



# City of Dania Beach Community Redevelopment Agency Redevelopment Plan

JUNE 23, 2015

## ACKNOWLEDGEMENTS

Citizens and Merchants of Dania Beach

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- A.3. Broward County Resolution 2009-795

### **B. Appendix B, Finding of Necessity Report, 2008**

### **C. Appendix C, Finding of Conformity with the Dania Beach**

Comprehensive Plan Report, 2015

### **D. Appendix D, Transportation and Engineering Analysis**

- D.1. Transportation Analysis, Dania Beach Community Redevelopment Plan, 2009
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### **E. Appendix E, Conceptual Landscape and Architectural Design**

- E.1. Conceptual Landscape Master Plan, Dania Beach Community Redevelopment Plan, 2009
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# SECTION ONE



## **EXECUTIVE SUMMARY**

In 2002 Dania Beach began to take definitive steps toward redevelopment and created a Community Redevelopment Agency (CRA) in order to establish a Community Redevelopment Area upon 525 acres within the City and its downtown. The Downtown Community Redevelopment Plan, which contained general recommendations, was adopted in 2004, confirming the creation of the Redevelopment Area and establishing specific parameters for partnership between Broward County, the City and the CRA. An important aspect to the creation of the CRA and subsequent Interlocal Agreement between the County and CRA is that the funding mechanism for redevelopment projects would not include any County or other taxing authority contribution to tax increment but rather be funded through the County's Redevelopment Capital Program and would provide the Dania Beach CRA an allocation \$6.3 million.

In 2009, the CRA modified its original plan to include neighborhoods in need of significant redevelopment. The CRA Boundaries were expanded by increasing the CRA size to 1,349 acres; and specific projects were identified which were strategic and implementable.

### ***Need for Redevelopment***

The need for redevelopment was established as part of the original Finding of Necessity Report and subsequent 2008, Finding of Necessity Report, which analyzed the expansion area. The City of Dania Beach is the oldest city in Broward County and a substantial portion of the CRA is located in the original town. As such, it contains a significant number of aging or functionally obsolete structure and antiquated or deteriorated infrastructure.

As noted in this Plan the CRA has made significant progress in implementing strategies contained in the 2009 CRA Plan Update and creating an environment that is ripe for redevelopment. However redevelopment is an incremental process and arresting slum and blight conditions will continue to require substantial investment. Specifically there is still a need for physical upgrades and improvements to the quality of life for CRA residents and businesses. Quality housing that is affordable and provides housing choice to residents, including the elderly is needed and continuous improvements to update and provide for more resilient Infrastructure are also a priority. 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.

### ***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. The potential for the City and the CRA to capitalize on its locational advantage and emerging trends in international trade and tourism provide the context for this CRA Redevelopment Plan.

### ***Methodology***

The 2009 Plan Update included an exhaustive technical analysis that included transportation, infrastructure, landscape and architectural conceptual plans. As part of this update, the CRA conducted a series of neighborhood meetings, merchant meetings and communitywide meetings and initiated an online survey to gauge public opinion. An updated analysis was also conducted in terms of current market conditions, demographics, and beautification and infrastructure. Based on this analysis, a review of completed projects and the issues and opportunities identified through the public outreach program, additional implementation strategies were identified for the short and long term.



### ***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

### ***The Plan***

The CRA Redevelopment Plan update is broad ranging and builds off of the strategies of the 2009 Plan. It includes a strong emphasis on neighborhood revitalization and provision of a wide range of physical, neighborhood and transportation improvements to encourage more compact and sustainable development. In that vein, The Plan has also been developed with an emphasis on energy efficiency, sustainability and adaptation planning to ensure community resiliency prior to future impacts of climate change. Economic development is also an important goal of the plan, specifically as it relates the marine industry and tourism and calls for a concerted marketing effort to attract new investment and visitors to the City of Dania Beach.

The Dania Cut-Off Canal serves as the City's front door to the marine industry, opening up to the Intracoastal Waterway, Port Everglades and the Atlantic Ocean. The Plan identifies the need for better access via this waterway presents an opportunity to rethink, and ultimately to re-engineer the land side 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 as well as increasing regional access will require substantial changes to the urban form of the CRA. The Plan suggests a clearly identifiable main street is needed in the City Center and blighted residential neighborhoods need to be revitalized. The CRA Redevelopment Plan calls for 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, hazard mitigation strategies, creation of new parks and upgraded infrastructure through the CRA.

A strong focus on infrastructure improvements within College Gardens, Dania Beach Heights and Sun Garden Isles is also identified by the Plan. Specifically, traffic calming and landscaping are priorities throughout the residential areas as well as programs to improve the existing housing stock. Of import to College Gardens and Dania Beach Heights is the addition of usable park and recreation space and the expansion of community gardening. Conversely, one of the primary goals within Sun Garden Isles is to create programs to retain the affordability of housing and to introduce new housing through redevelopment of vacant lots and abandoned structures.

As part of the 2009 Plan Update a detailed analysis, with specific recommendations related to the physical environment was conducted, those sections continue to be applicable to the overall redevelopment of the Dania Beach Community Redevelopment Area and provide a detailed level of guidance on specific projects. While the analysis did include an estimate of probable cost for recommended improvements, it is important to keep in mind those estimates are approximately 6 years old and are not used for the purposes of financing in this plan, but rather as a reference only. The following sections of the 2009 CRA Plan Update are incorporated into this Plan for re-adoption and included in the Appendix for reference.

- Transportation Analysis, Dania Beach Community Redevelopment Plan, 2009
- Engineering Analysis, Dania Beach Community Redevelopment Plan, 2009
- Conceptual Landscape Master Plan, Dania Beach Community Redevelopment Plan, 2009
- Conceptual Architecture, Dania Beach Community Redevelopment Plan, 2009

#### 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 remaining 14 years of the Plan). 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. Redevelopment will be guided by five Redevelopment Goals, each with a set of implementing strategies. The five goals are:

Redevelopment Goal 1: To Enhance and Reinforce the CRA Sub Areas

Redevelopment Goal 2: To Eliminate Substandard Housing and Provide Affordable Housing Alternatives.

Redevelopment Goal 3: To Redevelop the CRA in a manner that is Energy Efficient and Sustainable.

Redevelopment Goal 4: To Attract Targeted New Industries and Retain and Expand Core Industries.

Redevelopment Goal 5: To Enhance Redevelopment Activities through an Active Marketing Strategy that Supports Redevelopment Initiatives.

The Implementation Strategies are included in the Section 9, Implementation Strategies, of this with the individual discussion of each goals.

#### ***Financing and Implementation Plan***

The 2009 CRA Plan identified more than \$250 million in capital improvements which included substantial reconstruction of roadways, utilities and other infrastructure throughout the entirety of the CRA. While those projects are included in this Plan update, the financial analysis only focused on priority projects which still account for approximately \$47 million in capital investment through 2034.



A focus of the financial analysis was to evaluate the CRA's ability to self finance future capital projects. The analysis looked at two scenarios, first the current financing structure which includes a contribution "in lieu" of tax increment, and the second to reinvest future City tax increment into the CRA. The analysis was based on assumptions regarding planned private development projects over the next 5 to 6 years. Based on the evaluation, the CRA could theoretically move to full funding of the Redevelopment Trust Fund by City tax increment alone in 2019. After 2019 and as more projects are completed the CRA will be able to establish a dedicated revenue source that it could borrow against to complete priority Redevelopment Projects. Furthermore, the reinvestment of tax increment within the CRA would create a higher rate of return to both the CRA and the City, particularly after the CRA sunsets.

Summary of Results	Reinvestment of CRA TIF					Assumes conservatively that investment in the CRA Boundaries results in an additional 1% growth during re-investment period (2021-2049), additional 0.5% long-term growth, and increased new construction activity. As detailed to the left, the City and the stakeholders will benefit greatly from targeted investment through the CRA.
		2016-2020	2021-2034	2035-2064	Total	
	Net City-Taxes	\$15,029,985	\$51,541,477	\$625,287,538	\$691,859,000	
	CRA Contribution/TIF					
	Reinvestment	\$6,140,190	\$91,959,368	\$ -	\$90,099,558	
		\$21,170,175	\$143,500,845	\$625,287,538	\$789,958,558	
	No Re-Investment of CRA TIF					
		2016-2020	2021-2034	2035-2064	Total	
	Net City-Taxes	\$16,428,339	\$116,492,381	\$502,238,792	\$635,159,511	
	CRA Contribution/TIF	\$4,741,210	\$16,858,103	\$ -	\$21,599,313	
		\$21,169,549	\$133,350,484	\$502,238,792	\$656,758,824	

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## SECTION TWO



## INTRODUCTION

### Vision Statement -“Established in History, Preparing for Tomorrow”

#### Background

This plan update has been prepared to reflect the vision and actions undertaken 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 update is to assess our progress, identify additional action steps and provide the basis for continued implementation of the City’s mission statement in the CRA as expressed by the City’s residents, business leaders and elected officials.

The City of Dania Beach’s tagline is “First in Broward, Second to None.” This reflects the City’s history as the first City incorporated in 1904, prior to the creation of Broward County and its vision to become a 21st Century destination community for its residents, visitors and economic opportunity. The CRA contains much of the original part of the City. As a result, many of its buildings are older, some historic but many more deteriorated than those of other Broward County municipalities. Along with that, much of the housing stock has deteriorated; some have experienced “demolition by neglect.” In addition, similar to other South Florida cities historical development patterns reflect a racially segregated past which helps 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 of Dania Beach. 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 not until the 2009 CRA Plan update did they articulate the specific programs, projects and financing necessary to realize the vision.

The 2009 CRA Redevelopment Plan was supported by an exhaustive public input effort and recognized the planned installation of two future rail transit stops on the Florida East Coast (FEC) railway, which in the mid term and as part of this update, focused on one. The plan was not, however, dependent upon those facilities being installed, instead focusing on many other attributes that the City and CRA could capitalize on in the short term to encourage redevelopment. The redevelopment of the CRA must continue to proceed in an orderly and strategic manner to provide the physical improvements necessary to improve the lives of the City’s residents and support the larger City-wide economic development goals.

#### Mission Statement

“Dania Beach is committed to providing a unique small-town quality of life 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.”

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

- Infrastructure and urban design standards that achieve physical redevelopment in a sustainable manner. A strong emphasis is on alternative transportation, pedestrian and bicycle connectivity and the application of the most up-to-date technologies in order to optimize energy efficiency of new buildings and construct resilient infrastructure that is adaptable to future climate change impacts.
- 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. Other areas of focus include the significant potential for tourism, design and arts related businesses and growing of retail and entertainment opportunities 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, housing and preserving and protecting existing neighborhoods.

#### *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 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.

#### 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."*

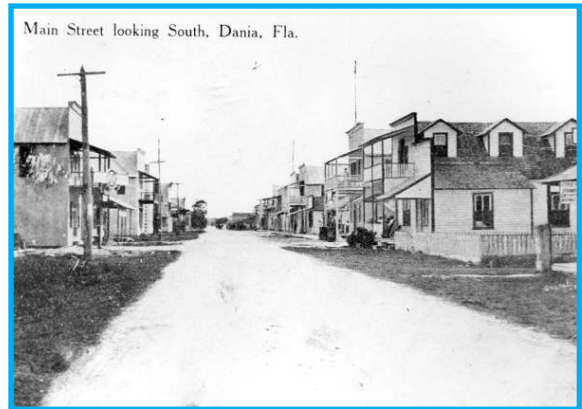
President Lyndon B. Johnson –  
Excerpted from the President's speech upon signing the Civil Rights Act of 1964

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 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 in 1942
- Antiques become the new thing in 1945



### *20th Century – Second Half*

Annexation of lands west of SW 9th Avenue in 1959

- Opening of Collins Elementary School in 1959
- Jai Alai comes to town in 1953
- 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*

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 to the right, depicts three areas designated as yacht basins, two along the south side of the Dania Cutoff 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 changed its name to Dania Beach. Annexations in 1990 expanded the City's tax base and brought in the "Marina Mile" on the 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.



#### *Community Partnerships and Past Planning Efforts*

Dania Beach has a history of strong community involvement that is reflected in the community partnerships that have been forged in the past several years. These activities represent a commitment from

a variety of corporate and industry entities and government agencies working in concert.

Community partnerships can involve a range of activities from the funding of community or citywide initiatives, through the private sector 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 focused on building those community partnerships over the past several decades.



In 1998 The City of Dania Land Use Visioning Study was completed and Dania Beach was granted Main Street Florida status, which led to the development of a number of programs intended to revitalize the Main Street corridor (US 1/ Federal Highway). 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 public and private 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.

In 1999, the Children’s Services Council of Broward County’s Institute for Community Empowerment (ICE) conducted a neighborhood Master Plan Workshop that again provided an opportunity for residents to develop future goals for the community. As a result, 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 many partners including the City of Dania Beach,, 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 sites adjacent to the Dania Cut-Off and C-10 Canals.

These prior planning efforts and partnerships led to the City Commissions decision to create a Community Redevelopment Agency, which was finalized in 2002 and delegated the powers through Broward County to create a Redevelopment Plan and define a Redevelopment Area. The original City of Dania Beach Downtown Community Redevelopment Plan was prepared and adopted in 2004, which lead to the creation of the original Community Redevelopment Area boundary.

In 2003, the former Catanese Center (aka CUES) at Florida Atlantic University prepared the Urban Infill and Redevelopment Area (UIRA) Plan for the City of Dania Beach. The process was grassroots, including several community meetings, walk throughs, advisory board meetings and community stakeholder interviews. 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 which culminated in the 2009 Community Redevelopment Plan update that expanded the Redevelopment Area boundaries to include these neighborhoods in future revitalization efforts.

## **Location**

### *Legal Description*

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

This is an aerial map of Jacksonville, Florida, with street names labeled in yellow text. The city's jurisdictional boundary is marked by a blue dashed line. The map includes the following street labels:

- Top Edge:** NW 31TH ST
- Left Edge:** NW 1ST ST, NW 14TH AVE, NW 15TH AVE, NW 16TH AVE, NW 17TH AVE, NW 18TH AVE, NW 19TH AVE, NW 20TH AVE, NW 21TH AVE, NW 22TH AVE, NW 23TH AVE, NW 24TH AVE, NW 25TH AVE, NW 26TH AVE, NW 27TH AVE, NW 28TH AVE, NW 29TH AVE, NW 30TH AVE, NW 31TH AVE, NW 32TH AVE, NW 33TH AVE, NW 34TH AVE, NW 35TH AVE, NW 36TH AVE, NW 37TH AVE, NW 38TH AVE, NW 39TH AVE, NW 40TH AVE, NW 41TH AVE, NW 42TH AVE, NW 43TH AVE, NW 44TH AVE, NW 45TH AVE, NW 46TH AVE, NW 47TH AVE, NW 48TH AVE, NW 49TH AVE, NW 50TH AVE, NW 51TH AVE, NW 52TH AVE, NW 53TH AVE, NW 54TH AVE, NW 55TH AVE, NW 56TH AVE, NW 57TH AVE, NW 58TH AVE, NW 59TH AVE, NW 60TH AVE, NW 61TH AVE, NW 62TH AVE, NW 63TH AVE, NW 64TH AVE, NW 65TH AVE, NW 66TH AVE, NW 67TH AVE, NW 68TH AVE, NW 69TH AVE, NW 70TH AVE, NW 71TH AVE, NW 72TH AVE, NW 73TH AVE, NW 74TH AVE, NW 75TH AVE, NW 76TH AVE, NW 77TH AVE, NW 78TH AVE, NW 79TH AVE, NW 80TH AVE, NW 81TH AVE, NW 82TH AVE, NW 83TH AVE, NW 84TH AVE, NW 85TH AVE, NW 86TH AVE, NW 87TH AVE, NW 88TH AVE, NW 89TH AVE, NW 90TH AVE, NW 91TH AVE, NW 92TH AVE, NW 93TH AVE, NW 94TH AVE, NW 95TH AVE, NW 96TH AVE, NW 97TH AVE, NW 98TH AVE, NW 99TH AVE, NW 100TH AVE
- Right Edge:** DANIA BEACH BLVD
- Bottom Edge:** SW 1ST ST, SW 2ND ST, SW 3RD ST, SW 4TH ST, SW 5TH ST, SW 6TH ST, SW 7TH ST, SW 8TH ST, SW 9TH ST, SW 10TH ST, SW 11TH ST, SW 12TH ST, SW 13TH ST, SW 14TH ST, SW 15TH ST, SW 16TH ST, SW 17TH ST, SW 18TH ST, SW 19TH ST, SW 20TH ST, SW 21TH ST, SW 22TH ST, SW 23TH ST, SW 24TH ST, SW 25TH ST, SW 26TH ST, SW 27TH ST, SW 28TH ST, SW 29TH ST, SW 30TH ST, SW 31TH ST, SW 32TH ST, SW 33TH ST, SW 34TH ST, SW 35TH ST, SW 36TH ST, SW 37TH ST, SW 38TH ST, SW 39TH ST, SW 40TH ST, SW 41TH ST, SW 42TH ST, SW 43TH ST, SW 44TH ST, SW 45TH ST, SW 46TH ST, SW 47TH ST, SW 48TH ST, SW 49TH ST, SW 50TH ST, SW 51TH ST, SW 52TH ST, SW 53TH ST, SW 54TH ST, SW 55TH ST, SW 56TH ST, SW 57TH ST, SW 58TH ST, SW 59TH ST, SW 60TH ST, SW 61TH ST, SW 62TH ST, SW 63TH ST, SW 64TH ST, SW 65TH ST, SW 66TH ST, SW 67TH ST, SW 68TH ST, SW 69TH ST, SW 70TH ST, SW 71TH ST, SW 72TH ST, SW 73TH ST, SW 74TH ST, SW 75TH ST, SW 76TH ST, SW 77TH ST, SW 78TH ST, SW 79TH ST, SW 80TH ST, SW 81TH ST, SW 82TH ST, SW 83TH ST, SW 84TH ST, SW 85TH ST, SW 86TH ST, SW 87TH ST, SW 88TH ST, SW 89TH ST, SW 90TH ST, SW 91TH ST, SW 92TH ST, SW 93TH ST, SW 94TH ST, SW 95TH ST, SW 96TH ST, SW 97TH ST, SW 98TH ST, SW 99TH ST, SW 100TH ST
- Internal Labels:** OLD GRIFFIN RD, NW 4TH ST, NW 21ST AVE, NW 22ND AVE, NW 23RD AVE, NW 24TH AVE, NW 25TH AVE, NW 26TH AVE, NW 27TH AVE, NW 28TH AVE, NW 29TH AVE, NW 30TH AVE, NW 31TH AVE, NW 32TH AVE, NW 33TH AVE, NW 34TH AVE, NW 35TH AVE, NW 36TH AVE, NW 37TH AVE, NW 38TH AVE, NW 39TH AVE, NW 40TH AVE, NW 41TH AVE, NW 42TH AVE, NW 43TH AVE, NW 44TH AVE, NW 45TH AVE, NW 46TH AVE, NW 47TH AVE, NW 48TH AVE, NW 49TH AVE, NW 50TH AVE, NW 51TH AVE, NW 52TH AVE, NW 53TH AVE, NW 54TH AVE, NW 55TH AVE, NW 56TH AVE, NW 57TH AVE, NW 58TH AVE, NW 59TH AVE, NW 60TH AVE, NW 61TH AVE, NW 62TH AVE, NW 63TH AVE, NW 64TH AVE, NW 65TH AVE, NW 66TH AVE, NW 67TH AVE, NW 68TH AVE, NW 69TH AVE, NW 70TH AVE, NW 71TH AVE, NW 72TH AVE, NW 73TH AVE, NW 74TH AVE, NW 75TH AVE, NW 76TH AVE, NW 77TH AVE, NW 78TH AVE, NW 79TH AVE, NW 80TH AVE, NW 81TH AVE, NW 82TH AVE, NW 83TH AVE, NW 84TH AVE, NW 85TH AVE, NW 86TH AVE, NW 87TH AVE, NW 88TH AVE, NW 89TH AVE, NW 90TH AVE, NW 91TH AVE, NW 92TH AVE, NW 93TH AVE, NW 94TH AVE, NW 95TH AVE, NW 96TH AVE, NW 97TH AVE, NW 98TH AVE, NW 99TH AVE, NW 100TH AVE

## Redevelopment Planning Process

### *Purpose for Creating a Community Redevelopment*

The purpose for creating and 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.

The 2009 modification and expansion of the Community Redevelopment Area allowed the City of Dania Beach to focus its efforts on its downtown core and surrounding neighborhoods and businesses that have fallen into blighted conditions over time. Furthermore the expansion added areas that could have a positive economic impact on the City, providing for an additional tool to encourage economic development. The creation and expansion of the Community Redevelopment Area allows the City to direct monies and efforts towards these areas through the guidance of a plan and an expanded list of funding sources.

Residents that reside and businesses that operate inside or adjacent to the Community Redevelopment Area will be positively affected by its continued operations. 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. 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.

