut-Off Canal or realignment of Old Griffin Road cannot be accomplished in the absence of a well coordinated effort that includes the City and numerous outside agencies. Likewise, strategies for reduction of neighborhood crime and initiation of Marine Industry Roundtable discussions will require the participation of the City's partners in other jurisdictions across Broward County and the South Florida region if they are to be successful.



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SMART GROWTH / SUB AREA

Strengthen and direct development towards existing communities

As the oldest city in Broward County and one of the oldest in South Florida, Dania Beach is constrained in size and does not have the ability to sprawl. The CRA is located in the central portion of the oldest part of the City and is by its very nature confined. The CRA Redevelopment Plan and its goals and strategies are designed to strengthen existing communities and the projects called for are all located within the existing communities.

Take advantage of compact building design

Even a cursory review of the CRA Redevelopment Plan confirms that it directs itself towards compact urban development that will require much less reliance on the single occupancy vehicle than is the case today. The incorporation of more mixed use design and greater massing along corridors allows the plan to balance the competing needs of accommodating future growth and protecting stable lower density residential neighborhoods. In areas like the Phippen-Waiters Road corridor, higher building intensities combined with mixed use and townhouse development provides opportunities to upgrade the neighborhood and improve the quality of life in a significant way.



Smart Growth Goals and Strategies

Redevelopment goals and strategies relating to the Smart Growth approach are found in every goal section of the CRA Redevelopment Plan.

**IMPLEMENTATION STRATEGIES –
SUB AREA PLAN IMPLEMENTATION
STRATEGIES**

Redevelopment Goal 1: Enhance and Reinforce the CRA Sub Areas

The CRA shall be empowered to take all actions necessary to enhance and reinforce the CRA sub areas. The CRA Redevelopment Plan identifies seven (7) sub areas and calls out strategies for addressing redevelopment in each of them. Three of these sub areas, College Gardens, Dania Beach Heights and Sun Garden Isles are primarily residential in character. The East Federal Highway/ Dania Beach Boulevard sub area contains a significant residential component, but is also characterized by commercial development along the major roadways. The City Center, as the name implies, lies at the center of the CRA and contains commercial, government and industrial uses with a small amount of residential, which is either in transition to other use or is slated for demolition. The Marine sub area includes the Dania Cut-Off and C-10 Canals as its backbone and contains industrial, marine industrial, marine commercial and a small amount of residential uses. The West Bryan Road sub area is made up of industrial, commercial recreation and future hotel uses. These sub areas are discussed separately and redevelopment strategies are identified for each of them below.



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CONCEPT & IMPLEMENTATION STRATEGIES

SUB AREA

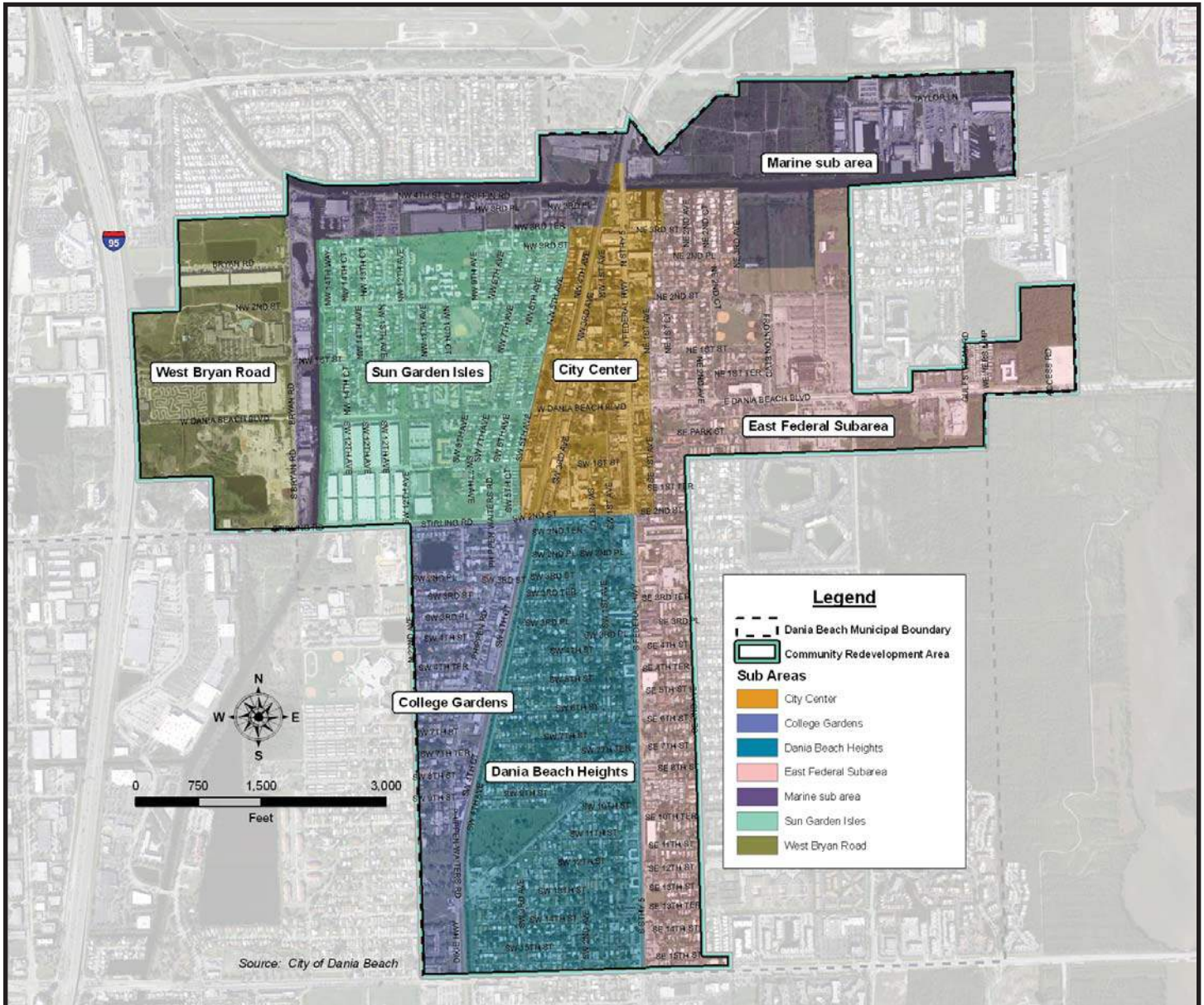


Figure 40: Sub-area Boundaries



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

COLLEGE GARDENS SUB AREA

College Gardens

Summary Description

Location: Bound by the Florida East Coast (FEC) railway corridor to the east, N 22nd Avenue to the west, Stirling Road to the north and Sheridan Street to the south

Zoning: RS-6000 Single Family

General Characteristics:

- Vacancy rate 11 percent
- 57 percent renter occupancy
- Average household size is 2.8 persons per household (City average is 2.19)
- Multi-family units lack adequate parking
- General need for maintenance and repairs
- Parking throughout the neighborhood is deficient
- Lack of street landscaping or swale maintenance
- Structural and infrastructure deterioration
- Vagrancy
- Inadequate public park land

Redevelopment and revitalization of College Gardens will require significant physical upgrades and a concerted effort on the part of the City to improve code enforcement, provide services and strengthen law enforcement efforts. The latter will require coordination with the City's external partners to ensure that crime which currently occurs across the shared boundary with the City of Hollywood is eliminated. Provision of mixed residential and commercial use opportunities and affordable home ownership alternatives should be a priority. Physical improvements will be necessary to Phippen-Waiters Road in order to provide the basis for a mixed use, pedestrian-friendly corridor. A potential redevelopment opportunity is the future commuter rail station that is planned for the area east of Phippen-Waiters Road and north of Sheridan Street. Strategies for enhancing and reinforcing the College Gardens sub area are included in Strategies 1.a.1 – 1.a.10, below.





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CONCEPT & IMPLEMENTATION STRATEGIES

COLLEGE GARDENS SUB AREA

| | |
|------------|---|
| 1.a | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - College Gardens |
| | Immediate Implementation Strategies |
| 1.a.1 | <ul style="list-style-type: none"> • Coordinate with Broward Sheriff's Office (BSO) and the City of Hollywood to establish a policy maker-level committee to address crime at the cities' shared borders. |
| 1.a.2 | <ul style="list-style-type: none"> • Coordinate with appropriate agencies/departments to expand the route of the community bus to include stops in College Gardens. |
| 1.a.3 | <ul style="list-style-type: none"> • Strengthen law enforcement activities at Chester Byrd Park and along SW 12th Avenue. |
| 1.a.4 | <ul style="list-style-type: none"> • Apply for grants or seek available funding to provide for redevelopment opportunities that are compatible with the future commuter rail station planned for the area north of Sheridan Street and east of Phippen-Waiters Road. |
| 1.a.5 | <ul style="list-style-type: none"> • Provide traffic calming improvements throughout the neighborhood as necessary. |
| 1.a.6 | <ul style="list-style-type: none"> • Work with the residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens. |
| | Long Term Implementation Strategies |
| 1.a.7 | <ul style="list-style-type: none"> • Upgrade Phippen-Waiters Road including, but not limited to improving storm drainage, providing sidewalks, street landscaping and irrigation. |
| 1.a.8 | <ul style="list-style-type: none"> • Provide physical upgrades to Chester Byrd Park to include solar powered lighting. |
| 1.a.9 | <ul style="list-style-type: none"> • Utilize existing preliminary design and estimate of probable cost for provision of improvements to SW 12th Avenue to include landscaping, curb and gutter and drainage upgrades. |
| 1.a.10 | <ul style="list-style-type: none"> • Provide physical improvements to the corner of SW 11th Ave., SW 2nd Terr. and Stirling Road to protect swales and create a safer environment for local traffic. |
| 1.a.11 | <ul style="list-style-type: none"> • Identify potential site(s) for park development, purchase and develop one or more parks with adequate parking. |



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COLLEGE GARDENS SUB AREA



Figure 41: Proposed College Gardens sub area plan



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

DANIA BEACH HEIGHTS SUB AREA

Dania Beach Heights

Summary Description

Location: bound by the FEC right-of-way on the west, Sheridan Street on the south, Stirling Road on the north and US 1 to the east

Zoning: RD-8000 Two Family

General Characteristics:

- Vacancy rate 23 percent
- 40 percent renter occupancy
- Average household size is 2.3 persons per household (City average is 2.19)
- Inadequate parking
- General need for maintenance and repairs
- Parking throughout the neighborhood is deficient
- Unsanitary and unsafe conditions were observed in alleys
- Lack of street landscaping or swale maintenance
- Inadequate buffering between commercial and residential uses
- Structural and infrastructure deterioration
- Inadequate public park land

Redevelopment and revitalization of Dania Beach Heights should concentrate on substantially preserving the single family character of the neighborhood while strategically incorporating mixed use and loft style residential development. Provision of home ownership opportunities should be a priority. A significant issue in the redevelopment of this area is the need to provide adequate buffering between the residential and commercial development that occurs along Federal Highway. Residential Office use is recommended on the north and south along the Stirling Road and Sheridan Street corridors. The existence of alleys in the neighborhood presents the opportunity to alleviate the parking, but alleys need to be improved to eliminate unsanitary conditions and create a safer environment. Strategies for enhancing and reinforcing the Dania Beach Heights sub area are included in Strategies 1.b.1 – 1.b.9, below.





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CONCEPT & IMPLEMENTATION STRATEGIES

DANIA BEACH HEIGHTS SUB AREA

| | |
|------------|---|
| 1.b | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - Dania Beach Heights |
| | Immediate Implementation Strategies |
| 1.b.1 | <ul style="list-style-type: none"> • Coordinate with Broward County to reprogram the traffic light at Federal Highway and Dixie Highway to provide more efficient traffic movement. |
| 1.b.2 | <ul style="list-style-type: none"> • Perform a traffic analysis of West Dixie Highway to determine the feasibility of incorporating traffic calming improvements. |
| 1.b.3 | <ul style="list-style-type: none"> • Perform an analysis of the performance/utility of street closures. |
| 1.b.4 | <ul style="list-style-type: none"> • Work with the residents and City Commission to potentially allow certain special uses such as Bed and Breakfast, artist residence/studio and other live-work uses that do not conflict with adjacent residential development in the portion of the Dania Beach Heights Neighborhood known as the Triangle Village Area. Potential regulatory mechanisms including, but not limited to zoning overlay or special exception should be considered. |
| 1.b.5 | <ul style="list-style-type: none"> • Work with the residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens. |
| | Long Term Implementation Strategies |
| 1.b. 6 | <ul style="list-style-type: none"> • Install solar powered lighting in alleys. Phase installation to ensure that areas closest to Federal Highway and Sheridan Street occur first. |
| 1.b.7 | <ul style="list-style-type: none"> • Install water lines along SW 1st Avenue as needed. |
| 1.b.8 | <ul style="list-style-type: none"> • Provide funding for landscape improvements along all streets in Dania Beach Heights, including West Dixie Highway. |
| 1.b.9 | <ul style="list-style-type: none"> • Identify potential site(s) for park development, purchase and develop one or more parks with adequate parking. |



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DANIA BEACH HEIGHTS SUB AREA

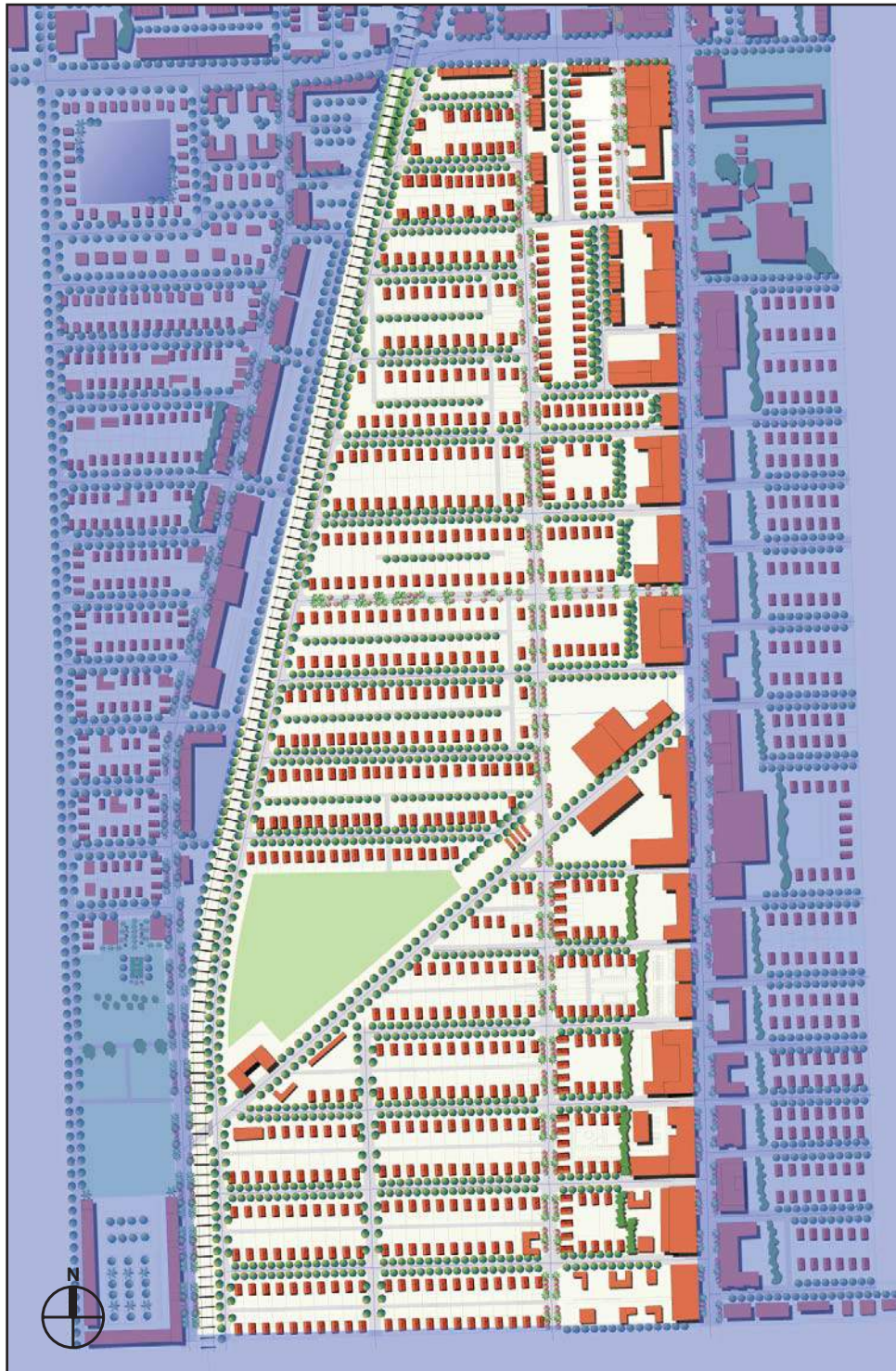


Figure 42: Proposed Dania Beach Heights sub area plan



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

SUN GARDEN ISLES SUB AREA

Sun Garden Isles

Summary Description

Location: bound by the Dania Cut-Off Canal on the north, Stirling Road on the south, Bryan Road on the west and the existing western Community Redevelopment Area boundary on the east

Zoning: RD-8000 (two-family residential), RS-6000 (single family residential), RM and RM-1 (multi-family residential)

General Characteristics:

- Vacancy rate 11 percent
- 60 percent renter occupancy
- Overall disinvestment in the area
- Absentee ownership
- Poor property maintenance – unsafe conditions
- Vacant lots and abandoned structures
- Crime
- Inadequate street and swale landscaping and maintenance
- Inadequate parking
- Discontinuous pedestrian access
- Street flooding
- C.W. Thomas Park and Community Center – large and well equipped

Redevelopment and revitalization of Sun Garden Isles will require significant physical improvements as well as a concentrated code enforcement and law enforcement effort. The extension of Dania Beach Boulevard across the C-10 Canal to Bryan Road and incorporation of commercial mixed use opportunities along this newly created corridor central to the redevelopment of this neighborhood. Enhanced code enforcement will be necessary in this neighborhood to address property maintenance issues. Likewise, it will be important for the City and the CRA to provide maintenance to deteriorated and substandard infrastructure. Provision of affordable housing and home ownership opportunities should be a high priority and the existence of numerous vacant lots in Sun Garden Isles provide relocation

potentials that can help to maintain the current resident population. Strategies for enhancing and reinforcing the Dania Beach Heights sub area are included in Strategies 1.c.1 – 1.c.10, below.





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SUN GARDEN ISLES SUB AREA



Figure 43: Proposed Sun Garden Isles sub area plan



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPT & IMPLEMENTATION STRATEGIES

SUN GARDEN ISLES SUB AREA

| | |
|--------|---|
| 1.c | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - Sun Garden Isles |
| | Immediate Implementation Strategies |
| 1.c.1 | <ul style="list-style-type: none"> • Coordinate with Broward Sheriff's Office to implement a neighborhood watch program. |
| 1.c.2 | <ul style="list-style-type: none"> • Analyze the feasibility of purchasing vacant lots to provide affordable relocation opportunities for CRA residents who are displaced through redevelopment efforts. |
| 1.c.3 | <ul style="list-style-type: none"> • Remove Dania Beach Boulevard west of Federal Highway from the <i>Broward County Trafficways Plan</i>. |
| 1.c.4 | <ul style="list-style-type: none"> • Work with the residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens. |
| | Long Term Implementation Strategies |
| 1.c.5 | <ul style="list-style-type: none"> • Install traffic calming devices on NW 10th Court and in front of the new playground at the community center on NW 2nd St. |
| 1.c.6 | <ul style="list-style-type: none"> • Install solar powered street lighting throughout the Sun Garden Isles neighborhood. |
| 1.c.7 | <ul style="list-style-type: none"> • Utilize existing preliminary design and estimate of probable cost to acquire right-of-way as necessary to extend West Dania Beach Boulevard from its current termination point to Bryan Road. |
| 1.c.8 | <ul style="list-style-type: none"> • Construct a bridge across the C-10 Canal at Dania Beach Boulevard. |
| 1.c.9 | <ul style="list-style-type: none"> • Demolish existing bridge across the C-10 Canal at NW 1st Street. |
| 1.c.10 | <ul style="list-style-type: none"> • Provide landscape and/or hardscape buffer between residences in Sun Garden Isles and NW 3rd Terrace and the newly created Marine sub area. |



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

EAST FEDERAL HWY SUB AREA

East Federal Highway/Dania Beach Boulevard

Summary Description

Location: The southern portion is generally bound on the south by Sheridan Street, on the west by Federal Highway, on the east by SE 2nd Avenue and on the north by SE 2nd Street. The northern portion is bound on the south by SE 2nd Street and SE 1st Street, on the west by SE/NE 1st Avenue, on the north by the Dania Cut-Off Canal and NE 2nd Place (extended) and on the east by the CRA boundary.

Zoning: TOC-2 (Transit Oriented Corridor), RD-8000 (two-family residential), RM (multi-family residential), TOC-1 (Transit Oriented Corridor), RS-6000 (single family residential), RS-8000 (single family residential)

General Characteristics:

- Mix of owner-occupied and rental
- Inadequate street and swale landscaping and maintenance – southern portion
- Deteriorated commercial development along corridors
- Vacant, undeveloped property – northern portion
- Frost Park and Community Center – large and well equipped

Redevelopment in the East Federal Highway/Dania Beach Boulevard sub area will include two primary initiatives. The first is provision of buffering and transition opportunities along the corridors to protect the single family development that lies beyond the corridors and the City Center. Residential Office use is recommended in the south along the Sheridan Street corridor, and improvements to the areas between mixed use and/or Town Center uses and residential will be necessary. Second will be the development of an urban village north of Dania Beach Boulevard at the east side of the CRA, which will provide a range of





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EAST FEDERAL HWY SUB AREA

housing opportunities for current and future residents. Strategies for enhancing and reinforcing the East Federal Highway/Dania Beach Boulevard sub area are included in Strategies 1.d.1 – 1.d.3, below.

| | |
|-------|--|
| 1.d | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - East Federal Highway/Dania Beach Boulevard |
| | Immediate Implementation Strategies |
| 1.d.1 | <ul style="list-style-type: none">• Strengthen code enforcement efforts related to property maintenance in the southern portion of the sub area. |
| | Long Term Implementation Strategies |
| 1.d.2 | <ul style="list-style-type: none">• Install landscaping improvements along SE 2nd Avenue. |
| 1.d.3 | <ul style="list-style-type: none">• Identify properties necessary and The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support development of an urban village. |



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EAST FEDERAL HWY SUB AREA



Figure 44: Proposed East Federal Highway/ Dania Beach Boulevard sub area plan



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

CITY CENTER SUB AREA

City Center

Summary Description

Location: bound on the south by SE/SW 2nd Street, on the west by NW/SW 5th Avenue, on the north by NW 3rd Terrace, the Dania Cut-Off Canal and NW 7th and 8th Streets (extended) and on the east by NE/SE 1st Avenue and NE 1st Court.

Zoning: TOD (Transit Oriented Development), RD-8000 (two-family residential), C-2 (commercial), C-4 (commercial), I-R (industrial restricted)

General Characteristics:

- Aging buildings
- Incompatible uses
- General unplanned appearance
- High concentration of contaminated sites
- Poor property maintenance
- Significant amount of vacant land (City-owned)
- Inadequate street and swale landscaping and maintenance
- Inadequate parking
- Discontinuous pedestrian access, often interrupted by vehicular use
- Bisected by FEC Rail corridor

Redevelopment of the City Center will require significant modification of the current urban landscape and will create an identifiable downtown. The center piece of redevelopment in this area will be NW/SW 1st Avenue, which will serve as the pedestrian-friendly main street. It will function as a mixed use commercial area and will be visually connected to Federal Highway by way of “portals”, open plazas that will allow for foot traffic and provide usable open space. The current site of City Hall will remain as government and community use and will be the location of Dania Beach’s library. City hall and its environs also provide the potential location for a “one-stop” community resource center. The City Center sub area extends westward beyond the FEC railroad tracks





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CONCEPT & IMPLEMENTATION STRATEGIES

CITY CENTER SUB AREA

and improvements to Dania Beach Boulevard and the areas along the rail corridor will be designed to eliminate the historical dividing line that has existed since the creation of the City. The area immediately west of the FEC tracks and north of Dania Beach Boulevard is the potential future location of the commuter rail station. The CRA Redevelopment Plan acknowledges the role of the Federal Highway corridor as an arterial roadway and includes improvements to enhance and further the City's antique district and to provide an aesthetic entrée to the Downtown. Strategies for enhancing and reinforcing the City Center sub area are included in Strategies 1.e.1 – 1.e.13, below.



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COMMUNITY REDEVELOPMENT AGENCY
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CONCEPT & IMPLEMENTATION STRATEGIES

CITY CENTER SUB AREA

| | |
|------------|--|
| 1.e | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - City Center |
| | Immediate Implementation Strategies |
| 1.e.1 | <ul style="list-style-type: none"> Construct a new library adjacent to City Hall. |
| 1.e.2 | <ul style="list-style-type: none"> Develop a “one-stop” resource center for the dissemination of information to the community. Potential sites include City Hall or the library. |
| 1.e.3 | <ul style="list-style-type: none"> Apply for grants or seek available funding to provide for redevelopment opportunities that are compatible with the future commuter rail station planned for the area north of Dania Beach Boulevard and east of NW 4th Avenue. |
| 1.e.4 | <ul style="list-style-type: none"> Establish programs to address parking facilities such as, but not limited to, payment in lieu or shared parking. |
| 1.e.5 | <ul style="list-style-type: none"> Develop design standards for Federal Highway from the Dania Cut-Off Canal to Sheridan Street that call for strategically placed public spaces that provide visual portals to the Downtown and natural passageways to neighborhoods that parallel Federal Highway. Encourage uses in these areas that are pedestrian friendly and allow for the active use of the open space. |
| | Long Term Implementation Strategies |
| 1.e.6 | <ul style="list-style-type: none"> Perform a market status and economic benefit study to determine the best approach to business attraction and retention in the City Center. |
| 1.e.7 | <ul style="list-style-type: none"> Utilize existing preliminary design and estimate of probable cost provide improvements to Dania Beach Boulevard to include landscaping, curb and gutter and drainage upgrades. |
| 1.e.8 | <ul style="list-style-type: none"> Construct a multi-space parking garage adjacent to the City Hall site. |
| 1.e.9 | <ul style="list-style-type: none"> Bury power lines along NW 1st Avenue from NW 2nd Street to Stirling Road. |
| 1.e.10 | <ul style="list-style-type: none"> Provide street landscaping along the west side of NW 1st Avenue from Dania Beach Boulevard to NW 1st Street. |
| 1.e.11 | <ul style="list-style-type: none"> Leverage the fire station site for a redevelopment project and identify a site for relocation of the fire station that would not reduce response time. |
| 1.e.12 | <ul style="list-style-type: none"> Create and fund a façade improvement program that would apply to businesses fronting Federal Highway, Dania Beach Boulevard and NW 1st Avenue in the City Center sub area. |
| 1.e.13 | <ul style="list-style-type: none"> Work with developers to find ways to potentially relocate City Hall and provide incentives for development of the existing City Hall site. |



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CONCEPT & IMPLEMENTATION STRATEGIES

CITY CENTER SUB AREA



Figure 45: Proposed City Center sub area plan



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPT & IMPLEMENTATION STRATEGIES

MARINE SUB AREA

Marine

Summary Description

Location: bound on the north by New Griffin Road/ NW 10th Street, on the east by the eastern property line of Broward Marine, Inc., on the south by the Dania Cut-Off Canal, NE 2nd Street (extended) and NW 3rd Terrace, and on the west by Bryan Road. The Southern portion of the Marine sub area is bound on the east by the eastern bank of the C-10 Canal.



Zoning: I-G (industrial), IRO (industrial restricted), IROM (industrial), C-3 (commercial), RD 8000 (two-family residential),

General Characteristics:

- Aging buildings
- Incompatible uses
- Vacancy and deteriorated structures
- Several contaminated sites
- Poor property maintenance
- Inadequate infrastructure and obstructions to navigation
- Underutilized sites

Redevelopment of the Marine sub area is critical to the CRA Redevelopment's Plan's goal of attracting and expanding the Marine Industry. Reconfiguration of existing land use patterns, relocation of roadways, redesign, demolition and new construction of bridges and dredging and widening of waterways will be required. A large portion of the marine sub area is constrained by the existence of main electrical power lines. The land under the power lines are restricted by easements and coordination with Florida Power and Light (FPL) will be necessary for its utilization. This land does however, provide an opportunity for uses that are necessary for marine related businesses such as boat storage or staging areas for boat yard operations. Other energy production uses for power line easements not related to the marine



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CONCEPT & IMPLEMENTATION STRATEGIES

MARINE SUB AREA

industry are discussed elsewhere in the plan. Strategies for enhancing and reinforcing the Marine sub area are included in Strategies 1.f.1 – 1.f.9, below.

| | |
|------------|--|
| 1.f | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - Marine |
| | Immediate Implementation Strategies |
| 1.f.1 | <ul style="list-style-type: none"> • Remove Bryan Road from the <i>Broward County Trafficways Plan</i>. |
| 1.f.2 | <ul style="list-style-type: none"> • Vacate the current right-of-way for Old Griffin Road from the east side of the C-10 Canal to the FEC tracks. |
| 1.f.3 | <ul style="list-style-type: none"> • Realign Old Griffin Road south of its current alignment. This will create additional three-quarters of a mile of waterfront property along the Dania Cut-Off Canal, and will allow construction of a taller bridge over the C-10 Canal so that taller vessels can pass under it. |
| 1.f.4 | <ul style="list-style-type: none"> • Consider adoption of a boating facility siting plan pursuant to s. 380.06 (24) (K), F.S. |
| 1.f.5 | <ul style="list-style-type: none"> • Help to coordinate training programs for marine industry related jobs with local high schools, technical centers, etc. |
| | Long Term Implementation Strategies |
| 1.f.6 | <ul style="list-style-type: none"> • Construct a bridge over the C-10 Canal from Bryan Road to NW 3rd Terrace. |
| 1.f.7 | <ul style="list-style-type: none"> • Acquire right-of-way for NW 3rd Terrace to accommodate the realignment of Old Griffin Road. |
| 1.f.8 | <ul style="list-style-type: none"> • Demolish the current Old Griffin Road bridge over the C-10 Canal. |
| 1.f.9 | <ul style="list-style-type: none"> • Bury local power lines that currently exist along Old Griffin Road. |



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MARINE SUB AREA



Figure 46: Proposed Marine sub area plan



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REDEVELOPMENT PLAN**

CONCEPT & IMPLEMENTATION STRATEGIES

WEST BRYAN ROAD SUB AREA

West Bryan Road

Summary Description

Location: bound on the north by the southern boundary of the existing mobile home park, which is approximately in line with NW 3rd Terrace (extended), on the east by Bryan Road, on the south by Stirling Road and on the west by Interstate Highway 95.

Zoning: C-2 (commercial), IRO (industrial restricted), IROM (industrial), IROC (industrial) C-4 (restricted commercial)

General Characteristics:

- Large vacant parcels
- Contaminated sites
- Partially developed infrastructure
- Some development plans in place

The West Bryan Road sub area is the location of commercial recreation uses and planned hotel development. A large area in the southern portion of the site is currently utilized for industrial purposes and will be redeveloped over time consistent with those hotel and recreational uses. Redevelopment of this area will be sensitive to the potential conflicts of uses on opposite sides of Bryan Road. Strategies for enhancing and reinforcing the West Bryan Road sub area are included in Strategies 1.g.1 – 1.g.2, below.



| | |
|------------|--|
| 1.g | Redevelopment Goal 1: Enhance and Reinforce CRA Sub Areas - West Bryan Road |
| | Immediate Implementation Strategies |
| 1.g.1 | <ul style="list-style-type: none"> • Ensure that site design of projects includes adequate buffering to screen them from Bryan Road and potentially conflicting uses in the Marine sub area. |
| | Long Term Implementation Strategies |
| 1.g.2 | <ul style="list-style-type: none"> • Continue to encourage development of hotel uses and other tourist-related uses that are clearly visible from Interstate Highway 95. |



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WEST BRYAN ROAD SUB AREA

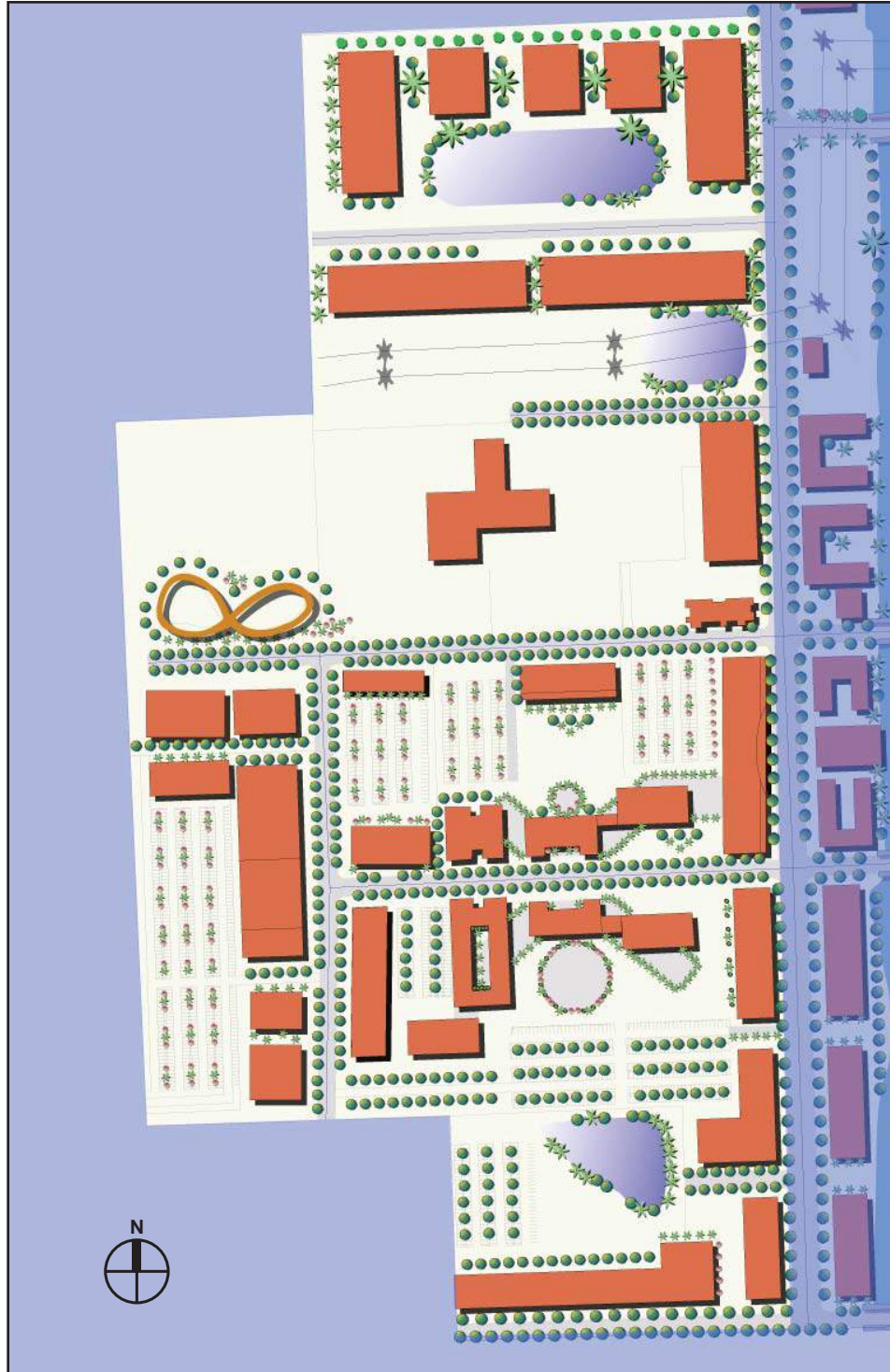


Figure 47: Proposed West Bryan Road sub area plan



**IMPLEMENTATION STRATEGIES –
QUALITY AFFORDABLE HOUSING**

information sharing and intensified code enforcement. Strategies for eliminating substandard housing and providing affordable housing alternatives are included in Strategies 2.a – 2.u, below.

Redevelopment Goal 2: Eliminate Substandard Housing and Provide Affordable Housing Alternatives

The CRA shall be empowered to take all actions necessary to eliminate substandard housing and provide affordable housing alternatives. The CRA is characterized by seriously deteriorated and stagnant demographic and economic conditions. It includes a significant number of aging residential units and incomes in the area are low. Likewise housing quality has been identified as a contributor to blight in the CRA. Over half of the houses in the CRA were built before 1980 and the median year of construction in the CRA is 1971.

Housing affordability is defined as a housing cost that does not exceed 30 percent of a household's gross income. Housing costs considered include taxes, insurance and utility costs. When the monthly carrying costs of a home exceed 30 percent of household income, then the residents are considered cost burdened and the housing is considered unaffordable.

In the CRA, 40 percent of households earn less than \$25,000 annually. More than half of these households earn less than \$15,000 annually. The household median income for the current year is \$33,932, as compared to that of the City which is \$44,029 and the County which is \$55,541. Likewise individual income is very low in the CRA. The per capita income in the current year is \$20,002 as compared to that of the City which is \$25,456 and the County which is \$29,818. Other factors such as the percentage of school aged children who receive free or reduced lunch in schools that serve the CRA reinforce these poverty data.

The CRA Redevelopment Plan seeks to eliminate substandard housing and neighborhood conditions through a combination of financial incentives,



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CONCEPT & IMPLEMENTATION STRATEGIES

AFFORDABLE HOUSING

| | |
|-----|---|
| 2 | Redevelopment Goal 2: Eliminate Substandard Housing and Provide Affordable Housing Alternatives. |
| | Immediate Implementation Strategies |
| 2.a | <ul style="list-style-type: none"> • Because redevelopment will potentially cause displacement of low income individuals, develop a housing program so that long time residents are not displaced from their community. |
| 2.b | <ul style="list-style-type: none"> • Identify funding for, and begin acquisition of vacant lots in CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes. |
| 2.c | <ul style="list-style-type: none"> • Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage, street landscaping and easily identifiable on-street and off-street parking areas. |
| 2.d | <ul style="list-style-type: none"> • Create a sewer hook-up fund utilizing revenues derived from mandatory utility payments for sewer service for those homes and businesses that have not hooked up to available sewers by an established deadline date. Utilize the fund to leverage low interest sewer hook up loans to low-moderate income applicants. |
| 2.e | <ul style="list-style-type: none"> • Consider the enactment of regulations encouraging on-site ownership of rental properties, including, but not limited to: <ul style="list-style-type: none"> ○ Provision of incentives, such as property tax rebates for owners who live on site. ○ CRA-wide enforcement of a policy that would prohibit mitigation of code enforcement fines after a prescribed number of violations. ○ Establishment of a registration program for absentee owners with fee attached. Revenues to be used for demolition or acquisition of properties in the CRA. ○ Update the map of property ownership and vacant parcels on an annual basis to determine the effectiveness of the City's effort to reduce absentee ownership. ○ Establish and communicate to the public a "zero tolerance" City Commission policy for property neglect that is directed at absentee rental property (utilize crime and police/fire call statistics as a rational nexus). ○ Coordinate with the BSO to provide and oversee a mentored community service program directed at neighborhood improvement and reduction of crime and code enforcement offenses in the CRA neighborhoods. |
| 2.f | <ul style="list-style-type: none"> • Encourage solar powered outside lighting in all areas. |
| 2.g | <ul style="list-style-type: none"> • Increase code enforcement activity for deteriorated housing conditions and unkempt vacant lots. To achieve this, the CRA could potentially fund a new position that would be assigned primarily to the CRA. |
| 2.h | <ul style="list-style-type: none"> • Proactively initiate building and zoning code enforcement for units that have been illegally converted. |
| 2.i | <ul style="list-style-type: none"> • Develop programs or projects to reduce crime and the perception of crime. |



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CONCEPT & IMPLEMENTATION STRATEGIES

AFFORDABLE HOUSING

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| 2.j | <ul style="list-style-type: none"> Coordinate with housing providers such as Habitat for Humanity, Aging and Disability Resource Center of Broward County Florida Home Builders and Builders Association of South Florida to provide a series of pre-reviewed and readily approvable plans for safe, affordable, accessible, attractive, energy efficient housing for use by the CRA's residents. |
| Long Term Implementation Strategies | |
| 2.k | <ul style="list-style-type: none"> Establish land use designations and zoning densities that would allow residential densities greater than 15 units per acre on average to address overcrowding, and to support the planned commuter rail station. |
| 2.l | <ul style="list-style-type: none"> Form partnerships with housing finance agencies and entities to assist residents in purchase and/or rehabilitation of housing and to encourage home ownership. |
| 2.m | <ul style="list-style-type: none"> Address the negative impacts of foreclosures and promote neighborhood stability. |
| 2.n | <ul style="list-style-type: none"> Work with the City's external partners and support programs designed to increase the income levels of low income households such as workforce preparation/job training and employment preference initiatives. |
| 2.o | <ul style="list-style-type: none"> Seek funding to implement programs for the development of future housing opportunities in the CRA that is affordable to residents of low or moderate income, including the elderly. |
| 2.p | <ul style="list-style-type: none"> The CRA shall be empowered to complete sidewalk/pedestrian improvements in all CRA neighborhoods. |
| 2.q | <ul style="list-style-type: none"> Establish zoning regulations that provide an appropriate transition between commercial and single family detached neighborhoods. |
| 2.r | <ul style="list-style-type: none"> Identify projects, such as community entry features or unique street signage that will establish a positive sense of community identity. |
| 2.s | <ul style="list-style-type: none"> Encourage redevelopment of parcels that contain structures deteriorated beyond standard repair. |
| 2.t | <ul style="list-style-type: none"> Provide a range of housing types at varying costs to address affordability, overcrowding and access for the elderly and physically handicapped. |
| 2.u | <ul style="list-style-type: none"> Identify additional areas for neighborhood parks in College Gardens and Dania Beach Heights. |



IMPLEMENTATION STRATEGIES - MODEL ENERGY EFFICIENCY REDEVELOPMENT PROGRAM

Redevelopment Goal 3: Redevelop the CRA in a manner that is energy efficient and sustainable.

Can we bring the joy of nature into our buildings? That should be our major objective.

Ralph Knowles
Professor Emeritus of Architecture
University of Southern California

The CRA shall be empowered to take all actions necessary to redevelop the CRA in a manner that is energy efficient and sustainable. The form and function of our communities play an enormous role in the health and productivity of our environment and can help to determine how resilient we are to increases in energy prices, food, material and labor costs. Once believed to be at odds, more and more communities are finding that the environment and the economy are indeed, inextricably linked. The CRA Redevelopment Plan envisions a radical change to the urban form in Dania Beach's urban center. This Model Energy Efficiency Redevelopment Program has been included in the plan to serve as a guide towards achieving better environmental outcomes in conjunction with long-term economic viability.

The need for a cautious and thoughtful approach to energy efficiency applications in redevelopment is acknowledged. It is an emerging field of endeavor and anecdotal information received from representatives of local government and the development community alike confirms that cost is a very real concern in the short term. Added short-term costs to projects, which would be passed on to the potential consumers could prove fatal to a redevelopment effort such as the one the CRA Redevelopment Plan envisions. For that reason ***it is recommended that this program be applied as an incentive-based effort, with the CRA taking the lead and setting the example.***



General CRA Initiatives

A committed approach by the CRA in providing leadership and resources, setting standards and strictly enforcing agreements once incentives have been granted will be required if success is to be realized. A discussion of some of the things that the CRA can undertake immediately is included below.

Seek a Florida Green Building Coalition (FGBC) Local Government designation for the CRA and maintain that designation once it has been obtained. This will provide the CRA with the credentials necessary to demonstrate that it is taking the lead on this important effort. In addition the CRA should coordinate with the Broward County branch of the FGBC and work with other local governments and the Broward League of Cities in meeting the "Broward 2030 Challenge" to achieve carbon neutrality by the year 2030.

Maintain the CRA's commitment to the U.S. Conference of Mayors Climate Protection Agreement, by taking action to:

- Meet or beat the Kyoto Protocol targets in the CRA, through actions ranging from anti-sprawl land-use policies to urban forest restoration projects to public information campaigns;



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- Urge the state and federal governments to enact policies and programs to meet or beat the greenhouse gas emission reduction target suggested for the U.S. in the Kyoto Protocol, which is a seven percent reduction from 1990 levels by 2012; and
- Urge the U.S. Congress to pass the bipartisan greenhouse gas reduction legislation, which would establish a national emission trading system.

Enactment of a resolution to this effect will underscore the CRA's commitment to energy efficiency and the associated issues of global climate change and sea level rise.

Use the CRA's website to market its energy efficiency program in the CRA and to advocate for "Green" redevelopment.

In order to keep current with the rapidly changing "Green" field and maintain its relevance as a leader in energy efficient redevelopment, the CRA will need to receive input and recommendations from its professional staff. Creation of a system of accountability that requires periodic reporting to the CRA on efforts towards achieving its energy efficiency goals will be necessary. In order to achieve optimum effectiveness the CRA should require that input and recommendations come from the CRA Director.

Implement a recycling program for all non-residential and residential properties in the CRA. Track the solid waste and recycling generation, energy and water use and greenhouse gas emissions and publish an annual report that outlines said information including a plan to reduce it for the coming year. This should be accompanied by implementation of energy conservation and recycling programs for users of municipal buildings/facilities, which are adjusted periodically in response to the findings of the annual report. Communication will be an important part of this effort and information can be distributed to the public through the Community Resource Center that has been called for through the

public input process of this CRA Redevelopment Plan and which is contained in the recommendations.

Conduct energy audits for all municipal buildings/facilities in the CRA to establish a baseline for measuring future savings. Identification of needed improvements and upgrades and assigning a priority list will provide a first step. The CRA should then establish a target date and ensure that all municipal buildings and facilities in the CRA are retrofitted with low cost energy saving devices.

Continue enforcing the CRA's existing water restrictions for landscape irrigation in the CRA and be especially vigilant on CRA-owned properties such as parks, greenways and passive open space that are located within the CRA. The example that is set by the CRA in instances where it enforces regulations on its citizens is critical to maintaining the "buy-in" of the communities in maintaining high standards.

Plant native, drought resistant species in open space areas in the CRA owned and/or maintained by the CRA.

Encourage the CRA to update the CRA's Land Development Regulations, comprehensive plan and other regulating codes/policies to allow and promote water reuse and recycling, including gray water, and rainwater harvesting in public and private development. This would further the CRA's energy efficiency and sustainability goals.

The CRA should take a leadership role in the purchase and use of energy efficient equipment and sustainable consumer goods. Adoption of an environmentally preferable purchasing ordinance would help to further the CRA's sustainable initiatives. Any vehicles purchased with CRA funds should be equipped with alternative fuel or hybrid technology.

Coordinate with Florida Power & Light (FPL) to allow for use of easements under its main transmission lines that are located in the CRA for installation of solar panels and other alternative energy producing devices as appropriate. Assist in the provision of energy producing



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devices for those areas. There are approximately 73.8 acres of land that is potentially available within these easements, most of which is located in the CRA.

Incentives

The CRA should consider the use of a menu of incentives to attract new businesses and encourage them to utilize energy efficiency development techniques. In order to be effective in attracting business the incentives must be generous. To ensure that energy efficiency techniques and methods are optimized a well thought-out system of accountability must be built into the granting of incentives.

The use of bonding and enforceable agreements that include penalties for non-compliance is recommended. Incentives should be offered on a tiered basis and not guaranteed. Rather they should be granted as deemed appropriate by the CRA on a case-by-case basis.

A discussion of those incentives that are generally accepted for use by local governments in encouraging policy implementation is included below.

- Property tax credits – property tax relief is an important incentive when applied thoughtfully and cautiously. It must be remembered that the trade-off that is being made by the CRA is a direct reduction in revenues in exchange for an expected increase in economic benefits.

CITY OF DANIA BEACH -
Florida Power & Light Electrical Easement





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Property tax credits should be large enough to be meaningful to the recipient and should run for a reasonable period of time. Periodic monitoring of agreed-to actions and results should occur and the CRA should build in strong safeguards to ensure mitigation for non-compliance.

- Expedited review – expedited review of site plans, landscape plans and building plans must be demonstrably quicker than the standard process if it is to be effective in encouraging redevelopment. Use of pre-approved plans, as suggested in the CRA Redevelopment Plan Recommendations for housing; established urban design standards in all areas (non-residential, residential and mixed use); administrative review of more complex plans under prescribed conditions; and a strictly adhered-to deadline for plan turn-around by the CRA are ways to ensure the effectiveness of this incentive. It will be important to choose the safeguards carefully to ensure that recipients of this incentive follow through with agreed-to energy efficiency improvements.
- Density, intensity and/or height bonuses – special care should be taken to ensure that bonuses for density, intensity or height are consistent with the urban design standards established by the CRA Redevelopment Plan. Periodic monitoring of agreed-to actions and results should occur and the CRA should build in strong safeguards to ensure mitigation for non-compliance.
- Fee waivers and/or reimbursements – As with expedited review, this incentive requires the use of safeguards to ensure follow-through.
- Project marketing - The CRA Redevelopment Plan envisions a pro-active approach on the part of the CRA to all aspects of redevelopment. Assisting in the marketing of “Green” projects through special awards or conspicuous inclusion of project information on the CRA’s website are extras that can be offered at very little cost to the

CRA. It will be important to monitor projects throughout their life to ensure compliance to agreed-upon improvements.

Ensuring Results

As noted above, the creation of a reliable system of accountability will be essential to ensuring that the desired results are achieved when offering incentives. Administering the program, coordinating with outside agencies, ensuring that the CRA itself is maintaining the energy efficiency standards that it is imposing on its citizenry and enforcing incentive agreements can be accomplished with current CRA staff with the appropriate training. Review of “Green” building applications however, will require a level of expertise that is not typically held by municipal staff at present. It is recommended that the CRA outsource these tasks under the supervision the CRA Director. As an alternative the CRA could provide professional green development/building training for key City staff in planning and zoning and building departments to review said applications.

Minimum Requirements for Administering Incentives

In addition to complying with the requirements of the Florida Building Code, development/redevelopment proposals within the CRA that are receiving incentives should be subject to the following minimum requirements and penalties on a case-by-case basis, as determined by the CRA.

- Regular inspections during construction phase
- Stop-work order
- Withholding final occupancy certificate
- Revocation of reimbursements or other incentives
- Forfeiture of performance bond



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- Requiring substitution of alternative green measures (if features during construction are not met)
- Code violation fines

Minimum Requirements for Receipt of Incentives

For any given redevelopment project the CRA may chose to require established standards by third party organizations, such as the U.S. Green Building Council, Leadership in Energy and Environmental Design (LEED) certification or certification by the Florida Green Building Coalition. In addition, it is recommended that the CRA apply minimum requirements for residential and non-residential building and development as discussed below.

Residential and Non-Residential Green Development/ Building (new buildings)

Submit completed residential green development/ building checklist, including:

- a narrative explanation of how the green building measure is being incorporated,
- a signed letter from the project architect demonstrating the approved green building measures have been incorporated and the certification being pursued, and
- project plans that clearly reference the green building measure.

The proposed project must have a 3 point margin above the minimum score requirement needed for formal third party green building certification (e.g., Florida Green Building Coalition, U.S. Green Building Council).

Submit required documentation certifying that a certified/accredited or other approved green building expert is a part of the development team and shall remain a part of the project team throughout its duration, i.e., from the design stage through final building inspection/ issuance of certificate of occupancy.

Existing Building Retrofits

For individual property owners wishing to participate in the incentive program for existing building retrofits, the CRA may wish to apply a modified approach, which would include reduced requirements for architectural and third party certification. Incentives would include expedited review, fee waivers or reimbursements, direct technical assistance in meeting standards and in locating funding and/or a rewards program that offers free drought-resistant landscaping, rain barrel installation, energy efficient appliances, etc.

Third Party Review Agencies

There are a number of potential partners upon which the CRA may rely to ensure that its Model Energy Efficiency Program meets industry standards and is being administered fairly and correctly. These are listed below.

- U.S. Green Building Council, Leadership in Energy and Environmental Design (LEED) Green Building Rating System for new construction, existing building, retail, homes (single family and multi-family) and neighborhood design
- Green Building Initiative, Green Globe
- National Association of Home Builders, Model Home Buildings Guidelines
- Enterprise Community Partners, Green Communities criteria (affordable housing), Florida Green Building Coalition Certification Programs, standards for home, development, high rise and commercial buildings

Strategies for redeveloping the CRA in a manner that is energy efficient and sustainable are included in Strategies 3.a – 3.o, below.



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CONCEPT & IMPLEMENTATION STRATEGIES

ENERGY EFFICIENCY

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| 3 | Redevelopment Goal 3: Redevelop the CRA in a manner that is energy efficient and sustainable. |
| | Implementation Strategies – Immediate and Ongoing |
| 3.a | <ul style="list-style-type: none"> • Adopt a Model Energy Efficiency Redevelopment Program that is incentive-based and focused on the CRA. |
| 3.b | <ul style="list-style-type: none"> • Seek a Florida Green Building Coalition (FGBC) Local Government designation for the CRA and maintain that designation once is has been obtained. |
| 3.c | <ul style="list-style-type: none"> • Enact a resolution maintaining the CRA’s commitment to the U.S. Conference of Mayors Climate Protection Agreement, which is directed at reduction of greenhouse gas emissions. |
| 3.d | <ul style="list-style-type: none"> • Use the City’s website to market the CRA’s energy efficiency program and to advocate for “Green” redevelopment. |
| 3.e | <ul style="list-style-type: none"> • Create a system of accountability that requires periodic reporting to the CRA on efforts towards achieving its energy efficiency goals with input and recommendations from the CRA Director. |
| 3.f | <ul style="list-style-type: none"> • Implement a recycling program for all non-residential and residential properties in the CRA. Track the solid waste and recycling generation, energy and water use and greenhouse gas emissions in the CRA and publish an annual report that outlines said information including a plan to reduce it for the coming year. |
| 3.g | <ul style="list-style-type: none"> • Conduct energy audits for all municipal buildings/facilities in the CRA to establish a baseline for measuring future savings; identify needed improvements and upgrades; create a priority list; establish a target date and ensure that all municipal buildings and facilities are retrofitted with low cost energy saving devices. |
| 3.h | <ul style="list-style-type: none"> • Continue enforcing the CRA’s existing water restrictions for landscape irrigation in the CRA and especially ensure that they are met on CRA or City-owned and operated properties that are located in the CRA. |
| 3.i | <ul style="list-style-type: none"> • Plant native, drought resistant species in open space areas in the CRA that are owned and/or maintained by the CRA. |
| 3.j | <ul style="list-style-type: none"> • Promote water reuse and recycling, including gray water, and rainwater harvesting in public and private development in the CRA. |



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MARINE INDUSTRY

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| 3.k | <ul style="list-style-type: none"> • Encourage the CRA to adopt an environmentally preferable purchasing ordinance to further the CRA’s sustainable initiatives. |
| 3.l | <ul style="list-style-type: none"> • Ensure that vehicles purchased with CRA funds are equipped with alternative fuel or hybrid technology. |
| 3.m | <ul style="list-style-type: none"> • Coordinate with Florida Power & Light (FPL) to allow for use of easements under its main transmission lines in the CRA for installation of solar panels and other alternative energy producing devices as appropriate and assist in the provision of energy producing devices for those areas. |
| 3.n | <ul style="list-style-type: none"> • Establish an internal administrative process for implementing the Model Energy Efficiency Redevelopment Plan in the CRA, which includes a menu of incentives, processing requirements and penalties for non-compliance. |
| 3.o | <ul style="list-style-type: none"> • Outsource the review of “Green” building applications or provide professional green development/building training for key staff in planning and zoning and building departments to review applications for redevelopment activities in the CRA. |

IMPLEMENTATION STRATEGIES—MARINE INDUSTRY

Redevelopment Goal 4: Attract the Marine Industry and help it to expand.

The CRA shall be empowered to take all actions necessary to attract the marine industry and help it expand. The CRA is already home to a number of important marine related businesses and having the Dania Cut-Off and C-10 Canals within its boundaries provides an excellent opportunity for the expansion of the marine industry. Both of these water bodies provide ample potential for a variety of marine related activities that can generate significant employment and provide a positive economic impact for the CRA and the City as a whole. The Dania Cut-Off and C-10 Canals present a tremendous potential for redevelopment and economic development, which can be realized by modifying some existing conditions that currently present severe constraints. The current constraints are related primarily to the bridge heights

of the spans across both the Cut-Off and C-10 Canals. Secondary constraints relate to the width of the Cut-Off Canal, although it is navigable. As a result of bridge height, vessel access is extremely limited west of Federal Highway. Addressing bridge height will open economic doors to marine and marine-serving businesses.

Expansion of the marine industry in the CRA will serve to strengthen the economy by bringing money in from outside of the City and the region, raising property values and providing jobs. In addition, job creation will create greater personal wealth, result in reinvestment in the local housing stock and will attract retail and business establishments to the downtown. Strategies for attracting the marine industry and helping it to expand are included in Strategies 4.1 – 4.n, below.



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MARINE INDUSTRY

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| 4 | Redevelopment Goal 4: Attract the Marine Industry and help it to expand. |
| | Immediate Implementation Strategies |
| 4.a | <ul style="list-style-type: none"> Encourage the City to design, fund and install an attractive and inviting entry feature at the entrance of the Dania Cut-Off Canal that is clearly visible from the Intracoastal Waterway. |
| 4.b | <ul style="list-style-type: none"> Rename the Dania Cut-Off Canal to eliminate the word “cut-off” and include more positive language. |
| 4.c | <ul style="list-style-type: none"> Initiate a series of Marine Industries Roundtable discussions that are directed at expanding the Marine Industries in Dania Beach and invite potential partners as appropriate. |
| 4.d | <ul style="list-style-type: none"> Coordinate with educational and work force training institutions as appropriate to provide marine related training and education centers on site in the Marine sub area. |
| 4.e | <ul style="list-style-type: none"> Coordinate with the Marine Industries Association of South Florida to develop a program of hiring preference for local residents in marine related business located in the CRA. |
| 4.f | <ul style="list-style-type: none"> Establish a Marine Business Incubator on site in the Marine sub area. |
| 4.g | <ul style="list-style-type: none"> Coordinate with the CRA and City’s partners as appropriate to create a Leadership Program designed to prepare CRA residents for more influential roles in the local economy with a special focus on the marine industry. |
| 4.h | <ul style="list-style-type: none"> Renegotiate Broward County Marine Facilities siting plan to provide for more slips while maximizing protection of the marine ecology. |
| | Long Term Implementation Strategies |
| 4.i | <ul style="list-style-type: none"> Change the name of NW 3rd Terrace to indicate its relationship to the newly created marine district (after the realignment of Old Griffin Road) |
| 4.j | <ul style="list-style-type: none"> Coordinate with the FDOT, FEC, FIND and other agencies and entities as necessary to provide greater vertical clearance under Federal Highway. Discussions should include among other things, the potential for installation of a draw bridge. |
| 4.k | <ul style="list-style-type: none"> Coordinate with the FDOT, FEC, FIND and other agencies and entities as necessary to provide for design and construction of a bridge on the FEC line across the Dania Cut-Off Canal that would accommodate taller vessels. |
| 4.l | <ul style="list-style-type: none"> Coordinate with the Florida Inland Navigation District (FIND), the Florida Department of Transportation (FDOT), the Florida East Coast Railway (FEC) and other agencies and entities as necessary to determine the feasibility and cost of dredging and widening of the canal access under Federal Highway and the FEC tracks. |
| 4.m | <ul style="list-style-type: none"> Partner with the MIAF to market the CRA for the marine industry and lobby for funding to implement marine related projects. |
| 4.n | <ul style="list-style-type: none"> Undertake an economic benefit analysis to confirm the value of expanding the marine industry. |



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CONCEPT & IMPLEMENTATION STRATEGIES

MARKETING

**IMPLEMENTATION STRATEGIES –
MARKETING**

Redevelopment Goal 5: Pursue an active marketing and public information approach to implementation of the CRA Redevelopment Plan

The CRA shall be empowered to take all actions necessary to pursue an active marketing and public information approach of the CRA Redevelopment Plan. The CRA Redevelopment Plan represents a wide ranging effort to change the urban form in the CRA, create a downtown, to enhance existing businesses and help the marine industry

to expand. To achieve these ends it will be necessary for the agency to optimize its creativity from within and to enlist the help of those individuals and entities outside of the City with expertise in image making. Attracting funding to accomplish CRA Redevelopment Plan goals will require the City to work closely with many external partners and project a strong positive image. Strategies for pursuing an active marketing and public information approach to implementation of the CRA Redevelopment Plan are included in Strategies 5.a – 5.i, below.

