

FORT LAUDERDALE BEACH COMMUNITY REDEVELOPMENT PLAN

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I. OVERVIEW OF THE COMMUNITY REDEVELOPMENT PLAN

I. OVERVIEW OF THE COMMUNITY REDEVELOPMENT PLAN

1.1. THE NEED FOR AND PURPOSE OF THE COMMUNITY DEVELOPMENT PLAN

1.1.1 Introduction

This Community Redevelopment Plan has been prepared in accordance with Part III, Chapter 163, Florida Statutes, the Community Redevelopment Act (“Redevelopment Act”), which confers upon local governments certain powers to plan and execute redevelopment efforts. This Community Redevelopment Plan also conforms to Chapter 61-2165, Laws of Florida, the Fort Lauderdale Urban Renewal Law (“Special Act”).

This document has been prepared under the direction of the City of Fort Lauderdale City Commission operating as the Community Redevelopment Agency (CRA), and the Beach Redevelopment Board. The Beach Redevelopment Board advises the Community Redevelopment Agency on matters pertaining to the redevelopment and improvement of a portion of Fort Lauderdale’s Central Beach.

The adoption of this Community Redevelopment Plan is the culmination of a planning process which has included extensive analysis of existing physical and functional conditions, market and financial projections, as well as the consideration of numerous alternative concepts. In addition, numerous public workshops have been held during the planning process for the purpose of providing opportunities for input by citizens, property owners, and civic interests.

Location of the Community Redevelopment Area

The Fort Lauderdale Beach Community Redevelopment Area was designated by the City Commission in Resolutions 89-88 and 89-89, adopted on April 18, 1989. It covers an area of approximately 121 acres of Fort Lauderdale’s Central Beach. The Redevelopment Area is bounded by Alhambra Street to the north, the Atlantic Ocean on the east, the southern property line of the Bahia Mar to the south, and the east channel line of the Intracoastal Waterway to the west. This area is depicted in Figure 1, and the Legal Description of the Community Redevelopment Area is included in this document as Appendix I.

Within this area is the greatest concentration of blight conditions found in the Central Beach area. The Fort Lauderdale City Commission Resolutions 89-88 and 89-89 (adopted pursuant to the Redevelopment Act and the Special Act respectively), documented the conditions of blight in the Redevelopment Area (such Resolutions being hereinafter collectively referred to as the “Finding”). The blight conditions documented in the Finding, including such features as faulty lot layout and diversity of ownership, deteriorating and deteriorated building conditions and properties, underutilized land, and high incidence of crime,

have been long-recognized problems of the core area of the Central Beach.

Previous planning studies of the Central Beach area, including the ULI (1988) and Sasaki (1987) studies, have documented this significant concentration of blight in the core area. These previous plans proposed land uses and development programs as catalysts for the redevelopment of this blighted area. The boundaries of the Community Redevelopment Area have been chosen as best delineating these areas of the greatest concentration of blight conditions.

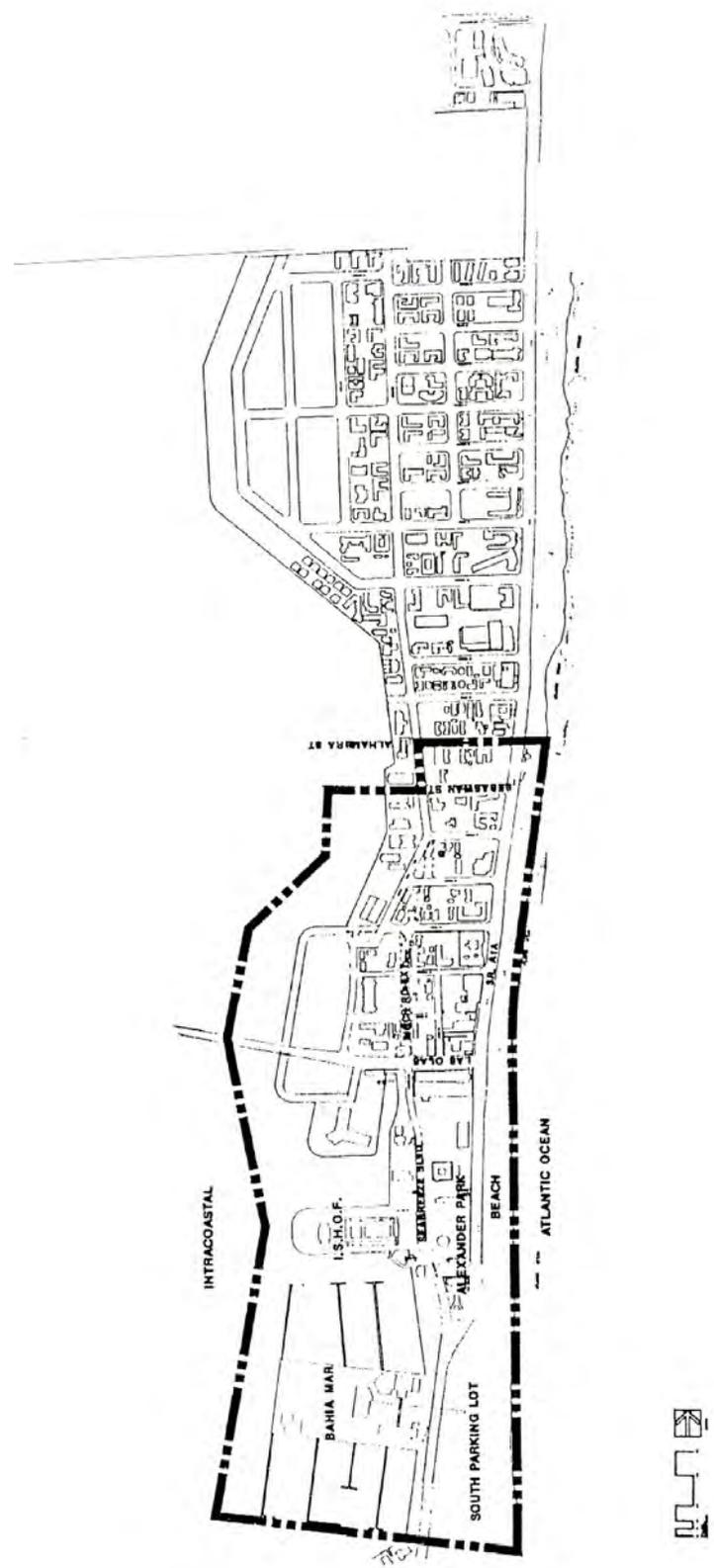
Other factors which were considered in determining the boundaries of the Redevelopment Area include:

1. The current road improvement projects for the re-alignment of SR A1A (the Beach Revitalization project funded through General Obligation Bonds) will have a major impact on the Redevelopment Area. The proposed one-way pair utilizing the existing SR A1A and a new southbound A1A will run from the intersection of A1A and Alhambra Street south to Bahia Mar. These northern and southern limits will therefore result in all lands affected by this new roadway pattern being included within the Community Redevelopment Area.
2. The eastern and western boundaries for the Redevelopment Area are the two major physical features that define the Central Beach, namely the Intracoastal Waterway on the west, and the Atlantic Ocean on the east.
3. The southern boundary has been defined to include the existing South Beach Parking Lot, and the Bahia Mar properties, two major activity generators in the Central Beach area.
4. The Redevelopment Area contains major public facilities and large areas of publicly owned land, including: the South Beach Parking Lot, the International Swimming Hall of Fame, D.C. Alexander park, the Birch Parking Lot, and the Alhambra Parking Lot. The Bahia Mar complex is on land leased from the City.

**REDEVELOPMENT
PLANNING AREA**

**FORT LAUDERDALE BEACH REDEVELOPMENT
CITY OF FORT LAUDERDALE BEACH REDEVELOPMENT OFFICE
WALLACE, ROBERTS & Todd - EDWARD D. STONE, JR. & ASSOCIATES
HAMMER, SILER, GEORGE ASSOCIATES - HOLLAND & KNIGHT
BARTON ASCHMAN ASSOCIATES - WILLIAMS, HATFIELD & STONER**

FIGURE 1



1.1.2 Redevelopment Legal Authority

The Community Redevelopment Act of 1969, as amended (codified as Part III, Chapter 163, Florida Statutes, confers upon counties and municipalities the authority and powers necessary to carry out redevelopment activity in recognition of the need to eliminate and prevent conditions of slum and blight. Chapter 61-2165, Laws of Florida, the Fort Lauderdale Urban Renewal Law (the “Special Act”) also permits the City to undertake actions necessary to eliminate and prevent conditions of slum and blight. This Plan has been adopted by the City of Fort Lauderdale and the Community Redevelopment Agency pursuant to both the Redevelopment Act and the Special Act.

It is the intent of the City of Fort Lauderdale and the Community Redevelopment Agency of the City of Fort Lauderdale that wherever this plan says the City of Agency “may” undertake or exercise some power or authority granted by Part III, Chapter 163, Florida Statutes, or other applicable law, then such power or authority is deemed to have been granted and exercisable in connection with the implementation of this Plan subject to the City or Agency, as the case may be, determining when and under what terms, conditions and circumstances it is or will be appropriate to undertake or exercise such power or authority.

1.1.3 The Need for Redevelopment

The Finding documented the high concentration of blight conditions exhibited in the Community Redevelopment Area. These blight conditions are concentrated in the core of the Central Beach, and have a negative impact on the surrounding area. Evidence presented to the City Commission supporting the Finding documented such features as poor building conditions, large numbers of blocks under multiple ownership, low improvement value to land ratios, and high levels of crime associated with the physical deterioration of the Community Redevelopment Area. Each of these conditions contribute to the blight conditions exhibited in the Area, and require actions on the part of the Community Redevelopment Agency to eliminate and prevent the spread of these conditions. This Plan is intended to eliminate blight and provide a catalyst for new development throughout the Central Beach area.

As the core of Fort Lauderdale's famous beachfront area, the Central Beach area has experienced a general decline in the past few years. The purpose of this Plan is to remove the existing constraints to development, and to demonstrate to private developers the public commitment to the redevelopment of the Central Beach area. Coupled with the City of Fort Lauderdale's current major commitments to improve and upgrade traffic circulation and to beautify and "pedestrianize" the beachfront, this Plan will outline those land uses that have been determined to be marketable and meet the criteria for creating a world-class beach resort. The Community Redevelopment Plan outlines those public improvements that are necessary to create an urban beach village located at the core of Fort Lauderdale's Central Beach.

The redevelopment of the Central Beach area is consistent with the City's mission of becoming the best City of its size by 1994. Along with the development of the new Northport Convention Center at Port Everglades and the resurgence of Fort Lauderdale's downtown area as a business and cultural center, the redevelopment of the Central Beach area is essential in meeting this goal.

1.1.4 Redevelopment Goals, Objectives and Policies

The redevelopment goals, objectives and policies of this Plan will guide the successful redevelopment of the Central Beach area. These consist of:

Redevelopment Goals:

Eliminate the conditions of blight that are currently found in the area.

Provide for a mix of land uses that will foster family activity and recreation in the Central Beach area, and provide opportunities for the expansion of tourist-related facilities and activities.

Stimulate the redevelopment of the core area as a catalyst for the revitalization of the entire Central Beach area.

Maintain public access to the beach and Intracoastal Waterway.

These goals will be achieved through a series of objectives that are further refined in the policies that follow. The objectives of the Community Redevelopment Plan are:

Enhance the resort image of Fort Lauderdale Beach as a place for tourists and conference groups.

Make Fort Lauderdale Beach an integral part of the City for use by local residents.

Improve the circulation for autos, bicycles, and pedestrians within and through the Central Beach area.

Create and enhance a positive visual and physical image of the Central Beach.

Provide for an active pedestrian environment throughout the Central Beach area, particularly between the Intracoastal Waterway and the Beach.

In order to implement this Plan, the Community Redevelopment Agency will issue a Request for Proposals for one or more projects contemplated by this Plan as the catalyst for redevelopment.

The policies to be applied for the initial project as defined by the Community Redevelopment Agency are:

Land Use

The preferred redevelopment project is a mixed-use resort-oriented “Urban Beach Village” located within the

Community Redevelopment Area. Primary uses consist of hotels and a variety of entertainment and specialty retail activities with a strong marine orientation. Marine-related uses include marine-related office, retail, a maritime museum, etc. In addition to the residential uses that currently exist within the Community Redevelopment Area, residential development as a component of a mixed-use urban beach village will be permitted. The initial project should have a mix of hotel and commercial oceanfront development so that the oceanfront has a balance of activities.

Neither the City of Fort Lauderdale nor the CRA will initiate acquisition or redevelopment of existing viable condominiums in the Central Beach project area; Venetian, Illini, Portofino, and Leisure Beach Condominiums.

Traffic Circulation and Infrastructure

The City has approved a “2+2” one way pair alignment for SR A1A through the Central Beach area, and for its implementation by 1992. Right-of-way for an ultimate four lane SR A1A along the southbound leg of SR A1A has been reserved in the County Trafficways Plan. Should funds become available, the City will pursue the construction of the four lane SR A1A.

The CRA may consider reducing vehicular through-traffic on those portions of SR A1A between Seabreeze Boulevard and SE 5th Street and between Cortez and Alhambra Streets in response to specific development proposals for oceanfront development in these areas. These street modifications will only be considered if there are commitments to relocate all four lanes of SR A1A to the Seabreeze (southbound SR A1A) corridor, and if proper zoning and restrictive covenants are provided to ensure continuous public pedestrian access to these sections on the beach.

The CRA will assist with the relocation of existing utilities on the Birch Lot. Developer proposals may provide for developer avoidance or relocation of those utilities. Until then, the City may relocate utilities when appropriate.

Parking

The CRA will seek the retention of as many public parking spaces on the Birch Lot as possible (estimated to be ±400 spaces). These spaces are to remain open to the public and may count these spaces as part of the required parking for the Birch Lot development.

The CRA will require replacement of the 157 public beachfront spaces (currently existing along SR A1A), as well as require replacement of any public spaces removed from the Birch lot (estimated of the ±260 spaces) in a parking structure centrally located within the initial project area with convenient beach access.

The City may provide financing, through parking revenue bonds or other funding mechanisms, for parking required for other redevelopment in the Central Beach area.

Marina Development

There should be maximum expansion of the existing marina and marina-related uses located adjacent to the Birch Lot to accommodate a full range of vessels, including short-term docking, specialty berths for large vessels, and the provision of opportunities for Intracoastal Waterway cruise/charter/ “theme” vessels.

If the marina is expanded, marina services should also be expanded to include showers, restrooms, and laundry facilities, but not to include fuel docks, boat repair facilities, and dry storage. Landside uses and attractions such as marine patrol facilities, a dockmaster’s office, Coast Guard Auxiliary, game fishing museum, and marine-related retail and office uses (Yacht brokerage, charters, etc) should be included in development proposals.

A central water taxi stop tied to the Birch Lot development will be required of any new development on the Birch Lot. Additional water taxi facilities will be encouraged throughout the Community Redevelopment Area.

Public Facilities

An Intracoastal waterfront promenade is to be included in the Birch Lot development program.

One or more Oceanfront Plaza(s) should be located west of north-bound SR A1A as part of the oceanfront redevelopment plan.

Other public improvements in the Central Beach area may be included in a developer proposal or developed in partnership with public or private sector organizations, including:

- A lifeguard/restroom/police substation facility at the northern end of the Community Redevelopment Area.
- A visitor’s center at the existing Voyager Terminal site.
- A combined concession/restroom/beach maintenance facility at the South Beach Parking lot.
- An oceanfront pavilion and restroom facilities at SR A1A and Las Olas Boulevard.
- Improvements to Alexander Park.

Permitting

The City will continue its negotiations with the Florida Department of Natural Resources (FDNR) for a waiver of the Coastal Construction Control Line (CCCL) elevation requirements for the Central Beach area. This Plan is not dependent upon any waiver of the current CCCL elevation requirements of 20.3 feet above mean sea level.