### *Planning for Redevelopment*

In 2002 Dania Beach began to take definitive steps toward redevelopment by creating a limited authority Community Redevelopment Agency (CRA) upon 525 acres within the City of Dania Beach. The Downtown Community Redevelopment Plan, adopted in 2004, contained general recommendations for the Downtown Area, which included the Federal Highway corridor and adjacent areas. 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 formed a series of steps that led to the City's 2009 CRA Redevelopment Plan, which expanded on work already accomplished, increased the total acreage to 1,342 acres and added the neighborhoods and commercial areas to the south, north and the west into the overall boundaries of the CRA. The 2009 CRA Plan update also more fully analyzed conditions within the City and identified a specific course of action for redevelopment by identifying implementation strategies for success. The guiding and binding principles of the past and current CRA

Redevelopment Plan are based on the following:

- 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.



### *Public Involvement and the Redevelopment Planning Process*

At its heart, the redevelopment planning process in Dania Beach has been a collaborative effort driven by citizen input and community partnerships. The results of these planning efforts are reflected in previous and the current update to the Dania Beach Community Redevelopment Plan. The 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 include professional urban planners, civil and transportation engineers, market analysts and redevelopment financing experts.

As noted above, several studies and planning initiatives have been undertaken over the past 10 to 20 years that culminated in the creation of the CRA and later, the expansion of the CRA. 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 April 2004, Broward County approved its first Redevelopment Plan. The original 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.

While the original CRA boundary included land that was, and still is, blighted it did not include all of the Sun Garden Isles community, or any part of the College Gardens and Dania Beach Heights communities which were addressed in the 2003 Urban Infill and Redevelopment Area (UIRA) Plan. Since the 2009 CRA Plan Update, these areas have been included and include specific strategies for redevelopment. The CRA and the City have invested in implementation of several projects and programs, however there is still much to do.

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. 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 the 2009 CRA Plan this redevelopment plan update. In the ensuing months, additional meetings were held with the residents to ensure that everyone had a voice in the planning process. Through the 2009 CRA Plan Update process over 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.

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 cataloged 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 this data were used to prepare the Finding of Necessity to expand the CRA boundaries. At the same time, issues and opportunities began to emerge that, in turn, led to the identification of projects necessary to accomplish redevelopment. This update to the CRA Plan, uses the original 2009 CRA Expansion Plan as a baseline for implementation strategies, evaluates the progress to date and provides for additional strategies as identified by the community that are important to facilitate redevelopment over the remaining 19 years of the CRA's life.

The planning process for this update to the CRA Plan began in early 2014. Consultants for the Dania Beach CRA reviewed the 2009 CRA plan and benchmarked accomplishments to date, updated the existing conditions and market analysis and concurrently conducting community meetings and stakeholder interviews to identify additional areas for analysis. In addition, consultants reviewed the recently completed Dania Beach Economic Development Strategic Blueprint, 2012, prepared by Boyette Strategic Advisors and conducted an Economic and Fiscal Impact Analysis in 2013 to measure the success and economic impact of the CRA.

The community planning process began in April 2014 with an areawide meeting to prioritize future CRA activities and provide input on past results. This meeting was followed by a series of neighborhood meetings, a merchant meeting and individual stakeholder meetings. The priorities as identified by the community and the related strategies were presented at an informal community reception in March 2015 to validate the priorities and provide an opportunity for final input. In addition, the CRA launched an online survey which was open from February – March 2015. Primary priorities identified through the survey were as follows, in priority order:

- Attracting new businesses and employment opportunities;
- Landscaping and Beautification;
- Infrastructure and Roadway Improvement (roads, bridges, utilities, etc); and tied for 3rd,
- Existing business improvements and training.

The overall CRA Plan update supports the community priorities identified through the planning process and provides updated strategies to implementation.







## SECTION THREE

## ADMINISTRATION AND GOVERNANCE

### Power and Authority of the 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. A copy of Resolution 2002-275 is included as Appendix A in 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, (Appendix A). 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 which provided for a time certain for completion of redevelopment activities and an assurance of partnerships between the City, CRA and Broward County for redevelopment. Resolution 2004-423 delegated all powers designated by Chapter 163.330, et. seq., Florida Statutes, also known as the Community Redevelopment Act of 1969 to the City with certain exceptions. The resolution provided for Broward County to retain specific powers as follows:

- 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 specified the County's method of funding for community redevelopment projects which would be predicated upon annual non ad valorem appropriations pursuant to the requirements of its Redevelopment Capital Program and as further defined in the Interlocal Agreement between the County and City. The Redevelopment Capital Program was funded from 2002 – 2007. In 2013, the Broward County Board of Commissioners replaced the Redevelopment Capital Program with the Broward Redevelopment Program, which is subject to funding by the Board of County Board of Commissioners

In 2008, the CRA conducted a Finding of Necessity (Appendix B) to expand the boundaries of the CRA and include adjacent neighborhoods in need of redevelopment. In 2009, the Community Redevelopment Plan was modified and expanded the boundaries by 824 acres for a total of 1,349 acres through Resolution #2009-795 (Appendix A). The resolution reaffirmed that there would be no tax increment payments from the county or other taxing authorities, with the exception of the City.

This modification will update the 2009 approved Community Redevelopment Plan to reassess implementation strategies, based on current market and physical conditions.



### *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.
    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 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, 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.
- (3) 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.
- (4) 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.

#### *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.

#### *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.

### **Time Certain for Completion of Redevelopment Projects**

The time certain for completion of redevelopment projects included in the Dania Beach Community Redevelopment Plan is 30 years from adoption. The original Community Redevelopment Plan was approved by the Broward County Commission on April 20, 2004. The adoption of the update to CRA Redevelopment Plan in 2009 did not include an extension of the life of the CRA and it is not anticipated that this current Plan modification would do the same. The time certain for the completion of redevelopment projects pursuant to the adopted and as amended Dania Beach Community Redevelopment Plan is April 20, 2034.

### **Conformance with the City of Dania Beach Comprehensive Plan**

An analysis of the Dania Beach Community Redevelopment Plan's conformity with the City of Dania Beach Comprehensive Plan, 2009 was conducted and 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. The Finding of Conformity report is included as Appendix C.

### **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 has publicly adopted by-laws to govern its activities and to ratify its administrative policies. These are the administrative documents by which the CRA operates.

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 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 on or before March 31 of each year to comply with the "Special Districts" requirements of the state of Florida, including an annual financial report to the Florida Department of Financial Services.

### **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 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.

- 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.



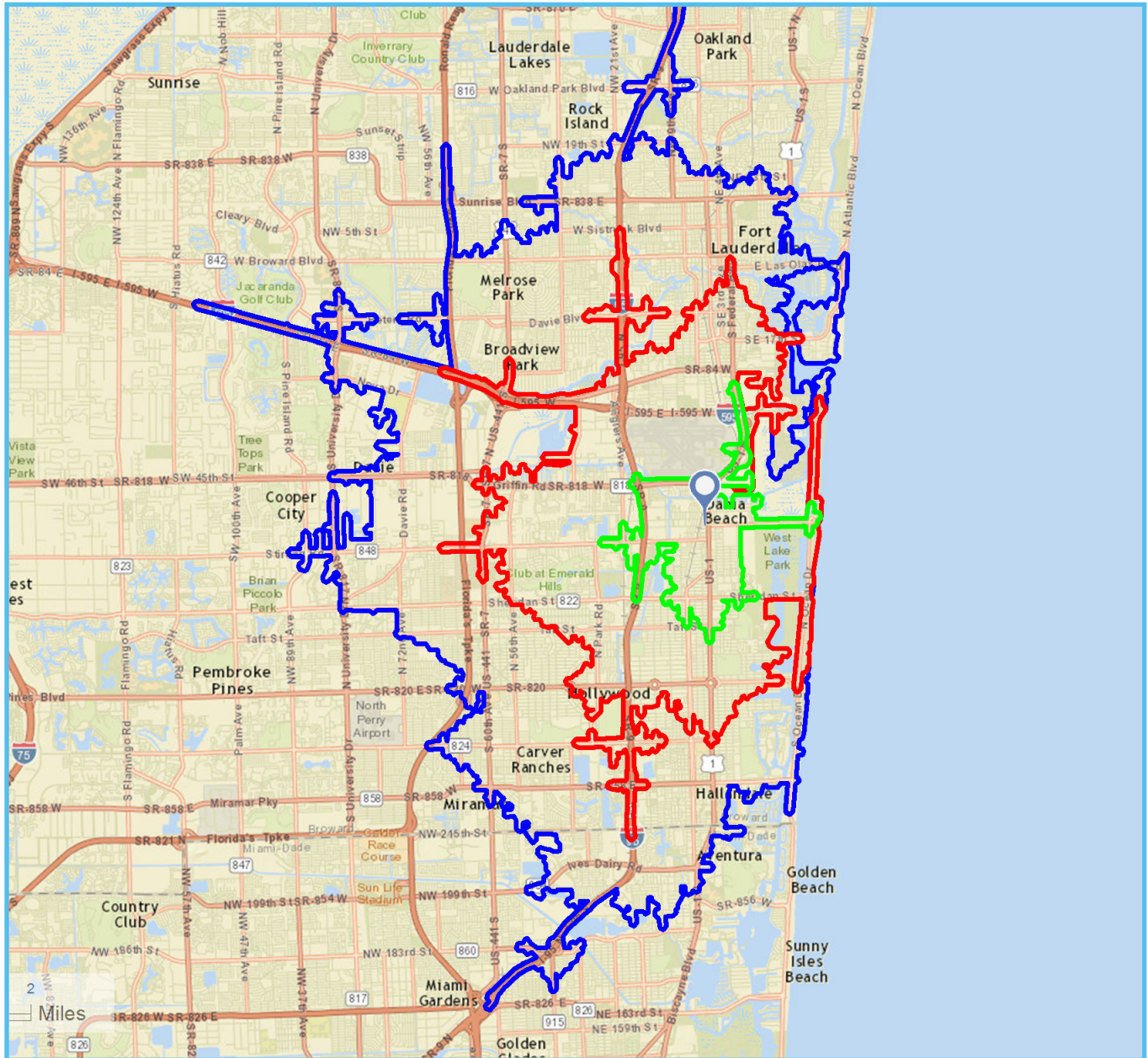


## SECTION FOUR



## EXISTING CONDITIONS

The Dania Beach CRA has 9,048 residents, which is approximately 30% of the City's population. For the purposes of creating a broad and robust snapshot of the CRA's existing conditions and market potential, the economic, demographic, and real estate characteristics were analyzed and compared for the CRA, the City of Dania Beach, the market areas within 5 and 10 minute drives of the intersection of Dania Beach Boulevard and US1, and Broward County.



*The green, red and blue areas represent 5, 10 and 15 minute drive times from the CRA. (US Census Bureau, Census 2010, ESRI Inc. profile 2014)*

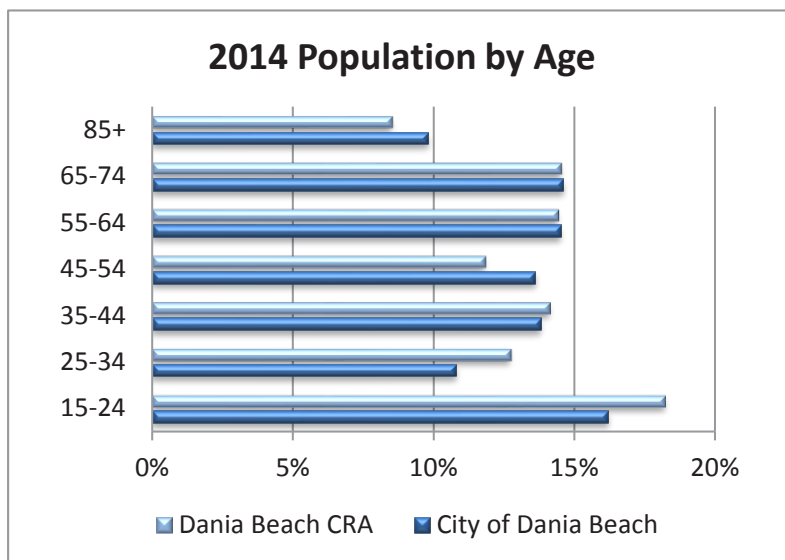


## Population and Households

According to 2014 ESRI population estimates, there are 30,815 people living in the city of Dania Beach, of that 9,048 or 30% reside within the Community Redevelopment Area (CRA) boundaries. When considering the expanded market area of the CRA, approximately 20,800 people live within a 5 minute drive from the core of the central business district of the CRA, and another 124,000 live within a ten minute drive.

According to ESRI data, the average household size within the CRA is 2.41 persons per household, which is higher than the citywide rate of 2.29 persons per household; this indicates that there is a higher concentration of families within the CRA. This characteristic is further supported by the data which indicates that 74% of the CRA households reside in family households and only 22.5% reside in non-family households. Population growth over the next 5 years is estimated at only 1.47% primarily due to the CRA's limitations on available land for new development.

- 41.5% of the population older than 16 years have never been married, while 9.2% are widowed.
- 29.3% of households have children, while only 5.6% are Multigenerational households.



## Age Characteristics

The median age for residents within the CRA is 39.3 years which is lower than the citywide median age of 41.9 and similarly, 18.3% of CRA residents are under the age of 15 compared to 16.2% city wide. Conversely, 14.2% of the CRA's population is 65 and older, while 16.4% citywide are 65 and older. This data supports that families and generally younger people reside within the CRA. Furthermore, project rates of growth within the next 5 years of the 65 and older populations are much higher citywide than they are within the CRA.

2014 CRA Median Household Income by Age of Householder							
	<25	25-34	35-44	45-54	45-64	65-74	75+
Median HH Income	\$18,291	\$35,329	\$38,894	\$43,881	\$28,567	\$22,130	\$17,461
Average HH Income	\$29,683	\$43,018	\$47,638	\$54,130	\$40,703	\$35,235	\$24,442

## Race and Ethnicity

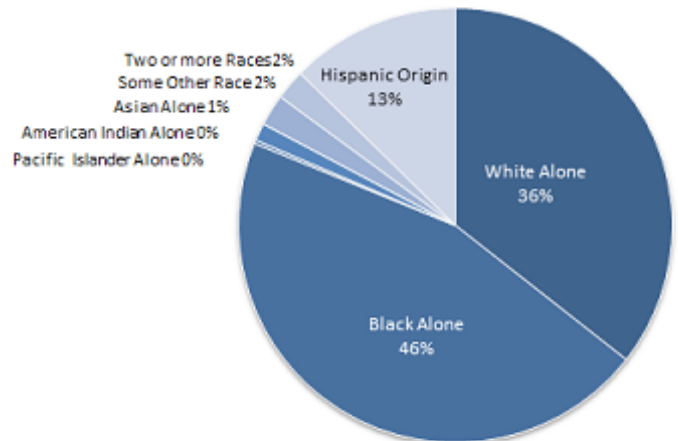
The CRA population is 52.5% African American, and 41.0% White. 14.6% of the population is of Hispanic Origin.

## Income

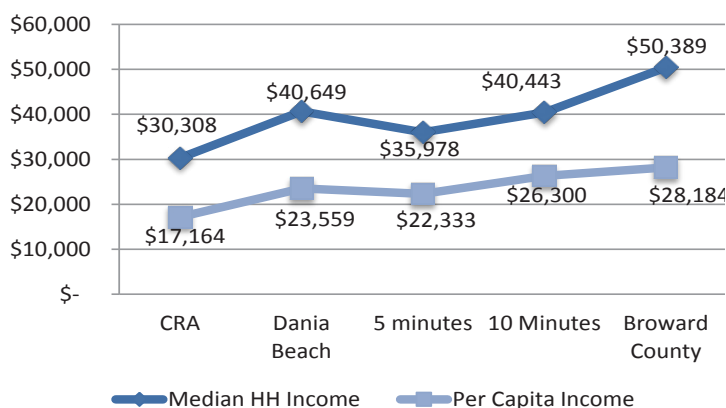
Median household income divides the income distribution into two equal groups, one having incomes above the median and the other having incomes below the median. This finding gives a good depiction of the overall household income of a particular geography. The median household income in the CRA is \$30,308 which is much lower than the citywide median income of almost \$40,649. Per capita income reflects the same trend, with incomes rising the further from central business district that the study area expands.

Within the CRA, 2014 data shows that 26% of all households earned less than \$15,000, and 44% earned less than \$25,000 annually. This is significant since 2014 Federal Poverty Guidelines for a family of four (4) earning \$23,850 or less would meet the poverty threshold. Less than 7% of the CRA's households earned more than \$100,000. Estimates provided by ESRI do not project significant improvement in this area, with 2019 projections estimating that 25% of households will earn less than \$15,000.

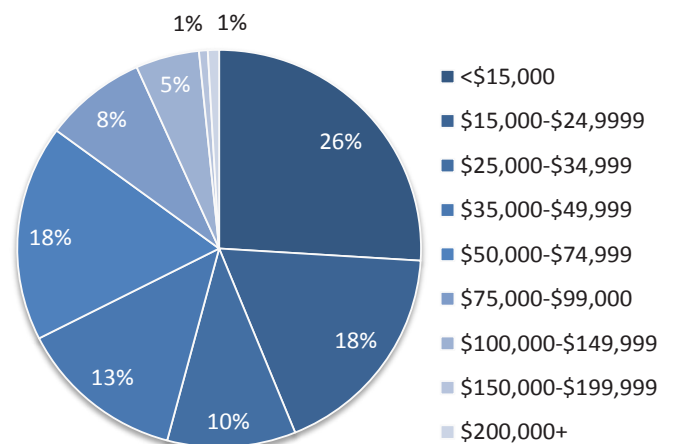
2014 CRA Population by Race/Ethnicity



Income Characteristics



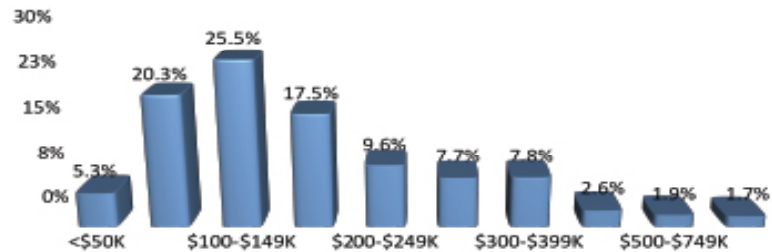
2014 CRA Households by Income



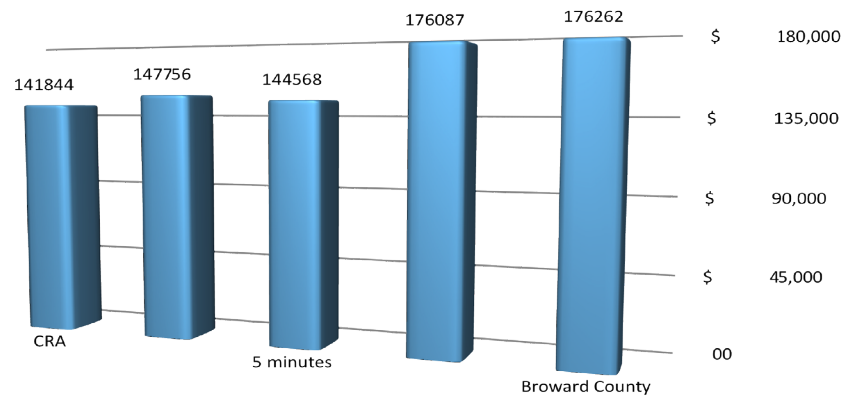
### Housing Characteristics

According to ESRI, there are 3,622 housing units within the boundaries of the CRA, 13,157 within the city of Dania Beach, and 163,690 within a 15 minute drive. The housing units in the CRA are primarily single family homes, and the CRA has the highest percentage of rental property in all of the evaluated geographies. Additionally, the units within the CRA have a slightly higher vacancy rate than the larger area, additionally, homeownership rates are very low. The data shows that Dania Beach median home values are similar regardless of location in or outside of the CRA, while values increase in the 10 and 15 minute drive time areas. The Dania Beach housing market continues to improve, and these conditions should benefit the existing single family market and the potential of multifamily residential development within the CRA.