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| 5 | Redevelopment Goal 5: Pursue an active marketing and public information approach to implementation of the CRA Redevelopment Plan |
| | Immediate Implementation Strategies |
| 5.a | <ul style="list-style-type: none"> • Hire a public relations firm to develop an image and marketing program, strategies and materials. |
| 5.b | <ul style="list-style-type: none"> • Develop an implementation schedule for marketing, to include success milestones. |
| 5.c | <ul style="list-style-type: none"> • Establish an Art-in-Public-Places program. |
| 5.d | <ul style="list-style-type: none"> • Work to set up a new Main Street organization |
| 5.e | <ul style="list-style-type: none"> • Change the City’s motto from “Broward’s First City” to one more reflective of the marine theme. |
| | Long Term Implementation Strategies |
| 5.f | <ul style="list-style-type: none"> • Develop detailed architectural guidelines for non-residential projects, including public works projects. |
| 5.g | <ul style="list-style-type: none"> • Develop a signage program for the entire CRA. |
| 5.h | <ul style="list-style-type: none"> • Provide funding for incentives for business attraction and retention. |
| 5.i | <ul style="list-style-type: none"> • Partner with business and industry representatives to market the CRA Redevelopment Plan and lobby for funding. |



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CONCEPT & IMPLEMENTATION STRATEGIES

SUMMARY

**GOALS AND IMPLEMENTATION
STRATEGIES SUMMARY**

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| | Goals & Implementing Projects |
| | Redevelopment Goal 1: Enhance and Reinforce the CRA Sub Areas |
| 1.a | College Gardens |
| | Immediate Implementation Strategies |
| 1.a.1 | <ul style="list-style-type: none"> Coordinate with Broward Sheriff's Office (BSO) and the City of Hollywood to establish a policy maker-level committee to address crime at the cities' shared borders. |
| 1.a.2 | <ul style="list-style-type: none"> Coordinate with appropriate agencies/departments to expand the route of the community bus to include stops in College Gardens. |
| 1.a.3 | <ul style="list-style-type: none"> Strengthen law enforcement activities at Chester Byrd Park and along SW 12th Avenue. |
| 1.a.4 | <ul style="list-style-type: none"> Apply for grants or seek available funding to provide for redevelopment opportunities that are compatible with the future commuter rail station planned for the area north of Sheridan Street and east of Phippen-Waiters Road. |
| 1.a.5 | <ul style="list-style-type: none"> Provide traffic calming improvements throughout the neighborhood as necessary. |
| 1.a.6 | <ul style="list-style-type: none"> Work with resident, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens. |
| | Long Term Implementation Strategies |
| 1.a.7 | <ul style="list-style-type: none"> Upgrade Phippen-Waiters Road including, but not limited to improving storm drainage, providing sidewalks, street landscaping and irrigation. |
| 1.a.8 | <ul style="list-style-type: none"> The CRA shall be empowered to provide physical upgrades to Chester Byrd Park to include solar powered lighting. |
| 1.a.9 | <ul style="list-style-type: none"> Utilize existing preliminary design and estimate of probable cost for provision of improvements to SW 12th Avenue to include landscaping, curb and gutter and drainage upgrades. |
| 1.a.10 | <ul style="list-style-type: none"> The CRA shall be empowered to provide physical improvements to the corner of SW 11th Ave., SW 2nd Terr. and Stirling Road to protect swales and create a safer environment for local traffic. |
| 1.a.11 | <ul style="list-style-type: none"> Identify potential site(s) for park development, purchase and develop one or more parks with adequate parking. |



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SUMMARY

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| 1.b | Dania Beach Heights |
| | Immediate Implementation Strategies |
| 1.b.1 | <ul style="list-style-type: none"> • Coordinate with Broward County to reprogram the traffic light at Federal Highway and Dixie Highway to provide more efficient traffic movement. |
| 1.b.2 | <ul style="list-style-type: none"> • Perform a traffic analysis of West Dixie Highway to determine the feasibility of incorporating traffic calming improvements. |
| 1.b.3 | <ul style="list-style-type: none"> • Perform an analysis of the performance/utility of street closures. |
| 1.b.4 | <ul style="list-style-type: none"> • Work with the residents and City Commission to potentially allow certain special uses such as Bed and Breakfast, artist residence/studio and other live-work uses that do not conflict with adjacent residential development in the portion of the Dania Beach Heights Neighborhood known as the Triangle Village Area. Potential regulatory mechanisms including, but not limited to zoning overlay or special exception should be considered. |
| 1.b.5 | <ul style="list-style-type: none"> • Work with the residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens. |
| | Long Term Implementation Strategies |
| 1.b.6 | <ul style="list-style-type: none"> • Install solar powered lighting in alleys. Phase installation to ensure that areas closest to Federal Highway and Sheridan Street occur first. |
| 1.b.7 | <ul style="list-style-type: none"> • Install water lines along SW 1st Avenue as needed. |
| 1.b.8 | <ul style="list-style-type: none"> • Install landscaping improvements along West Dixie Highway. |
| 1.b.9 | <ul style="list-style-type: none"> • Identify potential site(s) for park development, purchase and develop one or more parks with adequate parking. |
| 1.c | Sun Garden Isles |
| | Immediate Implementation Strategies |
| 1.c.1 | <ul style="list-style-type: none"> • Coordinate with Broward Sheriff's Office to implement a neighborhood watch program. |
| 1.c.2 | <ul style="list-style-type: none"> • Analyze the feasibility of purchasing vacant lots to provide affordable relocation opportunities for CRA residents who are displaced through redevelopment efforts. |
| 1.c.3 | <ul style="list-style-type: none"> • Remove Dania Beach Boulevard west of Federal Highway from the <i>Broward County Trafficways Plan</i>. |
| 1.c.4 | <ul style="list-style-type: none"> • Work with the residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens. |
| | Long Term Implementation Strategies |
| 1.c.5 | <ul style="list-style-type: none"> • Install traffic calming devices on NW 10th Court and in front of the new playground at the community center on NW 2nd St. |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPT & IMPLEMENTATION STRATEGIES

SUMMARY

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| 1.c.6 | <ul style="list-style-type: none"> • Install solar powered street lighting throughout the Sun Garden Isles neighborhood. |
| 1.c.7 | <ul style="list-style-type: none"> • Utilize existing preliminary design and estimate of probable cost to acquire right-of-way as necessary to extend West Dania Beach Boulevard from its current termination point to Bryan Road. |
| 1.c.8 | <ul style="list-style-type: none"> • Construct a bridge across the C-10 Canal at Dania Beach Boulevard. |
| 1.c.9 | <ul style="list-style-type: none"> • Demolish existing bridge across the C-10 Canal at NW 1st Street. |
| 1.c.10 | <ul style="list-style-type: none"> • Provide landscape and/or hardscape buffer between residences in Sun Garden Isles and NW 3rd Terrace and the newly created Marine sub area. |
| 1.d | East Federal Highway/Dania Beach Boulevard |
| | Immediate Implementation Strategies |
| 1.d.1 | <ul style="list-style-type: none"> • Strengthen code enforcement efforts related to property maintenance in the southern portion of the sub area. |
| | Long Term Implementation Strategies |
| 1.d.2 | <ul style="list-style-type: none"> • Install landscaping improvements along SE 2nd Avenue. |
| 1.d.3 | <ul style="list-style-type: none"> • The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support development of an urban village. |
| 1.e | City Center |
| | Immediate Implementation Strategies |
| 1.e.1 | <ul style="list-style-type: none"> • Construct a new library adjacent to City Hall. |
| 1.e.2 | <ul style="list-style-type: none"> • Develop a “one-stop” resource center for the dissemination of information to the community. Potential sites include City Hall or the library. |
| 1.e.3 | <ul style="list-style-type: none"> • Apply for grants or seek available funding to provide for redevelopment opportunities that are compatible with the future commuter rail station planned for the area north of Dania Beach Boulevard and east of NW 4th Avenue. |
| 1.e.4 | <ul style="list-style-type: none"> • Establish programs to address parking facilities such as, but not limited to, payment in lieu or shared parking. |
| 1.e.5 | <ul style="list-style-type: none"> • Develop design standards for Federal Highway from the Dania Cut-Off Canal to Sheridan Street that call for strategically placed public spaces that provide visual portals to the Downtown and natural passageways to neighborhoods that parallel Federal Highway. Encourage uses in these areas that are pedestrian friendly and allow for the active use of the open space. |



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| Long Term Implementation Strategies | |
|-------------------------------------|--|
| 1.e.6 | <ul style="list-style-type: none"> Perform a market status and economic benefit study to determine the best approach to business attraction and retention in the City Center. |
| 1.e.7 | <ul style="list-style-type: none"> Utilize existing preliminary design and estimate of probable cost provide improvements to Dania Beach Boulevard to include landscaping, curb and gutter and drainage upgrades. |
| 1.e.8 | <ul style="list-style-type: none"> Construct a multi-space parking garage adjacent to the City Hall site. |
| 1.e.9 | <ul style="list-style-type: none"> Bury power lines along NW 1st Avenue from NW 2nd Street to Stirling Road. |
| 1.e.10 | <ul style="list-style-type: none"> Provide street landscaping along the west side of NW 1st Avenue from Dania Beach Boulevard to NW 1st Street. |
| 1.e.11 | <ul style="list-style-type: none"> Leverage the fire station site for a redevelopment project and identify a site for relocation of the fire station that would not reduce response time. |
| 1.e.12 | <ul style="list-style-type: none"> Create and fund a façade improvement program that would apply to businesses fronting Federal Highway, Dania Beach Boulevard and NW 1st Avenue in the City Center sub area. |
| 1.e.13 | <ul style="list-style-type: none"> Work with developers to find ways to potentially relocate City Hall and provide incentives for development of the existing City Hall site. |
| 1.f | Marine |
| Immediate Implementation Strategies | |
| 1.f.1 | <ul style="list-style-type: none"> Remove Bryan Road from the <i>Broward County Trafficways Plan</i>. |
| 1.f.2 | <ul style="list-style-type: none"> Vacate the current right-of-way for Old Griffin Road from the east side of the C-10 Canal to the FEC tracks. |
| 1.f.3 | <ul style="list-style-type: none"> Realign Old Griffin Road south of its current alignment. This will create additional three-quarters of a mile of waterfront property along the Dania Cut-Off Canal, and will allow construction of a taller bridge over the C-10 Canal so that taller vessels can pass under it. |
| 1.f.4 | <ul style="list-style-type: none"> Consider adoption of a boating facility siting plan pursuant to s. 380.06 (24) (K), F.S. |
| 1.f.5 | <ul style="list-style-type: none"> Help to coordinate training programs for marine industry related jobs with local high schools, technical centers, etc. |
| Long Term Implementation Strategies | |
| 1.f.6 | <ul style="list-style-type: none"> Construct a bridge over the C-10 Canal from Bryan Road to NW 3rd Terrace. |
| 1.f.7 | <ul style="list-style-type: none"> Acquire right-of-way for NW 3rd Terrace to accommodate the realignment of Old Griffin Road. |



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| 1.f.8 | <ul style="list-style-type: none"> Demolish the current Old Griffin Road bridge over the C-10 Canal. |
| 1.f.9 | <ul style="list-style-type: none"> Bury local power lines that currently exist along Old Griffin Road. |
| 1.g | West Bryan Road |
| | Immediate Implementation Strategies |
| 1.g.1 | <ul style="list-style-type: none"> Ensure that site design of projects includes adequate buffering to screen them from Bryan Road and potentially conflicting uses in the Marine sub area. |
| | Long Term Implementation Strategies |
| 1.g.2 | <ul style="list-style-type: none"> Continue to encourage development of hotel uses and other tourist-related uses that are clearly visible from Interstate Highway 95. |
| 2 | Redevelopment Goal 2: Eliminate Substandard Housing and Provide Affordable Housing Alternatives. |
| | Immediate Implementation Strategies |
| 2.a | <ul style="list-style-type: none"> Because redevelopment will potentially cause displacement of low income individuals, develop a housing program so that long time residents are not displaced from their community. |
| 2.b | <ul style="list-style-type: none"> Identify funding for, and begin acquisition of vacant lots in CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes. |
| 2.c | <ul style="list-style-type: none"> Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage, street landscaping and easily identifiable on-street and off-street parking areas. |
| 2.d | <ul style="list-style-type: none"> Create a sewer hook-up fund utilizing revenues derived from mandatory utility payments for sewer service for those homes and businesses that have not hooked up to available sewers by an established deadline date. Utilize the fund to leverage low interest sewer hook up loans to low-moderate income applicants. |



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| 2.e | <ul style="list-style-type: none"> • Consider the enactment of regulations encouraging on-site ownership of rental properties, including, but not limited to: <ul style="list-style-type: none"> ○ Provision of incentives, such as property tax rebates for owners who live on site. ○ CRA-wide enforcement of a policy that would prohibit mitigation of code enforcement fines after a prescribed number of violations. ○ Establishment of a registration program for absentee owners with fee attached. Revenues to be used for demolition or acquisition of properties in the CRA. ○ Update the map of property ownership and vacant parcels on an annual basis to determine the effectiveness of the City’s effort to reduce absentee ownership. ○ Establish and communicate to the public a “zero tolerance” City Commission policy for property neglect that is directed at absentee rental property (utilize crime and police/fire call statistics as a rational nexus). ○ Coordinate with the BSO to provide and oversee a mentored community service program directed at neighborhood improvement and reduction of crime and code enforcement offenses in the CRA neighborhoods. |
| 2.f | <ul style="list-style-type: none"> • Encourage solar powered outside lighting in all areas. |
| 2.g | <ul style="list-style-type: none"> • Increase code enforcement activity for deteriorated housing conditions and unkempt vacant lots. To achieve this, the CRA could potentially fund a new position that would be assigned primarily to the CRA. |
| 2.h | <ul style="list-style-type: none"> • Proactively initiate building and zoning code enforcement for units that have been illegally converted. |
| 2.i | <ul style="list-style-type: none"> • Develop programs or projects to reduce crime and the perception of crime. |
| 2.j | <ul style="list-style-type: none"> • Coordinate with housing providers such as Habitat for Humanity, Aging and Disability Resource Center of Broward County Florida Home Builders and Builders Association of South Florida to provide a series of pre-reviewed and readily approvable plans for safe, affordable, accessible, attractive, energy efficient housing for use by the CRA’s residents. |
| Long Term Implementation Strategies | |
| 2.k | <ul style="list-style-type: none"> • Establish land use designations and zoning densities that would allow residential densities greater than 15 units per acre on average to address overcrowding, and to support the planned commuter rail station. |
| 2.l | <ul style="list-style-type: none"> • Form partnerships with housing finance agencies and entities to assist residents in purchase and/or rehabilitation of housing and to encourage home ownership. |



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| 2.m | <ul style="list-style-type: none"> Address the negative impacts of foreclosures and promote neighborhood stability. |
| 2.n | <ul style="list-style-type: none"> Work with the City’s external partners and support programs designed to increase the income levels of low income households such as workforce preparation/job training and employment preference initiatives. |
| 2.o | <ul style="list-style-type: none"> Seek funding to implement programs for the development of future housing opportunities in the CRA that is affordable to residents of low or moderate income, including the elderly. |
| 2.p | <ul style="list-style-type: none"> The CRA shall be empowered to complete sidewalk/pedestrian improvements in all CRA neighborhoods. |
| 2.q | <ul style="list-style-type: none"> Establish zoning regulations that provide an appropriate transition between commercial and single family detached neighborhoods. |
| 2.r | <ul style="list-style-type: none"> Identify projects, such as community entry features or unique street signage that will establish a positive sense of community identity. |
| 2.s | <ul style="list-style-type: none"> Encourage redevelopment of parcels that contain structures deteriorated beyond standard repair. |
| 2.t | <ul style="list-style-type: none"> Provide a range of housing types at varying costs to address affordability, overcrowding and access for the elderly and physically handicapped. |
| 2.u | <ul style="list-style-type: none"> Identify additional areas for neighborhood parks in College Gardens and Dania Beach Heights. |
| 3 | Redevelopment Goal 3: Redevelop the CRA in a manner that is energy efficient and sustainable. |
| | Implementation Strategies – Immediate and Ongoing |
| 3.a | <ul style="list-style-type: none"> Adopt a Model Energy Efficiency Redevelopment Program that is incentive-based and focused on the CRA. |
| 3.b | <ul style="list-style-type: none"> Seek a Florida Green Building Coalition (FGBC) Local Government designation for the CRA and maintain that designation once it has been obtained. |
| 3.c | <ul style="list-style-type: none"> Enact a resolution maintaining the CRA’s commitment to the U.S. Conference of Mayors Climate Protection Agreement, which is directed at reduction of greenhouse gas emissions. |
| 3.d | <ul style="list-style-type: none"> Use the City’s website to market the CRA’s energy efficiency program and to advocate for “Green” redevelopment. |
| 3.e | <ul style="list-style-type: none"> Create a system of accountability that requires periodic reporting to the CRA on efforts towards achieving its energy efficiency goals with input and recommendations from the CRA Director. |



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| 3.f | <ul style="list-style-type: none"> Implement a recycling program for all non-residential and residential properties in the CRA. Track the solid waste and recycling generation, energy and water use and greenhouse gas emissions in the CRA and publish an annual report that outlines said information including a plan to reduce it for the coming year. |
| 3.g | <ul style="list-style-type: none"> Conduct energy audits for all municipal buildings/facilities in the CRA to establish a baseline for measuring future savings; identify needed improvements and upgrades; create a priority list; establish a target date and ensure that all municipal buildings and facilities are retrofitted with low cost energy saving devices. |
| 3.h | <ul style="list-style-type: none"> Continue enforcing the CRA's existing water restrictions for landscape irrigation in the CRA and especially ensure that they are met on CRA or City-owned and operated properties that are located in the CRA. |
| 3.i | <ul style="list-style-type: none"> Plant native, drought resistant species in open space areas in the CRA that are owned and/or maintained by the CRA. |
| 3.j | <ul style="list-style-type: none"> Promote water reuse and recycling, including gray water, and rainwater harvesting in public and private development in the CRA. |
| 3.k | <ul style="list-style-type: none"> Encourage the CRA to adopt an environmentally preferable purchasing ordinance to further the CRA's sustainable initiatives. |
| 3.l | <ul style="list-style-type: none"> Ensure that vehicles purchased with CRA funds are equipped with alternative fuel or hybrid technology. |
| 3.m | <ul style="list-style-type: none"> Coordinate with Florida Power & Light (FPL) to allow for use of easements under its main transmission lines in the CRA for installation of solar panels and other alternative energy producing devices as appropriate and assist in the provision of energy producing devices for those areas. |
| 3.n | <ul style="list-style-type: none"> Establish an internal administrative process for implementing the Model Energy Efficiency Redevelopment Plan in the CRA, which includes a menu of incentives, processing requirements and penalties for non-compliance. |
| 3.o | <ul style="list-style-type: none"> Outsource the review of "Green" building applications or provide professional green development/building training for key staff in planning and zoning and building departments to review applications for redevelopment activities in the CRA. |
| 4 | Redevelopment Goal 4: Attract the Marine Industry and help it to expand. |
| | Immediate Implementation Strategies |
| 4.a | <ul style="list-style-type: none"> Encourage the City to design, fund and install an attractive and inviting entry feature at the entrance of the Dania Cut-Off Canal that is clearly visible from the Intracoastal Waterway. |



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| 4.b | <ul style="list-style-type: none"> • Rename the Dania Cutoff Canal to eliminate the word “cut-off” and include more positive language. |
| 4.c | <ul style="list-style-type: none"> • Initiate a series of Marine Industries Roundtable discussions that are directed at expanding the Marine Industries in Dania Beach and invite potential partners as appropriate. |
| 4.d | <ul style="list-style-type: none"> • Coordinate with educational and work force training institutions as appropriate to provide marine related training and education centers on site in the Marine sub area. |
| 4.e | <ul style="list-style-type: none"> • Coordinate with the Marine Industries Association of South Florida to develop a program of hiring preference for local residents in marine related business located in the CRA. |
| 4.f | <ul style="list-style-type: none"> • Establish a Marine Business Incubator on site in the Marine sub area. |
| 4.g | <ul style="list-style-type: none"> • Coordinate with the CRA and City’s partners as appropriate to create a Leadership Program designed to prepare CRA residents for more influential roles in the local economy with a special focus on the marine industry. |
| 4.h | <ul style="list-style-type: none"> • Renegotiate Broward County Marine Facilities siting plan to provide for more slips while maximizing protection of the marine ecology. |
| Long Term Implementation Strategies | |
| 4.i | <ul style="list-style-type: none"> • Change the name of NW 3rd Terrace to indicate its relationship to the newly created marine district (after the realignment of Old Griffin Road) |
| 4.j | <ul style="list-style-type: none"> • Coordinate with the FDOT, FEC, FIND and other agencies and entities as necessary to provide greater vertical clearance under Federal Highway. Discussions should include among other things, the potential for installation of a draw bridge. |
| 4.k | <ul style="list-style-type: none"> • Coordinate with the FDOT, FEC, FIND and other agencies and entities as necessary to provide for design and construction of a bridge on the FEC line across the Dania Cut-Off Canal that would accommodate taller vessels. |
| 4.l | <ul style="list-style-type: none"> • Coordinate with the Florida Inland Navigation District (FIND), the Florida Department of Transportation (FDOT), the Florida East Coast Railway (FEC) and other agencies and entities as necessary to determine the feasibility and cost of dredging and widening of the canal access under Federal Highway and the FEC tracks. |
| 4.m | <ul style="list-style-type: none"> • Partner with the MIAF to market the CRA for the marine industry and lobby for funding to implement marine related projects. |
| 4.n | <ul style="list-style-type: none"> • Undertake an economic benefit analysis to confirm the value of expanding the marine industry. |



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| 5 | Redevelopment Goal 5: Pursue an active marketing and public information approach to implementation of the CRA Redevelopment Plan |
| | Immediate Implementation Strategies |
| 5.a | <ul style="list-style-type: none"> Hire a public relations firm to develop an image and marketing program, strategies and materials. |
| 5.b | <ul style="list-style-type: none"> Develop an implementation schedule for marketing, to include success milestones. |
| 5.c | <ul style="list-style-type: none"> Establish an Art-in-Public-Places program. |
| 5.d | <ul style="list-style-type: none"> Work to set up a new Main Street organization |
| 5.e | <ul style="list-style-type: none"> Change the City's motto from "Broward's First City" to one more reflective of the marine theme. |
| | Long Term Implementation Strategies |
| 5.f | <ul style="list-style-type: none"> Develop detailed architectural guidelines for non-residential projects, including public works projects. |
| 5.g | <ul style="list-style-type: none"> Develop a signage program for the entire CRA. |
| 5.h | <ul style="list-style-type: none"> Provide funding for incentives for business attraction and retention. |
| 5.i | <ul style="list-style-type: none"> Partner with business and industry representatives to market the CRA Redevelopment Plan and lobby for funding. |
| 6 | General |
| | Implementation Strategies – Immediate and Ongoing |
| 6.a | Utilize The <i>Dania Beach Community Redevelopment Area Redevelopment Plan</i> as the guiding policy document for all redevelopment that occurs in the Community Redevelopment Area. |
| 6.b | Utilize CRA funds to market the CRA and to attract and retain business. |
| 6.c | Identify priority areas for redevelopment and direct property acquisition efforts towards assemblage of parcels to accommodate redevelopment in those areas. |
| 6.d | Conduct an analysis to further refine the preliminary costs for acquisition of properties needed for implementation of the CRA Redevelopment Plan. |
| 6.e | Ensure that in the acquisition and/or disposition of property in the CRA, the City retains all controls and establishes any restrictions or covenants running with the land sold or leased for private use for such periods of time and under such conditions as it deems necessary to accomplish the purposes of redevelopment within the CRA. The City may delegate this authority to the Community Redevelopment Agency. |
| 6.f | Include an aesthetic component to all projects that will be visible to the public and require through the City's regulations that these projects be subject to rigid architectural standards. |



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COMMUNITY REDEVELOPMENT AGENCY
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CONCEPT & IMPLEMENTATION STRATEGIES

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| 6.g | Conduct a study to determine the most appropriate and cost effective way to meet the CRA and City's long-term potable water needs and identify funding sources for that purpose. |
| 6.h | Amend the City's Future Land Use Map to designate the CRA as a Regional Activity Center pursuant to Chapter 380, Florida Statutes. |
| 6.i | Optimize the use of mixed use in redevelopment to achieve more efficient development patterns. |
| 6.j | Conduct a study to demonstrate the rational nexus between increased code enforcement and business license fees. |
| 6.k | Consider the creation of a Transferable Development Rights (TDR) program for public land acquisition. |
| 6.l | Pursue opportunities for the CRA to engage in public/private partnerships to achieve redevelopment goals. |
| 6.m | Identify gateway locations and acquire land as necessary to develop them. |
| 6.n | Optimize connectivity among the CRA sub-areas through improvements such as clearly defined pedestrian crosswalks and bicycle/pedestrian paths. |
| 6.o | To the maximum extent possible, ensure that greenways in the CRA are designed to connect with greenways depicted on the <i>Broward County Greenways Plan</i> . |
| 6.p | Encourage underground installation of utility lines (electrical, phone, cable) in all areas of redevelopment or major renovation in the CRA. |
| 6.q | Complete sidewalk/pedestrian and streetscape improvements in all CRA neighborhoods. |
| 6.r | Identify funding for, and begin acquisition of vacant lots in CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes. |
| 6.s | Acquire right-of-way for substandard streets throughout the CRA. |
| 6.t | Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage, street landscaping and easily identifiable on-street and off street parking areas. |
| 6.u | Require specifically prescribed buffering and transition for all corridor uses to protect adjoining neighborhoods. |
| 6.v | Continue to employ Crime Prevention Through Environmental Design (CPTED) techniques as appropriate throughout the CRA. |
| 6.w | Fund and conduct an economic benefit analysis to assess the effects of redevelopment in the CRA on the CRA and the City as a whole. |
| 6.x | Demolish and remove buildings and improvements as necessary to accomplish redevelopment purposes. |
| 6.y | Pursuant to Policy Guideline no. 14 of this CRA Redevelopment Plan and the Finding of Necessity (Appendix B), the CRA shall be empowered to create a Brownfields Area and apply for funding to address environmental issues that are an obstacle to redevelopment. |



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

ENGINEERING ANALYSIS



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

INTRODUCTION

INTRODUCTION

The proposed streetscape improvements would incorporate pedestrian access and dedicated on-street parking throughout the city as well as standardize the streetscape based on right of way widths. Also, the proposed improvements will allow for expansion of the existing marine industry.

In order to support the development of the expansion of the marine industry, the proposed improvements include the realigning of the Old Griffin road to allow access to the Dania beach Cutoff Canal by new businesses located on the new marine industry zone. In addition, to improving the navigability of big boats on the Dania cutoff and C-10 Canals, the replacement of existing bridges and construction of new bridges to provide a minimum of 22 feet clearance are proposed.

PROPOSED UTILITY IMPROVEMENTS

A. Wastewater

Pursuant to discussions with the Director of Public Works for the City of Dania Beach, the existing wastewater facilities will be capable of handling the expected capacities associated with the proposed improvements. Utility maps on file with the City have been reviewed to confirm the adequacy of the wastewater collection network.

B. Potable Water

Pursuant to discussions with the Director of Public Works for the City of Dania Beach, the existing potable water facilities will be capable of handling the expected capacities associated with the proposed improvements. Utility maps on file with the City have been reviewed to confirm the adequacy of the wastewater collection network.

C. Power Distribution

In order to enhance the appearance and cohesiveness of the proposed land use and streetscape design within the Dania Beach CRA, it is proposed to convert all overhead electric power distribution lines to underground lines.

It was not included any modification to the existing overhead electrical transmission system running parallel to the Old Griffin Road realignment at the north side of the CRA.

D. Traffic Signalization

Traffic signals throughout the City are owned and operated by the Broward County Public Works Traffic Division. Any proposed additions or modifications to the traffic signals and/or controls would require a signal warrant study and permits from Broward County PWD. This study would require significant time and effort. For the purposes of this study, it was assumed that existing signals within the Dania Beach CRA may need to be modified to conform to the proposed streetscape improvements or right-of-way utility upgrades.

A new traffic signal will be required at the intersection between NW 3rd Terrace (New Griffin Alignment) and federal Highway and removal of the existing signal on Old Griffin.

E. Stormwater

Due to there being minimal impervious area, it is proposed to incorporate exfiltration drainage into the proposed streetscape improvements to compensate for the lack of pre-treatment and storage. It is important to note that each site that is to be redeveloped will be required to provide it's own on-site storm drainage, independent from that which is proposed for the streetscape improvements.



CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

EXIST. INFRASTRUCTURE MAP

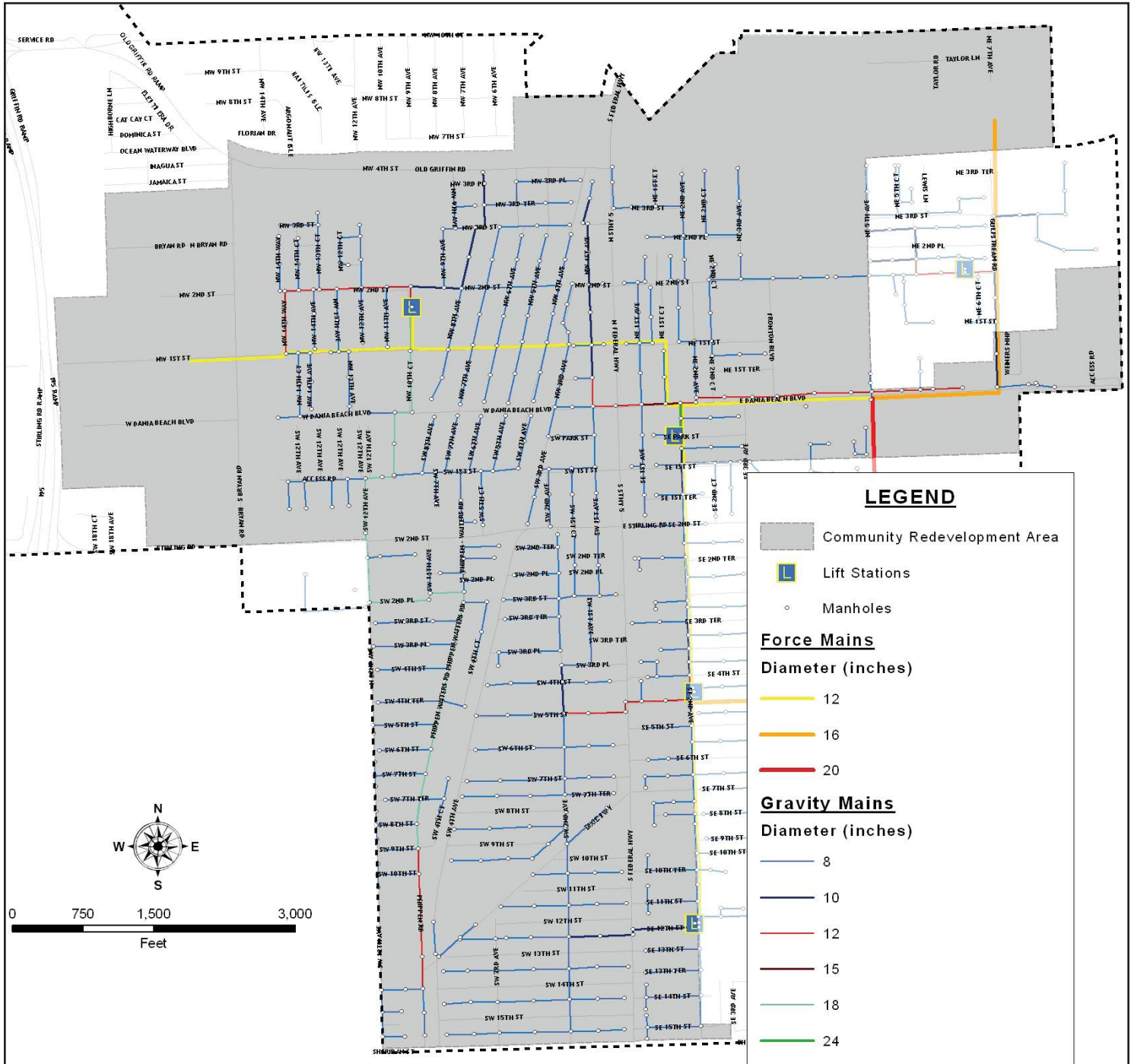


Figure 48: Existing infrastructure map



PROPOSED STREETSCAPE IMPROVEMENTS

A. Old Griffin Road Realignment– 60’ Right of Way (See attached exhibit CE-1)

It is proposed to realign Old Griffin Road and to provide a continuous 60’ right of way throughout the new alignment. The new alignment will allow for all of the future marine industry zoned properties, abutting the Dania Cut-off Canal, to have direct access to the Canal and provide access for trucks accessing the future marine industry that will be created as a result of the new alignment.

The proposed improvements along Realigned Old Griffin Road consist of the following:

- One - 12’ Wide Travel Lane in each direction
- One - 12’ Wide central Two Way Left Turn Lane
- 5’ Wide Sidewalks on both sides of roadway
- 10’ Wide Landscape Buffer on the south side of the roadway.
- Curb and gutter
- Drainage improvements
- Street lighting

These improvements allow for pedestrian access on both sides of the roadway while still maintaining a dedicated travel lane in both directions and a dedicated dual left turn lane for easy access to abutting businesses and homes. The 10’ landscape buffer provides relief to the homes on the south side of the road.

B. Typical 60’ Right of Way with Two-Side Parking (See attached exhibit CE-2)

The proposed improvements consist of the following:

- One - 12’ Wide Travel Lane in each direction
- 6’ Wide by 20’ Long Parallel parking spaces on both sides of the roadway
- Every four parking spaces one 20 ft long planter will be provided as directed by the Conceptual Landscape Design.

- 10’ Wide Sidewalks on both sides of the roadway.
- Curb and gutter
- Drainage improvements
- Street lighting

These improvements are proposed to be implemented along Dania Beach Boulevard from the existing railroad tracks to I-95, along SW 12th Avenue (aka N22nd Ave) from Stirling Road to Sheridan Street, and along Phippen Waiters Road from Stirling Road to Sheridan Street.

The proposed improvements allow for pedestrian access on both sides of the roadway while still maintaining a dedicated travel lane in both directions along with on-street parking along both sides of the roadway.

The segment of SW 12th Ave between Stirling Road and Sheridan Street is shared between the City of Dania Beach and the City of Hollywood. The East half section of the road falls into the City of Dania Beach Limits and the West portion into the City of Hollywood. The cost of the proposed improvements to be shared between the Cities.

C. Typical 50’ Right of Way (See attached exhibit CE- 3)

In order to standardize all of the existing roadways with 50’ of dedicated right of way, the following improvements are proposed:

- One – 10’ Wide Travel Lane in each direction.
- 6’ Wide by 20’ long parallel parking spaces on both sides of the roadway.
- 7’ wide Sidewalks on both sides of the roadway.
- Every four parking spaces one 20 ft long planter will be provided as directed by the Conceptual Landscape Design.
- Curb and gutter
- Drainage improvements
- Street lighting



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

STREETSCAPE IMPROVEMENTS

The proposed improvements allow for pedestrian access on both sides of the roadway while still maintaining a dedicated travel lane in both directions along with on-street parking on both sides of the roadway. These improvements will also eliminate the existing problem of motorists parking in the existing roadside swales.

D. Typical 40' Right of Way
(See attached exhibit CE- 4)

In order to standardize all of the existing roadways with 40' of dedicated right of way, the following improvements are proposed:

- One – 9' Wide Travel Lane in each direction.
- 7' Wide by 20' Long parallel parking spaces on both sides of the roadway.
- 4' wide sidewalks on both sides of the roadway
- Drainage improvements with inverted crown roadway cross-section design
- Type "D" curbing
- Periodic landscape islands to define the on-street parking
- Street lighting

The proposed improvements allow for pedestrian access on both sides of the roadway while still maintaining a dedicated travel lane in both directions along with on-street parking on both sides of the roadway. Travel speeds in this category of road will be very low, due to the highly constricted travel lane widths. These improvements will also eliminate the existing problem of motorists parking in the roadside swales.

E. NW 1st Avenue – 40' Right of Way
(see attached exhibit CE- 5)

In order to give the existing NW 1st Avenue a more Downtown Main Street feel, the following streetscape improvements are being proposed:

- One – 11' Wide Travel Lane in each direction.
- 7.5' Wide by 20' Long Parallel parking spaces on one side of the roadway.

- 4' Wide Sidewalk on both sides of the roadway.
- Tree wells as specified by the Conceptual Landscape Design.
- A dedicated 6' Wide Sidewalk Easement on both sides of the roadway. (outside the right of way)
- Curb and gutter
- Street lighting at pedestrian level
- Drainage improvements

The proposed improvements allow for pedestrian access on both sides of the roadway while still maintaining a dedicated travel lane in both directions along with on-street parking along one side of the roadway.

F. Federal Highway
(See attached exhibit CE- 6)

The current Right of Way (ROW) recorded dedication for this FDOT Street varies between 66 ft. to 82 ft. from Sheridan Street to Old Griffin Road. The City has determined a minimum of 82 ft of ROW shall be implemented for new projects abutting this road.

Since Federal Highway converge two main streets US-1 and A1A, FDOT determine a minimum of 106 ft. ROW. It was agreed between FDOT and City of Dania Beach officials to reduce the original 106 ft. wide ROW to 92 ft. Documentation of this agreement is not available at this time according to the City of Dania Beach Officials.

The proposed streetscape improvements along Federal Highway consist of adding new sidewalk to both sides of the roadway and incorporating tree wells into the new sidewalk. These improvements will allow for improved pedestrian access to all abutting businesses.

Since at the time of preparation of this report, FDOT recently finished a major roadway improvements construction project on Federal Highway, we are not anticipating any other improvements in the near future other than the described above.



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

STREETSCAPE IMPROVEMENTS

Bridges

New bridges are being proposed at the following locations, in order to allow for larger boats to have access to the expanded Marine industry locations on the Dania Cut-Off Canal and the Hollywood Canal:

- Federal Highway
- FEC Railroad crossing
- Old Griffin Road Realignment
- Dania Beach Boulevard

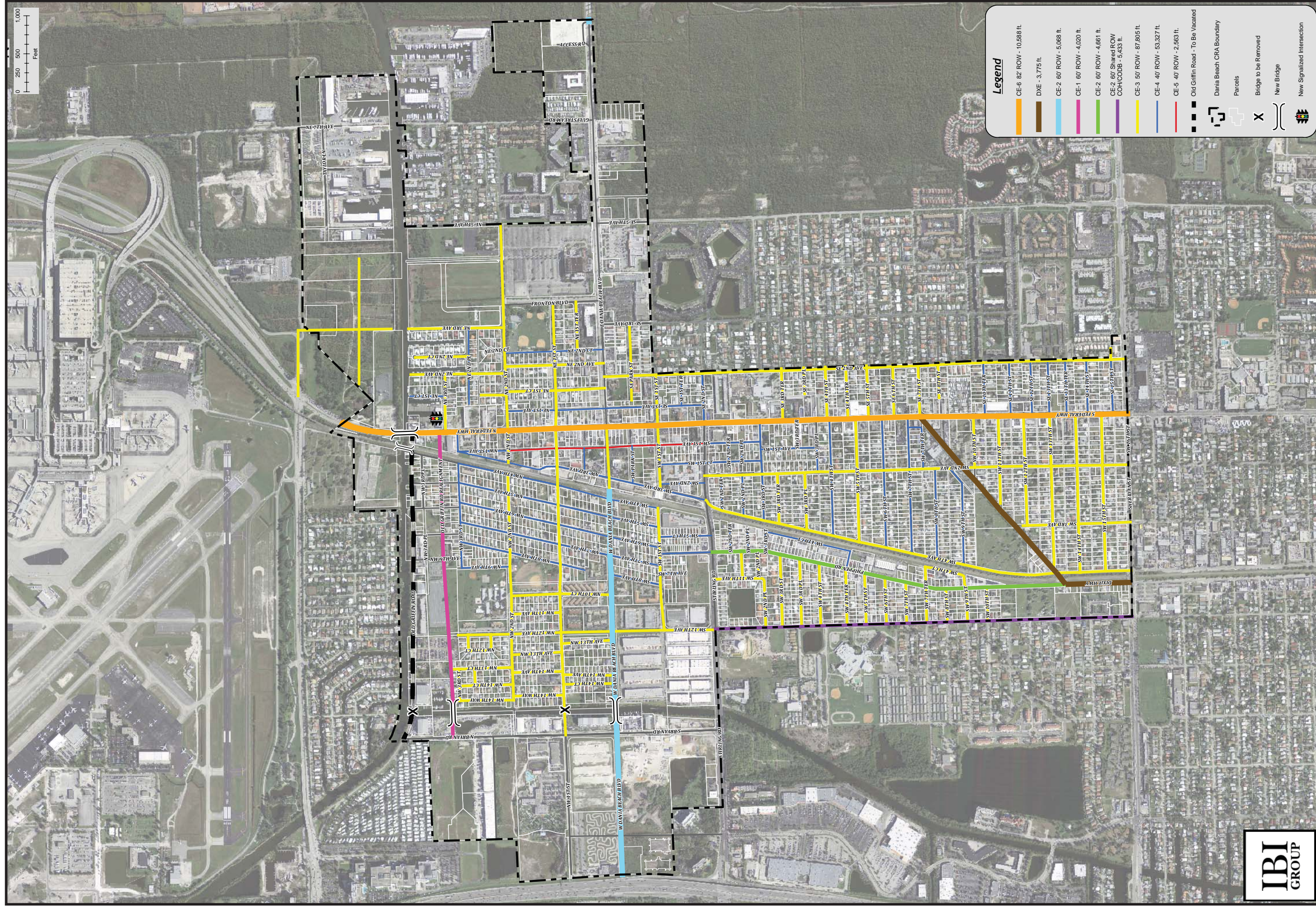
Except for the FEC Railroad Bridge, the new bridges will provide a minimum of 22' vertical clearance above Mean High Water on the Dania Cut-off Canal. For the FEC Railroad crossing, a bascule bridge will be required. Each roadway bridge will incorporate approach ramps with retaining walls. On the Federal Highway bridge, the cost of making it operable has also been evaluated.

The existing Bridges at NW 1st Street and Old Griffin Road are planned to be demolished.

A. Opinions of Probable Cost

Opinions of probable cost (OPC) for all of the above improvements have been prepared. Please refer to section Bridges Opinion of Cost for detailed schedules of OPC.

Figure 49: Proposed scope improvements



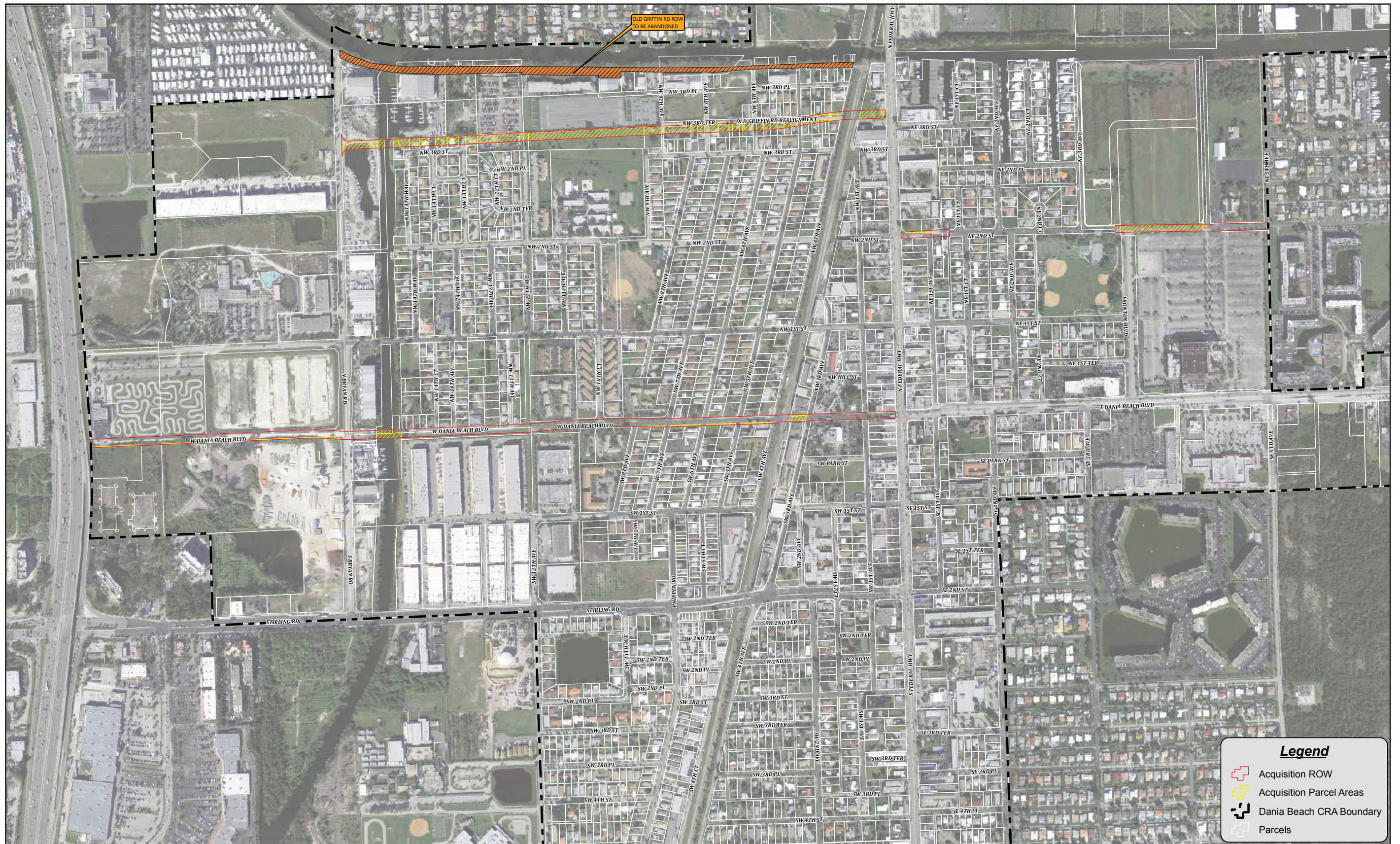


Figure 50: Land acquisition map



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

STREET INDEX

| STREET TYPE LEGEND | |
|---|--------------------|
| STREET LIST | STREET CODE |
| NE 1 st Ave (south of NE 2 nd St) | CE-4 |
| NE 1 st Ct (north of NE 3 rd St) | CE-4 |
| NE 1 st Ct (south of NE 2 nd Pl) | CE-3 |
| NE 1st St (west of Fronton lvd) | CE-3 |
| NE 1 st Ter | CE-3 |
| NE 2 nd Ave | CE-3 |
| NE 2 nd Ct (north of NE 2 nd Pl) | CE-3 |
| NE 2 nd Ct (south of NE 2 nd St) | CE-4 |
| NE 2 nd Pl (west of NE 3 rd Ave) | CE-4 |
| NE 2 nd St (west of NE 5 th Ave) | CE-3 |
| NE 3rd Ave | CE-3 |
| NE 3rd St (west of NE 2nd Ave) | CE-3 |
| NW 1st Ave | CE-4 |
| NW 1st St (between N ryan Rd and N Federal Hwy) | CE-3 |
| NW 2nd Pl | CE-3 |
| NW 2nd St (between NW 14th Way and N Federal Hwy) | CE-3 |
| NW 2nd Ter | CE-3 |
| NW 3rd Ave | CE-4 |
| NW 3rd St (between NW 9th Ave and N Federal Hwy) | CE-4 |
| NW 3rd St (between NW 14th Way and NW 13th Ct) | CE-3 |
| NW 4th Ave (south of NW 3rd St) | CE-4 |
| NW 5th Ave (south of NW 3rd St) | CE-4 |
| NW 6th Ave (south of NW 3rd St) | CE-4 |
| NW 7th Ave (south of NW 3rd St) | CE-4 |
| NW 8th Ave (south of NW 3rd St) | CE-4 |
| NW 9th Ave (south of NW 3rd St) | CE-4 |
| NW 10th Ct (south of NW 2nd St) | CE-3 |
| NW 11th Ave (south of NW 2nd St) | CE-3 |
| NW 12th Ave (south of New Griffin Rd) | CE-3 |
| NW 12th Ct | CE-3 |
| NW 13th Ave (south of NW 2nd St) | CE-3 |
| NW 13th Ct | CE-3 |
| NW 14th Ave (south of NW 2nd St) | CE-3 |
| NW 14th Ct | CE-3 |
| NW 14th Way | CE-3 |
| SW Park St | CE-4 |
| SW 1st Ave | CE-4 |
| SW 1st Ct | CE-4 |
| SW 1st St (between SW 12th Ave and S Federal Hwy) | CE-3 |
| SW 2nd Ave (between Sheridan St and Stirling Rd) | CE-3 |
| SW 2nd Ave (between Stirlin Rd and SW 1st St) | CE-4 |
| SW 2nd Ter (between SW 11th Ave and Phippen Rd) | CE-3 |
| SW 2nd Ter (between Phippen Rd and Sw 1st Ave) | CE-4 |
| SW 2nd Pl (between SW 11th Ave and Phippen Rd) | CE-3 |
| SW 2nd Pl (between SW 12th Ave and Sw 11th Ave) | CE-3 |
| SW 2nd Pl (between Phippen Rd and SW 1st Ave) | CE-4 |
| SW 3rd Ave | CE-3 |
| SW 3rd St (between SW 12th Ave and Phippen Rd) | CE-3 |
| SW 3rd St (between Phippen Rd and S. Federal Hwy) | CE-4 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

STREET INDEX

| STREET TYPE LEGEND | |
|---|--------------------|
| STREET LIST | STREET CODE |
| SW 3rd Ter | CE-3 |
| SW 3rd Pl (between SW 12th Ave and SW 2nd Ave) | CE-3 |
| SW 3rd Pl (between SW 2nd Ave and SW 1st Ave) | CE-4 |
| SW 4th Ave (between W Dania each lvd and SW 1st St) | CE-4 |
| SW 4th Ave (between Sheridan St and Stirling Rd) | CE-3 |
| SW 4th Ct (between SW 3rd St and SW 4th Ter) | CE-4 |
| SW 4th Ct (between SW 7th Ter and SW 9th St) | CE-3 |
| SW 4th St (between SW 12th Ave and Phippen Rd) | CE-3 |
| SW 4th St (between SW 4th Ave and S Federal Hwy) | CE-4 |
| SW 4th Ter (between SW 12th Ave and Phippen Rd) | CE-3 |
| SW 4th Ter (between Phippen Rd and SW 4th Ct) | CE-4 |
| SW 5th Ave | CE-4 |
| SW 5th Ct | CE-4 |
| SW 5th St | CE-3 |
| SW 6th Ave | CE-4 |
| SW 6th St (between SW 12th Ave and Phippen Rd) | CE-3 |
| SW 6th St (between Phippen Rd and S Federal Hwy) | CE-4 |
| SW 7th Ave | CE-4 |
| SW 7th St (between SW 12th Ave and Phippen Rd) | CE-3 |
| SW 7th St (between Phippen Rd and S. Federal Hwy) | CE-4 |
| SW 7th Ter (between SW 12th Ave and SW 4th Ct) | CE-3 |
| SW 7th Ter (between SW 2nd Ave and SW 7th St) | CE-4 |
| SW 8th Ave | CE-4 |
| SW 8th St (between SW 12th Ave and Phippen Rd) | CE-3 |
| SW 8th St (between SW 4th Ave and SW 2nd Ave) | CE-4 |
| SW 9th St (between SW 12th Ave and SW 4th Ct) | CE-3 |
| SW 9th St (between SW 4th Ave and SW 2nd Ave) | CE-4 |
| SW 10th St | CE-3 |
| SW 11th Ave | CE-3 |
| SW 12th Ave (between Stirling Rd and W Dania each lvd) | CE-3 |
| SW 12 th Ave (between Stirling Rd and Sheridan St) | CE-2 |
| SW 12th St | CE-3 |
| SW 13th St | CE-3 |
| SW 14th St (between SW 4th Ave and S. Federal Hwy) | CE-3 |
| SW 15th St | CE-3 |
| Federal Hwy | CE-6 |
| Hill St | CE-4 |
| New Griffin Rd | CE-1 |
| Phippen Rd (between Dixie Hwy and Stirling Rd) | CE-2 |
| Phippen Rd (between Stirling Rd and SW 1st St) | CE-4 |
| W Dania each lvd (west of railroad tracks) | CE-2 |
| W Dania each lvd (between railroad tracks and N Federal Hwy) | CE-3 |
| SE Park St | CE-3 |
| SE 1st St (west of SE 2nd Ave) | CE-3 |
| SE 1st Ter (between SE 1st Ave and SE 2nd Ave) | CE-4 |
| SE 2nd Ave | CE-3 |
| SE 2nd St (west of SE 2nd Ave) | CE-4 |
| SE 3rd Ter (west of SE 2nd Ave) | CE-3 |
| SE 3rd Pl (west of SE 2nd Ave) | CE-3 |



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

| STREET TYPE LEGEND | |
|--|-------------|
| STREET LIST | STREET CODE |
| SE 4th Ter (west of SE 2nd Ave) | CE-3 |
| SE 5th St (west of SE 2nd Ave) | CE-3 |
| SE 6th St (west of SE 2nd Ave) | CE-3 |
| SE 7th St (west of SE 2nd Ave) | CE-3 |
| SE 8th St. (west of SE 2nd Ave) | CE-3 |
| SE 10th Ter (west of SE 2nd Ave) | CE-4 |
| SE 11th St (west of SE 2nd Ave) | CE-4 |
| SE 12th St (west of SE 2nd Ave) | CE-4 |
| SE 13th Ter (west of SE 2nd Ave) | CE-4 |
| SE 14th St (west of SE 2nd Ave) | CE-4 |
| SE 15th St (west of SE 2nd Ave) | CE-4 |
| SE 15th St (between SE 2nd Ave and SE 3rd Ave) | CE-3 |

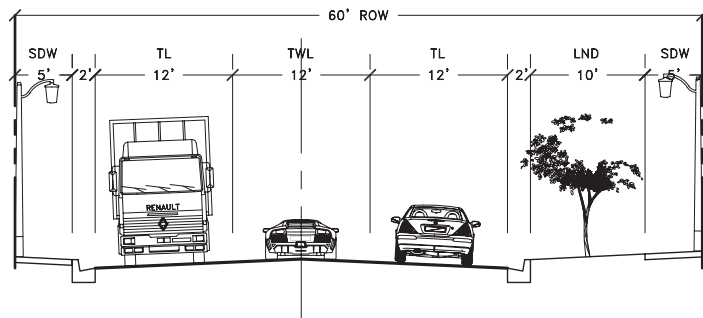
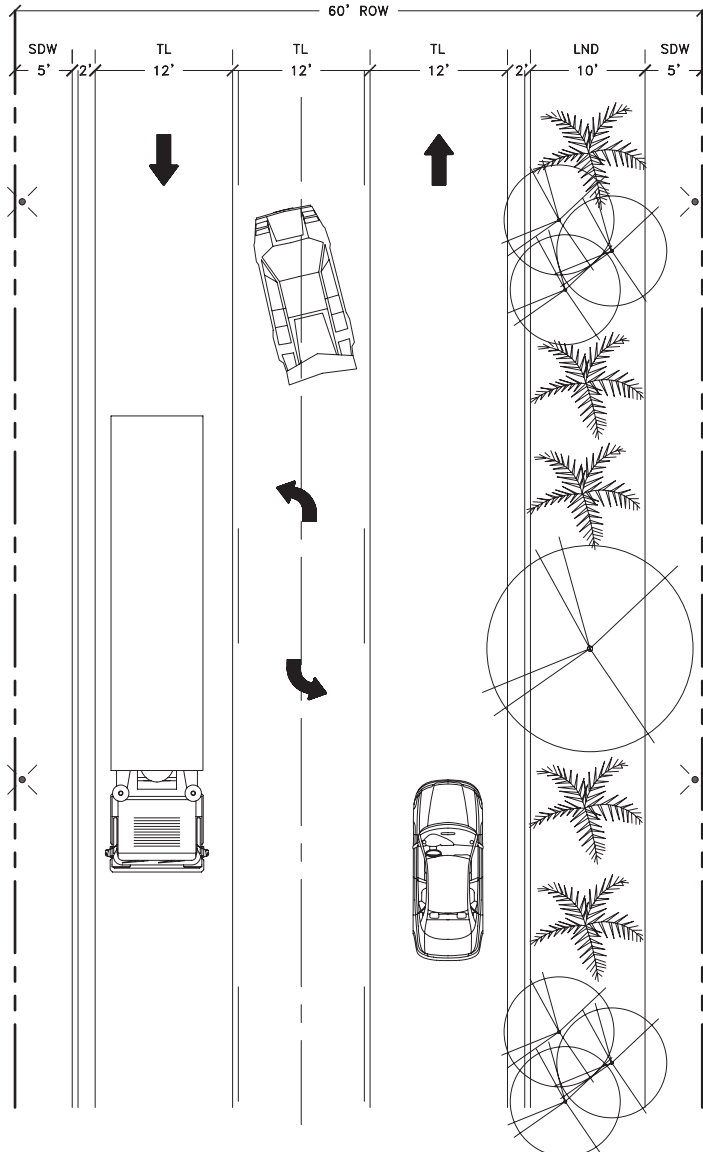


**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

PROPOSED TYPICAL CROSS SECTIONS

CE-1 60' ROW OLD GRIFFIN ROAD REALIGNMENT



LOOKING EAST

- LEGEND:**
- CL CENTER LINE
 - LND LANDSCAPING
 - ROW ROW OF WAY
 - SDW SIDEWALK
 - TL TRAVEL LANE
 - TWL TWO WAY LEFT TURN