The City will assist in obtaining a development order for a Development Regional Impact (DRI) if necessary, including a Pre-Development Agreement (PDA), Area-wide DRI, etc.

The CRA will initiate permitting of the marina.

Public Financing/Developer Assistance

The CRA may assist selected developer(s) in the implementation of redevelopment project(s) including:

- Land Assembly, including write-down of land costs.
- Demolition, relocation and site preparation.
- Installation of infrastructure and street vacations, relocations and improvements.
- Provide parking, public space and marina amenities.

Sources of financing may include:

- Lease revenues under a development agreement for the Birch Lot.
- Parking revenue or other bonds.
- Tax Increment Financing (TIF) including revenue bonds and bond anticipation notes.
- Marina Revenues
- Grants
- Other public or private revenue sources available to the CRA.

Based upon the redevelopment program, site costs and project revenues, there may exist a financial “gap”. Techniques which may be used to bridge such a gap and achieve financial feasibility include:

- Reducing CRA acquisition costs.
- Reducing parking requirements by allowing shared parking

- between uses or by CRA participation in financing area parking requirements.
- Provide attractive long-term financing in order to keep developer cash flow at affordable levels while realizing a return of cost incurred by the CRA.
 - Providing “back up” financing including the use of tax increment revenues, revenue bonds, etc.
 - Providing for additional revenues from ancillary development program components including residential, revenue-producing attractions, etc.
 - Allow the oceanfront portion of the redevelopment project(s) to be located at adjacent, more affordable sites.

1.2 THE REDEVELOPMENT PLAN CONCEPT

1.2.1 Existing Conditions Summary

The Central Beach Area of Fort Lauderdale has traditionally been the focus of both the City's and the County's tourist market. The beach itself, the SR A1A "strip", and the Intracoastal Waterway are all major components of the tourist image of Fort Lauderdale, and have long attracted both visitors and residents to the Central Beach Area. Changing markets, both in the profile of visitors and in competitive tourist destinations, and the inability of the smaller hotels and motels to replace lost "Spring Break" revenues has led to a physical and economic decline, and attendant social problems. Many of the smaller hotels have been or currently are in foreclosure.

This decline has been manifested in many ways, including the physical deterioration of many of the buildings and properties in the Central Beach Area. This physical decline and increasing incidence of crime are among the problems faced in the study area, and were among the evidence of blight conditions supporting the Finding adopted by the City of Fort Lauderdale City Commission.

Conditions present in the area that necessitate the adoption of a Community Redevelopment Plan and demand a coordinated public/private response include: poor lot layout, diversity of ownership, underutilized land, poor building conditions, inadequate public facilities and services, and crime.

1.2.2 Market Summary

Extensive analyses have been undertaken in order to measure the potential future market for a variety of development types within the Community Redevelopment Area. These studies have concluded that the redevelopment of the Central Beach Area offers an opportunity to provide a mix and variety of higher quality land uses which will attract the County's growing permanent and seasonal population as well as tourists visiting South Florida. The specific development types determined to be marketable are described below.

Entertainment

A unique opportunity exists to develop a state-of-the-art musical entertainment center which would have wide appeal to a broad segment of residents and tourists. A facility under one roof, possible with vertical, separate entertainment zones would provide an electric mix of music and dancing. Models for this type of complex include Church Street Station in Orlando and Beale Street in Memphis. The Orlando project has a single admission charge which allows patrons to visit the different clubs and attractions at their leisure. Market demand studies have concluded that an initial facility of 83,000 square feet could be supportable in 1990 with supportable growth to 130,000 square feet by 2005.

Specialty Retail

The Greater Fort Lauderdale resident population and tourist market will support the development of a significant specialty restaurant and retail complex in the Central Beach area, a collection of facilities which could serve as a destination point where visitors would spend time eating and shopping. Beginning at approximately 63,000 square feet in 1991, the specialty retail could grow to just over 102,000 square feet by 2005.

Pedestrian Retail

In addition to the specialty retail, more casual pedestrian oriented food and retail development is marketable at the Central Beach. This category has particular appeal for beach-goers who view eating and shopping as secondary to "sun-tanning". These establishments must, therefore, maintain a strong relationship to the beachfront. Ideally much of this development should be retained at ground level facing SR A1A retail development. However, current coastal construction regulations may preclude this optimal beach pedestrian orientation. Consequently some of this development might occur at alternative locations such as Las Olas Boulevard. An initial development of nearly 47,000 square feet on 1991 could grow to approximately 76,400 square feet in 2005.

Hotel

Commercial and tourist growth, combined with new convention activity will create opportunities for new hotels in Broward County, including the Central Beach. Excluding any replacement demand, three new hotels averaging 300 rooms each could be developed by 1993, 1997 and 2003 respectively. In 1989 dollars, the average daily rates could be expected in the \$85-\$110 range.

Although this Plan neither mandates nor precludes the alteration or limitation of traffic circulation on SR A1A, the opportunity to market a luxury hotel could hinge on such a change. If funding and commitments are secured for implementing a full 4-lane SR A1A along the 2+2 southbound corridor portions, the oceanfront road (northbound SR A1A) could be reduced to a "service road" allowing pedestrian, bicycle, and service/emergency vehicular access, and thereby improve the beach connection, it may be possible to market a larger full-service luxury beachfront resort. The community Redevelopment Agency may consider proposals for such a hotel, but is not obligated by this Plan to approve such proposals.

Office

Although not considered an "anchor" use, a limited amount of marine-oriented office space ranging from 20,000 to 30,000 square feet could be accommodated. A portion of this may be a component of the specialty retail complex adjacent to the marina.

Residential

Continued growth in permanent and seasonal households in Broward County will create opportunities for a new residential development throughout the county. A portion of this demand can be attracted to moderately high and high-end residential developments in the Central Beach. Contingent upon the availability of suitable land, high-rise, mid-rise and townhouse projects could be developed. Total demand could reach 840 units of various types and densities by 2005. In spite of reasonably strong market demand, it has been concluded that the core of the Central Beach Area should focus on commercial, marina and hotel development with residential only as an ancillary use. It is therefore anticipated that this demand for additional residential units will be met elsewhere to the north and the south in the Central Beach area.

Marina

The number of boats registered in Broward County has grown each year over the past decade. Fort Lauderdale continues to attract seasonal and vacation boaters during the winter months. Demand for marina slips indicates that a 150 - 250 slip marina offering a range of slip sizes to approximately 80 feet could be supported.

Off-season rates could range from \$0.70 - \$0.90 per lineal foot per day; \$1.50 - 1.95 per foot per day during season.

Attraction

A variety of recreational facilities were examined as part of the market analysis. Possible attractions could include an informal amphitheater or a maritime museum as well as larger “anchor” activities such as an aquarium. While some of these attractions could be feasible and supportable, private development in the Central Beach Area should not rely on any such attraction. Rather, a potential attraction such as limited maritime museum space is encouraged to be incorporated within and subsidiary to the redevelopment.

1.2.3 Redevelopment Plan Concept

It has long been suspected that one major constraint on the redevelopment of the blighted Central Beach Area is the “gap” between the cost to acquire, assemble and prepare land for redevelopment and the potential revenue to re-sell the assembled land to developers proposing new uses in conformance with the Community Redevelopment Plan. Thus, a primary objective of this Plan is to identify methods to “bridge” this gap. One major tool available to the City is the development value of the Birch Lot as part of a well-planned and integrated redevelopment extending from the Intracoastal Waterway to the beachfront. Therefore it is necessary to identify a program of uses for the Birch Lot which creates a substantial “residential land value” while at the same time remaining complementary with the redevelopment of appropriate uses on the beachfront.

The redevelopment concept of this Plan (Figure 2, Illustrative Concept Plan) identifies a preferred approach for development that reflects the uses that have been demonstrated to marketable in an initial project phase for the period 1991 - 1997. The Illustrative Concept is not intended to be the only means for redeveloping the Central Beach Area. Rather, it is a suggested approach which is intended to provide flexibility to developer(s), while achieving the objectives of this Plan. The illustrative concept depicts a specialty retail complex on that portion of the Birch Lot north of Las Olas Boulevard and a hotel located to the south of Las Olas Boulevard. Coupled with a marina of approximately 150 slips, this combination of uses is believed to represent an optimum in terms of value, consistent with the marine-oriented urban village theme.

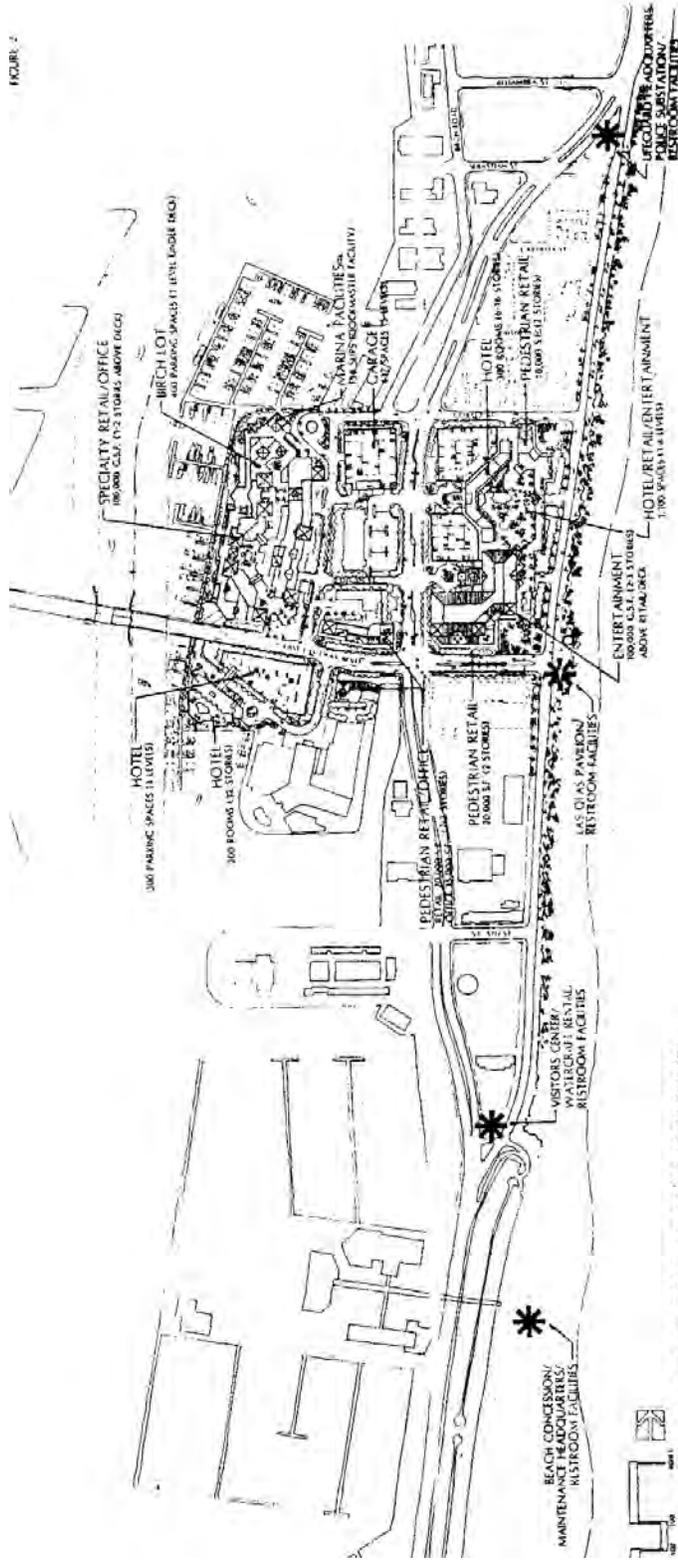
Subject to more detailed engineering studies, it is anticipated that approximately 400 surface parking spaces may be retained on the Birch Lot at ground level. Key amenities include a landscape buffer and public promenade facing the Intracoastal Waterway. Parking is depicted in a proposed garage intended primarily to replace existing public spaces removed from along SR A1A and from the Birch lot.

The illustrative concept has a beachfront component for an initial redevelopment project undertaken between 1991 and 1997 that includes one additional beachfront hotel, an entertainment complex and pedestrian retail. The concept diagram indicates one possible response to this program, with a compact arrangement extending between Las Olas Boulevard and Cortez Street. While compactness and the integration of the Intracoastal Waterway and beachfront components are encouraged, developers will have flexibility in both the program and in the identification of specific project boundaries along the oceanfront.

Structures are shown with structured parking at the bottom two levels and generous setbacks from SR A1A, if full compliance with current requirements for coastal construction and minimum

ILLUSTRATIVE CONCEPT PLAN
FORT LAUDERDALE BEACH REDEVELOPMENT
 CITY OF FORT LAUDERDALE BEACH REDEVELOPMENT OFFICE
 WALLACE, ROBERTS & TODD - EDWARD D. STONE, JR. & ASSOCIATES
 HAMMER, SILER, GEORGE ASSOCIATES - HOLLAND & KNIGHT
 BARTON ASCHMAN ASSOCIATES - WILLIAMS, HATFIELD & STONER

FIGURE 2



F. LAUDERDALE BEACH REDEVELOPMENT

floor elevations set by the Florida Department of Natural Resources (FDNR), Division of Beaches and Shores. In addition, oceanfront plaza(s) are depicted at key locations. The City will continue to seek a waiver of FDNR's construction elevation requirements at the discretion of the selected developer. Such a waiver could permit the development of ground level pedestrian retail directly facing the SR A1A beachfront promenade. However the Plan does not rely upon such a waiver. Consequently, pedestrian retail may be located alternatively at or near the oceanfront plazas and/or along Las Olas Boulevard.

In addition to the transfer of the Birch Lot, proposed redevelopment may include City and CRA assistance with:

- Property acquisition and assembly
- Roadway, streetscape, and amenity improvements
- Utility relocations
- Construction of replacement parking
- Street abandonment, vacation, or modification of right-of-ways

The proposed redevelopment anticipates that certain sources of financing may facilitate these actions by the CRA and the City, including:

- Lease of Birch Lot
- Sale or lease of other properties owned or acquired and assembled by CRA
- Parking Revenue Bonds (or their equivalent)
- Tax Increment Revenues and associated revenue bonds
- Marine Revenues
- Other grants or loans as may be obtained by the Community Redevelopment Agency
- Other sources of funds that the City and/or CRA may authorize

**APPENDIX I: DESCRIPTION OF THE
COMMUNITY REDEVELOPMENT AREA**

The following area within the City of Fort Lauderdale, Broward County, Florida, is designated as the Community Redevelopment Area, and includes:

That area lying east of the eastern channel line of the Intracoastal Waterway; west of the mean high water line of the Atlantic Ocean; south of the northern right-of-way line of Alhambra Street east of the center line of the right-of-way of Birch Road, extended eastward to intersect the mean high water line of the Atlantic Ocean and then south along the center line of the right-of-way of Birch Road to the intersection of the northern right-of-way of Sebastian Street west of the center line of Birch Road and then extended westward to intersect the eastern channel line of the Intracoastal Waterway; and north of the southern property line of Bahia Mar extended eastward to intersect the mean high water line of the Atlantic Ocean and extended westward to intersect the eastern channel line of the Intracoastal Waterway.

II. THE ELEMENTS OF THE COMMUNITY REDEVELOPMENT PLAN

II. ELEMENTS OF THE COMMUNITY REDEVELOPMENT PLAN

2.1 LAND USE ELEMENT

2.1.1 Land Use Plan/Development Program

Existing Land Use

The existing land use pattern and functional districts that comprise the Community Redevelopment Area were analyzed in the Phase I Report: Fort Lauderdale Beach Community Redevelopment Plan. With the exception of the Illini Condominium, virtually all oceanfront parcels in the Community Redevelopment Area are occupied by tourist-related uses, including hotels and motels, t-shirt and beachwear shops, bars, and fast food restaurants. The blocks north of Las Olas Boulevard that front on SR A1A are intensively developed with these commercial uses.

