

CITY OF FORT LAUDERDALE

and the

**FORT LAUDERDALE COMMUNITY REDEVELOPMENT
AGENCY**

**FORT LAUDERDALE BEACH COMMUNITY
REDEVELOPMENT PLAN**

**MODIFIED AND RESTATED
CLEAN VERSION**

MAY 16, 2017

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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.

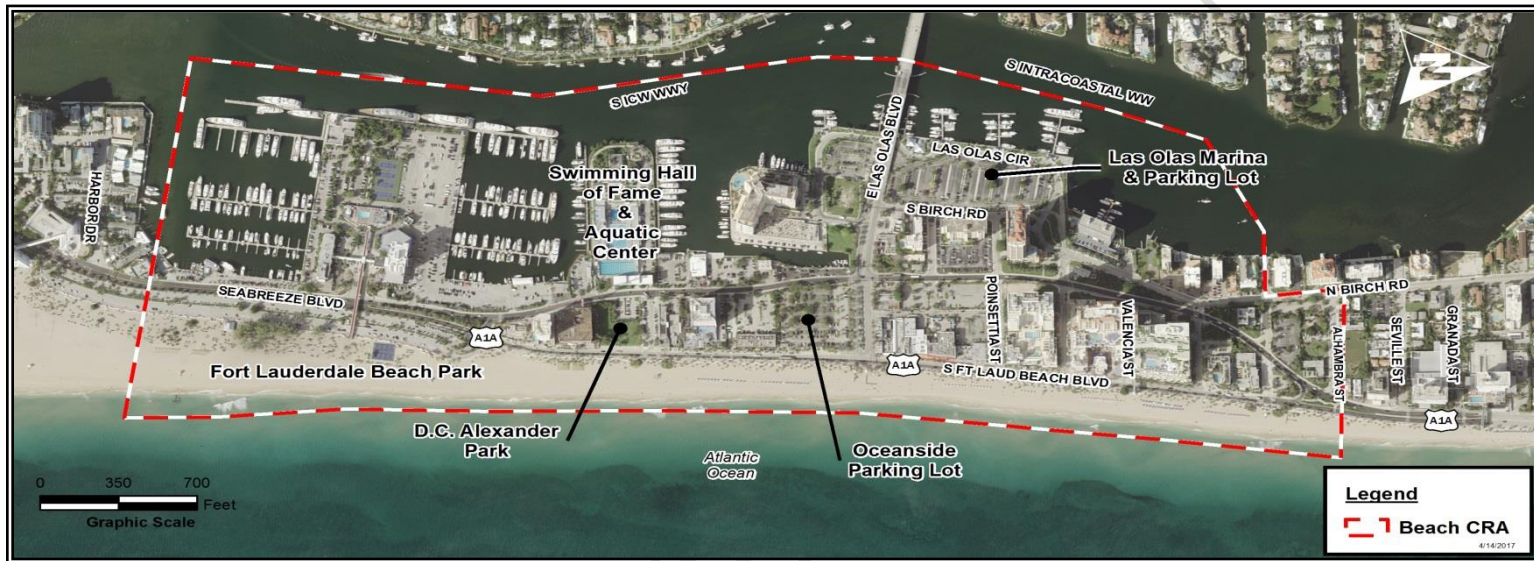
This document has been prepared and modified under the direction of the City of Fort Lauderdale City Commission operating as the Community Redevelopment Agency (CRA), and the Beach Redevelopment Board (BRB). The Beach Redevelopment Board advises the Community Redevelopment Agency on matters pertaining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

The adoption of this Community Redevelopment Plan and subsequent modifications are 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**, together with the Legal Description of the Community Redevelopment Area.

Figure 1: Community Redevelopment Area Boundaries and Legal Description



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.

At the adoption of this plan, this area had 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 included:

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 Fort Lauderdale 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 Fort Lauderdale Beach Parking Lot, the Swimming Hall of Fame, the Aquatic Center, D.C. Alexander Park, the Las Olas Marina, the Birch Parking Lot, and the Alhambra Parking Lot. The Bahia Mar complex is on land leased from the City.