**Dania Beach CRA- Owner Occupied Housing Units by Value**



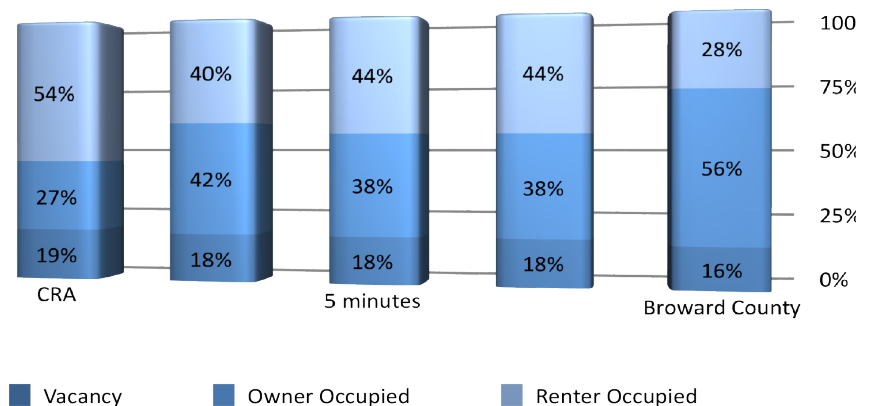
**Median Home Value**



### Age of Housing Stock

According to the American Communities Survey estimates as of 2012, approximately 59% of the housing units within the CRA were built prior to 1970. There has been limited new construction of housing over the past 25 years with only 13% of the housing stock constructed after 1990. The median year of all structures built within the CRA is 1966.

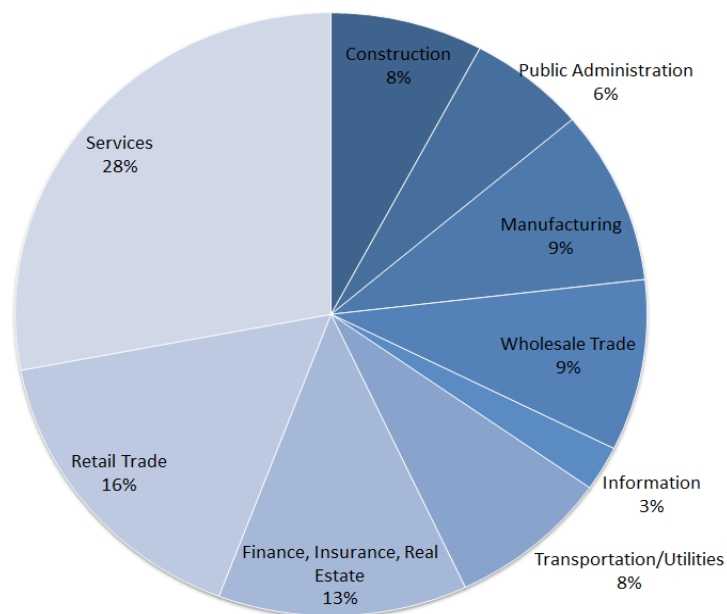
**Housing Unit Occupancy Status**



### Workforce and Employment

According to ESRI 2014 estimates, approximately 51% of the CRA population is in the labor force and approximately 86% or 4,186 are employed. More than half of those employed work in the Service Industry, with Retail and the Finance/Insurance/Real Estate industries being the second and third highest employee sectors, respectively. The industry sectors with the highest local employment share include Service, Retail and Finance, Insurance and Real Estate.

Industry	Local Jobs	Local Workforce	Supply/Demand
Total	6,587	4,186	-2,401
Construction	344	180	-164
Manufacturing	410	109	-301
Wholesale Trade	531	167	-364
Retail Trade	710	494	-216
Transportation/Utilities	364	268	-96
Information	103	21	-82
Finance, Insurance, Real Estate	556	406	-150
Services	1565	2310	745
Public Administration	357	234	-123





## SECTION FIVE



## MARKET DEMAND ANALYSIS

The CRA has worked throughout the district to promote investment through various activities including direct assistance grants in the form of Façade Improvement Grants and Merchant Assistance Grants; capital projects and infrastructure investments; and economic development assistance activities that include Enterprise Zone incentive facilitation, corporate and marine industry assistance and hotel investment. The CRA has also worked with numerous developers to attract and facilitate investment; including over \$215 million in construction, more than 65,000 square feet of commercial space, 65 hotel rooms and over 1,500 new residential units. This does not include the expansion of Dania Jai Alai or the significant Dania Live project.

The Commercial Real Estate Market in the Dania Beach is recovering from the economic downturn. Available space is currently limited in all three sectors, especially industrial and retail.

	Total	Vacant		Available		Rate
Industrial	1,708,616	61,437	3.6%	108,347	6.3%	\$ 6.88
Office	343,299	13,820	4.0%	40,520	11.8%	\$ 14.05
Retail	870,731	45,106	5.2%	47,606	5.5%	\$ 18.64

### Industrial Market

Industrial space occupancy rates continue to increase, leading to a very low vacancy rate under 4%. Leasing has been active with only one quarter of negative net absorption in recent years. Per square foot lease rates have declined, which has helped drive absorption and push the vacancy rate down. Low vacancies should begin to push rents back up during 2015.

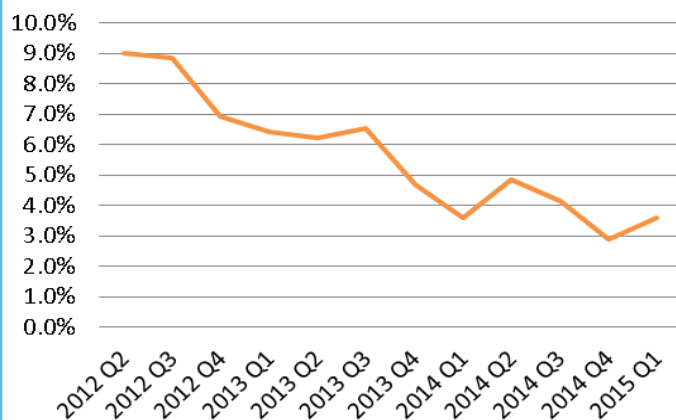
For the industrial tenants in the CRA, average time at their location is 5 years and the average time remaining on their lease is 1 year, 4 months. 38.2% of industrial tenants have leases that expire in 2015, 26.5% in 2016 and 23.5% in 2017. 48.4% of the industrial tenants have less than 2,500 square feet, and only 3 are larger than 25,000 square feet. 74.2% are less than 5,000 square feet.

### *Industrial Market Potential*

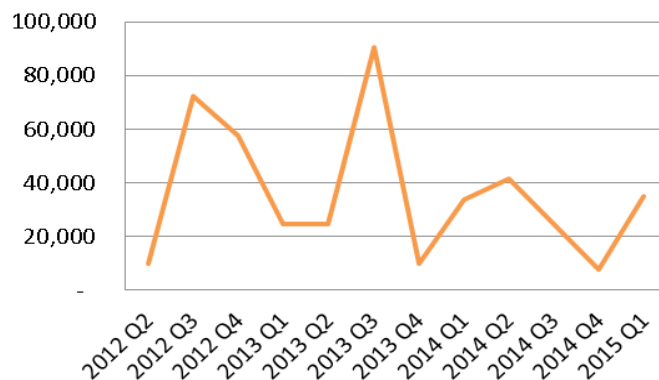
The industrial real estate market in Dania Beach and all of Southeast Broward County is strong, with positive absorption, declining vacancy and increasing rental rates. Dania Beach's unique location and access to I-95, navigable waters, the Port and Airport will maintain its competitiveness in Southeast Broward County, especially for marine and trade related industrial uses.

Although individual projects need detailed analysis within their specific targeted industry, based on local and regional trends, demand may exist in the next 3-5 years for up to 260,000 square feet of additional industrial space in the Dania Beach marketplace, provided that appropriate locations are available.

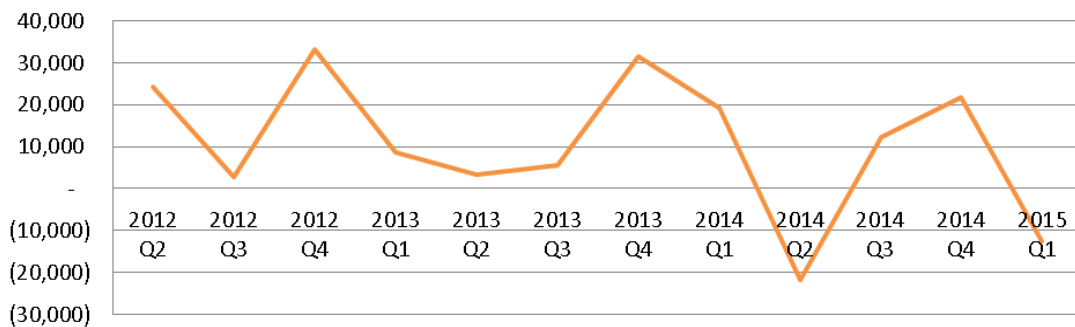
### CRA Industrial Space Vacancy Rate



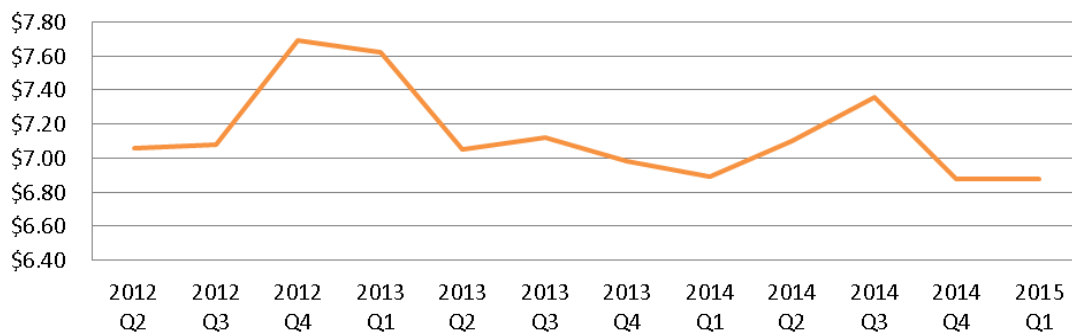
### CRA Industrial Space Leasing Activity (SF)



### CRA Industrial Space Net Absorption



### CRA Industrial Average Rent Per Sq Ft



### Office Market

There are currently 73 tenants in 59 office buildings accounting for 343,299 square feet within the Dania Beach CRA. Of that, 13,820 square feet is vacant and 40,520 are available for lease. Occupancy declined from 2012 through 2013, but has recovered and pushed vacancy rates down to 4%, although total available space including sublets is over 11%. Leasing activity has been mixed, but absorption trends appear to be rebounding from negative and flat to positive. Rent per square foot has remained generally steady, with slight increases recently as availability declined.

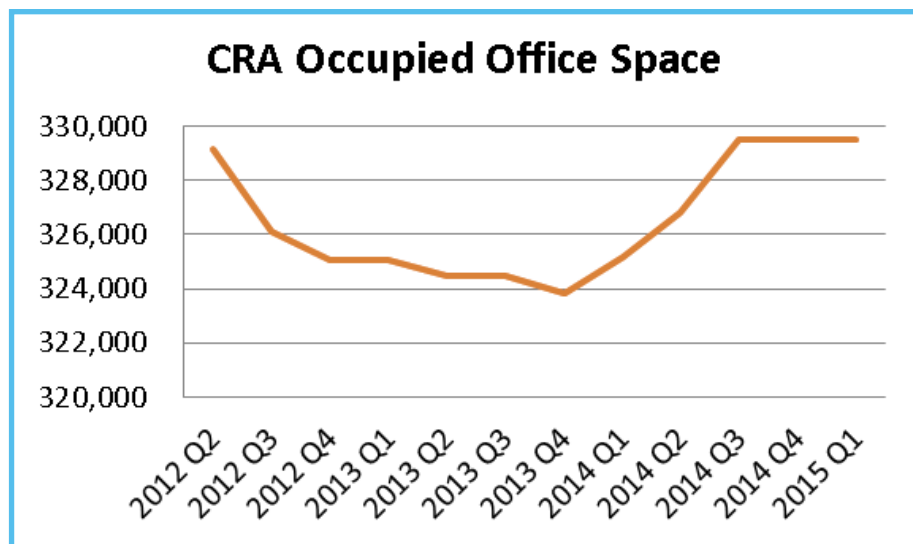
The average office tenant has been in their location for just over 6 years and have a little more than a year and a half remaining on their lease. 33.3% have leases that expire in 2015 and another 33.3% expire in 2016 and 2017.

The sectors with the largest share are Personal Services (23.3%), Retailers/Wholesalers (21.9%), and Real Estate. 76.1% of office tenants occupy less than 2,500 square feet, and 91.6% occupy less than 5,000 square feet. Five larger tenants occupy 42.9% of the leased office space.

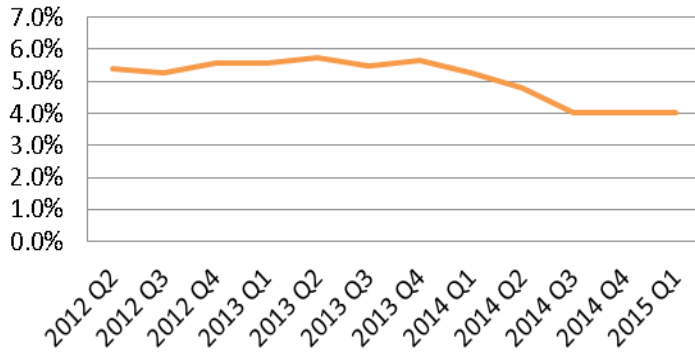
### Office Market Potential

Although there is some supply of available office space, demand for new office space in South Florida is limited; especially outside of the downtown areas of Miami, Fort Lauderdale and West Palm Beach. Vacancy rates throughout Broward County remain higher than normal and only three new Class A office buildings are being constructed in Broward County, totaling less than 100,000 square feet. Creation of new office space is unlikely in the near term, but programs to upgrade the existing inventory can improve the local office market. There is some opportunity for the inclusion of office uses within the industrial sector through consolidation and relocation of industrial user's office operations that may currently be located elsewhere.

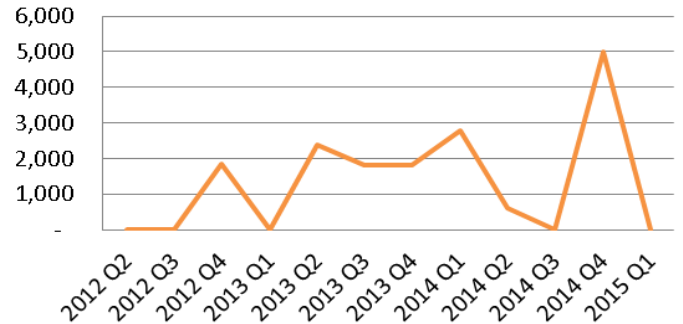
Additionally, there is some opportunity to provide limited office space in any new mixed-use developments that are planned in Dania Beach for office tenants that provide services to the local market; such as the medical, education, and professional services fields. This limited opportunity could represent approximately 15,000-25,000 square feet of office space. As investment in the Dania Beach CRA continues, additional demand for office space may grow as residential and other commercial demand grows



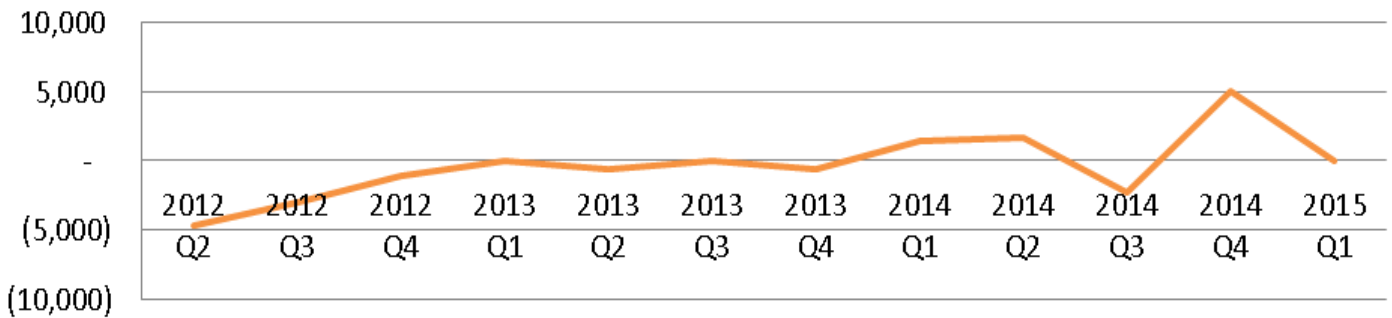
### CRA Office Space Vacancy Rate



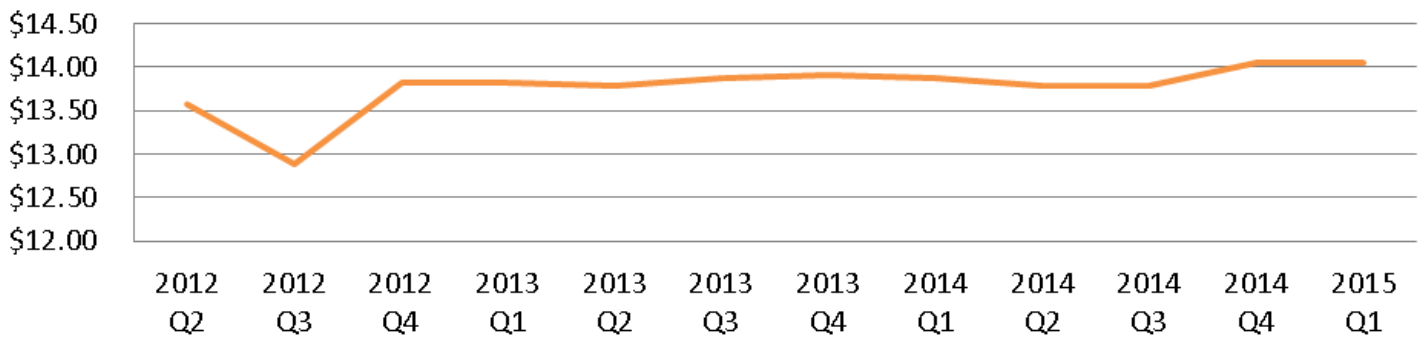
### CRA Office Space Leasing Activity (SF)

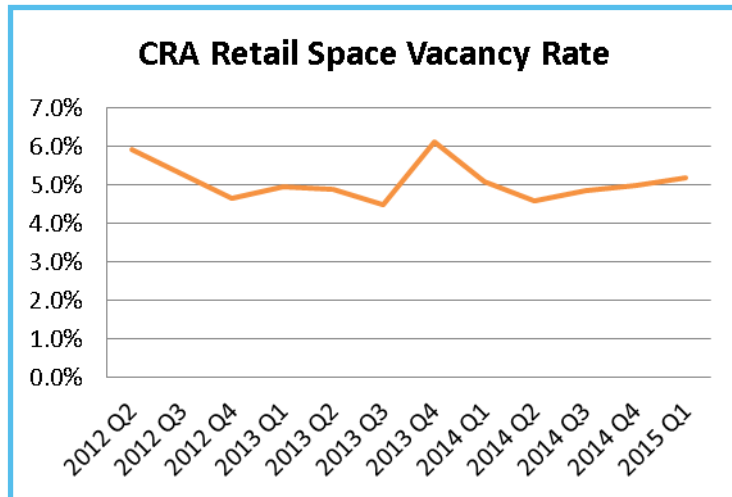


### CRA Office Space Net Absorption



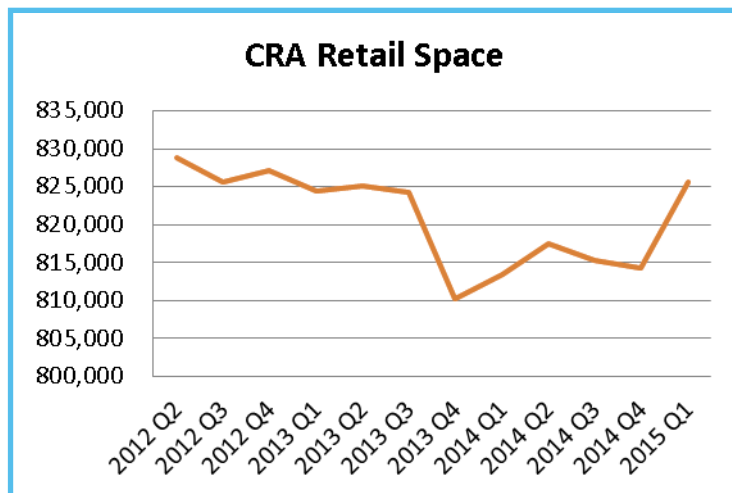
### CRA Office Average Rent Per Sq Ft





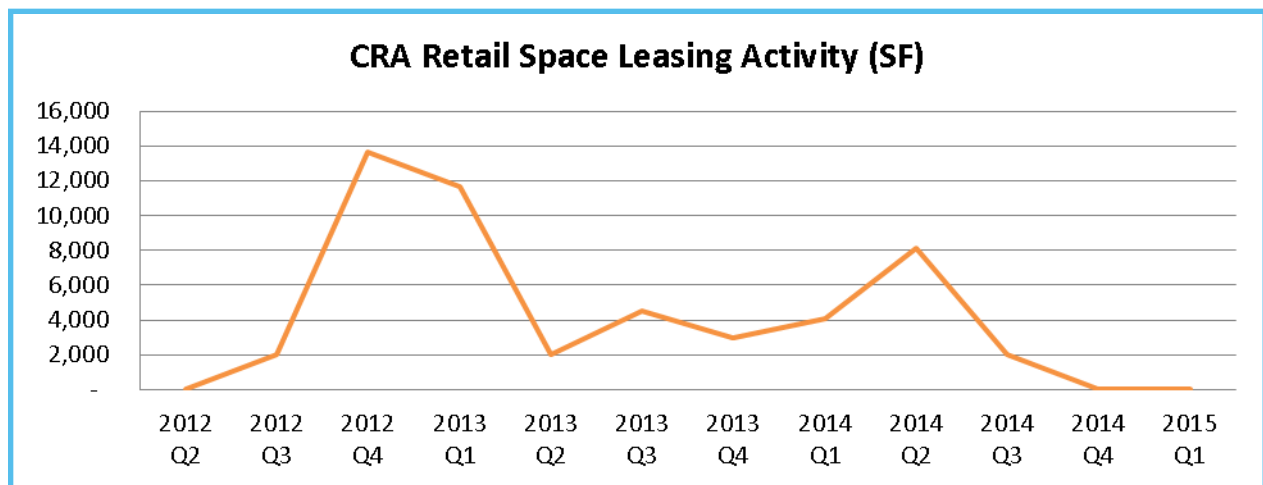
#### Retail Market

The Dania Beach CRA has approximately 137 buildings with 870,731 square feet of retail space, of which 45,106 are vacant and 47,606 are available for lease. Retail occupancy declined in 2014, but appears to be recovering. Nevertheless, vacancy remains low around 5%. Leasing activity has been steady but limited with smaller tenants, but absorption has been generally flat. Low vacancy has encouraged increases in the per square foot rent, which has increased significantly from \$12 per foot in 2012 to over \$18 per foot at the beginning of 2015. This rapid increase in rents has likely contributed to the flat absorption rate.