The central, non-waterfront blocks, are occupied by a mix of smaller motels and some commercial uses, while the Intracoastal Waterway frontage north of Las Olas Boulevard is developed primarily with large residential condominiums. Waterway-related commercial and marina uses are found along the Intracoastal south of Las Olas Boulevard. The present land use pattern reflects the intensive tourist nature of the Central Beach area. The mix of uses are almost all related to the area's proximity to the beach.

The current Birch Road realignment project, which is funded through a City of Fort Lauderdale General Obligation Bond independent of this Plan, is anticipated to have some impact on the existing land uses between Alhambra Street and Las Olas Boulevard. Throughout the central portion of the Central Beach Area, properties are being acquired for the new roadway alignment. Many of the properties that have already been acquired, as well as those that have yet to be acquired, consist of small apartment motels. In addition to the elimination of some of these uses, parcels will be reconfigured, and new frontage, access and visibility opportunities will be created. The realignment project will not directly affect the existing Intracoastal condominium/apartment complexes or any beachfront parcels.

Proposed Land Use/Development Program

In conformance with the land use policies stated herein, and in recognition of the current market and economic constraints, a recommended program for the initial redevelopment project under the redevelopment concept has been identified.

The program includes hotels oriented to the Intracoastal Waterway and to the beachfront, as well as a beachfront entertainment complex, specialty retail, marina, and parking uses. These uses build upon the existing land use pattern of tourist-related

and destination activities. The proposed land uses for the Community Redevelopment Area are conducive to an active and balanced oceanfront activity area designed to attract both residents and visitors. The proposed initial redevelopment concept plan for the Community Redevelopment Area consists of:

Specialty Retail	100,000	SF	(includes approx. 13,000 net SF marine-related office)
Entertainment Complex	100,000	SF	
Beach/Pedestrian Retail	50,000	SF	
Hotel (two 300 room)	600	rooms	
Marina	150	slips	
Additional Office	15,000	SF	

Note: These figures represent gross square feet. Actual leasable/usable space is less, and indicated in the proformas following Section 2.3.3 of this report.

This Plan suggests the type and mix of future land uses for the Community Redevelopment Area, but does not mandate or locate them on specific blocks within the area. The development program presented above indicates those land uses, and the quantity of those land uses that should be marketable in the initial phases of redevelopment (1990 through 1997). A mixed-use project that includes residential development as a component of the program could potentially add to the residual land value of the project, and as such, will be considered as a component of the mixed-use “Urban Beach Village”.

By providing for some degree of flexibility in the program, phasing, and the location of the uses, the developer(s) will be able to propose unique approaches to development, and to take advantage of private land assemble opportunities. This flexibility is considered to be a key element in providing for realistic and “do-able” first phase project.

Central to the redevelopment approach is the **physical, functional, marketable, and financial “linkage”** of the development of the Birch Lot with the redevelopment of the surrounding properties, particularly the oceanfront. How the potential developer(s) respond to this linkage will be among the criteria used by the CRA in the developer selection process.

Even though this Plan and the illustrated redevelopment concept described herein identify a program for a five to seven year period, it is anticipated that additional phases of redevelopment will occur, and these will further eliminate the current conditions of blight. These future phases are expected to introduce appropriate uses consistent with the intent of this Plan. Future development elements include a 300-room hotel and additional retail after the initial redevelopment program becomes operational (post-1997).

2.1.2 Traffic, Circulation, and Parking

Traffic and Circulation

As a precursor to the City's beach redevelopment efforts, and independent of this Community Redevelopment Plan, a major trafficways improvement of SR A1A is being implemented and funded through a City of Fort Lauderdale General Obligation Bond. The major elements of this bond project are the relocation of parking spaces along SR A1A, the one-way pairing of a portion of SR A1A, and the introduction of improved pedestrian facilities along SR A1A. The SR A1A one-way pair system proposes using existing SR A1A as a two lane northbound route, and a realigned Birch Road/Seabreeze Boulevard corridor as a two lane southbound route.

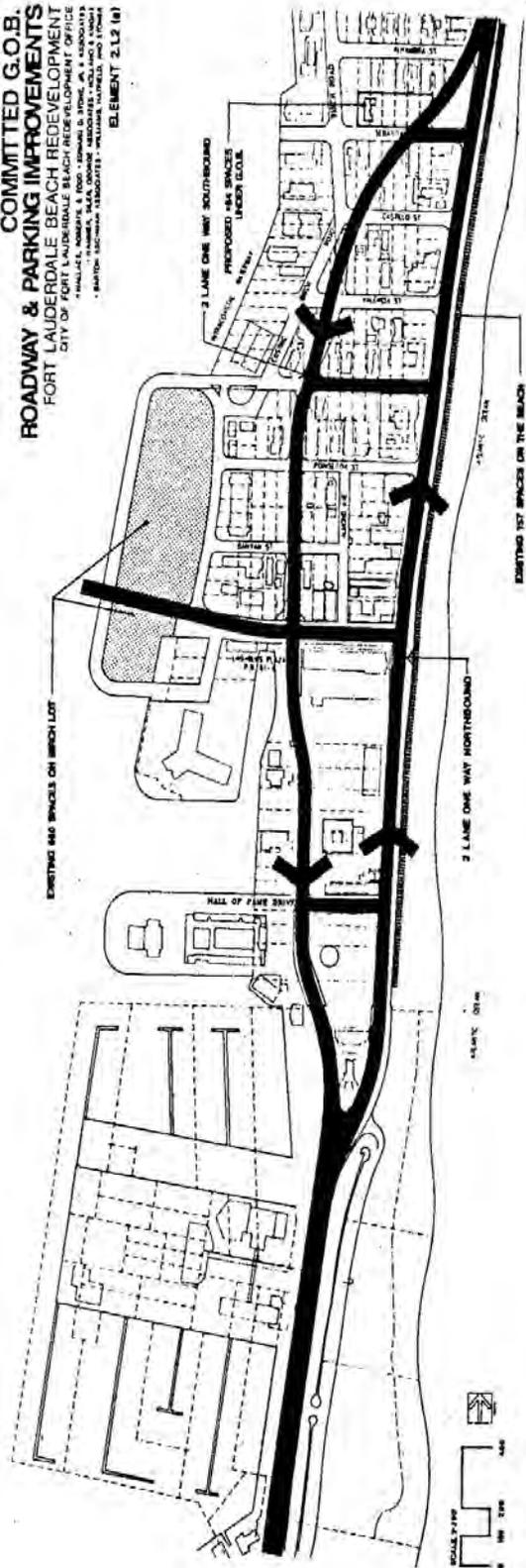
In December, 1998, the City approved a revision to the one way pair alignment first proposed in the Central Beach Revitalization Plan (July 1988). Instead of a connector between Birch Road and SR A1A at Bayshore Avenue, a diagonal connector through the block between SR A1A and Alhambra Street and Birch Road at Castillo Street has been proposed. Funding for this connector has been secured, and preliminary studies to identify properties to be acquired for the new right-of-way are underway, independent of this Community Redevelopment Plan.

In order to accommodate an ultimate four lane section of SR A1A, the Broward County Trafficways Plan was amended to reserve an eighty-five (85) foot right-of-way along the same alignment as the one way southbound corridor (Birch Road/Seabreeze corridor). Should funds become available, the City will pursue the construction of the four lane SR A1A.

A major element of the redevelopment process is the requirement that public infrastructure such as roadways be in place sufficient to meet the level of service (LOS) standards adopted in the local Comprehensive Plans. With regard to traffic capacity availability for the Central Beach Area, both the City of Fort Lauderdale and Broward County exercise the authority to ensure that development does not occur which will result in a reduction of levels of service below those levels provided in their adopted Comprehensive Plans.

The County and City entered into an agreement in July 1989, approving an Action Plan to accommodate the traffic impact of the Community Redevelopment Plan. The Action Plan provides for traffic capacity to be reversed to, and otherwise distributed within, the Central Beach Area due to (1) the City's trafficway improvements for SR A1A, and (2) the County's acceptance of the City's detailed analysis of beach area traffic capacity, which demonstrated capacity in addition to that traffic capacity determined by the County in its calculations based upon Florida Department of Transportation (FDOT) standards.

**COMMITTED G.O.B.
ROADWAY & PARKING IMPROVEMENTS
FORT LAUDERDALE BEACH REDEVELOPMENT
CITY OF LAUDERDALE BEACH REDEVELOPMENT OFFICE
1000 W. UNIVERSITY AVENUE, SUITE 2000
FORT LAUDERDALE, FLORIDA 33304
ARCHITECT: HOK ASSOCIATES, FORT LAUDERDALE, FLORIDA
ENGINEER: HOK ASSOCIATES, FORT LAUDERDALE, FLORIDA
ELEMENT 2.1.2 (A)**



EXISTING 840 SPACES ON BEACH LOT

2 LANE ONE WAY SOUTHBOUND
PROPOSED 48' SPACES
UNDER SOLE

2 LANE ONE WAY NORTHBOUND

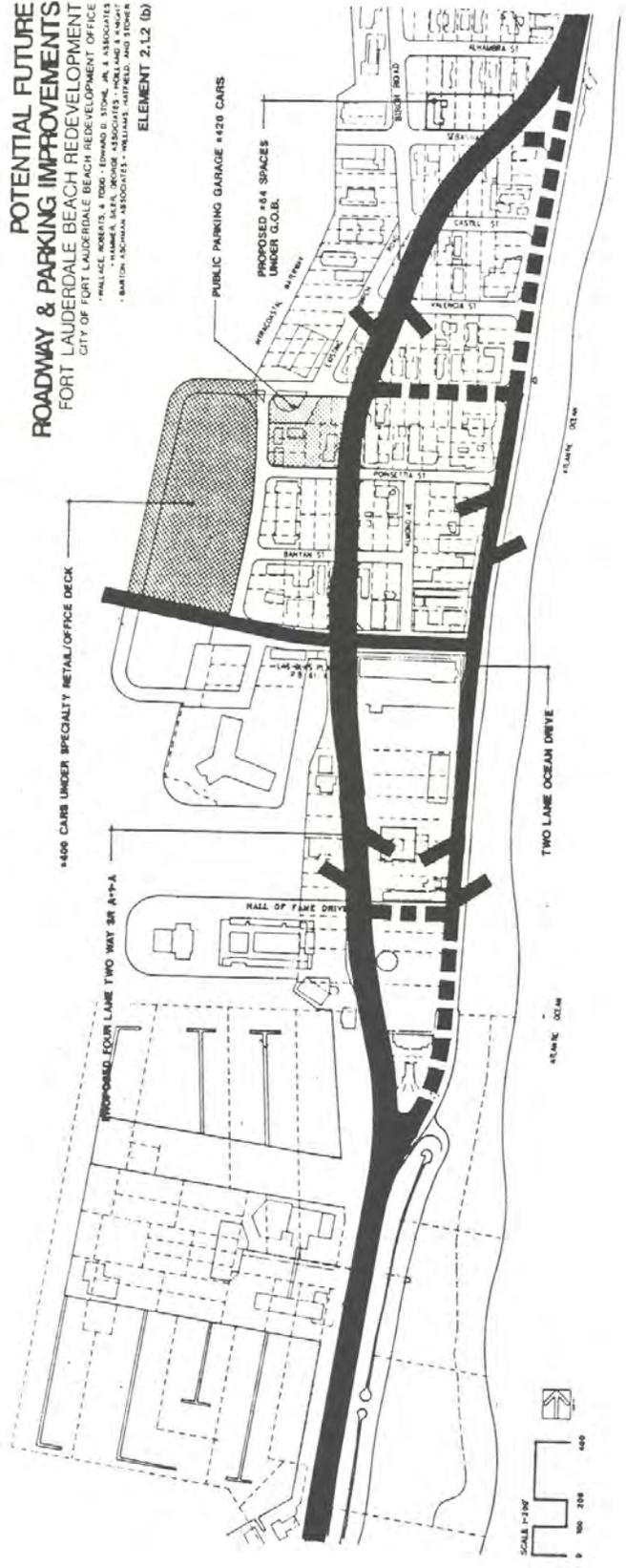
EXISTING 157 SPACES ON THE BEACH



**POTENTIAL FUTURE
ROADWAY & PARKING IMPROVEMENTS
FORT LAUDERDALE BEACH REDEVELOPMENT OFFICE
CITY OF FORT LAUDERDALE BEACH REDEVELOPMENT OFFICE**

* WALLACE, ROBERTS & TROTT - EDWARD G. STONE, JR. & ASSOCIATES
 * WATSON & PARTNERS ARCHITECTS
 * BARTON MALOW ASSOCIATES - ARCHITECTS
 * EDWARD G. STONE

ELEMENT 2.1.2 (b)



Parking

As a result of the SR A1A improvements mentioned above, ±157 metered parking spaces in the Community Redevelopment Area along a portion of SR A1A between Seabreeze Boulevard and Castillo Street must be relocated. The City has committed to replacing these spaces with the Community Redevelopment Area. The City will also replace a portion of the parking spaces removed as a result of the development on the Birch Lot. The Birch Lot development is proposed to be placed on a deck above the existing parking lot to meet the Federal Emergency Management Agency (FEMA) designated flood criteria. Design and scale consideration may limit the deck to a single level over the existing parking area. Preliminary design concepts indicate that up to 400 parking spaces (of an existing inventory of 660 spaces) may be retained.

The City and the Community Redevelopment Agency have stated as a policy for the Community Redevelopment Area that the ±157 spaces removed from SR A1A, and the replacement of public spaces not retained on the Birch Lot, will be provided in a centrally located parking structure within the Community Redevelopment Area. Furthermore, the CRA may consider, but shall not be committed to, funding a portion on all of the required parking for the redevelopment program for the project area.

Initial estimates based upon the City of Fort Lauderdale zoning requirements for the proposed redevelopment concept as indicated in the Illustrative Concept Plan (Figure 2) are that a total of approximately 2,255 new spaces may be required to accommodate the proposed development program. A possible shared use program for the required parking spaces may result in a decrease in the number of proposed parking spaces. Shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict. This is due to the nature of the proposed uses, which would require parking at different time periods during the day. This Plan assumes that new hotel uses, especially along the Intracoastal Waterway, will require dedicated parking, and will not contribute to shared parking ratios. The peak marina use period is assumed to coincide with many other activities on the beach, and would therefore not participate in shared parking. Initial estimates are that instead of the 2,255 parking spaces that would be required for the redevelopment concept as indicated in the Illustrative Concept Plan (Figure 2), 1,928 spaces may suffice under a shared parking scenario, as indicated in the table which follows:

**Parking Space Requirements
Illustrative Concept Plan**

<u>Location</u>	<u>Land Use</u>	<u>Fort Lauderdale Code Requirement</u>	<u>Adjusted Shared Parking Number</u>
Birch/Las Olas Lot	Hotel	300	300
	Specialty Retail/ Office	400	340
	Marina	158	158
Replacement/ Beach Parking	Central Garage	417	417
Subtotal		1,275	1,215
Oceanfront	Hotel	300	300
	Entertainment	440	352
	Pedestrian Retail	200	55
	Office	40 ¹	6 ¹
TOTAL SPACES		2,255	1,928

¹ Parking generation rates for General Office from ITE Parking Generation.

Source: Barton-Aschman Associates, Inc. (1989)

It should be noted that these numbers indicate a potential parking deficit for the Birch Lot development program. The parking demand generated by the proposed uses on the Birch Lot (exclusive of the hotel, which will have its own parking garage), is approximately 498 spaces for the specialty retail center (including ancillary office uses) and the marina. The replacement spaces for the parking removed from SR A1A account for 157 spaces, and an estimated 260 spaces will be required to replace the parking spaces not retained on the Birch Lot, for a total of 915 required parking spaces. The proposed parking inventory is approximately 817 spaces: 400 spaces retained on the Birch Lot, and 417 spaces provided in the Central Parking Garage, indicating a deficit of 98 spaces.