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. This Plan and modifications have been adopted by the City of Fort Lauderdale and the Community Redevelopment Agency pursuant to both the Redevelopment 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 contributes 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 commitments to improve and upgrade infrastructure, traffic circulation and to beautify and "pedestrianize" the beachfront, this Plan will outline those improvements that have been determined to meet the criteria for creating a world-class beach resort. The Community Redevelopment Plan outlines those public improvements that are necessary to create a pedestrian-friendly, family-oriented tourist destination that is also an integral part of the City to be used by local residents. The redevelopment of the Central Beach area is consistent with the City's mission of being the "city you never want to leave". Along with the development of the Broward 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.

Provide for resiliency of the public infrastructure in response to impacts of climate change and sea-level rise.

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 transportation and mobility options within and through the Central Beach area to include bicycles, pedestrians, transit, micro-transit, water-taxi, automobiles and other alternatives.

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

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

Improve inadequate public infrastructure for resiliency in response to the anticipated impacts of climate change and sea-level rise.

Implementation of the Redevelopment Goals and Objectives will be achieved primarily through the completion of one or more Planned Public Improvements identified in the Community Investment Plan, but may also be achieved to a lesser extent through other public improvements, projects, programs, family-friendly events and other activities.

The policies to be applied to the Planned Public Improvements by the Community Redevelopment Agency are:

Public Improvements

The preferred public improvement is one that conforms to the City of Fort Lauderdale

Comprehensive Plan, the Press Play Strategic Plan, Fast Forward Vision Plan, the Unified Land Development Regulation (ULDR) and the Central Beach Master Plan.

Parking

The CRA will seek the retention of as many public parking spaces within the Central Beach area as possible, while still implementing the Planned Public Improvements. The majority of these public parking spaces should be consolidated into a central parking structure (estimated to be \pm 660) and shall remain open to the public. The CRA and the City may seek other opportunities to provide additional public parking throughout the Central Beach area.

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

Marina Development

There should be maximum expansion of the existing Las Olas Marina to accommodate a full range of vessels, including short-term docking and specialty berths for large vessels / “mega yachts”.

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, restaurant, and marine-related retail and office uses (yacht brokerage, charters, etc.) may also be included in the expansion plans.

A water taxi stop should be included in or near the expanded marina. Additional boat docking and marina expansion opportunities, as well as water taxi facilities will be encouraged throughout the Community Redevelopment Area.

Other Public Facilities

- An Intracoastal waterfront promenade should be included along the Intracoastal Park and incorporated into the Las Olas Marina expansion.
- An Oceanfront Plaza should be located west of north-bound SR A1A as part of an oceanfront redevelopment plan. This plaza should include an information center, restroom facility, shade structure, water fountain and flexible public open space.
- Streetscape improvements to Las Olas Boulevard and SR A1A should be completed to improve pedestrian and bicycle circulation and safety.
- Fort Lauderdale Aquatics Center should be renovated to comply with national and international swimming and diving competition standards, so that the facility can once again host national and international swimming and diving competitions.

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 improvement to DC Alexander Park, and improvements to inadequate public infrastructure (transportation facilities, drainage facilities and seawalls) for resiliency in response to the anticipated impacts of climate change, tidal flooding and sea-level rise.

The policies to be applied to other public improvements, projects, programs, family-friendly events and other activities within the Community Redevelopment Agency are:

Other Public Improvement Projects

These public improvement projects shall focus on pedestrian/bicycle circulation and safety, mobility, replacing/improving aging and antiquated infrastructure to increase/maintain capacity for future development, resiliency, sea-level rise and flooding, and/or providing additional public parking. Projects shall conform to the City of Fort Lauderdale Comprehensive Plan, the Press Play Strategic Plan, Fast Forward Vision Plan, the Unified Land Development Regulation (ULDR) and the Central Beach Master Plan.