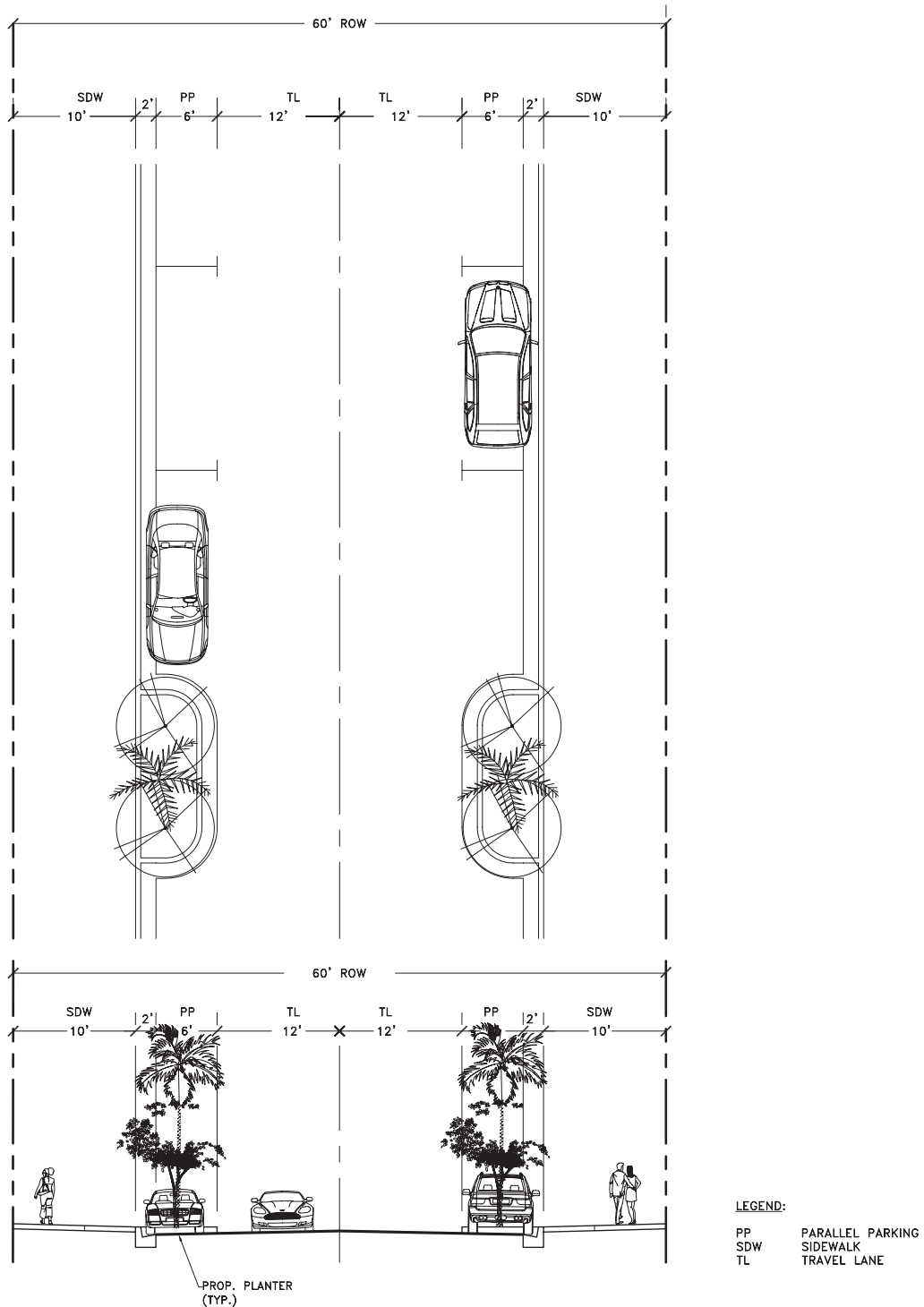
CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

PROPOSED TYPICAL CROSS SECTIONS

CE-2 60' RIGHT OF WAY WITH TWO SIDE PARKING

W DANIA BEACH BOULEVARD - R/R to I-95
SW 12th AVENUE (aka NW 22nd AVE) - STERLING to SHERIDAN
PHIPPEN WAITERS ROAD - STERLING to SHERIDAN



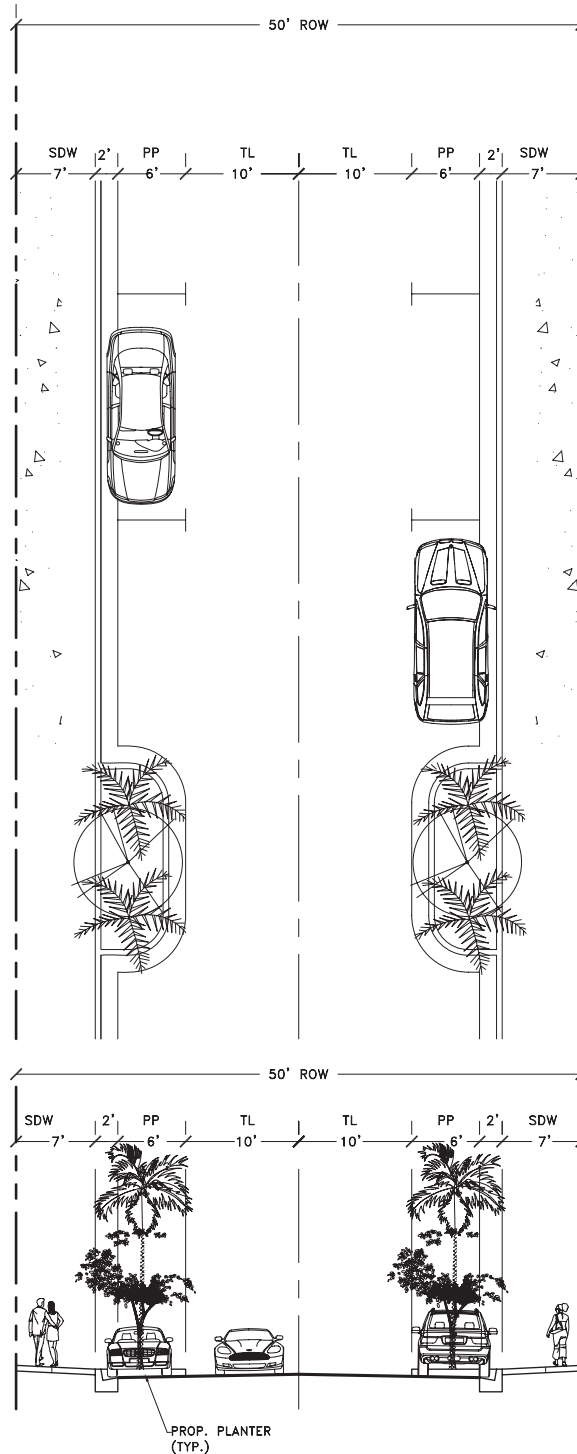


CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

PROPOSED TYPICAL CROSS SECTIONS

CE-3 50' RIGHT OF WAY WITH TWO SIDE PARKING



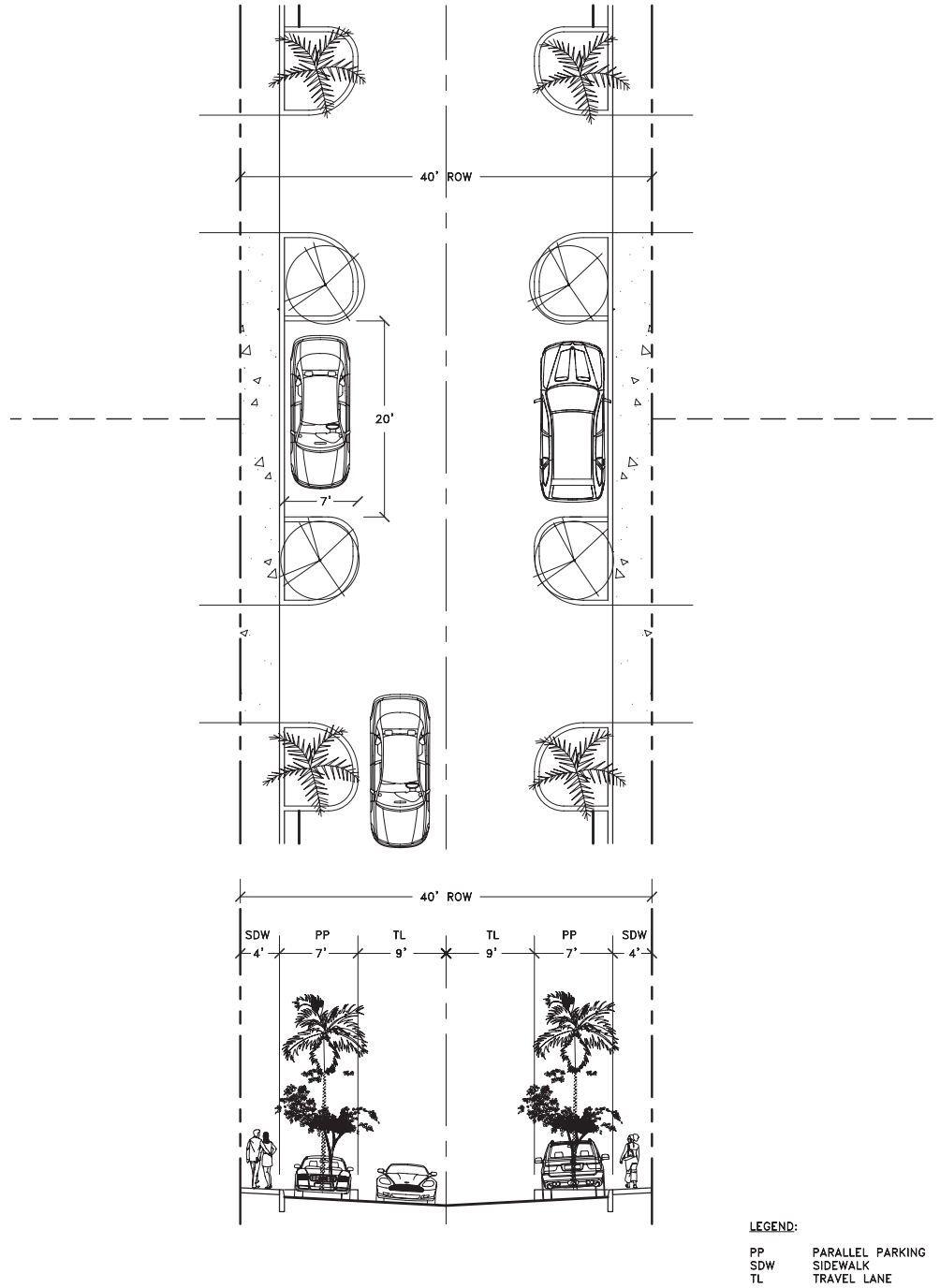


CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

PROPOSED TYPICAL CROSS SECTIONS

CE-4 40' RIGHT OF WAY WITH TWO SIDE PARKING



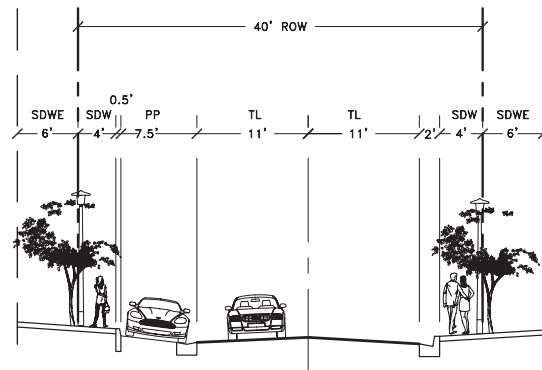
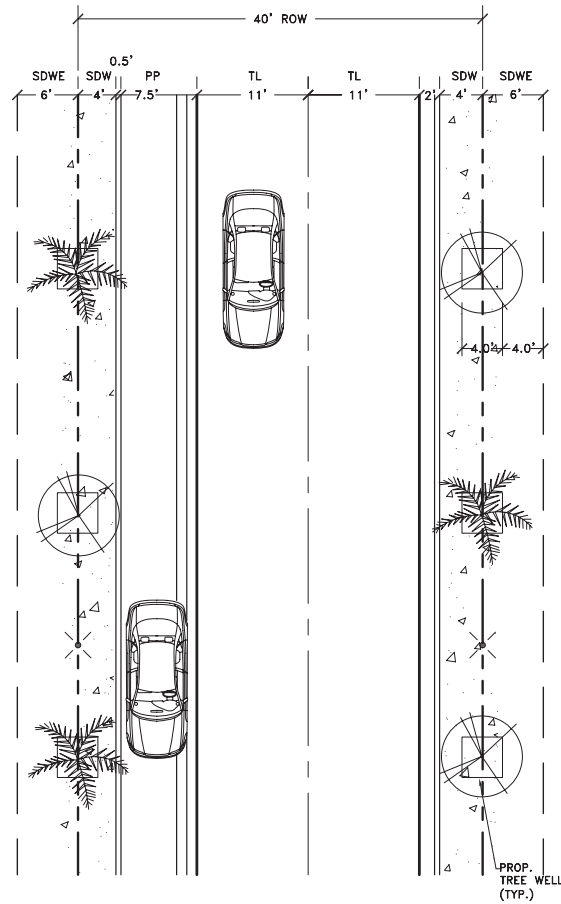


CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

PROPOSED TYPICAL CROSS SECTIONS

CE-5 NW 1 AVENUE 40' RIGHT OF WAY WITH ONE SIDE PARKING
FROM NW 2nd STREET TO STIRLING ROAD



LEGEND:

- PP PARALLEL PARKING
- SDW SIDEWALK
- TL TRAVEL LANE
- SDWE SIDEWALK EASEMENT

NOTE: RECOMMENDED SIDEWALK EASEMENT REQUIRED BY LAND DEVELOPMENT REGULATIONS

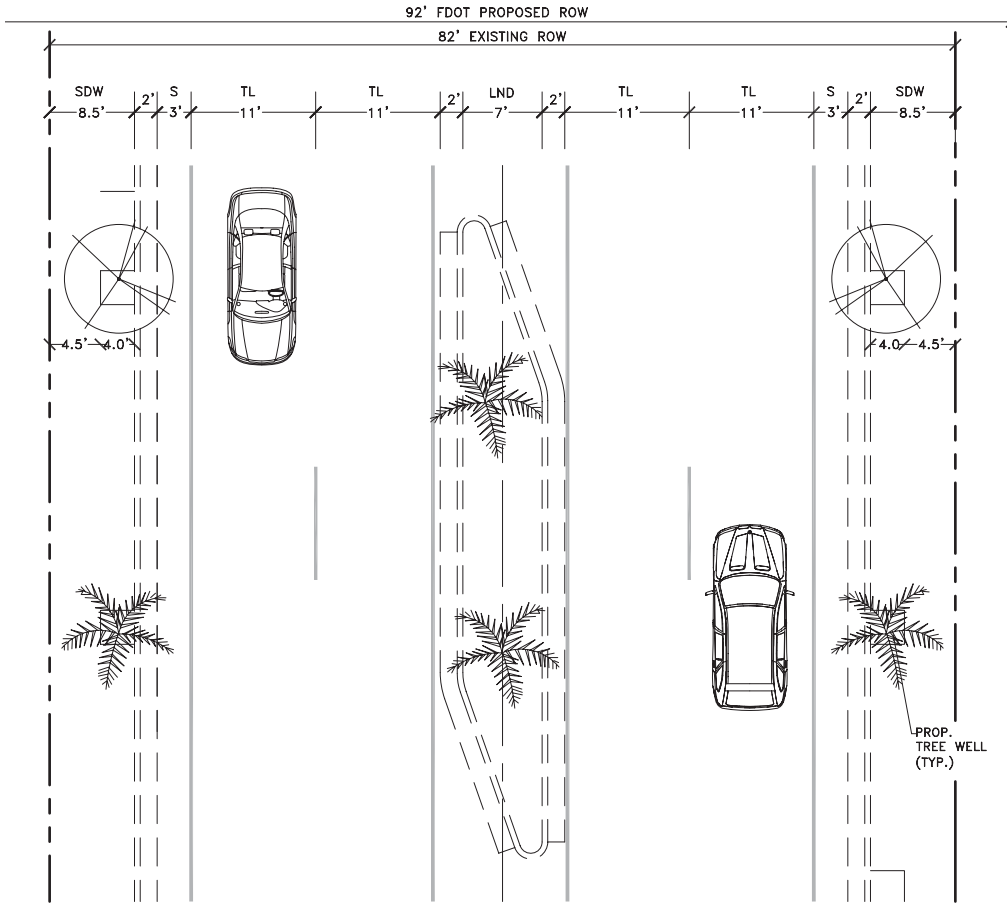


CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

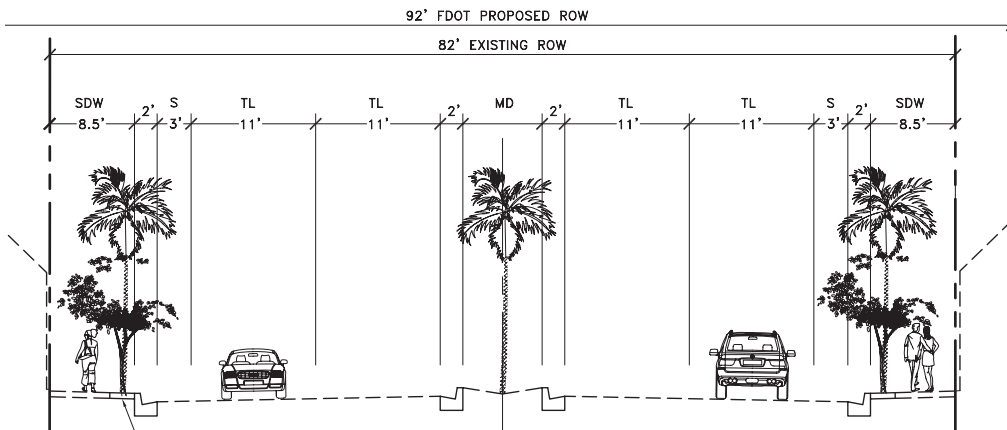
ENGINEERING ANALYSIS

PROPOSED TYPICAL CROSS SECTIONS

CE-6 82' RIGHT OF WAY
FEDERAL HIGHWAY(U.S. 1)



82' RIGHT OF WAY



LEGEND:
S SHOULDER
SDW SIDEWALK
TL TRAVEL LANE



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-2

| SW 12th AVE (aka NW 22nd Ave) - 60ft ROW | | 5500 LF | 1.04 MI | |
|---|-----------|---------|-------------------|-----------------------|
| City of Dania Beach and City of Hollywood | | | | |
| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | |
| Type "F" Curb | 11,000.00 | LF | \$23.98 | \$263,780.00 |
| Concrete Sidewalks - 10 FT width | 12,197.78 | SY | \$51.96 | \$633,796.53 |
| 8" Limerock | 22,000.00 | SY | \$22.00 | \$484,000.00 |
| 2" Asphalt | 22,000.00 | SY | \$10.34 | \$227,480.00 |
| Pavement Signage and Marking | 5,500.00 | LF | \$10.00 | \$55,000.00 |
| Pedestrian Light Poles (100 ft O.C. along both sides) | 110.00 | EA | \$5,000.00 | \$550,000.00 |
| Utility coordination | 1.00 | LS | \$110,000.00 | \$110,000.00 |
| SUBTOTAL | | | | \$2,324,056.53 |
| DEMOLITION | | | | |
| Cleaning, grubbing, demolition, cut and fill | 22,000.00 | SF | \$2.00 | \$44,000.00 |
| SUBTOTAL | | | | \$44,000.00 |
| DRAINAGE | | | | |
| Inlets Type P-5 | 27.50 | EA | \$3,901.34 | \$107,286.85 |
| Inlets Type P-6 | 27.50 | EA | \$4,371.43 | \$120,214.33 |
| 18" RCP | 11,000.00 | LF | \$66.00 | \$726,000.00 |
| Exfiltration | 3,575.00 | LF | \$108.21 | \$386,850.75 |
| SUBTOTAL | | | | \$1,340,351.93 |
| ELECTRICAL | | | | |
| Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | 5,500.00 | LF | \$200.00 | \$1,100,000.00 |
| SUBTOTAL | | | | \$1,100,000.00 |
| LANDSCAPE | | | | |
| Tree (25 ft O.C.(ave) along both sides) | 440.00 | EA | \$700.00 | \$308,000.00 |
| Tree grate | 440.00 | EA | \$2,400.00 | \$1,056,000.00 |
| Irrigation | 11,000.00 | LF | \$3.00 | \$33,000.00 |
| SUBTOTAL | | | | \$1,397,000.00 |
| SUBTOTAL HARD COSTS | | | | \$6,205,408.46 |
| CONTINGENCY (10%) | | | | \$620,540.85 |
| MOBILIZATION (10%) | | | | \$620,540.85 |
| RECONSTRUCTION TOTAL COSTS | | | | \$7,446,490.15 |

Assumptions/Notes:

- Assumed 110 lb/sy/in of asphalt
- FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-4

| All 40ft ROW | 50727 LF | | 9.61 MI | |
|---|-----------------|-------------|--------------------------|------------------------|
| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | |
| Type "D" Curb | 146,093.76 | LF | \$21.34 | \$3,117,640.84 |
| Concrete Sidewalks - 4 FT width | 45,090.67 | SY | \$51.96 | \$2,342,911.04 |
| 8" Limerock | 180,362.67 | SY | \$22.00 | \$3,967,978.67 |
| 2" Asphalt | 180,362.67 | SY | \$10.34 | \$1,864,949.97 |
| Pavement Signage and Marking | 50,727.00 | LF | \$10.00 | \$507,270.00 |
| Pedestrian Light Poles (100 ft O.C. along both sides) | 1,014.54 | EA | \$5,000.00 | \$5,072,700.00 |
| Utility coordination | 1.00 | LS | \$1,014,540.00 | \$1,014,540.00 |
| SUBTOTAL | | | | \$17,887,990.52 |
| DEMOLITION | | | | |
| Cleaning, grubbing, demolition, cut and fill | 180,362.67 | SF | \$2.00 | \$360,725.33 |
| SUBTOTAL | | | | \$360,725.33 |
| DRAINAGE | | | | |
| Inlets Type EA | 169.09 | EA | \$3,902.34 | \$659,846.67 |
| 18" RCP | 50,727.00 | LF | \$66.00 | \$3,347,982.00 |
| Manhole | 180.00 | EA | \$2,648.57 | \$476,742.60 |
| Exfiltration | 32,972.55 | LF | \$108.21 | \$3,567,959.64 |
| SUBTOTAL | | | | \$8,052,530.91 |
| ELECTRICAL | | | | |
| Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | 50,727.00 | LF | \$200.00 | \$10,145,400.00 |
| SUBTOTAL | | | | \$10,145,400.00 |
| LANDSCAPE | | | | |
| Tree (25 ft O.C. along both sides) | 4,058.16 | EA | \$700.00 | \$2,840,712.00 |
| Tree grate | 4,058.16 | EA | \$2,400.00 | \$9,739,584.00 |
| Irrigation | 101,454.00 | LF | \$3.00 | \$304,362.00 |
| SUBTOTAL | | | | \$12,884,658.00 |
| SUBTOTAL HARD COSTS | | | | \$49,331,304.76 |
| CONTINGENCY (10%) | | | | \$4,933,130.48 |
| MOBILIZATION (10%) | | | | \$4,933,130.48 |
| RECONSTRUCTION TOTAL COSTS | | | | \$59,197,565.71 |

Assumptions/Notes:

1. Assumed 110 lb/sy/in of asphalt

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-2

| PHIPPEN WAITERS ROAD. - 60ft ROW | | 4500 LF | 0.85 MI | | |
|-----------------------------------|---|-----------|---------|-------------------|-----------------------|
| | | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | | |
| | Type "F" Curb | 9,000.00 | LF | \$23.98 | \$215,820.00 |
| | Concrete Sidewalks - 10 FT width | 9,980.00 | SY | \$51.96 | \$518,560.80 |
| | 8" Limerock | 18,000.00 | SY | \$22.00 | \$396,000.00 |
| | 2" Asphalt | 18,000.00 | SY | \$10.34 | \$186,120.00 |
| | Pavement Signage and Marking | 4,500.00 | LF | \$10.00 | \$45,000.00 |
| | Pedestrian Light Poles (100 ft O.C. along both sides) | 90.00 | EA | \$5,000.00 | \$450,000.00 |
| | Utility coordination | 1.00 | LS | \$90,000.00 | \$90,000.00 |
| SUBTOTAL | | | | | \$1,901,500.80 |
| DEMOLITION | | | | | |
| | Cleaning, grubbing, demolition, cut and fill | 18,000.00 | SF | \$2.00 | \$36,000.00 |
| SUBTOTAL | | | | | \$36,000.00 |
| DRAINAGE | | | | | |
| | Inlets Type P-5 | 22.50 | EA | \$3,902.34 | \$87,802.65 |
| | Inlets Type P-6 | 22.50 | EA | \$4,371.43 | \$98,357.18 |
| | 18" RCP | 9,000.00 | LF | \$66.00 | \$594,000.00 |
| | Exfiltration | 2,925.00 | LF | \$108.21 | \$316,514.25 |
| SUBTOTAL | | | | | \$1,096,674.08 |
| ELECTRICAL | | | | | |
| | Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | 4,500.00 | LF | \$200.00 | \$900,000.00 |
| SUBTOTAL | | | | | \$900,000.00 |
| LANDSCAPE | | | | | |
| | Tree (25 ft O.C.Avg. along both sides) | 360.00 | | \$700.00 | \$252,000.00 |
| | Tree grate | 360.00 | | \$2,400.00 | \$864,000.00 |
| | Irrigation | 9,000.00 | | \$3.00 | \$27,000.00 |
| SUBTOTAL | | | | | \$1,143,000.00 |
| SUBTOTAL HARD COSTS | | | | | \$5,077,174.88 |
| CONTINGENCY (10%) | | | | | \$507,717.49 |
| MOBILIZATION (10%) | | | | | \$507,717.49 |
| RECONSTRUCTION TOTAL COSTS | | | | | \$6,092,609.85 |

Assumptions/Notes:

1. Assumed 110 lb/sy/in of asphalt
FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-3

| | 87154 LF | 16.51 MI | | |
|---|-----------------|-------------|--------------------------|-------------------------|
| All 50ft ROW (87,954 LF) | | | | |
| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | |
| Type "F" Curb | 174,308.00 | LF | \$23.98 | \$4,179,905.84 |
| Concrete Sidewalks - 7 FT width | 135,572.89 | SY | \$51.96 | \$7,044,367.31 |
| 8" Limerock | 309,880.89 | SY | \$22.00 | \$6,817,379.56 |
| 2" Asphalt | 309,880.89 | SY | \$10.34 | \$3,204,168.39 |
| Pavement Signage and Marking | 87,154.00 | LF | \$10.00 | \$871,540.00 |
| Pedestrian Light Poles (100 ft O.C. along both sides) | 1,743.08 | EA | \$5,000.00 | \$8,715,400.00 |
| Utility coordination | 1.00 | LS | \$1,743,080.00 | \$1,743,080.00 |
| SUBTOTAL | | | | \$32,575,841.09 |
| DEMOLITION | | | | |
| Cleaning, grubbing, demolition, cut and fill | \$309,880.89 | SF | \$2.00 | \$619,761.78 |
| SUBTOTAL | | | | \$619,761.78 |
| DRAINAGE | | | | |
| Inlets Type P-5 | 435.77 | EA | \$3,902.34 | \$1,700,522.70 |
| Inlets Type P-6 | 435.77 | EA | \$4,371.43 | \$1,904,938.05 |
| 18" RCP | 174,308.00 | LF | \$66.00 | \$11,504,328.00 |
| Exfiltration | 56,650.10 | LF | \$108.21 | \$6,130,107.32 |
| SUBTOTAL | | | | \$15,109,788.75 |
| ELECTRICAL | | | | |
| Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | \$87,154.00 | LF | \$200.00 | \$17,430,800.00 |
| SUBTOTAL | | | | \$17,430,800.00 |
| LANDSCAPE | | | | |
| Tree (25 ft O.C.Avg. along both sides) | 6,972.32 | | \$700.00 | \$4,880,624.00 |
| Tree grate | 6,972.32 | | \$2,400.00 | \$16,733,568.00 |
| Irrigation | 174,308.00 | | \$3.00 | \$522,924.00 |
| SUBTOTAL | | | | \$22,137,116.00 |
| SUBTOTAL HARD COSTS | | | | \$87,873,307.62 |
| CONTINGENCY (10%) | | | | \$8,787,330.76 |
| MOBILIZATION (10%) | | | | \$8,787,330.76 |
| RECONSTRUCTION TOTAL COSTS | | | | \$105,447,969.15 |

Assumptions/Notes:

1. Assumed 110 lb/sy/in of asphalt

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-1

| Old Griffin Road Realignment- 60ft ROW | | 4000 LF | 0.76 MI | | |
|--|---|-----------|---------|-------------------|-----------------------|
| | | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | | |
| | Type "F" Curb | 8,000.00 | LF | \$23.98 | \$191,840.00 |
| | Concrete Sidewalks - 4 FT width | 4,444.44 | SY | \$51.96 | \$230,933.33 |
| | 8" Limerock | 16,000.00 | SY | \$22.00 | \$352,000.00 |
| | 2" Asphalt | 16,000.00 | SY | \$10.34 | \$165,440.00 |
| | Pavement Signage and Marking | 4,000.00 | LF | \$10.00 | \$40,000.00 |
| | Pedestrian Light Poles (100 ft O.C. along both sides) | 80.00 | EA | \$5,000.00 | \$400,000.00 |
| | Utility coordination | 1.00 | LS | \$80,000.00 | \$80,000.00 |
| | SUBTOTAL | | | | \$1,460,213.33 |
| DEMOLITION | | | | | |
| | Cleaning, grubbing, demolition, cut and fill | 16,000.00 | SF | \$2.00 | \$32,000.00 |
| | SUBTOTAL | | | | \$32,000.00 |
| DRAINAGE | | | | | |
| | Inlets Type P-5 | 20.00 | EA | \$3,902.34 | \$78,046.80 |
| | Inlets Type P-6 | 20.00 | EA | \$4,371.43 | \$87,428.60 |
| | 18" RCP | 8,000.00 | LF | \$66.00 | \$528,000.00 |
| | Exfiltration | 2,600.00 | LF | \$108.21 | \$281,346.00 |
| | SUBTOTAL | | | | \$693,475.40 |
| ELECTRICAL | | | | | |
| | Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. conn. | 4,000.00 | LF | \$200.00 | \$800,000.00 |
| | SUBTOTAL | | | | \$800,000.00 |
| LANDSCAPE | | | | | |
| | Tree (15 ft O.C. along both sides) | 266.67 | | \$700.00 | \$186,666.67 |
| | Tree grate | 266.67 | | \$2,400.00 | \$640,000.00 |
| | Irrigation | 4,000.00 | | \$3.00 | \$12,000.00 |
| | SUBTOTAL | | | | \$838,666.67 |
| | SUBTOTAL HARD COSTS | | | | \$3,824,355.40 |
| | CONTINGENCY (10%) | | | | \$382,435.54 |
| | MOBILIZATION (10%) | | | | \$382,435.54 |
| | RECONSTRUCTION TOTAL COSTS | | | | \$4,589,226.48 |

Assumptions/Notes:

1. Assumed 110 lb/sy/in of asphalt
FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-5

| NW 1st Ave. - 40ft ROW | 2600 LF | 0.49 MI | | |
|---|-----------------|-------------|------------------------------|-----------------------|
| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | |
| 2' Valley Gutter | 2,600.00 | LF | \$27.56 | \$71,656.00 |
| Type "F" Curb | 2,600.00 | LF | \$23.98 | \$62,348.00 |
| Concrete Sidewalks - 4 FT width | 2,311.11 | SY | \$51.96 | \$120,085.33 |
| 8" Limerock | 7,944.44 | SY | \$22.00 | \$174,777.78 |
| 2" Asphalt | 7,944.44 | SY | \$10.34 | \$82,145.56 |
| Pedestrian Light Poles (100 ft O.C. along both sides) | 52.00 | EA | \$5,000.00 | \$260,000.00 |
| Pavement Signage and Marking | 2,600.00 | LF | \$10.00 | \$26,000.00 |
| Utility coordination | 1.00 | LS | \$52,000.00 | \$52,000.00 |
| SUBTOTAL | | | | \$849,012.67 |
| DEMOLITION | | | | |
| Cleaning, grubbing, demolition, cut and fill | 7,944.44 | SF | \$2.00 | \$15,888.89 |
| SUBTOTAL | | | | \$15,888.89 |
| DRAINAGE | | | | |
| Inlets Type EA | 13.00 | EA | \$3,902.34 | \$50,730.42 |
| Inlets Type P-6 | 13.00 | EA | \$4,371.43 | \$56,828.59 |
| 18" RCP | 5,200.00 | LF | \$66.00 | \$343,200.00 |
| Exfiltration | 1,690.00 | LF | \$108.21 | \$182,874.90 |
| SUBTOTAL | | | | \$633,633.91 |
| LANDSCAPE | | | | |
| Tree (25 ft O.C. along both sides) | 208.00 | | \$700.00 | \$145,600.00 |
| Tree grate | 208.00 | | \$2,400.00 | \$499,200.00 |
| Irrigation | 2,600.00 | | \$3.00 | \$7,800.00 |
| SUBTOTAL | | | | \$652,600.00 |
| ELECTRICAL | | | | |
| Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | 2,600.00 | LF | \$200.00 | \$520,000.00 |
| SUBTOTAL | | | | \$520,000.00 |
| SUBTOTAL HARD COSTS | | | | \$2,671,135.47 |
| CONTINGENCY (10%) | | | | \$267,113.55 |
| MOBILIZATION (10%) | | | | \$267,113.55 |
| RECONSTRUCTION TOTAL COSTS | | | | \$3,205,362.56 |

Assumptions/Notes:

1. Assumed 110 lb/sy/in of asphalt

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
 DATE: 11/13/2008
 ESTIMATE BY: JAG
 CHECKED BY: AV
 ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-3

| | | |
|-------------------------------------|---------------|----------------|
| Dania Beach Blvd. - 50ft ROW | 800 LF | 0.15 MI |
| From US-1 to FEC RR | | |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|---|----------|------|-------------------|-----------------------|
| ROADWAY | | | | |
| Type "F" Curb | 1,600.00 | LF | \$23.98 | \$38,368.00 |
| Concrete Sidewalks - 7 FT width | 1,244.44 | SY | \$51.96 | \$64,661.33 |
| 8" Limerock | 2,844.44 | SY | \$22.00 | \$62,577.78 |
| 2" Asphalt | 2,844.44 | SY | \$10.34 | \$29,411.56 |
| Pavement Signage and Marking | 800.00 | LF | \$10.00 | \$8,000.00 |
| Pedestrian Light Poles (100 ft O.C. along both sides) | 16.00 | EA | \$5,000.00 | \$80,000.00 |
| Utility coordination | 1.00 | LS | \$16,000.00 | \$16,000.00 |
| SUBTOTAL | | | | \$299,018.67 |
| DEMOLITION | | | | |
| Cleaning, grubbing, demolition, cut and fill | 2,844.44 | SF | \$2.00 | \$5,688.89 |
| SUBTOTAL | | | | \$5,688.89 |
| DRAINAGE | | | | |
| Inlets Type P-5 | 4.00 | EA | \$3,902.34 | \$15,609.36 |
| Inlets Type P-6 | 4.00 | EA | \$4,371.43 | \$17,485.72 |
| 18" RCP | 1,600.00 | LF | \$66.00 | \$105,600.00 |
| Exfiltration | 520.00 | LF | \$108.21 | \$56,269.20 |
| SUBTOTAL | | | | \$194,964.28 |
| ELECTRICAL | | | | |
| Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | 800.00 | LF | \$200.00 | \$160,000.00 |
| SUBTOTAL | | | | \$160,000.00 |
| LANDSCAPE | | | | |
| Tree (25 ft O.C. along both sides) | 64.00 | | \$700.00 | \$44,800.00 |
| Tree grate | 64.00 | | \$2,400.00 | \$153,600.00 |
| Irrigation | 1,600.00 | | \$3.00 | \$4,800.00 |
| SUBTOTAL | | | | \$203,200.00 |
| SUBTOTAL HARD COSTS | | | | \$862,871.84 |
| CONTINGENCY (10%) | | | | \$86,287.18 |
| MOBILIZATION (10%) | | | | \$86,287.18 |
| RECONSTRUCTION TOTAL COSTS | | | | \$1,035,446.20 |

Assumptions/Notes:

- Assumed 110 lb/sy/in of asphalt
- FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

Typical Section CE-2

| Dania Beach Blvd. - 60ft ROW | | 5100 LF | 0.97 MI | | |
|-----------------------------------|---|-----------|---------|----------------------|-----------------------|
| West of FEC RR | | | | | |
| | | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| ROADWAY | | | | | |
| | Type "F" Curb | 10,200.00 | LF | \$23.98 | \$244,596.00 |
| | Concrete Sidewalks - 10 FT width | 11,310.67 | SY | \$51.96 | \$587,702.24 |
| | 8" Limerock | 20,400.00 | SY | \$22.00 | \$448,800.00 |
| | 2" Asphalt | 20,400.00 | SY | \$10.34 | \$210,936.00 |
| | Pavement Signage and Marking | 5,100.00 | LF | \$10.00 | \$51,000.00 |
| | Pedestrian Light Poles (100 ft O.C. along both sides) | 102.00 | EA | \$5,000.00 | \$510,000.00 |
| | Utility coordination | 1.00 | LS | \$102,000.00 | \$102,000.00 |
| <i>SUBTOTAL</i> | | | | | \$2,155,034.24 |
| DEMOLITION | | | | | |
| | Cleaning, grubbing, demolition, cut and fill | 20,400.00 | SF | \$2.00 | \$40,800.00 |
| <i>SUBTOTAL</i> | | | | | \$40,800.00 |
| DRAINAGE | | | | | |
| | Inlets Type P-5 | 25.50 | EA | \$3,902.34 | \$99,509.67 |
| | Inlets Type P-6 | 25.50 | EA | \$4,371.43 | \$111,471.47 |
| | 18" RCP | 10,200.00 | LF | \$66.00 | \$673,200.00 |
| | Exfiltration | 3,315.00 | LF | \$108.21 | \$358,716.15 |
| <i>SUBTOTAL</i> | | | | | \$1,242,897.29 |
| ELECTRICAL | | | | | |
| | Remove Exist Overhead Poles and Wires; Underground electrical conduit and serv. Conn. | 5,100.00 | LF | \$200.00 | \$1,020,000.00 |
| <i>SUBTOTAL</i> | | | | | \$1,020,000.00 |
| LANDSCAPE | | | | | |
| | Tree (25 ft O.C. along both sides) | 226.67 | | \$700.00 | \$158,666.67 |
| | Tree grate | 226.67 | | \$2,400.00 | \$544,000.00 |
| | Irrigation | 10,200.00 | | \$3.00 | \$30,600.00 |
| <i>SUBTOTAL</i> | | | | | \$733,266.67 |
| SUBTOTAL HARD COSTS | | | | | \$5,191,998.19 |
| CONTINGENCY (10%) | | | | | \$519,199.82 |
| MOBILIZATION (10%) | | | | | \$519,199.82 |
| RECONSTRUCTION TOTAL COSTS | | | | | \$6,230,397.83 |

Assumptions/Notes:

1. Assumed 110 lb/sy/in of asphalt
- FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

DANIA BEACH CRA
DATE: 11/13/2008
ESTIMATE BY: JAG
CHECKED BY: AV
ENGINEERS OPINION OF PROBABLE COST

10588 LF

2.01 MI

| Federal Hwy | | 0 | | | |
|-----------------------------------|-------------------------|----------|------|-------------------|-----------------------|
| | | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
| LANDSCAPE | | | | | |
| | Tree (25 ft O.C.) | 847 | | \$700.00 | \$592,928.00 |
| | Tree grate | 847 | | \$2,400.00 | \$2,032,896.00 |
| | Irrigation | 7,600 | | \$3.00 | \$22,800.00 |
| SUBTOTAL | | | | | \$2,648,624.00 |
| SIDEWALK | | | | | |
| | Type B Stabilization | 1,700.00 | SY | \$3.23 | \$5,491.00 |
| | Regular Excavation | 560.00 | CY | \$5.28 | \$2,956.80 |
| | Sidewalk Conc, 4" Thick | 1,700.00 | SY | \$42.00 | \$71,400.00 |
| SUBTOTAL | | | | | \$79,847.80 |
| SUBTOTAL HARD COSTS | | | | | \$2,728,471.80 |
| CONTINGENCY (10%) | | | | | \$272,847.18 |
| MOBILIZATION (10%) | | | | | \$272,847.18 |
| RECONSTRUCTION TOTAL COSTS | | | | | \$3,274,166.16 |

Assumptions/Notes:

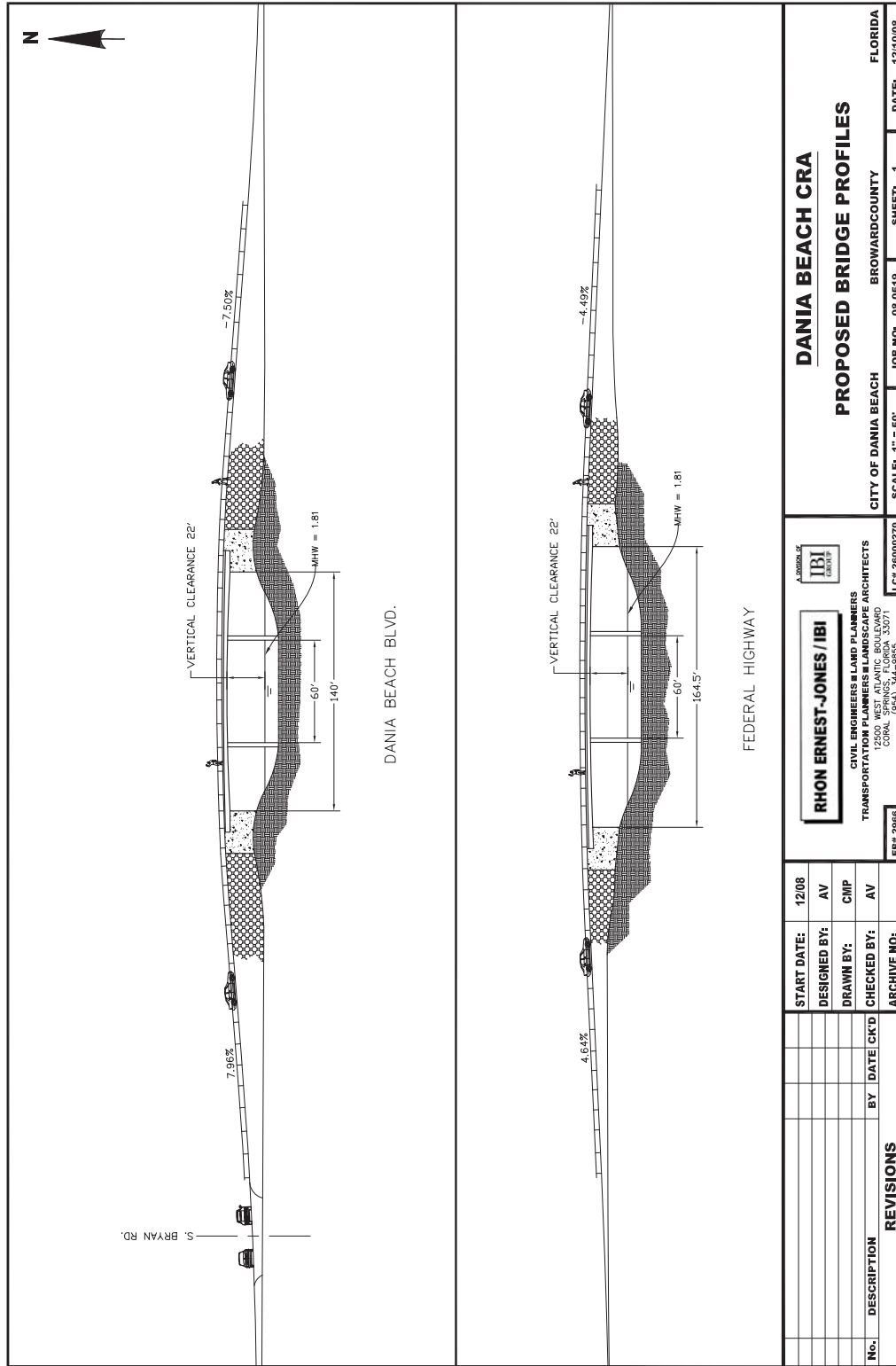
1. Assumed 110 lb/sy/in of asphalt
- FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

BRIDGE CONCEPTUAL DESIGN



| REVISIONS | | ARCHIVE NO. | | CHECKED BY: | | DRAWN BY: | | DESIGNED BY: | | START DATE: | |
|-----------|-------------|-------------|------|-------------|----|-----------|----|--------------|----|-------------|--|
| No. | DESCRIPTION | BY | DATE | CK'D | AV | CNP | AV | AV | AV | 12/08 | |
| | | | | | | | | | | | |

| | | | |
|--|--------------|--|----------------|
| RHON ERNEST-JONES / IBI <small>CIVIL ENGINEERS & LAND PLANNERS</small> <small>TRANSPORTATION ARCHITECTS</small> <small>12500 WEST ATLANTIC BOULEVARD</small> <small>CORAL SPRINGS, FLORIDA 33071</small> <small>(954) 344-9885</small> | | DANIA BEACH CRA PROPOSED BRIDGE PROFILES <small>CITY OF DANIA BEACH</small> <small>BROWARD COUNTY</small> <small>FLORIDA</small> | |
| EB# 2806 | LC# 26000270 | JOB NO: 08-0519 | DATE: 12/10/08 |
| SCALE: 1" = 50' | SHEET: 1 | | |

Plotting name: & "pre-h\codifit\08-jobs\08-0519\bridge\08B.dwg khl (11/17) Dec 11, 2008 6:15pm by dephnro.vsqunz

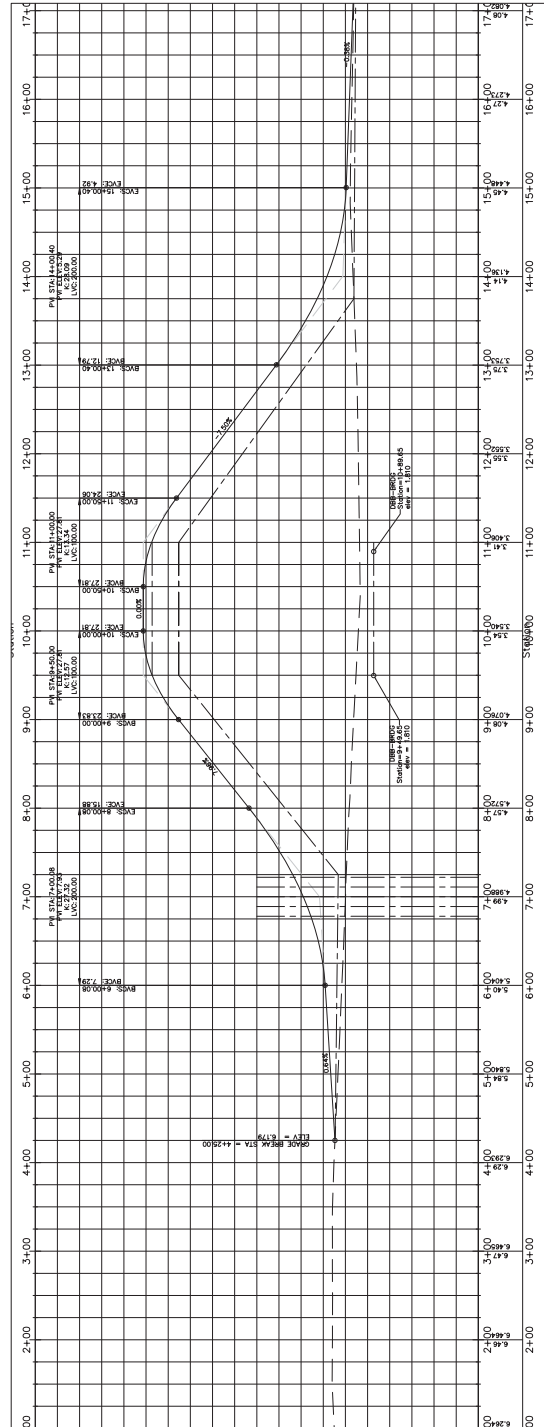
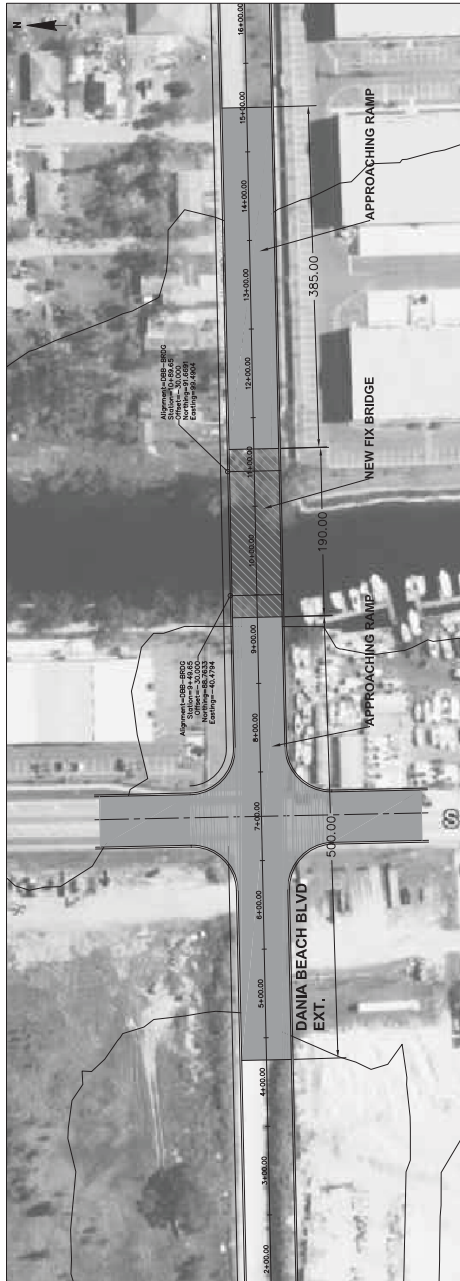


CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

BRIDGE CONCEPTUAL DESIGN

DANIA BEACH BOULEVARD
AT C-10 CANAL

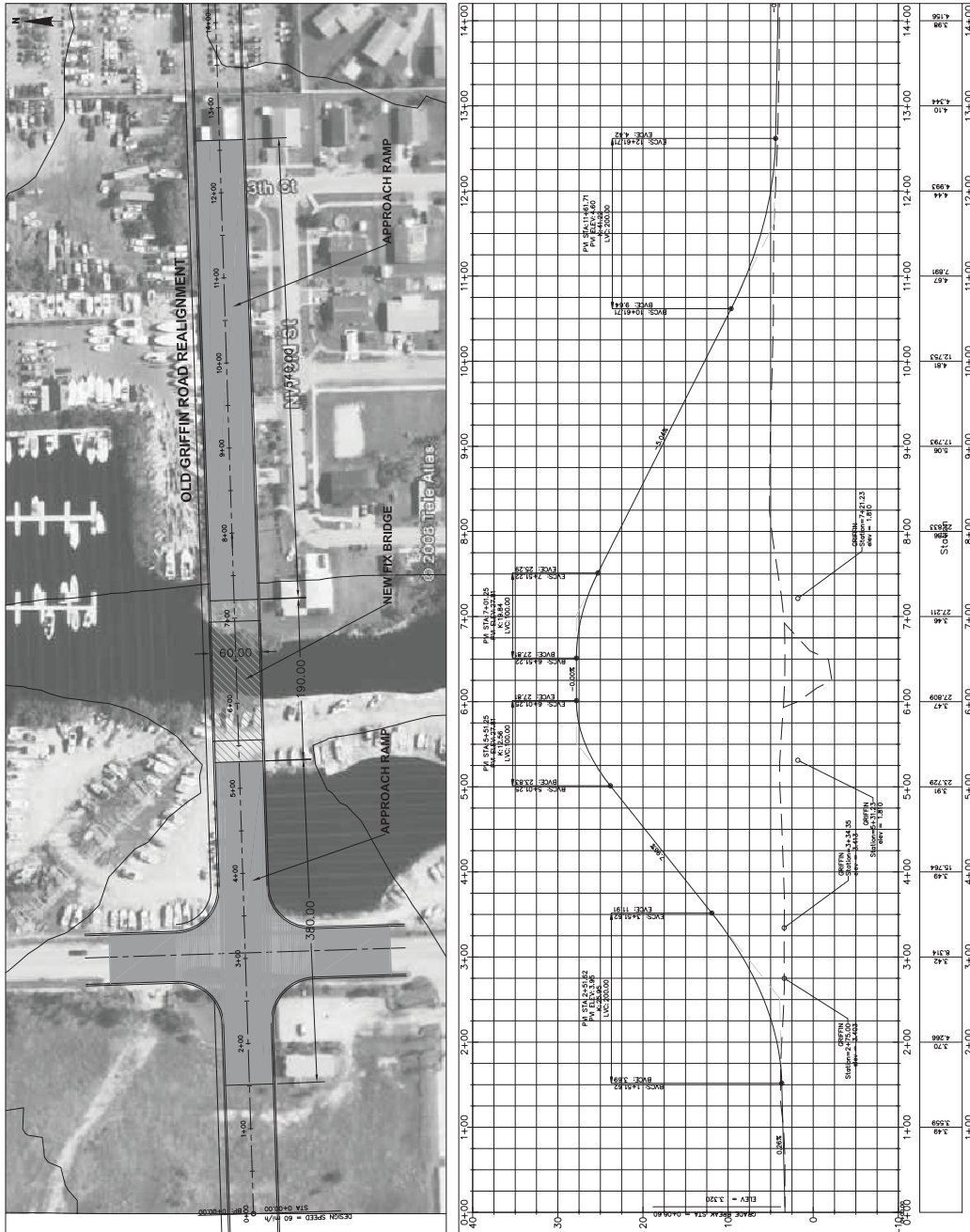




CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

BRIDGE CONCEPTUAL DESIGN
OLD GRIFFIN ROAD REALIGNMENT
AT C-10 CANAL



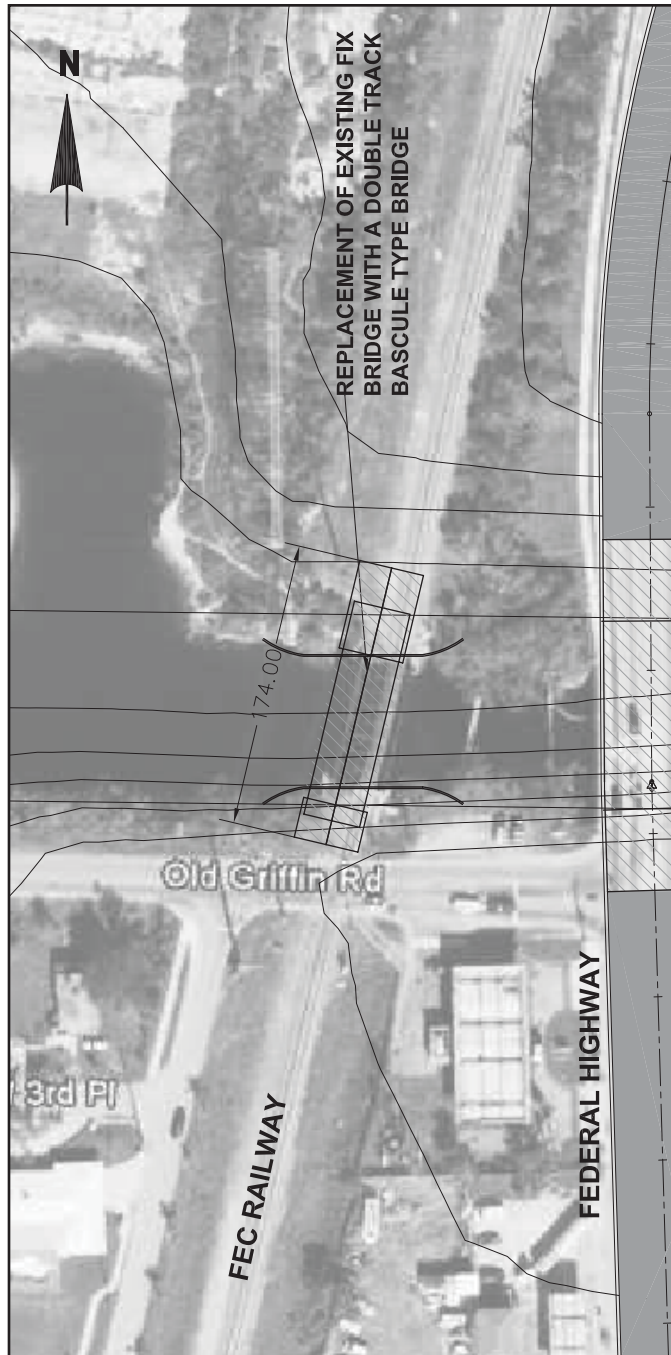


CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

ENGINEERING ANALYSIS

BRIDGE CONCEPTUAL DESIGN

FEC RAILROAD BRIDGE





**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

BRIDGES

DATE: 10/24/2008
ESTIMATE BY: AV
CHECKED BY: REJ
ENGINEERS OPINION OF PROBABLE COST - BRIDGES

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|--|----------|------|-------------------|-----------------------|
| Bridges to be Demolished | | | | |
| NW 1st Street @ C-10 Canal | 5,000 | SF | \$60.00 | \$300,000.00 |
| Existing Old Griffin Road @ C-10 Canal | 5,600 | SF | \$60.00 | \$336,000.00 |
| Existing FEC Railway Metallic Bridge | 2,088 | SF | \$60.00 | \$125,280.00 |
| Existing Federal Highway @ Dania Beach Cut off Canal | 9,120 | SF | \$60.00 | \$547,200.00 |
| SUBTOTAL | | | | \$1,308,480.00 |
| CONTINGENCY (10%) | | | | \$130,848.00 |
| MOBILIZATION (10%) | | | | \$130,848.00 |
| ENGINEERING AND PERMITTING (7%) | | | | \$91,593.60 |
| TOTAL COSTS | | | | \$1,661,769.60 |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|---|----------|------|-------------------|-----------------------|
| Dania Beach Blv. @ C-10 Canal - 22 FT V.C. | | | | |
| Concrete Deck / Pre-stressed Girder - Continuous Span | | | | |
| 2 Lanes - 1 Sidewalk - 3 Barriers (40 ft wide) | | | | |
| Concrete Bridge structure | 7,600 | SF | \$211.00 | \$1,603,600.00 |
| Approaching Ramps | 46,261 | SF | \$50.00 | \$2,313,050.00 |
| SUBTOTAL | | | | \$3,916,650.00 |
| CONTINGENCY (10%) | | | | \$391,665.00 |
| MOBILIZATION (10%) | | | | \$391,665.00 |
| ENGINEERING AND PERMITTING (7%) | | | | \$274,165.50 |
| TOTAL COSTS | | | | \$4,974,145.50 |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|---|----------|------|-------------------|-----------------------|
| Old Griffin new Alignment. @ C-10 Canal - 22FT. V.C. | | | | |
| Concrete Deck / Pre-stressed Girder - Continuous Span | | | | |
| 3 Lanes - 1 Sidewalk - 3 Barriers (50 ft wide) | | | | |
| Concrete Bridge structure | 9,500 | SF | \$211.00 | \$2,004,500.00 |
| Approaching Ramps | 52,667 | SF | \$50.00 | \$2,633,350.00 |
| SUBTOTAL | | | | \$4,637,850.00 |
| CONTINGENCY (10%) | | | | \$463,785.00 |
| MOBILIZATION (10%) | | | | \$463,785.00 |
| ENGINEERING AND PERMITTING (7%) | | | | \$324,649.50 |
| TOTAL COSTS | | | | \$5,890,069.50 |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|---|----------|------|-------------------|-----------------------|
| Federal Hwy. @ DB Cut Canal - 22FT. V.C. | | | | |
| Concrete Deck / Pre-stressed Girder - Continuous Span | | | | |
| 5 Lanes - 1 Sidewalk - 3 Barriers (67 ft wide) | | | | |
| Concrete Bridge structure | 14,338 | SF | \$211.00 | \$3,025,318.00 |
| Approaching Ramps | 47,480 | SF | \$50.00 | \$2,374,000.00 |
| SUBTOTAL | | | | \$5,399,318.00 |
| CONTINGENCY (10%) | | | | \$539,931.80 |
| MOBILIZATION (10%) | | | | \$539,931.80 |
| ENGINEERING AND PERMITTING (7%) | | | | \$377,952.26 |
| TOTAL COSTS | | | | \$6,857,133.86 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