This deficit may not in fact exist, or it may be less than the 98 parking spaces indicated. The parking demand generated by the marina has been estimated as one parking space per marina slip. This ratio may be reduced once the actual marina program has been derived, for example, the proportion of transient to permanent slips would change the ratio, with increased numbers of transient spaces requiring less parking. Also, it is not yet known how many marina slips can be developed; the actual number of slips may be less than the program indicated on the Illustrative Concept Plan.

It can also be assumed that the parking demand for excursion vessels and dinner cruises would not coincide with peak shopping hours at the specialty retail center or during peak beach activity hours.

The parking program has provided a one for one replacement of all of the parking spaces on the Birch Lot, even though historical use patterns of this lot would indicate that only approximately 200 spaces are required during peak beach activity periods.

2.1.3 Residential Use and Neighborhood Impact Element

Pursuant to this Plan, the CRA will not acquire, or initiate the acquisition of any of the existing viable condominium buildings in the Community Redevelopment Area (the Venetian, Illini, Portofino, and Leisure Beach Condominiums). These existing residential land uses are anticipated to be retained as they exist prior to the adoption of the Community Redevelopment Plan. There are estimated to be approximately 625 condominium units in the Central Beach Area. Relocation of any residential uses that might occur as a result of redevelopment activities in the Community Redevelopment Area will be carried out within the relocation policies set forth in Section 2.3.1

There are no low or moderate income housing uses existing in the Community Redevelopment Area as referred to in the Redevelopment Act. There is, however, a periodic population of homeless and transient persons within the Central Beach. If and when any such persons are dislocated as a result of the implementation of this Community Redevelopment Plan, the CRA will cooperate with local agencies and civic organizations to mitigate the impacts to these persons.

As a result of the City's General Obligation Bond (GOB) issue, road improvement projects for SR A1A, existing traffic circulation problems that have been experienced on the beach will be ameliorated. These road improvement projects include streetscape improvements, the creation of new off-beach parking areas in sidestreets, and the creation of a one-way pair system for SR A1A know as the "2+2" alignment between Alhambra Street at the north, and the intersection of Seabreeze Boulevard and SR A1A at the south. This Community Redevelopment Plan will permit the closing of the some of the smaller interior streets (Almond, Banyan, etc.) to create larger development parcels.

The general environmental quality of the entire Central Beach Area will be improved as a result of the proposed redevelopment projects. The removal of the blighted properties at the core of the area will greatly enhance the quality of the Central Beach Area. Public improvements, such as new landscaping and streetscape, will be encouraged within the area, such as a public waterfront promenade along the Intracoastal Waterway at the site of the Birch Lot development, public plazas on the west side of SR A1A at the oceanfront, a visitors center and restrooms at the Voyager Terminal site, and combination police substation/lifeguard headquarters/restroom facility at Alhambra Street and SR A1A.

The infrastructure needs of future development can be met by the existing systems in the Central Beach Area. The City's Comprehensive Plan indicates that adequate sanitary sewer, potable water, parks and recreation, drainage, and solid waste services and facilities will be available to serve proposed new

development in the Central Beach Area. This Community Redevelopment Plan calls for improvements to the water's edge along the Intracoastal Waterway, improvements to Alexander Park, and provision for public and community facilities along the oceanfront. Developers of the Birch Lot will be encourage to include facilities for such community services as a dockmaster's office and Coast Guard Auxiliary facilities within the development. The GOB project includes the enhancement of the pedestrian environment along SR A1A.

The effect on the school population as a result of the implementation of this Community Redevelopment Plan is expected to be minimal. While residential uses are not precluded in the Community Redevelopment Plan, they will only be developed as a part of an "urban village" proposal. The seasonal nature of many of the existing residents of the Central Beach Area would indicate that this type of resident would be the likely market for new residential development.

2.2 REGULATORY ELEMENT

2.2.1 Conformance with the City of Fort Lauderdale Comprehensive Plan

The City of Fort Lauderdale Comprehensive Plan has designated the entire 425 acre Central Beach from Sunrise Boulevard south to Holiday Drive as a **Regional Activity Center (RAC)**. The definition of a Regional Activity Center, common to both the City and County, is:

The Regional Activity Center land use designation is intended to encourage development or redevelopment of areas that are of regional significance. The major purposes of this designation are to facilitate mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form. This designation will only be applied to areas that are of regional significance.

The purpose of the Regional Activity Center designation for the Central Beach was to provide the flexibility necessary to facilitate the previously adopted Fort Lauderdale Central Beach Revitalization Plan. The proposed land uses described in the Community Redevelopment Plan are in conformance with this designation.

Numerous objectives and policies outlined in the City's Comprehensive Plan under the various elements of the Plan support the proposed Community Redevelopment Plan. The Coastal Management Element contains policies that recognize the role of the Central Beach area to the economical growth of the region, providing for resort and hotel development aimed at the tourist and conference markets. Marine uses are also recognized as economic resources of the City, and the RAC provides for these uses. The Comprehensive Plan states that the Central Beach Revitalization Area is proposed to be "comprised of commercial and residential uses, including hotels/motels, restaurants and retail uses, and any other priorities deemed appropriate pursuant to the Community Redevelopment Plan."

Other City policies reflected in the Community Redevelopment Plan include the provision of non-beach public space, Intracoastal Plazas, and pedestrian linkages between the Intracoastal and the beach. Public beach access sites and the provision of passive and active recreational activities on or adjacent to the City's beaches are also consistent with the Community Redevelopment Plan.

The mixed-use, resort-oriented urban village land use concept proposed in the Community Redevelopment Plan is consistent with the aims of the Regional Activity Center land use designation, and conforms to the intent of the RAC designation that the

development or redevelopment of areas that are of regional significance be encouraged.

2.2.2 Conformance with the Broward County Land Use Plan

Pursuant to the Charter of Broward County, municipal land use plans must be consistent with the County's adopted county-wide land use plan. In order to provide consistency between the County's and City's Comprehensive Plans, and to provide opportunities for the redevelopment of the Central Beach area, a proposed amendment to the Broward County Land Use Plan was transmitted to the Florida Department of Community Affairs for review and comment in July, 1989. This amendment will be submitted for consideration by the Broward County Board of Commissioners toward the end of 1989.

With the exception of Bonnet House, the amendment designated the entire 425 acre Central Beach Revitalization Area as a Regional Activity Center, in conformance with the City's designation of the area. This land use reclassification is consistent with the goals, objectives, and policies of the Broward County Land Use Plan, and "furthers those policies of the Plan which pertain to promoting tourism, mixed land uses, and redevelopment activities."

As has been discussed above, the Community Redevelopment Plan is consistent with the objectives of the Regional Activity Center as defined in the City Comprehensive Plan. The objectives and definition of this land use category are the same in the Broward County Land Use Plan, and therefore the Community Redevelopment Plan conforms with the County's Land Use Plan.

2.2.3 Proposed Zoning Changes

As a result of the Community Redevelopment Plan, certain changes will be required in Ordinance C-88-51, which amended Chapter 47 of the Code of Ordinances of the City of Fort Lauderdale by establishing Section 47-72 for the Central Beach Area. The PRD “Planned Resort Development District”, established in this section, is defined under Section 47-72.15.1 as:

The PRD district is established for the purpose of promoting the development and redevelopment of the area immediately north of Las Olas Boulevard, between the Atlantic Ocean and the Intracoastal Waterway, as a high quality, public and private mixed use area that is the focal point of the central beach as a destination resort and county-wide asset. The district is intended to permit and facilitate the redevelopment of the area as a world-class resort that is commensurate with the character and value of the Atlantic Ocean and the city’s long-time reputation as a tourist destination.

Within this Section are references to the Community Redevelopment Plan. Where these references are in conflict with this Community Redevelopment Plan document and the adopted policies of the Community Redevelopment Agency, the applicable zoning reference will be amended to reflect the intent of the Community Redevelopment Plan.

The zoning ordinance is contained within the Fort Lauderdale Central Beach Revitalization Plan, which was approved by the Fort Lauderdale City Commission on July 19, 1988. The first part of the Revitalization Plan sets out the goals and policies for the revitalization of the Central Beach area. As a result of the preparation of this Community Redevelopment Plan, portions of this section will require amendment or deletion. Section IV: Schedule of Actions - Land Assembly in the Redevelopment Area and Completion of the Community Redevelopment Plan has been superseded by the preparation of this document.

Specific amendments that will be required to the second section of the Revitalization Plan (the zoning ordinance) include:

Section 47-72.3 (c), change the definition of the Community Redevelopment Plan.

Section 47-72.15.1; change the boundary of the PRD District.

Section 47.72.15.2 (a) (4), change residential as a permitted use to residential as a component of a mixed-use development as a permitted use.

A starting point for these changes would be to change the boundary of the PRD district to be similar to the boundary of the Community Redevelopment Area, as indicated on the attached

diagram. This would preclude amending any other zoning districts.

As well, specific section relating to development standards which may be inconsistent with the proposed design guidelines that are included in this document will require changes and/or amendments.

2.3 IMPLEMENTATION PROGRAM

2.3.1 Property Acquisition/Disposition/Relocation

Property Acquisition

The Community Redevelopment Agency shall acquire real property by purchase, condemnation, gift, exchange or other lawful means in accordance with, and as necessary to implement, this Community Redevelopment Plan.

Initial acquisition activity is anticipated to include some portions, or all, of parcels A through M (shown on Exhibit 2.3.1), as necessary to eliminate blight conditions, prevent the spread of blight, and to carry out the concept of the urban beach village comprised of hotel, retail entertainment and residential mixed use described herein. Future acquisition may be carried out on these or other parcels within the Community Redevelopment Area, as deemed necessary to further implement this Plan.

Relocation Procedures

The Community Redevelopment Agency will assist residents displaced as a result of the redevelopment actions carried out pursuant to this Plan. The Community Redevelopment Agency does not anticipate the relocation of any residents as a result of the implementation of this Plan, however:

When necessary, the Community Redevelopment Agency shall identify comparable replacement housing that may be available to any persons displaced from housing facilities as a result of actions carried out pursuant to this Plan.

Demolition and Site Preparation

The Community Redevelopment Agency may demolish and clear structures and other improvements from any real property acquired by the Community Redevelopment Agency for the purpose of carrying out this Community Redevelopment Plan.

The Community Redevelopment Agency may construct, cause to be constructed, or request that the City of Fort Lauderdale or other public entity construct or repair utilities, streets, sidewalks, landscaping, street furnishings or other public improvements and beautification programs as necessary to carry out this Community Redevelopment Plan.

Property Disposition

The Community Redevelopment Agency may sell, lease, exchange, assign, pledge encumber by mortgage or deed of trust or otherwise dispose of real property in accordance with the intent of

this Community Redevelopment Plan and with applicable Federal, State and local laws.

Disposal by sale, lease or exchange of real property shall be at fair value in accordance with the development proposed by the Community Redevelopment Plan. The Community Redevelopment Agency will provide opportunities for present owners to participate in the redevelopment effort through equity participation subject to satisfactory negotiations between landowners and the selected developer(s).

Property will be disposed of by a competitive process whereby interested developers will submit proposals including plans and specifications, financial statements, time schedules and proposed purchase and lease rates. Selected developers shall be required to execute binding agreements, which will safeguard the provisions of this Community Redevelopment Plan.

It shall be the policy of the Community Redevelopment Agency to strive to secure binding agreements with developers prior to expenditures by the Community Redevelopment Agency for real property acquisition, relocations and site preparation.

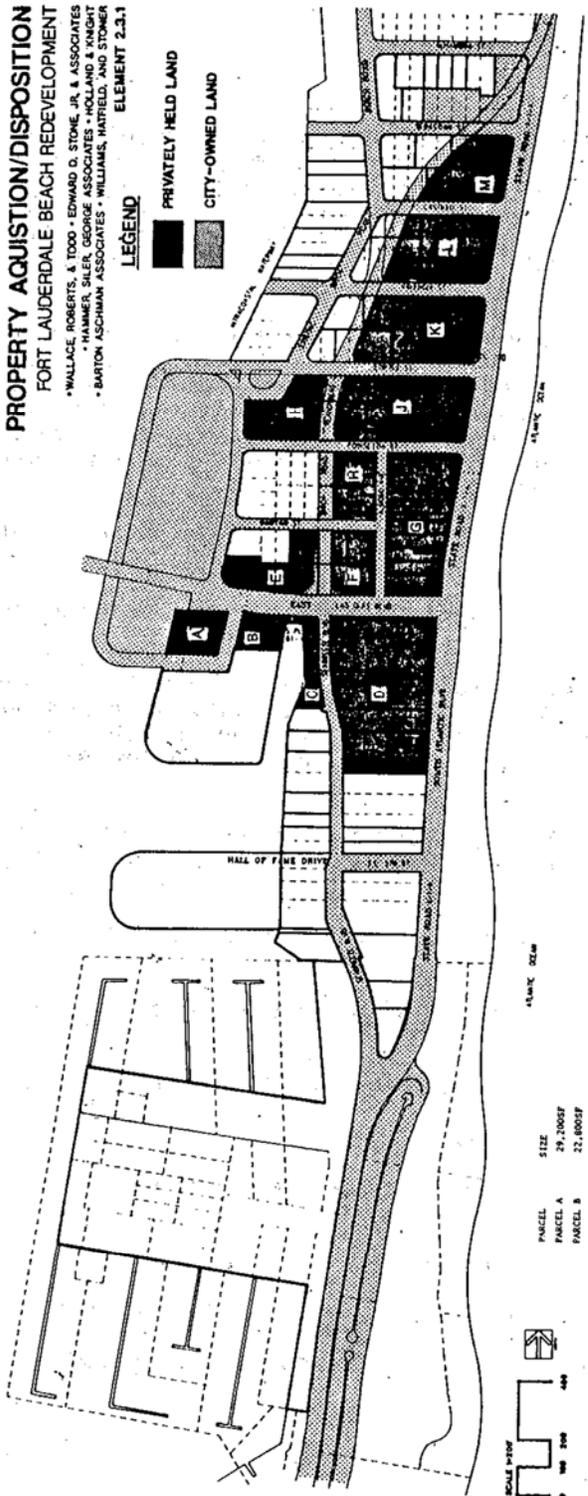
The Agency shall have the right to review and approve detailed site and construction plans and to refuse approval of those plans found not in conformance with applicable disposition agreements, covenants, policies, ordinances, or provisions of the Community Redevelopment Plan.

**PROPERTY ACQUISITION/DISPOSITION
FORT LAUDERDALE BEACH REDEVELOPMENT**

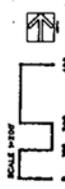
* WALLACE, ROBERTS, & TODD • EDWARD D. STONE, JR. & ASSOCIATES
 * HAMMER, SILER, GEORGE ASSOCIATES • HOLLAND & KNIGHT
 * BARTON ASCHMAN ASSOCIATES • WILLIAMS, MATFIELD, AND STOMER
ELEMENT 2.3.1

LEGEND

-  PRIVATELY HELD LAND
-  CITY-OWNED LAND



PARCEL	SIZE
PARCEL A	29,200SF
PARCEL B	22,800SF
PARCEL C	21,200SF
PARCEL D	187,900SF
PARCEL E	42,000SF
PARCEL F	35,300SF
PARCEL G	135,900SF
PARCEL H	37,000SF
PARCEL I	37,000SF
PARCEL J	113,000SF
PARCEL K	107,600SF
PARCEL L	96,900SF
PARCEL M	69,000SF



2.3.2 Capital Improvements Plan

City Commitments

To the extent that Tax Increment revenues are not required to finance any of the Capital Projects listed below, Tax Increment revenues may, at the discretion of the CRA, be used to finance, hold, or in part finance other public facilities and projects in the Community Redevelopment Area which further implements the provisions of this Plan. These projects may include those listed as Committed or Pending in this Plan.