Projects, Programs, Family-Friendly Events and other Promotional Activities

These activities and initiatives shall focus on stimulating economic activity, enhance the tourist and resident experience, and improve the Central Beach area. Whenever possible, these activities and initiatives shall be funded in partnership with the City of Fort Lauderdale Beach Business Improvement District (BID) and/or other public or private organizations.

1.2. THE REDEVELOPMENT PLAN CONCEPT

1.2.1 Existing Conditions Summary (Updated)

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. The Community Redevelopment Area was created to address the changing market, 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 which led to a physical and economic decline, and attendant social problems.

This decline was 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 were 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.

Since 1989, most of the smaller deteriorated or foreclosed hotels along SR A1A have been replaced with new larger upscale and luxury hotels, restaurants and commercial uses which have transformed the market from relying primarily upon "Spring Break" revenues to a year-round family-oriented tourist destination. However, improvements in the public realm have not kept pace with the private investment. Public amenities that

build upon the private investment and achieve the Redevelopment Goals, Objectives and Policies, many of which are identified in the Planned Public Improvements, have yet to be completed.

1.2.2 Redevelopment Plan Concept

To address the deficiencies in the public realm within the Central Beach area, the CRA and the City completed feasibility studies of many of the Planned Public Improvements, and after an extensive planning process, identified four (4) major public improvement projects that incorporate many of the individual Planned Public Improvements identified in the Community Investment Plan. These include the Las Olas Boulevard Corridor Improvement Project, the SR A1A Streetscape Improvement Project, the renovation of the Fort Lauderdale Aquatics Center and the expansion of the Las Olas Marina. All of these projects are scheduled to be complete by or before September 30, 2020.

The Las Olas Boulevard Corridor Improvement Project includes:

- A five-story ±660 space public parking garage, with a fifth floor amenity deck located immediately north of the Las Olas Bridge along the Intracoastal Waterway.
- A pedestrian-oriented Intracoastal Promenade along the Intracoastal Waterway.
- A 3.8 acre Intracoastal Park located immediately south of the Las Olas Bridge along the Intracoastal Waterway.
- Replacing the existing Oceanside Parking Lot with a new 4.5 acre park/public plaza with an architectural shade canopy, information center/security monitoring

office, restrooms, interactive fountain and multi-use pedestrian greenscape and hardscape areas. This plaza will replace the existing Oceanside Parking Lot.

- Streetscape improvements to Las Olas Boulevard including raising the roadway to create a festival street, new landscaping, turtle-compliant light fixtures, planters and seating areas.

See **Figure 2** for a schematic of the Las Olas Boulevard Corridor Improvement Project

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Figure 2: Las Olas Boulevard Corridor Improvement Project



The SR A1A Streetscape Improvement Project includes:

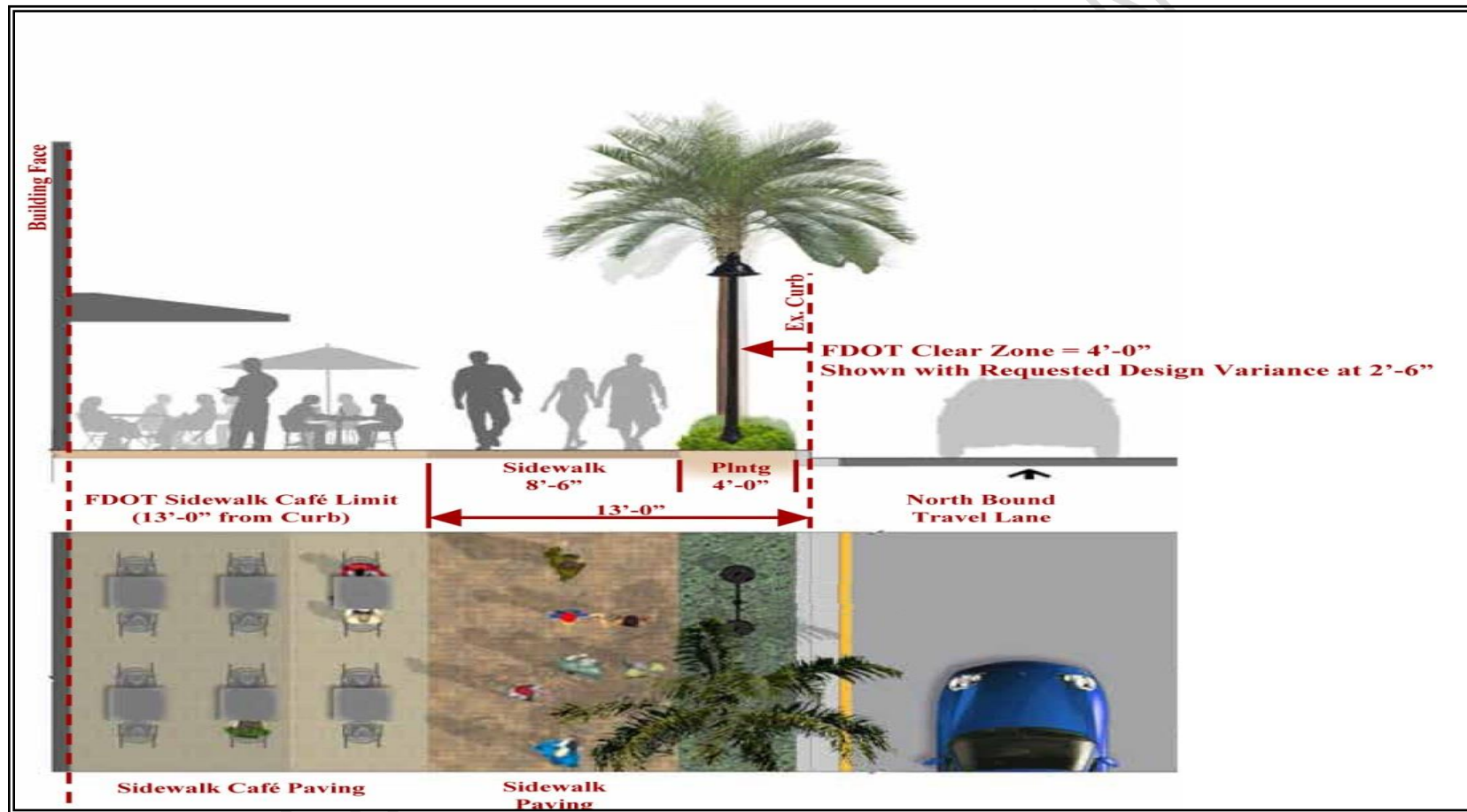
- Streetscape improvements to the west side of SR A1A including new turtle compliant lighting, hardscape, landscaping and shifting the impediments in the sidewalk to within 18 inches of curb, thus creating an unobstructed sidewalk to improve safety and enhance the pedestrian experience.
- Streetscape improvements to the east side of SR A1A including new pavers and new landscaping.

See **Figure 3a & 3b** for a schematic of the SR A1A Streetscape Improvement Project