OPINION OF PROBABLE COST

BRIDGES

DATE: 10/24/2008
ESTIMATE BY: AV
CHECKED BY: REJ
ENGINEERS OPINION OF PROBABLE COST - BRIDGES

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|--|----------|------|-------------------|------------------------|
| Federal Hwy. @ DB Cut Canal - 22ft. V.C. OPTIONAL | | | | |
| Movable Bridge - Bascule Spans and Piers | | | | |
| 5 Lanes - 1 Sidewalk - 3 Barriers (67 ft wide) | | | | |
| Movable Bridge | 14,338 | SF | \$1,800.00 | \$25,808,400.00 |
| Approaching Ramps | 47,480 | SF | \$50.00 | \$2,374,000.00 |
| SUBTOTAL | | | | \$28,182,400.00 |
| CONTINGENCY (10%) | | | | \$2,818,240.00 |
| MOBILIZATION (10%) | | | | \$2,818,240.00 |
| ENGINEERING AND PERMITTING (7%) | | | | \$1,972,768.00 |
| TOTAL COSTS | | | | \$35,791,648.00 |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|--|----------|------|-------------------|-----------------------|
| FEC. Railway @ DB Cut Canal | | | | |
| Movable Bridge - Bascule Spans and Piers | | | | |
| Metalic Bascule Bridge (12 FT Wide) | 4,176.00 | SF | \$1,800.00 | \$7,516,800.00 |
| Approaching Ramps | - | SF | \$50.00 | \$0.00 |
| SUBTOTAL | | | | \$7,516,800.00 |
| CONTINGENCY (10%) | | | | \$751,680.00 |
| MOBILIZATION (10%) | | | | \$751,680.00 |
| ENGINEERING AND PERMITTING (7%) | | | | \$526,176.00 |
| TOTAL COSTS | | | | \$9,546,336.00 |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|--|----------|------|-------------------|---------------------|
| Underground of utilities Xing DB Cut off Canal @ FHwy | | | | |
| Underground 2 utility pipe banks (24" diameter assumed) | 500 | LF | \$350.00 | \$175,000.00 |
| Source: Arrow Directional Boring | | | | |
| SUBTOTAL | | | | \$175,000.00 |
| CONTINGENCY (10%) | | | | \$17,500.00 |
| MOBILIZATION (10%) | | | | \$17,500.00 |
| ENGINEERING AND PERMITTING (7%) | | | | \$12,250.00 |
| TOTAL COSTS | | | | \$222,250.00 |

| | Quantity | Unit | Unit Price (FDOT) | Cost (FDOT) |
|--|----------|------|-------------------|-----------------------|
| Dania Beach Cut off Canal Dredging from FHwy to C-10 [4,000 L.F.] | | | | |
| Canal Dredging | 118,519 | CY | \$30.00 | \$3,555,555.56 |
| Asumend: 8 FT depth of dredging, 100 LF average width | | | | |
| Source: Florida Inland Navigation District | | | | |
| SUBTOTAL | | | | \$3,555,555.56 |
| CONTINGENCY (10%) | | | | \$355,555.56 |
| MOBILIZATION (10%) | | | | \$355,555.56 |
| ENGINEERING AND PERMITTING (7%) | | | | \$248,888.89 |
| TOTAL COSTS | | | | \$4,515,555.56 |

| | |
|---|------------------------|
| TOTAL COST FOR ALL BRIDGES [FHwy BRIDGE FIXED] | \$33,667,260.02 |
| TOTAL COST FOR ALL BRIDGES [FHwy BRIDGE MOVABLE] | \$62,601,774.16 |

Assumptions/Notes:

1. All Unit Prices taken from FDOT Bridge Development Report Cost Estimating July 2008



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

**OPINION OF PROBABLE COST
PER IMPROVEMENTS**

| SUMMARY OF COST - OPTION A [FHwy CONC FIXED BRIDGE] | |
|--|------------------------|
| | FDOT Cost |
| ROADWAY | |
| SW 12nd Ave (aka NW 22nd Ave) | \$2,324,056.53 |
| All 40ft ROW | \$17,887,990.52 |
| Phippend Waiters Rd | \$1,901,500.80 |
| All 50ft ROW | \$32,575,841.09 |
| Griffin Rd | \$1,460,213.33 |
| NW 1st Ave | \$849,012.67 |
| Dania Beach Blvd 50ft | \$299,018.67 |
| Dania Beach Blvd 60ft | \$2,155,034.24 |
| Federal Hwy | \$79,847.80 |
| Subtotal | \$59,452,667.85 |
| ROADWAY DEMOLITION | |
| SW 12nd Ave (aka NW 22nd Ave) | \$44,000.00 |
| All 40ft ROW | \$360,725.33 |
| Phippend Waiters Rd | \$36,000.00 |
| All 50ft ROW | \$619,761.78 |
| Griffin Rd | \$32,000.00 |
| NW 1st Ave | \$15,888.89 |
| Dania Beach Blvd 50ft | \$5,688.89 |
| Dania Beach Blvd 60ft | \$40,800.00 |
| Federal Hwy | \$0.00 |
| Subtotal | \$1,154,864.89 |
| DRAINAGE | |
| SW 12nd Ave (aka NW 22nd Ave) | \$1,340,351.93 |
| All 40ft ROW | \$8,052,530.91 |
| Phippend Waiters Rd | \$1,096,674.08 |
| All 50ft ROW | \$15,109,788.75 |
| Griffin Rd | \$693,475.40 |
| NW 1st Ave | \$633,633.91 |
| Dania Beach Blvd 50ft | \$194,964.28 |
| Dania Beach Blvd 60ft | \$1,242,897.29 |
| Federal Hwy | \$0.00 |
| Subtotal | \$28,364,316.53 |
| ELECTRICAL | |
| SW 12nd Ave (aka NW 22nd Ave) | \$1,100,000.00 |
| All 40ft ROW | \$10,145,400.00 |
| Phippend Waiters Rd | \$900,000.00 |
| All 50ft ROW | \$17,430,800.00 |
| Griffin Rd | \$800,000.00 |
| NW 1st Ave | \$520,000.00 |
| Dania Beach Blvd 50ft | \$160,000.00 |
| Dania Beach Blvd 60ft | \$1,020,000.00 |
| Federal Hwy | \$0.00 |
| Subtotal | \$32,076,200.00 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

**OPINION OF PROBABLE COST
PER IMPROVEMENTS**

| SUMMARY OF COST - OPTION A [FHwy CONC FIXED BRIDGE] | |
|--|-------------------------|
| | FDOT Cost |
| LANDSCAPE | |
| SW 12nd Ave (aka NW 22nd Ave) | \$1,397,000.00 |
| All 40ft ROW | \$12,884,658.00 |
| Phippend Waiters Rd | \$1,143,000.00 |
| All 50ft ROW | \$22,137,116.00 |
| Griffin Rd | \$838,666.67 |
| NW 1st Ave | \$0.00 |
| Dania Beach Blvd 50ft | \$203,200.00 |
| Dania Beach Blvd 60ft | \$733,266.67 |
| Federal Hwy | \$2,648,624.00 |
| Subtotal | \$39,336,907.33 |
| BRIDGE DEMOLITION | |
| NW 1st sStreet @ C-10 Canal | \$300,000.00 |
| Old Griffin Rd @ C-10 Canal | \$336,000.00 |
| Existing FEC Railway Metalic Bridge | \$125,280.00 |
| Federal Hwy @ Dania Beach Cut Canal | \$547,200.00 |
| Subtotal | \$1,008,480.00 |
| NEW BRIDGES | |
| Dania Beach Blv. @ C-10 canal | \$3,916,650.00 |
| Old Griffin road new alignment @ C-10 Canal | \$4,637,850.00 |
| * Federal Hwy @ Dania Beach Cut Off Canal-Conc Fixed | \$5,399,318.00 |
| FEC Railway @ Dania Beach Cut Off Canal | \$7,516,800.00 |
| Utilities Underground @ Dania Beach Cut off Canal | \$175,000.00 |
| Dania Beach Cut off Canal Dredging from FHwy to C-10 | \$3,555,555.56 |
| Subtotal A (Fhwy Conc. Fixed Bridge) | \$25,201,173.56 |
| SUBTOTAL | |
| | \$186,594,610.16 |
| OTHER | |
| CONTINGENCY (10%) | \$18,659,461.02 |
| MOVILIZATION (10%) | \$18,659,461.02 |
| TOTAL OPTION A | \$223,913,532.20 |

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31
 BC = Broward County Highway Construction Engineering Division - 2007/12/01 to 2008/12/01



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

**OPINION OF PROBABLE COST
PER IMPROVEMENTS**

| SUMMARY OF COST - OPTION B [FHwy MOVABLE BRIDGE] | |
|---|------------------------|
| | FDOT Cost |
| ROADWAY | |
| SW 12nd Ave (aka NW 22nd Ave) | \$2,324,056.53 |
| All 40ft ROW | \$17,887,990.52 |
| Phippend Waiters Rd | \$1,901,500.80 |
| All 50ft ROW | \$32,575,841.09 |
| Griffin Rd | \$1,460,213.33 |
| NW 1st Ave | \$849,012.67 |
| Dania Beach Blvd 50ft | \$299,018.67 |
| Dania Beach Blvd 60ft | \$2,155,034.24 |
| Federal Hwy | \$79,847.80 |
| Subtotal | \$59,452,667.85 |
| ROADWAY DEMOLITION | |
| SW 12nd Ave (aka NW 22nd Ave) | \$44,000.00 |
| All 40ft ROW | \$360,725.33 |
| Phippend Waiters Rd | \$36,000.00 |
| All 50ft ROW | \$619,761.78 |
| Griffin Rd | \$32,000.00 |
| NW 1st Ave | \$15,888.89 |
| Dania Beach Blvd 50ft | \$5,688.89 |
| Dania Beach Blvd 60ft | \$40,800.00 |
| Federal Hwy | \$0.00 |
| Subtotal | \$1,154,864.89 |
| DRAINAGE | |
| SW 12nd Ave (aka NW 22nd Ave) | \$1,340,351.93 |
| All 40ft ROW | \$8,052,530.91 |
| Phippend Waiters Rd | \$1,096,674.08 |
| All 50ft ROW | \$15,109,788.75 |
| Griffin Rd | \$693,475.40 |
| NW 1st Ave | \$633,633.91 |
| Dania Beach Blvd 50ft | \$194,964.28 |
| Dania Beach Blvd 60ft | \$1,242,897.29 |
| Federal Hwy | \$0.00 |
| Subtotal | \$28,364,316.53 |
| ELECTRICAL | |
| SW 12nd Ave (aka NW 22nd Ave) | \$1,100,000.00 |
| All 40ft ROW | \$10,145,400.00 |
| Phippend Waiters Rd | \$900,000.00 |
| All 50ft ROW | \$17,430,800.00 |
| Griffin Rd | \$800,000.00 |
| NW 1st Ave | \$520,000.00 |
| Dania Beach Blvd 50ft | \$160,000.00 |
| Dania Beach Blvd 60ft | \$1,020,000.00 |
| Federal Hwy | \$0.00 |
| Subtotal | \$32,076,200.00 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

**OPINION OF PROBABLE COST
PER IMPROVEMENTS**

| SUMMARY OF COST - OPTION B [FHWY MOVABLE BRIDGE] | |
|--|-------------------------|
| | FDOT Cost |
| LANDSCAPE | |
| SW 12nd Ave (aka NW 22nd Ave) | \$1,397,000.00 |
| All 40ft ROW | \$12,884,658.00 |
| Phippend Waiters Rd | \$1,143,000.00 |
| All 50ft ROW | \$22,137,116.00 |
| Griffin Rd | \$838,666.67 |
| NW 1st Ave | \$0.00 |
| Dania Beach Blvd 50ft | \$203,200.00 |
| Dania Beach Blvd 60ft | \$733,266.67 |
| Federal Hwy | \$2,648,624.00 |
| Subtotal | \$39,336,907.33 |
| BRIDGE DEMOLITION | |
| NW 1st sStreet @ C-10 Canal | \$300,000.00 |
| Old Griffin Rd @ C-10 Canal | \$336,000.00 |
| Existing FEC Railway Metalic Bridge | \$125,280.00 |
| Federal Hwy @ Dania Beach Cut Canal | \$547,200.00 |
| Subtotal | \$1,008,480.00 |
| NEW BRIDGES | |
| Dania Beach Blv. @ C-10 canal | \$3,916,650.00 |
| Old Griffin road new alignment @ C-10 Canal | \$4,637,850.00 |
| * Federal Hwy @ Dania Beach Cut Off Canal - Movable Optional | \$28,182,400.00 |
| FEC Railway @ Dania Beach Cut Off Canal | \$7,516,800.00 |
| Utilities Underground @ Dania Beach Cut off Canal | \$175,000.00 |
| Dania Beach Cut off Canal Dredging from FHWY to C-10 | \$3,555,555.56 |
| Subtotal B (Fhwy Movable Bridge) | \$47,984,255.56 |
| SUBTOTAL | \$209,377,692.16 |
| OTHER | |
| CONTINGENCY (10%) | \$20,937,769.22 |
| MOVILIZATION (10%) | \$20,937,769.22 |
| TOTAL OPTION B | \$251,253,230.60 |

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

**OPINION OF PROBABLE COST
PER IMPROVEMENTS**

SUMMARY OF COST OPTION A - FEDERAL HIGHWAY CONCRETE FIXED BRIDGE

| ROADWAY | | Miles | FDOT Cost |
|----------------|--|--------------|-------------------------|
| | SW 12nd Ave (aka NW 22nd Ave) 60FT ROW | 1.04 | \$7,446,490.15 |
| | All 40ft ROW | 9.61 | \$59,197,565.71 |
| | Phippen Waiters Rd 60FT ROW | 0.85 | \$6,092,609.85 |
| | All 50ft ROW | 16.51 | \$105,447,969.15 |
| | Griffin Rd 60FT ROW | 0.76 | \$4,589,226.48 |
| | NW 1st Ave 40FT ROW | 0.49 | \$3,205,362.56 |
| | Dania Beach Blvd 50FT ROW | 0.15 | \$1,035,446.20 |
| | Dania Beach Blvd 60FT ROW | 0.97 | \$6,230,397.83 |
| | Federal Hwy | 10,588.00 | \$3,274,166.16 |
| | | | \$196,519,234.09 |

| BRIDGES | | FDOT Cost |
|----------------|---|------------------------|
| | Bridges demolition | \$1,661,769.60 |
| | Dania Beach Blv. @ C-10 canal | \$4,974,145.50 |
| | Old Griffin road new alignment @ C-10 Canal | \$5,890,069.50 |
| ** | Federal Hwy @ Dania Beach Cut Off Canal - Conc. Fixed | \$6,857,133.86 |
| | FEC Railway @ Dania Beach Cut Off Canal | \$9,546,336.00 |
| | Utilities Underground @ Dania Beach Cut off Canal | \$222,250.00 |
| | Dania Beach Cut off Canal Dredging from FHwy to C-10 | \$4,515,555.56 |
| | | \$33,667,260.02 |

| Land Acquisition for roadway expansions | | Properties Cost |
|--|--|------------------------|
| | 100% of Parcel to be acquired | \$4,647,800.00 |
| | Parcel Parcel acquisition | \$1,740,387.00 |
| | Source: BCPA TR. (Land value+building value) | |
| | | \$6,388,187.00 |

| | |
|-------------------------------|-------------------------|
| GRAND TOTAL - OPTION A | \$236,574,681.11 |
|-------------------------------|-------------------------|

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

ENGINEERING ANALYSIS

**OPINION OF PROBABLE COST
PER IMPROVEMENTS**

SUMMARY OF COST OPTION B - FEDERAL HIGHWAY MOVABLE BRIDGE

| ROADWAY | | Miles | FDOT Cost |
|----------------|--|--------------|-------------------------|
| | SW 12nd Ave (aka NW 22nd Ave) 60FT ROW | 1.04 | \$7,446,490.15 |
| | All 40ft ROW | 9.61 | \$59,197,565.71 |
| | Phippen Waiters Rd 60FT ROW | 0.85 | \$6,092,609.85 |
| | All 50ft ROW | 16.51 | \$105,447,969.15 |
| | Griffin Rd 60FT ROW | 0.76 | \$4,589,226.48 |
| | NW 1st Ave 40FT ROW | 0.49 | \$3,205,362.56 |
| | Dania Beach Blvd 50FT ROW | 0.15 | \$1,035,446.20 |
| | Dania Beach Blvd 60FT ROW | 0.97 | \$6,230,397.83 |
| | Federal Hwy | 10,588.00 | \$3,274,166.16 |
| | | | \$196,519,234.09 |

| BRIDGES | | FDOT Cost |
|----------------|--|------------------------|
| | Bridges demolition | \$1,661,769.60 |
| | Dania Beach Blv. @ C-10 canal | \$4,974,145.50 |
| | Old Griffin road new alignment @ C-10 Canal | \$5,890,069.50 |
| ** | Federal Hwy @ Dania Beach Cut Off Canal - Movable Bridge | \$35,791,648.00 |
| | FEC Railway @ Dania Beach Cut Off Canal | \$9,546,336.00 |
| | Utilities Underground @ Dania Beach Cut off Canal | \$222,250.00 |
| | Dania Beach Cut off Canal Dredging from FHwy to C-10 | \$4,515,555.56 |
| | | \$62,601,774.16 |

| Land Acquisition for roadway expansions | | Properties Cost |
|--|--|------------------------|
| | 100% of Parcel to be acquired | \$4,647,800.00 |
| | Parcel Parcel acquisition | \$1,740,387.00 |
| | Source: BCPA TR. Land value+building value | |
| | | \$6,388,187.00 |

| | |
|-------------------------------|-------------------------|
| GRAND TOTAL - OPTION A | \$265,509,195.25 |
|-------------------------------|-------------------------|

FDOT = Florida Department of Transportation - Item Average Cost report 2007/09/01 to 2008/08/31



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

CONCEPTUAL

LANDSCAPE MASTER PLAN



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

INTRODUCTION

GATEWAYS

Gateways will serve as welcoming features, identity for pedestrians and motorists entering points into the City. These elements will help to create a sense of pride and ownership within the community. Gateways are located at major and minor entry points into the City and are scaled appropriately according to the prominence and perceived volume of traffic at each location. They will also serve as to identify entry into neighborhoods and districts.

The gateway designs are characterized into three types:

- Primary – Arterials
- Secondary – Collectors
- Tertiary – Locals

The hardscape, landscape and signage for the City is used to create a consistent identity throughout. The landscape has a tropical theme and the proposed signage will compliment the existing signs throughout the City.

For the gateways into the City of Dania Beach and its respective neighborhoods to be effective they must exhibit the following characteristics:

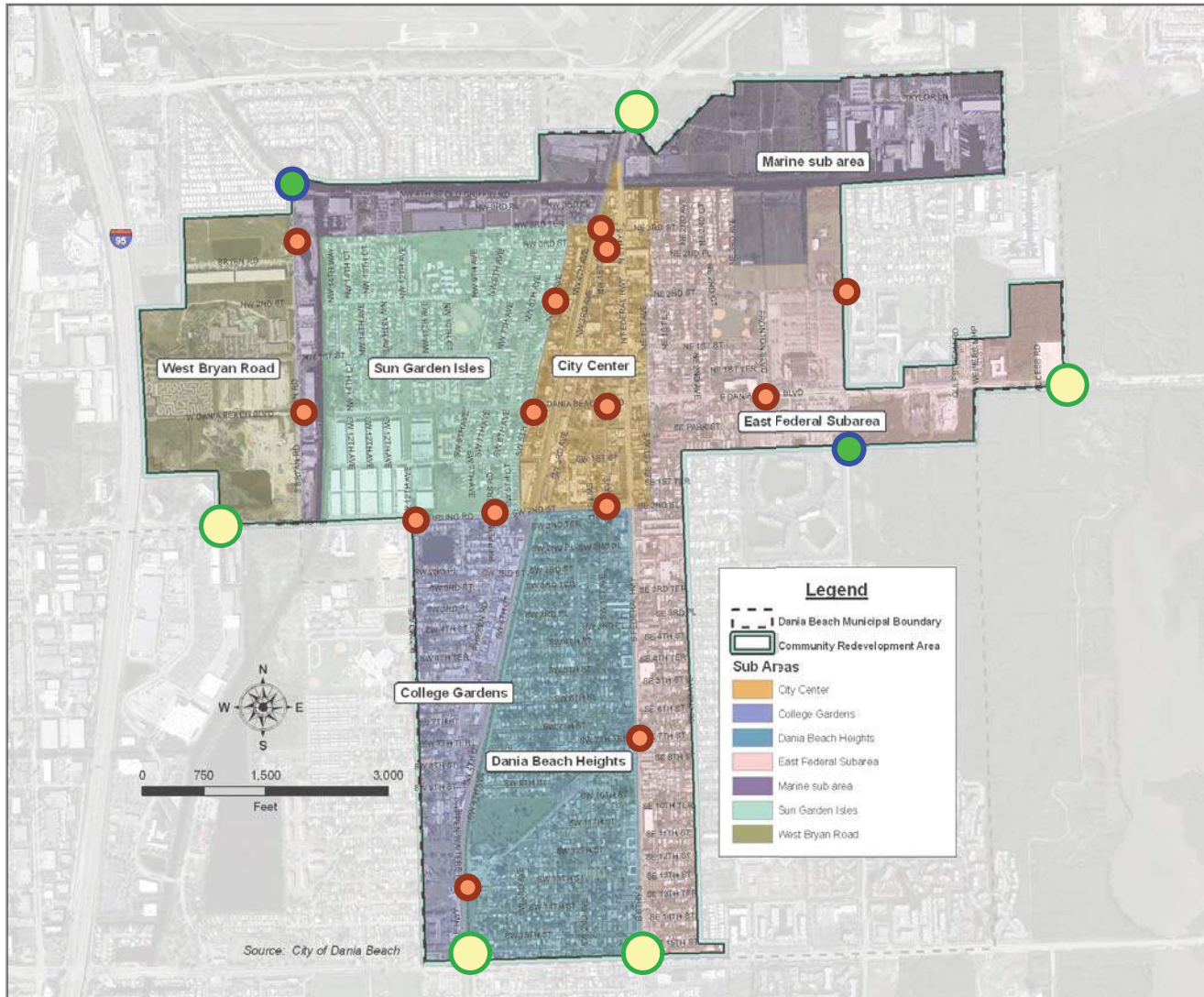
- Iconic
- Memorable
- Mass/verticality
 - Competing with utility poles and other structures
- Monumental Scale
- Create pedestrian spaces
- Utilize public art



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

GATEWAY LOCATION MAP



Legend

- Primary Gateway
- Secondary Gateway
- Tertiary Gateway

Figure 51: Gateway location map



LANDSCAPE MASTER PLAN

The guiding principal used to development the Landscape Master Plan is how to safely improve the visual aesthetics of the City through the use of plant material. This is accomplished by proposing shade trees, palms and ornamentals along roadways and in public spaces. The plant material is generally drought tolerant and wind resistant. Considering the delicate balance of water consumption in South Florida, the use of turf grasses is discouraged.

The plant palette for Dania Beach was based on a Tropical theme. The chosen material is colorful and generally not utilized enough in south Florida cities. The shade trees selected for this palette are being used to bring a variety of color and form to the layered landscape effect (with native plants as required by City of Dania Beach code and permissible under FDOT and FPL restrictions/guidelines.)



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

ROOF TOP PLAN

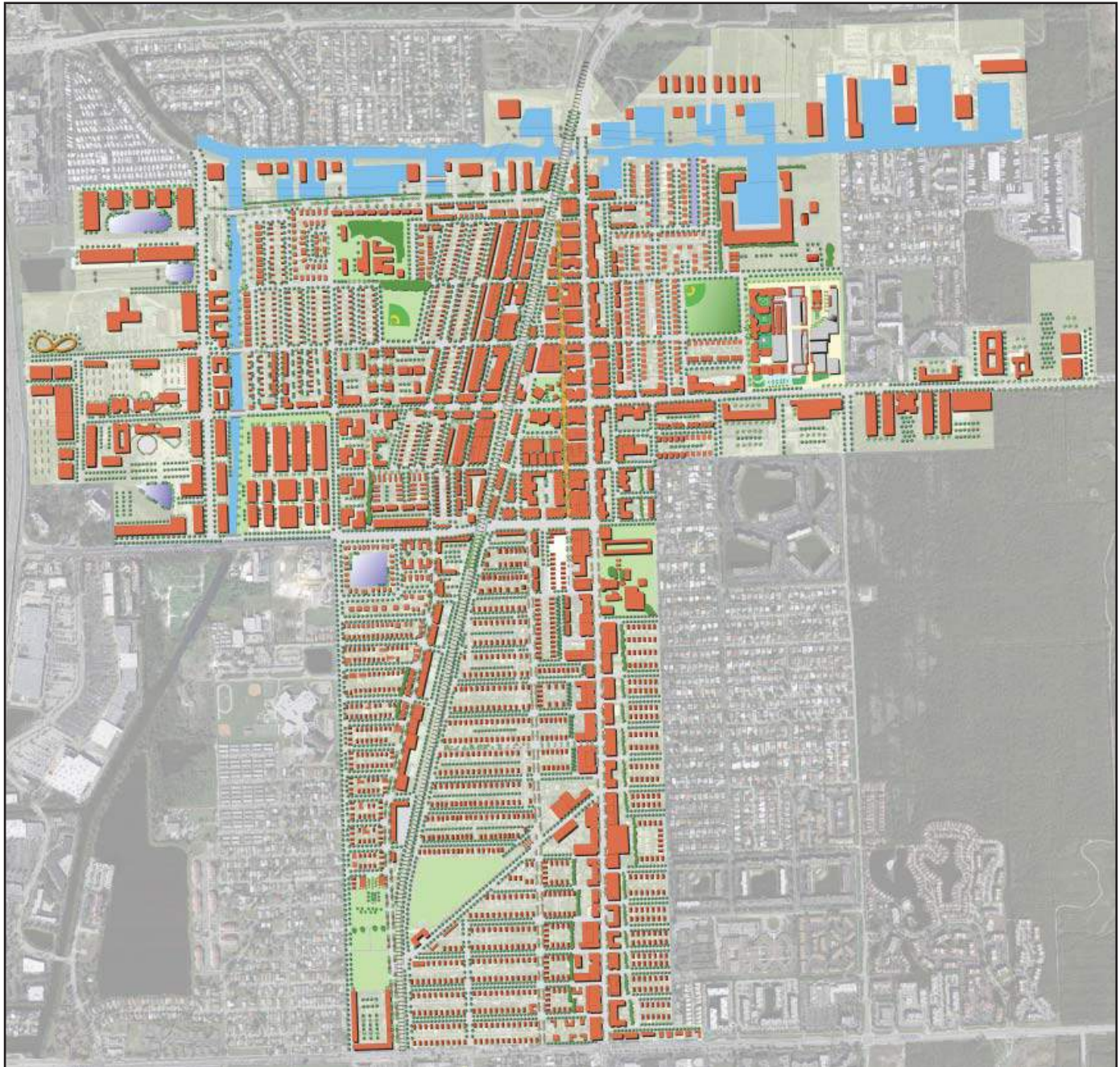


Figure 52: Roof-top plan

NOT TO SCALE





CITY OF DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

RIGHT-OF-WAY WIDTHS AND LOCATIONS



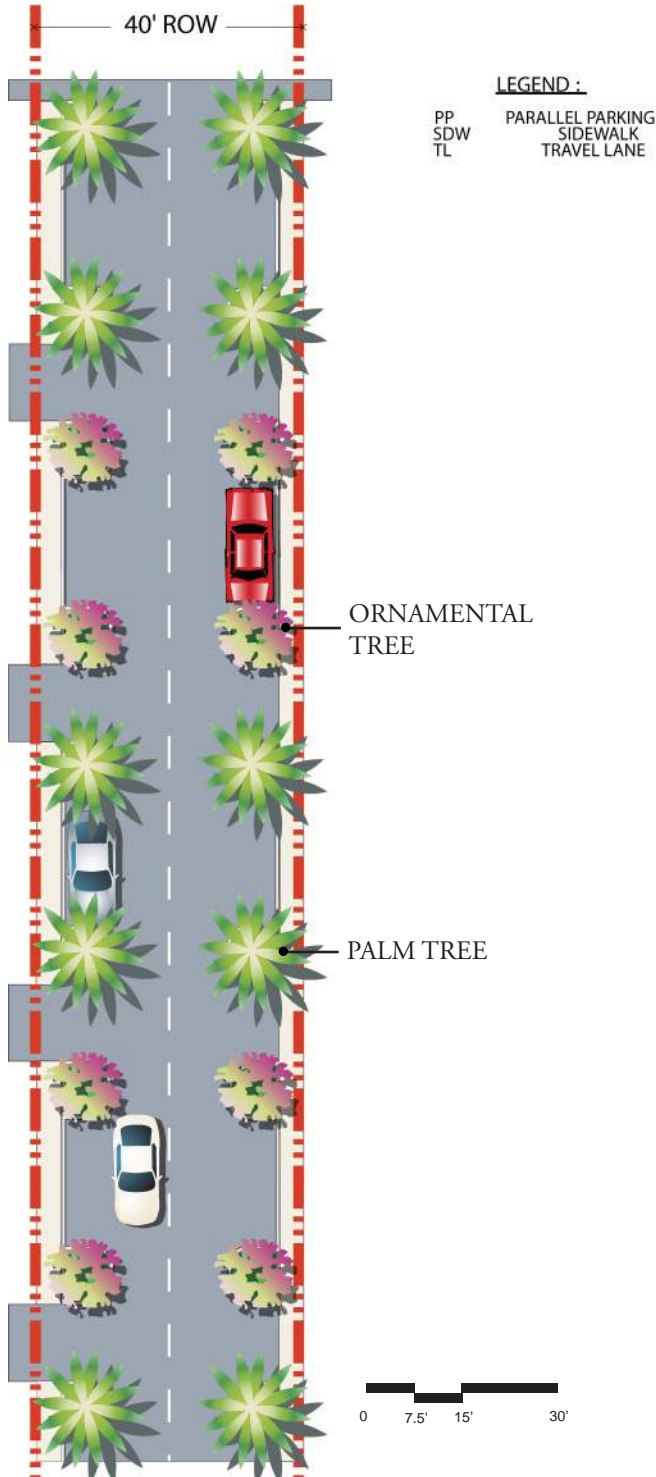
Figure 53: Right-of-way widths and locations map



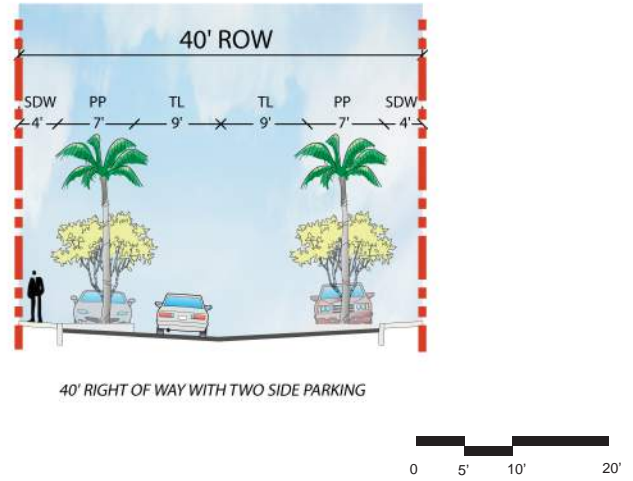
CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

ROADWAY CROSS SECTIONS



40' RIGHT-OF-WAY TYPICAL SECTION



DESIGN RATIONALE

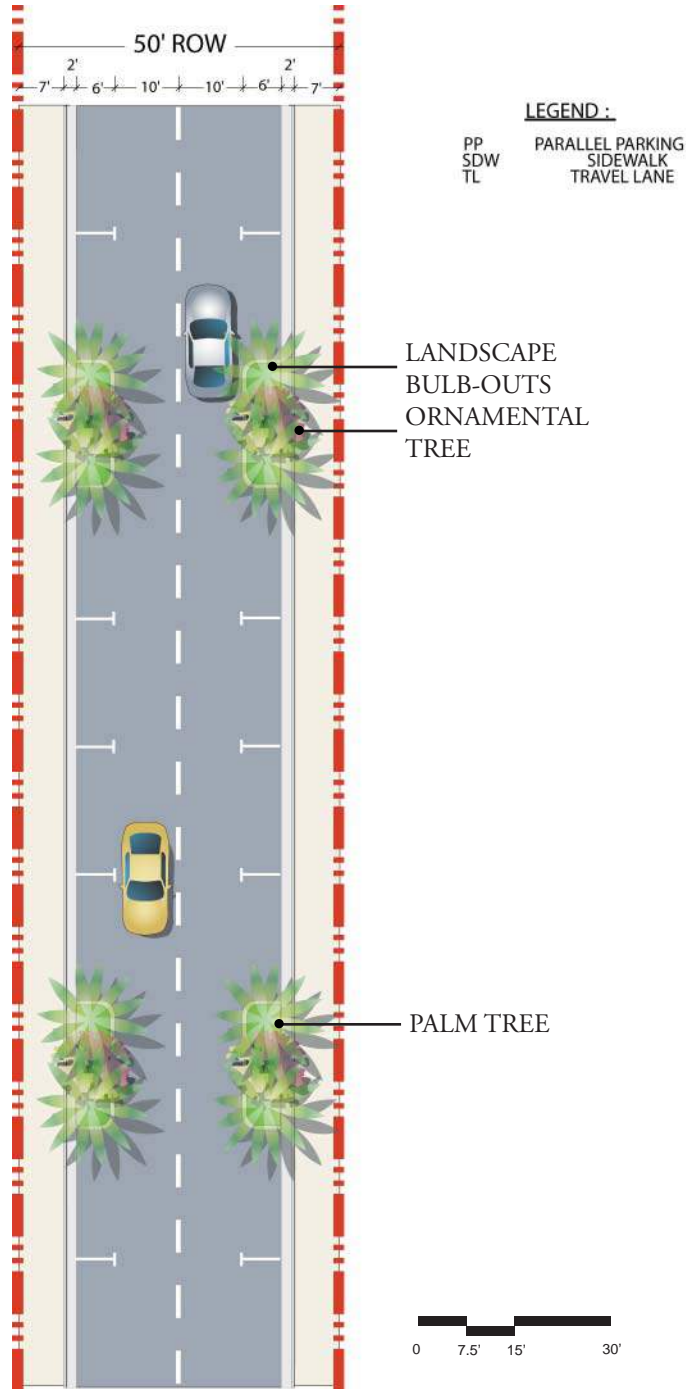
To accommodate the Master Plan typical roadway section for 40' Right-of-Ways, which include confined planters not suitable for canopy trees, an alternating rhythm of Palm Trees and Ornamental Trees is proposed. This will provide maximum canopy and add visual color, texture and variety in the roadway corridor.



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

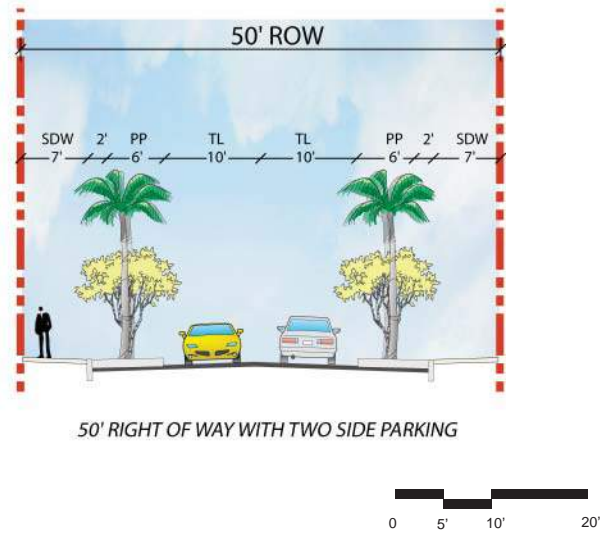
CONCEPTUAL LANDSCAPE PLAN

ROADWAY CROSS SECTIONS



LEGEND :
PP PARALLEL PARKING
SDW SIDEWALK
TL TRAVEL LANE

50' RIGHT-OF-WAY TYPICAL SECTION



DESIGN RATIONALE

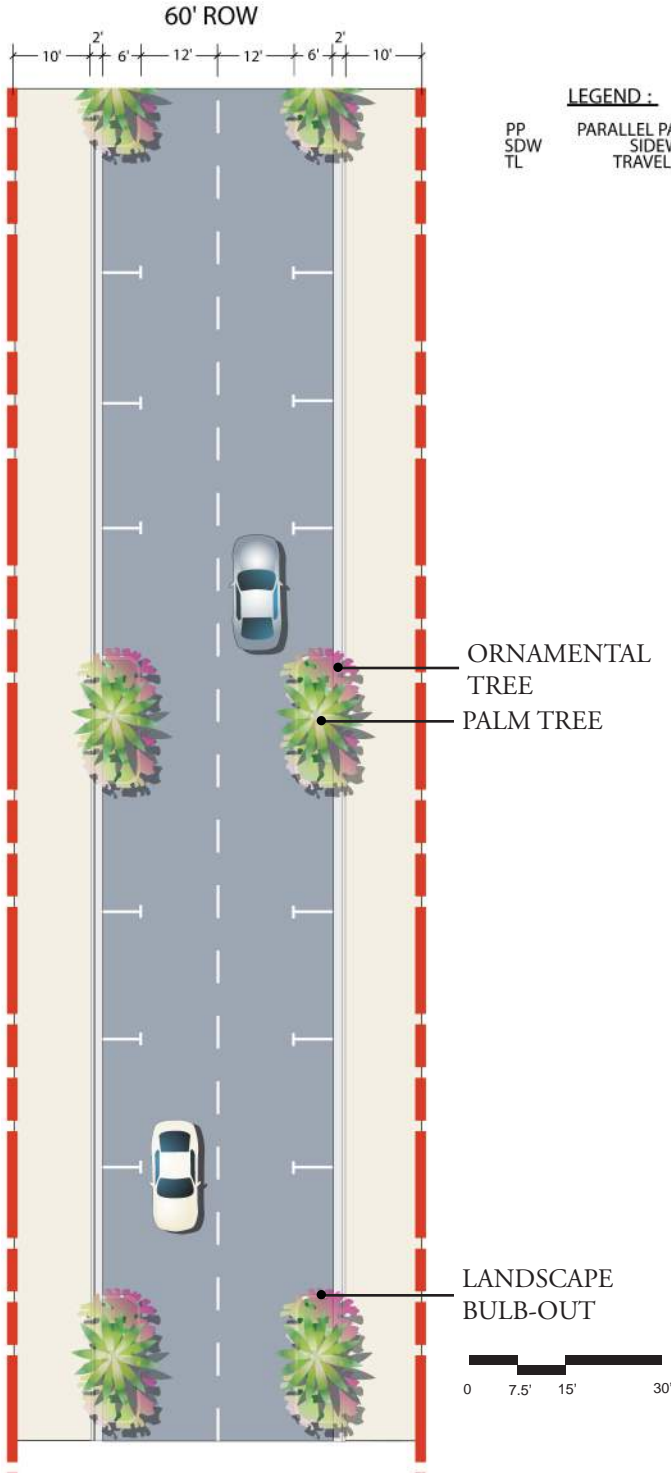
To accommodate the Master Plan typical roadway section for 40' Right-of-Ways, which include bulb-outs, this design emphasizes Palms and Ornamentals, to provide maximum tropical flare. It is suggested that a minimum of two Ornamental species to specify and provide visual interest and to avoid a mono culture, which would be more susceptible to disease and insect attacks. Structural soil or suspended sidewalks should be utilized adjacent to bulb-outs to provide maximum growing area for root system.



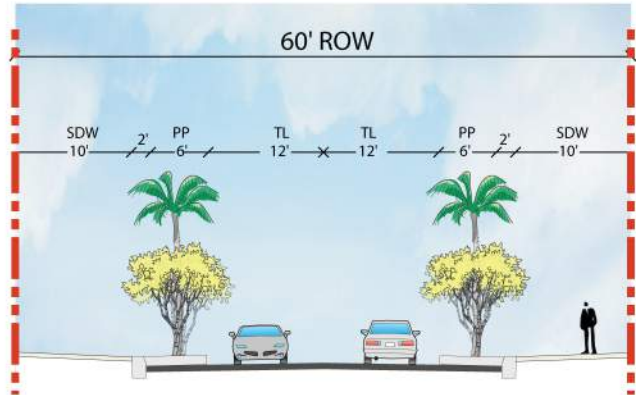
CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

ROADWAY CROSS SECTIONS



60' RIGHT-OF-WAY TYPICAL SECTION



60' RIGHT OF WAY WITH TWO SIDE PARKING
DANIA BEACH BOULEVARD - R/R to I-95
SW 12th AVENUE - STERLING to SHERIDAN
PHIPPEN ROAD - STERLING to SW 13th STREET

DESIGN RATIONALE

The proposed Landscape Plan for 60' right-of-way includes large specimen Palm Trees flanked by two Ornamental Trees within the bulb-outs. In some instances, structural soil or suspended sidewalks should be utilized adjacent to bulb-outs to provide maximum growing area for root systems.

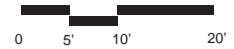
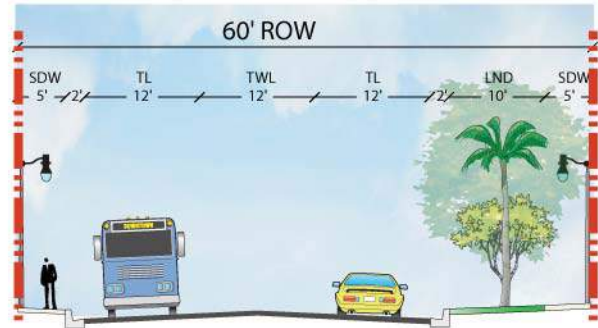
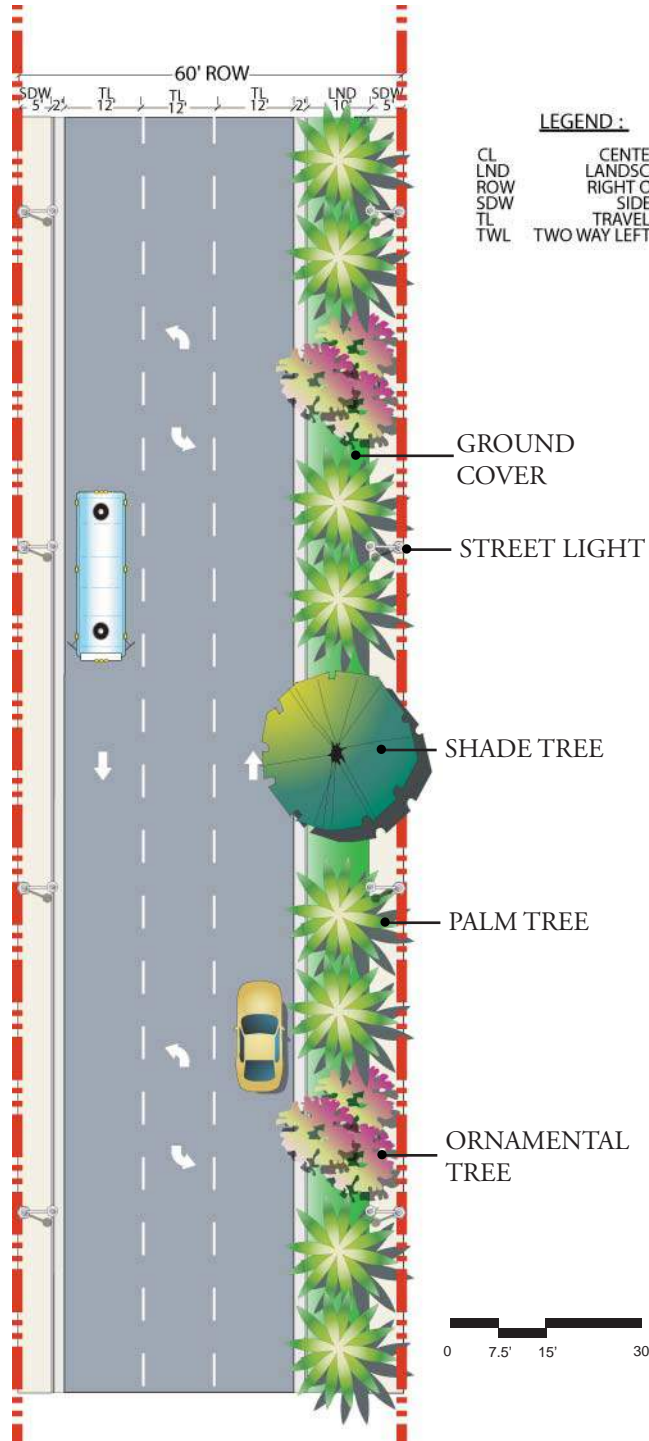


CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

ROADWAY CROSS SECTIONS

OLD GRIFFIN ROAD
RE-ALIGNMENT 60' RIGHT-OF-WAY



DESIGN RATIONALE

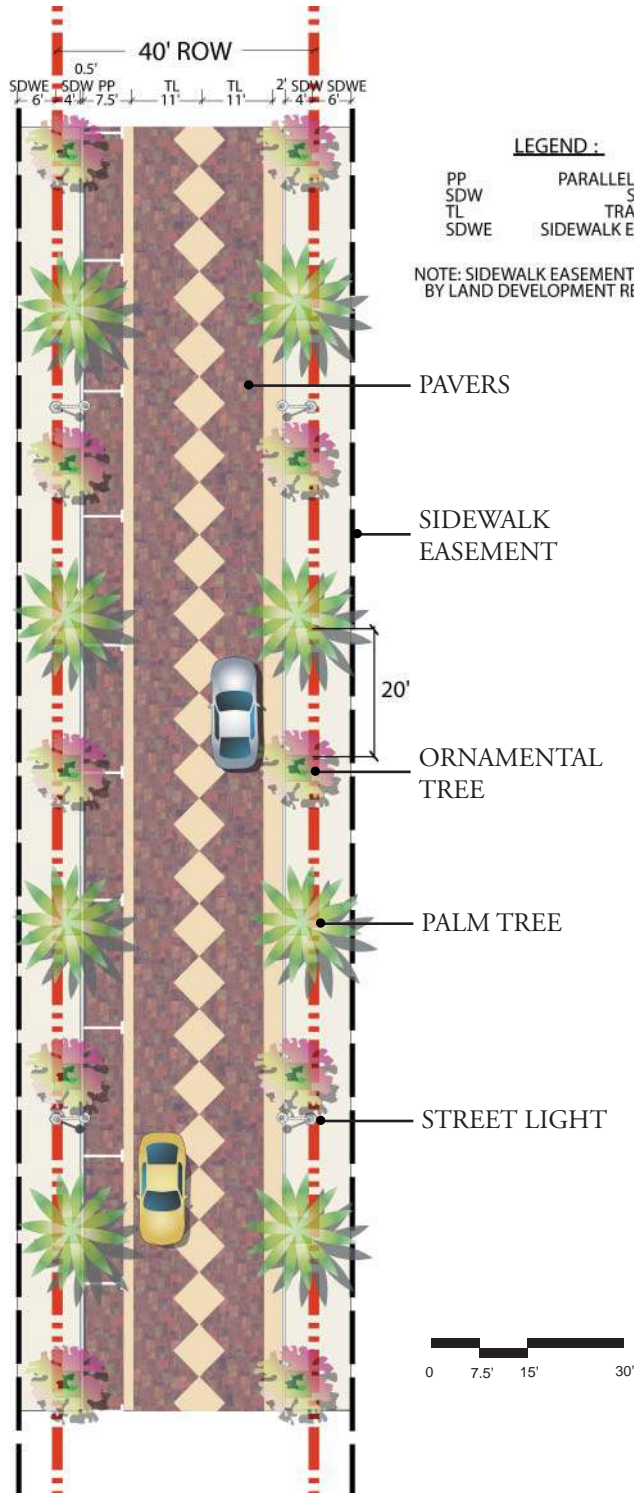
The Master Plan typical section for Old Griffin Road (Re-alignment) provides on one side of the road a generous by urban standards, landscape planting area between the curb and sidewalk. The proposed Landscape Plan takes advantage by utilizing a variety of Palms, Canopys and Ornamentals. The rhythm shown provides variety, interest and tropical feel. Structural soil, a combination of planting soil and aggregate should be used under the sidewalk to provide additional growth room for the root systems.



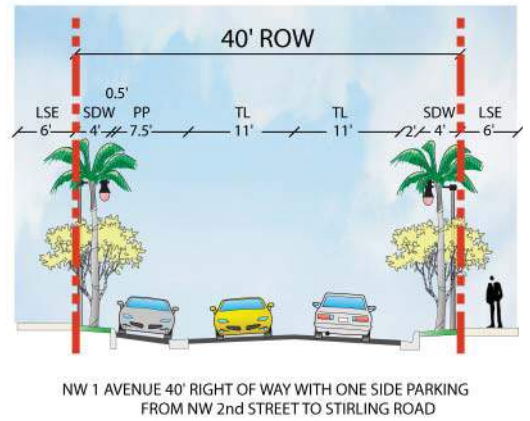
CITY OF DANIA BEACH
 COMMUNITY REDEVELOPMENT AGENCY
 REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

ROADWAY CROSS SECTIONS



NORTHWEST 1ST AVENUE 40' RIGHT-OF-WAY



NW 1 AVENUE 40' RIGHT OF WAY WITH ONE SIDE PARKING FROM NW 2nd STREET TO STIRLING ROAD

LEGEND :
 PP PARALLEL PARKING
 SDW SIDEWALK
 TL TRAVEL LANE
 SDWE SIDEWALK EASEMENT

NOTE: SIDEWALK EASEMENT REQUIRED BY LAND DEVELOPMENT REGULATIONS

- PAVERS
- SIDEWALK EASEMENT
- 20'
- ORNAMENTAL TREE
- PALM TREE
- STREET LIGHT

DESIGN RATIONALE

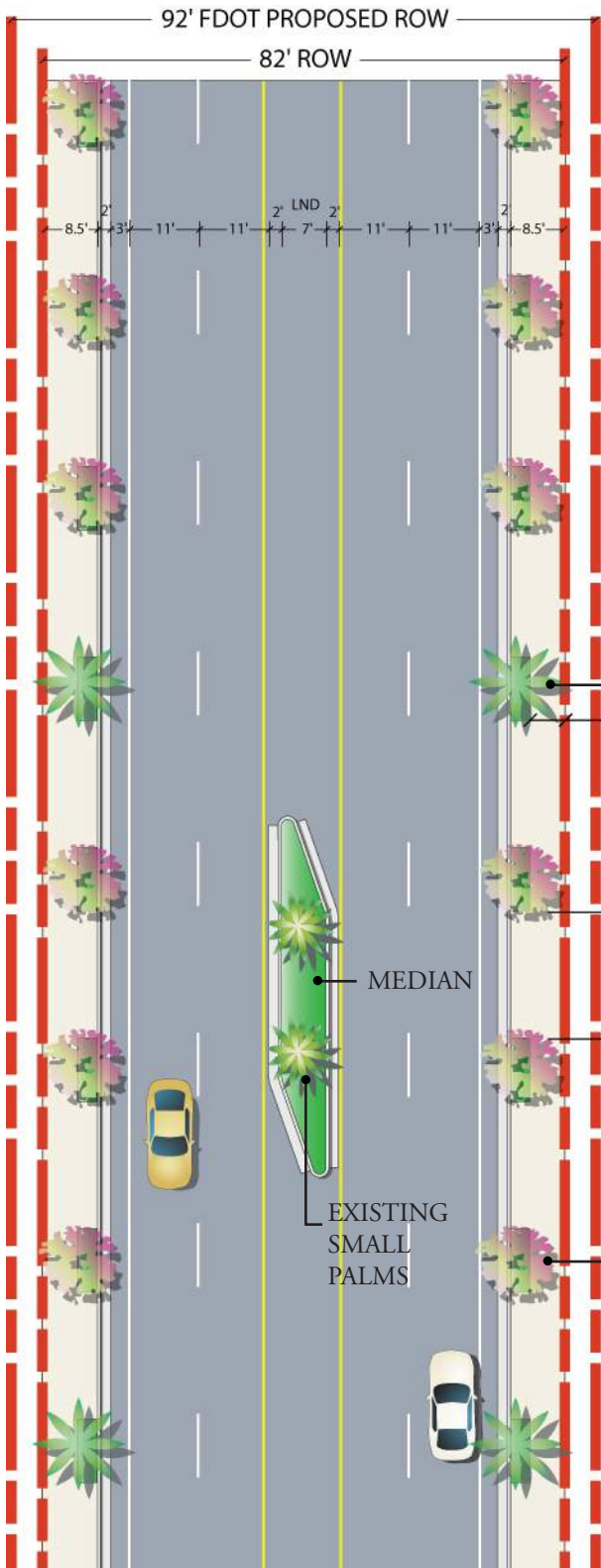
To proposed Master Plan typical sections for NW 1st Avenue is a traditional urban treatment. 4' x 4' planters/tree wells are provided at a regular spacing for visual interest. Planters should be covered with tree grates or suspended sidewalks to provide for pedestrian traffic and a compaction free environment for root systems. A channeling system should be installed between planters for room for root systems to grow and resulting in a healthier plant.



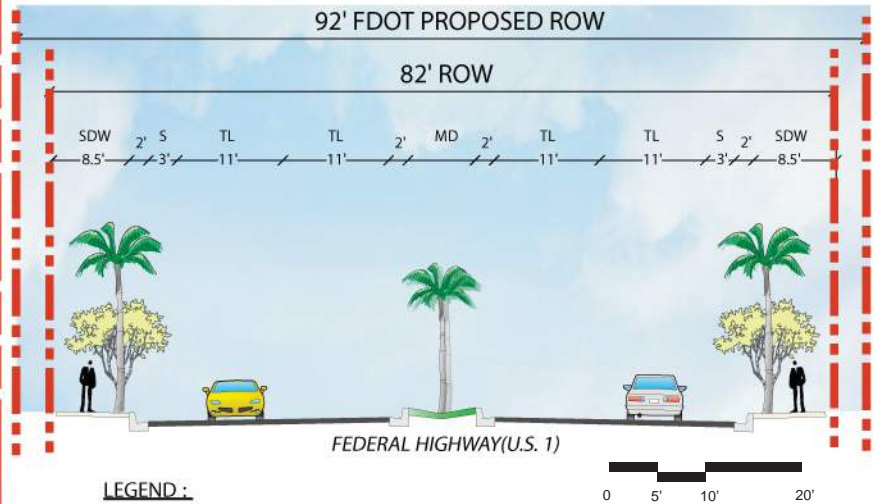
**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPTUAL LANDSCAPE PLAN

ROADWAY CROSS SECTIONS



FEDERAL HIGHWAY 82' RIGHT-OF-WAY



LEGEND :

- S SHOULDER
- SDW SIDEWALK
- TL TRAVEL LANE
- MD MEDIAN

DESIGN RATIONALE

The proposed landscape for Federal Highway includes planters/tree wells at a regular spacing; dominated with Ornamental Trees for maximum canopy and intermixed with Palm Trees for a tropical feel. This will result in a formed feel with enough variety to not be monotonous. Two types of Ornamental Trees should be utilized for appeal, interest, disease and insect protection. Planters should be covered with tree grates or suspended sidewalks to provide for pedestrian traffic and a compaction free environment for root systems. A channeling system should be installed between planters for room for root systems to grow and resulting in a healthier plant.



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

INTRODUCTION

PLANT PALETTE

Shade Trees/Palms

1. *Quercus Virginiana* - Live Oak
2. *Clusia Rosea* - Pitch Apple
3. *Delonix Regia* - Royal Poinciana
4. *Phoenix Dactylifera* 'Zahidi' - Zahidi Date Palm
5. *Cocos Nucifera* 'Maypan' - Coconut Palm
6. *Arenga Saccharifera* - Sugar Palm
7. *Archontophoenix Alexandrae* - Alexander Palm
8. *Wodyetia Bifucata* - Foxtail Palm

Ornamental Trees

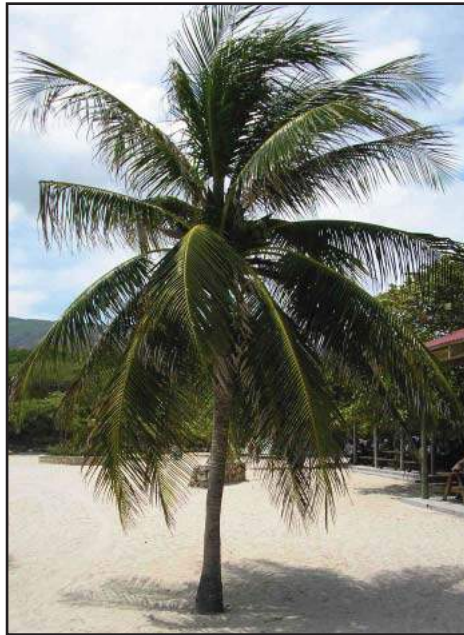
1. *Coccoloba Diversifolia* - Pigeon Plum
2. *Tabebuia Heterophylla* - Pink Trumpet Tree
3. *Elaeocarpus Decipiens* - Japanese Blueberry
4. *Bursera Simaruba* - Gumbo Limbo
5. *Dracaena Draco* - Dracaena

Ground Cover

1. *Arachis Glabrata* - Ornamental Peanut
2. *Trachelospermum Jasminoides* - Confederate Jasmine
3. *Muhlenbergia Capillaris* - Muhly Grass
4. *Mimosa Strigillosa* - Powderpuff
5. *Stenotaphrum Secundatum* - St. Augustine Sod



Phoenix dactylifera 'zahidi'
Zahidi Date Palm



Cocos nucifera 'maypan'
Coconut Palm



Arenga saccharifera
Sugar Palm



Archontophoenix alexandrae
Alexander Palm



Wodyetia bifucata
Foxtail Palm



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

PLANT PALETTE - SHADE



Quercus virginiana
Live Oak



Delonix regia
Royal Poinciana



Clusia rosea
Pitch Apple



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

PLANT PALETTE - ORNAMENTAL



Tabebuia heterophylla
Pink Trumpet Tree



Coccoloba diversifolia
Pigeon Plum



Elaeocarpus decipiens
Japanese Blueberry



Bursera simaruba
Gumbo Limbo



Dracaena draco
Dracaena



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

PLANT PALETTE - GROUND COVER



Arachis glabrata
Ornamental Peanut



Trachelospermum jasminoides
Confederate Jasmine



Muhlenbergia capillaris
Muhly Grass



Mimosa strigillosa
Powderpuff



Stenotaphrum secundatum
St. Augustine Sod



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

INTRODUCTION

HARDSCAPE

Hardscape design and implementation is an essential component to improving the visual appearance of the City and should be considered in every redevelopment project. The following pavement types are recommended for use throughout the City of Dania Beach as an integral component to the Redevelopment Plan. The hardscape materials suggested will strengthen the desired Florribean Architectural style for Dania Beach. Cool “earthy” colored pavers will be used to accent and delineate paving fields and walkways.