As an integral part of the City of Fort Lauderdale's goal to be the best American City of its size by 1994, the City of Fort Lauderdale issued a General Obligation Bond (GOB) for the improvement of the overall physical environment of the Central Beach area. The City has supplemented this commitment with state and local funding to provide for the following improvements in the Central Beach Area:

Property acquisition to allow for the realignment SR A1A and necessary parking relocation.

Utility relocation and improvements throughout the Central Beach Area.

SR A1A roadway improvements including a one-way pairing and divided four lane segments and parking relocation including center median parking improvements in the North Beach Residential Area and alterations to the Sebastian Street parking lot.

Streetscape and promenade improvements along SR A1A, Las Olas Boulevard and identified "People Streets" (S.E. 5th, Cortez, Sebastian, etc.)

Cultural facility improvements to the International Swimming Hall of Fame.

A Central Public Parking structure located off Cortez Street in the Redevelopment Area.

Beach landscaping, dune features, and sea turtle hatcheries.

Estimated Cost of the City Commitments:

Property Acquisition for Roadway Realignment & Parking Relocation

SR A1A one way southbound corridor (Alhambra to Las Olas) and Seabreeze/Las Olas Turn Lanes	\$	<u>8,540,000</u> ±
(Source (s): GOB & FDOT Funding)	Subtotal	\$ 8,540,000

Utility Relocation & Improvement

Utility Relocation for center median parking	\$	164,000 ±
<u>New water main to service Central Beach</u>	\$	<u>845,000 ±</u>
(Source (s): GOB & Utility Co.)	Subtotal	\$ 1,009,000 ±

Roadway Realignment & Parking Relocation

Center median parking and roadway improvements (Riomar, Breakers, Terramar & Vistamar Streets)	\$	990,000
SR A1A four land divided improvements (Alhambra to Sunrise Boulevard)	\$	2,519,970
SR A1A one-way pair improvements (Bahia Mar to Alhambra)	\$	2,736,500
<u>Expansion to Alhambra Parking Lot</u>	\$	<u>120,630</u>
(Source (s): GOB and FDOT funding)	Subtotal	\$ 6,367,100 ±

Streetscape & Promenade Improvements

Center Median Streetscape	\$	100,000
Streetscape along four lane A1A	\$	1,517,960
Streetscape along one-way pair	\$	2,355,300
<u>People Streets</u>	\$	<u>302,930</u>
(Source (s): GOB Funding)	Subtotal	\$ 4,276,190 ±

Other Improvements

Phase I Museum Pool, Lockers, etc. <u>International Swimming Hall of Fame</u>	\$	<u>4,000,000</u>
(Source: State Funding)	Subtotal	\$ 4,000,000 ±
Beach Landscaping Dune Features and <u>Sea Turtle Hatcheries</u>	\$	<u>367,790</u>
(Source: Pending FDNR Grant)	Subtotal	\$ 367,790 ±

Total Committed & Pending	\$ 24,560,080
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Capital Improvements Program

The CRA considers the following list of capital projects important to the successful redevelopment of Fort Lauderdale's Central Beach area. The CRA will encourage private developer(s) to undertake some or all of these projects, but may also choose to publicly fund some or all of the projects pursuant to the Community Redevelopment Plan.

Planned Public Improvements

Central Public Parking Structure - (± 420 spaces) A centrally located parking garage to accommodate those spaces removed from SR A1A (Seabreeze to Castillo) and the Birch lot.

Marina Facilities - A ± 150 slip facility which includes the following:

Extending a "finger" dock off the southwest corner of Birch Lot including docking for a specialty boat.

Expanded docking north and south of the Las Olas Bridge to accommodate larger vessels including several large yacht (80+ feet) lengths.

A new marina "basin" north of Birch/Las Olas lot protected by a finger pier and wake attenuation devices providing docking for numerous smaller boats, several large specialty boats and which will also protect adjoining private docking.

A dockmaster facility including restrooms, showers, ship store, etc. on the northeast corner of Birch lot.

A public water taxi stop with covered seating convenient to adjoining development on the Birch/Las Olas lot.

Intracoastal Promenade - Pedestrian-oriented outdoor gathering space along the Intracoastal Waterway which relates to both the marina and the specialty retail planned for this area. The Intracoastal Promenade should also provide public viewing facilities for the City's holiday boat parade and other Intracoastal events.

Oceanfront Plaza - Outdoor promenade space along the Atlantic Ocean which relates to the oceanfront uses planned for this area and improves the pedestrian experience along the ocean.

Utility Relocation on or near Birch/Las Olas Parking Lot - Relocating and rerouting of various water mains, gravity sewers, force mains, and some storm drainage modifications. This may also require the relocation of a sewage pump station.

Streetscape Improvements to Las Olas - Roadway resurfacing, improved sidewalks, special intersection paving treatments, landscaping and irrigation.

Streetscape Improvements to Cortez Streets - Roadway resurfacing, improved sidewalks, special intersection paving treatments, landscaping and irrigation.

Street Closing/Street Vacation - Utility relocation and other improvements necessary to facilitate vacation of all or portions of Almond, Banyan, and Poinsettia Streets, and /or any other minor streets.

Visitors Center, Watercraft Rental & Restroom Facility - Renovation or replacement of the existing Voyager station structure including the addition of watercraft rental services, a variety of visitor services, public restrooms, a Central Beach entry feature and visitor parking spaces.

Lifeguard Headquarters, Police Substation, and Restroom Facility - Construction of a new building at the eastern terminus of Sebastian Street to house a lifeguard headquarters, police substation, and public restroom facilities. Other related site features should include a public plaza with a focal feature, and improved access to the adjoining public parking lot.

Las Olas Pavilion and Restrooms - An open-air pavilion and restroom structure located on the GOB-funded public plaza and promenade features at the eastern terminus of Las Olas Boulevard.

South Lot Concession, Maintenance Headquarters, and Restroom Facility - A two-story structure with beach maintenance vehicles ($\pm 1,500$ SF) on the first floor and beach maintenance offices ($\pm 1,500$ SF), restrooms (± 500 SF) and food/beach supply concession ($\pm 3,000$ SF) on the second floor. This feature may tie into the pedestrian overpass serving Bahia Mar and provide an elevated performance area for special events. The facility should strive to minimize the impact on the parking spaces in the south lot and replace the dilapidated restroom structure which exists in the area.

Alexander Park Improvements - Walkways, fountain, site furnishings, grading, and landscape improvements to create a “front door” urban park for the International Swimming Hall of Fame.

No single project from the list above is considered to be essential to the successful redevelopment of the Central Beach area, however, both the public parking structure and marina facilities are considered to be integral components of the Urban

Beach Village Concept, and important elements of the Community Redevelopment Plan.

Estimated Cost of Capital Improvements

The marina and central parking garage are proposed to be developed jointly by the CRA and the City of Fort Lauderdale. The estimated costs for these projects are:

Central Parking Structure (±420 spaces)	Estimate	\$ 5,402,000
<u>Marina Facilities (150± slips)</u>	<u>Estimate</u>	<u>\$ 3,080,000</u>
Total		\$ 8,482,000 ±

The following infrastructure improvements are included as part of the Community Redevelopment Plan, and are further referred to in Section 2.3.3 Finance Plan.

±50,000 SF of Intracoastal frontage plaza	Estimate	\$ 1,650,000
±25,000 SF oceanfront plaza(s)	Estimate	\$ 825,000
Utility Relocation on or near Birch/Las Olas Parking Lot	Estimate	\$ 3,022,800
Streetscape Improvements of Las Olas Boulevard	Estimate	\$ 379,450
Streetscape Improvement of Cortez Street	Estimate	\$ 165,000
Utility Relocation Costs/Street Vacation	Estimate	\$ 72,600
Visitors Center, Watercraft Rental & Restroom Facility	Estimate	\$ 559,520
Lifeguard Headquarters, Police Substation & Restroom Facility	Estimate	\$ 568,080
Las Olas Pavilion & Restrooms	Estimate	\$ 103,240
South Lot Concession, Maintenance Headquarters & Restroom Facility	Estimate	\$ 488,350
Alexander Park	Estimate	\$ 1,540,000

TOTAL CAPITAL IMPROVEMENTS **\$ 9,374,040 ±**

2.3.3. Finance Plan

This Community Redevelopment Plan identifies a program of desired new uses and development opportunities integral to the creation of an “Urban Beach Village” based upon market analysis and public input. This development program includes hotel, retail/entertainment, marina and ancillary office uses. Other elements of the redevelopment program include streetscape improvements, utility relocation, a visitor’s center, and a variety of public amenities. The following section outlines specific costs and revenues associated with the proposed redevelopment program, as well as potential funding sources that could be used to help finance the program.

The first part of this section outlines the residual land value associated with the proposed development program. The second part of this section outlines the public costs associated with the acquisition of property, demolition of existing properties, site preparation, and the provision of specific amenities. The final portion of this analysis identifies the potential shortfall between the likely acquisition costs to the City, and the revenue produced by the sale, or in some cases, lease, of the assembled land to a developer.

The following analysis is based on a number of variables. These variables include the development program, the purchase and sales price of land in the redevelopment area, site location and the specific parcels to be assembled, the amount of land required for the development and, among others, the willingness of property owners to participate in the development program. All of the variables will remain reasonably flexible to prospective developers. Therefore, it is only possible to construct a reasonable scenario of financial performance with broad parameters.

Project Revenues

The ability of a developer to undertake a profitable project on the Central Beach will be predicated on what land value can be supported. By determining, through proforma analysis, the potential revenues and expenses associated with each proposed land use, residual land values associated with each land use have been estimated. This residual land value is based on assumed fair market returns on development revenues as determined by a series of proformas undertaken by Hammer, Siler, George Associates. The proformas appear as Appendices A1 through A5.

The following table establishes the residual land value of each of the proposed land uses.

Table 1. RESIDUAL LAND VALUES, BIRCH LOT AND OCEANFRONT PARCELS

<u>Use</u>	<u>Value</u>
<u>Birch Lot 1/</u>	
Hotel 2/	\$ 7,680,000
Specialty Retail	4,020,000
Office	150,000
Subtotal	\$ 11,850,000
<u>Oceanfront Parcels</u>	
Hotel	\$ 7,680,000
Pedestrian Retail	4,050,000
Entertainment Center	1,990,000
Subtotal	\$ 13,720,000
Total	\$ 25,570,000

Note: 1989 constant dollars

Source: Hammer, Siler, George Associates.

1/ Birch Lot residual land values are based on the estimated value of a ground lease income stream.

2/ Parcel A will need to be acquire for the development of this hotel (see Table 2 below)

This table presents the residual land value for a prototypical hotel (\$7,680,000), as well as the proposed specialty and pedestrian retail centers, the entertainment center, and office space. The residual land values yield a total land sale revenues of \$25.6 million. It is important to note that this land “value” is irrespective of the precise location, size, or actual cost of the land, nor have appraisals of the parcels been undertaken.

The residual land values are based on a series of assumptions. The first assumption is that all parking for individual uses will be provided and financed by the developer. Major public amenities are to be provided by the City. The developer will retain all parking user fees. The residual land values do not include any potential exaction by the State of Florida for the release of public purpose restrictions and the removal of a reverter clause for a portion of the Birch lot.

The redevelopment program identified above has been determined as that portion of development that can be accommodated on the Birch Lot, as well as those properties bounded by the Birch Lot on the west, Cortez Street on the north, SR A1A on the east, and East Las Olas Boulevard on the south (Figure 2.3.1). Also included in the development program is approximately one acre parcel (Parcels A and B, 52,000 SF) that is bounded by the Venetian (condominium) on the south, Birch Lot on the west, East Las Olas Boulevard on the north and a canal on the east. These are referred to as Parcels A, B, E, F, G, H, I, and J in the text.

While this combination of parcels may be considered ideal for a first phase project due to its compactness, it is only one of several possible assembly scenarios which may be proposed by prospective developers. It, at a future time, additional property is made available by the Community Redevelopment Agency, additional development would be marketable. Specifically, a third hotel could be marketed at a beachfront location after the market absorbs the first two planned hotels. The additional parcels that could be developed are referred to as C and D, and K, L, and M.

Public Development Costs

The development program described here assumes that all property required for the development program is acquired through public acquisition, and that assembly costs and site preparation costs are paid by the Community Redevelopment Agency. The development program and assembly scenarios as outlined here requires that several development parcels be acquired. These parcels (A, B, E, F, G, H, I and J) are noted on Figure 2.3.1 on the following page.

Acquisition Costs

Acquisition costs associated with the purchase of parcels A, B, E, F, G H, I and J are noted in the following table. Also included are the potential parcels C and D and K, L and M. A 10 percent cost of acquisition has been added to the cost of the property.

Table 2. POTENTIAL LAND AND ACQUISITION COSTS, CENTRAL BEACH REDEVELOPMENT AREA

<u>Land Acquisition</u>	<u>Square Feet</u>	<u>Cost</u>	<u>Total Costs</u>
<u>Parcel</u>			
Parcel A	29,200	\$ 35 - \$ 45	\$ 1,020,000 - \$ 1,310,000
Parcel B	22,800	\$ 35 - \$ 45	\$ 800,000 - \$ 1,030,000
Parcel E	42,000	\$ 35 - \$ 45	\$ 1,470,000 - \$ 1,890,000
Parcel F	35,300	\$ 35 - \$ 45	\$ 1,240,000 - \$ 1,590,000
Parcel H	37,000	\$ 35 - \$ 45	\$ 1,300,000 - \$ 1,670,000
Parcel I	57,000	\$ 35 - \$ 45	\$ 2,000,000 - \$ 2,570,000
Parcel J (part)	50,100	\$ 35 - \$ 45	\$ 1,754,000 - \$ 2,255,000
Parcel J (part)	62,900	\$ 85 - \$ 100	\$ 5,347,000 - \$ 6,290,000
Parcel G	<u>135,900</u>	\$ 85 - \$ 100	<u>\$ 11,550,000 - \$ 13,590,000</u>
Subtotal	472,200		\$ 26,481,000 - \$ 32,195,000
Acquisition Costs (10%)			<u>\$ 2,648,100 - \$ 3,219,500</u>
Total			\$ 29,129,100 - \$ 35,414,500

Additional Parcels

<u>Land Acquisition</u>	<u>Square Feet</u>	<u>Cost</u>	<u>Total Costs</u>
<u>Parcel</u>			
Parcel C	21,200	\$ 35 - \$ 45	\$ 742,000 - \$ 954,000
Parcel D	187,900	\$ 100 - \$ 100	\$ 18,790,000 - \$ 18,790,000
Parcel K	107,600	\$ 60 - \$ 75	\$ 6,456,000 - \$ 8,070,000
Parcel L	96,900	\$ 60 - \$ 75	\$ 5,814,000 - \$ 7,268,000
Parcel M	69,000	\$ 60 - \$ 75	\$ 4,140,000 - \$ 5,175,000
Subtotal	482,600		<u>\$ 35,942,000 - \$ 40,257,000</u>
Acquisition Costs (10%)			<u>\$ 3,594,200 - \$ 4,025,700</u>
Total			\$ 39,536,200 - \$ 44,282,700

Note: 1989 constant dollars

Source: Edward D. Stone, Jr., and Associates, Wallace Roberts & Todd, and Hammer, Siler, George Associates.

Under the proposed initial phases if the redevelopment program, total land acquisition costs are projected to total between \$29,129,000 and \$35,414,500 (1989 dollars) for Parcels A, B, E, F, G, H, I and J. Later phase acquisitions of parcels C and D and K, L and M are projected to costs from \$39,536,200 to \$44,282,700.

Demolition Costs

Once specific parcels are under the control of the redevelopment agency, it becomes necessary to clear the land to make it ready for development. The following table estimates demolition costs for the first phase of the proposed development.