Figure 3a: SR A1A Streetscape Improvement Project



Figure 3b: SR A1A Streetscape Improvement Project



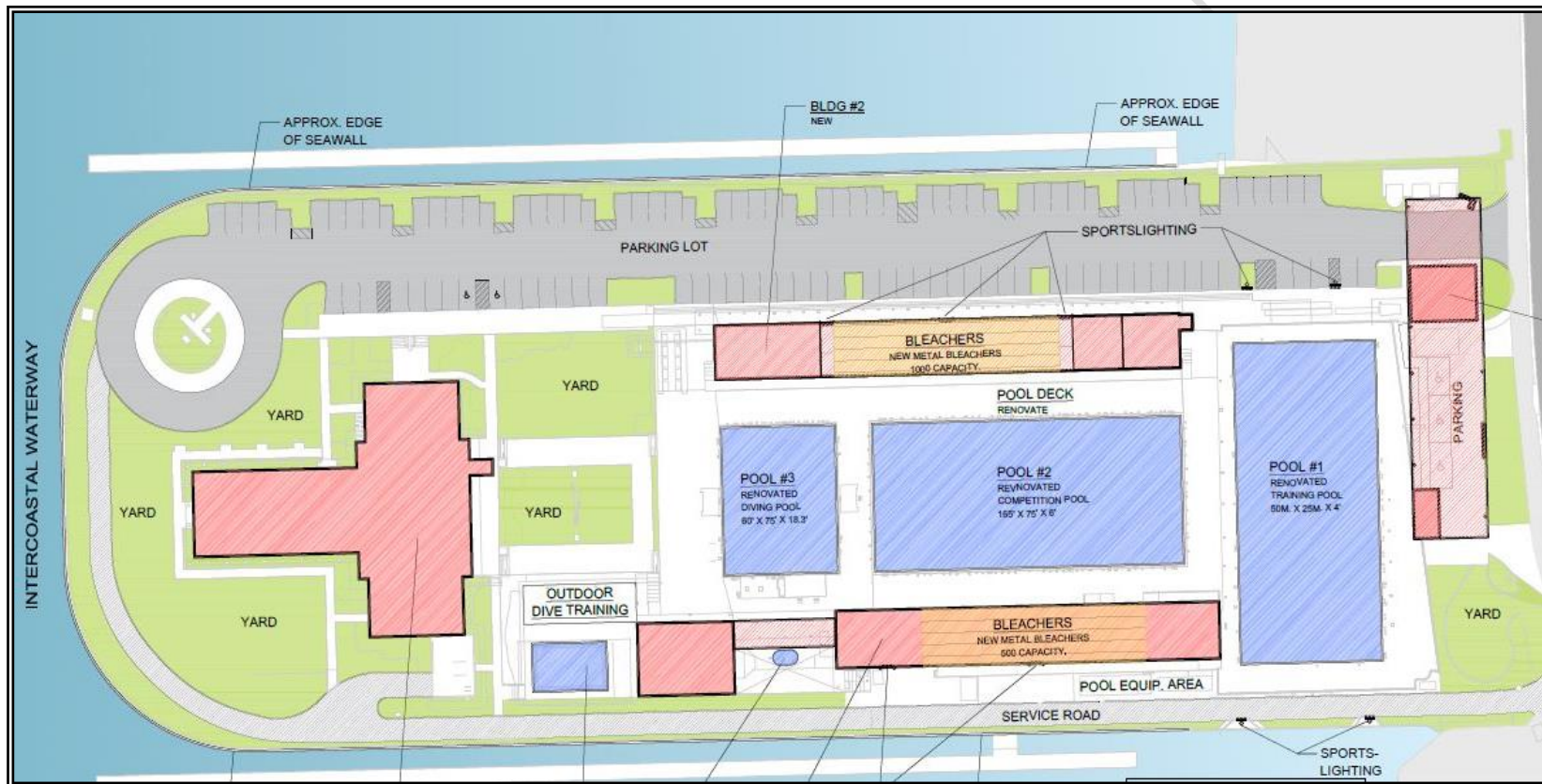
Renovation of the Fort Lauderdale Aquatics Center includes:

Renovations to the competition swimming pool, the divewell and platform to bring the facility into compliance with national and international swimming and diving competition standards.

See **Figure 4** for a schematic of the Aquatic Center Renovation Project

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Figure 4: Renovation of the Fort Lauderdale Aquatic Center



Expansion of the Las Olas Marina includes:

A \pm 5000 linear foot facility which includes an expanded and deepened marina basin; a state of the art floating dock system; a marina operations building offering a ship's store, showers, restrooms, laundry and lounge area; one or more waterfront restaurants and a water taxi stop.

See **Figure 5** for a schematic of the Las Olas Marina Expansion

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Figure 5: Expansion of the Las Olas Marina



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, restaurants, retail shops and bars. The blocks north and south 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 and residential 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. Immediately north of Las Olas Boulevard along the Intracoastal is the Las Olas Marina and Birch Parking Lot. The present land use pattern reflects the intensive tourist nature of the Central Beach area. The mixes of uses are almost all related to the area's proximity to the beach.