Revitalized downtown retail environments typically involve refocus of downtown's role. Downtowns usually offer high quality space, pedestrian friendly corridors and culture which create an authentic sense of place. A good downtown retail environment can also tap underserved markets that are not targeted by the typical consumer establishment including full-time retirees, seasonal residents, students and business commuters.





#### *Retail Market Potential*

For the Dania Beach CRA, the initial demand analysis evaluated unmet retail demand and identified how demand might grow and change. These are estimates that can change over time as the market changes.

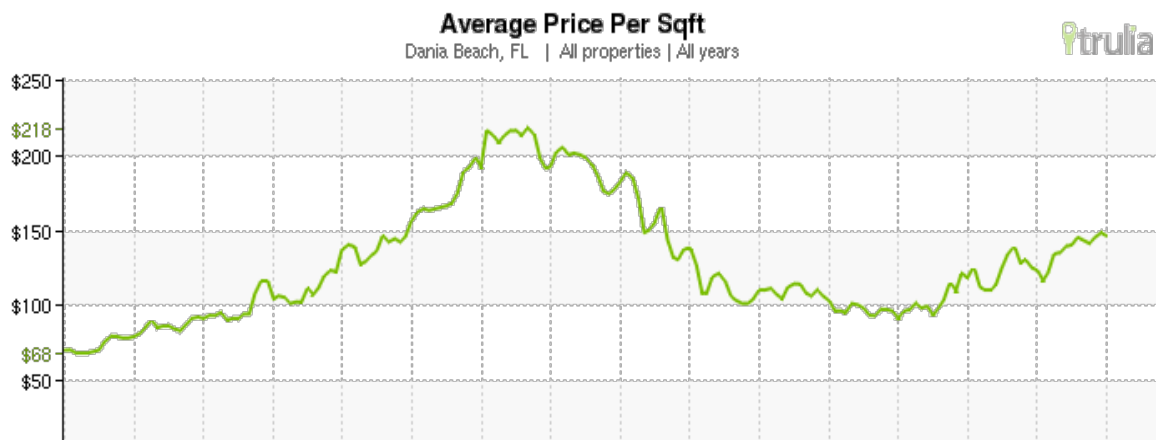
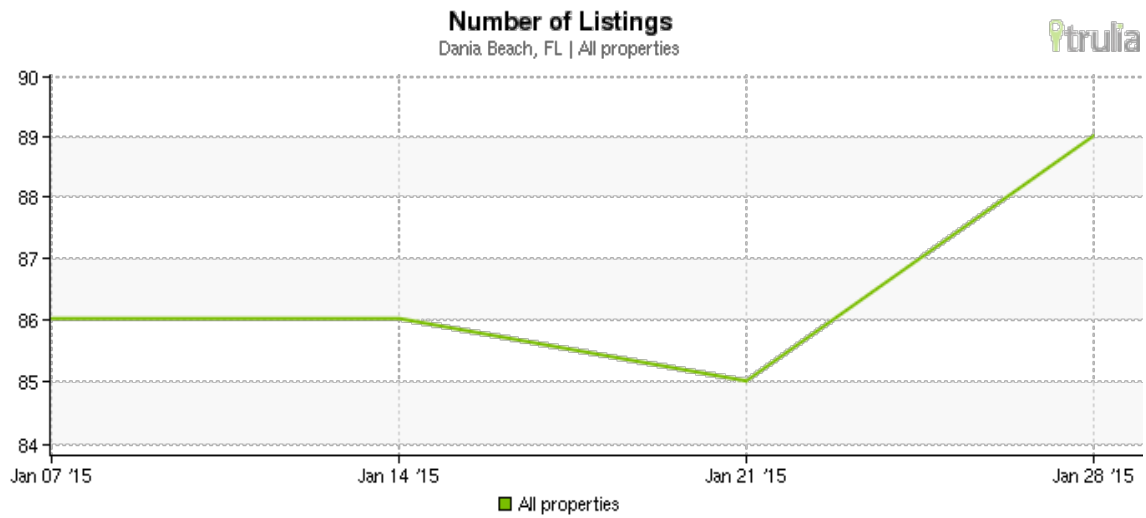
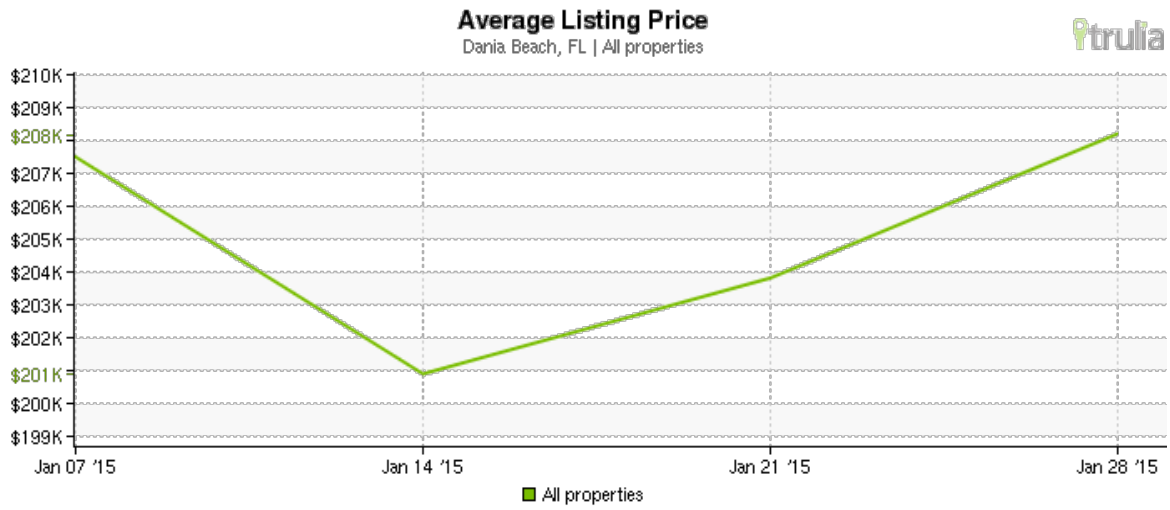
Additionally, these are current demand estimates and are based on natural growth and spending trends. These estimates do not account for market-making projects such as Dania Live, which are based on much more detailed regional competition and opportunity analysis.

Estimates show that current retail market demand for the downtown area could accommodate an additional 70,609 square feet of retail space and 12,221 square feet of restaurant space. Moreover, following completion of the residential developments that are currently planned in the Dania Beach CRA, which represent over 1,200 new units, an additional 37,000 square feet of retail/restaurant space could be supported in the market. Additional retail and restaurant demand may be driven by the expansion of Dania Jai Alai, Dania Live and additional residential investment.

## Residential Market

The median sales price for homes in Dania Beach FL for October 14th to January 15th was \$159,900. This represents a decline of 5.3%, or \$8,950, compared to the prior quarter and an increase of 33.2% compared to the prior year. Sales prices have appreciated 28.4% over the last 5 years in Dania Beach. The average listing price for Dania Beach homes was \$208,180 for the week ending January 28th, which represents an increase of 2.2%, or \$4,390, compared to the prior week and an increase of 0.3% or \$706, compared to the week ending January 7th. Average price per square foot for Dania Beach FL was \$139, an increase of 18.8% compared to the same period last year.





### *Residential Market Potential*

Ultimately, the success of the city center and Dania Beach CRA's commercial offerings will be determined by the amount of residential development. Residential use drives demand for other uses and while the predominant housing characteristic has been single family homes, demographics are changing and housing demand has more variety and characteristics; especially in downtowns, coastal areas, and along commercial corridors. The housing characteristics in demand are for both homeownership and rental products including, townhomes, condominiums, apartment buildings, and live/work units.

- Based on local housing market conditions, population growth projections and existing migration trends, there is currently local demand within the CRA for between 275-398 housing units by 2019. Additional demand may change over time as the market changes and are based on population projections, regional real estate market conditions, employment trends, and housing demand generated by the creation of new jobs as redevelopment and investment occurs. Additionally new residential development is often driven by developer execution which creates new housing demand in a marketplace, evidenced by the over 1,200 new units currently planned for development in Dania Beach.
- Residential Demand from Natural Population and Job Growth:
  - CRA: 275-398 units
  - 5 minutes: 1,844 units
  - 10 minutes: 12,386 units
- Residential Market Potential due to regional growth and real estate trends, and developer execution:
  - CRA: 1,636 units
  - 5 minutes: 2,123 units
  - 10 minutes: 6,718 units

### **Hotel Market**

In addition to permanent housing, there exists additional demand for hotel rooms in Dania Beach. The lodging market is currently limited to the new Holiday Inn, motels along US1 and mid-market hotel offerings at the I-95 interchanges. The Dania Beach CRA's proximity to the beach, the Port and the Airport, combined with a strong regional tourism market are assets that can drive demand for between 40-250 additional hotel rooms. However, since the locations for new hotel investment in the Dania Beach CRA are not oceanfront, the ability of the market to meet demand will be based on financial feasibility of any potential hotel projects since room revenue will be limited.



## SECTION SIX



## NEIGHBORHOOD AND 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 2014 ESRI Reports proved to be the best available data, particularly at the neighborhood level and was used when no more reliable current data could be obtained.

As of 2010, the entire CRA (1,349 acres) was reclassified to a Regional Activity Center (RAC) land use category to provide for more flexibility within the CRA. Additionally new neighborhood zoning categories were created for the areas of Sun Garden Isles, College Gardens and Dania Beach Heights. These zoning categories were created to preserve the existing neighborhood character while encouraging infill development and housing choice. The following table illustrates the RAC breakdown of residential units permissible within the CRA:

<b>CITY OF DANIA BEACH</b>			
<b>REGIONAL ACTIVITY CENTER (RAC) ALLOCATED UNITS- FEBRUARY 2015</b>			
<b>Residential Types</b>	<b>Max. Permitted</b>	<b>Existing/Approved</b>	<b>Remainder</b>
Single Family	2,348 Units	1,172 Units	1,176 Units
Duplex	286 Units	908 Units	(622) Units
Townhome	2,047 Units	0 Units	2,047 Units
Garden Apartments < 4 stories	972 Units	164 Units	808 Units
High-Rise Apartments > 4 stories	2,165 Units	1,712 Units	453 Units
Total	7,818 Units	3,956 Units	1,510 Units
* Existing/Approved includes all existing residential units and all approved residential site plans			

The data in the forgoing table shows that a total of 7,818 units are currently permitted under the existing land use designations. This equates to an average density within the CRA of just under 5.8 units per acre, which is considered low density residential. The RAC land use category will allow for maintaining average densities in the neighborhoods while increasing densities in the City Center and along East Dania Beach Boulevard to support future transit oriented development situated around the proposed Tri-Rail Coastal link station at the intersection of West Dania Beach Boulevard and the FEC railroad tracks. Per generally accepted planning principles and guidance from the South Florida Regional Transit Authority (SFRTA) residential density of greater than 15 units per acre are necessary to support Transit Oriented Development.

### 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. This area was also rezoned to NBHD-RES with pockets of NBHD along the FEC railway. This will provide for preservation and enhancement of the single family areas while providing a transition area of mixed use or lower scale multi-family to buffer the neighborhood. Certain areas along Sheridan Street still retain commercial zoning classifications.

The following provides a snapshot of College Gardens general housing and demographic characteristics based on ESRI data:

2014 Housing Units	781	2014 Population:	1,945
Owner Occupied	20.4%	Median Age	34.5
Renter Occupied	62.2%	Average HH Size	2.89
Vacant	17.5%	Median HH Income	\$27,286
Median Home Value	\$114,583		

According to 2014 ESRI reports, the vacancy rate was 17.5 percent and approximately 62.2 percent of the units were renter occupied. Some units have been converted from single family to multiple family residential.

Many of the multi-family units lack adequate parking and are in dire need of maintenance and repairs. 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, however this should be addressed as the City continues its Oasis project. The single family areas in the center of the neighborhood appeared to be well maintained however the areas to the south exhibited serious structural and infrastructure deterioration. 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 serve low income individuals.

### 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 NBHD-RES and NBHD-MU. The purpose of this district is to provide for use and occupancy of one-and two-family units at low moderate densities, however the area, known as the triangle has been zoned for mixed use to encourage opportunities for bed and breakfast or live/work development adjacent to Dixie Highway. The 2014 ESRI report indicated that 17.5 percent of the units were vacant, 25.8 percent were owner occupied and 56.7 percent were renter occupied. The following provides a snapshot of Dania Beach Heights general housing and demographic characteristics based on ESRI data:

2014 Housing Units	1,195
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Owner Occupied	25.8%
Renter Occupied	56.7%
Vacant	17.5%
Median Home Value	\$162,931

2014 Population:	2,384
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Median Age:	40.1
Average HH Size	2.39
Median HH Income	\$35,591

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 and lots lack depth for overall commercial redevelopment. There is also poor maintenance and upkeep of these properties. The alleyways are well used within this neighborhood and fairly well maintained. However there are sections of sidewalk missing, poor swale conditions and inadequate street landscaping and maintenance. The residential uses in this neighborhood are not adequately served by public park land. There is one small park located in the northernmost portion of the community.

#### Sun Garden Isles

Sun Garden Isles is bound by NW 3rd Terrace on the north, Stirling Road on the south, the C-10 Canal on the west and NW/SW 5th Avenue on the east. As part of the rezoning for the CRA, much of Sun Garden Isles was rezoned to NBHD-RES, with pockets rezoned to Neighborhood/Mixed Use (NBHD-MU) and CC just west of the FEC to encourage Transit Oriented Development and provide stepped transition into the residential areas. The following provides a snapshot of Sun Garden Isles general housing and demographic characteristics based on ESRI data:

2014 Housing Units	1,054
--------------------	-------

Owner Occupied	20.2%
Renter Occupied	62.5%
Vacant	17.3%
Median Home Value	\$104,044

2014 Population:	2,573
------------------	-------

Median Age	31.4
Average HH Size	2.95
Median HH Income	\$19,989

With such a high percentage of rental properties it could indicate a high percentage of transient populations, also through field observations, the lack of maintenance, particularly duplexes and multi-family would indicate there is a high percentage absentee ownership and disengagement in the community.

Due to the lack of homeownership the neighborhood contains several dilapidated structures, many of which appear to be beyond economically viable reconstruction or rehabilitation. Abandoned structures were also prevalent. However, there are also a number of large vacant parcels and smaller infill lots in the area, which could provide opportunities for reinvestment in the neighborhood that could have a positive impact and support stabilization.

In terms of affordability, the Sun Garden Isles neighborhood provides several options for affordable housing due to lower land costs and opportunities for rehabilitation and reuse or new construction. In addition, The Dania Beach Housing Authority owns a public housing rental complex at 715 West Dania Beach Boulevard that provides housing for low income individuals. The Housing Authority also manages the City's housing choice voucher program.

In terms of infrastructure, specific deficiencies were observed that could be corrected in the future through infill and redevelopment. Aesthetically, street and swale landscaping were either missing or not well maintained and vacant lots were also observed to be. Also walkability is compromised due to a disconnected sidewalk system with missing sections of sidewalk throughout the community and lack of designated parking in some areas. Utility deficiencies include storm water systems as observed by street flooding, lack of lighting in some areas and degenerated utility poles which are not up to current standards and some leaning with utility lines and transmission sagging and some cases disconnected. This is of primary concern due to safety hazards caused by exposed utility lines, but more importantly in terms potential hurricanes or other weather events which could leave the community vulnerable to significant destruction of the current utility infrastructure or hazards related to downed power lines and the like.

### **East Federal Highway**

There are two residential areas just east of Federal Highway, one north of East Dania Beach Boulevard and the other south. The neighborhood north of East Dania Beach Boulevard, upon field inspection is well established and stable, with moderate deterioration in the transition areas between the neighborhoods and the major thoroughfares of Federal Highway and East Dania Beach Boulevard. As part of the City's rezoning of the CRA, the primary residential areas were rezoned to (Neighborhood Residential) NBHD-RES, to preserve the existing character and to encourage stabilized and enhanced property values over time. The transition areas along the perimeter adjacent to Federal Highway and East Dania Beach Boulevard were rezoned to City Center (CC) and East Dania Beach Boulevard-Mixed Use (EDBB-MU), respectively, to encourage redevelopment but also provide for a stepped transition into the neighborhood to further enhance community property values and provide walkable access to new retail and restaurants along the major corridors. The following provides a snapshot of general housing and demographic characteristics for the residential areas within the CRA and east of Federal Highway based on ESRI data:

2014 Housing Units	1,380	2014 Population:	2,144
Owner Occupied	29.3%	Median Age	47.1
Renter Occupied	49.0%	Average HH Size	1.87
Vacant	21.7%	Median HH Income	\$32,394
Median Home Value	\$163,514		

A field inspection of the residential area east of Federal Highway and south of East Dania Beach Boulevard showed that the area contains some 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 east of SE 2nd Avenue. Most of the homes east are single family units. The primary issue in this area is the transition from residential to commercial along SE 1st Avenue.



## SECTION SEVEN

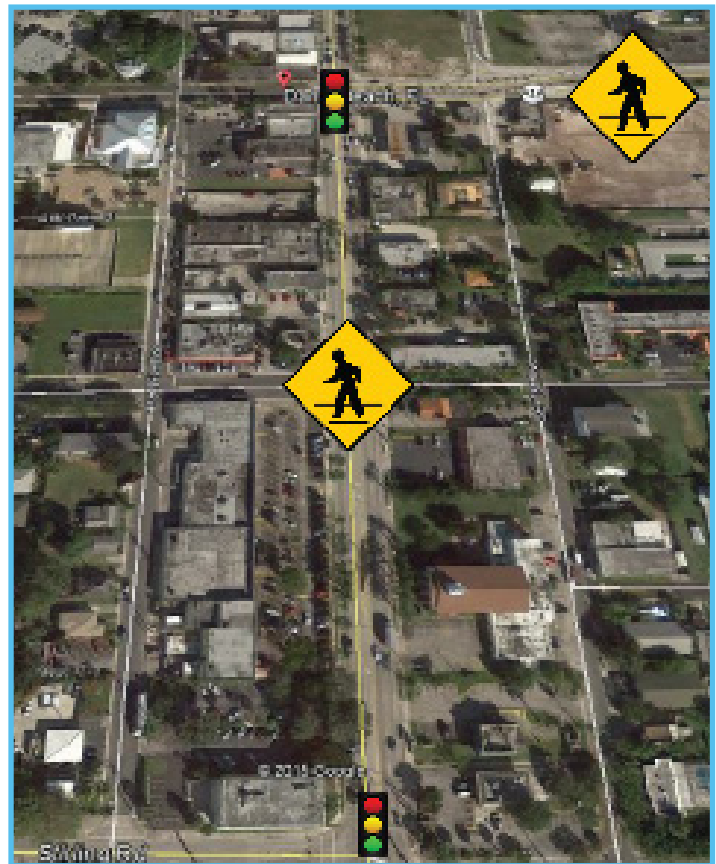
## BEAUTIFICATION AND INFRASTRUCTURE ANALYSIS

As part of the 2009 CRA Plan update, a substantial amount of technical analysis was undertaken to identify deficiencies in existing infrastructure, transportation networks and overall pedestrian connectivity. The Plan included both a Transportation and Engineering Analysis which identified specific projects and programs for the CRA or City to correct these deficiencies. The 2009 CRA Plan also included the development of a Conceptual Landscape Master Plan for the CRA and conceptualized architectural styles that would be compatible with the existing character of the community. While the analysis did include an estimate of probable cost for recommended improvements, it is important to keep in mind those estimates are approximately 6 years old and are not used for the purposes of financing in this plan, but rather as a reference. As part of this plan update, these sections are not part of the amendment and are readopted and included in Appendices D and E as follows:

- Transportation Analysis, Dania Beach Community Redevelopment Plan, 2009
- Engineering Analysis, Dania Beach Community Redevelopment Plan, 2009
- Conceptual Landscape Master Plan, Dania Beach Community Redevelopment Plan, 2009
- Conceptual Architecture, Dania Beach Community Redevelopment Plan, 2009

### Traffic and Pedestrian Safety

As part of the public involvement process, there were several concerns related to pedestrian safety and crossings at Federal Highway and at East Dania Beach Boulevard. Specifically, the public and particularly the business community were concerned about mid-block crossing. Through field observations there were several pedestrians observed "jay walking" rather than crossing at the signalized intersections, particularly in the area between Dania Beach Boulevard and Stirling Road. This segment of the roadway is approximately 1,200 feet or a ¼ mile. Based on these observations it is recommended that a demarcated pedestrian crossing be provided at the intersection of US 1 and 1st Street which could be either signalized or demarcated by pavement markings and signage. There will need to be more research on this and discussions with the Florida Department of Transportation to further address the issue.