Table 3. PROJECTED DEMOLITION COSTS

<u>Parcel</u>	<u>Building Sq. Ft.</u>	<u>Cost Per Sq. Ft.</u>	<u>Demolition Cost</u>
Parcels A and B	6,000	\$ 3.00	\$ 18, 000
Parcels E, F, and H	30,818 15,717	\$ 3.00 \$ 4.50	\$ 92,000 \$ 71,000
Parcel I	19,950	\$ 3.00	\$ 60, 000
Parcel J (part)	36,946	\$ 3.00	\$ 111,000
Parcel J (part)	106,392	\$ 4.50	\$ 479,000
Parcel G	63,729	\$ 3.00	<u>\$ 191,000</u>
Total			\$ 1,022,000

Source: Wallace Roberts & Todd.

Demolition costs for the proposed first phase of development are expected to be approximately \$1 million. In addition, similar, or higher demolition costs could be expected to be incurred in preparing Parcels C and D and K, L and M for redevelopment.

Infrastructure Improvement Costs

There are a number of infrastructure improvements that may be developed by the public or private sector. These costs include utility relocation on the Birch Lot, public plazas and streetscape improvements, and others. These improvements and their associated costs (construction costs and soft costs) are listed in the following table.

Table 4. PROPOSED INFRASTRUCTURE IMPROVEMENTS

<u>Infrastructure Improvements</u>	<u>Total Cost</u>
Utility Relocation (Birch Lot)	\$ 3,022,800
Utility Relocation (Oceanfront Parcels)	\$ 72,600
Intracoastal Waterway Plaza	\$ 1,650,000
Oceanfront Plaza	\$ 825,000
Las Olas Streetscape	\$ 379,450
Cortez Streetscape	\$ 165,000
Visitors Center	
Watercraft rental and restroom facility	\$ 559,520
Lifeguard Headquarters	
Police substation and restroom facility	\$ 568,080
Las Olas Pavilion and restrooms	\$ 103,240
South Lot Concession	
Maintenance and restroom facility	\$ 488,350
Alexander Park	<u>\$ 1,540,000</u>
Total	\$ 9,374,040

Note: Total Cost includes estimated soft costs.

Source: Edward D. Stone Jr., and Associates.

The proposed infrastructure improvements range from \$72,600 for the relocation of the utilities on the oceanfront parcels to a potential \$3,022,800 for the relocation of utilities on the Birch Lot. It is possible that only a portion of the utilities will need to be relocated on the Birch Lot (dependent on the design of the proposed developments). It is also possible that some (or all) of the \$9,374,040 in proposed improvements will be developed by the private sector. The amount of infrastructure developed by the private sector will effect the size of the gap between project revenues and costs.

Publicly Developed Replacement Parking

In addition to the previously noted infrastructure improvements, City of Fort Lauderdale will construct ± 417 replacement parking spaces for parking spaces lost elsewhere in the beach redevelopment area. This includes 157 parking spaces lost along SR A1A, and ± 260 spaces that may be lost on the Birch lot.

The parking structure will be developed jointly between the Community Redevelopment Agency and the City. The CRA will provide the land for the structure (Parcel I), and the City will construct and operate the garage. It is estimated that these replacement spaces will cost a total of \$5,402,000 to develop, including the purchase of Parcel I for approximately \$2,570,000 and the demolition of the existing structures (approximately \$60,000). Any revenues generated from these

parking spaces will revert to the City of Fort Lauderdale parking system.

Marina Development

The development of a marina is a key element in the overall revitalization of the Central Beach area and the Community Redevelopment Plan development Program. State permitting for a new or expanded marina facility along the Intracoastal adjacent to the Birch Lot is not a certainty. The City of Fort Lauderdale presently operated approximately 37 rental slips adjacent to the Birch Lot. The City is thought to be the most likely applicant to receive permission to develop additional slips in this area.

Development of approximately 150 marina slips is estimated to cost \$3,080,000 (including soft costs). This development cost is exclusive of any dredging costs that might be incurred as part of a marina development. If State funds are available for part of the marina development program, the development cost could be reduced considerably.

It is possible that upon completion of the marina, the City could sell it for approximately \$9,000,000 in the year 2000. This sales cost is based on future marina revenues. If 150 slips were developed, annual revenues of approximately \$700,000 could be available to support redevelopment activities in the Community Redevelopment Area in the year 1995.

Comparison of Project Revenues and Costs

The potential land sales associated with the proposed first phase of development is expected to generate \$25,570,000. Potential costs associated with the purchase of these properties totals from \$29,129,000 to \$34,415,000. These costs are highlighted in the following table.

Table 5. COMPARISON OF PROJECT / REVENUES AND COSTS

<u>Projected Revenue</u>		
Residual Land Values	\$ 25,570,000	\$ 25,570,000
 <u>Projected Costs</u>		
Acquisition/Assembly and Relocation	\$ 29,129,000	\$ 35,415,000
Demolition	\$ 1,022,000	\$ 1,022,000
Infrastructure Improvements	\$ <u>9,374,000</u>	\$ <u>9,374,000</u>
Subtotal	\$ 39,525,000	\$ 45,811,000
 Potential Financial Gap	 (\$13,955,000)	 (\$20,241,000)

The potential financial gap ranges from \$13,955,000 to \$20,241,000. This gap does not include any potential exaction from the State on revenues generated on a portion of the Birch Lot that would otherwise be used to support redevelopment activities in the Community Redevelopment Area. This gap could be diminished through a number of mechanisms. These mechanisms are discussed next.

Mechanisms for Decreasing the Financial Gap

There are two basic methodologies that can be utilized to reduce the financial gap. These are project related mechanisms and additional funding sources.

Project-Related Mechanisms

There are three major project related mechanisms available to reduce the projected gap between revenues and costs. The first mechanism involves joint-venture partnerships between the developer and the landowners. Under this scenario, the CRA is not required to purchase all the land required for the development. This would save the CRA the costs associated with purchasing the property, clearing the site, and holding the property until it is resold. Under this scenario the property would also continue to generate property taxes.

The second mechanism also utilizes a reduction in the amount of property that the CRA purchases (with no joint-ventures). In effect, this would increase the density of the project by developing the proposed development program on a smaller land area. This methodology decreases the costs associated with the purchase of property in the redevelopment area.

The third mechanism is to defer or share the costs associated with the infrastructure improvements. As noted previously there are estimated to be \$9,374,040 in infrastructure improvements. This does not include the central parking garage or marina expansion. If some of these improvements can be deferred to a late date, or the improvements are completed by the developer, it would be possible to decrease the size of the financial gap.

Utilizing one or a combination of any of the above project-related mechanisms would reduce the size of the financial gap. It is also possible to reduce the size of the gap through the generation of additional public revenues in the Community Redevelopment area.

Additional Funding Mechanisms

The Community Redevelopment Agency can utilize many funding mechanisms to assist in achieving its redevelopment goals. The following pages outline the revenues that may be generated through tax increment financing. Other potential funding

sources that may be available for redevelopment programs may include: Highway Funds, Special Assessment Districts, Special Taxing Districts, General Obligation Bonds, Tax Exempt Revenue Bonds, and User Charges. Future financial market conditions will determine the specific financial program(s) adopted by the CRA.

Tax Increment Financing

The Community Redevelopment Agency is considering the use of tax increment financing as a funding source for the acquisition and clearance of redevelopment parcels, and for essential projects within the community redevelopment area. Tax increment financing involves the diversion of revenues to a redevelopment trust fund established as of the date of the district's creation. The funds can be used to finance development projects, to repay bond financing and/or to finance operations specifically focused on the properties within the tax increment district. New revenues resulting from the private investment attracted by public improvements and actions are used to repay the cost of those improvements.

The use of tax increment financing has been successful in areas where there is a significant amount of new construction and where property values are increasing rapidly. The amount of revenue bond financing that is available to a redevelopment agency is limited by the investor's ability to assure timely repayment of bond debt by the redevelopment agency. That is, the investor must be confident of the redevelopment area's ability to attract new development and that land in the redevelopment area will appreciate in value.

Significant tax increment revenues do not begin to accumulate until some redevelopment occurs in the area or the property has had some time to appreciate in value. It is for these reasons that tax increment financing is less suitable for up-front public expenditures such as infrastructure improvements and large land assemblage.

Potential Tax Increment Bonding Capacity

Tax increment financing diverts revenues (based on the taxes generated by an increase in assessed value brought about by new construction and appreciation) to the Redevelopment District Trust Fund. These funds are diverted from the City and County general funds, as well as the North Broward Hospital District and the Port Everglades Authority. The increase in assessed value is measured relative to a base year, assumed for this analysis to be 1989. The 121 acre Central Beach Tax Increment district had an estimate assessed value of \$112,964,000 in 1989. For this analysis, the redevelopment area has been projected to appreciate by 12 percent in 1990 as a result of the county-wide reassessment now underway. The rate is based

on discussions with the Broward County Property Appraiser's Office.

Table 7 presents the total assessment base for the redevelopment area for the period 1990 - 2006. As noted above, property values in the redevelopment area are projected to appreciate by 12 percent in 1990. For the remainder of the study years, property in the redevelopment area is projected to appreciate by 5 percent per year. In this analysis new development has been projected to occur as noted in the following table.

Table 6. ASSEMENT OF NEW CONSTRUCTION
PROJECTED IN THE CENTRAL BEACH
REDEVELOPMENT AREA, 1990-2006

<u>Year</u>	<u>Construction Value</u>	<u>Assessed Value of New Development 1/</u>
1990	\$ 0	\$ 0
1991	\$ 0	\$ 0
1992	\$ 30,219,000	\$ 0
1993	\$ 16,154,000	\$ 22,664,000
1994	\$ 0	\$ 12,116,000
1995	\$ 44,594,000	\$ 0
1996	\$ 36,731,000	\$ 33,446,000
1997	\$ 0	\$ 27,548,000
1998	\$ 0	\$ 0
1999	\$ 0	\$ 0
2000	\$ 0	\$ 0
2001	\$ 0	\$ 0
2002	\$ 0	\$ 0
2003	\$ 51,684,000	\$ 0
2004	\$ 0	\$ 38,763,000
2005	\$ 0	\$ 0
2006	\$ 0	\$ 0

Note: Data in current, inflated dollars.
Development program beyond 1997 includes
only one 300 room hotel.

1/ Based on 75% of construction costs.

Source: Hammer, Siler, George Associates

This table identifies only those projects expected to be developed in the initial phase of development. If the Redevelopment Agency secures additional property, an enlarged development program may occur.

Table 7 establishes the incremental assessed value for the redevelopment area based on property appreciation and new construction. The **Previous Year's Assessment Base** for 1990 is established by subtracting the value of the properties acquired

for the 2-lane Birch Road realignment from the total value of property in the redevelopment area in 1989 (\$117,381,000). As noted in the following table, the **Incremental Assessed Value** of the redevelopment is projected to increase from \$13.5 million in 1990 to almost \$345 million in 2005. This incremental value provides the increases in assessed values in the redevelopment area over a base year of 1989.

Table 7. PROJECTED ASSESSMENT BASE, 121-ACRE
CENTRAL BEACH STUDY AREA, 1990-2006

<u>Tax Year</u>	<u>Previous Year's Assessment Base 1/</u>	<u>Appreciation in Existing Base 2/</u>	<u>Assessed Value of New Development 3/</u>	<u>Total Assessed Value</u>	<u>Incremental Assessed Value 4/</u>
1990	\$ 112,964,000	\$ 13,556,000	\$ -	\$ 126,520,000	\$ 13,556,000
1991	\$ 126,520,000	\$ 6,326,000	\$ -	\$ 132,846,000	\$ 19,882,000
1992	\$ 132,846,000	\$ 6,642,000	\$ -	\$ 139,488,000	\$ 26,524,000
1993	\$ 139,488,000	\$ 6,974,000	\$ 22,664,000	\$ 169,126,000	\$ 56,162,000
1994	\$ 169,126,000	\$ 8,456,000	\$ 12,116,000	\$ 189,698,000	\$ 76,734,000
1995	\$ 189,698,000	\$ 9,485,000	\$ -	\$ 199,659,000	\$ 86,219,000
1996	\$ 199,183,000	\$ 9,959,000	\$ 33,446,000	\$ 242,588,000	\$ 129,624,000
1997	\$ 242,588,000	\$ 12,129,000	\$ 27,548,000	\$ 282,265,000	\$ 169,301,000
1998	\$ 282,265,000	\$ 14,113,000	\$ -	\$ 296,378,000	\$ 183,414,000
1999	\$ 296,378,000	\$ 14,819,000	\$ -	\$ 311,197,000	\$ 198,233,000
2000	\$ 311,197,000	\$ 15,560,000	\$ -	\$ 326,757,000	\$ 213,793,000
2001	\$ 326,757,000	\$ 16,338,000	\$ -	\$ 343,095,000	\$ 230,131,000
2002	\$ 343,095,000	\$ 17,155,000	\$ -	\$ 360,250,000	\$ 247,286,000
2003	\$ 360,250,000	\$ 18,013,000	\$ -	\$ 378,263,000	\$ 265,229,000
2004	\$ 378,263,000	\$ 18,913,000	\$ 38,763,000	\$ 435,939,000	\$ 322,975,000
2005	\$ 435,939,000	\$ 21,797,000	\$ -	\$ 457,736,000	\$ 344,772,000
2006	\$ 457,736,000	\$ 22,887,000	\$ -	\$ 480,623,000	

Note: Data in current, inflated dollars.

1/ 1989 assessment base estimated by inflating 1988 assessments by 5 percent.

2/ Assessed values projected to increase by five percent annually for all years except 1990 when reassessment is projected to generate a 12 percent increase.

3/ Based on 75 percent of construction costs lagged one year.

4/ Value of assessment base in excess of estimated value of 1989 tax base.

Source: Hammer, Siler, George Associates.

Table 8 establishes the **Incremental Revenues Available** and the **Supportable Revenue Bonds**. It is important to note that the **Mileage Rate** utilized in Table 8 is a projected mileage rate based on the projected increase in property values in Broward County in 1990. The mileage rates assessed by Broward County, the City of Fort Lauderdale, the North Broward Hospital

District, and Port Everglades Authority are all available to the tax increment fund.

The **Incremental Tax Revenue** column in Table 8 establishes the amount of revenues generated by any given year's incremental assessed value at a mileage rate of 12.5138. This column establishes the amount of tax revenue that is transferred into the community redevelopment agency's trust fund. For example, in 1991, \$161,100 dollars would be available for expenditure in the redevelopment area. (These funds would be transferred to the Trust Fund as of January 1, 1991). In 1992, an additional \$236,400 would be transferred to the trust fund, and be available for expenditure in the redevelopment area.

The final column, **Supportable Revenue Bonds**, establishes the bonding capacity of the incremental revenues available in any given year. For example, in 1991, \$161,100 in incremental revenues would support bonds valued at \$1,232,000. The bonding capacity can only be encumbered by previously issued bonds that are backed by tax increment revenues. Therefore, the redevelopment agency could decide to spend the incremental revenues from 1990 through 1994, and "float" a bond valued at \$6,977,000 in 1995 (based on the projected development program).

However, if the agency issued a bond in 1991 based on incremental revenues of \$161,100 (total bond value equal to \$1,232,000) they any following year's bonding capacity would be diminished by an amount equal to \$161,100 in incremental revenues. For example, the bonding capacity in 1995 would equal the incremental revenues available in 1995 less the incremental revenues available in 1991. (\$912,200 less \$161,100) that is \$751,100 in incremental revenues which yields a bonding capacity of \$5,745,000. This value can be also achieved by subtracting the amount of supportable revenue bonds available in 1990 from the supportable bonds available in 1990 from the supportable revenue bonds in 1995.