Proposed Land Use/Development Program

Even though this Plan and the illustrated Redevelopment Plan Concept described herein identify a program for the next four years, it is anticipated that these improvements will spur

additional privately-funded redevelopment projects, which will further eliminate the current conditions of blight.

2.2 Transportation, Circulation and Parking Element

Mobility and Traffic Circulation

The City of Fort Lauderdale is working towards transforming into a fully connected multimodal City of tomorrow that improves pedestrian, bicyclist, and vehicular mobility and safety through a [*Complete Streets*](#) approach. This goal was one of the top priorities in the City's Vision and Strategic Plan, as well as being a Redevelopment Objective identified in this Plan.

In order to achieve this goal, the City passed [*Connecting the Blocks*](#), a comprehensive plan that outlines the necessary infrastructure improvements throughout Fort Lauderdale – including in the barrier island. The City also adopted [*Vision Zero Fort Lauderdale*](#) to not only address our infrastructure needs, but also to make safety a priority by combining the 5 E's (Engineering, Education, Enforcement, Encouragement and Evaluation) of transportation safety when improving the built environment.

Some of the first projects to address mobility and safety in the Central Beach include a pedestrian and vehicular wayfinding program to direct the movement of people and cars, the design of future streetscape improvements identified in this Plan, the Central Beach Master Plan, and the development of the Beach Mobility Master Plan to address traffic and circulation concerns in the area. The Beach Mobility Master Plan is currently being developed and will

build off of the Fort Lauderdale Beach Revitalization Plan and the Fort Lauderdale Beach Transportation Study.

The City also recognizes the need to improve the Maintenance of Traffic (MOT) operational plans for special events so that both the event attendees and the beach residents can move in, through and out of the barrier island. To address event-related traffic issues, the City analyses each event on a case by case basis and works with private and public partners to create an operational plan to circulate traffic and appropriately plan exiting the barrier island after an event.

A multimodal city focuses on improving all transportation and mobility options. By fully utilizing alternative mass transit systems, such as our Community Bus Service program, operated by the Transportation Management Association, or the upcoming Tram shuttle for the new Las Olas Parking Garage, we can begin to move people to their desired destinations without the use of their cars. Due to an increase in popularity in ride share private transportation companies, the disruption of traffic flow caused by stopping for drop offs and pickups has also increased. To address this issue, the City has begun to manage, regulate and collaborate with our vehicles for hire throughout the Central Beach to ensure the success of these mass transit programs while promoting the use of alternative transportation options.

Advocating for more multimodal travel through the use of bicycles can also help to relieve traffic throughout the Central Beach area. By promoting the use of bike share programs, residents and tourists can travel throughout the Central Beach without utilizing an automobile.

Ensuring that there are adequate bike facilities, such as bike racks and bike valets for special events, will also facilitate traffic circulation within the Central Beach area.

Parking

A critical aspect of managing traffic circulation and improving mobility in the Central Beach is ensuring that there are adequate and easy to navigate public parking facilities. To facilitate movement within parking facilities, a parking wayfinding program is in development to improve mobility throughout the beach parking lots and garages.

In order to ensure the public is aware of available public parking facilities, the City has created a citywide wayfinding sign program to designate public parking from private parking options. These signs will ensure that residents and tourists are aware of public and affordable options for parking to decrease the automobiles circulating through the Central Beach area searching for low-priced parking options.

The City is developing a smart phone application that will allow anyone to view vacant public parking spaces and rates at facilities throughout the City and the Central Beach. This application will allow the public to drive directly to the available parking location and decrease their time in traffic while looking for parking.