This will also become an issue along East Dania Beach Boulevard as development occurs. Therefore it will be important to coordinate with the FDOT to identify the use and type of pedestrian crossing and establish evaluation criteria that is pre-approved by the FDOT for both State Roads



### Tri-Rail Coastal Link

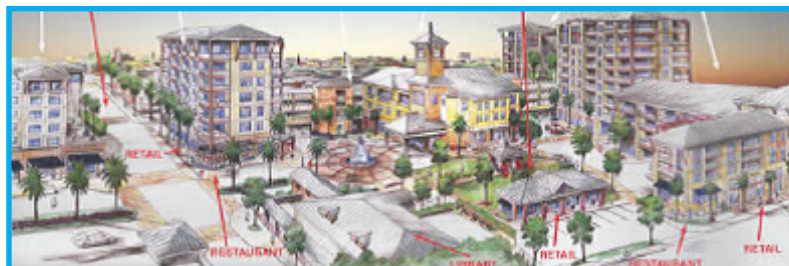
The future development of the Tri-Rail Coastal Link will have a significant impact on the redevelopment potential of the CRA and specifically the City Center. The project, which will connect the urban areas from Jupiter, Florida to Downtown Miami, includes a station location within the Dania Beach CRA at the intersection of NW 4th Avenue and Dania Beach Boulevard. The project is currently in the environmental review process, but is slated to be operational by 2020. The scope of work includes double tracking, the acquisition of property and the construction of a station platform. In the more near term, All Aboard Florida will begin operating limited stop service connecting West Palm Beach to Downtown Miami; however the nearest stop to the City of Dania Beach will be located in the City of Fort Lauderdale.

In April 2013, the South Florida Regional Transit Authority (SFRTA) completed an analysis of all recommended station locations entitled, Tri-Rail Coastal Link Station Area Opportunities. This study evaluated each station location in terms of viability for transit oriented development, future typology and potential economic impacts of the project. The Dania Beach station typology is recommended as a Town Center, the specific evaluation and recommendations for the Dania Beach Station are excerpted and included on the following pages.

The CRA has an opportunity to capitalize on this project in terms of both redevelopment and infrastructure improvements. There are several capital projects included in the CRA Plan implementation strategies, that could either open up additional opportunities for new transit oriented development or facilitate larger scale infrastructure improvements; through partnerships with FDOT and SFRTA that will be required as part of the overall project. Specific opportunities include:

- Replacement of the FEC bridge over the Dania Cut Off canal to increase bridge span
- Realignment of West Dania Beach Boulevard to connect to Bryan Road
- Public Private Partnerships to incorporate station design and construction into a larger scale mixed use development

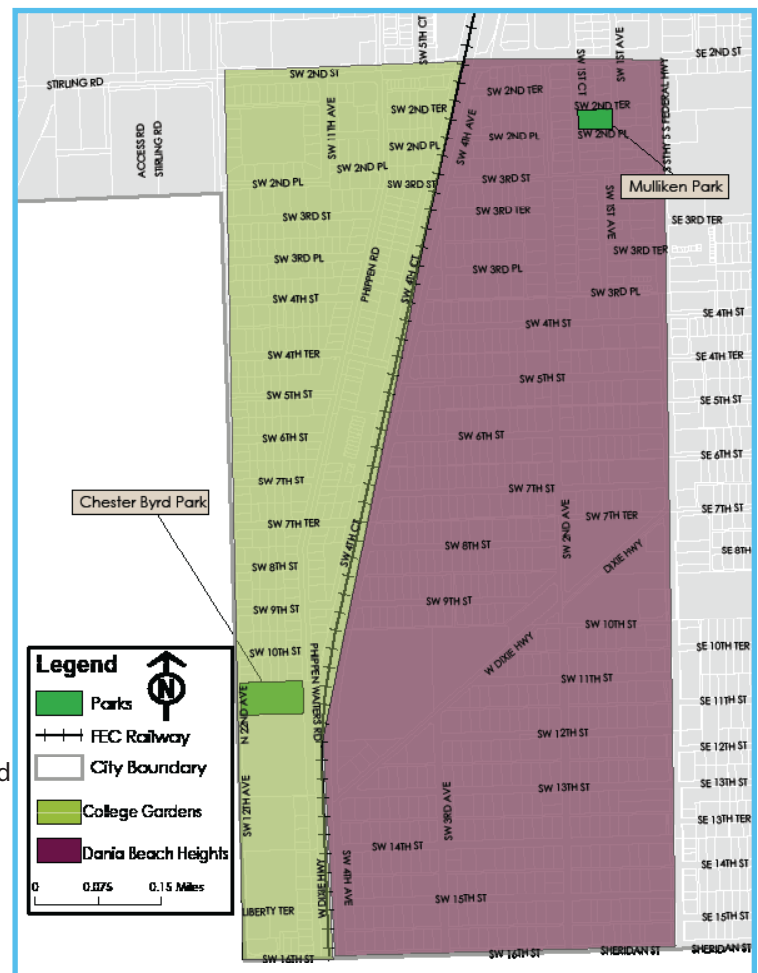
The CRA has already begun its planning and implementation to create a transit oriented village surrounding the future station. Specifically, the CRA constructed the City Hall parking garage to provide for future commuter parking. In addition, due to the proximity of the future station, the NW 1st Avenue corridor will continue to be an area of focus for the CRA to create a more walkable main street alternative to Federal Highway.



## Parks and Community Gardens

As identified in the 2009 CRA Plan update, there is still a deficiency in terms of usable parks within the College Gardens and Dania Beach Heights neighborhoods. While there is a park on the south end of College Gardens, Chester Byrd Park, it is in need of significant upgrades. In addition, it is limited in size, amenities and location in order to serve the entire community. A neighborhood perception also exists that the park is not safe from criminal activities. Future redevelopment along Phippens-Waiters Road may provide opportunities to create additional park space for the community. Conversely, vacant or abandoned residential properties located along Phippens-Waiters Road or SW 12th Avenue could also be acquired by the City or CRA. Furthermore, nuisance properties undergoing code enforcement or in foreclosure proceedings could be earmarked for future parks.

The Dania Beach Heights neighborhood suffers similarly from a lack of parks. With only one small park on the north end of the neighborhood, Mulliken Park, it is limited in recreation opportunities to serve the community. Likewise, it is located on the far northern edge of the neighborhood and is  $\frac{3}{4}$  of a mile away from residents that live in the southern portion of the neighborhood which is not a walkable distance. While Chester Byrd Park is approximately  $\frac{1}{4}$  mile away from the residents living in the southern portion of the Dania Beach Heights neighborhood, it is not easily accessible due to the bifurcation of the twoneighborhoods caused by the FEC railway. Furthermore as noted above, there is a perceived safety issue with Chester Byrd Park. Similar strategies as identified in College Gardens can be employed to identify and develop additional park space. The City should continue to look for opportunities to acquire properties along SW 4th Avenue or Dixie Highway, which would provide more centralized access to parks and recreation



## Community Gardens

With the success of "The Patch" in the Sun Garden Isles neighborhood there has been a community desire to expand community gardening to the other neighborhoods within the CRA. As the City and CRA continue to look for parks and open space opportunities within College Gardens and Dania Beach Heights, there should also be a component that would include community gardening and expand "The Patch" model to provide to create continued urban farming opportunities within the CRA.

In January 2014, Broward County completed The City of Dania Beach Vulnerability to Sea Level Rise Assessment Report, the findings of this report found that significant portions of the City and CRA were extremely vulnerable to both storm surge and sea level rise (SLR) and identified them as priority planning areas. Specific to the CRA, the Assessment Report identified primarily agricultural and conservation lands as vulnerable within the 1 foot SLR scenario with larger impacts to roads, residential and commercial areas, particularly marine related businesses under the 2 foot SLR scenario. The report also identified deficiency in the current stormwater management infrastructure that in the event of storm surge could cause significant flooding throughout the areas east of Federal Highway.

Through a partnership with Broward County, the City of Dania Beach was selected under a grant from the United States Environmental Protection Agency (EPA) as a pilot community to study and recommend community climate resiliency strategies. The project titled “Community Resilience Planning and Decision Making Framework for Coastal Communities” will advance local efforts to build community climate resiliency through redevelopment and strategic investments in infrastructure focusing on eastern portions of the City which are the most vulnerable to sea level rise and flooding. With the assistance of the EPA, Broward County and the City of Dania Beach will build upon climate adaptation planning concepts developed as part of a regional Resilient Redesign Workshop organized by the Southeast Florida Regional Climate Change Compact in August 2014, of which The City of Dania Beach was included as a representative urban community.

**Legend**

- 1 Foot Rise
- 2 Foot Rise
- CRA Boundary
- City Boundary

0 0.08 0.16 Miles

Source: U.S. Army Corps of Engineers, Vicksburg District, Jackson, Mississippi  
 Date: September 19, 2009  
 Project: Jackson, Mississippi, 100-year Flood Hazard Map  
 Prepared by: U.S. Army Corps of Engineers, Vicksburg District



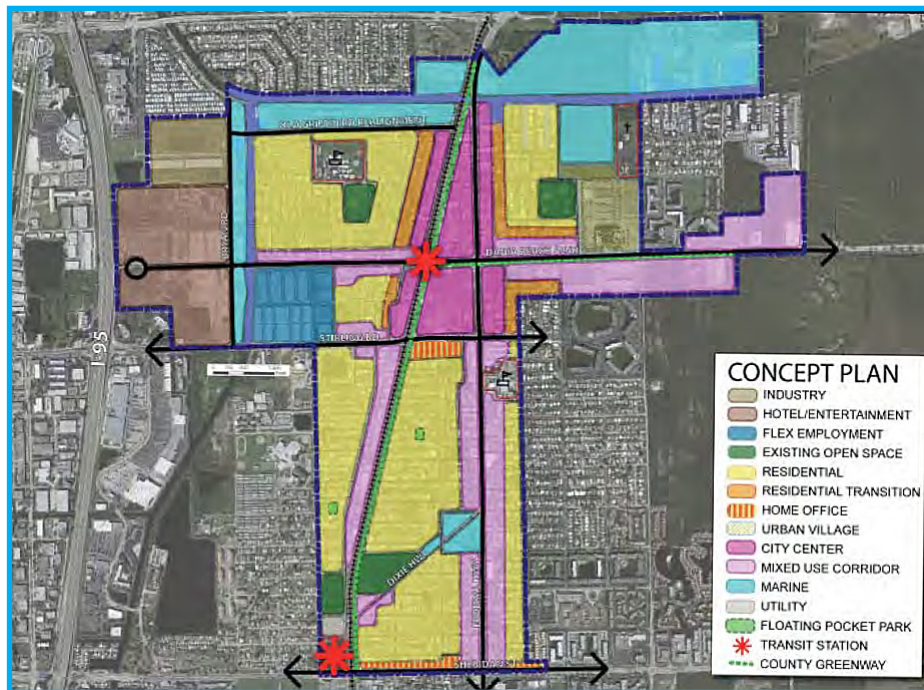
## SECTION EIGHT



## PLAN CONCEPT

The Concept Plan was developed as part of the 2009 and is primarily the same as originally adopted in the 2009 CRA Plan. The Redevelopment Plan updates, included in this Plan simply refine some of the concepts and implementation strategies to respond to changes in market dynamics and acknowledge accomplishments and next steps to date. The Plan is conceptual in nature and variations may occur, however it generally envisions a vibrant City Center, supporting and growing the Marine industry, creating employment clusters, encouraging larger scale entertainment and hotel uses to attract more tourism and protecting and improving existing residential neighborhoods.

The heart of City Center is NW 1st Avenue, which will encourage compact development centered around the area that contains City Hall, the new public library, parking garage and a proposed Tri-Rail Coastal Link commuter rail station proposed in the same general vicinity. This area is envisioned to develop as a pedestrian friendly area and will extend west of the FEC railroad tracks and east of Federal Highway, from the Dania Cut-Off Canal to Stirling Road. City Center allows a mix of residential, commercial and office uses.



The balance of East Dania Beach Boulevard and Federal Highway is envisioned to also develop with mixed use, which will be less intense than that envisioned for City Center. The intensity and form will be designed to provide transition into the adjacent residential neighborhoods. West Dania Beach Boulevard is also proposed as neighborhood scale mixed use and will connect with Bryan Road and will provide opportunities for residential and mixed use east of the C-10 Canal and an alternate connection to future mixed use/entertainment redevelopment between I-95 and Bryan Road.

Per the 2009 Redevelopment Plan, future marine industry growth is recommended on the north and south sides of the Dania Cut-Off Canal. Less intense marine and maritime retail and service related businesses that would have lesser impacts to neighboring uses are recommended along the west side of the C-10 Canal to Bryan Road. However, there is a 60.3 acre parcel just west of Bryan Road adjacent to the marine area along the C-10 Canal which is slated for redevelopment as a large mixed use shopping and entertainment complex, while longer term redevelopment between the C-10 Canal and Bryan Road may transition to more recreational and destination marine and restaurant uses related to the future project.

The area east of Federal Highway near FPL and the Airport currently has marine uses and due to the proximity to the Port, has the best opportunity to redevelop with more intense uses in the short terms. A longer term goal to encourage marine related uses west of Federal Highway would include relocating Old Griffin Road southward to create waterfront property on the south side of the Dania Cut-Off Canal to serve marine industries and to increase bridge clearance at Federal Highway to accommodate larger boats.

### **Land Use and Redevelopment**

The Regional Activity Center future land use designation for the CRA, as currently adopted, allows for a maximum of 7,818 dwelling units, 640 hotel rooms and 616 acres of nonresidential (not including parks, community facilities, utilities and other miscellaneous uses) within the 1,349.2 acres. There are currently 3,956 residential units either existing or approved within in the CRA, leaving a balance of 3,862 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 acreage of nonresidential uses (with the exception of expansion of parks and open space) until there is a need, or further planning analysis to evaluate increases in development and impacts on public facilities. The City is currently working with at with Broward County and the SFWMD to identify solutions to sustain the City's long-term water supply needs.

The Concept Plan maintains and protects neighborhoods and areas of lower density residential while encouraging mixed use corridors along East Dania Beach Boulevard, Federal Highway and Phippen-Waiters Road between Stirling Road and Sheridan Street.

### **Neighborhood Projects and Impacts**

Since 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.

Specific neighborhood implementation strategies call for additional parks needed in the Dania Beach Heights and College Gardens neighborhood and are shown in 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 in order to provide a transition between the neighborhoods and busy roadways. The Concept Plan also provides for home office uses along Sheridan Street and Stirling Road east of the FEC tracks.



Furthermore, neighborhood implementation strategies also call for the elimination of substandard housing and provision of affordable housing. While the CRA has an affordability advantage comparatively to the City and County, the lack of home ownership, proper maintenance and aging infrastructure pose challenges to neighborhood stabilization without additional City and CRA investment as well as programming to encourage infill development and rehabilitation of the existing housing stock. Implementation strategies included address many of these needs within the neighborhoods.

### **Economic Development**

Dania Beach experienced 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;
- A string 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, what was the historical downtown core of Dania Beach has suffered with its identity and viability along Federal Highway in particular due to limited to pedestrian areas and connectivity as well as parking that is hidden and not well marked or directed. Overall, the City's economic picture is on the upswing as indicated in the market analysis, primarily within the retail and industrial sectors. Vacancy rates within these two sectors are relatively low with only 3.6% and 5.2% vacant, respectively. While data shows that the office market also enjoys a relatively low vacancy rate of 4.0%, there is currently 11.8% of office product available and on the market. This is still comparatively good for the CRA, since there is a national downturn in the office market. Furthermore, office product within the CRA and City of Dania Beach is limited compared to industrial and retail square footages.

In terms of the economic health of the residents, economic indicators related to income are much lower within CRA compared to both the City and Broward County. Within the CRA, the 2014 household median income is \$30,308 compared to City median incomes of \$40,649 and Broward County at \$50,389. One project that has the potential to improve economic conditions for the Dania Beach CRA and its resident's the proposed "Tri-Rail Coastal Link" which would bring mass transit to the FEC railway from West Palm Beach to Miami. The project is moving into the project development stage and has already identified preliminary station locations, which includes a station at West Dania Beach Boulevard and the FEC. 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 project is scheduled to be completed and operational by 2020; within the next 5 years. Over that past 6 years, the City and CRA have been preparing for this project and the future development it will bring, including completing recommended land use and zoning changes and the construction of a parking garage.

### *The Marine Industry*

The City and the CRA have locational advantages that can be shaped and developed 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 a 2010 study conducted by the Marine Industries Association of South Florida, indicated that the Broward County marine industry 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.

Significant portions of the Dania Cut-Off Canal and the C-10 Canal lie within the CRA and the City, conveniently accessible from the Intracoastal Waterway. 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 boundaries. 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.

However, there do exist specific constraints that under existing conditions limit growth of marine industries, specifically related to the bridge heights that span across the Dania Cut-off and C-10 Canals as well as the width and depths of both canals. Both the Federal Highway and FEC Bridge have clearances 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 NW 1st Street bridge across the C-10 Canal has a clearance of approximately 10 feet at half tide. This significantly limits marine businesses that need waterfront access or even recreational boating accessory uses.

### *Tourism*

The CRA is ideally situated to take advantage of tourism in South Florida. Its proximity to the Airport, Port, Broward County Convention Center and beaches provides an opportunity for an increase in lodging and supportive retail and entertainment uses. With the more recent addition of the 65 room Holiday Inn Express and Suites within the Downtown, the Market Analysis conducted for this plan update estimated an immediate demand for approximately 40 – 250 more hotel rooms. Currently, the RAC has allocated the majority of the 640 rooms approved, leaving only 41 hotel rooms entitled. However the RAC also provides for design flexibility in which other commercial or residential units can be traded for hotel rooms should the need arise.

The West Bryan Road sub area, visible from I-95 is also a location suited for chain affiliated hotels. There is currently a proposed plan for development of approximately 60 acres within this sub area as a mixed use development that would include apartments, hotel and retail. In addition within the Dania Beach Heights sub area there is an area known as the “Triangle Village” which has also been cited as having potential for small boutique lodging or bed and breakfasts. This area has undergone a rezoning to permit these types of uses and could be a focal point for localized redevelopment.

An Economic and Fiscal Impact Analysis was completed for the CRA in November 2013. The Analysis focused on the impact of CRA investments for the period of 2009 to 2014 and concluded that for every \$1.00 of direct redevelopment investment, funded primarily by the City of Dania Beach and Broward County, \$1.61 of economic activity was generated. Furthermore this direct investment generated approximately 18 jobs per year. The conceptual engineering probable costs, completed as part of the 2009 for publicly funded redevelopment projects estimated a cost in excess \$250 million. Current costs are unknown due to variations in construction costs, since 2009 but are used as a baseline for CRA capital planning purposes. At the current rate of return, that would create an additional \$150 million in economic impact in the City, however that would be projected to grow much larger given that CRA is finally experiencing new development that will not only generate direct and indirect growth in both jobs and revenue, but also substantial growth in the property tax base.

## Sustainable Development

At the core of this plan is the concept of Sustainable Development. Sustainable Development is defined as balancing community growth so that it meets the social, economic and environmental needs of a population while ensuring that the same resources and infrastructure are available to meet the same needs of future generations. In short it's a balancing act to ensure that no one activity related to development negatively impacts another as illustrated on the adjacent graphic. The following describes the actions and the overall implementation strategies identified through the public input process which will ensure that while the City grows methods of development will support the quality of life, community opportunity, protection of the environment and choice and accessibility to housing and employment.