Pavers and stamped asphalt will be used at crosswalks, plazas and Gateway (entrances) into the City. Through texture and color differentiation automobiles and pedestrians will be guided through the City. A sense of hierarchy can be achieved based on placement of Hadscape elements.

The materials used on FDOT roadways will be colored and stamped asphalt, whereas all roadways that fall outside of FDOT’s requirements will be integral colored concrete.



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPTUAL LANDSCAPE PLAN

HARDSCAPE MATERIALS

| | HARDSCAPE TYPE | MANUFACTURER | COLOR/SPECS. | LOCATION (Subarea) |
|---|-------------------|--------------|--|---------------------------------|
|  | Concrete Pavement | x | Coquina Aggregate/ Sandblasted Finish | Sidewalks |
|  | Concrete Pavement | x | Rock Salt Finish | Sidewalks & Plazas |
|  | Concrete Pavers | Hanson | Red/Tan Plaza Series | Crosswalks & Urban Plazas |
|  | Concrete Pavers | Hanson | Red/Yellow/Charcoal Plaza Series | Crosswalks & Urban Plazas |
|  | Concrete Pavers | Hanson | Sandstone Shell Stone Plaza Series | Colored Paving Accents |
|  | Concrete Pavers | Hanson | Ocean Blue | Colored Paving Accents |



SITE FURNISHING

In addition to aesthetic improvement, redevelopment projects should also consider the comfort and convenience of visitors and guests. The use and implementation of a comprehensive site furnishings plan will provide comfort in the form of benches, bus shelters and lighting; and convenience through trash receptacles. Site Furnishings should be at locations where people gather and also thoughtfully placed in less frequently visited areas. The style of site furnishings proposed are clean-lined, sleek and simplistic. The site furnishing style resembles designs seen in “Key West” and “Florribean” Architecture. The wood slats located on the seat of the benches will not retain the heat as much as other benching materials. Resting/seating nodes should be incorporated near transit stops/routes and commercial properties.



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPTUAL LANDSCAPE PLAN

BENCHES/TRASH RECEPTACLES






| | HARDSCAPE TYPE | MANUFACTURER | COLOR/SPECS. | LOCATION (Subarea) |
|---|-----------------|-----------------|---|--|
|  | Bench | Landscape Forms | Lakeside Bench Backed/Picket Fence/Jar- rah/Olive | Bus Stops Along Massive Corridors & Public Plazas |
|  | Bench | Victor Stanley | GreenSite Series CM-138/Green | Bus Stops Along Massive Corridors & Public Plazas |
|  | Receptacle | Landscape Forms | Lakeside 50 Gal./Side Opening/ Plain Panel/Free Stand- ing/Olive | Bus Stops Along Massive Corridors & Public Plazas |
|  | Receptacles | Victor Stanley | IronSites Series S-42 Receptacle S-20 Ash Urn | Bus Stops Along Massive Corridors & Public Plazas |
|  | Lighted Bollard | Beacon | Bristol Park | |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

CONCEPTUAL LANDSCAPE PLAN

STREET LIGHTS




| | HARDSCAPE TYPE | MANUFACTURER | COLOR/SPECS. | LOCATION (Subarea) |
|---|------------------------|--------------|---------------------|----------------------------|
|  | Streetlight | Beacon | Waterford Luminare | Street/Pedestrian Lighting |
|  | Roadway Lighting | Sentry | sbca6 Luminare | Roadway |
|  | Architectural Lighting | Hinckley | Bratenahl Luminare | Residential |
|  | Roadway Lighting | Beacon | Metropolis Luminare | Roadway |
|  | Streetlight | Beacon | La Jolla Luminare | Street/Pedestrian Lighting |



CITY OF DANIA BEACH
 COMMUNITY REDEVELOPMENT AGENCY
 REDEVELOPMENT PLAN

CONCEPTUAL LANDSCAPE PLAN

BUS SHELTERS

| | MANUFACTURER | COLOR/SPECS. | LOCATION (Subarea) |
|--|--------------|----------------------|---------------------------------|
|  | x | Floribbean Character | Bus Stops, Parks & Urban Plazas |
|  | Duo-Gard | Largo | Bus Stops, Parks & Urban Plazas |
|  | x | Green Roof | Bus Stops, Parks & Urban Plazas |



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

CONCEPTUAL

ARCHITECTURE



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

INTRODUCTION

ARCHITECTURAL VISION

Architecture, the art and science of designing and building structures, has the greatest impact on the visual appearance of the built environment and should be carefully considered. The most desired architectural appearance of a redeveloped Dania Beach is a mix of eclectic/Floribbean for mixed-use and Key West for residential type architecture. These styles relate to the City's historic connection to agriculture and current marine industry. The consistent use of these styles will create a lasting identity for the City as well as sense of pride.



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

RESIDENTIAL ARCHITECTURAL CHARACTER



Single Family Home



Duplex Horizontal



Stacked Units (Less than 3 Stories)



Mansion Apartment



Stacked Units (3 Story Max)



Live/Work



Townhome



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

RESIDENTIAL ARCHITECTURAL CHARACTER



Stacked Units (3 Story Max)



Garage Liner



Courtyard Apartment



Single-Family House



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

MIXED USE ARCHITECTURAL CHARACTER



Live/Work



Mixed-Use Commercial Block (2-3 Story)



Mixed-Use Commercial Block (2-3 Story)



Mixed-Use Commercial Block (2-3 Story)



Live/Work



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

MIXED-USE ARCHITECTURAL CHARACTER



Mixed-Use Commercial Block (2-3 Story)



Mixed-Use Commercial Block (2-3 Story)



Mixed-Use Commercial Block (4-5 Story)



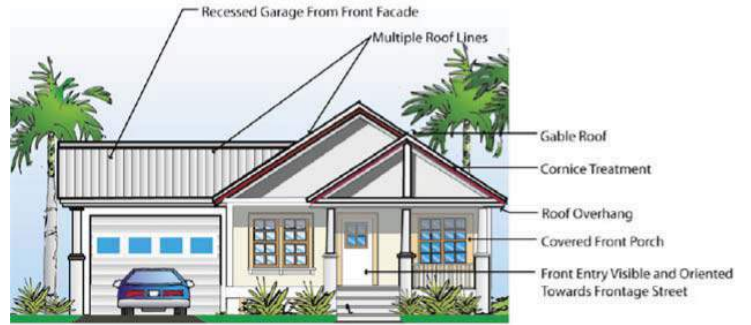
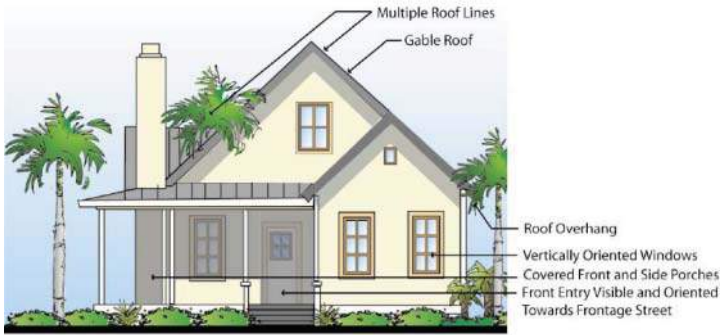
Mixed-Use Commercial Block (4-5 Story)



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION
SINGLE-FAMILY





CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION
TOWNHOMES & VILLAS

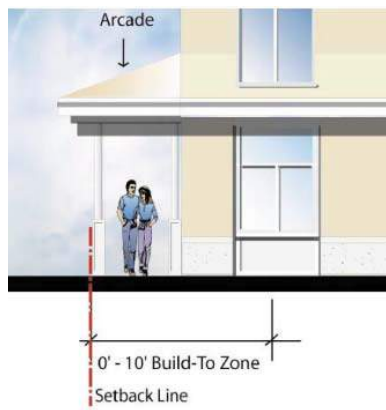
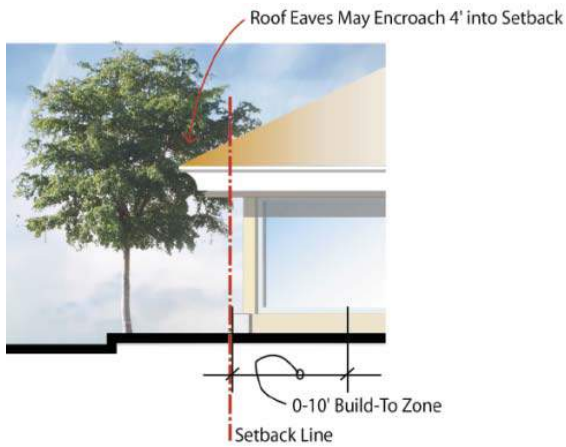
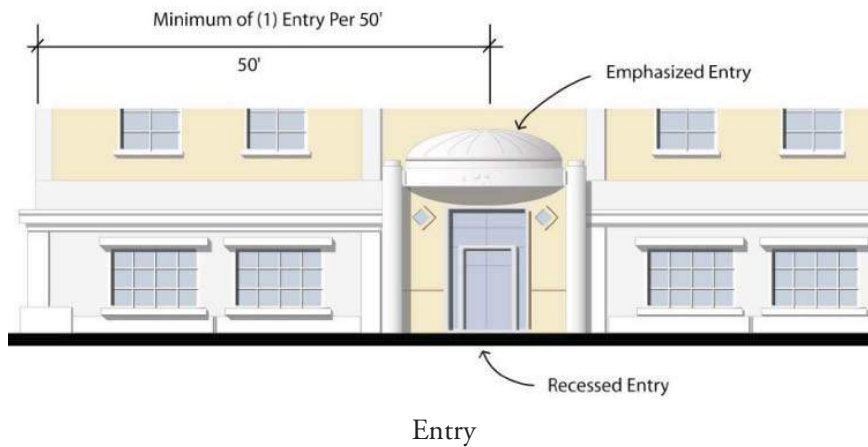
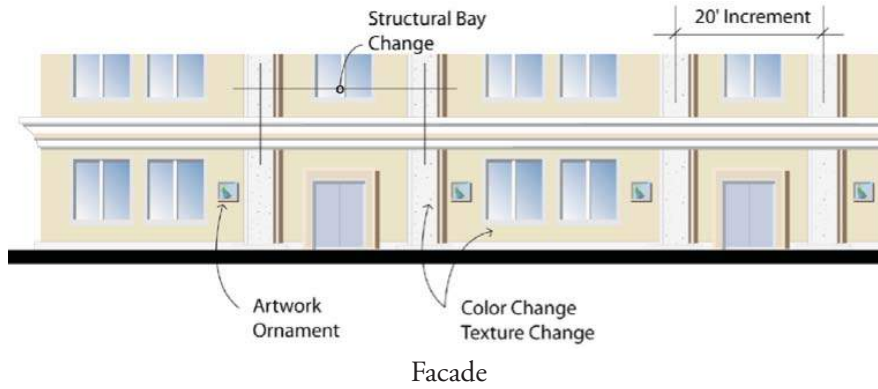




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REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION
MULTI-FAMILY



Encroachment



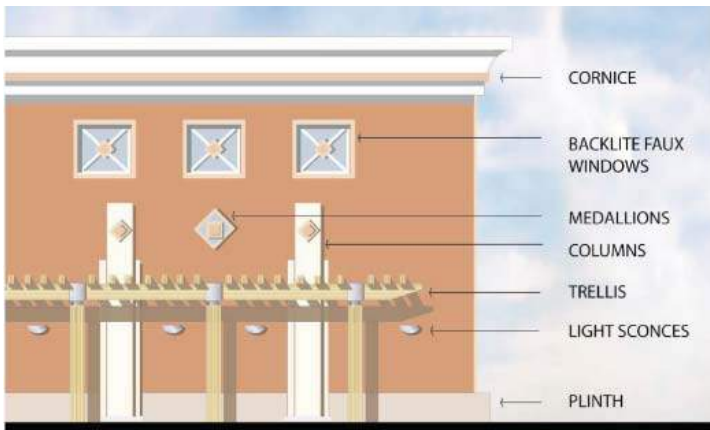
CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION
MIXED-USE



Composition



Facade





CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

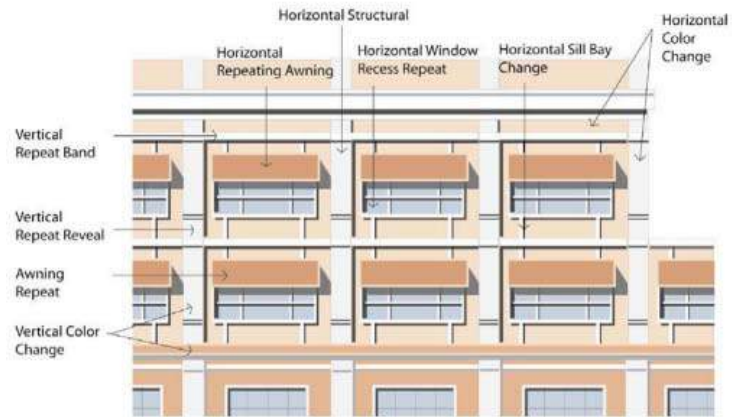
CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION
MIXED-USE

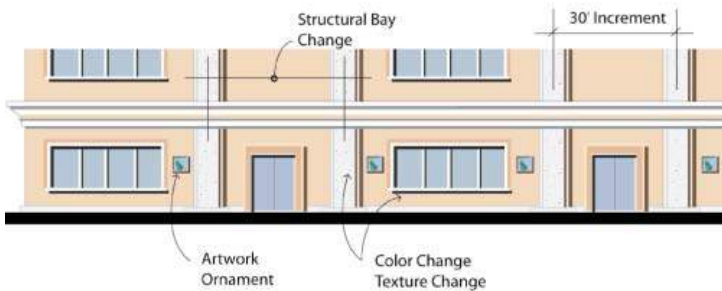


Minimum 50% of Ground Floor Glazing to be Recessed A Minimum of 4"

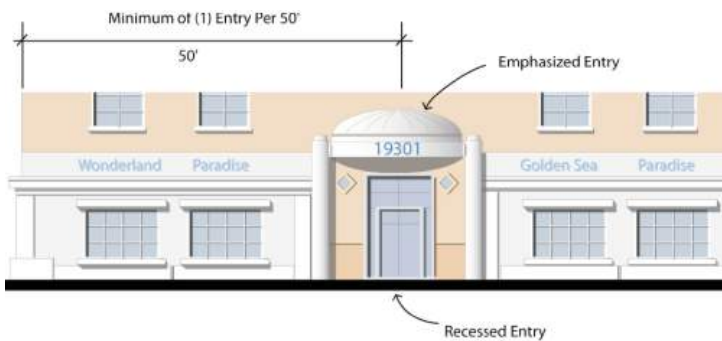
Minimum 50% of Glazing of 2nd Floor and Above to be Recessed A Minimum of 4"



Facade



Facade



Entry



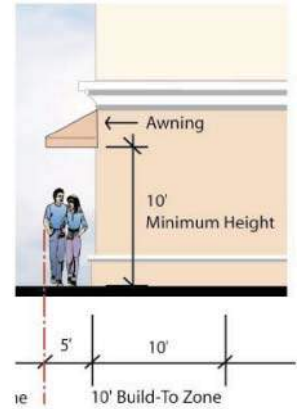
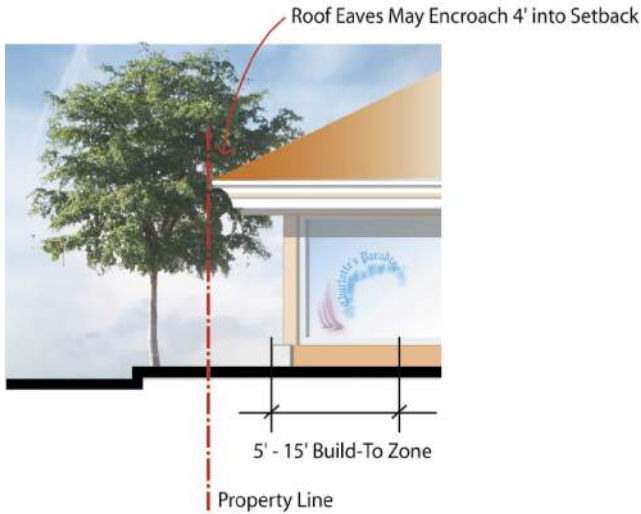
Corner



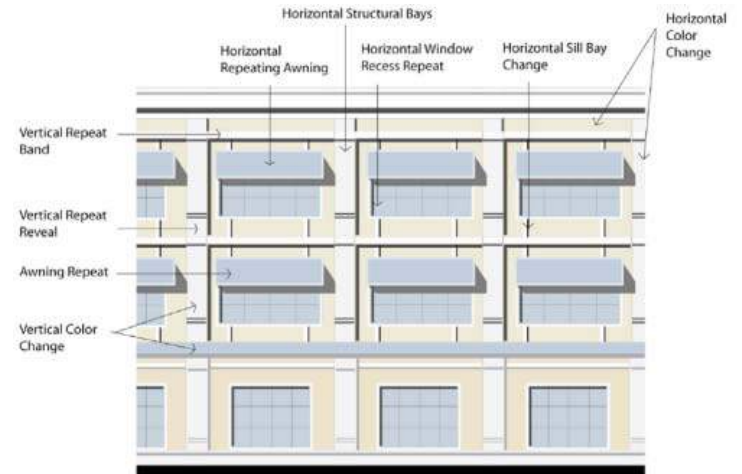
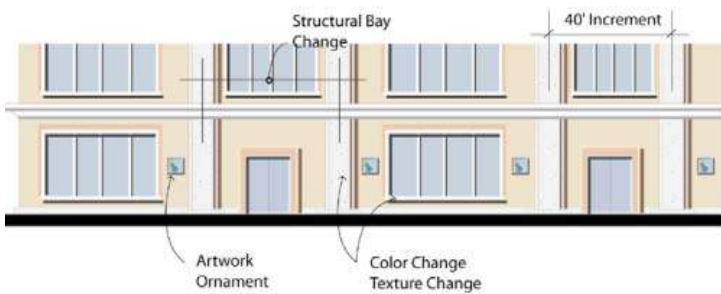
CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
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CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION
MIXED-USE & INDUSTRIAL



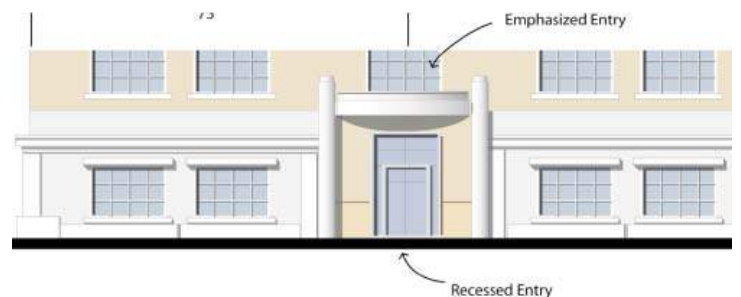
Encroachment



Light Industrial Facade



Light Industrial Corner



Light Industrial Entry



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION

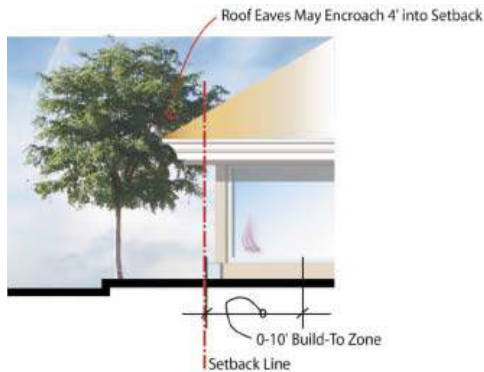
OFFICE AND NEIGHBORHOOD COMMERCIAL



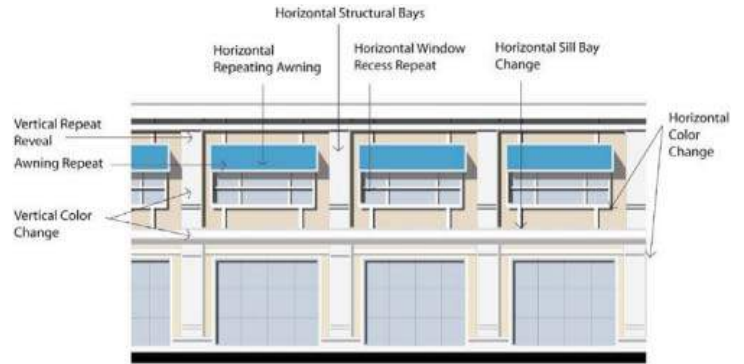
Composition



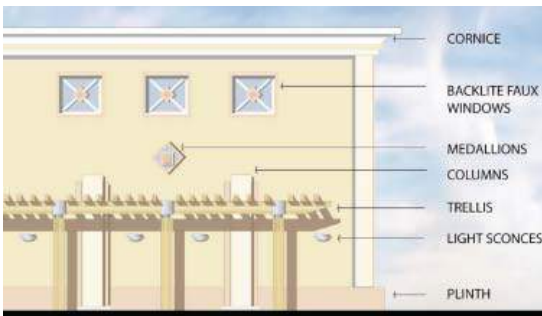
Encroachment



Encroachment



Facade



Facade



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

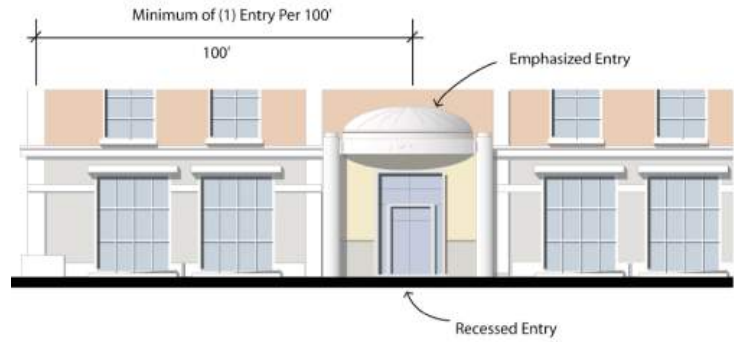
CONCEPTUAL ARCHITECTURE

ARCHITECTURAL VISION

COMMUNITY AND GENERAL COMMERCIAL



Corner



Entrance



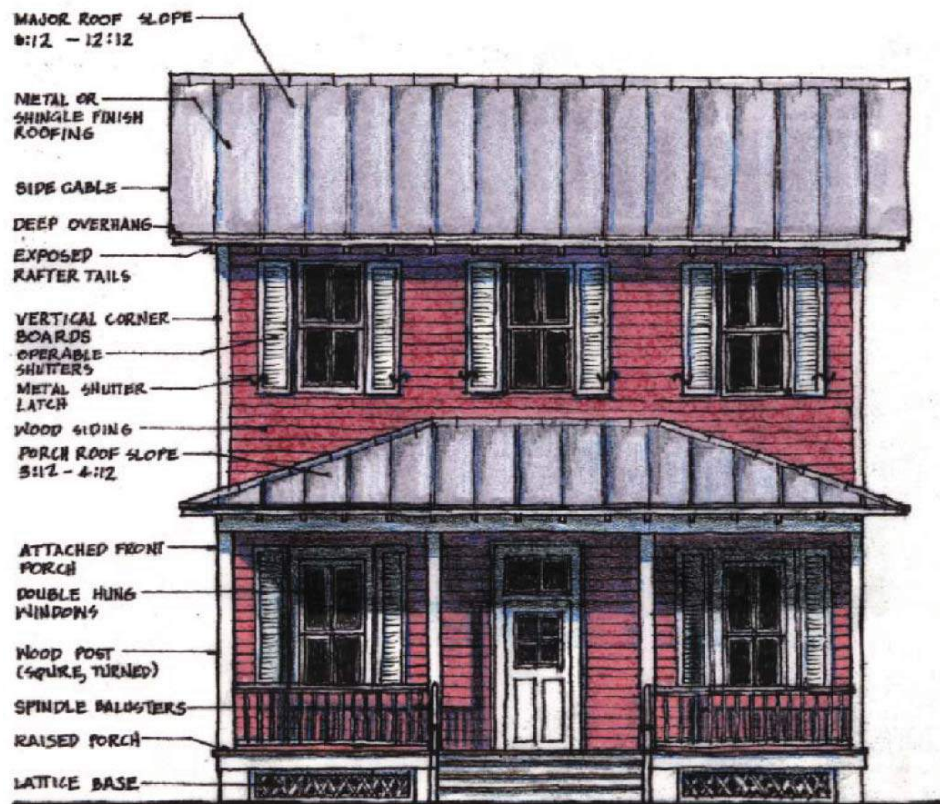
Facade



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE FLORIDA VERNACULAR ARCHITECTURAL CHARACTER

Florida Vernacular or 'Cracker' style refers to the traditional style of wood construction commonly used in residential dwellings and plantation homes. The architectural characteristics common to this typology are the "wood-frame construction and the large attached front porch, the steep roof, revealed fireplaces, horizontal wood siding, double hung vertical windows and the elevated first floor." This style is characterized by simple architectural elements with minimal ornamentation and detailing and promotes energy conservation and efficiency.



Characteristics

- Plan: Regular, rectangular
 - Foundation: Concrete block
 - Materials: Horizontal wood siding, brick or smooth masonry
 - Roof Type: Steep gable roof, less common hip
 - Roof surfacing: Metal or composition asbestos shingles
 - Details: Simple, jig-sawn patterns around porches and eaves, large attached front porch, revealed fireplace, double hung vertical windows.
1. Metal Roofing materials
 2. Steep pitched gabled and hipped roofs
 3. Exposed Truss work
 4. Simple Wood Cornice
 5. Double Hung Windows
 6. Simple wood railings
 7. Low-pitched roof porches
 8. Wood Frame Construction
 9. Dormer Windows

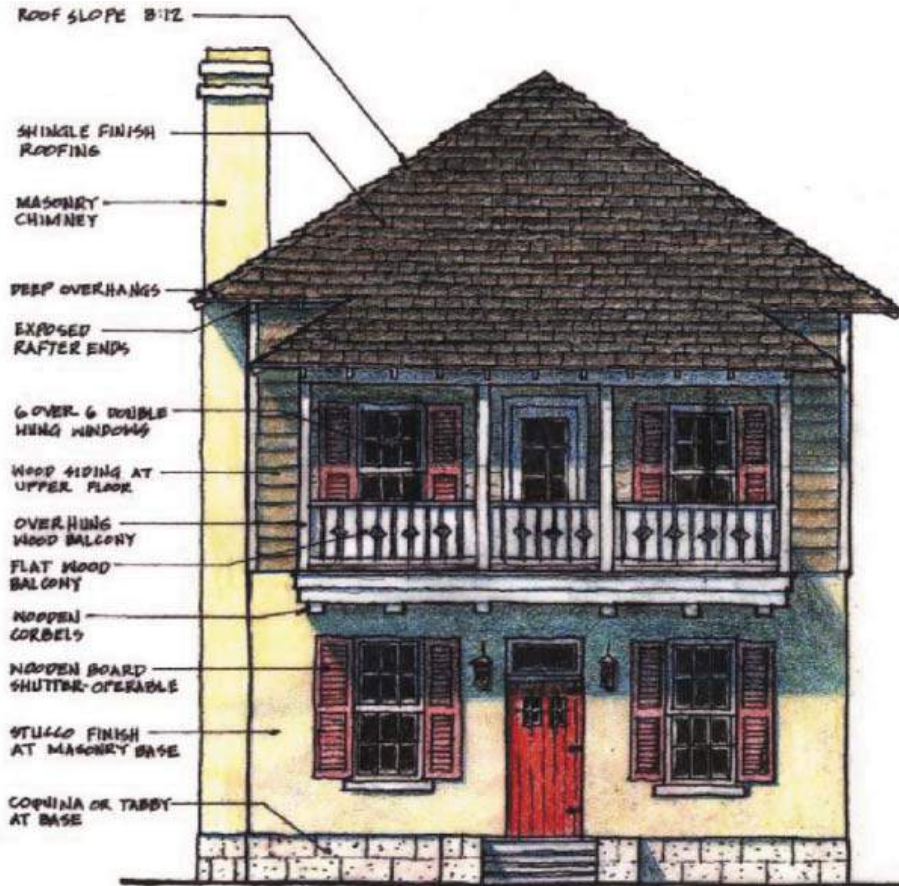


CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

CONCEPTUAL ARCHITECTURE

CARIBBEAN STYLE ARCHITECTURAL CHARACTER

The Caribbean style is associated with symmetrical wooden or masonry facades and its characteristic elements include awnings and gable roof with overhanging eaves; wide porches with ornamental railings, balconies and metal seam roofing finish. This style often has multistory buildings (2-3 stories) with architectural elements suited to the region's climate including roof hatches for ventilation and window louvers.



Characteristics

- Plan: Rectangular, regular or nearly square with large porches, balconies and courtyards.
 - Configuration: raised about 3' from the ground
 - Foundation: Continuous brick or concrete
 - Materials: Wood and brick masonry, Multicolored stucco, horizontal siding
 - Roof Type: Gabled sloping roofs supported on columns
 - Roof surfacing: Tiles, shingles, slate or metal seam
 - Details: Tall rectangular windows, high ceilings, decorative porch railings and balustrades,
1. Tile/ Seam Metal/ Slate Roofing
 2. Gabled Roof supported on columns
 3. Exposed Truss work
 4. Ornamental Cornice
 5. Double Hung Windows
 6. Scroll Sawn gingerbread /ornamental railing
 7. Overhanging Eaves
 8. Decorative Brackets
 9. Shutters/ Louvers
 10. Large porch supported by narrow columns



**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

FINANCIAL ANALYSIS



CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN

FINANCIAL ANALYSIS

CAPITAL IMPROVEMENTS

FINANCIAL ANALYSIS

Capital Improvements

Significant public improvements must take place in order to transform the CRA from a blighted community into a vibrant place to live, work, and play. In order to complete the transformation, the CRA must take an active role in redevelopment, both through direct financial support and indirect technical assistance. The capital improvements recommended in the Plan include streetscape, roadway, and infrastructure enhancements. These projects will serve as a catalyst for redevelopment. The purpose of catalytic redevelopment is to create enough momentum to make the revitalization process self-actuating. If successful, communities that invest in public infrastructure will see a financial return over time, particularly through increased property values and local economic activity.

One of the immediate implementation projects is the development of a parking garage to support both the new Library and City Hall. The total cost for the parking garage is \$9.4 million. While parking structures are generally twice as expensive as surface parking, they provide a more efficient use of the land – a precious commodity in any downtown. It is anticipated that over time, additional parking garages will be needed to sustain the City Center. If a transit stop is built at Dania Beach Boulevard, a parking garage will be needed to support the FEC Passenger Rail. Additional parking will also be required to create a functional downtown. The CRA may consider building an additional garage or providing financial assistance in order to attract new development into the area.

Nearly \$200 million of streetscape enhancements have been recommended in the district, including roadway, drainage, electrical, and landscape improvements. While the cost is substantial, it is anticipated that the improvements will be made over time and the cost will be spread out through the years. Phase I improvements will most likely include Phippen-Waters Road, SW 12th Avenue, and NW 1st Avenue for a total of \$15 million. Phase II work, which would include improvements to Dania Beach Boulevard,

Federal Highway, and Griffin Road, would coincide with reconstruction projects in the marine district. The cost will be approximately \$12 million. Additional roadway work, equaling \$167 million, would be needed to standardize the remaining roadways with 40 ft and 50 ft right of ways. These improvements have not been included in the projected timeline but may need to be added as priority areas are identified.

Streetscape improvements and roadway enhancements provide a variety of social benefits to the community, from pedestrian safety and cycling opportunities to smooth traffic flow and improved transportation. By creating both a unique identity and unified appearance, landscaping and signage can also be used as an opportunity to brand the downtown, improve the image of the neighborhoods, and create gateways into the district.

A number of other infrastructure improvements have been recommended to reconnect the community to the distinctive waterways that have characterized Dania Beach. Both bridge reconstruction and roadway realignment projects would increase the marine industry's presence in the community. First, the realignment of Griffin Road, including the construction of a new bridge across the C-10 Canal, would add a sizable amount of land along the Dania Beach Cut Off Canal. The added waterfront property would provide ample opportunities for marine businesses to expand into the area. Second, the reconnection of Dania Beach Boulevard would end years of segregation and would reconnect the neighborhoods to the east and west of the C-10 Canal by creating a new bridge along one of the City's major roadways. The cost for the first phase of waterfront construction is expected to be \$11 million. The remaining improvements are needed to allow medium sized boats (currently limited by the presence of low clearance bridges) to enter the inland waterways. Two bridges, at NW 2nd Street and Old Griffin Road, would need to be demolished. The cost would be approximately \$2 million. In addition, both the bridges along Federal Highway and the FEC Railroad would need to be raised to provide a minimum of 22' vertical clearance above Mean High Water. Allowing larger boats would significantly enhance the viability of the marine industry in Dania Beach. The cost for



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

FINANCIAL ANALYSIS

TAX INCREMENT FINANCING

such improvements would range from \$16 million to \$45 million, depending on whether a fixed or movable bridge was installed along Federal Highway. The aforementioned capital improvement projects combined with other business attraction and retention programs (i.e. business incubators) should substantially contribute to the economic viability of the entire district.

The development timetable for these improvements will be critical to the success of redevelopment efforts in the district. The following table provides a guideline for capital projects over the next fifteen years.

| Timeline for Capital Projects | | |
|--------------------------------------|-------------|---------------------|
| Parking Garage | 1-3 years | \$9 million |
| Streetscape Improvements (Phase I) | 3-5 years | \$15 million |
| Streetscape Improvements (Phase II) | 5-10 years | \$12 million |
| Roadway Realignment | 5-10 years | \$11 million |
| Bridge Demolition | 10-15 years | \$2 million |
| Bridge Reconstruction | 10-15 years | \$16 million |
| TOTAL | | \$65 million |

**Engineering Analysis and projections were prepared by the IBI Group.*

Additional capital improvement funds may be allocated to support the redevelopment goals of the CRA. The costs of the specific initiatives are currently undetermined.

Tax Increment Financing

The primary tool of a CRA is their ability to generate funding through Tax Increment Financing (TIF). The projected “tax increment”, or difference between the current taxes generated under blighted conditions and future taxes anticipated after improvements, can be used to finance necessary public investments in the CRA.

The TIF is calculated by first establishing taxable property values in the base year (2009) and determining current millage rates for the City (5.5444 mills), County (5.3145 mills), and South Broward Hospital District (1.1913 mills). The three taxing authorities’ revenues are then frozen at base year levels for the entirety of the CRA’s existence (typically 40 years). Next, the calculation determines future growth in the district. The analysis takes into consideration proposed public improvements, anticipated development schedule, and a historical analysis of taxable values. The increased property value for the district is then multiplied by the combined millage rate. Finally, the future property taxes are subtracted from the base year revenues to determine the annual tax increment. A summary of the projected tax increment can be found in the table below. The full TIF analysis is available at the end of this section.



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COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

FINANCIAL ANALYSIS

PROPERTY VALUES

Summary of TIF Analysis

| Year | Dania Beach | Broward County | Hospital District | Total Increment |
|--------------|------------------------|------------------------|-----------------------|------------------------|
| 1-5 years | \$1.1 million | \$1.0 million | \$0.2 million | \$2.3 million |
| 5-10 years | \$8.1 million | \$7.7 million | \$1.7 million | \$17.5 million |
| 10-15 years | \$18.4 million | \$17.6 million | \$4.0 million | \$40.0 million |
| 15-20 years | \$30.5 million | \$29.2 million | \$6.5 million | \$66.2 million |
| 20-25 years | \$46.6 million | \$44.7 million | \$10.0 million | \$101.3 million |
| 25-30 years | \$68.2 million | \$65.3 million | \$14.6 million | \$148.2 million |
| 30-35 years | \$97.0 million | \$93.0 million | \$20.9 million | \$210.9 million |
| 35-40 years | \$135.7 million | \$130.1 million | \$29.2 million | \$294.9 million |
| TOTAL | \$405.5 million | \$388.7 million | \$87.1 million | \$881.3 million |

Source: Carras Community Investment, Inc

As illustrated, the majority of TIF is achieved in the final years of the CRA. This is expected. After all, redevelopment does not occur overnight; rather, it is a long term process which requires both careful forethought and consistent action. It can take many years to reinvigorate a stagnant real estate market, improve deteriorating physical conditions, and rebuild community connections. TIF is able to jumpstart the process by investing future revenues in projects today. Any additional revenue derived from the improvements is then redirected to the CRA for their targeted use and investment in the area.

Florida statutes allow the CRA district to utilize 95% of the increment. If projections are accurate and the CRA receives the full allowable amount, \$837 million in TIF would be generated over the next 40 years. However, the CRA must seek approval from Broward County to determine the TIF payment structure. In the recent past, the County established a Redevelopment Fund in lieu of TIF. Now that the fund is depleted, the County may consider reinitiating TIF.

Property Values

TIF is dependent upon the increase in property values. If there is no increase in value from one year to the next, then there is no TIF. This is of particular concern in the current economy, as decreases in property values are coupled with increases in tax exemptions. The result is a loss in tax revenue for Counties, Cities, and CRAs.

Despite the downturn, taxable values have continued to grow in both the City and County, which have seen an overall 41.4 percent and 39.3 percent increase respectively since 2005. Unfortunately, the CRA has not seen these increases in property taxable values. In the CRA, taxable values have decreased in 2007 and 2008 primarily due to a lack of market activity of new investment and development.

It is difficult to determine standard appreciation rates based on the market activity over the past five years. Property values rose sharply during the housing boom (2002-2005) and then quickly dropped off (2005-2008). A more in depth review of values over the past five, ten, and fifteen years is needed to understand the market. In Broward County, the total taxable property value grew from \$46



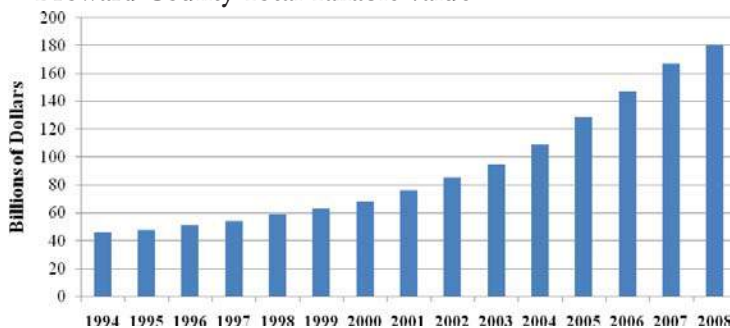
**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

FINANCIAL ANALYSIS

PROPERTY VALUES

billion to \$180 billion between 1994 and 2008. The growth represents both market appreciation and new development. During the entire fifteen year cycle, the annual growth rate was 9 percent. The average may be slightly skewed by the housing boom but is still a typical representative of growth in a thriving market. On average, the annual appreciation rate during the first five years (1993-1998) was only slightly lower (6 percent). Double digit growth began a few years later (1998-2003), with taxable values increasing 10 percent per year. The total taxable value grew substantially in recent years (2003-2008), with an annual appreciation rate of 14 percent. However, it is important to note that the appreciation rate in 2008 returned to a more sustainable single digit growth rate (8 percent).

Broward County Total Taxable Value



Source: Broward County Property Appraiser Assessment Roll Recapitulation

The historical context is critical in determining future market appreciation, but should not be the sole consideration. For instance, the CRA has historically illustrated a pattern of decline or stagnancy in comparison with the rest of the City and County. Both property values and appreciation rates are significantly lower. Growth is dependent upon the redevelopment efforts of the CRA. If successful, property values should grow on par with or even exceed that of surrounding communities.

A number of public improvements and private developments are planned for the CRA. Over the next two to three years, both a new Library and parking garage will be built in the City Center. Additionally, a new hotel has been approved

in the entertainment district, and improvements to the Jai Alai are anticipated. Recommendations have also been made for a mixed-use site on Parcel 109. More importantly, the FEC Passenger Rail is projected for completion over the next ten years. Transit-oriented developments are envisioned throughout the City Center, especially near the anticipated transit stop on Dania Beach Boulevard. Public infrastructure projects are projected to be complete shortly thereafter. Streetscape improvements should help to increase property values, and the realignment of Griffin Road will add new waterfront property to the tax base. As bridge reconstruction is completed, marine uses should expand.

The final TIF formula has taken the entire context into consideration. The analysis took current economic conditions into account by recording no net growth in year one and only moderate annual growth (3%) through year five. Thereafter, appreciation rates are expected to speed up (9%), particularly between 2015 and 2019, when a majority of redevelopment projects are expected to be completed. Projects include the introduction of the FEC Passenger Rail, improvements to the City Center (Library and Transit-Oriented Development), streetscape enhancements throughout the district, and the expansion of the marine industry. Thereafter, growth is expected to return to historical levels (6%).

The assumptions provide a feasible build out scenario for the CRA. However, updates to the CRA Plan and TIF Analysis may need to take place over the CRA's 40 year existence to provide a current and accurate picture of market.



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FINANCIAL ANALYSIS

TIF ANALYSIS

TIF Analysis (40 Year)

| Year | Taxable Value (\$ millions) | Dania Beach | Broward County | S. Broward Hospital District | Total Increment |
|-------------|--------------------------------|-------------|----------------|---------------------------------|-----------------|
| 2009 | (Base Year) | | | | |
| 2010 | \$621 | \$0 | (\$0) | \$0 | \$0 |
| 2011 | \$640 | \$103,292 | \$99,009 | \$22,194 | \$224,495 |
| 2012 | \$659 | \$209,683 | \$200,989 | \$45,054 | \$455,725 |
| 2013 | \$679 | \$319,266 | \$306,027 | \$68,599 | \$693,892 |
| 2014 | \$699 | \$432,136 | \$414,217 | \$92,851 | \$939,204 |
| 2015 | \$762 | \$780,905 | \$748,524 | \$167,789 | \$1,697,218 |
| 2016 | \$830 | \$1,161,063 | \$1,112,919 | \$249,472 | \$2,523,454 |
| 2017 | \$905 | \$1,575,435 | \$1,510,109 | \$338,506 | \$3,424,050 |
| 2018 | \$987 | \$2,027,100 | \$1,943,046 | \$435,554 | \$4,405,700 |
| 2019 | \$1,075 | \$2,519,416 | \$2,414,948 | \$541,335 | \$5,475,699 |
| 2020 | \$1,140 | \$2,877,165 | \$2,757,863 | \$618,203 | \$6,253,231 |
| 2021 | \$1,208 | \$3,256,380 | \$3,121,353 | \$699,683 | \$7,077,416 |
| 2022 | \$1,281 | \$3,658,347 | \$3,506,652 | \$786,052 | \$7,951,051 |
| 2023 | \$1,358 | \$4,084,432 | \$3,915,070 | \$877,603 | \$8,877,105 |
| 2024 | \$1,439 | \$4,536,082 | \$4,347,992 | \$974,647 | \$9,858,722 |
| 2025 | \$1,525 | \$5,014,831 | \$4,806,890 | \$1,077,514 | \$10,899,235 |
| 2026 | \$1,617 | \$5,522,306 | \$5,293,322 | \$1,186,553 | \$12,002,180 |
| 2027 | \$1,714 | \$6,060,228 | \$5,808,939 | \$1,302,134 | \$13,171,301 |
| 2028 | \$1,817 | \$6,630,426 | \$6,355,494 | \$1,424,650 | \$14,410,570 |
| 2029 | \$1,926 | \$7,234,836 | \$6,934,842 | \$1,554,516 | \$15,724,194 |
| 2030 | \$2,041 | \$7,875,511 | \$7,548,951 | \$1,692,175 | \$17,116,636 |
| 2031 | \$2,164 | \$8,554,626 | \$8,199,906 | \$1,838,093 | \$18,592,625 |
| 2032 | \$2,294 | \$9,274,488 | \$8,889,918 | \$1,992,767 | \$20,157,173 |



**CITY OF DANIA BEACH
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

FINANCIAL ANALYSIS

FUNDING MECHANISMS

| | | | | | |
|--------------|---------|----------------------|----------------------|---------------------|----------------------|
| 2033 | \$2,431 | \$10,037,541 | \$9,621,332 | \$2,156,721 | \$21,815,594 |
| 2034 | \$2,577 | \$10,846,378 | \$10,396,630 | \$2,330,512 | \$23,573,520 |
| 2035 | \$2,732 | \$11,703,745 | \$11,218,446 | \$2,514,730 | \$25,436,921 |
| 2036 | \$2,896 | \$12,612,554 | \$12,089,571 | \$2,710,002 | \$27,412,127 |
| 2037 | \$3,070 | \$13,575,892 | \$13,012,964 | \$2,916,990 | \$29,505,845 |
| 2038 | \$3,254 | \$14,597,029 | \$13,991,760 | \$3,136,397 | \$31,725,186 |
| 2039 | \$3,449 | \$15,679,435 | \$15,029,284 | \$3,368,969 | \$34,077,688 |
| 2040 | \$3,656 | \$16,826,786 | \$16,129,059 | \$3,615,495 | \$36,571,340 |
| 2041 | \$3,875 | \$18,042,977 | \$17,294,821 | \$3,876,812 | \$39,214,611 |
| 2042 | \$4,108 | \$19,332,140 | \$18,530,528 | \$4,153,809 | \$42,016,478 |
| 2043 | \$4,354 | \$20,698,653 | \$19,840,378 | \$4,447,425 | \$44,986,457 |
| 2044 | \$4,616 | \$22,147,157 | \$21,228,819 | \$4,758,659 | \$48,134,635 |
| 2045 | \$4,892 | \$23,682,571 | \$22,700,567 | \$5,088,566 | \$51,471,703 |
| 2046 | \$5,186 | \$25,310,109 | \$24,260,619 | \$5,438,268 | \$55,008,996 |
| 2047 | \$5,497 | \$27,035,300 | \$25,914,274 | \$5,808,952 | \$58,758,526 |
| 2048 | \$5,827 | \$28,864,002 | \$27,667,149 | \$6,201,877 | \$62,733,028 |
| 2049 | \$6,177 | \$30,802,427 | \$29,525,196 | \$6,618,377 | \$66,946,000 |
| TOTAL | | \$405,502,649 | \$388,688,375 | \$87,128,509 | \$881,319,532 |

Source: Carras Community Investment, Inc.

Funding Mechanisms

The Plan assumes that the capital improvements proposed will exceed the available tax increment. For that reason, the following section provides both traditional and non-traditional sources of funding and financing for each project recommendation. The financial toolkit includes public and private sources and details the applicability of each program. Finance strategies have been proposed for the following types of improvement within the CRA: *Streetscape Enhancements; Infrastructure Improvements; Housing and Neighborhood Stabilization; Marine Improvements; Business Development; Downtown Development; and Parks and Open Space.*

Streetscape Enhancements

The Plan recommends several streetscape and roadway improvements including landscaping, traffic calming, lighting, sidewalk and other pedestrian improvements.

In addition to traditional sources of local government funding such as bonds and general revenue, the Dania Beach CRA can also take advantage of grant and loan programs through county, state, and federal government.

The City of Dania Beach is a participating jurisdiction in Broward County's annual Community Development Block



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FUNDING MECHANISMS

Grant (CDBG) allocation from the U.S. Department of Housing and Urban Development (HUD). Their annual allocation is determined by the County based on their total allocation from HUD. These funds can be used for a variety of uses, including streetscape improvements. Further, future funds can be leveraged through a Section 108 Loan Guarantee. This action requires a partnership between the County, City and CRA.

Broward County participates with the Florida Department of Transportation (FDOT) in the State Thoroughfare Beautification Grant (known as Broward Beautiful). Other FDOT programs include: Transportation Enhancement Program, Economic Development Transportation Fund, and the Pedestrian and Bicycle Program (some of these programs maybe temporarily or permanently threatened with cutbacks or elimination due to state budget crisis).

Infrastructure Improvements

The Plan also proposes expensive, but necessary, public improvements to promote neighborhood revitalization. The infrastructure improvements included storm drainage, buried power lines, parking, and roadway access.

Many of the same programs mentioned in the previous section (i.e. CDBG, Section 108 Loan Guarantee, and Municipal Bonds) can also be applied to general infrastructure improvements. In addition, County and State funds, in particular, FDOT programs, can be used for roadway realignment and bridge building.

Parking presents a different challenge. In order to create a functional downtown, the City Center needs adequate parking facilities. Garages are generally twice as expensive as surface parking, but provide a much more efficient use of land – a prime commodity in any downtown. A parking garage can be funded through a variety of scenarios. First, a quasi-governmental parking authority can be created to build the garage and collect funds through parking revenue. Second, the City and CRA could offer incentives – such as discounted land or bond financing – to encourage the private sector to build the facility. Third, the City or CRA could build the structure and contract with a company to

operate the garage. The debt service could be paid through a lease purchase program where developers buy spaces to satisfy their parking requirements. Alternatively, properties and/or businesses which benefit from the garage could share the cost and provide annual payments to satisfy the debt service. A special assessment or business improvement district could provide a means to collect the funds. In most redevelopment scenarios, a public private partnership is used to meet parking objectives. Such partnerships will be necessary in the CRA.

Housing and Neighborhood Stabilization

Across the State of Florida, CRAs are taking an active role in affordable and workforce housing. Not only is it an essential redevelopment activity to ensure the welfare of the residents and improve the social fabric of the community, but it is also a key economic generator. According to the Florida Redevelopment Association, 70 percent of redevelopment areas identified housing as a primary need in the community. Nearly a third of districts identified it as a top priority and have begun addressing the issue by administering housing programs, providing technical assistance, assisting site specific developments, and participating in public-private partnerships.

Typically, a number of financing incentives are combined to subsidize housing costs. Housing programs are generally designed to assist both residents and developers. Each is project specific and subject to the specific rules and requirements of the program.

Federal funding programs, overseen by the U.S. Department of Housing and Urban Development (HUD), include CDBG, HOME Investment Partnerships Program, and Low Income Housing Tax Credits. HUD also sponsors a number of special needs programs including Supportive Housing for Persons with Disabilities (Section 811) and Supportive Housing for the Elderly Program (Section 202). The federal government also recently passed the Housing and Economic Recovery Act of 2008 (HERA) which established the Neighborhood Stabilization Program (NSP). Eligible uses of the funds include the purchase, rehabilitation, and demolition of foreclosed homes for the purpose of



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homeownership, rental, or land banking activities. Since Dania Beach is a non-entitlement jurisdiction, the funds will be administered through the County and allocated by the City.

The State of Florida funds a variety of housing programs including the: Predevelopment Loan Program (PLP), State Apartment Incentive Loan (SAIL), Homeownership Assistance Program (HAP), Low-Income Emergency Home Repair Program, HOPE Program, Florida Affordable Housing Guarantee Program, Affordable Housing Catalyst Program for Technical Assistance and Training, and State Housing Initiatives Partnership Program (SHIP). Programs range from rental housing, homeownership, special needs, disaster relief and workforce housing.

Other sources of funding are available through the Federal Housing Administration, Fannie Mae, Freddie Mac, Federal Home Loan Bank of Atlanta, national intermediary organizations (e.g. Local Initiatives Support Corporation, Enterprise Foundation and NeighborWorks), and local financial institutions.

Developers can also tap into local resources, such as Broward County's Affordable Housing Program (AHP), which funds projects on an annual basis. Additional assistance may be available for residents through the Broward County Housing Finance Authority as well as existing nonprofit organizations such as Broward Alliance for Neighborhood Development, Broward Housing Authority, Broward Housing Partnership, and BHP Community Land Trust, Inc.

Finally, the City or CRA could establish new housing programs or developer incentives. Affordable and workforce housing programs, such as urban infill, homebuyer assistance, residential improvement, neighborhood stabilization, foreclosure prevention, technical assistance and education initiatives, are all necessary to ensure a comprehensive approach to community development. Typical developer incentives include density bonuses, fee waivers, fast track permitting, design flexibility, tax abatement, property donation, and direct subsidies in exchange for affordable housing units. Programs and incentives could be funded through taxes or fees generated through Inclusionary

Zoning Fees, Linkage Fees, Escheated Lot Sales, General Revenue, or Tax Increment Financing and dedicated within a Housing Trust Funds.

Marine Improvements

A central goal of the CRA Plan is to attract the marine industry into Dania Beach. The marine industry is one of the largest economic generators in the state, producing over \$18 billion each year and employing over 220,000 persons. The Plan calls for the expansion of waterway access and waterfront property which would require the district to raise bridges, dredge canals, and realign roadways.

Many of the State Departments, including Florida Fish and Wildlife Commission, Florida Inland Navigation District, and Florida Department of Environmental Protection, have programs available to drain, clean, and enhance the waterways. Examples include the Waterway Assistance Program, Cooperative Assistance Program, Florida Boating Improvement Program, Boating Infrastructure Grant Program, and Florida's Clean Marina Program. Federal programs are also available through the U.S. Army Corps of Engineers.

Most likely, the reconstruction of the roadways and bridges will be funded through a joint effort of the CRA, City, County, State, and FEC. Locally, funds could be derived by creating a special assessment district taxing the businesses and property owners who would directly benefit from the improvements.

A second critical component would be to expand the industry and foster business development. Initiatives would include business incubators and educational efforts targeted to the marine industry as well as general business development programs.



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Business Development

Businesses and developers can take advantage of a number of programs available in the district, including New Markets Tax Credit, federal and state Brownfield initiatives, HUD's Brownfield Economic Development Initiative (BEDI), and State of Florida Enterprise Zone incentives.

Portions of the CRA lie within low-income census tracts. Commercial and mixed-use developments in these areas are eligible for New Markets Tax Credits (NMTC). NMTC can provide substantial cost savings to qualifying developments by providing below market loans and equity investments. Similar investments can also be made in qualifying businesses.

The City of Dania Beach recently designated the CRA as a Florida Brownfield Area. A Brownfield Area encompasses one or more Brownfield sites, some of which may or may not be contaminated. Brownfields are defined as real property, the expansion, redevelopment or reuse of which may be complicated by actual or perceived environmental contamination. The Dania Beach Brownfield Area was created for the purpose of environmental remediation, rehabilitation, and economic development. Statewide incentive programs encourage remediation of Brownfield sites and Brownfield Areas by providing tax refunds, tax credits, loan guarantees, and liability protection. As the Dania Beach CRA continues to redevelop, the City and property owners are encouraged to take advantage of existing federal, state, and local Brownfield programs. Federal funding is available through the U.S. Environmental Protection Agency (EPA) and local funds are distributed through the South Florida Regional Planning Council's (SFRPC) revolving loan program.

The entire CRA also lies within a State of Florida Enterprise Zone. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. Incentives include state Jobs Tax Credit (Sales Tax), Jobs Tax Credit (Corporate Income Tax), Business Equipment/Building Materials Sales Tax Refund, Property Tax Credit, and Sales Tax Exemption for Electrical Energy.

Additional business development programs are offered include through the County and State, including Qualified Target Industry Tax Refund (QTI), Broward County Job Growth Incentive, High Impact Performance Incentive Grant (HIPI), Urban Job Tax Credit Program, and Capital Investment Tax Credit. These initiatives can be combined with loan programs available through the U.S. Small Business Administration (SBA). Minority-owned and small business can all access financing and technical assistance through Metro Broward, Inc., a certified community development financial institution.

Downtown Development

It is anticipated that a large portion of the business development will take place within the City Center. Favorable zoning, which will provide opportunities for increased density and mixed-use development, should attract new growth into the area. In addition, the City Center's location immediately adjacent to Federal Highway and within close proximity to the proposed commuter rail transit stop on Dania Beach makes it a prime place for transit-oriented development. A new Library is already proposed in the district.

In order to fund special improvements in the City Center, Dania Beach may consider creating a special assessment district or Business Improvement District (BID). The BID would provide enhanced services within the defined boundaries that would include, but not be limited to, offering additional security, safety, maintenance, beautification, marketing, promotion and advocacy within the district. Individual assessments are placed on each property owner within the district. Assessments vary according to the size and usage of each property, providing for an equitable distribution of the improvement costs. The revenue is collected with local taxes and redistributed in its entirety to the district to fund BID services. Over the past 50 years, BIDs have formed throughout the country in order to foster a sustainable business environment and improve the physical landscape within a designated area. Successful examples of BIDs include New York's City's Times Square, Washington DC's Golden Triangle and locally, Fort Lauderdale Beach.



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FUNDING MECHANISMS

Project development financing for commercial and office space will be primarily from private investment and debt. In order to leverage this activity, the CRA will be proactive in providing a “toolkit” of financing resources including the aforementioned federal, state and county initiatives for business development. In particular, federal New Markets Tax Credits (NMTC) will be a key incentive to developers who are seeking equity and or flexible lower cost debt for their projects. To that end, the CRA will create a certified Community Development Entity (CDE) to help facilitate access to NMTC.

Parks and Open Space

The Plan recognizes the importance of open space and recreational uses in the district. For that reason, locations for both pocket and linear parks have been identified. Land assembly is an important yet costly part of the equation. Nevertheless, there may be an opportunity during a depressed real estate market to purchase typically high cost land and

low prices. CRAs typically use TIF or Bond financing to purchase property. State subsidies are also available through the Florida Communities Trust (Florida Forever Program) and Florida Greenways and Trails Program.

Catalytic Projects

A variety of funding mechanisms have been recommended to support revitalization, but resources are limited. The CRA must determine redevelopment priorities and high impact projects that will both leverage public funds and catalyze private investment. These catalytic projects will be the key to stimulating growth and redevelopment. But, success requires more than just a plan of action, it also relies on public private partnerships that emphasize coordination, cooperation, and communitywide participation to implement the vision.