Table 8. INCREMENTAL TAX REVENUES AND VALUE OF SUPPORTABLE REVENUES BONDS, 121-ACRECENTRAL BEACH STUDY AREA 1991-2006

<u>Fiscal Year</u>	<u>Incremental Assessed Value</u>	<u>Operating Millage Rate 1/</u>	<u>Incremental Tax Revenues</u>	<u>Incremental Revenues Available 2/</u>	<u>Supportable Revenue Bonds 3/</u>
1991	\$ 13,556,000	12.5138	\$ 169,000	\$ 161,100	\$ 1,232,000
1992	\$ 19,882,000	12.5138	\$ 248,800	\$ 236,400	\$ 1,808,000
1993	\$ 26,524,000	12.5138	\$ 331,900	\$ 315,300	\$ 2,412,000
1994	\$ 56,162,000	12.5138	\$ 702,800	\$ 667,700	\$ 5,107,000
1995	\$ 76,734,000	12.5138	\$ 960,200	\$ 912,200	\$ 6,977,000
1996	\$ 86,219,000	12.5138	\$ 1,078,900	\$ 1,025,000	\$ 7,840,000
1997	\$ 129,624,000	12.5138	\$ 1,622,100	\$ 1,541,000	\$ 11,786,000
1998	\$ 169,301,000	12.5138	\$ 2,118,600	\$ 2,012,700	\$ 15,394,000
1999	\$ 183,414,000	12.5138	\$ 2,295,200	\$ 2,180,400	\$ 16,677,000
2000	\$ 198,233,000	12.5138	\$ 2,480,600	\$ 2,356,600	\$ 18,024,000
2001	\$ 213,793,000	12.5138	\$ 2,675,400	\$ 2,541,600	\$ 19,439,000
2002	\$ 230,131,000	12.5138	\$ 2,879,800	\$ 2,735,800	\$ 20,925,000
2003	\$ 247,286,000	12.5138	\$ 3,094,500	\$ 2,939,800	\$ 22,485,000
2004	\$ 265,299,000	12.5138	\$ 3,319,900	\$ 3,153,900	\$ 24,122,000
2005	\$ 322,975,000	12.5138	\$ 4,041,600	\$ 3,839,500	\$ 29,366,000
2006	\$ 344,722,000	12.5138	\$ 4,314,400	\$ 4,098,700	\$ 31,349,000

Note: Data in current, inflated dollars.

1/ Projected Fiscal Year 1990 operating millage rate for Broward County, Fort Lauderdale, North Broward Hospital District, and Port Everglades Authority, less 7.0 percent to adjust for results of reassessment.

2/ Adjusts for the required five percent discount.

3/ Assumed to carry a 7.6 percent interest rate, a 20-year term, a 120 percent debt coverage requirement and a 10 percent cost of issuance.

Source: Hammer, Siler, George Associates.

Tables 7 and 8 should be understood for the CRA's considerations. It is unlikely that a bond can be issued which is dependent on "planned" projects. However, a bonding agency will generally include a project in supportable revenue bonds if a significant portion of the project construction is completed and occupancy is imminent.

Appendix Table A-1. RESIDUAL LAND VALUE ASSOCIATED
WITH PEDESTRIAN RETAIL
DEVELOPMENT, FORT LAUDERDALE
BEACH

Development Costs

Hard Costs (50,000 s.f. @ \$70 p.s.f)	\$ 3,500,000
Soft Costs (30% of hard costs)	1,050,000
Site Preparation and Parking (55 spaces @ \$6,000 per space)	330,000
Operating Losses	<u>460,000</u>
Total Development Costs	\$ 5,340,000

Potential Income

Retail Rent (46,000 s.f. x \$28 p.s.f.) (at 92% occupancy)	\$ 1,185,000
Net Parking Income (55 spaces x \$300 per space) 1/	17,000
Retail Expenses (\$3 p.s.f.)	<u>(150,000)</u>
Net Income	\$ 1,052,000

Residual Land Value Analysis

Development Costs	\$ 5,340,000
Supportable Mortgage (115% coverage, 10% interest, 30-year term)	8,687,000
Equity	(3,347,000)
Return on Equity (8%)	(268,000)
Mortgage Payment	915,000
Net Income Available for Land	405,000
Supportable Land Price (10%)	\$ 4,050,000

1/ Analysis shows parking revenues generated by a parking facility.
These rates may not be achievable in a retail environment.

Appendix Table A-2 .RESIDUAL LAND VALUE ASSOCIATED
WITH SPECIALTY RETAIL
DEVELOPMENT, FORT LAUDERDALE
BEACH

Development Costs

Hard Costs (100,000 s.f. @ \$80 p.s.f)	\$ 8,000,000
Soft Costs (30% of hard costs)	2,400,000
Site Preparation and Parking (340 spaces @ \$6,000 per space)	2,040,000
Operating Losses	<u>850,000</u>
Total Development Costs	\$ 13,290,000

Potential Income

Retail Rent (70,000 s.f. x \$32 p.s.f.) (95% occupied)	\$ 2,128,000
Office Rent (13,000 s.f. x \$16 p.s.f.) (95% occupied)	198,000
Net Parking Income (340 spaces x \$300 per space) 1/	102,000
Retail Expenses (\$6 p.s.f.)	(420,000)
Office Expenses (\$5 p.s.f.)	<u>(65,000)</u>
Net Income	\$ 1,943,000

Residual Land Value Analysis

Development Costs	\$ 13,290,000
Supportable Mortgage (115% coverage, 10% interest, 30-year term)	16,045,000
Equity	(2,755,000)
Return on Equity (8%)	(220,000)
Mortgage Payment	1,690,000
Net Income Available for Land	473,000
 Supportable Land Price (10%)	 \$ 4,730,000

1/ Analysis shows parking revenues generated by a parking facility. These rates may not be achievable in a retail environment.

Appendix Table A-3 RESIDUAL LAND VALUE ASSOCIATED
WITH HOTEL DEVELOPMENT,
FORT LAUDERDALE BEACH

Development Costs

Hard Costs (300 rooms x \$50,000)	\$ 15,000,000
Soft Costs (30% of hard costs)	4,500,000
Furniture, Fixtures and Equipment (\$10,000 per room)	3,000,000
Site Preparation and Parking (300 spaces x \$6,000)	1,800,000
Operating Losses	<u>1,804,000</u>
Total Development Costs	\$ 26,140,000

Potential Income

Room Rent (300 rooms x \$90 per night x 72% occupancy)	\$ 7,096,000
Food and Beverage, Telephone, and Other (@ 20% of total)	1,774,000
Parking (300 spaces x \$500 per space)	<u>150,000</u>
Total Revenues	\$ 9,020,000

Departmental Costs and Expenses

(rooms, food and beverage, telephone) (@ 26% of total non-parking revenues)	\$ (2,306,000)
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<u>Gross Operating Income</u>	\$ 6,714,000
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<u>Undistributed Operating Expenses 1/</u> (@ 29% of Revenues)	\$ (2,572,000)
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<u>Income Before Property Tax, Insurance, and Contingencies</u>	\$ 4,142,000
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<u>Property Tax, Insurance and Contingencies (@ 6%)</u>	\$ (532,000)
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<u>Annual Cash Flow</u> (before debt service, depreciation & federal income tax)	\$ 3,610,000
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Residual Land Value Analysis

Development Costs	\$ 26,104,000
Supportable Mortgage (115% coverage, 10% interest, 30-year term)	29,811,000
Equity	(3,707,000)
Return on Equity (8%)	(297,000)
Mortgage Payment	3,139,000
Net Income Available for Land	768,000
Supportable Land Price (10%)	\$ 7,680,000

1/ Includes administrative and general expenses, marketing, energy costs, property operation and maintenance.

Appendix Table A-4. RESIDUAL LAND VALUE ASSOCIATED
WITH ENTERTAINMENT CENTER
DEVELOPMENT,
FORT LAUDERDALE BEACH

Development Costs

Hard Costs (100,000 s.f. @ \$175 p.s.f.)	\$ 17,500,000
Soft Costs (30% of hard costs)	5,250,000
Site Preparation and Parking (352 spaces @ \$6,000 per space)	2,112,000
Operating Losses	<u>1,260,000</u>
Total Development Costs	\$ 26,122,000

Potential Income

Rent (83,000 s.f. x \$45 p.s.f.) (95% occupied)	\$ 3,548,000
Parking (352 spaces x \$500 per space)	176,000
Expenses (\$10 p.s.f.)	<u>(830,000)</u>
Net Income	\$ 2,894,000

Residual Land Value Analysis

Development Costs	\$ 26,122,000
Supportable Mortgage (115% coverage, 10% interest, 30-year term)	23,899,000
Equity	2,223,000
Return on Equity (8%)	178,000
Mortgage Payment	2,517,000
Net Income Available for Land	199,000
Supportable Land Price (10%)	\$ 1,990,000

Appendix Table A-5. RESIDUAL LAND VALUE ASSOCIATED
WITH OFFICE DEVELOPMENT,
FORT LAUDERDALE BEACH

Development Costs

Hard Costs (15,000 s.f. @ \$70 p.s.f.)	\$ 1,050,000
Soft Costs (30% of hard costs)	315,000
Site Preparation and Parking (60 spaces @ \$6,000 per space)	360,000
Operating Losses	<u>50,000</u>
Total Development Costs	\$ 1,775,000

Potential Income

Office Rent (13,800 s.f. x \$19 p.s.f.) (at 95% occupancy)	\$ 249,000
Net Parking Income (60 spaces x \$300 per space)	18,000
Office Expenses (\$5 p.s.f.)	<u>(69,000)</u>
Net Income	\$ 198,000

Residual Land Value Analysis

Development Costs	\$ 1,775,000
Supportable Mortgage (115% coverage, 10% interest, 30-year term)	1,635,000
Equity	140,000
Return on Equity (8%)	11,000
Mortgage Payment	172,000
Net Income Available for Land	15,000
Supportable Land Price (10%)	\$ 150,000

2.3.4. Design Guidelines

A. Intent/Purpose

These guidelines are provided as a framework of development standards and criteria to guide redevelopment of the Community Redevelopment Area. Certain of the guidelines are intended as strict requirements (indicated by the word shall) applicable to all redevelopment unless extreme or unique hardship can be shown to stem from the requirement. The remainder of the guidelines are intended as strong preferences (indicated by the word should) which may be waived for individual redevelopment projects if sufficient evidence is presented to insure that the waiver does not impair the City's overall beach redevelopment goals or adversely effect adjacent property interests.

The ultimate purpose of these guidelines is to integrate buildings, vehicular circulation, pedestrian circulation, infrastructure and site elements into a unique, beach village environment.

B. Building Height

Building heights within the Redevelopment Area should be consistent with the proposed uses and remain flexible up to a maximum of three hundred (300) feet including bonuses in some districts as permitted under the Central Beach Revitalization Area Zoning Ordinance. (Section 47-72) with the following exceptions/additions:

Skyline - Building heights should vary between adjacent structures and within structures having a building face length in excess of two hundred (200) feet to provide a unique and interesting architectural skyline.

Stepping - Building heights should step downward towards major corridors (SR A1A, Las Olas Boulevard, Cortez Street, etc.) and towards major pedestrian features such as Alexander Park and the require Intracoastal and Ocean front plazas.

Relationship to Existing Structures - Building adjacent to existing residential condominiums anticipated to remain (such as the Illini, Venetian, Leisure Beach, Portofino, etc.) should have heights which are compatible with the structures.

Beach Shadow Ordinance - Oceanfront buildings in excess of thirty-five (35) feet in height shall not violate the City's Beach Shadow Ordinance Section 47-61.

C. Building Bulk/Massing

Building bulk, massing and density within the Redevelopment Area should be consistent with proposed uses and as required under the Central Beach Revitalization Area Zoning Ordinance (Section 47-72) with the following exceptions:

Building Separation - Buildings should allow adequate space between structural masses for the passage of natural breezes and sunlight to adjoining areas. New building masses should be sited to maintain reasonable views from existing structures to the Atlantic Ocean and/or Intracoastal Waterway.

Energy Conservation - Buildings should be oriented to take advantage of southeasterly breezes for summer cooling and interrupt occasionally strong northeasterly storm winds. Roof and exterior wall finishes should be light in color to encourage maximum reflection and minimum transmission of heat loadings. Exterior glass surfaces should be shaded to improve energy efficiency.

Vertical Moderation - Buildings exceeding thirty-five (35) feet in height should represent no more than three stories without moderation in the vertical façade surface. This moderation should consist of a minimum four-foot horizontal variation in surface plane such as brise soleil, balconies, building projections, etc. Linear repetition of building moderations should be discouraged.

Cornice Height - Buildings which abut major corridors (such as SR A1A, Las Olas Boulevard, Cortez Street, etc.) should reflect the cornice height of surrounding beachfront structures, estimated at an average thirty-five (35) foot height. This cornice height reflection should consist of a uniform alteration to the building massing or other significant architectural treatment continuous throughout the building's facade.

D. Building Setbacks

Building setbacks should be consistent with proposed uses and as required under the Central Beach Revitalization Area Zoning Ordinance (section 47-72) with the following exceptions/ additions:

Encroachment - Portions of a building up to thirty five (35) feet in height may encroach within the standard twenty (20) foot setback along major corridors (such as SR A1A, Las Olas Boulevard, Cortez Street, etc.) if the building's street level use is predominately pedestrian active (i.e. includes pedestrian-oriented retail, sidewalk cafes, etc.)

Future Right-of-Way/Easements - All building setbacks shall be measured from future corridor right-of-way (ROW) as

prescribed by the City and submitted for incorporation into Broward County's Trafficways Plan. Setbacks along the future four-lane SR A1A corridor shall accommodate a continuous five (5) foot sidewalk easement along both sides of the proposed right-of-way corridor to allow for ultimate sidewalk widths of 11.5 feet on the four-lane SR A1A cross section.

Acceleration/Deceleration and Turn Lanes - Building setbacks should accommodate the siting of acceleration, deceleration and turn lanes as may be required by the Florida Department of Transportation (FDOT) or the City Engineering Department.

E. Building Features

Building features should be compatible with proposed uses, adjacent development, and as required under the Central Beach Revitalization Area Zoning Ordinance (Section 47-72) with the following exceptions/additions:

Active Use - The first floors of all buildings, including structured parking, should be designed to encourage pedestrian scale activity. To stimulate pedestrian activity, buildings which front on major corridors (such as SR A1A, Las Olas Boulevard, Cortez Street, etc) or pedestrian plazas should devote a majority of their net first floor area to retail activities such as restaurants, shops, galleries and similar active uses. Wherever feasible, street or plaza level retail uses should have direct access to the adjoining public sector sidewalk in addition to any other access which may be provided.

Structured parking facilities should be designed with street or plaza level frontages consisting of either occupies retail space or an architecturally articulated façade which screens the parking area of the structure. Street level openings to parking structures should be sited away from SR A1A and major intersections and their size should be minimized to accommodate necessary vehicle entrances and pedestrian access only.

Buildings which provide pedestrian active uses along a majority of their street or plaza level frontage may be permitted to encroach into setbacks established under the Central Beach Revitalization Area Zoning Ordinance (Section 47-72). In addition, street or plaza level retail and restaurant uses may be permitted to use a portion of the public sector sidewalk for sidewalk displays and/or outdoor dining areas. Private use of public sector sidewalks must be temporary only and subject to all applicable codes and lease arrangements. All displays, furnishings and other elements associated with these active street level uses should be designed and maintained to enhance the visual and

functional quality of the streetscape and should be compatible with adjoining public sector site elements.

Facade Treatment - At least the first thirty five (35) feet of exterior façade vertical plane should be encouraged to enhance the pedestrian environment by incorporating appropriate architectural features. Such features should include cornice detailing, belt courses, corbelling, molding, string course, ornamentation, changes in material or color, and other sculpting of the architectural surface which add special interest and are compatible with public sector site elements.

Fenestration - To complement pedestrian scale activity on major corridors (such as SR A1A, Las Olas Boulevard, Cortez Street, etc.) or pedestrian plaza areas, a majority of the first floor façade on these frontages should be windows, doors or other transparent architectural features. Expanses of solid wall should be minimized. Reflective surfaces on windows and doors be discouraged. Street or plaza level window and doors should be recessed or receive special design detailing which distinguish them from the building shaft and add variety to the pedestrian environment.