### *Housing Choice and Opportunity*

The 2009 amendments to the CRA Plan were primarily focused on adding those neighborhoods (College Gardens, Dania Beach Heights and Sun Garden Isles) that exhibited specific conditions of blight including deteriorated infrastructure and disinvestment in the housing stock. Programs and strategies related to adaptive reuse of residential structures along major corridors for commercial uses, housing rehabilitation, code enforcement and homeownership assistance programs all move toward a more sustainable methodology of redeveloping residential neighborhoods.

In addition, investments in upgrading utilities, ensuring pedestrian connectivity and provision of landscaping and open space support accessibility and environmental resiliency in terms of climate change and hazard mitigation. However, just as important are the recent changes to land development regulations that allow for and to provide for a range of housing types. Examples include the ability to construct townhomes, live-work residential and high-rise development along the major urban corridors. This will also support the City's ability to retain residents by providing options within the CRA to age in place and transition housing choice throughout a person's life cycle.

### *Resource Reuse and Energy Efficiency*

The Community Redevelopment Plan is a "Green" plan which encourages and requires green building techniques as well as resource reuse in public and private development. The recent construction of the 440 Space City Hall Parking Garage is a demonstration of the City and CRA's commitment to green building practices. The first of its kind in Broward County, the garage utilizes rainwater recapture for irrigation, electric car charging stations and high efficiency lighting.

The plan itself provides for specific implementation strategies related to resource reuse and energy efficiency and recommends that all public improvements are constructed within this manner. However, the plan also identifies critical opportunities for energy efficiency to be incorporated into all of its implementation strategies, including future housing, economic development and neighborhood programs. The revised land development regulations also encourage this through private redevelopment by providing incentives for green building techniques in all new development.

#### *Hazard Mitigation and Adaptation Planning*

Issues related to the regional climate and geology of South Florida pose future threats to the City of Dania Beach and the region as a whole. Specific climate related issues such as hurricanes, sea level rise and drought threaten the livelihood of City residents and the future ability of the City to provide services. In terms of long range sustainability, this plan aims to address future threats by acknowledging them and employing the latest technologies in construction and infrastructure improvements to ensure the communities resiliency and future ability to recover from impacts.

#### *Parks and Open Space*

The CRA redevelopment plan is mindful of the need to protect and preserve its neighborhood assets while increasing accessibility to recreation and open space in areas that may be lacking. Several neighborhoods have been identified as lacking in useable open space or in need up upgrades and repair. Furthermore as new development occurs there will be an additional need to provide open spaces for new residents. Furthermore additional open space, landscape and trees provide several environmental benefits such reduction of pollution, providing shade, reducing the “urban heat island” effect and providing additional areas for stormwater retention which also improves longer term water quality.

#### *Local and Regional Accessibility*

This plan embraces creation of connectivity and accessibility through pedestrian oriented development, utilization of dedicated bike lanes and future transit oriented development. Projects already completed, such as the City Hall parking garage, have been completed in anticipation of the Tri-Rail Coastal Link which should be operational in 2020 and will provide transportation options for existing residents as well as advantages for new development. The plan also focuses heavily on neighborhood traffic calming and pedestrian improvements that create walkable neighborhoods and pedestrian oriented access to commercial areas.

#### *Social Equity and Community Collaboration*

The basis for this and subsequent CRA Redevelopment Plan updates has been to engage the community in terms of the real issues that effect quality of life and solutions that the CRA focus on to improve its neighborhoods and provide additional revenue, employment and services to the community. Without these engagements with neighborhood and business associations, individuals, City staff and elected officials it is impossible to develop the implementation strategies to address the “personal” issues that each individual area within the CRA must be addressed to stabilize or improve the respective quality of life within that area.

This plan focuses on continuing an open dialogue with all stakeholders within the community and planning projects that are equitable, but that also generate revenues to address some of the more difficult issues within the neighborhoods. Furthermore, implementation strategies specifically focus on CRA marketing efforts which include dissemination of public information to keep residents, businesses and stakeholder up to date on projects and issues.

#### **Regional Collaboration and Intergovernmental Coordination**

Within this plan there is a strong emphasis on Intergovernmental Coordination. There are several implementation strategies recommended that may be geographically outside of the City and CRA’s jurisdiction or that would rely on funding from an outside agency. Many of the larger scale infrastructure improvements, such as water accessibility to support the Marine Industry along the Dania Cut Off canal will require the City and CRA to coordinate efforts and advocate for improvements. Therefore many of the implementation strategies address specific agencies that the CRA should continue to work with in order to see results.

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## SECTION NINE

## IMPLEMENTATION STRATEGIES AND REDEVELOPMENT PROGRAMMING

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 have been taken by the CRA, and at very little cost, which has resulted in significant movement towards the accomplishment of 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 remaining 19-year term of the Plan). As of this Plan update many immediate Implementation Strategies have been accomplished through zoning or code enforcement actions, the initiation of programs, coordination with external partners or expenditure of funds. Long Term Implementation Strategies are those that are ongoing or could potentially take the life of the plan to achieve and for which funding is not currently available.

Many of the goals and strategies in this 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 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. 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.

### Implementation Strategies

The CRA Redevelopment Plan has been developed using a combination of good planning practice and public involvement and 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 and is also proactive in addressing a balanced approach to growth and encouraging development practices to combat potential impacts related to climate change. Redevelopment within the Dania Beach CRA is guided by five primary Redevelopment Goals, each with a set of individual implementing strategies. The five goals of this Redevelopment Plan are:

**Redevelopment Goal 1: To Enhance and Reinforce the CRA Sub Areas**

**Redevelopment Goal 2: To Eliminate Substandard Housing and Provide Affordable Housing Alternatives.**

**Redevelopment Goal 3: To Redevelop the CRA in a manner that is Energy Efficient and Sustainable.**

**Redevelopment Goal 4: To Attract Targeted New Industries and Retain and Expand Core Industries.**

**Redevelopment Goal 5: To Enhance Redevelopment Activities through an Active Marketing Strategy that Supports Redevelopment Initiatives.**



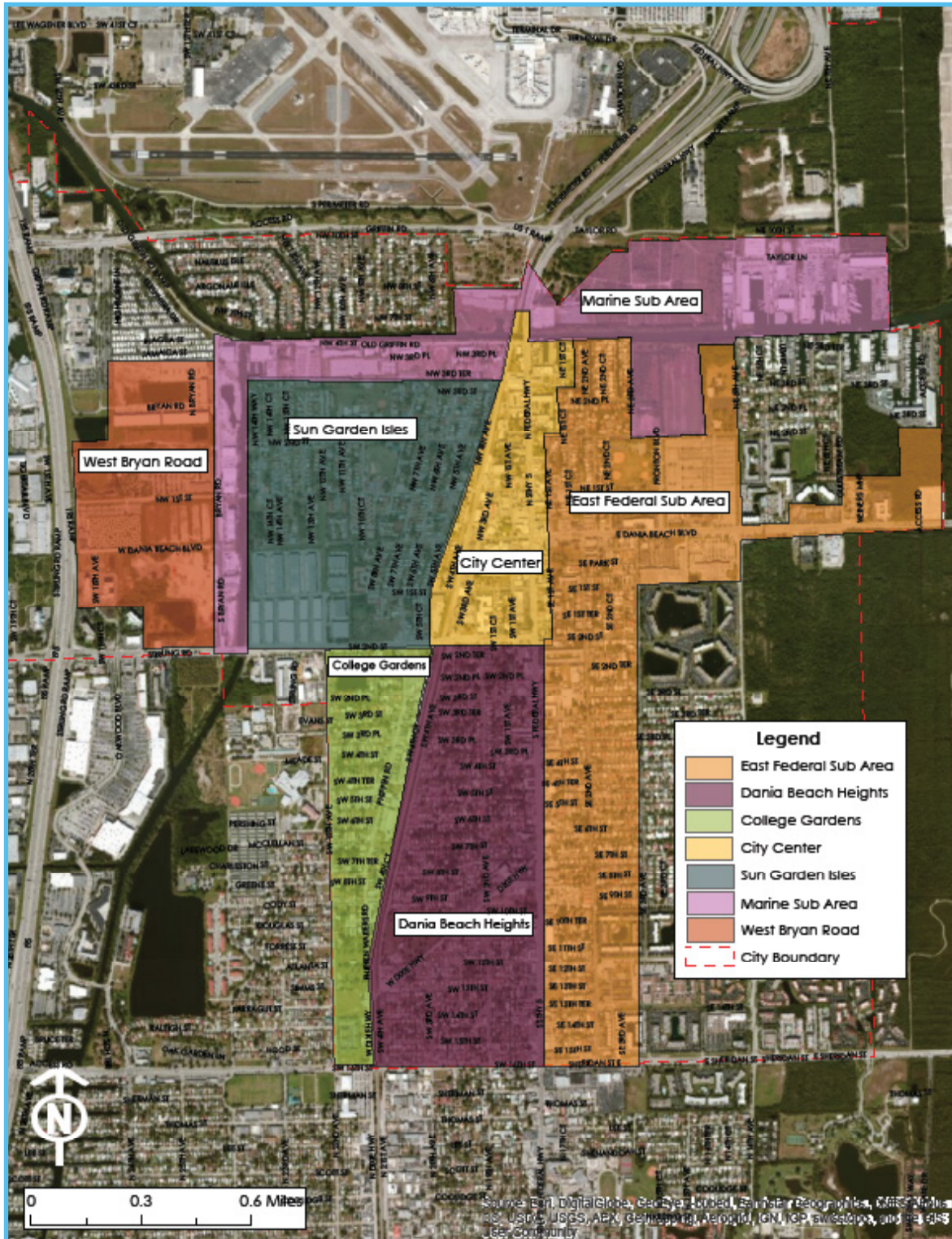
The CRA shall be empowered to take all actions necessary to ensure the successful achievement of the CRA Redevelopment Plan goals. At the end of this section Recommended Redevelopment Programs and Activities are included as a reference to the types of activities the CRA could undertake to implement its strategies. However, the CRA is empowered and encouraged to use any and all creative approaches, as delegated by F.S.S. Ch. 163, Part III and Broward County to implementation and programming to satisfy the Redevelopment Plan Goals.

The following sections will address each of the Redevelopment Goals and companion redevelopment strategies for implementation. In an effort to cross reference implementation strategies with the 2009 CRA Plan update, implementation strategies are numbered in “parentheses” from the previous plan which have been completed and/or are still ongoing. New strategies derived from the research and community meetings for this update to the plan are also included.

### **Redevelopment Goal 1: To Enhance and Reinforce the CRA Sub Areas**

The Redevelopment Plan identifies seven (7) sub areas and identifies specific implementation strategies to address their individual challenges to redevelopment. Three (3) of these sub areas are residential in character College Gardens, Dania Beach Heights and Sun Garden Isles. The Redevelopment Plan recommends preservation and enhancement of these areas.

The East Federal Highway/Dania Beach Boulevard sub area contains a significant amount of residential but also commercial development along the major roadways. The City Center lies at the center of the CRA and is the historic city center of the City. This area contains commercial, governmental and industrial uses with scattered residential which is transitioning to commercial use. The Marine Sub Area is adjacent to the Dania Cut-Off and C-10 canals and contains industrial and marine related uses. The West Bryan Road Sub Area, which is just west of the C-10 canal and adjacent to 1-95 has high visibility from the Interstate. This area is of particular interest in terms of redevelopment since it is a substantially sized area under only a few owners and is currently proposed to become a large scale mixed use/destination project comprised of commercial, residential and hotel. A map of all sub areas is provided on the following page.



### **Sub Area 1: College Gardens**

Location: Bounded by Stirling Road to the north; SW 12th Avenue to the West; Sheridan Street to the south; and, FEC railway to the east

Zoning: NBHD-RES; NBHD-MU; C-3; RM-2

General Characteristics:

- Majority renter occupied
- Heavy commercial along FEC
- Multi-family units lack parking
- Inadequate public parks
- General need for maintenance and repair of housing stock
- Issues with multi-jurisdictional law enforcement



Redevelopment of College Gardens will require significant investment in beautification and the housing stock. The Oasis Project has had a positive impact in the single family areas and improvements to Phippens Waiters Road are ongoing. The primary priorities should be on code enforcement, particularly multi-family areas; intergovernmental coordination with Hollywood for law enforcement and opportunities to increase homeownership either through housing rehabilitation or redevelopment

#### Projects Completed since 2009 Plan Update

- Phippens Waiters Road Streetscape (1.a.7)
- Landscape and Traffic Calming through Oasis Project (1.a.5)

#### College Gardens Implementation Strategies – Short Term

- 1.1. Create a multi-jurisdictional law enforcement strategy between BSO and the City of Hollywood to address crime at the cities shared borders (1.a.1)
- 1.2. Provided expanded community bus service to the College Gardens neighborhood (1.a.2)
- 1.3. Improve law enforcement and security at Chester Byrd Park and along SW 12th Avenue (1.a.3)
- 1.4. Continue traffic calming improvements (1.a.5)
- 1.5. Identify property and implement a community garden (1.a.6)
- 1.6. Install solar lighting throughout the neighborhood
- 1.7. Install new neighborhood signage
- 1.8. Implement a housing rehabilitation grant program for homeowners

#### College Gardens Implementation Strategies – Long Term

- 1.9. Improve and upgrade Chester Byrd Park (1.a.8)
- 1.10. Install landscape, curb and gutter and drainage improvements along SW 12th Avenue (1.a.9)
- 1.11. Install curb and gutter and traffic safety improvements at the corner of SW 11th Avenue, SW 2nd Terrace and Stirling Road (1.a.10)
- 1.12. Identify land and develop a park, with adequate parking on the north end of the neighborhood (1.a.11)



This aerial map illustrates the proposed landscaping and safety improvements for the Chester Byrd Park area in Atlanta, Georgia. The map shows the park's location relative to surrounding streets and neighborhoods. Key streets include Stirling Rd, Evans St, Meade St, Pershing St, Columbus Pl, McClellan St, Charleston St, Coby St, Douglas St, Forrest St, Atlanta St, Gimms St, Farragut St, and Raleigh St. The park area is highlighted in green, and the proposed improvements are marked with green dots and a red circle with a cross. The legend identifies the following features:

- Landscaping (Green dots)
- Landscape Improvements (Green squares)
- Chester Byrd Park (Green area)
- Safety Improvements (Red circle with cross)

A north arrow and a scale bar (0 to 0.3 miles) are also present. The map is sourced from Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, GeoMapping, AeroGRID, IGN, IGP, and the GIS User Community.

## Sub Area 2: Dania Beach Heights

Location: Bounded by FEC railway on the west, Stirling Road on the north, Federal Highway on the east and Sheridan Street to the south.

Zoning NBHD-RES; NBHD-MU

General Characteristics:

- Inadequate buffering between commercial and residential
- Lack of public park land
- Deteriorating housing stock
- Cut through traffic
- Lack of maintenance of multi-family



Redevelopment efforts in Dania Beach Heights should focus on preservation of the single family character of the neighborhood and encourage limited mixed use and live work development that will not conflict with residential areas as well as adequate buffering of commercial and residential areas. Conversion of single family structures along Stirling Road and Sheridan Street to small office is also encouraged.

### Completed since 2009 CRA Plan Update

- Mixed Use zoning category created for the Triangle Village Area (1.b.5)
- Landscape and Traffic Calming through Oasis Project (1.b.8)

### Dania Beach Heights Implementation Strategies – Short Term

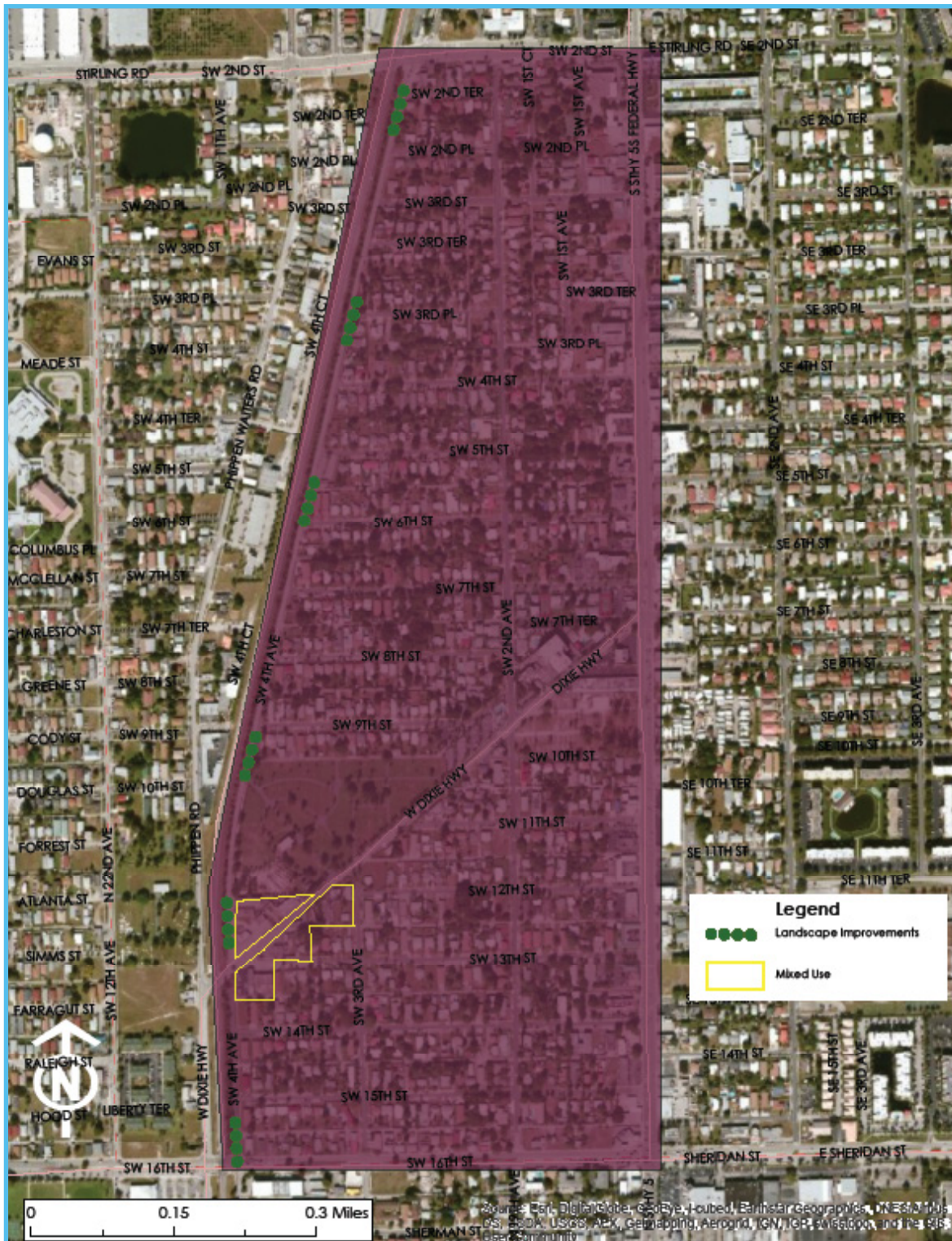
- 2.1. Continue the implementation of the Oasis Project throughout the neighborhood (1.b.8)
- 2.2. Install solar powered lighting in alleyways (1.b.6)
- 2.3. Create a Housing Rehabilitation Program for owner occupied and rental properties.
- 2.4. Provide additional landscaping along SW 4th Avenue, along FEC.
- 2.5. Improve community policing and law enforcement.
- 2.6. Encourage conversion of residential structures and vacant lots along Sheridan Street and Stirling Road to small office/commercial or mixed use.
- 2.7. Where possible, add bike lanes or sharrows throughout the neighborhood.
- 2.8. Deter cut through traffic in alleys at SW 2nd Avenue and SW 15 Street.
- 2.9. Organize neighborhood clean ups.

### Dania Beach Heights Implementation Strategies – Long Term

- 2.10. Install traffic calming and landscaping along West Dixie Highway (1.b.2 & 1.b.8)
- 2.11. Identify and development a site for a neighborhood park and garden (1.b.5 & 1.b.9)



## Dania Beach Heights





### Sub Area 3: Sun Garden Isles

Location: SW 3rd Terrace to the North; NW 5th Avenue to the east; Stirling Road to the South; and the C-10 Canal to the west.

Zoning: NBHD-RES; NBHD-MU

#### General Characteristic:

- Majority renter occupied
- Vacant lots and structures
- Poor property maintenance
- Discontinuous sidewalks
- Inadequate public and private landscaping



Redevelopment within Sun Garden Isles will require significant investment in beautification, infrastructure, code compliance and ongoing maintenance. The lack of owner occupied housing creates an atmosphere of disinvestment throughout the neighborhood, however with a concerted effort to assist existing homeowners to improve properties and a program to create infill housing on vacant lots throughout the community could encourage further investment and stabilization.