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**City of Dania Beach
Community Redevelopment Agency
Redevelopment Plan**

APPENDICES

City of Dania Beach

CRA EXPANSION PUBLIC INVOLVEMENT REPORT



Prepared by



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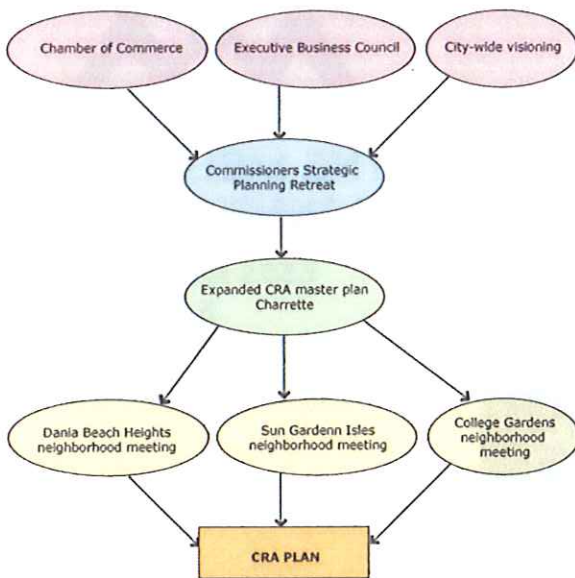


PUBLIC INVOLVEMENT SUMMARY

The public input process for the expansion of the Community Redevelopment Area (CRA) was extensive and interactive. Grouping the stakeholders by areas of interest (business, residents and elected officials) ensured that the redevelopment master plan will be comprehensive and equitable. The City has made extensive efforts to reach out to all concerned people and has put together a team of experts from varied fields to ensure that implementation of the redevelopment plan will be feasible. The City is committed to continuing its efforts to revive and energize its declining downtown and neighborhoods.

The public input process began on June 3, 2008 when the professional planning team met with the Chamber of Commerce and the Executive Business Council. Although these two meetings occurred on the same day, they were held separately from each other. The next set of public meetings was on June 6 and 7, 2008, when the planning team conducted a city-wide visioning session with the residents of Dania Beach. Feedback from these three events was then presented to the City Commission at their planning retreat on June 11, 2008. The purpose of these stakeholder sessions was to identify commonalities among the visions of each of the three groups, the elected officials, the business community and the residents. Once these visions and core values were established, a team of experts, including the professional planning team, a community development specialist, planners, landscape architects, traffic engineers, market analysts and financial analysts, went back to the community for a weekend long charrette on June 20, 21 and 22, 2008, which focused on the expanded CRA. The purpose of this charrette was to identify the participants' perception of their existing living and working conditions, where they envisioned redevelopment to occur and what kind of redevelopment they desired for their community. As a follow-up to the public input gathered during the charrette, three neighborhood specific meetings were organized for the neighborhoods of Dania Beach Heights, Sun Garden Isles and College Gardens on July 29, 30 and August 11, respectively. The purpose of the meetings was to obtain detailed information and feedback about neighborhood issues. All of which will ultimately be incorporated in the over-all master plan and presented to the City Commission for its approval.

Dania Beach CRA Public Involvement Process



| Schedule of Meetings for CRA Expansion | |
|--|-------------------------|
| Meeting | Date |
| Chamber of Commerce | June 3, 2008 |
| Executive Business Council | June 3, 2008 |
| City-wide Visioning | June 6 & 7, 2008 |
| Commission's Strategic Planning Retreat | June 11, 2008 |
| Charrette | June 20, 21, & 22, 2008 |
| Dania Beach Heights Neighborhood Meeting | July 29, 2008 |
| Sun Garden Isles Neighborhood Meeting | July 30, 2008 |
| College Gardens Neighborhood Meeting | August 11, 2008 |





CHAMBER OF COMMERCE & EXECUTIVE BUSINESS COUNCIL VISIONING SURVEY SUMMARY

On June 3, 2008 the public input process was kicked off when the planning team met with the City's business stakeholders—the Chamber of Commerce and the Executive Business Council. Although these meetings were held on the same day, they were conducted separately. During their respective meetings, these two groups were asked to identify core values about the City, needed changes in the City, and a long-term vision for the City. Presented below is a summary of their responses.



Core Values to be Preserved

- ⇒ Small town atmosphere
- ⇒ Antiques district
- ⇒ Proximity to the beach
- ⇒ Eclectic nature of the city
- ⇒ Location – easy access from main arteries
- ⇒ Marine industry
- ⇒ Historical part of town
- ⇒ Unique sense of community
- ⇒ Beach
- ⇒ SeaTech Research Center
- ⇒ Laid back, out-of-the-way atmosphere

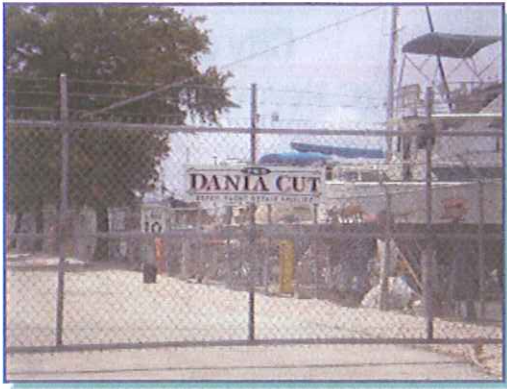
Future Identity

- ⇒ Key West without the drive
- ⇒ Historic preservation
- ⇒ Quality development
- ⇒ Promise, growth, prosperity
- ⇒ Vibrant downtown
- ⇒ Good bike/pedestrian mobility
- ⇒ Business friendliness
- ⇒ The next hot place to be
- ⇒ Consistency of style and design
- ⇒ Destination for tourism from airport and seaport

Strategic Planning Issues

- ⇒ Parking – Less grade level parking/better landscaping/pervious parking/parking garage on east side of Federal Highway
- ⇒ Continued dialogue with Boyd Gaming





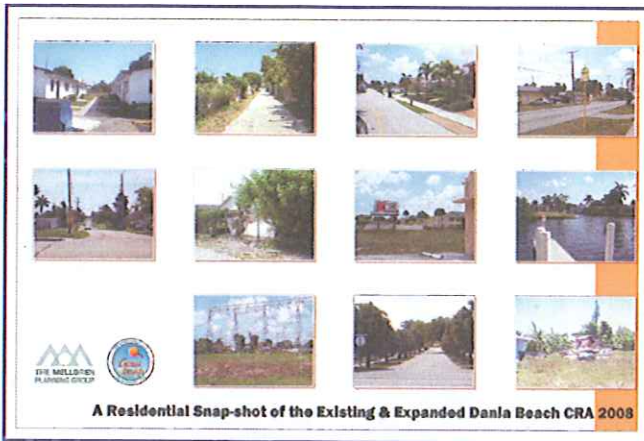
- ⇒ Traffic – Dania Beach is a drive-through town
- ⇒ Image – City is not currently attractive to development community
- ⇒ Reputation – poor relationships with County and adjacent cities
- ⇒ Optimizing the City's location – good access to airport, seaport, major roadways
- ⇒ Business attraction
- ⇒ Encourage mixed use residential/retail
- ⇒ Safe and affordable housing opportunities
- ⇒ Marketing
- ⇒ Marine industry

CITY-WIDE VISIONING SURVEY SUMMARY

After gathering input from the business stakeholders, the City began its quest for public input from the next stakeholder group—City of Dania Beach residents. This was initiated with the city-wide visioning sessions held on June 6 and 7, 2008. These city-wide visioning sessions were conducted at Dania Beach City Hall and consisted of three duplicate sessions, each for a duration of about two and a half hours. This format allowed citizens ample opportunity to attend and participate. The sessions were advertised in the local newspaper and on local radio stations, as well as on the City's website and local public broadcast channel. The first session started at 5:30 pm on Friday, June 6 and the second and third sessions were scheduled for 9:00 am and 12:00 pm, respectively, on Saturday, June 7. The Friday session had the highest attendance with 32 participants, followed by 9 attendees on Saturday morning and none on Saturday afternoon.

This facilitated visioning session started with introductions from the Mayor, the Vice-Mayor and the City Manager, and was followed by a presentation from the planning consultant. After this, the residents were split into assigned groups of 8 to 10 people and paired with a facilitator. Each group was asked the same questions: to identify aspects of the City that need to be preserved and, likewise, aspects that need to be changed; and, identify the City's future image. Next, the groups were shuffled and asked to graphically identify areas of concern and opportunity on maps of the City.





Presented below is a synthesis of resident input gathered during the city-wide visioning session.

Core Values

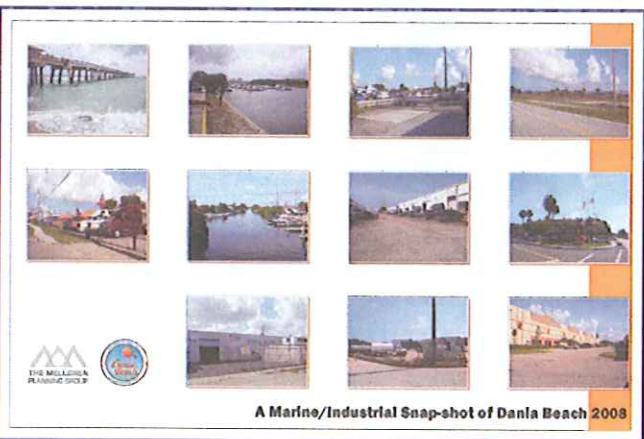
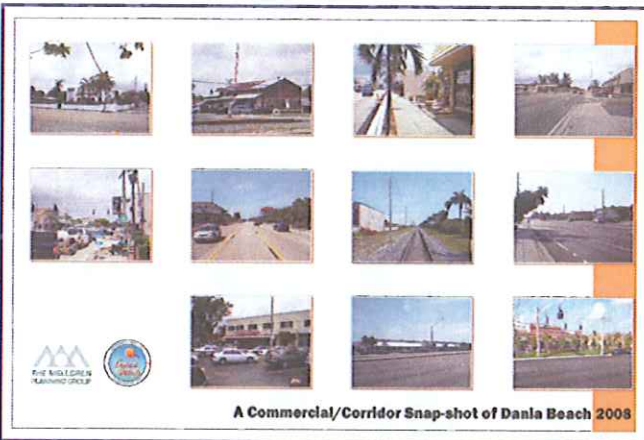
- ⇒ Small town feel
- ⇒ Historic character
- ⇒ Friendliness/neighborliness
- ⇒ Location (proximate to port, airport and beach)

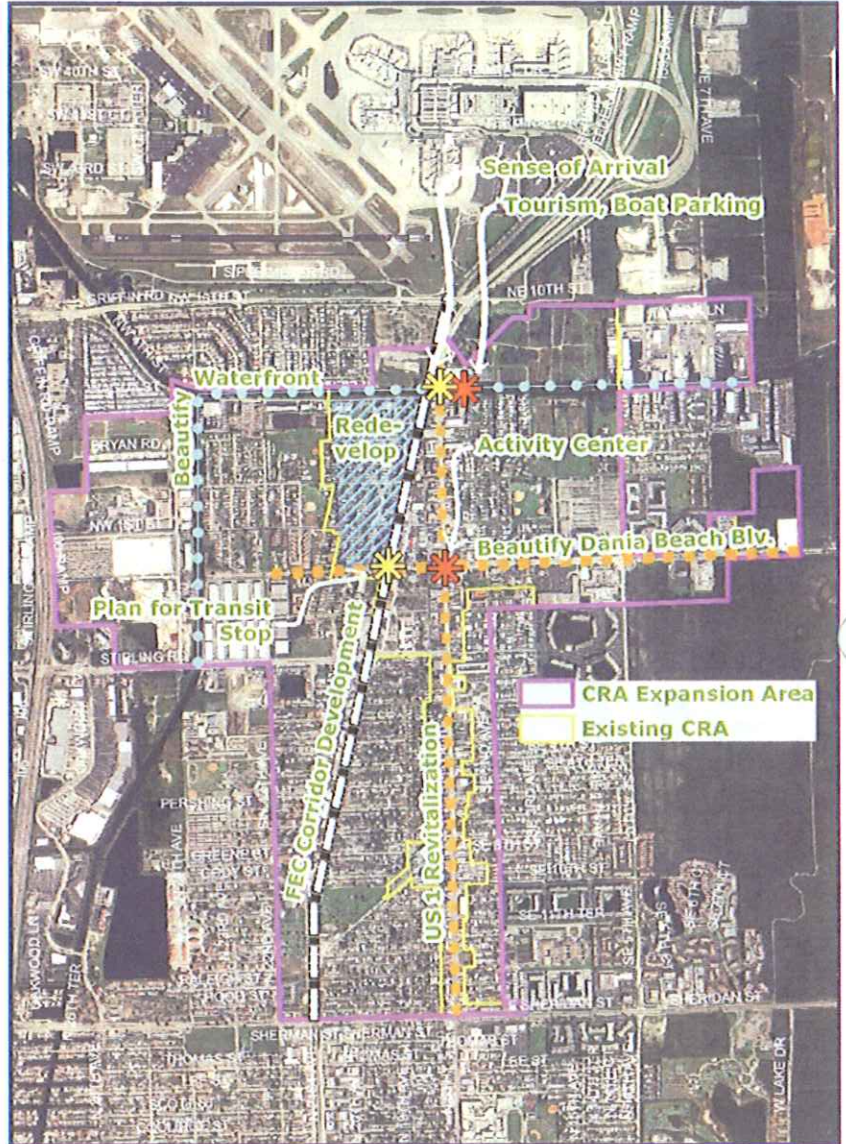
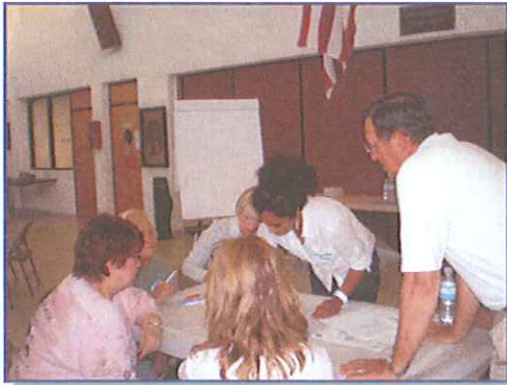
Opportunities

- ⇒ Citywide beautification/streetscape/landscape
- ⇒ More connectivity/walkability
- ⇒ Increase homeownership/reduce absentee landlords
- ⇒ Redevelopment on Federal Highway and Griffin Road
- ⇒ City identity/branding
- ⇒ Crime reduction

Future Appearance

- ⇒ Destination (restaurants, the arts, cafes, lively street scene)
- ⇒ Pedestrian scale (not high-rise)
- ⇒ Live, work and play
- ⇒ Interconnected corridors
- ⇒ Sense of arrival (you know when you are in Dania Beach)
- ⇒ Orderly, clean





Suggestions from City-wide Visioning Session



**STRATEGIC PLANNING RETREAT
SUMMARY**

Once public input was gathered from both the business and resident stakeholders in the City, the final stakeholder group was engaged—the City’s elected officials and leadership staff. As such, on June 11, 2008 The Dania Beach Commission and key staff gathered together for the Strategic Planning Retreat.

Specifically, attendees were:

- Albert Jones – Mayor
- Anne Castro – Vice Mayor
- Bob Anton – Commissioner
- John Bertino – Commissioner
- Pat Flury – Commissioner
- Ivan Pato – City Manager
- Collin Donnelly – Assistant City Manager
- Tom Ansbro – City Attorney
- Kirsten Jones – Director, Parks and Recreation
- Corrine Lajoie – Principal Planner
- Dominic Orlando – Director of Public Service
- Donn G. Peterson – Chief of Police
- Louise Stilson – City Clerk
- Patricia Varney – Director of Finance
- Jeremy Earle – CRA Director

In addition, two concerned citizens were present:

- Rose Lizana – Dania Beach Press, President
- Joe Van Eron – President, Dania Beach Tourism Council

During this facilitated retreat, the group was presented synthesized input gathered from the Chamber of Commerce and Executive Business Council meetings and the city-wide visioning session. As well, they were asked to identify three wishes they have, that they believe would enhance the City. Their responses ranged from single issue concerns, to project, tactical and strategy level concerns. The group recognized that although goals may vary between them, each goal is connected by positive aspirations for revitalizing the City. Additionally, the group’s general consensus was that Dania Beach is functioning well and has made great strides in developing its infrastructure in preparation for a city-wide revitalization.



The group also successfully developed a draft of the City of Dania Beach’s Strategy Plan, including a vision and mission statement, as well as strategic directions for the City’s redevelopment, all of which are presented below.

Mission Statement

“Dania Beach is committed to providing a unique small-town quality of living for all of its residents and guests. We do so by maintaining beautiful neighborhoods and vibrant commercial centers throughout the City while being fiscally responsible and having a diverse population and business community.”

Strategic Directions

- 1) Encourage smart growth
- 2) Support redevelopment and rejuvenation
- 3) Create and market positive image
- 4) Create and maintain a viable downtown
- 5) Enhance residents’ quality of life
- 6) One Dania Beach – internal identity
- 7) Diversified business development
- 8) Dania Beach as a tourist destination

City of Dania Beach Vision Statement

**“Established in History,
Preparing for Tomorrow”**



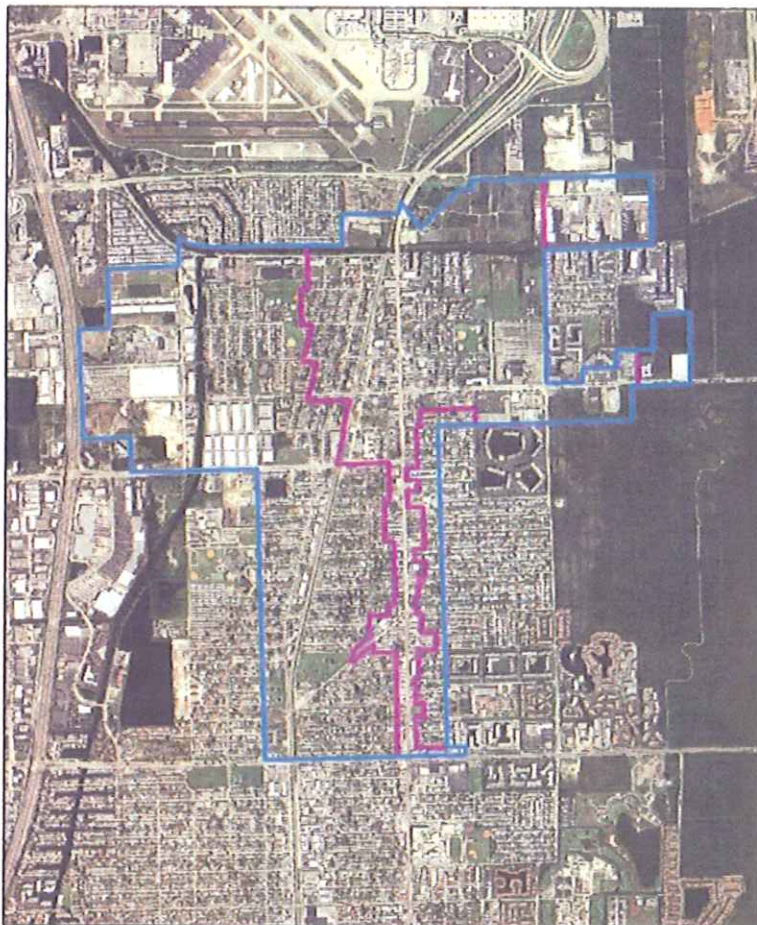


CHARRETTE SUMMARY



The City of Dania Beach CRA proposed to expand its boundary to include neighborhoods and non-residential areas surrounding the existing CRA boundary, which are in need of redevelopment and revitalization. The City has been through several studies and planning efforts in the recent past. Consequently, public engagement and buy-in were prudent to diffuse the general opinion that “we do all these studies and nothing comes out of them”

or “not again.” Additionally, a sense of collective efficacy needed to be restored. As such, a three day planning effort was organized to get the citizens and stakeholders to collaborate and create a master plan for the expanded CRA. This charrette started on Friday, June 20, 2008 and lasted through Sunday, June 22, 2008. This three-day workshop, including a hands-on design exercise complete with a design studio, was centrally located in the CRA expansion area to optimize citizen and stakeholder participation.

All residents and business owners within 500 feet of the proposed expanded boundary were notified by mail. In addition, public notices were published in local news papers, advertised on the local public television channel, and posted on the City’s website. The charrette was held within the CRA area at a City recreation complex called Frost Park. It lent itself to the charrette process beautifully for its ample parking, accessibility, large and flexible work space, available facilities and amenities, and citizens’ proximity and familiarity with the park location.



Legend

-  Proposed CRA Boundary
-  Existing CRA Boundary

0 0.25 0.5 1 Miles

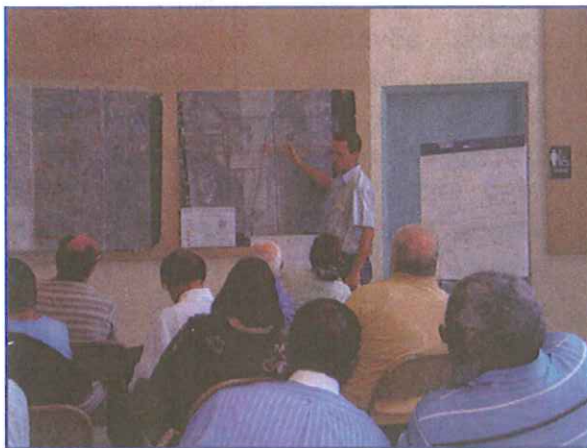




Participant attendance steadily increased over the course of the workshop as a total of 29 participants attended the opening session on June 20, 30 participants attended on June 21, and 40 participants attended on June 22. Additionally, elected officials and the Executive CRA Director were present throughout the progression of the charrette. The team of consultants represented varied professions critical to an all-encompassing plan, including planners, market analysts, engineers, transportation specialists, landscape architects and a community development specialist.



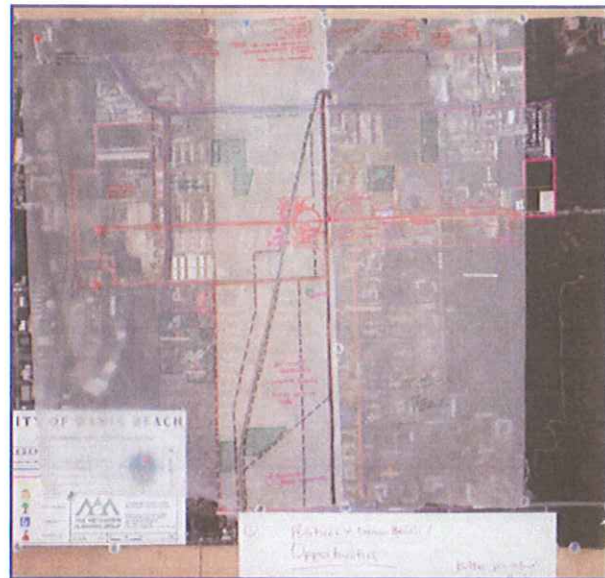
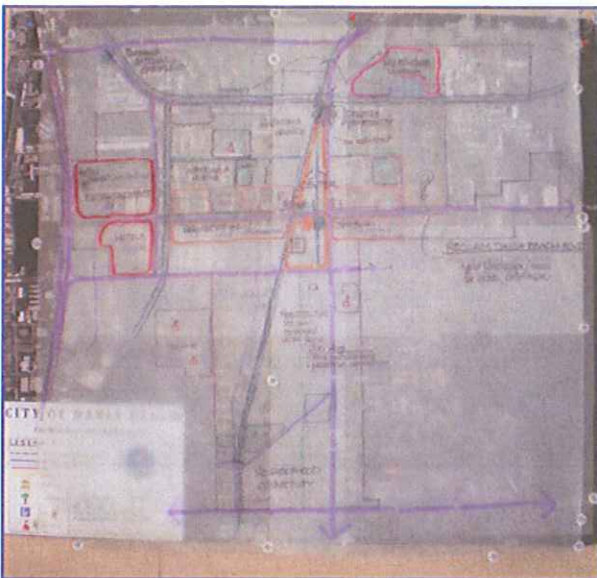
On the first day of the charrette, the City Mayor, Vice-Mayor and the CRA Executive Director expressed their enthusiasm for this effort, and thanked all the citizens for their participation. Consultants introduced themselves and talked about some salient features of the area of concern. They presented a description of existing conditions, the current on-ground situation, a summary of previous visioning sessions, a description of transportation and transit issues, historic and recent real estate market trends, and lessons learned from successful redevelopment initiatives in other parts of the country. Following this, the citizens were split into assigned groups, for a total of three groups, each to be assisted by a landscape architect and a recorder, in their mission to master plan the proposed CRA area. The consultants were available to answer any queries or provide feedback on design elements. After an hour and a half of designing, the session was adjourned for the day, to be continued the next morning.

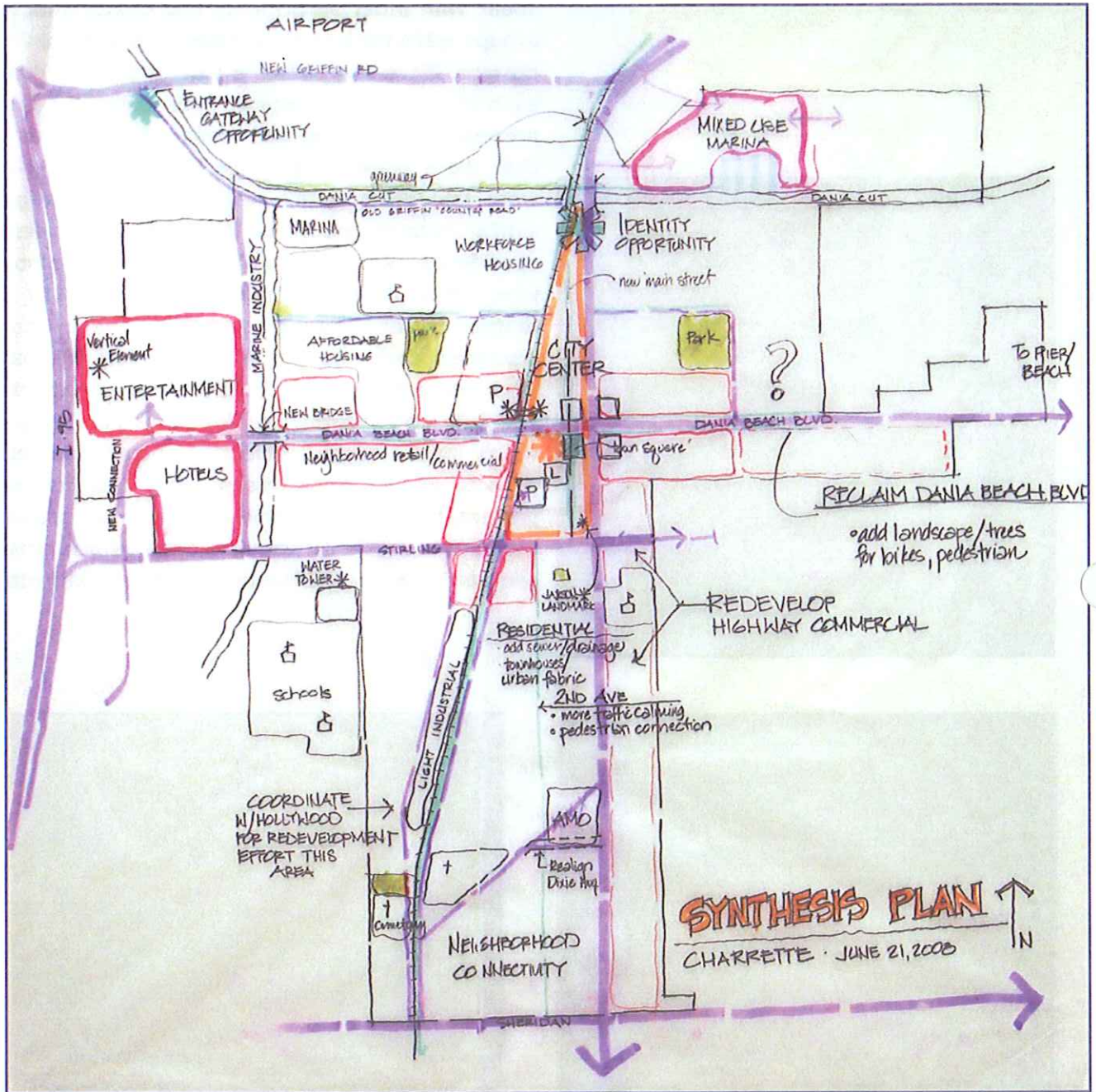


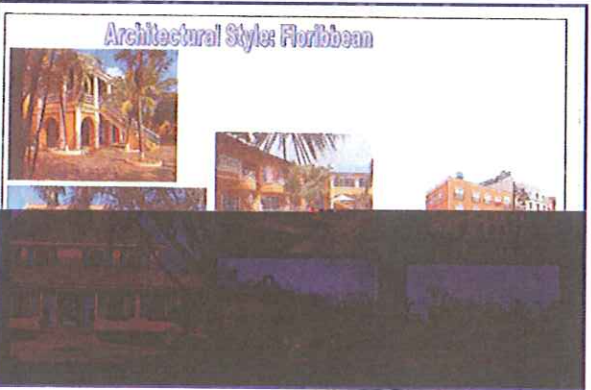
The next morning, returning participants were asked to go back to the same work groups in which they were a part the previous day. Participants who had not been present the previous day were randomly assigned to one of the three work groups. This allowed the participants to take ownership of their plans and to ensure completion of design thoughts and ideas that emerged from each group. After the scheduled lunch break, which allowed people to circulate and view other designs, and



Speak with other participants and consultants, the three groups went back to their drawing boards to finish their designs. Once completed, a participant was chosen from each of the three groups to present their designs to all present. Even during this presentation it was apparent that there were several key aspects of the area that were important to all residents. All three plans had similar recommendations for most of the areas being considered. At the same time, there were some areas which drew different strategies from each of the three teams. After the presentations, the consultants discussed each one of the plans, while the participants were present, so they could learn about all the issues. The following morning, a 'Synthesis Plan' was prepared which inculcated beneficial, significant and harmonious aspects of the three plans. This was followed by a presentation of the 'Synthesis Plan' to all present, which then progressed into open dialogue between consultants and participants until the closing of the charrette.

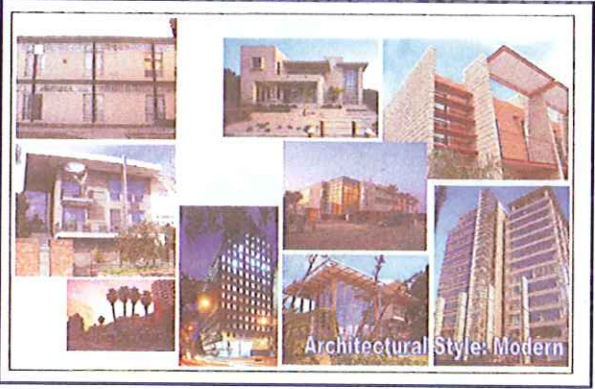






Summary of Visual Preference Survey

A Visual Preference Survey was conducted during the charrette on Saturday, June 21, 2008. The survey proposed six different architectural styles as options: Danish, Floribbean, Key West, Mediterranean Revival, Modern, and Spanish Revival. A final option was "No Common Theme," meaning the respondent preferred that there be no overarching architectural style for the City's redevelopment area. Survey participants overwhelmingly responded that they preferred there be no common theme, with 83 percent opting for this response. About 17 percent of respondents preferred the Floribbean style. Approximately 8 percent opted for each the Key West, Modern, and Spanish Revival styles. Several comments indicate that Dania Beach residents view themselves as independent and diverse and would prefer to see each of the various architectural styles present as part of a diverse mix.





Community Meetings

Dania Beach Heights

On July 29, 2008 a Dania Beach CRA Expansion Neighborhood Meeting was held in the neighborhood of Dania Beach Heights in order to gather information from residents on the specific needs and desires for the Dania Beach Heights community. The meeting was held from 5:30 to 8:30 pm and was well attended with 23 residents present as well as Mayor Albert C. Jones and Vice Mayor Anne Castro. Residents were welcomed by CRA Director, Mr. Jeremy Earle and then were presented with background information and the findings of the project.



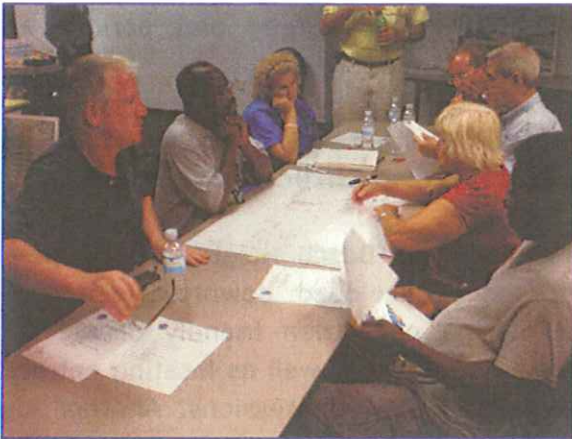
Residents were presented with an overview of the project findings to date, which indicated that Dania Beach Heights is bounded on three sides by potential commercial and/or office development corridors, and is bisected by an underutilized commercial and community facility/institutional corridor. Residents were divided into three groups and then asked to provide suggestions and recommendations for the redevelopment of each of the corridors and any suggestions for correcting infrastructure deficiencies in the neighborhood as well as any other areas of particular concern to the residents.

This planning exercise included the following questions and responses from the groups:

Please provide suggestions and recommendations for redevelopment of the Sheridan Street corridor.

Group 1 suggested that because Sheridan Street is the "main gateway" to the City, it should have some type of welcome symbol to enhance the arrival experience. This group suggested widening Sheridan Street and increasing density along the corridor, perhaps incorporating mixed use development and loft style residential units. Residents were in favor of creating a





landscaped buffer as a transition between commercial and residential uses.

Group 2 suggested the alternatives of adding no commercial development to Sheridan and creating green space, or expanding the corridor through 15th street and adding commercial and retail such as Whole Foods Markets and coffee shops. This group also recommended creating a privacy barrier to create a transition from commercial to residential uses.

Group 3 suggested that a barrier was not needed between commercial and residential uses if there was a “park like” setting along the Sheridan corridor. To achieve this type of setting the group recommended adding street trees, lighting, wide sidewalks, and grass between the sidewalks and Sheridan Street if the street is widened.



Please provide suggestions and recommendations for redevelopment of the Federal Highway corridor.

Group 1 recommended implementing a buffer between residential and commercial uses along Federal Highway in the form of landscaping and hardscaping. Other suggestions include defining design guidelines, putting a focus on the marine industry, attracting better retail, and providing adequate parking.

Group 2 recommended creating a privacy wall to separate commercial and residential uses and possibly using toll type raising arm/gate barriers to provide the illusion of a secured residential neighborhood. Other ideas included creating a cultural entertainment and restaurant district that would attract mixed socio-economic clientele; and incorporating mixed use development with retail, commercial, and residential uses along Federal Highway.

Group 3 suggested creating mixed use development along Federal Highway with four stories, three stories if





not mixed use. The group agreed that parking and landscaping needed to be addressed.

Please provide suggestions and recommendations for redevelopment of the Stirling Road corridor.

In order to tie the Dania Beach Heights neighborhood into the proposed redeveloped downtown, Group 1 recommended placing pedestrian friendly or elevated crosswalks on Stirling Road as well as locating entrance signs here to improve first impressions. Another idea was to eliminate the water tower currently located in this area and replace it with a parking garage. This could also achieve the goal of better connecting the neighborhoods. Other suggestions included rezoning the area for home/office, and making provisions to create green space.



Group 2 suggested creating appealing streetscapes in order to create a tourist corridor. Other recommendations for the Stirling Road Corridor included mixed use development, health care facilities, and creating a jogging and bike trail.

Group 3 recommended locating pedestrian friendly crosswalks on Stirling Road. This group also suggested that plans should "defer to residents".

Please provide suggestions and recommendations for redevelopment of the Dixie Highway corridor.

Group 1 suggested the possibility of a development opportunity on the south side of Dixie Highway where it intersects with 10th Street, possibly to include loft apartments. This group suggested expanding the cemetery on the southwest end of Dixie Highway. Other recommendations included placing decorative lighting and traffic calming elements along the Dixie Highway corridor, and enforcing consistent code compliance.

Group 2 suggested residential mixed use along the corridor.





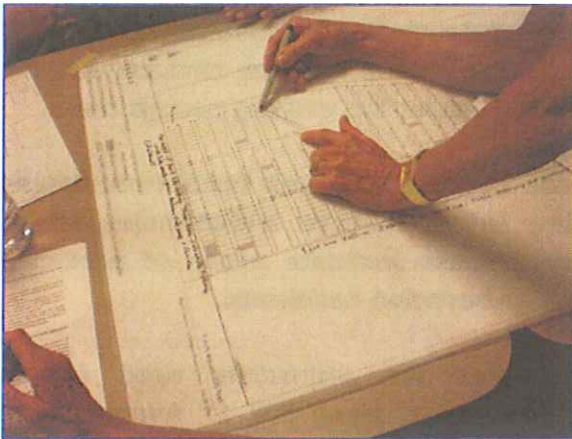
Group 3 suggested developing a commercial node in the southwest area of the Dixie Highway corridor, and that there was a better use for the existing parcels there.

Please provide suggestions and recommendations for correcting infrastructure deficiencies in the neighborhood. Please indicate areas of particular concern to neighborhood residents.

Group 1 suggested the immediate need for the installation of waterlines along SW 1st Avenue. Other ideas included burying telephone, cable, and power lines; improvement of existing commercial parking lots; recycling water with retention ponds; and adding additional solar lighting.

Group 2 recommended finding ways to encourage off street parking in alleys, providing more lighting for alleys, providing bike lanes throughout the neighborhood, stricter code enforcement [in regards to parking on sidewalks and swales], and beautifying the existing corridors and nodes. Other suggestions included preserving affordable housing, reducing the rate of absentee landlords, and creating more opportunities for home ownership, such as rental duplexes to ownership.

Group 3 said that the traffic light at Dixie requires reprogramming. This group recommended more resident ownership of multi-family units. The group opposed the expansion of commercial zoning into existing residential areas and was opposed to 10th Street becoming Dixie Highway. Another suggestion was restricted resident parking.



College Gardens

On July 30, 2008 a Dania Beach CRA Expansion Neighborhood Meeting was held in the neighborhood of College Gardens in order to gather information from residents on the specific needs and desires for the College Gardens community. The meeting was held from 5:30 to 8:30 pm and was well attended with 21 residents present as well as Mayor Albert C. Jones and Vice Mayor Anne Castro. Residents were welcomed by CRA Director, Mr. Jeremy Earle and then were presented with background information and the findings of the project.

Residents were asked to provide their comments and recommendations on conditions in the neighborhood.



Suggestions and recommendations for redevelopment of the FEC/Phippen-Waiters corridor

- Residents' comments reflect that Phippen-Waiters Road needs overall maintenance and litter control.
- Comments were made about potholes, incompatible uses, examples of improper ingress/egress, and littering problems.
- Parking on Phippen Waiters Road poses a problem by obscuring vision for drivers.
- Suggestions were made to place some type of mixed use development along the Phippen-Waiters Road corridor to include industrial, office, and residential uses.
- Residents noted that it was important to tie in the neighborhood identity with the proposed train station. It was also noted that the intersection of Stirling and Phippen-Waiters Roads is a good location for a restaurant to serve the community.



Suggestions and recommendations for redevelopment/revitalization of the residential corridor

- Residents cited absentee landlords as the root of many issues in the neighborhood; for example the lack of upkeep and presence of illicit drugs.
- There are issues regarding ownership and maintenance of homes specifically around Nelson Lake.
- Residents also felt that the types of businesses that currently exist are not compatible with the neighborhood. More businesses are needed that serve the community's immediate needs. Examples are insurance agency, restaurants, and dry cleaners.
- Residents feel that litter problems throughout the neighborhood are exacerbated by kids and adults frequenting local bodegas. A suggestion was made to hire kids during the summer months to pick up litter and enable them to complete their community service hours.
- Residents noted that better law enforcement was needed to manage drug trafficking issues, speeding, and parking enforcement, and noise disturbances.
- Residents suggested that although they have an actual neighborhood name and identity it is important to maintain an overall visual relationship with the entire southwest.

Suggestions and recommendations for redevelopment of the south end

- Residents suggested enhancing Chester Byrd Park as many are afraid to let their kids use it because of illicit drug activity. Also cited were concerns about crime from Hollywood residents.



Suggestions and recommendations for correcting infrastructure deficiencies in the neighborhood.

- There is a need for more native planting and maintenance of landscaping. Sable palms found on east-west streets need to be trimmed by the city twice annually.
- Residents suggested that current neighborhood identification signage is unattractive as currently presented, and beautification is needed.
- Residents felt that more drainage was needed and that better maintenance of currently existing sewer drains is needed to prevent flooding.
- Residents requested that the Dania Beach Community bus come into the neighborhood as the closest pick up locations are presently at City Hall and Oakwood. There is a need for scheduling and marketing to be distributed to residents. Friendly drivers are needed.
- There is a demand for businesses that contribute to residents needs.
- Eliminate crime and drug hotspots.

General comments on neighborhood issues

- Speeding along SW 12 Av/Ely Blvd
- School bus traffic is excessive
- Sidewalks need to be repaired throughout the city.
- A street light is needed at 720 & 724 SW 7th Street
- 704 SW 7th Street there is illegal parking from incompatible use/ after-hours bar
- 725 SW 2nd Street people hang out and sit on the sidewalk in front of the bus stop. They leave litter and food. Want the bus stop removed. Same thing for Phippen-Waiters Road and SW 2nd Terrace
- Speed humps needed
- Dangerous turning right onto Stirling Road from 11th Avenue - Trucks that enter SW 2nd Terrace often cannot make the turn onto SW 11th Avenue



without running over swales. Signage is needed to indicate this danger.





Sun Garden Isles

On August 11, 2008 a Dania Beach CRA Expansion Neighborhood Meeting was held in the neighborhood of Sun Garden Isles in order to gather information from residents on the specific needs and desires for the Sun Garden Isles community. The meeting was held from 5:30 to 8:30 pm and was well attended with eighteen residents present as well as Mayor Albert C. Jones and Chief of Police Donald Peterson. Residents were welcomed by Jeremy Earle, CRA Executive Director and then were presented with background information and the findings of the project by Michele Mellgren, of The Mellgren Planning Group.

Residents were asked to provide their comments and recommendations on conditions in the neighborhood.

Suggestions and recommendations for redevelopment/revitalization of the community

Upgrades Needed

Residents had a number of suggestions for upgrades that should be made to the neighborhood.

- Cracked sidewalks and roads need to be repaired and resurfaced.
- Significant street and swale drainage issues need to be addressed.
- Street lighting is considered a major problem to the residents and they suggested implementing solar lighting.
- Parking is considered to be inadequate throughout the neighborhood. Parking at the community facility at 800 NW 2nd Street was specifically mentioned and it was suggested that a vacant lot across the street could potentially be acquired to meet this need.
- There is a desire for beautification efforts throughout the Sun Garden Isles neighborhood to include flowers, traffic turnabouts, and street landscaping.



Crime

Residents expressed concerns about crime in the neighborhood. The perception of crime and drug activity is considered to be similar to those throughout the city.

- Residents suggested implementing a neighborhood watch program that would use walkie-talkie devices as residents want a better channel for communication with law enforcement.

Traffic

Excess traffic is a concern for residents.

- A suggestion was made to connect Dania Beach Boulevard with Bryan Road in order to reduce traffic on NW 1st St.
- Traffic calming devices should also be implemented on NW 10th Court and in front of the new playground at the community center on NW 2nd St.

Code Compliance

Residents had overall concerns about code compliance issues.

- There is a general sentiment that code compliance is not being enforced consistently.
- There are several instances of vacant lots with unmaintained yards and overgrown trees.
- Residents are concerned that these maintenance issues could pose a danger during hurricanes.
- Abandoned homes were identified as a serious neighborhood problem. Aside from being eyesores in the community, these abandoned homes present opportunities for crime, vagrancy, and drug activity.

Business and Office Needs in the Neighborhood

- Residents would like to see an upgraded business district located on Dania Beach Boulevard near the proposed FEC commuter stop. It would include a central place for shopping and a business office node.
- Residents are interested in mixed use development to include retail, office, cafes and local serving businesses.
- They would like to see an emphasis on small business development throughout the CRA.
- There is an expressed desire for no more warehouse development in the Sun Garden Isles area.

Housing Affordability

An issue for residents in Sun Garden Isles is housing affordability.

- There is opportunity for infill housing development but residents are concerned that this development won't necessarily be affordable and could lead to gentrification. Gentrification poses a major concern for families in this neighborhood as it could push out those that have been there for decades or prevent their children from entering the housing market in this area.
- Residents feel that the provision of affordable housing options, such as townhomes or converting duplexes and multifamily into condos would emphasize homeownership and lead to the reduction of instances of slum, blight, and crime hot spots.
- Because absentee landlords are a problem in this area, residents would limit the instances of rental units and would prefer that landlords be on-site or live in the community.



Resources

Mr. Earle advised the group that Tax Increment Financing is not available in the Dania Beach CRA so there is a need to research and identify creative strategies for funding in order to accelerate the implementation of neighborhood enhancements.

- Residents would like to see a “one stop shop” resource and family success center in their neighborhood. There are a number of assistance programs available for homeowners such as sales tax rebates in enterprise zones for home improvements, house paint provided by the city, and energy assistance for low income and senior citizen homes. The resource center could include information about these programs and others that are available in order for residents to better access and utilize them.
- It was suggested that Dania Beach implement a senior citizen program (similar to the one available in Pembroke Pines) as the population in this area is starting to age and require these services.
- There was also the idea to unify the various police substations in one location and utilize the substations for alternative uses.

C-10 Canal and Dania Cut-Off Canal

- Options for the C10 canal include the possibility of residential only on the east as marine industry is present on the west side. It is possible for these uses to coexist. Housing on the canal would not be in the low or moderate income category because of the water access, however, which conflicts with the need for more affordable housing.
- There was a suggestion that linear parks be created along Griffin road that would allow residents to walk, sit, and meditate.



Dania Beach Heights (2nd meeting)

On September 18, 2008, Mr. Jeremy Earle, Executive Director, Dania Beach Community Redevelopment Agency, held a follow-up meeting to the July 29, 2008 Dania Beach Heights Neighborhood Meeting. The meeting was held in response to comments by neighborhood residents that indicated further input was needed. The meeting was attended by nine community residents.

Mr. Earle provided introductory comments and took input from the individuals after the meeting; after which an open discussion was held.

Participants' comments are included below.

Annette

- Absentee ownership
- Rentals
- Does not like street closures
- Clean up neighborhood

Teddy

- Clean up neighborhood
- Absentee ownership
- Crime has gotten better
- Code compliance issues
- Townhomes/Villas – increase density
- Beautification – Sidewalks & roads
- More homeownership
- Wanted street closures-could open some of them-2nd Ave
- Residential office-enter from Sheridan Street
- Landscaping along West Dixie
- Commercial node at end of Dixie

Mike

- Crime
- Drainage issue



Midge

- More speed bumps
- 1st Ave & SW 1st Ct – One way or slow traffic
- SW 3rd Street – Traffic calming
- No more than 2 stories along Federal
- No noxious businesses – auto repair
- Mixed use
- Park maintenance and better police protection in park
- More street lights – Alleys
- Don't mind parks on vacant property

Jack

- Park needs parking lot
- More alley maintenance
- More homeownership
- More consistent code enforcement
- Back of businesses must blend in with neighborhood

Rob

- Crime is a concern-Crime got better & then got worse
- Blight-lawns not being maintained

Jimmy

- Jimmy wants what the residents want
- Use the tree fund along Sheridan
- More landscaping
- Residential office along Sheridan
- Linear parking
- Yes-more parking in neighborhood
- Parking stickers for businesses that abut neighborhood
- Way of dealing with parking in businesses along neighborhood



Lisa

- Sheridan & Sterling – Residential office
- Mullikin Park expand & improvements
- Start a business organization and work with association
- More density along Federal and neighborhood
- Dixie-landscaping improvements
- Ask her in site-Commercial
- More integration with surrounding neighborhood
- Consider the removal of some street closures
- Strip center at former trailer park
- Sheridan-Border with landscape, add office zoning

Jimmy

- Not in favor of commercial encroachment
- More landscaping along Dixie
- Crime and blight that comes from residential zone

Open

- Waterlines – SW 1st Ave
- Compare plans from other communities such as Victoria Park
- Reach out to other markets
- Encourage restoration of older Florida vernacular homes
- Landscaping along 2nd Ave
- More neighborhood input into businesses





CRA Presentation December 18, 2008

On December 18, 2008 The Mellgren Planning Group and CRA staff held a public meeting to present a progress report on the City of Dania Beach Community Redevelopment Agency Master Redevelopment Plan. The meeting was attended by 27 people from the community as well as several staff and consultants.

Mr. Jeremy Earle, Executive Director of the Community Redevelopment Agency provided introductory comments and introduced Michele Mellgren of the Mellgren Planning Group.



Ms. Mellgren thanked the meeting participants for attending and explained that over the span of five months no fewer than 12 community meetings have been held to receive input and exchange information on the development of the plan. A tremendous amount of work has been done to date and in January 2009 the final plan will be presented to the Community Redevelopment Agency. She explained that this meeting is an open house and as such, the presentation will be brief and participants will then have the opportunity to review the many work products that make up the plan and staff will be available to answer questions.



In her presentation Ms. Mellgren discussed the Redevelopment goals and strategies. There are five Redevelopment Goals, each with a set of implementing strategies. There is also a set of General Implementation Strategies. The five Redevelopment Goals are:

Enhance and Reinforce the CRA Sub Areas - The plan identifies seven sub areas in the CRA. These are:

College Gardens

Dania Beach Heights

Sun Garden Isles





East Federal Highway/Dania Beach Boulevard

City Center

Marine

West Bryan Road

Ms. Mellgren provided an overview of the implementation strategies for the sub areas.

Eliminate Substandard Housing and Provide Affordable Housing Alternatives – Many of the implementation strategies that are included for the residential neighborhoods are directed at meeting this goal. There are also implementing strategies that are specific to the goal, including strategies for encouraging on-site ownership of rental properties and providing relocation opportunities.



Redevelop The CRA In A Manner That Is Energy Efficient And Sustainable – The plan recommends the adoption of a Model Energy Efficiency Program for the CRA that will be incentive based and will serve as a model for future City-wide efforts.

Invite The Marine Industry And Help It To Expand - This is the key economic development goal in the plan. It is supported by strategies for relating to capital improvements, training and education and land use changes.



Pursue An Active Marketing And Public Information Approach To Implementation Of The CRA Master Redevelopment Plan – The CRA Master Redevelopment Plan is a very progressive and large scope plan. It recommends many large and expensive projects. Marketing will be critical to the implementation of the plan. The implementation strategies for this goal are directed at presenting a positive image to the outside world and call for coordinating with the City's partners to help retain

existing businesses and bring in new business and industry.

Ms. Mellgren emphasized the fact that this plan has been developed with implementation in mind. The charge from the CRA Director is to create a plan that is project driven and is implementable.

At the conclusion of the presentation participants reviewed the maps, photos and graphics that were provided and discussed the plan with staff and consultants.





City of Dania Beach

Finding of Necessity

for the purposes of expanding an existing
Community Redevelopment Area

Prepared by:



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I. INTRODUCTION AND LEGAL FRAMEWORK

A. Introduction

This report was undertaken for the purposes of inventorying and documenting the existing conditions of slum or blight in the City of Dania Beach as part of an effort to determine and justify the boundaries of a Community Redevelopment Area. The structure of this report was developed using the “Outline for Slum and Blight Studies” prepared by the Broward County Environmental Protection and Growth Management Department. The information included in this document satisfies the data and analysis needs of the County through its charter form of government and the minimum requirements of the State of Florida for establishing a Community Redevelopment Area per Chapter 163, Part III, Florida Statutes (F.S.).

B. Florida Statutory Requirement for Establishing a Community Redevelopment Area.

In Florida, the establishment of a Community Redevelopment Area (CRA) is governed by Chapter 163, Part III, F.S. Pursuant to Section 163.355, no county or municipality shall exercise the community redevelopment authority conferred by Chapter 163, Part III, Florida Statutes until after the governing body has adopted a resolution, supported by data and analysis, which makes a legislative finding that the conditions in the area meet the criteria of “slum” or “blight”.

In Section 163.340 F.S., both terms, “slum” and “blight”, are defined. *Slum* is defined as an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age or obsolescence, and exhibiting one or more of the following factors:

- a. Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- b. High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- c. The existence of conditions that endanger life or property by fire or other causes

Blight is defined as an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

- a. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- b. Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;

- c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d. Unsanitary or unsafe conditions;
- e. Deterioration of site or other improvements;
- f. Inadequate and outdated building density patterns;
- g. Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- h. Tax or special assessment delinquency exceeding the fair value of the land;
- i. Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- j. Incidence of crime in the area higher than in the remainder of the county or municipality;
- k. Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- l. A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- m. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- n. Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in Chapter 220, "blighted area" means an area as defined in this subsection.

C. Broward County Charter Rule Requirements for Establishing a Community Redevelopment Agencies.

In October, 1999, Broward County adopted resolution 1999-1398 which created Sections 18.86 and 18.87 of the Broward County Administrative Code setting forth procedures for the creation and amendment of municipal community redevelopment agencies and criteria for County review of municipal requests to create community redevelopment agencies.

Section 18.86, "Creation of a Municipal Community Redevelopment Agency" reads as follows:

- a. In order for the County to delegate authority to a Municipality to create a Community Redevelopment Agency, a Municipality shall provide County with a finding of "necessity," together with and supported by a Slum and Blight study, all of which shall be referred to as the "Application."
- b. The Application shall include such information as required by statute and such available applicable information as would illustrate the following criteria, or an explanation why the information is not available or applicable.
 1. That a "Slum area" exists, which is an area in which there is a predominance of buildings or improvements, which by reason of deterioration or obsolescence, has a higher density of population and overcrowding than that of adjacent areas within the County or municipality, are conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and detrimental to the public health, safety, morals or welfare;
 2. That a "Blighted area" exists, which is an area in which there is a substantial number (20% or more), of slum or deteriorating structures and conditions which endanger life or property;
 3. That the only additional criteria supplemental to Florida Statutes to be required of applicants in their submission of their Slum and Blight study is a statistical and narrative analysis of the taxable values in a proposed Community Redevelopment Area for at least the three (3) year period preceding the year in which the finding of necessity study is prepared.
- c. The County Administrator or designee shall review the Application to determine whether it meets the above criteria in the aggregate, and recommend approval or disapproval to the County Commission. The County Commission, based upon the County Administrator's recommendation, shall either approve or disapprove the Application. If the Application is approved, the County Commission shall delegate to the Municipality only the authority to create a Community Redevelopment Agency (Agency) and to prepare a Redevelopment Plan (Plan) in accordance with Florida Statutes. The Plan should specifically identify its term.

- d. The Agency, through the Municipality, shall submit a completed Plan to the County for review and approval. Upon submission, the County Administrator or designee shall review the Plan and recommend approval or disapproval to the County Commission. The County Commission, based upon the County Administrator's recommendation, shall either approve or disapprove the Plan. If the Plan is approved, the County Commission shall delegate to the Municipality, all powers necessary to implement the Plan.

Section 18.87, "Requirements for a Municipal Community Redevelopment Agency" reads as follows:

- a. During the term of the Plan, the Agency shall provide to the County a copy of the annual audit and annual report required by 163.387(8), F.S., and 163.356(3), F.S. The Agency shall include a comparison of Plan goals, objectives, and policies to annual program accomplishments and an analysis comparing current year tax base to the base year, in addition to the statutorily required financial statements.
- b. The County Commission, based upon the County Administrator's recommendation, shall either approve or disapprove any changes to the Plan as follows:
 - 1. A boundary change. Requests for changes to the boundary shall include such information as required by 18.86 a. and b.
 - 2. An extension to the term of the Plan involving the continuing contribution by the taxing authorities beyond the original plan adoption, as may have been amended, shall be negotiated between each existing community redevelopment agency and the County, subject to approval by the community redevelopment agency's local governing body and the Board of County Commissioners.
 - 3. A change to the Plan of such magnitude as would require a County or municipal land use plan amendment.

II. BACKGROUND AND PURPOSE

A. Existing Community Redevelopment Area.

In 2002, a 525 acre area within Dania Beach was designated as a limited authority Community Redevelopment Area by County Resolution #2002-423, pursuant to a finding of slum and blight. At the time, the population of the Community Redevelopment Area was estimated to be 5,354 and the Community Redevelopment Area comprised nearly 10 percent of the entire land area of the City of Dania Beach. In 2004, the Dania Beach Community Redevelopment Area plan was finalized and approved by the County through County Resolution #2004-423. In 2006, an amendment was made to the interlocal agreement between the City of Dania Beach, the Dania Beach Community Redevelopment Agency, and Broward County. This amendment affected the redevelopment capital program only and had no impact on the boundaries of the created Community Redevelopment Area.

B. Proposed expansion of Community Redevelopment Area.

The City of Dania Beach is now proposing to expand the current boundaries of its Community Redevelopment Area by 824 acres to a total of 1,349 acres. If the Community Redevelopment Area expansion is approved, the Community Redevelopment Area will comprise 25 percent of the entire land area within the City of Dania Beach (see Table 1), and contain a total population of 9,415. In general, the boundaries of the Community Redevelopment Area are proposed to be expanded towards the east and west to include a larger land area proximate to Federal Highway, areas of commercial and industrial development that have declined and become blighted, and neighborhoods west of Federal Highway that are in need of major redevelopment, extensive refurbishment and significant reinvestment.

Throughout this document the terms, “expanded Community Redevelopment Area” or “expanded CRA” are used to identify the total 1,349.1-acre area of the combined CRA and the area to be added.

Table 1. City and Community Redevelopment Area Land Area Calculations

| | Acres | Square Miles | Percent of Total |
|---------------------|---------|--------------|------------------|
| Existing CRA | 525 | 0.82 | 9.9% |
| Area to be added | 824 | 1.29 | 15.5% |
| Expanded CRA | 1,349.1 | 2.11 | 25.4% |
| City of Dania Beach | 5,315 | 8.30 | 100% |

Source: The Mellgren Planning Group, June 2008.

C. Description of the slum or blight conditions.

The information contained in this study confirms that slum and/or blight still exist within the existing Community Redevelopment Area and are prevalent in areas that lie outside of the existing Community Redevelopment Area. Areas of slum or blight that lie outside the existing Community Redevelopment Area are proposed in this study to be included in an expanded Community Redevelopment Area. Preparation of this study included a review of materials prepared in support of the Dania Beach Community Redevelopment Area Plan of 2004 as well as field observations in the existing Community Redevelopment Area, which confirmed that there has been no appreciable change in conditions since the plan was adopted.

D. Purpose for creating a Community Redevelopment Area

The purpose for expanding the Community Redevelopment Area and continuing to designate an agency to carry out community redevelopment activities in Dania Beach is to prevent and eliminate conditions of slum or blight.

E. Justification and explanation of why a Community Redevelopment Area is the only means to overcome slum and blight.

The creation of a Community Redevelopment Area in the areas proposed will allow the City of Dania Beach to lawfully exercise additional municipal powers to prevent and eliminate slum or blight conditions identified within the existing and expanded Community Redevelopment Area. These powers are identified in Chapter 163, Part III of Florida Statutes and include, but are not limited to, the following authority: to raise funds and utilize those funds to spur redevelopment activity; to acquire property through voluntary methods of acquisition; to demolish and remove buildings and improvements; to install, construct or reconstruct streets, utilities, parks, playgrounds, and other public improvements; to dispose of property at a fair market value; to enter into buildings or property in order to make inspections, surveys, appraisals, soundings or test borings; and other activities authorized under Section 163.370 F.S.