Arcades/Canopies - Buildings which border directly on major corridors (such as SR A1A, Las Olas Boulevard, Cortez Street, etc.) may incorporate an arcade or continuous architectural canopy along these frontages. Arcades or continuous canopies should be a minimum of ten feet wide and maintain acceptable minimum clear height. Arcades and canopies should be designed as a fixed non-retractable element integral to the buildings architectural mass and compatible with public sector site elements.

Non-continuous canopies, awnings and marquees should also be encouraged over street or plaza level window treatments and building entrances. Such features may be constructed of either rigid or flexible material, but should complement the visual and functional quality of the streetscape and be compatible with public sector site elements. No arcade, canopy, awning or marquee shall extend into the future public right-of-way (ROW).

Overstreet Connections - Connections between structures which pass over public right-of-way may be permitted providing those connections have secured legitimate air rights over the public corridor and meet all applicable federal, state, and local codes. Connections over SR A1A northbound to the beach should be limited to select locations where significant amounts of above grade pedestrian traffic will be generated. Where possible, overstreet connections should access the promenade/beach at or near major beach portal features. All overstreet connections should be of

exceptional design which enhance the visual and functional quality of the streetscape and should be compatible with nearby public sector site elements.

Trash/Loading Facilities - All building facilities for loading, trash and service should be incorporated within the building volume and screened so as not to be visible from the street and pedestrian circulation areas. Trash/loading facilities should be discouraged on SR A1A and People Street (S.E. 5 Street, Cortez Street, Sebastian Street) frontages. Where buildings are of inadequate volume to accommodate these facilities, trash/loading facilities should be architecturally treated as part of the building mass and screened by solid walls, fences, planting or architectural devices which are compatible with public sector site elements. Trash/loading facilities must be of sufficient size and design to accommodate access by large vehicles.

Rooftop Design - Wherever possible, rooftops should be designed to accommodate various forms of human activity such as sun decks, tennis courts, outdoor faces, etc. Roof surfaces not allocated to human activity should be finished with a surface material that does not effect the quality of views from surrounding buildings.

All rooftop mechanical equipment, stair and elevator towers should be designed as a integral part of the building volume and/or adequately screened.

F. Vehicular Access

All proposed vehicular access should be consistent with the requirements of the Fort Lauderdale Zoning Ordinance Section 47-59, the Broward County Trafficways Plan and the FDOT Roadways and Highway Construction Manual.

Access Drive - Access drives to individual parcels along SR A1A shall have a desirable spacing of three hundred (300) feet from centerline to centerline and a minimum spacing of One hundred and fifty (150) feet from centerline to centerline. The access drives to individual parcels should be limited to those necessary for adequate function of the use contained therein. Vehicular access to existing condominium uses (i.e. Illini, Leisure Beach, Portofino, Venetian) may only be modified to the extent that these modifications do not adversely affect the safety, convenience or exposure of these entries.

Las Olas Bridge Loop - An unobstructed vehicular “loop” access under the Las Olas Bridge shall remain. This loop may be modified or improved to service development on both sides of the Las Olas Bridge, and improve visibility and accessibility to adjoining parcels.

Intracoastal Access - Vehicular access along the Intracoastal should be provided for emergency vehicles and marina slip access in a manner which is safe for both pedestrians and cars and presents as few conflicts between the two as possible.

Street Closures - The City will consider the closure of any street within the Redevelopment Area with exception of SR A1A and the major vehicular/pedestrian sidestreets known as “People Streets”, such as S.E. 5th Street, Las Olas Boulevard, Cortez Street and Sebastian Street.

Arrival/Drop-Off Areas - Major arrival/drop off areas should be encouraged along sidestreets, especially those designated as People Streets. Arrival/drop off areas should be encouraged to provide sufficient room for vehicle stacking, loading, unloading, and other main entrance functions.

G. Pedestrian Access

All proposed pedestrian access areas should be consistent with the requirements of the Central Beach Revitalization Area Zoning Ordinance Section 47-72, the Broward County Trafficways Plan and the FDOT Roadway and Highway Construction Manual.

At-Grade Pedestrian Link - Internal at-grade pedestrian links between the oceanfront and Intracoastal shall be provided throughout the Redevelopment Area. These pedestrian links should be of sufficient width and design to encourage pedestrian use and whenever possible, allows for emergency vehicle access. These links may pass through open air or enclosed portions of surrounding buildings provided that the pedestrian experience is largely uninterrupted.

At-grade pedestrian improvements along Las Olas and Cortez should be maximized to serve as two of these pedestrian links but other links should be provided.

Elevated Pedestrian Link - An elevated pedestrian link may be provided between the oceanfront development and the Intracoastal plaza area. This elevated link should be consistent with the requirements for overhead structures set forth herein. The location of this elevated pedestrian link should be coordinated with at-grade pedestrian links in order to encourage full utilization of both features.

Open Spaces/Plazas - Open spaces for public congregation and recreation should be encouraged whenever possible and should include the following amenities contingent upon their conformance with the Central Beach Revitalization Area Zoning Ordinance: ornamental fountains, waterfalls, sculpture, trellises, arbors, seating facilities, landscape features, etc. These open spaces should not substantially interrupt the streetscape edge at the building setbacks in

proportion to the bulk of the adjacent building. In order to provide continuity between the building lines of adjacent structures, architectural features, site furnishings or landscape elements should be used to maintain the streetscape “edge”.

H. Noise

All proposed outdoor entertainment should be consistent with the noise requirements of the Fort Lauderdale Noise Control Ordinance Chapter 29.

I. View Corridors

View corridors within the Central Beach Redevelopment Area shall be maintained or established consistent with both the existing and proposed land uses and the requirements of the Central Beach Revitalization Area Zoning Ordinance Section 47-72.

Maintenance of Existing Views - The location, massing or height of any proposed structure shall not significantly obstruct the reasonable views that the existing condominiums have to both the Intracoastal Waterway and the Atlantic Ocean. This includes rooftop equipment which may detract from the quality of a given view.

Las Olas Bridge View Corridor - The view from the Las Olas Bridge to the Atlantic Ocean shall be improved and expanded as a major view corridor. No proposed structure should block, obstruct, or unreasonably detract from this corridor. Buildings which enframe, enhance or create vistas toward the Atlantic Ocean from the Las Olas Bridge should be encouraged.

J. Docking

All proposed docking and marine facilities should be consistent with the proposed adjoining land uses and the requirements of City Code Chapter 11 - Boats, Docks, and Waterways.

Docking Space Requirements - Marina facilities within the Redevelopment Area shall provide dock space for charter boats, sight-seeing boats, private watercraft, commercial fishing boats, etc.

Marine Facilities - Directly related to the boat docking facilities a Dockmaster station shall be provided for the efficient management and operation of the marine facilities. Other marine facilities which should be provided include: public restroom, showers and pump out facilities. Each public and private slip should include hook-ups for the following services, water, electrical, telephone and cable television.

Boat Size Limits - Large boats should be allowed to dock at marina facilities within the Redevelopment Area to the extent that they do not block views from adjoining land uses and public spaces to the Intracoastal Waterway. The docking of large boats may, however, be restricted if their size is a detriment to adjacent land uses.

K. Parking

Parking shall be provided consistent with proposed uses, adjacent development and as required by the City's Beach Revitalization Area Zoning Ordinance (Section 47-72), with the following exception/additions:

Shared Parking - The character of the different proposed land uses and their ultimate location within the Redevelopment Area may offer the opportunity to implement a shared parking concept based on:

- Variation in the peak accumulation of parked vehicles due to time differences in the activity patterns of adjacent or nearby land uses;
- Relationships among land use activities that result in people being attracted to two or more land uses on a single trip to a given area.

Development plans and proposals which intend to take advantage of shared parking opportunities should include a detailed analysis of potential parking need reduction utilizing proven industry standards and ratios for the City's review. The City's estimate is included in Element 2.1.2 "Traffic Circulation and Parking" for reference. Public replacement parking should not be included in shared parking analyses.

Parking Access - Parking facilities should be located in close proximity to the building they serve with direct pedestrian access from parking to building which does not have an adverse impact on public pedestrian facilities. Vehicular circulation within parking areas should remain internal to the parking facility and public roads should not be utilized as part of the parking circulation system.

Access drives to parking should be limited to those necessary for the function of the facility and comply with vehicular ingress/egress guidelines outlines herein. Backout or "head-in" parking shall be expressly prohibited. Parking facilities which are likely to be utilized by beach-goers should provide convenient safe and pleasant access to the oceanfront promenade and major beach portals.

Parking Facility Screening - Parking structures should incorporate perimeter planters and architectural treatments

to screen the view of parked automobiles from adjoining public corridors and surrounding buildings, consistent with the Central Beach Revitalization Area Zoning Ordinance Section 47-72. Grade level parking lots should be appropriately screened from adjacent pedestrian areas with walls, fencing and/or planting. Shrubs surrounding ground level parking lots should be of sufficient height to hide automobile grillwork. Landscape material used to meet the above requirements should provide 100% screening within one growing season, and must be provided with an appropriate irrigation system. Trash, storage and mechanical equipment located with parking facilities should also comply with the additional screening requirements outlines herein.

L. Utilities /Infrastructure

Private sector redevelopment shall provide utilities/infrastructure consistent with proposed uses, adjacent development and as required by the appropriate government agencies or franchised utility. The following agencies and/or utilities have jurisdiction and responsibility for the indicated infrastructure/service:

Storm Drainage:

Art Dilione
City of Fort Lauderdale
Engineering Services
100 North Andrews Avenue
Fort Lauderdale, FL 33302
(305) 761-5074

John Rains
Broward County Environmental Quality Control Board
Water Resources Management Division
2995 North Dixie Highway
Fort Lauderdale, FL 33334
(305) 537-2960

Ed Yuan
South Florida Water Management District
3301 Gun Club Road
P O Box 24680
West Palm Beach, FL 33416-4680
(407) 686-8800 or (800) 432-2045

Water Distribution Services

Art Dilione
City of Fort Lauderdale
Engineering Services
100 North Andrews Avenue
Fort Lauderdale, FL 33302
(305) 761-5074

Jim Sindelar
City of Fort Lauderdale
Engineering Services
P O Box 14250
Fort Lauderdale, FL 33302
(305) 492-7859

Thomas Mueller
Broward County Department of Health and Administrative Services
2421 SW Sixth Avenue
Fort Lauderdale, FL 33315
(305) 467-4829

Sanitary Sewer Service

Art Dilione
City of Fort Lauderdale
Engineering Services
100 North Andrews Avenue
Fort Lauderdale, FL 33301
(305) 761-5074

Martin Wiegand
Broward County Environmental Quality Control Board
500 SW 14th Court
Fort Lauderdale, FL 33315
(954) 765-5881

Electrical Power

Mike Caruso
Florida Power and Light
Engineering Department
501 South Andrews Avenue
Fort Lauderdale, FL 33301
(954) 765-3022, or Locations: (305) 765-3646

Telephone Service

Carl Miller
Southern Bell
Engineering Department
6030 Hollywood Boulevard
Hollywood, FL 33302
(305) 985-9300 or Locations: (800) 432-4770

Cable Television Service

George Rodriguez
Selkirk Communications, Inc.
644 South Andrews Avenue
Fort Lauderdale, FL 33301

(305) 527-6620

Gas Service

Jim Dickson
Peoples Gas
Engineering Department
555 NE 124 Street
North Miami, Beach, FL 33161
(305) 763-8900 or Locations: (800) 432-4770

Underground Locations (General)

UNCLE
Underground Utilities Location Notification Center
(800) 432-4770

Location - All new development is encourages to provide underground utility lines and stormwater retention facilities consistent with applicable code requirements. Locations of all utility elements shall be coordinated with the City's Engineering Department.

Aesthetics - Utilities should be integrated with surrounding uses and carefully located to minimize visual and functional impact on the adjoining streetscape. Above-grade utility elements should be consistent in placement, orientation mounting and material and should be painted one unobtrusive color which allows the elements to blend with their surroundings. All above-grade utilities should be screened by planting and/or low walls so they are not visible from the street and pedestrian circulation areas, yet shall allow the required maintenance access.

M. Site Elements

Site elements shall be provided consistent with proposed uses, adjacent development and as required by the City's Beach Revitalization Zoning Ordinance (47-72).

Paving - Paving systems used on private plazas and walkways should be compatible in pattern and scale to public sector paving. Private paving systems which immediately abut and are readily visible from adjoining public corridors should reflect the same color, material and texture as the public sector paving and provide a cohesive visual and functional transition without interruption.

Landscape - Private sector landscape planting should comply with Section 47-58 of the City Zoning Ordinance. Existing trees should be preserved or otherwise mitigated as outlined in the ordinance. Plant material should be used in a contemporary urban context, acknowledging the limitations of the beach environment, and creating a lush tropical environment in keeping with the visual quality of the beach and

adjoining public corridors. Plant massings should be rich in materials, with special attention given to the ground plane treatment. Color should be used in bold, massive statements where appropriate.

Private sector plant material which immediately abuts and is readily visible from adjoining public corridors should reflect the species, size, and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption. Landscape design and maintenance should be compatible with public sector site elements.

Site Furnishings - Site furnishings should be considered an integral component of the urban streetscape and designed/located accordingly. Emphasis should be given to maximizing passive relaxation opportunities in locations which allow varying degrees of interaction with adjacent pedestrian corridors. Visual clutter and haphazard distribution of site furnishings should be discouraged. Site furnishing design, materials, and maintenance should be compatible with public sector site elements.

Signage - Private sector signage should comply with Section 47-50 of the City's Zoning Code. Signage should be considered an integral component of the urban beach environment and designed/located accordingly. Signage should be restrained in character and no larger than necessary for adequate identification. Wherever possible, signage should be integrated with the building architecture, arcades or canopies. Private signage that improves the pedestrian and vehicular circulation systems should be encouraged.

Building signage should be discouraged above the building's second floor elevation except on hotels, which may be permitted to display a single discrete sign on both the north and south faces of the main building mass. Roof signs and billboards are expressly prohibited. Freestanding signs should be located and sized so they do not obstruct views to/from adjoining parcels or impede clear views of pedestrian and vehicular traffic and traffic control devices.

The intensity and type of signage illumination should not be offensive to surrounding parcels or the uses therein. Signage style and character should enhance the visual and functional quality of the adjoining public corridor. Signage design, materials and maintenance should be compatible with public sector site elements.

Lighting - Private sector site lighting shall be provided according to industry standards and to comply with all applicable codes. Site lighting should be considered an integral component of the urban beach environment and

designed/located accordingly. Emphasis should be placed on both the nighttime effects of illumination quality and the daytime impact of the standard's appearance.

Site lighting should be consistent with the theme of an urban beach village and compatible with the lighting of adjacent parcels. Light distributions should be relatively uniform and appropriate foot-candle levels should be provided for various uses. (per IES average maintained foot-candle recommendations). All exterior private sector spaces should be sufficiently lit to allow police and citizen surveillance, enhance personal security, and discourage undesirable activities. Exterior lighting should be controlled by an automatic timer or photocell to insure regular activation.

Trash, Loading and Storage Facilities - All exterior trash, loading and equipment storage facilities should be screened so as not to be visible from adjoining public corridors and landscaped to moderate views from surrounding buildings. Mechanical equipment including all handling units, exhaust outlets, transformer boxes, electric switching units, etc. should be appropriately screened by planting and/or low walls wherever it cannot be concealed with the building volume.

2.3.5 Plan Modification, Duration and Severability

Plan Modification

The Community Redevelopment Plan may be amended or modified at any time subject to the approval and adoption requirements imposed under section 163.361 F.S.

Plan Duration

The duration of this Plan shall be for 30 years after the fiscal year in which this Plan is adopted. All redevelopment financing using incremental revenues shall be completed no later than 30 years after the fiscal year in which this Plan is adopted.

Severability

If any provision, section, or clause of this Community Redevelopment Plan is held to be invalid, unconstitutional, or otherwise legally infirm, such decision shall not affect the validity of the remaining portions of the Plan.