#### Projects completed since 2009 update

- Removed Dania Beach Boulevard from Trafficways Plan (1.c.3)
- Created “The Patch” community garden and green market (1.c.4)
- Installed traffic calming along NW 10th Court (1.c.5)

#### Sun Garden Isles Implementation Strategies - Short Term

- 3.1. Coordinate with Broward Sheriff’s Office to implement a neighborhood watch program (1.c.1)
- 3.2. Create more police mentoring programs (with BSO) within the community
- 3.3. Analyze feasibility of purchasing vacant lots and building replacement housing (1.c.2)
- 3.4. Provide targeted code enforcement of vacant lots and abandoned properties
- 3.5. Provide neighborhood entry and wayfinding signage
- 3.6. Construct covered bus shelters
- 3.7. Continue installation of solar powered street lighting through-out the neighborhood (1.c.6)
- 3.8. Install traffic calming along NW 2nd Street
- 3.9. Implement a Housing Rehabilitation Grant program.

#### Sun Garden Isles Implementation Strategies – Long Term

- 3.10. Extend West Dania Beach Boulevard west to Bryan Road
  - 3.10.1. Acquire right of way to extend West Dania Beach Boulevard
  - 3.10.2. Continue roadway and construct a bridge across the C-10 Canal
  - 3.10.3. Abandon and demolish the bridge at NW 1st Street

[illegible]



#### Sub Area 4: East Federal Highway

Location: Generally bounded by Sheridan Street to the south, Federal Highway to the west, NE 2nd Street to the east and south east of Dania Beach Boulevard and to the north the Dania Beach Cut-Off Canal (excluding RS-8000 zoned areas.)

Zoning: SFED-MU; EDBB-MU; CC; GTWY-MU  
NBHD-RES; C-3

##### General Characteristics:

###### Dania Beach Boulevard

- Mix of commercial, multifamily residential and entertainment
- Large potential for redevelopment due to large single owner parcels
- Access to the Beach and Intracoastal

###### East Federal Highway

- Deteriorated commercial development
- Mix of owner and renter occupied housing
- Inadequate street and swale landscaping
- Vacant and/or obsolete parcels for redevelopment



Redevelopment in this sub area will include two primary initiatives. 1) The provision of buffering and transition opportunities to protect the single family areas east of Federal Highway. Reuse of residential to commercial uses or live work is recommended along the Sheridan Street corridor. 2) The creation of connective and pedestrian oriented uses north of Dania Beach Boulevard to provide area residents with housing choice and retail and service related uses, walkable to area residents (urban village).

##### East Federal Highway/Dania Beach Boulevard Implementation Strategies – Short Term

- 4.1. Continue code enforcement efforts related to property maintenance and use code enforcement including liens and if necessary foreclosure as a means to encourage maintenance and redevelopment (1.d.1).
- 4.2. Install landscape improvements along SE 2nd Avenue (1.d.2).
- 4.3. Identify and acquire properties within the area that will facilitate the creation of an urban village connected to the City Center (1.d.3)
- 4.4. Ensure that current or future development proposals incorporate elements of pedestrian connectivity to and from the urban village and the City Center.
- 4.5. Improve pedestrian safety through improvements to crossings and protected walkways.

[illegible]



## Sub Area 5: City Center

Location: Bounded by generally by NE/SE 1st Avenue to the east, Stirling Road to the south; NW/SW 6th Avenue to the west; and, NW 3rd Terrace to the north

Zoning: City Center (CC)

General Characteristics:

The City Center Sub Area is intended to be the primary commercial/mixed use district within the CRA. The primary location for redevelopment should NW/SW 1st Avenue, which will be improved to serve as a pedestrian friendly main street with dual entry to both Federal Highway and redevelopment to the west. Current civic uses anchor the area and a proposed commuter rail station slated for the FEC/West Dania Beach Boulevard will further encourage transit oriented development.

### Projects completed since 2009 update:

- Construction of a new library (1.e.1)
- Shared parking regulations/payment in lieu (1.e.4)
- Conducted Economic and Financial Analysis (1.e.6)
- Constructed a 440 space parking garage (1.e.9)
- Funded over \$300,000 in business improvements (1.e.12)



### City Center Implementation Strategies – Short Term

- 5.1. Develop a “one-stop” community resource center (1.e.2)
- 5.2. Create opportunities and funding strategies for transit oriented and supportive redevelopment north of West Dania Beach Boulevard and east of NW 4th Avenue (1.e.3)
- 5.3. Create a public spaces and pathways plan for Federal Highway and east/west neighborhood connections (1.e.5)
- 5.4. Analyze options for an additional pedestrian crossing(s) between Dania Beach Boulevard and Stirling Road
- 5.5. Create a partnership with local businesses or universities to bring a targeted business incubator/accelerator to City Center
- 5.6. Actively attract and incentive art and design related business

### City Center Implementation Strategies – Long Term

- 5.7. Improve West Dania Beach Boulevard including landscaping, curb and gutter and drainage (1.e.7)
- 5.8. Improve NW 1st Street with streetscape improvements and signage as a prominent entryway to the Sun Garden Isles and NW 1st Avenue and alternate access to NW 1st Avenue City Center
- 5.9. Bury powerlines along NW 1st Avenue from Stirling Road to NW 2nd Street. (1.e.9)
- 5.10. Provide landscaping along the west side of NW 1st Avenue (1.e.10)
- 5.11. Leverage City facilities in City Center to encourage development and potentially relocate facilities (1.e.11 & 1.e.13)

## City Center





#### Sub Areas 6: Marine/West Bryan (combined from 2009 update)

Location: New Griffin Road to the north, NW 10th Street on the east, NW 3rd Terrace on the South, Bryan Road on the west including the area between the C-10 Canal and Bryan Road south to Stirling Road and also including the area north of the Dania Beach Cut Off canal and east of Melalueca Garden to the City limit on the north and east. Including the area west of Bryan Road to 1-95/

Zoning: IG; IRO; IROM; C-2; C-3; C-4; MA

##### General Characteristics:

- Small scale marine businesses
- Faulty roadway network, specifically Old Griffin Road.
- Lack of navigable boat access
- Incompatible uses



The Marine Sub Area can be a significant economic engine for the City and CRA as discussed indicated in the City's "Economic Development Strategic Blueprint" and further discussed the in the Plan Concepts. However, there are still significant physical barriers related to increasing marine related commerce, specifically businesses reliant on water access. The CRA has an opportunity to create significant "working waterfront" areas by reconfiguring Old Griffin Road. In order to realize the strategies as described below, the CRA will have to work diligently with outside public and private agencies such as FDOT, Broward County, FEC and Florida Inland Navigation District (FIND) to realize the goals for the marine subarea. The West Bryan Road Sub Area is slated to become a mixed use shopping and entertainment area with high visibility from I-95.

##### Projects Completed since 2009 Update

- Removed Bryan Road from Broward County Trafficways Plan (1.f.1)
- Completed the "Economic Development Strategic Blueprint"

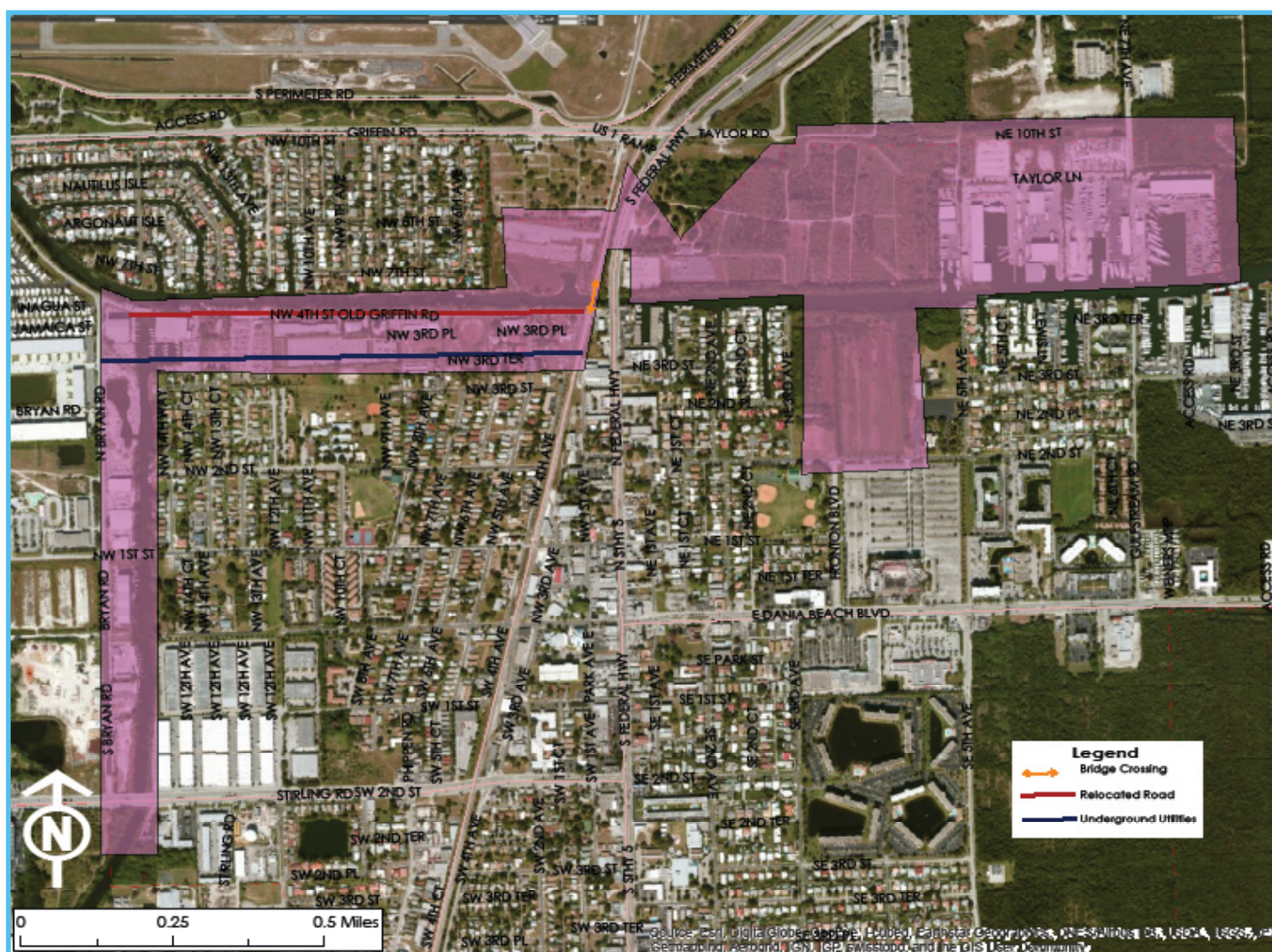
##### Marine Sub Area Implementation Strategies – Short Term

- 6.1. Adopt a Boat Facilities Siting Plan (1.f.4);
- 6.2. Facilitate local training programs to support the marine industry (1.f.5);
- 6.3. Engage with local marine related trade industries to assist in future marine industry growth
- 6.4. Acquire R.O.W along NW 3rd Terrace to realign Old Griffin Road (1.f.7)
- 6.5. Work with FEC and SFRTA to replace Dania Cut Off Canal FEC bridge.

##### Marine Sub Area Implementation Strategies – Long Term

- 6.6. Realignment of Old Griffin Road for Marine related uses along the Dania Cut Off Canal (1.f.3)
  - 6.6.1. Extend NW 3rd Terrace to C-10 Canal.
  - 6.6.2. Demolish and replace Old Griffin Road bridge at NW 3rd Terrace (1.f.6)
  - 6.6.3. Bury or relocate power lines along Old Griffin Road (1.f.9)
  - 6.6.4. Vacate the R.O.W. along Old Griffin Road (1.f.2)
- 6.7. Work with FDOT to replace the Federal Highway bridge to provide for a higher bridge span.
- 6.8. Relocate utilities (water, wastewater, power) across the Dania Beach Cut off Canal to facilitate navigability.

## Marine





## West Bryan



## **Sub Area 7: CRA Wide Implementation Strategies to support Sub Area Redevelopment**

There are certain overriding activities that are not specific to the five Redevelopment Goals to be described in the later in this section, but rather apply CRA-wide. These items were formerly identified in the 2009 CRA Plan as General Implementation. These activities relate directly to the strategies identified in Redevelopment Goal 1: To Enhance and Reinforce Sub Areas, however apply CRA-wide overall. The following updates these Strategies

### *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 may 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, open space needed to provide parks, greenways and landscaping of public areas; acquisition of vacant lots to provide replacement housing and infill redevelopment; and acquisition of future right of way for realignment of roadways and infrastructure improvements.

### Land Acquisition and Disposition Implementation Strategies

- 7.1. Identify priority areas for redevelopment and direct property acquisition efforts towards assemblages of parcels to accommodate redevelopment in those areas (6.c).
- 7.2. Conduct an analysis to further refine the preliminary costs for acquisition of properties needed for implementation of the CRA Plan (6.d).
- 7.3. Identify restrictions and covenants to be included in publicly owned and acquired properties to be disposed of that would run with the land prior to ensure that specific public purposes and/or CRA goals are met (6.e).
- 7.4. Acquire land, as identified in the CRA Sign Design Guidelines for the development of gateway signage (6.m – updated)
- 7.5. Identify funding and begin acquisition of vacant lots in the CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes (6.r).
- 7.6. Acquire right of way for substandard streets throughout the CRA (6.s).

## **Land Development:**

In the 2009 CRA Plan Update there were several implementation strategies related to land use, zoning and development. Specifically these recommendations were geared toward creating a regulatory climate within the CRA for redevelopment in terms of attraction and efficiency.

### Projects Completed Since 2009 Update

- Expanded CRA Boundaries (as a result of the 2009 CRA Plan Update)
- Completed a land use change for the CRA to Regional Activity Center (RAC) (6.h)
- Created the CRA Mixed Use Zoning Categories and Design Guidelines (6.f, 6.i, 6.u)

### Land Development Implementation Strategies – Short Term and Ongoing

- 7.7. Utilize CRA funds to market the CRA and attract and retain business and development (6.b)
- 7.8. Pursue opportunities for the CRA to engage in public private partnerships to achieve redevelopment goals (6.l)
- 7.9. Continue to employ Crime Prevention Through Environmental Design (CPTED) techniques as appropriate throughout the CRA (6.v)
- 7.10. Demolish and remove buildings and improvements as necessary to accomplish redevelopment purposes (6.x)

### *Infrastructure, Environment and Connectivity:*

There are several infrastructure improvements that are necessary to support the Plan Concepts and implement the goals of the CRA plan, specifically within the Sub Areas in order to support economic development or improve conditions in neighborhoods and commercial areas.

### Projects Completed Since 2009 Update

- Received a “Transportation Design for Livable Communities” designation from the Florida Department of Transportation supporting the CRA’s desire to optimize pedestrian and bicycle connectivity among the CRA sub areas and US 1 – opens funding opportunities (6.n)
- Completed landscape and streetscape improvements along a 2 mile stretch of US 1 (6.n)
- Conducted an Economic and Fiscal Impact Analysis in 2013 (6.w)
- Designated the CRA and additional areas in the City as a Brownfield for the purposes of addressing environmental or financial obstacles to redevelopment (6.y)

### Infrastructure, Environment and Connectivity Implementation Strategies – Short Term and Ongoing

- 7.11. Optimize connectivity among the CRA sub-areas through improvements such as clearly defined pedestrian crosswalks and bicycle/pedestrian paths – ongoing (6.n)
- 7.12. Ensure that greenways in the CRA are designed to connect with greenways depicted on the Broward County Greenways Plan (6.p)
- 7.13. Encourage underground installation of utility lines (electric, phone, cable) in all areas or redevelopment or major development projects (6.p)
- 7.14. Complete sidewalk/pedestrian and streetscape improvements in all CRA neighborhoods (6.q)
- 7.15. Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage, street landscaping and easily identifiable on-street and off street parking area (6.t)



## **Redevelopment Goal 2:**

### **To Eliminate Substandard Housing and Provide Affordable Housing Alternatives.**

While there is existing affordable housing within the CRA much of it requires substantial investment. There is also a lack of homeownership and neighborhood engagement which has led to the substantial deterioration of the existing housing stock. In addition, there are several vacant and abandoned (bank-owned) properties within the CRA neighborhoods that are ripe for infill redevelopment but currently create eyesores within the community. Specific strategies are recommended to take advantage of these neighborhood opportunities while still encouraging new development of housing within the major corridors. Furthermore, new developments will provide the opportunity for alternative housing choices for persons of all ages within the City and CRA as well as future transit oriented development within the City Center which can provide residents with a cost/benefit with less reliance on personal transportation and associated costs.



#### Projects completed since 2009 Update

- Established zoning incentives to fund or include affordable or attainable housing units (2.a)
- Installing solar powered neighborhood lighting in all areas (ongoing – 2.f)
- Increased code enforcement in CRA neighborhoods (2.g)
- Established new zoning regulations to provide for transition from commercial to residential (2.q)
- Completed a gateway/neighborhood entry sign plan (2.r)
- Established land use and zoning regulations to support transit oriented development (2.k)

#### Housing Implementation Strategies – Short Term

1. Identify funding and implement a neighborhood vacant lot acquisition program for replacement and infill housing (2.b)
2. Create sewer hook-up funding and or financing program for residential properties (2.d)
3. Create a program and monitoring system to incent on-site owner/manager occupancy of multi-family rental properties (2.e.)
4. Initiate a building and code enforcement program for illegal multi-family conversions (2.h)
5. Coordinate with outside housing and building organizations to create a series of pre-reviewed Florida Building Code compliant/energy efficient building plans for infill single family development. (2.j)
6. Partner with outside housing finance agencies to provide local home buyer readiness classes, Individual Development Accounts (IDA) and/or down payment assistance programs (2.l)
7. Work with local trade associations, educational resources and workforce development organizations to create local programs to increase employment and income for residents of the CRA (2.n)
8. Encourage a range of housing types to increase access for elderly transitioning, physically handicapped, and micro housing to address overcrowding and/or single preference housing. (2.t)
9. Create an affordable housing trust fund that is tied to the mixed use zoning districts that would allow development to pay “in lieu” of providing affordable housing and that can be used to purchase vacant residential lots or properties for infill housing and/or improve existing housing stock within the CRA neighborhoods.



### **Redevelopment Goal 3: To Redevelop the CRA in a manner that is Energy Efficient and Sustainable.**

It is the responsibility of all communities to redevelop in an energy efficient and sustainable manner to ensure the resilience and long term sustainability. Costs related to utilities and maintenance create a huge burden on municipalities, businesses and individual residents. In addition there are larger impacts regionally such as sustaining of the water supply, pollution and inefficient operations of aging infrastructure.

Furthermore, as threats of sea level rise due to climate change impact South Florida, it is imperative that we redevelop in a sustainable manner. According to the *Analysis of the Vulnerability of Southeast Florida to Sea Level Rise, August 2012* conducted by the Southeast Florida Regional Compact for Climate Change, areas along East Dania Beach Boulevard and east of Federal Highway have been identified as very susceptible to flooding and other infrastructure impacts with just a 1 foot sea level rise, which is currently predicted to impact Southeast Florida between 2040 and 2070. Therefore, recommendations related to Redevelopment Goal 3 also include specific mitigation strategies that should be considered as part of any infrastructure upgrades within the City and CRA.

#### Projects completed since 2009 CRA Plan Update

- Adopted incentive based green building and energy efficiency standards as part of the City's rezoning (3.a)
- Constructed first "green" parking garage at City Center

#### Energy Efficiency and Sustainability Implementation Strategies – Short Term or Ongoing

1. Seek Florida Green Building Code Coalition (FGBC) Local Government designation (3.b)
2. Coordinate and implement through Broward County the Property Assessed Clean Energy (PACE) program to assist in financing residential and commercial energy efficiency improvements (3.d)
3. Create a regular recycling collection program for items such as hazardous waste, electronics, and broken glass, which are not acceptable for regular recycle collection (3.f.)
4. Conduct energy audits of all municipal facilities within the CRA and recommend improvements to improve energy efficiency (3.g)
5. Ensure that all CRA landscape related projects include native and drought tolerant plants (3.i)
6. Promote water reuse and recycling in all public and private developments and conduct community water reuse and rain barrel workshops for residents (3.j)
7. Ensure that all vehicles purchased with CRA funds are equipped with hybrid or alternative fuel technology (3.l)
8. Coordinate with FPL to encourage the installation of solar or other alternate energy source infrastructure within its existing transmission line easement (3.m)
9. Provide "green building" continuing education to planning and zoning and building department review staff in order to certify new developments (3.o)

#### Sustainability and Adaptation Planning for Sea Level Rise Implementation Strategies

10. Conduct an infrastructure risk assessment for the CRA
11. Identify areas in priority order as Adaption Action Areas (AAA) based on 1, 3 and 5 foot sea level rise
12. Implement mitigation strategies in terms of infrastructure upgrades in terms of priority areas identified within the AAA.