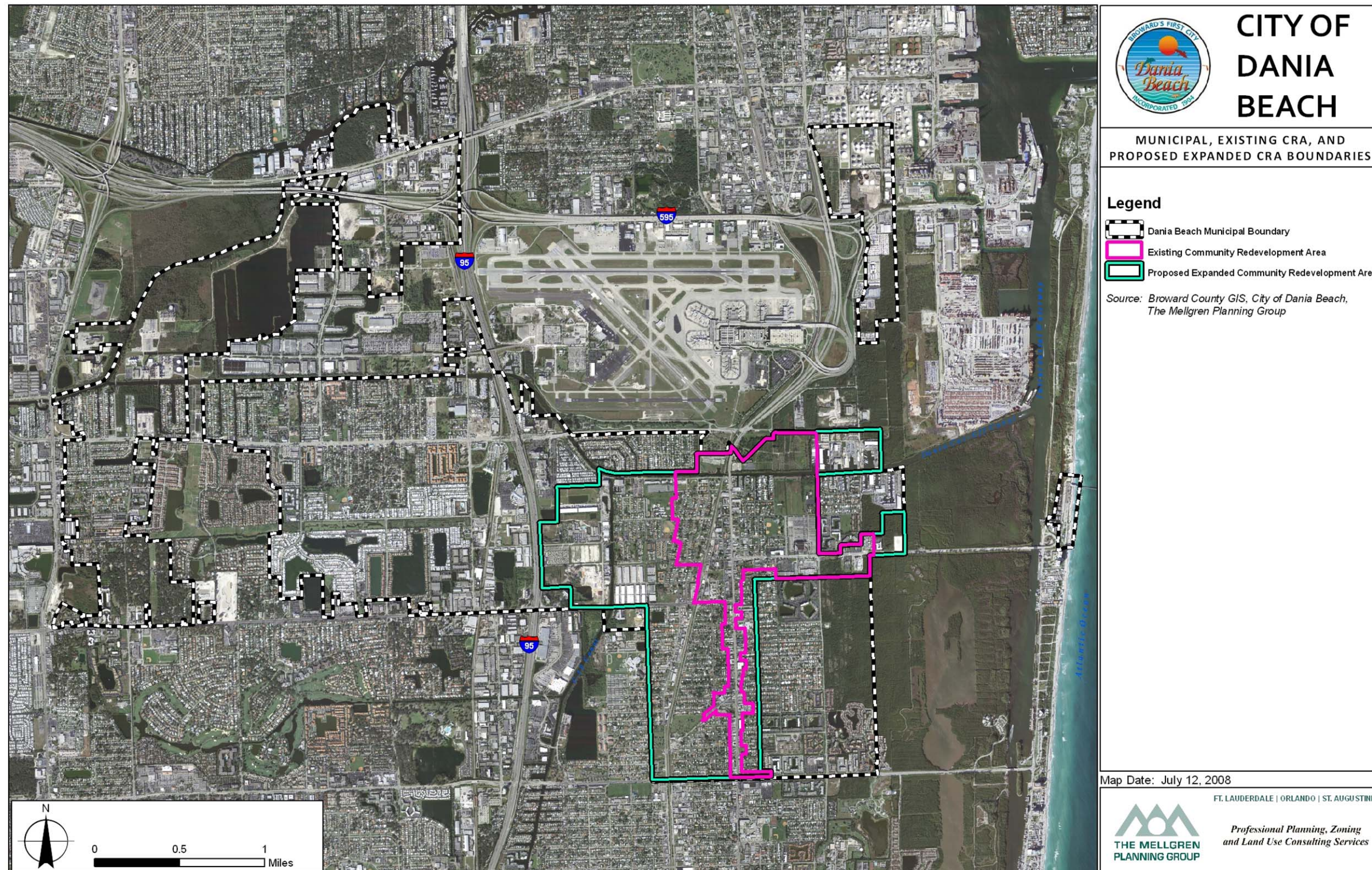
The enduring conditions of blight in the existing and expanded Community Redevelopment Area can only be corrected through a multifaceted and coordinated use of municipal powers. The expansion of the Community Redevelopment Area will allow Dania Beach to focus its efforts on its downtown core and surrounding neighborhoods and businesses that have fallen into blighted conditions over time. Improvements in these core areas will halt the spread of slum and blight and create an opportunity for redevelopment and reinvestment. The Community Redevelopment Area will allow the City to direct monies and efforts towards these areas through the guidance of a plan and an expanded list of funding sources. It will also allow the City to improve or demolish and remove structures which, for some time, have been impeding the area's ability to experience private redevelopment and reinvestment.

F. Description of the proposed redevelopment area and its immediately adjacent areas.**a. Boundaries**

The boundaries of the existing Community Redevelopment Area are proposed to be expanded towards the east and west to include a larger land area proximate to Federal Highway, areas of commercial and industrial development that have fallen into disrepair and are deteriorating, and neighborhoods west of Federal Highway that are in need of reinvigoration and reinvestment. The boundaries of the existing and proposed Community Redevelopment Areas are shown on Map 1, which follows the next page. In addition, the description of the Community Redevelopment Area boundaries, as expanded is as follows:

Commencing at the intersection of Sheridan Street and North 22nd Avenue, the Community Redevelopment Area boundary extends east along Sheridan Street to SE 3rd Avenue, then north to SE 15th Street, then west to SE 2nd Avenue, then north along SE 2nd Avenue to SE 1st Street, then east along SE 1st Street to the Dania Beach city limits, then north to Dania Beach Boulevard, then east along Dania Beach Boulevard to the Dania Beach city Limits, then north approximately 1,300 feet, then west approximately 680 feet, then south approximately 630 feet, then west to Gulfstream Road, then south approximately 315 feet, then west approximately 640 feet, then south to Dania Beach Boulevard, then west along Dania Beach Boulevard to NE 5th Avenue, then north along NE 5th Avenue to the Dania Beach cut-off canal, then east along the canal approximately 2,000 feet, then north approximately 1,285 feet to the Dania Beach city limits, then west along the city limits until reaching the single family homes located on NW 6th Avenue, then south to the Dania Beach cut-off canal, then west along the canal to North Bryan Road, then south approximately 510 feet, then west approximately 1,325 feet, then south approximately 1,100 feet, then west to I-95, then south along I-95 and continuing south along the I-95 ramp approximately 2,030 feet, then east 875 feet, then south to Stirling Road, then east along Stirling Road to North 22nd Avenue, then south along NE 22nd Avenue to the point of commencement.

Map 1 Existing and Proposed Community Redevelopment Areas



b. Existing Land Uses

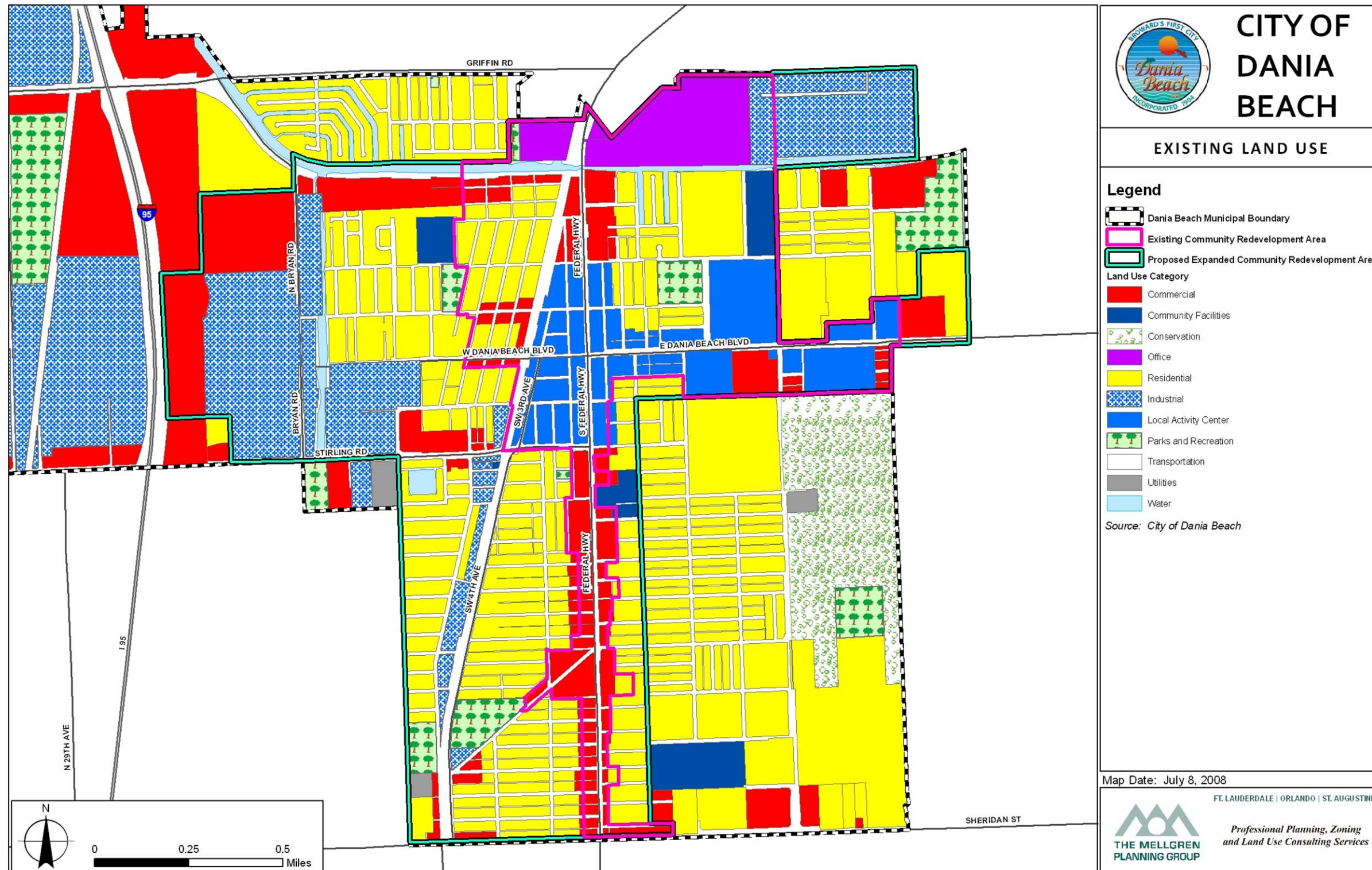
With the addition of the lands proposed for inclusion, nearly one-third of the existing land uses in the expanded Community Redevelopment Area are residential uses and almost all of the residential uses are located away from the City's main corridors and separated from the corridors by commercial uses. The intersection of Federal Highway and Dania Beach Boulevard is a major node within the Community Redevelopment Area and is surrounded by a mix of uses. Industrial uses are located on the periphery of the expanded Community Redevelopment Area boundaries, along the Florida East Coast Railway and in the western half of the expanded Community Redevelopment Area. There are a number of scattered park and community facilities land uses within the expanded Community Redevelopment Area. It is also important to note that roadways currently comprise 16.5 percent of the total land area in the expanded Community Redevelopment Area. The distribution of existing land uses within the expanded and existing Community Redevelopment Area is shown in Table 2 and depicted graphically on Map 2.

Table 2. Community Redevelopment Area Existing Land Uses

| Existing Land Use | Existing CRA | | Expanded CRA | |
|------------------------------|--------------|------------------|--------------|------------------|
| | Acreage | Percent of Total | Acreage | Percent of Total |
| Residential (all densities) | 110.3 | 21% | 419.6 | 31.1 % |
| Commercial | 187.22 | 36% | 302.3 | 22.5% |
| Industrial | 14.35 | 3% | 210.7 | 15.6% |
| Vacant w/ Office Designation | 60.5 | 12% | 60.5 | 4.5% |
| Parks & Recreation | 10.03 | 2% | 32.8 | 2.4% |
| Community Facilities | 16.85 | 3% | 31.3 | 2.3% |
| Utilities | 0 | 0% | 2.6 | 0.2% |
| Conservation | .24 | 0% | 0.2 | 0.0% |
| Roadways | 107.49 | 20% | 223.0 | 16.5% |
| Water | 18.02 | 3% | 66.0 | 4.9% |
| Total | 525 | 100 | 1349.1 | 100% |

Source: The Mellgren Planning Group, June 2008

Map 2 Existing Land Uses



c. Future Land Uses

With the addition of the lands proposed for inclusion, there are a total of 16 separate future land use designations within the expanded Community Redevelopment Area. The most prevalent land use designation is Low-Medium (10) Residential, which makes up 25 percent of all land in the expanded Community Redevelopment Area. Following close behind are Industrial and Commercial future land uses, each of which comprise 15 percent of the land in the expanded Community Redevelopment Area. Aside from Transportation, the only other major future land use designation is Local Activity Center (LAC), which comprises 10 percent of all developable land in the expanded Community Redevelopment Area. Most of the LAC designated lands are included in the existing Community Redevelopment Area. A small portion of the southeastern LAC is being proposed for inclusion, which would result in the entire LAC area falling within the expanded Community Redevelopment Area. The LAC is designed to support a balanced mix of uses characterized by compact, pedestrian friendly design and neighborhood scale, and framed by architecture and landscape design appropriate to local history and ecology. As noted above, 16.5 percent of the total land in the expanded Community Redevelopment Area is designated as Transportation (roadways). Transportation and Water, which is 5 percent, are instrumental in shaping the future land use pattern in the expanded Community Redevelopment Area. The distribution of future land uses within the expanded and existing Community Redevelopment Area is shown in Table 3 and depicted graphically on Map 3, which are contained on the following 2 pages.

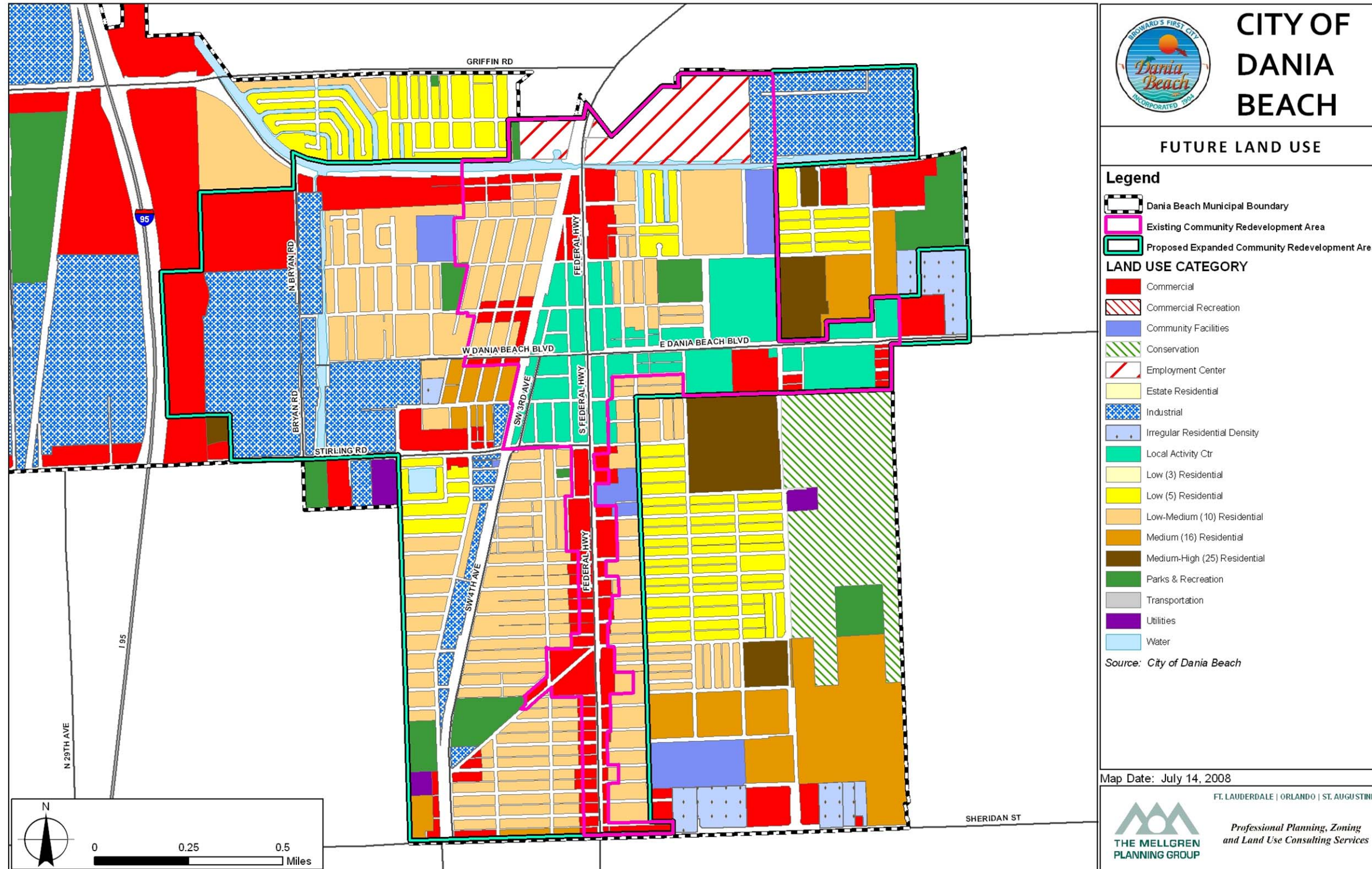
Table 3. Expanded Community Redevelopment Area Future Land Uses

| Existing Land Use | Existing CRA | | Expanded CRA | |
|-----------------------------|--------------|------------------|--------------|------------------|
| | Acreage | Percent of Total | Acreage | Percent of Total |
| Low (5) Residential | 10.7 | 20.4% | 25.6 | 1.9 % |
| Low-Medium (10) Residential | 85.3 | 16.24% | 341.4 | 25.3% |
| Medium (16) Residential | 0.1 | 0.02% | 21 | 1.6% |
| Irregular (13) Residential | 0.0 | 0.00% | 2.2 | 0.2% |
| Irregular (15) Residential | 0.4 | 0.08% | 14.7 | 1.1% |
| Commercial | 91.4 | 17.41% | 206 | 15.3% |
| Industrial | 9.7 | 1.85% | 206.2 | 15.3% |
| Local Activity Center | 120.4 | 22.93% | 121.7 | 9% |
| Employment Center | 60.5 | 11.52% | 60.5 | 4.5% |
| Parks & Recreation | 10.0 | 1.9% | 32.8 | 2.4% |

| Existing Land Use | Existing CRA | | Expanded CRA | |
|----------------------|--------------|------------------|--------------|------------------|
| | Acreage | Percent of Total | Acreage | Percent of Total |
| Community Facilities | 10.8 | 2.06% | 25.3 | 1.8% |
| Utilities | 0.0 | 0.0% | 2.6 | 0.2% |
| Conservation | 0.3 | 0.06% | 0.2 | 0.0% |
| Roadways | 107.5 | 20.47% | 223.0 | 16.5% |
| Water | 18.0 | 3.43% | 66.0 | 4.9% |
| Total | 525.1 | 100% | 1349.1 | 100% |

Source: The Mellgren Planning Group, 2008

Map 3 Future Land Uses

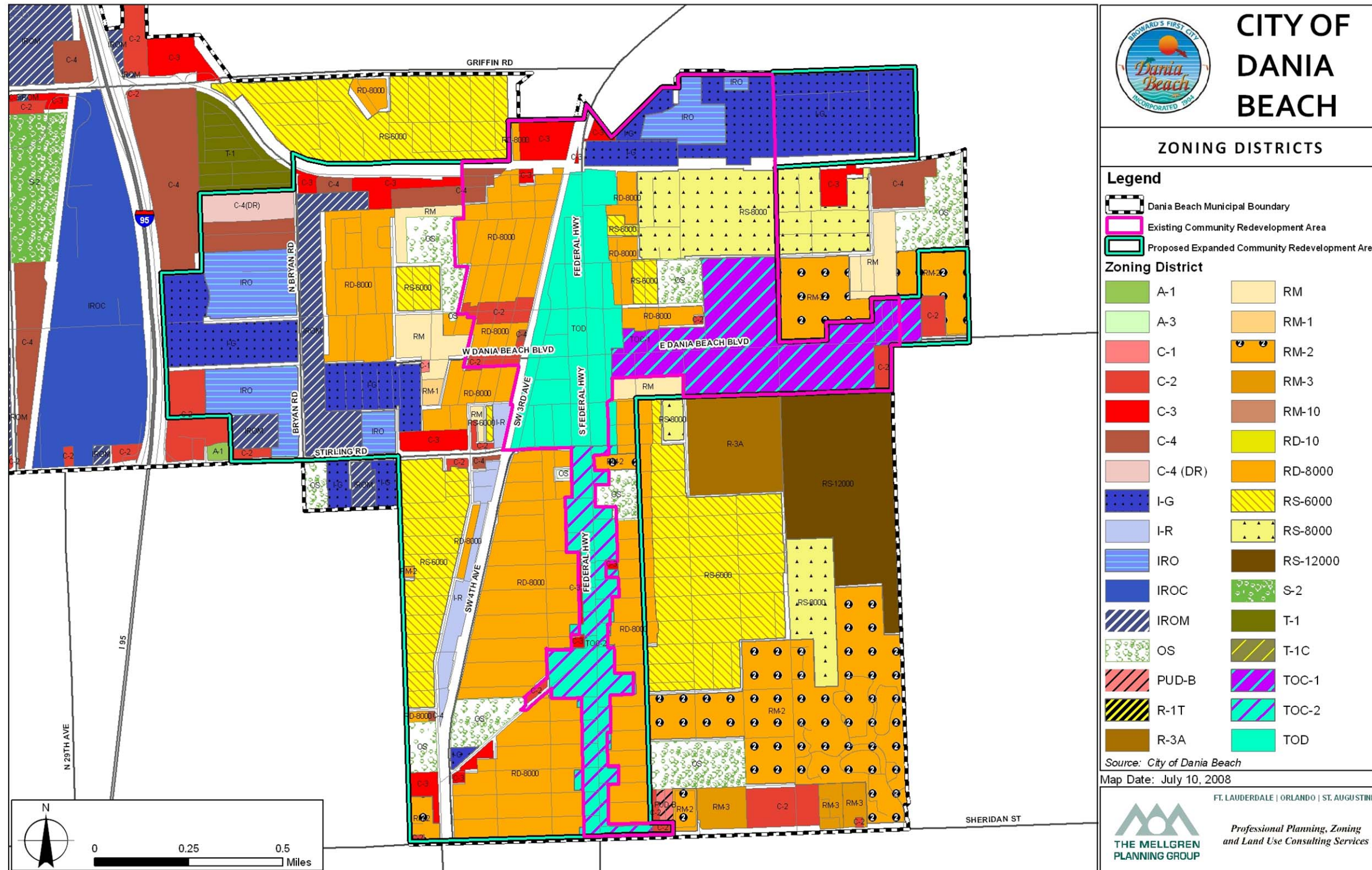


d. Zoning Districts

The City of Dania Beach maintains 32 separate zoning districts throughout the City. Within the expanded Community Redevelopment Area, there are 6 residential districts, 5 commercial districts, 4 industrial districts, 3 transit-oriented districts, and 1 open space district. The distribution of zoning districts within the expanded and existing Community Redevelopment Area is shown in Map 4 on the following page.

In the area to be added there is also a mix of zoning districts, including 5 residential districts, 4 commercial districts, one open space district and 4 industrial districts that allow for a mix of industrial and office uses. The largest portion of the area to be added is comprised of residential zoning and most is designated for single family. There is a significant amount of industrially zoned land, which is located primarily around the northern and western periphery and along the Florida East Coast Railway.

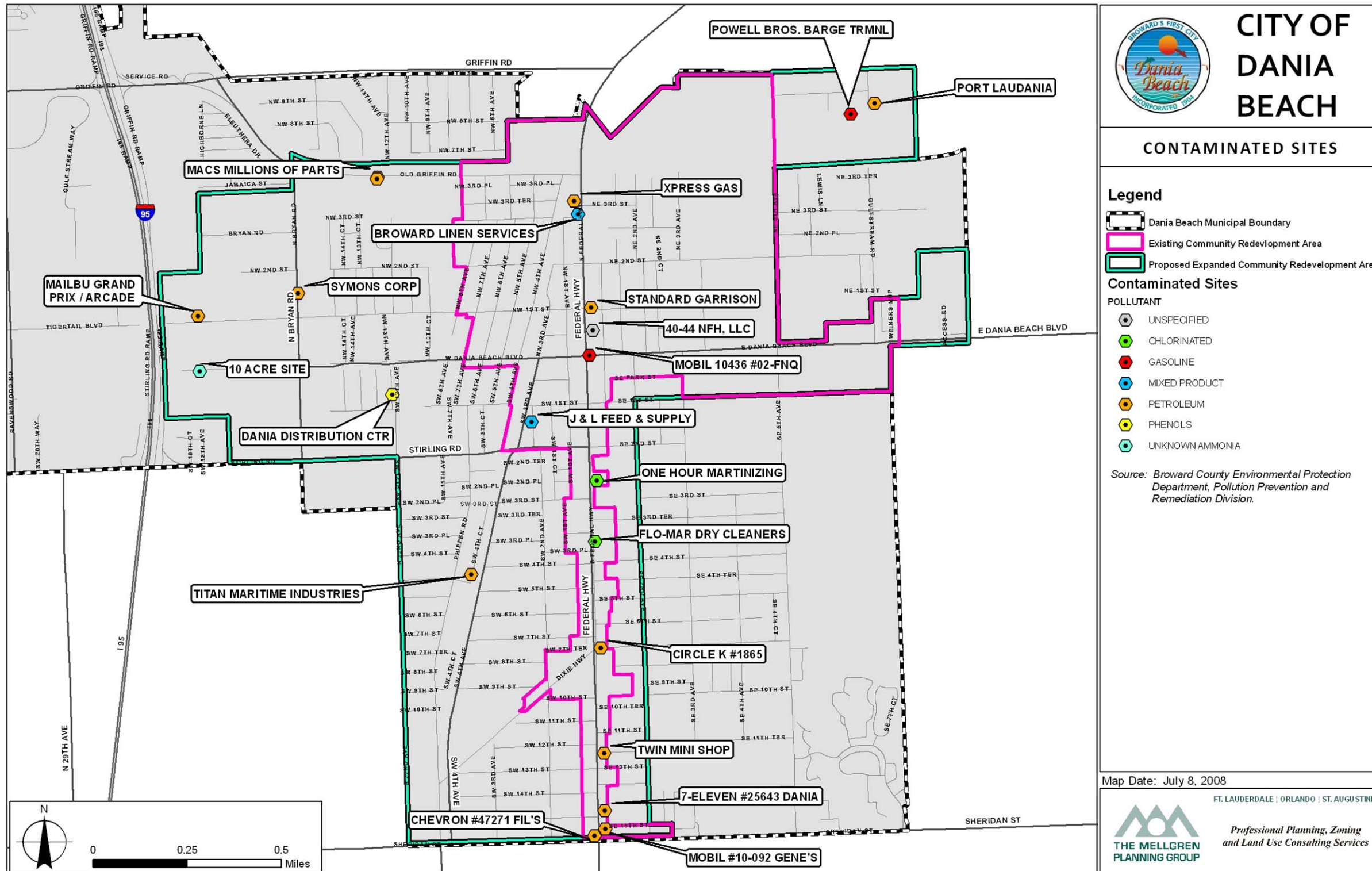
Map 4 Zoning Districts



e. Contaminated Sites/Brownfields

The existing Community Redevelopment Area contains 13 contaminated sites, primarily located along Federal Highway. The area proposed for inclusion in the expanded Community Redevelopment Area will add 8 sites for a total of 21 contaminated sites in the expanded Community Redevelopment Area. See Map 5 on the following page for the location of all contaminated sites within the existing and expanded Community Redevelopment Area. There are no designated brownfields within the existing or expanded Community Redevelopment Area.

Map 5 Contaminated Sites



G. Description of activities undertaken to discern/engage public interest in the Community Redevelopment Area.

Several studies and planning initiatives have previously taken place to revive and master plan the area. “*City of Dania Beach Downtown Community Redevelopment Plan*” 2004; “*City of Dania Beach, Urban Infill and Redevelopment Area Plan*”, March 2003; “*City of Dania Greenway Conceptual Plan*”, April 1998; “*Historic Preservation Plan for the City of Dania Beach*,” June 2000; “*Needs Assessment and Crime Prevention Through Environmental Design Study*,” September 2005; and “*Neighborhood Master Plan Workshop*”, 1999, represent activities that were undertaken to create and implement the existing Community Redevelopment Agency. Because the City has previously been through several initiatives to encourage redevelopment, it was critical to gain community trust and buy-in in the redevelopment effort for the proposed expansion of the City’s Community Redevelopment Area boundaries.

The input process included a number of meetings with stakeholders and residents. On June 3, 2008 the professional planning consulting team met with the Chamber of Commerce and the Executive Business Council separately. On June 6 and 7, the team conducted a visioning session with the residents of the City. Feedback from these three events was presented to the City Commission’s visioning session on June 11, 2008. The purpose of these three sessions was to identify commonalities among the visions of each of the three groups, the elected officials, the business community and the residents. Once these visions and core values were established, a team of experts, including the professional planning consulting team, landscape architects, traffic engineers, market analysts and financial analysts, went back to the community for a weekend long charrette on June 20, 21 and 22, which focused on the expanded Community Redevelopment Area. The purpose of this charrette was to identify the participants’ perception of their existing living and working conditions, where they envisioned redevelopment to occur and what kind of redevelopment they desired for their community. Three options were prepared by the residents, and were aggregated into a single ‘Synthesis Plan’ the third day. This area-wide plan will be refined and brought back to individual neighborhoods for further feedback from the residents. When this process is complete the master plan will be presented to the City Commission for its approval.

The public input process for the expansion of the Community Redevelopment Area was extensive and interactive. Grouping the stakeholders by areas of interest (business, residents and elected officials) ensured that the redevelopment master plan will be comprehensive and equitable. The City has made extensive efforts to reach out all concerned people, has put together a team of experts from varied fields to ensure that implementation of the redevelopment plan will be feasible. The City is committed to continuing its efforts to revive and energize its declining downtown and neighborhoods.

H. Description of the impact of Community Redevelopment Area on residents and businesses.

Residents that reside and businesses that operate inside or adjacent to the expanded Community Redevelopment Area will be positively affected by its designation. A

Community Redevelopment Area strengthens the City's ability to eliminate conditions of slum and blight that threaten the public's health, safety, and welfare. Changes brought about by expansion of the Community Redevelopment Area will improve the quality of life for residents and allow the community to project a more positive image. For businesses, the Community Redevelopment Area designation will create new opportunities to expand upon their existing business or increase sales and customer activity. Improving failing areas will also increase property values, strengthen the municipal tax base, and provide the City with the means to capitalize on its existing resources.

I. Description of public-private partnerships.

Dania Beach has a history of strong community involvement that is reflected in the number of public/private partnerships that have been forged in the past several years. These activities represent a commitment from a variety of corporate and industrial entities and government agencies working in concert.

Public/private partnerships can involve a range of activities from the funding of community or citywide initiatives to the involvement of citizens at a local meeting to craft a vision for their community. Nowhere is there a better example of a community's time, talent and treasure than when the citizens of a neighborhood, town or county come together to suggest what may occur in the future. Dania Beach has been the focus of many public/private partnerships during the past decade.

In 1998, Dania Beach was granted Main Street Florida status and this has led to the development and revival of a number of programs that are intended to revitalize the Main Street corridor.

In that same year, the South Florida Water Management District prepared "Setting a Course Towards the Future", a project report funded by the Florida Coastal Management Program that was focused on the Dania Cut-Off Canal. The goal of this project was "to foster cooperation among the parties to develop locally acceptable solutions to problems confronting the canal's numerous jurisdictions and the property owners dependent upon the health and functioning of the canal and its environs".

The Children's Services Council of Broward County's Institute for Community Empowerment (ICE) conducted a neighborhood Master Plan Workshop in 1999 that again provided an opportunity for residents to develop future goals for the community.

In November 2000, Dania Beach Elementary School applied for and received a Broward Beautiful Grant to address the serious need to buffer the school from street noise and traffic flow and to reduce street visibility and the related distractions for the students. This project was completed with the help of the City of Dania Beach, the Department of Public Works, Myer's Landscaping, the American Maritime Officers, Dania Lions Club, Dania Beach Chamber of Commerce, Volunteer Broward and many volunteer in-kind donated work hours.

In late Fall of 2001, the Marine Master Plan was completed by the Urban Harbors Institute, Marine Industries Association of South Florida and the Florida Atlantic University (FAU) Joint Center for Environment and Urban Problems. Many recommendations were made with respect to the character of the City, the navigable waters within the City of Dania Beach, water-dependent commercial uses and the development potential of thirteen sites was identified for the City.

In 2002 the original City of Dania Beach Downtown Community Redevelopment Plan was prepared, which led to the creation of the existing Community Redevelopment Area boundary. Later that Fall the residents undertook several meetings, walkthroughs, preparation of the City of Dania Beach Urban Infill and Redevelopment Area Plan, advisory meetings and community stakeholder meetings that formed the basis for the completed Urban Infill and Redevelopment Area Study.

In 2003, the Catanese Center at Florida Atlantic University prepared the Urban Infill and Redevelopment Area Plan for the City of Dania Beach. This was a very thorough study of the portion of Dania Beach that lies west of the existing Community Redevelopment Area. Many residents of Sun Garden Isles, College Gardens and Dania Beach Heights participated in neighborhood planning meetings (walkthroughs and brainstorming sessions), community advisory committee meetings, neighborhood association meetings, Commission meetings and one-on-one discussions with study area stakeholders.

Those commercial and retail public/private partnerships that involve the capital outlay from area businesses for specific projects within the Community Redevelopment Area will be on hold while the City of Dania Beach processes the modification of its redevelopment plan in order to ensure that resources and energies directed at newly defined priority projects within the Community Redevelopment Area will be optimized.

III. DEMOGRAPHIC AND ECONOMIC ANALYSIS

A. Description of deteriorated demographic and economic conditions including supporting data and photos.

The three neighborhoods comprising the largest portion of the proposed Community Redevelopment Area expansion exhibit clear and convincing evidence of deteriorated demographic and economic conditions. The area includes a mix of aging residential and a few new single family and duplex housing units. Commercial development suffers from deterioration, lacks adequate parking and often conflicts with adjacent residential development. Vacant lots that are overgrown and often serve as dumping grounds, and homes that are in need of major repair, exist throughout the Community Redevelopment Area. Deteriorated infrastructure, utility pole anchors located in walkways, unpaved roads and widespread deterioration of swales, which is generally caused by inadequate off-street parking, exist throughout. The area also exhibits a lack of consistent and well maintained street landscaping. Some of these conditions create an impediment to physically challenged residents of the area. There are homes that lack front steps, crowded and exposed water and electric meters, sagging electric overhead wiring and peeling paint. The public transportation bus stop is located below grade and between the sidewalk and the street with no access for handicapped individuals. A lack of maintenance in the area gives large portions of the community a blighted appearance.

These conditions are indicators of seriously deteriorated and stagnant demographic and economic conditions in the proposed Community Redevelopment Area expansion area, as indicated in Sections B, C, D and E, which follow. Extraordinarily high vacancy rates in the residential, office and retail markets; low rents as compared to the County and City; and, high poverty and unemployment rates are clearly borne out in the physical conditions of the area. These data are reinforced by extensive field survey results. Map 10 illustrates that the area that is proposed for inclusion in the expanded Community Redevelopment Area contains a substantial number (well in excess of 20 percent) of deteriorating structures and conditions which endanger life or property.



Figure 1: Overgrown and deteriorated site - unsanitary and unsafe conditions



Figure 2: Unpaved parking and pedestrian access



Figure 3: Unfinished infrastructure lacking swale and sidewalk maintenance



Figure 4: Deteriorating structure and site conditions – inadequate parking



Figure 5 : Inadequate off-street parking



Figure 6: Unsafe structural and infrastructure conditions – obstructions in walkway

B. Historical data on vacancy rates and rental rates for commercial and residential properties in the Community Redevelopment Area, the City and the County.

Residential Market

Broward County is ranked sixth in the nation for the highest percentage of homeowners spending 50 percent or more of their income on housing, with 21.5 percent of Broward's residents falling into that category. Currently, in the expanded Community Redevelopment Area housing market, 16.7 percent of the housing units in the market area are vacant. In 2000, 16.8 percent were vacant and in 1990, 19.2 percent were vacant. These data are shown in Table 4 on the following page. This apparent small decrease in vacant housing is actually a result of unsafe structures being demolished (vacant houses no longer exist), and the current numbers will be adversely affected by the continued downturn of the housing market in south Florida.

Table 4. Expanded Community Redevelopment Area Vacant Housing Units

| | 2008 | | 2000 | | 1990 | |
|--|----------|------------------|----------|------------------|----------|------------------|
| | Number / | Percent of Total | Number / | Percent of Total | Number / | Percent of Total |
| Existing CRA Vacant Housing Units | 339 | 16.7% | 329 | 17.5% | 367 | 20.7% |
| Expanded CRA Vacant Housing Units | 744 | 16.7% | 704 | 16.8% | 737 | 19.2% |

Source: Census 2000, Integra Realty Resources, 2008

The downturn in the national housing market has been especially severe in Broward County. The ‘total housing sales volume’ in Broward County has declined by 22 percent through the end of 2007. Re-sale housing has declined 13.3 percent since the peak year of 2004. New single-family/town home sales closings accounted for only 9.9 percent of the total sales volume in 2007. New condominium/apartment sales closings accounted for only 13.8 of the total sales volume during the same period. Within the proposed expanded Community Redevelopment Area, in June 2008, there were only 48 active housing units listed with the Multiple Listing Service. (*Integra Realty Resources, 2008*).

Commercial Market

The Dania Beach expanded Community Redevelopment Area represented 0.4 percent of the office market share in Broward County for the first quarter of 2008. This small share of 252,200 leasable square feet is also the least expensive at \$13.50 per square foot. This rent is less than half the average in the County, which is \$27 per square foot and almost \$6 less than Dania Beach as a whole. Even with a rental rate that is almost less than half of rates charged in other communities, the expanded Community Redevelopment Area has a vacancy rate of 23 percent. This compares to a 10.9 percent vacancy rate in the City and a 9.4 percent rate in the County. Inadequate infrastructure and the visual appearance of the commercial corridors within the expanded Community Redevelopment Area contribute to this high vacancy rate. This is a depressed area. Vacancy rates of this level are a drain on the community because empty, unproductive, non-revenue contributing and underperforming, taxable sites cost more to maintain than what they produce. There is a domino effect that occurs in communities with vacant and under-utilized commercial space. The properties become less attractive to potential commercial tenants, vacancy rates increase, businesses move elsewhere and the result is a downward spiral of property distress. (*Integra Realty Resources, 2008*).

The retail market within the Dania Beach expanded Community Redevelopment Area has a total inventory of 908,809 square feet; 18 percent of which, or 163,586 square feet, is vacant. There are 928 businesses located within the expanded Community Redevelopment Area, which employ 6,679 citizens. Part of the expanded Community Redevelopment Area is located in one of the two Enterprise Zones in Dania Beach and could become a target for development in the future. The advantage of opening or

expanding a business in such an area is the variety of tax incentives that are part of Enterprise Zone development for both business owners and their employees. As evidenced by the vacancy rate, however, the positive impacts of the Enterprise Zones have yet to be realized in the proposed expanded area of the Community Redevelopment Area.

Retail in the expanded Community Redevelopment Area has an 18 percent vacancy rate as compared to 5.8 percent in the City and 4.2 percent in Broward County (*Integra Realty Resources, 2008*).

Industrial

The industrial space market share of Broward County that lies within the Dania Beach expanded Community Redevelopment Area is only 1.4 percent of the County total of 35,435,844 square feet. This represents 1,927,620 square feet. This category for both the expanded Community Redevelopment Area and the City of Dania Beach represents the only business category that has a higher rental rate than Broward County. The rental rate for industrial space is \$9.57 per square foot within the expanded Dania Beach Community Redevelopment Area, \$10.36 per square foot in the City of Dania Beach, and Broward County is the lowest with a fee of \$8.99 per square foot. The proposed expanded Community Redevelopment Area also has a current vacancy rate of 3.8 percent, while Dania Beach citywide has a 4.2 percent vacancy rate and the County has 5.7 percent of its industrial market space available for rent. Field observation, however, indicates that the data for higher rents in the proposed expanded Community Redevelopment Area are likely skewed by a single large new warehouse development north of Stirling Road and proximate to Interstate 95. This development is immediately adjacent to a much older and very deteriorated warehouse community that fronts directly onto Stirling Road. (*Integra Realty Resources, 2008, field observations by TMPG*)

C. Population density for the Community Redevelopment Area and for the municipality and the County.

The proposed expanded Community Redevelopment Area has a 2008 population of 9,415 and a land area of 1,349 acres which equates to a population density of approximately 7 residents per acre. In comparison, the City of Dania Beach, which has a population of 21,480 and contains 5,315 acres, has a population density of approximately 4 residents per acre. Finally, Broward County with a total land area of 1,220 square miles and a 2008 population of 1,820,376, has a population density of approximately 6.7 people per acre. (*Integra Realty Resources, U.S. Census*)

D. Conditions of overcrowding, unemployment, poverty, age of housing stock, affordability of housing, crime, economic distress, as compared to the City and County.

Overcrowding

The overcrowding that pervades in the area proposed for inclusion in the expanded Community Redevelopment Area represents an overcrowding of incompatible uses and a lack of space and buffering between these uses. With each transition in land use, there is potential for incompatibility. These incompatibilities can often be mitigated through

design or buffering requirements. As an example, a change from medium residential to low residential can cause incompatibilities in the size and scale of the structures as well as parking layout, impervious surface areas, and lighting. A well designed land use plan and zoning map will limit these occurrences and, through guidelines and regulations, mitigate any possible incompatibilities.

An analysis of the existing and future land uses and zoning districts in the area proposed for inclusion in the expanded Community Redevelopment Area demonstrates an overcrowding of different uses and districts. A number of parcels are surrounded by two or three different types of land uses and as many as four and five different zoning districts. This is the result of incremental changes over time with no overriding vision. As opposed to being integrated into a mixed use development supported by strict design guidelines, or simply laid out into common districts, the uses and districts in the expanded Community Redevelopment Area are so crowded that all the incompatibilities between them cannot be mitigated, which results in the decline and underutilization of many of the properties. In addition, the lack of logical transition from one use to another creates inconsistent neighborhood and commercial districts and prevents land owners from reinvesting in an area until the perceived state of flux has been resolved.

Unemployment

The percentage of those in the labor force (16 years and older) but unemployed is substantially higher in the expanded Community Redevelopment Area than in the City and County. In the current year, it is estimated that 9.9 percent of the labor force in the expanded Community Redevelopment Area is unemployed as compared to the City at 6.9 percent and the County at 6.6 percent (see Table 5). High unemployment rates in localized areas have been directly correlated with problems such as crime, over reliance on social welfare programs, reduced income, delinquent tax collections, and suppression of wages. Field analysis of the area reveals pockets of vagrancy, extensive graffiti, property abandonment and other signs associated with high levels of unemployment.

Table 5. Comparison of Unemployment Rates, 2008

| 2008 Civilian Population 16 + in Labor Force | Existing CRA Unemployed | Expanded CRA Unemployed | Dania Beach Unemployed | Broward County Unemployed |
|---|--------------------------------|--------------------------------|-------------------------------|----------------------------------|
| | 9.3% | 9.9% | 6.9% | 6.6% |

Source: U.S. Census 2000, Integra Realty

Poverty

There are a number of indicators that can be used to identify areas of poverty and how extensive the problem has become. A primary indicator is household median income. In the expanded Community Redevelopment Area, the household median income for the current year is \$33,932, as compared to that of the City which is \$44,029 and the County which is \$55,541. With the addition of the area proposed for inclusion, the households in the expanded Community Redevelopment Area earn 23 percent less than the rest of the City and 39 percent less than the rest of the County (see Table 6).

Table 6. Comparison of Household Median Income, 2008

| 2008 Household Median Income | Existing CRA | Expanded CRA | Dania Beach | Broward County |
|------------------------------|--------------|--------------|-------------|----------------|
| | \$36,100 | \$33,932 | \$44,029 | \$55,541 |

Source: U.S. Census 2000, Integra Realty

In addition, in the expanded Community Redevelopment Area, 39.9 percent of households make less than \$25,000 annually as compared to that of Broward County, in which 21 percent of households make \$25,000 or less (see Table 7).

Table 7. Comparison of Households Earning less than \$25,000 annually, 2008

| Households earning less than \$25,000 annually | Existing CRA Number / Percent | | Expanded CRA Number / Percent | | Dania Beach Number / Percent | | Broward County Number / Percent | |
|--|-------------------------------|-------|-------------------------------|-------|------------------------------|-------|---------------------------------|-------|
| | 635 | 37.7% | 779 | 39.9% | 2,770 | 29.1% | 151,750 | 21.3% |

Source: U.S. Census 2000, Integra Realty

Another poverty indicator is per capita income. Per capita income is a measurement of income spread across an estimated population. This statistic can shed light on situations where a household may have a higher than average household income but also a higher than average number of individuals living in that household. In the expanded Community Redevelopment Area, the per capita income in the current year is \$20,002 as compared to that of the City which is \$25,456 and the County which is \$29,818 (see Table 8). These data suggest that one or two wage earners of the household are supporting a large number of dependents in households in the expanded Community Redevelopment Area.

Table 8. Comparison of Per Capita Income, 2008

| Existing CRA | Expanded CRA | Dania Beach | Broward County |
|--------------|--------------|-------------|----------------|
| \$21,561 | \$20,002 | \$25,456 | \$29,818 |

Source: U.S. Census 2000, Integra Realty

Finally, the percentage of school aged children who receive free or reduced lunch is a reliable indicator of poverty in a community. In Broward County as a whole, 45.3 percent of elementary school students and 42.8 percent of middle school students receive free or reduced lunch. In comparison, the schools that serve the expanded Community Redevelopment Area have the following percentages of students on free or reduced lunch: Dania Elementary, 76 percent; Oakridge Elementary, 80 percent; Bethune Elementary, 88 percent; Collins Elementary, 94 Percent, Attucks Middle School, 70 percent; and, Olsen Middle, 67 percent. As these statistics show, schools serving the expanded Community Redevelopment Area have a much higher percentage of students receiving lunch subsidies, thereby documenting a higher rate of poverty in the study area.

Age of housing stock

The proposed expanded Community Redevelopment Area contains an estimated 4,155 housing units in the year 2000 (see Table 9). Of these, 75 percent were built prior to the year 1980 as compared to that of the County in which 59 percent of all housing units were built prior to 1980. The median year of construction of housing built in the expanded Community Redevelopment Area is 1971 as compared to the median year of construction of housing built in the County, which is 1977.

Table 9. Age of Housing Stock Comparison, 2000

| Age of Housing Stock by percentage of total | Existing CRA | Expanded CRA | Dania Beach | Broward County |
|--|---------------------|---------------------|--------------------|-----------------------|
| Total units | 1,856 | 4,155 | 10,875 | 741,043 |
| 1999 to March 2000 | 2.3% | 2.1% | 1.3% | 2.6% |
| 1995 to 1998 | 4.4% | 3.6% | 7.1% | 8.2% |
| 1990 to 1994 | 4.6% | 5.8% | 6.5% | 8.7% |
| 1980 to 1989 | 14.8% | 13.5% | 18.2% | 21.2% |
| 1970 to 1979 | 30.7% | 29.1% | 30.4% | 29.8% |
| 1969 or earlier | 43.3% | 45.8% | 36.6% | 29.5% |
| Median Year | 1972 | 1971 | 1974 | 1977 |

Source: U.S. Census 2000, Integra Realty

It is important to note that annexations in 2001 added an estimated 3576 dwelling units to the City. Annexations consisted of the addition of dwelling units in Chambers Estates (3556); Edgewater (803); Estates of Fort Lauderdale (1750); Ravenswood Estates (960); and Unincorporated Area (53). When combined with the total units estimated by the U.S. Census, the resulting housing unit count in the City of Dania Beach is 14,451.

Source: Broward County Planning Services Division, Broward-by-the-Numbers.

Affordability of housing

Housing affordability is defined as a housing cost that does not exceed 30 percent of a household's gross income. Housing costs considered include taxes, insurance and utility costs. When the monthly carrying costs of a home exceed 30 percent of household income, then the residents are considered cost burdened and the housing is considered unaffordable.

In the expanded Community Redevelopment Area, 40 percent of households earn less than \$25,000 annually. More than half of these households earn less than \$15,000 annually. Using the 30 percent of income rule, households that earn \$25,000 a year can afford a monthly payment of \$500 or less. A payment of \$500 allows a person to purchase a home which costs \$90,000 or less assuming that the borrower qualifies for a 30-year mortgage with an interest rate of 6 percent and is only required to make a down payment of \$5,000, or 5.5 percent of the purchase price. These favorable lending terms are not always available but are included in this discussion as a best case scenario. In an analysis of the current housing values in the Dania Beach Community Redevelopment

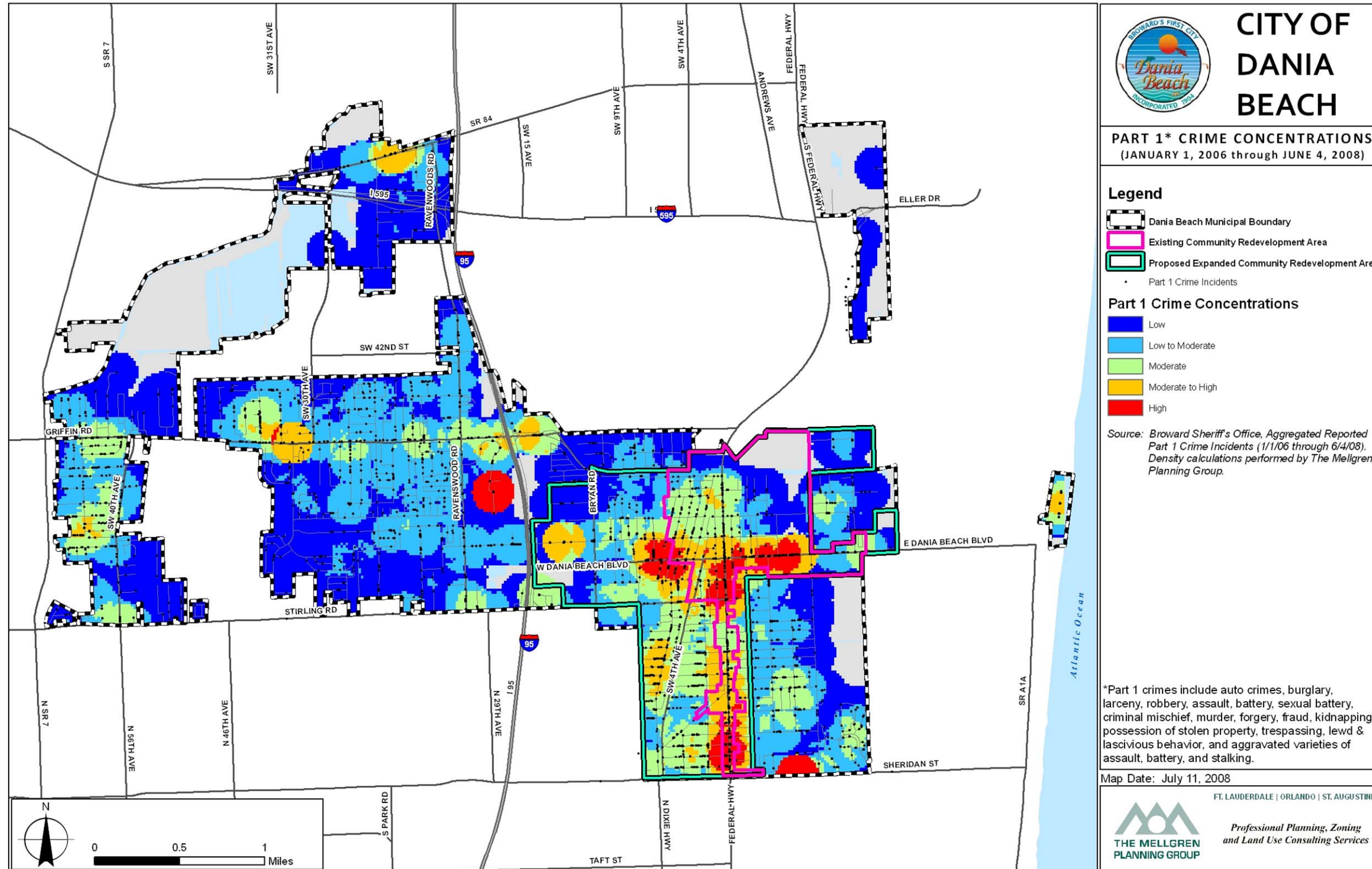
Area, an area generally recognized as one of the most affordable areas in the City and County, only 19 percent of homes are valued at less than 90,000. Not only does this not meet the affordable housing demand but many of the homes in this price range are in need of substantial rehabilitation and repair, indicating a need for greater household income for structure upgrading.

Crime

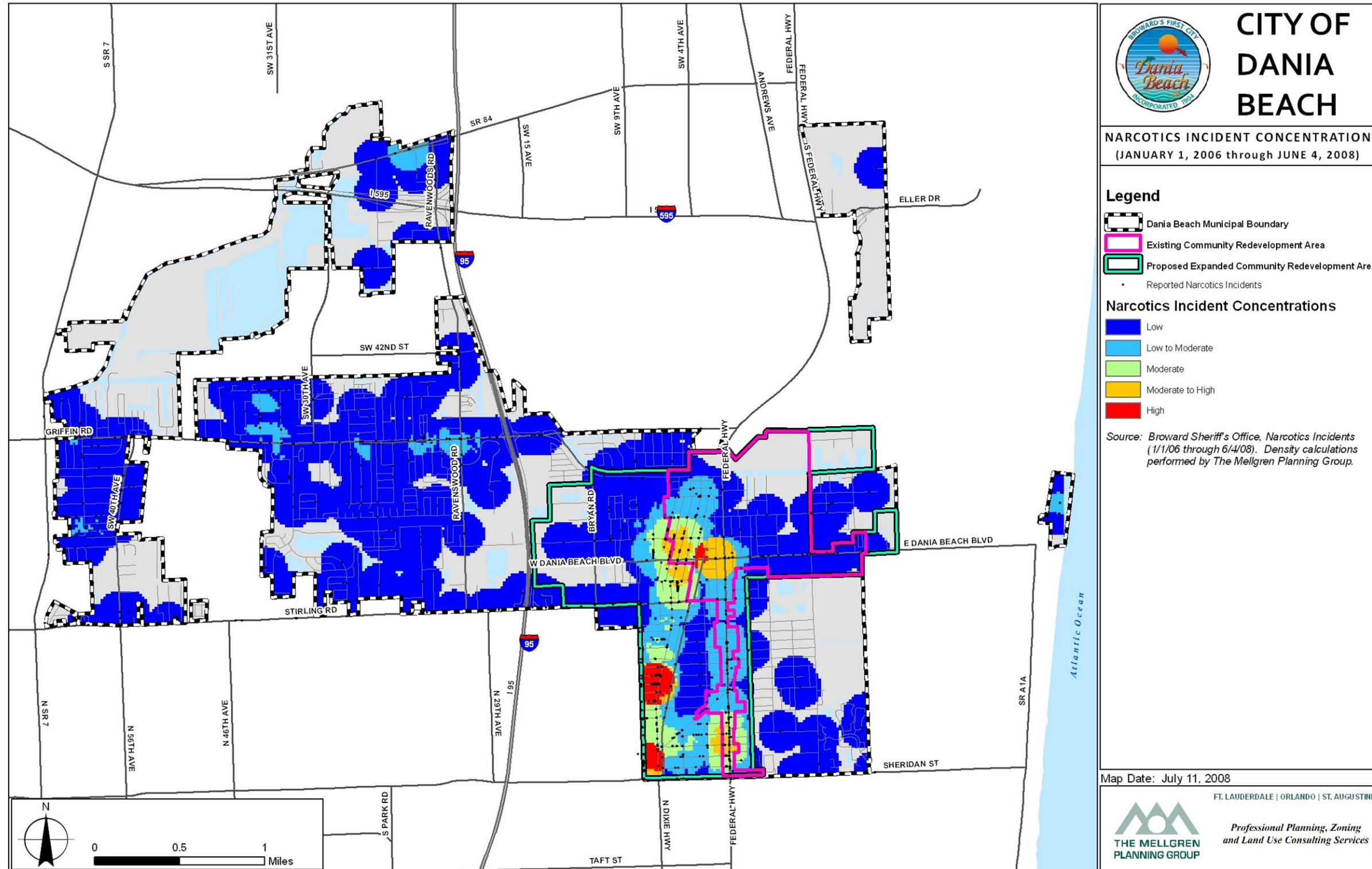
County maintained crime statistics are classified into two types: *narcotics* and *Part One* crimes. Part One crimes include auto crimes, burglary, larceny, robbery, sexual battery, and other crimes such as aggravated assault, battery, criminal mischief and trespassing. Narcotics are defined as any illegal drug or unlawfully possessing such a drug.

Within the expanded Community Redevelopment Area, there were a total of 3,481 documented crimes between January 1, 2006 and June 3, 2008. This equates to a ratio of 1,650 crimes per square mile as compared to the citywide rate of 809 crimes per square mile and a total of 6,718 crimes. Additionally, of all the crimes that occurred in the City between the two timeframes, 52 percent of them (3,481) occurred within the expanded Community Redevelopment Area despite the fact that the area comprises only 25 percent of the total land area in Dania Beach. This high incidence of crime adversely affects tourism and retail sales, discourages private property reinvestment, and weakens the sense of community in Dania Beach. See Maps 6 and 7 on the following pages for Part One Crime Concentrations and Narcotics Incident Concentrations within the City of Dania Beach.

Map 6 Part 1 Crime Concentrations



Map 7 Narcotics Incident Concentrations



Economic distress

According to the 1990 U.S. Census, 23.6 percent of all households in the expanded Community Redevelopment Area were below the poverty level. According to the 2000 U.S. Census, 21.5 percent of all households in the expanded Community Redevelopment Area were still below the poverty level. While a slight reduction between the 1990 U.S. Census and the 2000 U.S. Census did occur, the reduction in poverty was less than one percent over ten years or a net reduction of six (6) poverty stricken households. Further, this apparent *de minimus* reduction is likely attributable to displacement of poverty level households that occurred when unsafe or uninhabitable structures were demolished. This persistent state of poverty is an example of the economic distress that the expanded Community Redevelopment Area has been experiencing over the past two decades (see Table 10).

Table 10. Households in Expanded Community Redevelopment Area Below Poverty Level, 1990-2000

| Households below the poverty level | 1990 Number / Percent | | 2000 Number / Percent | | Difference Number / Percent | |
|------------------------------------|-----------------------------|-------|-----------------------------|-------|-----------------------------------|--------|
| Existing CRA | 229 | 20.9% | 299 | 19.5% | 70 | 30.6% |
| Expanded CRA | 753 | 23.6% | 747 | 21.5% | -6 | -.008% |

Source: U.S. Census 2000, Integra Realty

E. Population Size (Community Redevelopment Area compared to City and County)

The 2008 population of the expanded Community Redevelopment Area is estimated to be 9,415 as compared to 21,480 and 1,820,376 for the City of Dania Beach and Broward County, respectively. Between the years of 2000 and 2008, the population in the expanded Community Redevelopment Area has grown by 7.9 percent as compared to the City of Dania Beach which has grown by 7.1 percent and Broward County which has grown by 12.2 percent (see Table 11). Most of the population in the expanded Community Redevelopment Area is housed in the single family neighborhoods surrounding Federal Highway.

Table 11. Population Comparison, 2000-2008

| Population Estimates | 2000 | 2008 | Percent Change |
|----------------------|-----------|-----------|----------------|
| Existing CRA | 3,821 | 4,203 | 9.9% |
| Expanded CRA | 8,724 | 9,415 | 7.9% |
| Dania Beach | 20,061 | 21,480 | 7.1% |
| Broward County | 1,623,018 | 1,820,376 | 12.2% |

Source: U.S. Census 2000, Integra Realty

IV. CONSTRUCTION AND INFRASTRUCTURE ANALYSIS

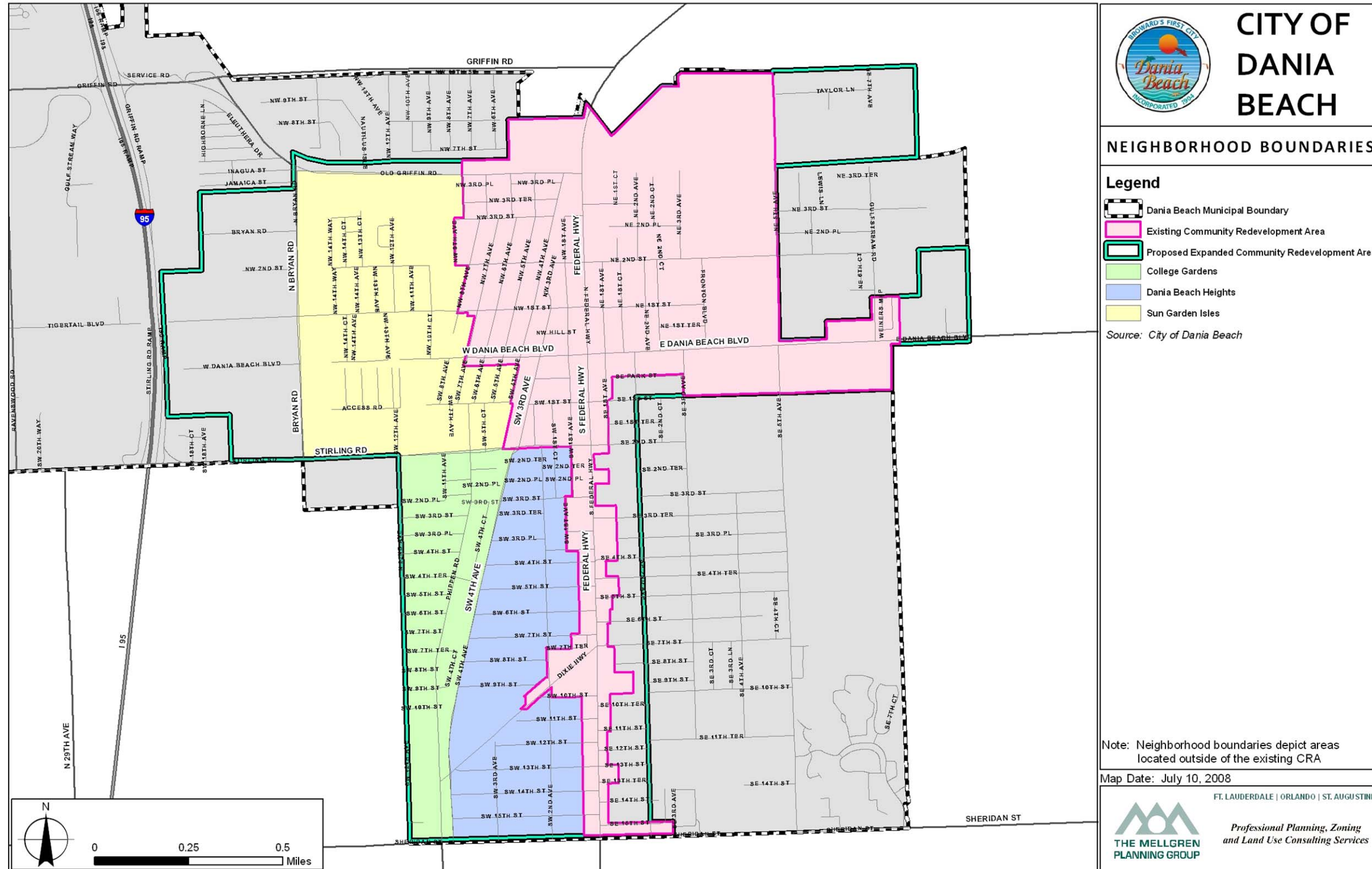
A. Description of physical deterioration including data and photos.

Detailed field observation clearly shows that the expanded Community Redevelopment Area exhibits extensive physical deterioration of residential and non-residential structures and sites. This is particularly true of the area to be added to the existing CRA. Likewise, aging and incomplete infrastructure provides a weak and inadequate framework upon which to improve community conditions. As noted in Section III A of this report, infrastructure deterioration includes broken sidewalks, obstructions in walkways, unpaved roads and widespread deterioration of swales, which is exacerbated by inadequate off-street parking. Inadequate and unsafe access for physically challenged people and substandard electrical and plumbing connections create safety hazards. Aging, dilapidated and obsolete housing conditions are prevalent and the area exhibits a general lack of consistent and well maintained street landscaping.

The residential areas of the proposed for inclusion in the expanded Community Redevelopment Area have several problems that call for a concentrated redevelopment plan. Structural deterioration, vacancy, absentee ownership and crime are typical conditions that exist throughout the area. Many units are substandard. Some are boarded up and abandoned, creating an attractive nuisance and further degrading the quality of life for the neighboring residents.

The residential component of the area to be included in the expanded Community Redevelopment Area boundary is comprised mostly of three neighborhoods: College Gardens, Dania Beach Heights, and Sun Garden Isles (see Map 8 on the following page for geographical limits of these neighborhoods). Additionally, a small amount of residential acreage east of the existing Community Redevelopment Area boundary to the south of SE Park Street is being proposed for inclusion in the expanded Community Redevelopment Area. The purpose for including this area is to provide enough land to achieve a liable size of land area for mixed-use or commercial redevelopment along Federal Highway, as was envisioned by the residents and business owners of the City of Dania Beach.

Map 8 Neighborhood Boundaries



All areas proposed for inclusion in the expanded Community Redevelopment Area were evaluated for external structural conditions through a field survey. Structures were evaluated for stairs, rails and porches; roofs, gutters, downspouts and chimneys; exterior surfaces; windows and doors; driveways; sidewalks; and landscaping. Sites were evaluated for occupancy, maintenance, off-street parking and general condition. Streets and alleys were evaluated for overall condition, street landscaping, swale conditions and width of right-of-way. The results of the field survey are summarized below.

College Gardens

College Gardens is bounded by the Florida East Coast (FEC) railway corridor to the east, N 22nd Avenue to the west, Stirling Road to the north and Sheridan Street to the south. The zoning designation for this neighborhood is RS-6000 Single Family. The purpose of this zoning district is to provide for use and occupancy of one-family dwelling units at low densities on 6,000 square-foot lots. According to the 2000 Census, the vacancy rate was 11 percent as compared to 9 percent from 1990. Approximately 57 percent of the units were renter occupied. Some units have been illegally converted from single family to multiple family residential units. The average household size, according to the 2000 Census, was 2.8 people per unit as compared to City's average of 2.19. The multi-family units lack adequate parking and are in dire need of maintenance and repairs. Fifteen total buildings were identified as buildings requiring major repairs or demolition, while there are multiple instances of boarded up windows on deteriorated and seemingly abandoned homes. Parking throughout the neighborhood is deficient. Vehicles were observed parked on grass, or illegally on the street. Lack of street landscaping or swale maintenance was noted. The neighborhood as a whole exhibits serious structural and infrastructure deterioration. Vagrancy was observed on multiple occasions in areas where commercial uses abut residential areas. The following photographs from the survey illustrate the conditions described above.



Figure 7: Vacant lots poorly maintained



Figure 8: Abandoned, boarded-up house



Figure 9: Deteriorating structure, lack of maintenance



Figure 10: Multi-family units



Figure 11: Multi-family with boarded windows



Figure 12: Vacant lots



Figure 13: No landscaping, lack of site maintenance



Figure 14: Debris pile – unsanitary and unsafe conditions



Figure 15: Lack of maintenance



Figure 16: Deteriorating multi-family structure with inadequate parking and landscaping



Figure 17: Aging, dilapidated structure, unsafe site conditions



Figure 18: Vacant unit with boarded windows

Dania Beach Heights and the area east of Federal Highway

The Dania Beach Heights neighborhood is bounded by the FEC right-of-way on the west, Sheridan Street on the south, Stirling Road on the north and US 1 to the east. The zoning designation for this neighborhood is RD-8000. The purpose of this district is to provide for use and occupancy of one- and two-family units at low moderate densities on 8,000 square-foot lots. The 2000 Census indicated that 23 percent of units were vacant, 37 percent were owner occupied and 40 percent were renter occupied. Residential properties that front on Stirling Road and Sheridan Street, or are adjacent to properties that front on these corridors, abut commercial parcels and often have inadequate buffering from the non-residential uses. There is poor maintenance and upkeep of these properties. Unsanitary and unsafe conditions were observed in alleys, including fence damage, debris piles and areas of overgrown vegetation. Inadequate or unsafe infrastructure observed include an incomplete sidewalk system, poor swale conditions, inadequate street landscaping and maintenance and lack of sanitary sewer service. Typical of the proposed expanded area, illegal street and swale parking is a problem due to inadequate parcel size.

East of Federal Highway

The residential area that is proposed for expansion of the southeastern portion of the Community Redevelopment Area is bounded by SE Park Street on the north, SE 2nd Avenue on the east, Sheridan Street on the south and the eastern boundary of the existing Community Redevelopment Area boundary on the west. It contains 69.65 acres. The area is separated from Dania Beach Heights by Federal Highway and the existing southern portion of the Community Redevelopment Area, and is similar in character to Dania Beach Heights. It contains deteriorated structures and exhibits the typical characteristics of an area that serves as a transition between active commercial and single family residential areas. There is a marked difference between the homes in this area and those immediately across SE 2nd Avenue. Most of the homes in this area are single family units. The most prevalent aspects of deterioration in this area are infrastructure related. The most notable conditions are deteriorated swales, and poorly maintained street landscaping.

The photographs on the following page are from the survey and illustrate the conditions described above.



Figure 19: Fallen fences



Figure 20: Unpaved driveways



Figure 21: Boarded up windows

Sun Garden Isles

Sun Garden Isles is bounded by the Dania Cut-Off Canal on the north, Stirling Road on the south, Bryan Road on the west and the existing western Community Redevelopment Area boundary on the east, which generally follows NW 9th and 8th Avenues from N to S. The zoning designation for Sun Garden Isles varies. Most residential properties are zoned RD-8000 (two-family residential), RS-6000 (single family residential), RM (multi-family residential) and RM-1 (multi-family residential). According to the 2000 Census, the vacancy rate was 11 percent. Twenty nine percent of the units were owner occupied and 60 percent were renter occupied. The high percentage of rental properties indicates absentee ownership, which results in an increase of poor property maintenance and overall disinvestment in the area.

The majority of this neighborhood contains old and dilapidated structures that would not be economically feasible to reconstruct or rehabilitate. Abandoned structures were also prevalent. There are a large number of vacant parcels in this area, many of which are poorly maintained and contain debris. Infrastructure deficiencies include inadequate

street and swale landscaping and maintenance, parking, discontinuous pedestrian access and street flooding. Electrical and plumbing connections to older structures are exposed, posing safety hazards.



Figure 22: Junk and debris on vacant parcel – unsanitary and unsafe conditions



Figure 23: Boarded house



Figure 24: Abandoned, dilapidated structures



Figure 25: Inadequate off-street parking, deferred maintenance



Figure 26: Boarded house



Figure 27: Lack of property maintenance

Commercial and Industrial

There are three primary areas of commercial and industrial development that proposed for inclusion in the proposed expanded Community Redevelopment Area boundaries. These include the area west of the C-10 canal between Old Griffin Road and Stirling Road (Bryan Road Industrial Area); the area east of the existing Community Redevelopment Area boundary and south of Griffin Road and Taylor Road (Northeast Industrial Area); and, the area immediately north of Dania Beach Boulevard and east of the existing Community Redevelopment Area boundary (Dania Beach Boulevard Commercial Area). In addition to these, there are a number of commercial or industrial areas that lie immediately adjacent to the existing Community Redevelopment Area boundaries or to residential areas that are being proposed for inclusion in the expanded Community Redevelopment Area. The most notable of these are the industrial area along Old Griffin Road and the commercial/industrial area along Stirling Road.

Conditions in these areas include vacancy, poor site layout, inadequate parking and deteriorated or missing infrastructure. Severe instances of structural deterioration were observed on a number of sites. A description of the individual commercial and industrial areas is included below, and photographs of these areas follow the descriptions.

Bryan Road Industrial Area

This area is bounded by Interstate Highway 95 to the west, the C-10 canal to the east, Jamaica Street to the north and Stirling Road to the south. It is immediately west of the Sun Garden Isles residential area that is proposed for inclusion in the expanded Community Redevelopment Area boundaries. It contains approximately 186 acres. It is zoned C-4, IRO and IG, commercial and industrial. The area contains Boomers Amusement Park, two medium sized office complexes, a number of abandoned warehouses, and a large amount of unimproved, undeveloped land that is severely encumbered by powerlines. This area is poorly maintained and blighted. Graffiti and vandalism are prevalent. Additionally, much of the area is undeveloped and is poorly drained.

Northeast Industrial Area

This area is located immediately east of the existing Community Redevelopment Area boundary south of Griffin and Taylor Roads. It extends southward to the Dania Cut-Off Canal and its eastern boundary is coterminous with the eastern property line of the Broward Yachts site. It contains approximately 60 acres. The area contains a number of marine related industrial sites along the canal, some warehousing and partially developed, underutilized sites that act as staging areas or open storage. A large portion of the area is undeveloped and overgrown with a mix of native and exotic vegetation. The City's future land use map has the entire area designated as Industrial and the zoning for the property is IROC, which is designed to accommodate industrial development.

Dania Beach Boulevard Commercial Area

This area is located on the north side of Dania Beach Boulevard immediately east of the existing Community Redevelopment Area boundaries and west of West Lake Park. It contains approximately 25 acres. A portion of the property is designated Commercial on the City's future land use plan map and has a zoning of C-2, which is designed to accommodate commercial development. The balance of the site has a future land use designation of Irregular Residential Density and is zoned RM-2. There is an existing motel on the commercial portion, and there is a recently prepared building site east of the motel. The balance of the property is undeveloped and contains a mix of native and exotic vegetation.

Old Griffin Road

The industrial area that fronts on the south side of Old Griffin Road is immediately adjacent to the Sun Garden Isles residential area that is proposed for inclusion in the expanded Community Redevelopment Area. It extends from the eastern boundary of the existing Community Redevelopment Area to Bryan Road and contains a mix of vacant lots, aging and deteriorated warehousing, a junk yard and some marine related dry storage uses. The vacant areas are unkempt and there is a lack of paved parking at some of the warehousing sites. Immediately north of the area, the public land that lies between Old Griffin Road and the Dania Cut-Off Canal shows some limited signs of public investment (landscaping), but the vehicular area is rutted and shows signs of heavy use.

Stirling Road

The proposed expanded Community Redevelopment Area includes a section of mixed commercial and industrial development along the north side of Stirling Road from Bryan Road to the FEC tracks. The area is adjacent to the Sun Garden Isles residential area, which lies immediately to the north, and it is north of the College Gardens area, which abuts it from the south. Much of the warehousing and store frontage in this area are deteriorated. Poor site layout, inadequate parking and lack of property maintenance were observed in the commercial areas closer to the FEC tracks at Phippens-Waiters Road.



Figure 28: Abandoned structure, vandalized



Figure 29: Graffiti



Figure 30: Vacant parcels, not maintained, fallen fences



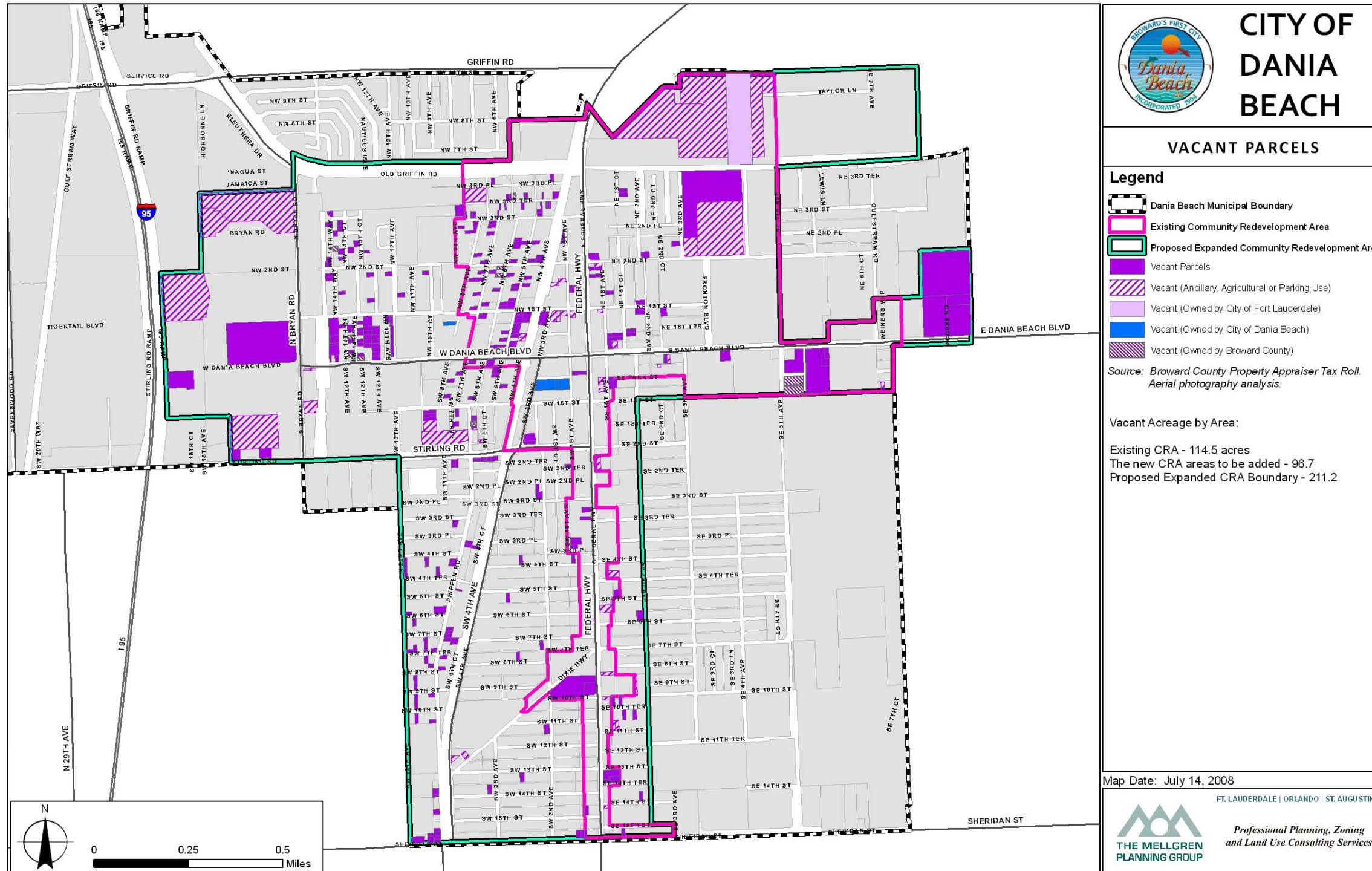
Figure 31: Vehicles parked on sidewalks



Figure 32: Deteriorating industrial property

Maps 9 and 10, contained on the following pages, illustrate vacancy and deteriorated building and site conditions for all areas discussed above. Map 10 illustrates the extent and specific locations of deteriorating structural and site conditions. In the area proposed for inclusion in the Community Redevelopment Area 36.6 percent of the area exhibits site and structural deterioration which endanger life or property. When this area is combined with the existing Community Redevelopment Area, the expanded CRA exhibits 22.7 percent site and structural deterioration.

Map 9 Vacant Parcels Location



Map 10 Deteriorating Site and Building Conditions



B. Description of existing infrastructure and planned infrastructure improvements (including those aside from Community Redevelopment Area projects) for drainage, roads, water and sewer utilities, street lights, and parks.

A number of infrastructure improvements were identified in the original Community Redevelopment Area plan drafted in 2004. It is unclear, at this time, which improvements were funded and constructed by the City and which remain to be built or are no longer needed. As was noted in the plan, the City of Dania Beach Water Distribution System within the Community Redevelopment Area, in particular, consisted of old galvanized iron, asbestos, concrete, PVC and ductile iron pipelines. Sections of the water distribution system exceeded sixty years of age, which is beyond the standard for a typical useful life. The major problem area within the Community Redevelopment Area was said to be the Federal Highway corridor, where the existing 6-inch water main is insufficient to address future needs. Given the growth expected along this corridor, a thorough analysis of existing and planned infrastructure improvements will be incorporated as part of the expanded Community Redevelopment Area plan that will be completed.

C. Description of existing plans (including those aside from Community Redevelopment Area projects) for housing, commercial and industrial site improvements.

The expanded Community Redevelopment Area in Dania Beach has a number of major projects under construction and others, although none are funded by the CRA, that are moving through the approval review process. The City has partnered with Habitat for Humanity to build 12 single family homes, which are currently under construction. The commitment from the City to provide housing for those underserved residents is part of the City's New Century Mission Statement to "improve the quality of life for its citizens".

Dania Beach Boulevard will be the site of a 9-apartment condominium project; a 292 room hotel with 15,000 square feet of commercial, and The Modello, a 288 unit residential project. Each of these is in various stages of approval. Bank Atlantic has completed its 8,000 square foot facility equipped with drive-through banking service on the outparcel at the Publix Shopping Center. Boyd Gaming, which has achieved great success in Atlantic City, is undertaking the 325,000 square foot renovation and development of the Dania Jai Alai Fronton.

The American Marine Officers Association has received approval for the development of approximately 20,000 square feet of office space on North Federal Highway. South Federal Highway will be the site of Lucky's, a 6-story, 81 room hotel which is awaiting approval of its site plan. A third busy location in Dania Beach is Bryan Road, which is home to 2 large projects that have been approved by the Dania Beach City Commission. The Broward International Commerce Center and the Bryan Road Office Warehouse will each contain 200,000 square feet of office and warehouse space.

D. Description and quantification of the impact that the Community Redevelopment Area will have on lot size, faulty street layout, poor parking, and other physical conditions.

The Community Redevelopment Agency will establish a renewed opportunity to bring about beneficial change in the communities of Dania Beach through the proposed expansion of existing boundaries. The inclusion of parcels east and west of Federal Highway will allow larger tracts of land to be assembled for commercial and mixed use redevelopment, and the expansion of borders into existing commercial and industrial areas will allow the Community Redevelopment Area to address a number of private businesses that are contributing to the deterioration and decline of the surrounding community. With each parcel that can be redeveloped, an opportunity will be created to bring the parcel up to current standards including standards for parking, street layout, and accessibility.

An important component of the expanded Community Redevelopment Area plan will be a neighborhood level planning effort that includes master planning many of the neighborhoods and surrounding commercial and industrial districts. This will allow for more targeted public facility improvements and the creation of well defined districts based on commonality and functional relationships. At the same time, historic structures and important community landmarks can be preserved and even highlighted in the plan. The creation of a master plan will also have the added benefit of improving predictability and lowering risk for the private development community. This is important because many of the current issues are, in part, caused by a lack of available private and public funds.

V. FISCAL IMPACT ANALYSIS

A. Provide data on assessed values and taxable values over the three year period preceding this study for the redevelopment area, the municipality and the County.

Table 12. Assessed Value Analysis, 2006-2008

| Year | Existing CRA (\$ millions) | Expanded CRA (\$ millions) | City of Dania Beach (\$ millions) | Broward County (\$ millions) |
|------|-------------------------------|-------------------------------|---|---------------------------------|
| 2005 | \$225 | \$579 | \$2,637 | \$151,855 |
| 2006 | \$347 | \$814 | \$2,884 | \$173,503 |
| 2007 | \$307 | \$770 | \$3,291 | \$197,007 |
| 2008 | \$268 | \$664 | \$3,324 | \$200,015 |

*Source: Broward County Property Appraiser's Office Tax Roll (as of June 23, 2008).
Calculations performed by The Mellgren Planning Group.*

Note: Expanded Community Redevelopment Area values include existing Community Redevelopment Area data.

Table 13. Taxable Value Analysis, 2006-2008

| Year | Existing CRA (\$ millions) | Expanded CRA (\$ millions) | City of Dania Beach (\$ millions) | Broward County (\$ millions) |
|------|-------------------------------|-------------------------------|---|---------------------------------|
| 2005 | \$191 | \$498 | \$2,145 | \$129,166 |
| 2006 | \$228 | \$609 | \$2,477 | \$147,400 |
| 2007 | \$262 | \$701 | \$2,826 | \$166,797 |
| 2008 | \$259 | \$621 | \$3,030 | \$179,976 |

*Source: Broward County Property Appraiser's Office Tax Roll (as of June 23, 2008).
Calculations performed by The Mellgren Planning Group.*

Note: Expanded Community Redevelopment Area values include existing Community Redevelopment Area data.

The existing Community Redevelopment Area and the area proposed for inclusion in the expanded CRA boundaries compare poorly to the City and the County in terms of assessed and taxable value of real property in the period 2005 to 2008. In both cases the values for the CRA and CRA expansion area increased during the middle portion of the period but then experienced a decline at the end. The City of Dania Beach and Broward

County on the other hand, experienced significant increases in both assessed value and taxable value throughout the same period.

Table 12 illustrates the trend for assessed values for the three year period preceding this study. From 2005 to 2006 assessed values in the existing CRA rose by 54.2 percent, but then declined by 22.8 percent from 2006 to 2008. As a result, 2008 assessed values in the existing CRA are 19.1 percent higher than they were in 2005. The expanded CRA experienced a similar trend. Assessed values increased by 40.6 percent from 2005 to 2006 and then fell by 18.4 percent from 2006 to 2008. The resulting assessed values in the expanded CRA are currently 14.6 percent higher than they were in 2005. It is reasonable to expect that this downward trend will continue into the coming year given the current economy in South Florida. By comparison the trends for assessed values in both the City and the County have increased from 2005 to 2008 with no sign of abating. The City of Dania Beach experienced a 26.1 percent increase during this period and Broward County's values increased by 31.7 percent.

Analysis of taxable values in the same areas for the same period (Table 13) confirms similar trends. In the Existing CRA taxable values are currently 35.6 percent higher than they were in 2005 after experiencing an increase in 2006 and 2007 and a decline from 2007 to 2008. In the expanded CRA taxable values moved upward from 2005 through 2007 and then declined. Current values in the expanded CRA are 24.7 percent higher than they were in 2005. Taxable value declined by 11.4 percent in this area from 2007 to 2008 however, and it is not expected to increase in the foreseeable future. Trends for taxable values in the City and County provide a stark comparison. Values in the City and County have been steadily rising during the same period and in both cases have increased by 41.3 percent and 39.3 percent respectively.

While some overall increases are shown in the case of both assessed value and taxable value in the existing and expanded CRA during the period 2005 to 2008, they compare poorly to the City and County increases. It is also worthy of note that 2005 and 2006 values are reflective of a strong real estate market, a condition that has changed dramatically in the past year and a half. It is notable that the weakening of the market is clearly reflected in the assessed and taxable values in the existing and expanded CRA areas, but City and County values continue on a constant upward trend irrespective of market conditions.

B. Provide data on the number of tax-exempt properties and types of exemptions.

Types of Total Exemptions

The total number of tax folio numbers listed on the Broward County Property Appraiser tax roll located within the area proposed for inclusion in the Community Redevelopment Area is 2,209. Approximately 3.9 percent of these (87 in total) are designated tax exempt. Of these 87 tax exempt properties, the largest tax exempt categories are Municipal (24 percent), Churches (21 percent), Broward County use (14 percent) and Miscellaneous (12 percent). The remainder of exemption categories are for flood control

and drainage districts, total and permanent disability, lodges, charitable organizations, the Broward County School Board, and common areas.

Ownership of Total Exempted Property

Ownership of the tax exempt properties is largely by government (52 percent). These are the City of Dania Beach (24 properties), Broward County (16 properties), and other miscellaneous government (5 properties). The next largest ownership group (18 properties) is religious institutions (21 percent).

Homestead and Widows/Veterans/Disability Exemptions

Partial exemptions also exist as seen in the amount and number of properties with single- and double-homestead exemptions. Of the 2,209 total tax folio numbers, 1,804 are residential uses (82 percent). 755 of the 1,804 (42 percent) residential properties receive at least one homestead exemption, while 659 of those 755 receive a second homestead exemption. In summary, 659 properties, or 37 percent of residential properties within the proposed expanded areas receive double homestead exemptions. The total dollar value in all homestead exemptions within the proposed expanded Community Redevelopment Area is just over \$33 million.

Widows/Veterans/Disability (WVD) exemptions are given to 120 residential properties (7 percent). Seventy eight percent of all WVD exemptions are for Widow/Widowers (94 properties). The remainder of WVD exemptions are distributed as follows: Disability (13 percent), Veterans (5 percent), others (3 percent). The total dollar value of Widows/Veterans/Disability exemptions within the proposed expanded Community Redevelopment Area is \$93,500.

C. Describe how slum and blight have contributed to a decline in the tax base and how a Community Redevelopment Area can reverse the decline.

Broward County Property Appraiser's office determines the value of property based on the market demand in the area, condition of the property and a comparison price of similar properties in the area. The conditions of slum and blight as documented in the expanded Community Redevelopment Area reduce market demand for property in the area for a variety of reasons, regardless of whether the land is utilized for commercial, industrial, or residential development. As a result, the conditions of slum and blight over time lead to a decline in the tax base. Expanding the existing Community Redevelopment Area will allow an area that is deteriorating to be improved. Unsafe and blighted structures can be demolished under the authority of a Community Development Area and replaced with new structures that meet current building codes and standards. The expanded Community Redevelopment Area will also allow substandard sized parcels to be aggregated and improvements to be made in a coordinated, predictable manner that will encourage reinvestment and redevelopment.

D. Compare amount of taxable value in the redevelopment area to that of the municipality.

The expanded Community Redevelopment Area is expected to comprise between 20 and 25 percent of the total taxable value of the City. As properties are redeveloped and the tax base is improved, it is anticipated that this percentage will increase significantly. This is to be expected as the expanded Community Redevelopment Area includes the City's downtown core and its major commercial corridor.

VI. CONCLUSIONS AND RECOMMENDATIONS

This Finding of Necessity Study meets the requirements of Chapter 163, Part III, F.S. and the Broward County Charter Rule Requirements for Establishing Community Redevelopment Agencies for a finding of slum and blight conditions. In addition both the area proposed for inclusion in the Community Redevelopment Area and the expanded CRA meet and exceed the criteria for a finding of “blight” or “blighted area”, as defined in the statutes and Broward County Resolution 1999-1398, Section 18.86. Over 36 percent of the areas that are being proposed for inclusion within the expanded Community Redevelopment Area exhibit site and structural conditions which endanger life or property. When those areas are combined with the existing Community Redevelopment Area the expanded CRA contains blight conditions in 22.7 percent of its area.

This study clearly and undisputedly demonstrates the persistent conditions of blight that exist in the proposed expanded Community Redevelopment Area. The proposed expansion area is a logical extension of the existing Community Redevelopment Area that will provide the City with a more meaningful basis for a redevelopment master plan than currently exists.

It is recommended that the Dania Beach City Commission adopt this Finding of Necessity Study and submit it to Broward County with an application for expansion of the Community Redevelopment Area boundaries as described in this study.

FINDING OF CONFORMITY
OF THE CRA REDEVELOPMENT PLAN
TO THE *CITY OF DANIA BEACH COMPREHENSIVE PLAN*

January 2009

Conformity of the CRA Redevelopment Plan to the *City of Dania Beach Comprehensive Plan*

Section 163.360, F.S. requires that community redevelopment plans conform to the local government comprehensive plan. The effective plan for Dania Beach is the *City of Dania Beach Comprehensive Plan*. Pursuant to the Broward County Charter the City's land use plan must be consistent with the *Broward County Land Use Plan (BCLUP)*. In order to ensure consistency local governments must submit their adopted land use plans to the Broward County Planning Council for certification following submission to the Florida Department of Community Affairs for compliance review. The Planning Council last certified the City's Future Land Use Element text for consistency with the BCLUP on April 22, 2004 and the Future Land Use Map was recertified on June 26, 2008. All analysis of the Community Redevelopment Area (CRA) Redevelopment Plan's conformity to the *City of Dania Beach Comprehensive Plan* therefore implies conformity to the BCLUP as well.

An analysis was performed comparing the goals of the Community Redevelopment Area (CRA) Redevelopment Plan to the Goals, Objectives and Policies of the City's comprehensive plan and it was determined that they are in conformance with the City's comprehensive plan. In general terms the CRA goals address:

- Urban design changes necessary to achieve physical redevelopment within the CRA(Including Transportation);
- Programmatic and regulatory changes necessary to implement the CRA Redevelopment Plan and serve the citizens of Dania Beach;
- Economic Development Goals for the CRA and the City as a whole; and

A specific analysis of the individual CRA Redevelopment Plan goals and their relationship to the comprehensive plan is included below.

Redevelopment Goal 1: Enhance and Reinforce the CRA Sub Areas

The plan identifies 7 Sub Areas:

- **College Gardens** – Primarily residential with a mixed use corridor along Phippen-Waiters Road;
- **Dania Beach Heights** – Primarily residential;
- **Sun Garden Isles** – Primarily residential with some mixed use commercial;
- **East Federal Highway/Dania Beach Boulevard** –(Two halves - north and south of Dania Beach Boulevard) Mix of residential and commercial;
- **City Center** – Primarily retail with government and community uses;
- **Marine** – Mix of marine commercial and industrial uses along the Dania Cut-Off and C-10 Canals. Also includes opportunities for marine work force training facilities; and
- **West Bryan Road** – **Hotel and commercial recreation.**

Supporting implementation strategies for this goal call for physical and aesthetic upgrades to major corridors, creation of a safer environment for local traffic, bicycle and pedestrian improvements and upgrades to housing and neighborhood public spaces. Also included are development of new parks in College Gardens and Dania Beach Heights, energy efficient solar powered lighting for all neighborhoods, mixed use and transit-supportive development in appropriate areas and design that provides for buffering of conflicting uses.

Future Land Use Element

The purpose of the Future Land Use Element is to identify the future land uses which will enable the City to attain the standards outlined in its Goals, Objectives and Policies. The Future Land Use Element also serves to link the balance of the elements of the City Comprehensive Plan. The following policy contained in the City's Future Land Use Element is most applicable to Redevelopment Goal 1 of the *City of Dania Beach Community Redevelopment Area Plan*.

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. (B.C.P. # 14.03.06)

Housing Element

The purpose of the Housing Element is to provide guidance to the City in developing appropriate plans and policies which will demonstrate its commitment to meet, identify, and project deficits in the supply of housing for all the City's residents including moderate, low and very low income households as well as those who require group homes, foster care and other special housing needs. This would include both the plans and policies of the government, including the City, as well as any direction or assistance which could be provided for the private sector. The following policies contained in the City's Housing Element are most applicable to Redevelopment Goal 1 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 4.6: Continue to improve the community appearance qualities of the new development which will enhance and help to preserve existing neighborhoods.

Policy 9.3: Continue to apply for federal and state funding to implement programs which will aid in the redevelopment of declining neighborhoods.

Transportation Element

The purpose of the Transportation Element is to provide guidance for the planning for all forms of transportation with emphasis upon public transportation. The Transportation Element includes planning and analysis in the following areas: traffic circulation; mass transit; ports; airports; bicycle facilities; provisions for pedestrian movement and provisions for hurricane evacuation. The following policies contained in the City's Transportation Element are most applicable to Redevelopment Goal 1 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 9.1: The City shall encourage and support private development in the CRA and LAC that include the following:

- a. Mixed land uses including both residential and commercial uses.
- b. Construction of sidewalks and installation of pedestrian improvements such as benches, interconnected walkways, and lighting.
- c. Construction of transit stop improvements and convenient walkways that connect development to transit stops.

Policy 9.3: Apply for funding to construct improvements in the CRA and LAC that promote a pedestrian oriented development, especially along the U.S. 1 corridor.

Recreation and Open Space Element

The purpose of the Recreation and Open Space Element is to provide for a comprehensive system of public and private recreational and open space facilities which will be available to the public. The following policies and objective contained in the City's Recreation and Open Space Element are most applicable to Redevelopment Goal 1 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 2.1: Coordinate public and private development activities to ensure provision of sufficient recreation to meet the demands of said developments.

Objective IV: Maintain the present standards of the Recreation and Open Space Element to insure that open space is responsive to the community needs.

Policy 4.4: Open space areas shall be spatially distributed throughout the community and not concentrated in one area.

Policy 6.2: Include drainage and water quality improvements for the area.

Redevelopment Goal 2: Eliminate Substandard Housing and Provide Affordable Housing Alternatives

Supporting implementation strategies for this goal call for upgrades to existing housing, provision of a range of new housing, opportunities for relocation and incentives for home ownership. The strategies also address ways to reduce absentee ownership and raise income levels of neighborhood residents.

Future Land Use Element

The following policies contained in the City's Future Land Use Element are most applicable to Redevelopment Goal 2 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 1.13: The City's land development regulations shall enable a variety of housing types to accommodate the housing for all income levels in the City of Dania Beach. The City shall encourage the inclusion of low and moderate housing opportunities in large-scale residential developments.

(B.C.P. #1.07.03)

Policy 4.1: On an annual basis provide for a minimum of three (3) rehabilitations of substandard housing units and two (2) new constructions.

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)

Policy 5.14: The City shall establish a pool of "Affordable Housing Units" equal to 10% of the total available flexibility and reserve units within the City which shall be deducted from the total available flexibility and/or reserve units. (B.C.P. #1.07.04)

Policy 27.5: Encourage affordable housing opportunities in Local Activity Centers through various mechanisms such as the utilization of "affordable housing units." The direction of public housing program funds into the Local Activity Center, reduced lot size for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, the allowance of accessory dwelling units, or through other mechanisms proven effective in increasing the affordable housing stock.

Housing Element

The following policies contained in the City's Housing Element are most applicable to Redevelopment Goal 2 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 2.2: Continue to identify and demolish structures which pose a threat to the health, safety and welfare of the community through the CDBG Program.

Policy 10.4: Continue to implement density bonuses for affordable housing developments through the allocation of Affordable Housing Units (AFU's) consistent with the Land Use Element and the Broward County Planning Council Administrative Rules.

Redevelopment Goal 3: Redevelop the CRA in a manner that is energy efficient and sustainable

Supporting implementation strategies for this goal include the development of a Model Energy Efficiency Program that would apply in the CRA and provide a model for future application City-wide.

Future Land Use Element

The following policies contained in the City's Future Land Use Element are most applicable to Redevelopment Goal 3 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 1.7: Minimum floor elevation standards for building sites promulgated and administered by the Federal Emergency Management Administration shall be applied citywide for new construction.

(B.C.P. #08.01.18)

Policy 5.3: Work to streamline the development approval process where practical.

Policy 8.4: Adequate vehicular parking shall be provided for new development in accordance with the land development regulations.

Policy 9.2: All proposed development and future land uses shall be compatible with adjacent land uses.

Policy 19.2: Dania Beach shall require redevelopment within identified floodplains to address existing flooding problems. (B.C.P. # 09.07.01)

Policy 27.1: Local Activity Centers shall support the location of uses in a manner oriented around the five-minute (i.e., quarter-mile) walk. Multiple nodes of activity oriented around the five-minute (i.e., quarter mile) walk may be included within one Local Activity Center.

Policy 27.2: Local Activity Centers shall support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in a Local Activity Center shall be directly assessed via pedestrian ways, and accessible to existing or future alternate public transportation modes, including bicycle and transit.

Policy 27.8: The City shall ensure convenient access to mass transit or multi-modal facilities within Local Activity Centers.

Policy 28.2: The City shall not accept a building permit application, nor issue a building permit, for new or additional residential units, unless the applicant presents evidence from Broward County that the impact of the proposed development on public educational sites and facilities has been mitigated by payment of school impact fees, based on the fee schedule and accompanying provisions of the Broward County Land Development Code. Alternative methods of mitigation for school impacts may only be approved via a recorded agreement among the property owner(s), Broward County, and/or the City and the School Board of Broward County.

Recreation and Open Space Element

The following policy contained in the City's Recreation and Open Space Element is most applicable to Redevelopment Goal 3 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 2.2: Operation of recreational facilities should be through the most efficient means.

Redevelopment Goal 4: Invite the Marine Industry and help it to expand

Supporting implementation strategies identify measures to retain and support existing marine businesses in the CRA and attract new ones. A number of important capital projects are called out, including demolition of older bridges and replacement with new bridges that provide greater vertical

clearance. Strategies also call for coordination with a number of external partners to identify resources and provide training and workforce preparation for CRA residents.

Future Land Use Element

The following policies contained in the City's Future Land Use Element are most applicable to Redevelopment Goal 4 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 1.6: Significant industrial land is currently available. The City will encourage light/marine oriented industrial uses as an alternative to traditional industrial uses.

Policy 1.62: Marine Industrial Uses. The City shall encourage additional Marine Industrial development. In doing so, Marine Industrial development shall be planned, designed, and built to be as fully enclosed in buildings as is reasonably possible and to minimize adverse secondary impacts of noise, outdoor activities, environmental pollution, vibration, dust, odors, is generation, or other physical activity. In evaluating Marine Industrial development, the City may require more than the minimum setback, landscaping, open space, and pervious area requirements, and less than the otherwise maximum allowable building height and lot coverage requirements to minimize or offset negative secondary impacts.

Coastal Management Element

The purpose of the Coastal Management Element is to provide a plan for the protection of human life and coastal resources and to limit public expenditures in areas that are subject to natural disaster. The following objective and policy contained in the City's Coastal Management Element are most applicable to Redevelopment Goal 4 of the *City of Dania Beach Community Redevelopment Area Plan*.

Objective II: Criteria has been developed which will prioritize shoreline uses and give priority to water dependent uses.

Policy 2.1: These uses shall be encouraged along the Dania Cut-off Canal.

Redevelopment Goal 5: Pursue an active marketing and public information approach to implementation of the CRA Redevelopment Plan

Supporting implementation strategies for this goal call for measures to improve the image of the City and the CRA and attract and retain business. Notable among these are coordination with the City's partners to promote the CRA as well as initiation of an Art in Public Places program and signage program.

Future Land Use Element

The following policies contained in the City's Future Land Use Element are most applicable to Redevelopment Goal 5 of the *City of Dania Beach Community Redevelopment Area Plan*.

Policy 5.3: Work to streamline the development approval process where practical.

In addition to the five goals and their implementing strategies there is a set of General Implementation Strategies that apply CRA-wide and address general requirements of state law and Broward County regulations relating to Community Redevelopment Agencies. These are generally consistent with the Goals, Objectives and Policies of the City's comprehensive plan.

Conclusion

The Redevelopment Goals and implementing strategies of the *City of Dania Beach Community Redevelopment Area Redevelopment Plan* are in substantial conformance with the Goals, Objectives and Policies of the City's comprehensive plan and do not create conflicts.

EXHIBIT A

Resolution 2002-275

1
2 A RESOLUTION OF THE BOARD OF COUNTY
3 COMMISSIONERS OF BROWARD COUNTY, FLORIDA,
4 DELEGATING TO AND CONFERRING UPON THE CITY OF
5 DANIA BEACH, FLORIDA, CERTAIN POWERS TO CREATE
6 A COMMUNITY REDEVELOPMENT AGENCY AND TO
7 PREPARE A COMMUNITY REDEVELOPMENT PLAN
8 PURSUANT TO CHAPTER 163, PART III, FLORIDA
9 STATUTES, THE COMMUNITY REDEVELOPMENT ACT OF
10 1969, AS AMENDED, AND PROVIDING FOR AN EFFECTIVE
11 DATE.

12 WHEREAS, the City of Dania Beach, Florida ("City"), is desirous of utilizing the
13 community redevelopment powers specified in Part III. Chapter 163, Florida Statutes, the
14 Community Redevelopment Act of 1969, as amended; and

15 WHEREAS, pursuant to Section 163.410, Florida Statutes, the City has officially
16 requested the Board of County Commissioners of Broward County, Florida ("County"), to
17 delegate and confer upon the City Commission of Dania Beach, Florida, the authority to
18 create a Community Redevelopment agency pursuant to the Community Redevelopment
19 Act of 1969, as amended for the rehabilitation, conservation, or redevelopment of a certain
20 blighted area within the municipal jurisdiction of said City; and

21 WHEREAS, the County has reviewed the findings of Slum and Blight by the City and
22 the County finds that in the aggregate, it meets the County and State criteria for the County
23 to delegate the authority to the City to create a Community Redevelopment Agency and to
24 prepare a Community Redevelopment Plan; and

WHEREAS, the City and the County strongly believe that the City's preemptive
intervention to reverse the deteriorating economic conditions will benefit both the City and
the County and accordingly desire to cooperate to find the means to accomplish the City's

WHEREAS, while the City has determined that the area identified in Figure 2 of the Study ("Proposed CRA") demonstrates conditions of blight, the area can be conserved and rehabilitated through appropriate public action as authorized under the Florida statutes and Broward County Administrative Code, which will preserve and enhance the tax base for the benefit of all taxing authorities; and

WHEREAS, Broward County is a charter county and is authorized under Florida law to delegate such powers provided in Part III of Section 163 to the governing bodies of municipalities within the County; and

WHEREAS, Section 18.86 of Broward County's Administrative Code provides additional procedures and requirements for creating community redevelopment agencies within the County; and

WHEREAS, the Study shall constitute the "Slum and Blight study" required by Broward County;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, BROWARD COUNTY, FLORIDA, as follows:

Section 1. Recitals.

The recitals contained in the preamble to this Resolution are incorporated by reference into it.

Section 2. Findings.

The City Commission finds:

(a) Based upon the facts and evidence presented to and considered by the City Commission, the following conditions exist in the Proposed CRA:

1. Conditions are present in the Proposed CRA that are detrimental to the sound growth of the City and substantially impair or arrest the growth of the City and present conditions and uses in the Proposed CRA that are detrimental to the public health, safety, morals and public welfare;

2. There is a predominance of defective or inadequate street layout;

3. Lot layouts in the Proposed CRA are faulty in relation to their size, adequacy, accessibility, or usefulness;

4. There are examples of unsanitary and unsafe conditions;

5. There are examples of deterioration of site and other improvements;

6. There are inadequate and outdated building density patterns;

7. There are inadequate transportation and parking facilities;

8. There is a diversity of ownership and defective or unusual conditions of title are present that prevent the free alienability of land within the deteriorated or hazardous area.

(b) The notices required by Section 163.346, Florida Statutes, have been timely published or mailed in accordance with that statute.

(c) Action must be taken immediately to prevent further blight and deterioration and to protect and enhance public expenditures previously made in the Proposed CRA.

(d) The preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.

Section 3. Finding of Necessity.

The City Commission, based upon evidence presented to it and in the public record, finds that a "blighted area", as defined in the Florida Statutes, exists in the Proposed CRA Area since the Area is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout and does further find that the rehabilitation, conservation or development or a combination thereof, of such Area described is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Dania Beach, Florida, and that such area is appropriate for designation as a "community redevelopment area" as defined by Florida Statutes.

Section 4. County Approval.

The City requests that the Board of County Commissioners of Broward County delegate the exercise of all powers and responsibilities conferred upon Broward County by §163.410, Florida Statutes to the City of Dania Beach for the purpose of establishing a Community Redevelopment Agency and the preparation of a Redevelopment Plan to be submitted to the County for approval.

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EXHIBIT A

1 redevelopment objectives through strategies that yield the most financially beneficial
2 position for the residents of the City and the County; and

3 WHEREAS, the Board of County Commissioners of Broward County desires to
4 delegate to the City Commission of the City of Dania Beach, Florida, only those powers
5 necessary to create the Community Redevelopment Agency and to prepare a Community
6 Redevelopment Plan pursuant to the Community Redevelopment Act of 1969, as amended;

7 NOW THEREFORE,

8 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD
9 COUNTY, FLORIDA:

10 Section 1. That the Board of County Commissioners of Broward County, Florida,
11 hereby delegates to the City Commission of the City of Dania Beach, Florida, only those
12 authorities as set forth below along with the attendant responsibilities as set forth in the
13 Community Redevelopment Act of 1969, as amended:

14 1.1 To make a finding that there is a need for a community redevelopment agency
15 ("agency") to function in the City.

16 1.2 To adopt a resolution declaring the need for an agency in the City.

17 1.3 To create an agency.

18 1.4 To appoint a board of commissioners of the agency.

19 1.5 To designate a chair and vice chair from among the commissioners appointed
20 to the agency.

21 1.6 To employ an executive director, technical experts and such other agents and
22 employees it deems necessary for the agency.

23 1.7 To employ or retain legal counsel and staff.
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EXHIBIT A

1 1.8 To appropriate to the agency, from City funds, such amounts as the City
2 deems necessary for the administrative expenses and overhead of the agency.

3 1.9 To remove a commissioner from the agency.

4 1.10 To declare the City Commission to be the agency.

5 1.11 To prepare a community redevelopment plan.

6 Section 2. That the City and County will enter into an agreement of understanding
7 outlining a number of issues in connection with the proposed CRA's obligations and
8 responsibilities to each taxing authority, including:

9 2.1 Limiting the size of the proposed Dania Beach CRA area to 508 acres, which
10 is approximately 9.4% of the City's land area.

11 2.2 Using tax increments from the Dania Beach CRA only for construction of
12 public improvements loans/grants, infrastructure improvements, land acquisition,
13 technical studies, operations, administration and other expenditures directly related
14 to successful development and the implementation of the approved Community
15 Redevelopment Plan.

16 2.3 Establishing a "Critical Path Timeline" for the Dania Beach CRA project (s).

17 2.4 Agreeing to institute tax increment financing only after necessary financial
18 commitments are in place for a Phase I project of not less than an amount of square
19 footage provided in the Agreement of Understanding.

20 2.5 Agreeing to explore and financially support alternative financing for CRA
21 projects, where possible, before utilizing tax increment financing.

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EXHIBIT A

1 Section 3. That the City is willing to cooperate with the County to maximize the net
2 fiscal impact from the proposed CRA by including the following restrictions/covenants in the
3 Agreement of Understanding:

4 3.1 Limit the County's contributions via tax increment revenues to a percentage
5 and term that are mutually agreed to in order to meet the financial needs of the
6 adopted development and financial plans over the life of the CRA.

7 3.2 Within 30 days following the end of each fiscal year, the City and the County,
8 through consultation, will determine whether any money remaining in the Trust Fund
9 after payment of expenses pursuant to applicable law can be returned to the
10 appropriate taxing authority, used to reduce the amount of indebtedness, or
11 appropriated to a specific CRA-approved project as per the Community
12 Redevelopment Plan.

13 Section 4. That this Resolution shall take effect immediately upon its adoption.

14 ADOPTED this 19th day of March, 2002. # 61

EXHIBIT A

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Resolution 2004-76

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2 A RESOLUTION OF THE BOARD OF COUNTY
3 COMMISSIONERS OF BROWARD COUNTY, FLORIDA,
4 AMENDING THE BROWARD COUNTY ADMINISTRATIVE
5 CODE, CHAPTER 19, PART III, ENTITLED "REDEVELOPMENT
6 CAPITAL PROGRAM"; CREATING SECTIONS 19.18 THROUGH
7 19.26, CREATING THE REDEVELOPMENT CAPITAL
8 PROGRAM FOR FUNDING OF REDEVELOPMENT INITIATIVES
9 IN BROWARD COUNTY; PROVIDING FOR SEVERABILITY;
10 PROVIDING FOR INCLUSION IN THE ADMINISTRATIVE CODE;
11 AND PROVIDING FOR AN EFFECTIVE DATE.

12 WHEREAS, Broward County's population is projected to grow to 2.6 million by the year
13 2030 and the amount of vacant land to accommodate the population is rapidly diminishing; and

14 WHEREAS, population growth will result in pressures for redevelopment, which may not
15 result in the efficient and effective use of land, infrastructure and other resources; and

16 WHEREAS, there is a compelling need to manage and direct redevelopment to promote
17 a unified vision for a "sense of place," optimize the use of public infrastructure and protect
18 remaining precious environmental lands and valuable open spaces; and

19 WHEREAS, there is a need to cooperate with municipalities in the redevelopment
20 process especially as it relates to promoting sound fiscal planning and optimal return on
21 investment for all governmental agencies so as to ensure a healthy tax base, now and into the
22 future; NOW, THEREFORE,

23 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD
24 COUNTY, FLORIDA:

SECTION 1. Chapter 19, Part III, Redevelopment Capital Program, Sections 19.18
through 19.26 of the Broward County Administrative Code are hereby created to read as
follows:

Coding: Words in struck-through type are deletions from existing text. Words in underscored
type are additions.

1 [Underlining Omitted]

2 **Chapter 19. OPERATIONAL POLICY, COUNTY ADMINISTRATION, GENERAL.**

3 ...

4 **19.18. ESTABLISHMENT.** There is hereby created a funding program known as the
5 Redevelopment Capital Program for the purpose of providing a reasonable, quantifiable and
6 prudent mechanism for County participation in redevelopment activities within municipalities
7 and the unincorporated area of Broward County.

8 **19.19. ANNUAL FUNDING APPROPRIATION.** The Redevelopment Capital Program
9 shall be funded through an annual non *ad valorem* appropriation.

10 **19.20. ELIGIBLE ACTIVITIES/PROJECTS.** Activities/projects shall be part of an
11 adopted municipal or unincorporated area redevelopment plan and may include:

12 (a) Activities within a community redevelopment agency created pursuant to Chapter
13 163, Part III, Florida Statutes in furtherance of an approved community
14 redevelopment plan and the public interest:

- 15 (1) acquisition of real property;
- 16 (2) relevant expenses of redevelopment planning, surveys and financial
17 analyses;
- 18 (3) design and construction of public improvements, including improvements
19 to existing water and wastewater systems subject to any special acts or
20 applicable municipal ordinances, which are necessary to the successful
21 development of the project as defined in the approved plan;
- 22 (4) administrative expenses;
- 23 (5) clearance and preparation of land and relocation of site occupants;

24 Coding: Words in struck-through type are deletions from existing text. Words in underscored
type are additions.

1 (6) repayment of principal and interest or any redemption premium for loans,
2 advances, bonds, bond anticipation notes, and any other form of
3 indebtedness and incidental expenses thereto;

4 (7) development of affordable housing;

5 (8) development of community policing initiatives.

6 (b) Activities outside of a community redevelopment area:

7 (1) acquisition of real property for a public purpose;

8 (2) design and construction of public improvements, including improvements
9 to existing water and wastewater systems subject to any special acts or
10 applicable municipal ordinances, which are necessary to the successful
11 development of the project as defined in the approved plan.

12 **19.21. CRITERIA FOR ACTIVITY/PROJECT INVESTMENT.** The County shall
13 consider investing in eligible activities/projects, upon submittal of an application by a
14 municipality, a community redevelopment agency, or the County, based upon the extent to which
15 the activity/project achieves the following criteria:

16 Criteria

17 (a) Provides a net increase to the tax base;

18 (b) Furthers one or more of County Challenge Goals as appropriate including the
19 promotion of mass transit.

20 (c) Has been demonstrated to be financially feasible in a market study;

21 (d) Includes a financial contribution from non-county sources;

22 (e) Removes slum and blight conditions.

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24 Coding: Words in struck-through type are deletions from existing text. Words in underscored
type are additions.

1 **19.22 PROJECT APPLICATION AND SELECTION PROCESS.** County
2 Administration shall establish an application process for proposals and provide
3 recommendations for project selection based upon the criteria set forth in Section 19.21. The
4 Board of County Commissioners shall make the final decision on project selection.

5 **19.23 INVESTMENT AMOUNT.** The County shall determine the total investment
6 amount for each project. The investment amount shall take into consideration the amount of
7 funds available through the Redevelopment Capital Program and other funding sources
8 including in-kind contributions. The investment amount shall be based on estimated project
9 value, property assessment rate, tax collection rate, property appreciation rate, term of project
10 completion, county millage rate and discount interest rate.

11 **19.24 EXERCISE OF COUNTY INVESTMENT.** County investment shall be exercised
12 upon performance of specific activities including but not limited to completion of all necessary
13 county and municipal project reviews, receipt of all requisite county and municipal regulatory
14 permits and possession of firm financial lending commitments.

15 **19.25 METHOD OF INVESTMENT.** County investment outside of a community
16 redevelopment area shall be made through loans and grants to municipalities. County
17 investment within existing community redevelopment areas, created pursuant to Chapter 163,
18 Part III, Florida Statutes, shall be predicated on successful renegotiation of terms and
19 conditions of County tax increment financing in favor of other investment strategies. In the case
20 of new community redevelopment areas created pursuant to state statute, the method of
21 investment shall be loans and grants in lieu of County tax increment financing, to the maximum
22 extent feasible. The method of County investment in all cases shall be memorialized in an
23 interlocal cooperation agreement.

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 type are additions.

1 **19.26 PROGRESS REPORTS.** A progress report shall be submitted to the County by
2 March 31 of each year. The report shall contain sufficient information for the County to
3 determine if the projects are being completed in substantial conformance with the interlocal
4 cooperation agreement. The County may request additional progress reports, as necessary.
5 The County shall, within 60 days of receipt of all necessary information, provide a written report
6 which identifies any discrepancies and required remedies in accordance with the terms of the
7 interlocal cooperation agreement.

8 **Section 2. SEVERABILITY.**

9 If any section, sentence, clause or phrase of this Resolution is held to be invalid or
10 unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect
11 the validity of the remaining portions of the Resolution.

12 **Section 3. INCLUSION IN THE ADMINISTRATIVE CODE.**

13 It is the intention of the Board of County Commissioners that the provisions of this
14 Resolution shall become and be made a part of the Broward County Administrative Code; and
15 that the sections of this Resolution be renumbered or re-lettered and the word "resolution" may
16 be changed to "section," "article," or such other appropriate word or phrase in order to
17 accomplish such intentions.

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type are additions.

11 **Section 4. EFFECTIVE DATE.**

12 This Resolution shall become effective upon adoption.

13 ADOPTED this 10th day of February, 2004.

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