## Redevelopment Goal 4: To Attract Targeted New Industries and Retain and Expand Core Industries

The CRA has an opportunity due to its locational advantages adjacent to Port Everglades and Fort Lauderdale-Hollywood International Airport, which is also partially located within the City of Dania Beach, to attract and grow several industries within the CRA. A primary focus of the CRA has been the expansion of the marine industry. Specific infrastructure improvements to facilitate that are discussed in the Redevelopment Implementation Strategies for Sub Area 6: Marine and West Bryan. However, as identified in the more recent *Dania Beach Economic Development Strategic Blueprint, 2012*, other industries of focus include arts and design, given the prominence of Design Center of the America's (DCOTA) within the City and entertainment and tourism catering to the cruise ship industry and airport traffic.



### Projects completed since 2009 Plan Update

- Conducted an Economic Benefit Analysis to confirm value of the marine industry (4.n)
- Preliminary coordination on design and construction costs with FDOT, FEC and FIND to raise bridge clearance along the Dania Beach Cut Off Canal (4.j & 4.k)

### New and Expanded Industry Strategies – Short Term

1. Establish a Marine business incubator or accelerator within the Marine Sub Area (4.f)
2. Renegotiate Broward County Marine Facilities siting plan to provide for more slips while maximizing protection of marine ecology (4.h)
3. Implement the recommendations of the Dania Beach Economic Development Strategic Blueprint, 2012, as part of the CRA Plan implementation to expand and target new industries and economic opportunities.

### New and Expanded Industry Strategies – Long Term

4. Rename the Dania Cut Off canal to encourage more marine related economic development (4.b)
5. Design and install attractive signage at the entrance of the Dania Cut-Off canal and Intracoastal Waterway (4.a)
6. Change the name of NW 3rd Terrace (after realignment of Old Griffin Road) to reflect creation of expanded Marine District (4.i)
7. Continue coordination with FEC, FDOT, FIND and Broward County to identify funding and raise navigable boat clearance along the Dania Cut-Off canal (4.j, 4.k, & 4.l)
8. Partner and lobby with the Marine Industry of South Florida to secure funding to improve the Dania Cut-Off canal and market the opportunities (4.m)

## Redevelopment Goal 5: To Enhance Redevelopment Activities through an Active Marketing Strategy that Supports Redevelopment Initiatives.

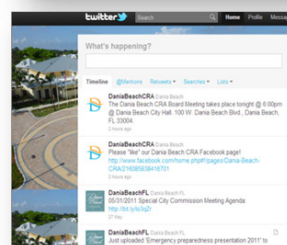
Redevelopment activities, opportunities and successes are only capitalized on with a succinct marketing program that will promote them externally. As the CRA achieves successes it is important to ensure the media coverage and other marketing activities that will make businesses outside of the City “take notice.” Conversely, a well planned marketing program will also attract people that may otherwise not come to the City or CRA and highlight the assets and opportunities within the community to attract future residents, visitors and investment.

### Projects completed since 2009 Plan Update

- Rebranded the City and tagline as “First in Broward, Second to None” (5.e)
- Completed a Strategic Marketing Plan for the CRA (5.b)
- Launched the annual “Arts and Seafood Festival” in its 3rd year attracted over 20,000 visitors
- Completed the Dania Beach Gateway Signage Plan

### Marketing Implementation Strategies – Short Term

1. Establish a new Main Street Organization (5.d)
2. Establish an Art in Public Places ordinance (5.c)
3. Continue to recruit new businesses through marketing at trade organizations such as the ICSC, NAOIP and through the local marine industry
4. Continue to implement the Gateway Signage Plan



## 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.

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

The CRA shall 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.

*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.

*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.

#### Marketing and Business Recruitment

**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.

**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 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 Acquisition and Disposition

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. 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 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 retain existing homeowners and discourage displacement as the redevelopment effort moves 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 Improvement 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 not limited to, design and construction of public systems, subsidizing design and 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.

#### Public Safety and Welfare

*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. The CRA will be empowered to reimburse the City or County for salaries and equipment for targeted code enforcement programs that support the goals of the Community Redevelopment Agency.

*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 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.

*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.



## SECTION TEN

## FINANCIAL ANALYSIS

### Implementation

The Projects and Programs identified in Section 9 of this Plan form the basis for implementation activities to further the Redevelopment Goals identified in this Plan. Implementation Strategies in Section 9, identify specific and actionable activities and identify a general timeline for improvements either in the short term (1 – 5 years) or long term (6+ years). The following summarizes the project or program categories for implementation:

#### Streetscape and Utilities

The 2009 CRA Redevelopment Plan update contemplated approximately \$250 million in capital improvements. Major priority projects from the 2009 update which have been completed include the construction of the City Hall Parking Garage and Federal Highway/US 1 Streetscape. A significant portion of the estimated \$250 million was also assigned to roadway and utility upgrades including sidewalks, curb and gutter, landscape, drainage, undergrounding of utilities, traffic calming and landscaping. Those improvements were recommended primarily within the residential areas of the CRA however encompassed nearly every existing roadway. For the purposes of this plan update and estimating financial resources necessary to carry out redevelopment over the next 5 to 10 years, the scope of improvements has been paired down. With that said, as the CRA continues to implement these improvements opportunities to incorporate utility or other upgrades through a continued partnership with the City and other jurisdictional agencies.

#### Roadway Realignment and Bridge Reconstruction

Economic Development is a very important component of this Plan, specifically as it relates to expanding marine related businesses. The two challenges that face Dania Beach in promoting this opportunity is related to suitability of waterfront land and the limited waterway access due to lower bridge spans as well as width and depth of canals. Of primary importance to this plan is the relocation of Old Griffin Road, to the South at NW 3rd Terrace. This relocation would create a greater swath of waterfront land for redevelopment. Of equal importance is the demolition and reconstruction of the bridges that cross both the Dania Cut-Off and C-10 Canals to increase waterway access to the proposed reclaimed lands. The bridges to be replaced include Federal Highway, FEC railway, Old Griffin Road and construction of a new bridge connecting West Dania Beach Boulevard to Bryan Road. Ancillary activities would include undergrounding utilities that cross over the canals and dredging and potential widening of the Dania Cut-Off Canal.

#### Business Development

Local economic gardening is a practice that supports existing businesses and begins to build growing industries from the bottom up. Of primary importance to this Plan is the CRA's ability to provide programming and assistance to existing businesses. Programs include guest speaker/trainings; financial and technical assistance, marketing and ancillary activities supported by the CRA that draw visitors and new residents. As the CRA redevelops program funding should continue to be allocated for these activities and the CRA should have the fluidity to change the types and processes for providing business assistance that will respond to emerging industries and trends.

#### Land Acquisition

Land acquisition is a longer term goal of the CRA Redevelopment Plan. For this Plan update funding for acquisition is not included however the City or CRA can create tools for acquisition or leverage other resources for acquisition, specifically related to creation of affordable housing or parks and recreation facilities.

#### Capital Projects and Timeline

The projects and programs described above include substantial capital investment. While the 2009 CRA Redevelopment Plan



update included approximately \$250 million, the substantial costs contemplated a complete roadway and infrastructure reconstruction throughout the CRA. While these projects and Probable Estimates of Cost (as of 2009) are included in the Appendix and as part of this Plan, the financial feasibility and capacity of the City and CRA make it unlikely to complete within the life of the CRA. The project costs and timelines for capital projects illustrated below include the crucial projects to realize the goals of the Redevelopment Plan.

	1-5 Years	6 – 10 Years	10+ Years
Neighborhood Improvements	\$1 million	\$6 million	\$6 million
Roadway Realignment	N/A	N/A	\$5 million
Bridge Demolition	N/A	N/A	\$2 million
Bridge Reconstruction	N/A	\$5 million	\$22 million
<b>TOTAL</b>	<b>\$1 million</b>	<b>\$11 million</b>	<b>\$35 million</b>

### Redevelopment Trust Fund

The Dania Beach CRA is considered a “TIF – less” CRA, meaning through its creation and Intergovernmental Agreement with Broward County, the CRA agreed not to utilize traditional tax increment generated through the County or any other taxing authority with the exception of the City of Dania Beach. In 2006, the City did create a Redevelopment Trust Fund authorized to retain tax increment generated by the City only within the original Downtown Redevelopment Area (525 acres). However it was never activated and funded. Subsequent to the expansion of the CRA in 2009, which increased the area to 1,349 acres, a new redevelopment trust fund was not created for the expansion area. At the same time South Florida and the nation experienced an economic recession in which the CRA as a whole lost significant taxable value from 2010 to 2013 and has only started to recover value over the past 2 years. Due to the recession, the taxable values within the expanded area have lost significant value and have not yet recovered from what would have been the original base year value (2009) of \$383,273,470 if the CRA had created the expanded area trust fund.

Funding for CRA projects has been through a combination of City payments “in-lieu” of tax increment, grants, sponsorships and a loan to grant from Broward County in the amount of \$6.3 million to seed CRA investment in capital and infrastructure. Future financing of the Dania Beach CRA could however take on a different strategy as the taxable values within the CRA rise. Several new construction projects are currently in the pipeline for development and could create significant revenues for the City and CRA to undertake many of the more costly capital projects as identified in the table of above. Options for future financing could include but not be limited to the current funding model, a transition to tax increment financing or a hybrid of the two. One thing to note is that should the CRA choose to bond or incur other debt to complete capital projects and dedicated revenue source would have to be identified for debt service. Furthermore, the current CRA life span is through 2034, therefore it is recommended that any incurrence of debt be undertaken within the next 9-10 years or consider an extension of the life of the CRA after 10 years if necessary to repay debt service that would go beyond 2034

### Revenue Projection Assumptions

The revenue projections provided in this Plan update are based on a number known projects that have either already been approved or are anticipated in the near term. The following is a synopsis of the assumptions used in preparing these projections:

Assignments	Reinvestment of CRA TIF			New Construction		Fiscal Year	Taxable Value
	Annual Growth Rates						
	2016-2020	2021-2034	2035-2064				
	Original Boundaries	2.5%	3.5%	3.0%			
	Expanded Boundaries	2.0%	3.0%	2.5%			
	No-Reinvestem of CRA TIF						
	Annual Growth Rates						
	2016-2020	2021-2034	2035-2064				
	Original Boundaries	2.5%	2.5%	2.5%			
	Expanded Boundaries	2.0%	2.0%	2.5%			
	City Milage Rates	5.9998					
	CRA Construction Growth	2.50%					
	Minor New Construction Factor (CRA Re-Investment)			0.0100%			
	Major New Construction Factor (CRA Re-Investment)			0.3000%			
				Dania Jai Alai Project		2018	40,000,000
				The Place at Dania Beach		2018	24,000,000
				The Columbus Project		2019	44,800,000
				Pirates Inn Property		2020	48,000,000
				San Soucy Project		2020	48,000,000
				The Morrison Hotel (City Center)		2020	12,000,000
				Dania Pointe (Phase 1 Retail/Residential)		2020	130,000,000
				Dania Pointe (Phase 2 Retail/Residential)		2022	210,000,000
				Dania Pointe (Phase 3 Office/Hotel/Residential)		2023	195,000,000
				Future Development		2024-2064	Miscellaneous
				Minor New Construction Factor (No CRA Re-Investment)			0.0050%
				Major New Construction Factor (No CRA Re-Investment)			0.1500%

## Agency and Redevelopment Project Funding

### *No Re-Investment of CRA Tax Increment (Current Funding Model)*

Under the current funding model, the City provides an annual contribution to the CRA to administer and complete redevelopment projects. Using this model is assumed that the City would increase its annual allocation by 2.5% and retain net new City revenues. However, the CRA would not have financial control over these funds and would have to rely heavily on the City budgeting process. Larger scale and long term capital projects would also rely heavily on outside sources and the City's general fund and there is no guarantee that funds generated by the CRA would be reinvested. Additionally, the CRA's capacity to secure a loan or bond to finance redevelopment projects would be severely impeded since there is no dedicated revenue source for debt service and the City would be the primary source of funding projects.

No Re-Investment of CRA TIF							
	Fiscal Year	Property Valuation	Base Year Valuation	Increment Valuation	City Taxes and CRA Contribution/TIF		
					Net City Taxes	CRA Contribution (in lieu of TIF)	CRA TIF
Actuals	2009	293,947,520	(172,715,440)	121,232,080	\$ 926,008	\$ 662,602	\$ -
	2010	659,988,350	(555,988,910)	103,999,440	\$3,269,485	\$ 693,283	\$ -
	2011	561,178,990	(555,988,910)	5,190,080	\$2,544,812	\$ 822,150	\$ -
	2012	522,411,130	(555,988,910)	(33,577,780)	\$2,365,391	\$ 768,971	\$ -
	2013	506,048,220	(555,988,910)	(49,940,690)	\$2,214,038	\$ 822,150	\$ -
	2014	520,192,680	(555,988,910)	(35,796,230)	\$2,298,902	\$ 822,150	\$ -
	2015	561,994,300	(555,988,910)	6,005,390	\$2,491,853	\$ 880,000	\$ -
CRA Life	2016	574,463,755	(555,988,910)	18,474,845	\$2,544,668	\$ 902,000	\$ -
	2017	587,213,338	(555,988,910)	31,224,428	\$2,598,613	\$ 924,550	\$ -
	2018	664,266,420	(555,988,910)	108,277,510	\$3,037,802	\$ 947,664	\$ -
	2019	724,012,860	(555,988,910)	168,023,950	\$3,372,576	\$ 971,356	\$ -
	2020	978,419,331	(555,988,910)	422,430,421	\$4,874,680	\$ 995,640	\$ -
	2021	1,001,184,662	(555,988,910)	445,195,752	\$4,986,377	\$ 1,020,531	\$ -
	2022	1,234,452,133	(555,988,910)	678,463,223	\$6,360,422	\$ 1,046,044	\$ -
	2023	1,458,516,598	(555,988,910)	902,527,688	\$7,678,613	\$ 1,072,195	\$ -
	2024	1,493,202,263	(555,988,910)	937,213,353	\$7,859,915	\$ 1,099,000	\$ -
	2025	1,528,718,929	(555,988,910)	972,730,019	\$8,045,533	\$ 1,126,475	\$ -
	2026	1,565,088,629	(555,988,910)	1,009,099,719	\$8,235,582	\$ 1,154,637	\$ -
	2027	1,602,329,927	(555,988,910)	1,046,341,017	\$8,430,156	\$ 1,183,503	\$ -
	2028	1,640,464,838	(555,988,910)	1,084,475,928	\$8,629,370	\$ 1,213,091	\$ -
	2029	1,679,514,916	(555,988,910)	1,123,526,006	\$8,833,336	\$ 1,243,418	\$ -
	2030	1,719,502,229	(555,988,910)	1,163,513,319	\$9,042,166	\$ 1,274,503	\$ -
	2031	1,760,449,389	(555,988,910)	1,204,460,479	\$9,255,978	\$ 1,306,366	\$ -
	2032	1,802,379,550	(555,988,910)	1,246,390,640	\$9,474,892	\$ 1,339,025	\$ -
	2033	1,847,992,434	(555,988,910)	1,292,003,524	\$9,715,084	\$ 1,372,501	\$ -
	2034	1,892,024,958	(555,988,910)	1,336,036,048	\$9,944,957	\$ 1,406,814	\$ -

### Reinvestment of Tax Increment and Projections (Tax Increment Financing Model)

As noted in the previous discussions, historical property values, particularly within the expanded boundaries of the CRA have only now started to recover. As shown below, as the projects identified in the assumptions begin are completed, the attached values will have a significant impact on the growth of the City's tax base. Based on the project schedules as provided by the developers and owners of said projects, this could lead to an ability by the CRA, as early as 2019 to transition from a "TIF – Less" CRA to one funded by what would be the actual amount of tax increment generated within the CRA. As noted below, this reinvestment could provide the CRA the revenues to either incrementally construct capital improvements (pay as you go), or sometime within years 6 – 10 secure financing for larger scale projects. As estimated for the purposes of this Plan, the CRA will need approximately \$46 million to complete Redevelopment Projects recommended in the longer term.

Re-Investment of CRA TIF							
	Fiscal Year	Property Valuation	Base Year Valuation	Increment Valuation	City Taxes and CRA Contribution/TIF		
					Net City Taxes	CRA Contribution (in lieu of TIF)	CRA TIF
Actuals	2009	293,947,520	(172,715,440)	121,232,080	\$ 926,008	\$ 662,602	\$ -
	2010	659,988,350	(555,988,910)	103,999,440	\$ 3,269,485	\$ 693,283	\$ -
	2011	561,178,990	(555,988,910)	5,190,080	\$ 2,544,812	\$ 822,150	\$ -
	2012	522,411,130	(555,988,910)	(33,577,780)	\$ 2,365,391	\$ 768,971	\$ -
	2013	506,048,220	(555,988,910)	(49,940,690)	\$ 2,214,038	\$ 822,150	\$ -
	2014	520,192,680	(555,988,910)	(35,796,230)	\$ 2,298,902	\$ 822,150	\$ -
	2015	561,994,300	(555,988,910)	6,005,390	\$ 2,491,853	\$ 880,000	\$ -
CRA Life	2016	574,463,755	(555,988,910)	18,474,845	\$ 2,544,668	\$ 902,000	\$ -
	2017	587,213,338	(555,988,910)	31,224,428	\$ 2,598,613	\$ 924,550	\$ -
	2018	664,283,421	(555,988,910)	108,294,511	\$ 3,037,904	\$ 947,664	\$ -
	2019	724,047,201	(555,988,910)	168,058,291	\$ 3,386,238	\$ -	\$ 957,900
	2020	978,472,358	(555,988,910)	422,483,448	\$ 3,462,562	\$ -	\$ 2,408,076
	2021	1,011,074,473	(555,988,910)	455,085,563	\$ 3,472,344	\$ -	\$ 2,593,901
	2022	1,254,701,119	(555,988,910)	698,712,209	\$ 3,545,429	\$ -	\$ 3,982,527
	2023	1,491,801,574	(555,988,910)	935,812,664	\$ 3,616,557	\$ -	\$ 5,333,954
	2024	1,542,260,792	(555,988,910)	986,271,882	\$ 3,631,694	\$ -	\$ 5,621,562
	2025	1,594,433,653	(555,988,910)	1,038,444,743	\$ 3,647,345	\$ -	\$ 5,918,938
	2026	1,648,379,407	(555,988,910)	1,092,390,497	\$ 3,663,529	\$ -	\$ 6,226,418
	2027	1,704,157,319	(555,988,910)	1,148,168,409	\$ 3,680,261	\$ -	\$ 6,544,342
	2028	1,761,830,682	(555,988,910)	1,205,841,772	\$ 3,697,563	\$ -	\$ 6,873,069
	2029	1,821,464,948	(555,988,910)	1,265,476,038	\$ 3,715,452	\$ -	\$ 7,212,973
	2030	1,883,124,799	(555,988,910)	1,327,135,889	\$ 3,733,949	\$ -	\$ 7,564,423
	2031	1,946,880,127	(555,988,910)	1,390,891,217	\$ 3,753,075	\$ -	\$ 7,927,816
	2032	2,012,803,210	(555,988,910)	1,456,814,300	\$ 3,772,852	\$ -	\$ 8,303,565
	2033	2,087,002,790	(555,988,910)	1,531,013,880	\$ 3,795,111	\$ -	\$ 8,726,488

The potential tax increment generated over the course of the life of the CRA (the next 19 years) is estimated at \$92 million, not including any additional private investment. The models also assume a higher rate of return to the City and CRA based on the additional investment of tax increment into capital improvements, not only for the life of the CRA but also to the City after the CRA sunsets as illustrated below. Therefore, the financial model indicates through contributions and eventual reinvestment reinvestment of tax increment of approximately \$92 million through the life of the CRA, the City can create an addition \$123 million in revenue in the following 30 years (2035 to 2064)

Summary of Results	Reinvestment of CRA TIF					Assumes conservatively that investment in the CRA Boundaries results in an additional 1% growth during re-investment period (2021-2049), additional 0.5% long-term growth, and increased new construction activity. As detailed to the left, the City and the stakeholders will benefit greatly from targeted investment through the CRA.
		2016-2020	2021-2034	2035-2064	Total	
	Net City-Taxes	\$15,029,985	\$51,541,477	\$625,287,538	\$691,859,000	
	CRA Contribution/TIF					
	Reinvestment	\$6,140,190	\$91,959,368	\$ -	\$90,099,558	
		\$21,170,175	\$143,500,845	\$625,287,538	\$789,958,558	
	No Re-Investment of CRA TIF					
		2016-2020	2021-2034	2035-2064	Total	
	Net City-Taxes	\$16,428,339	\$116,492,381	\$502,238,792	\$635,159,511	
	CRA Contribution/TIF	\$4,741,210	\$16,858,103	\$ -	\$21,599,313	
		\$21,169,549	\$133,350,484	\$502,238,792	\$656,758,824	