The City is also actively assessing the utilization of current parking facilities in order to determine the adequate placement and amount of parking options. As a part of a 2011 study, the City analyzed the current utilization and inventory of parking on the barrier island. The

study determined that at the time there were adequate parking options throughout the barrier island. The City and the CRA will continue to monitor the available parking inventory as redevelopment along the beach occurs, and where appropriate explore opportunities to provide additional parking.

2.3 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. 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 1,000 dwelling 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 policies set forth in Section 2.6.1.

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.

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 has enhanced the quality of the Central Beach Area and the projects outlined in the Redevelopment Plan Concept will further enhance the area. The addition of two new waterfront parks, an Intracoastal Promenade, new streetscapes on Las Olas Boulevard and SR A1A, the renovation of the Aquatic Center and the expansion of the Las Olas Marina provide for increased recreational opportunities and pedestrian/bicycle amenities.

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. However if necessary, the CRA may explore opportunities to replace/improve aging and antiquated infrastructure to increase capacity for future development. Also, there are areas within the CRA that are impacted by sea-level rise and tidal flooding. The CRA may explore opportunities to mitigate these impacts.

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 in compliance with the City of Fort Lauderdale Comprehensive Plan. 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.

2.4 Regulatory Element

2.4.1 Conformance with the City of Fort Lauderdale Comprehensive Plan and the Broward County Land Use Plan

The Fort Lauderdale Beach Community Redevelopment Plan conforms to the City of Fort Lauderdale Comprehensive Plan. The 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 Redevelopment 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 Community Redevelopment Plan. Climate resilience and addressing the impacts of rising sea levels is supported by the adaptation action area policies in the Coastal Management Element. The Coastal Management Element contains other policies that recognize the role of the Central Beach area to the economic 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 Redevelopment 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 Comprehensive Plan 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.

In alignment with the Regional Activity Center land use designation, the Community Redevelopment Plan also supports Comprehensive Plan policies regarding energy efficiency, mobility and multi-modal connectivity that lends to the overall success of the redevelopment area

2.5 Resiliency and Sea-Level Rise Element

Sea Level Rise (SLR) and tidal flooding are major threats to the long-term viability of the CRA. In the last century, sea level rose 8-10 inches based on measurements from the Key West tide gauge. Since 1992, SLR in south Florida has increased by three inches. The City of Fort Lauderdale has adopted the Southeast Florida Regional Climate Change Compact's 2015 Unified Sea Level Rise projection for Southeast Florida. Based upon this projection, by 2030 the SLR is expected to increase an additional six to 10 inches, and up to 14 to 26 inches or more by 2060.

The City is also experiencing an increase in tidal flooding. The number of tidal flooding events is expected to increase from 10 events to 180 events in 2030 and to 240 events by 2045*. These tidal events currently impact the low-lying areas on Birch Road and Seabreeze Boulevard within the CRA as well as overtopping seawalls at Birch Road. The projected increases in both SLR and tidal events will further threaten these areas unless improvements to existing infrastructure are completed.

The City is undertaking an effort to mitigate the effects of SLR and tidal flooding City-wide. These mitigation efforts include the adoption of a new seawall ordinance that sets a minimum height for seawalls, installing tidal valves in storm drains, raising the elevation of the roadways, constructing berms and installing stormwater pump stations. The CRA should explore opportunities to provide mitigation to SLR and tidal flooding in the identified low-lying areas.

*Encroaching Tides – Union of Concerned Scientists, October 2014

2.6 Implementation Program

2.6.1 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.

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.

2.6.2 Community Investment Plan

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.

Community Investment Program

The CRA considers the following list of capital projects important to the successful redevelopment of Fort Lauderdale's Central Beach area. Where feasible, the CRA will encourage private developers to undertake some of these projects, but may also choose to publically fund some or all of the projects pursuant to the Community Redevelopment Plan. The CRA and the City of Fort Lauderdale completed feasibility studies of many of the following Planned Public Improvements and after an extensive planning process approved four

major capital projects that include many of these Planned Public Improvements. These four major capital projects include the Las Olas Boulevard Corridor Improvement Project, the SR A1A Streetscape Improvement Project, the Renovation of the Aquatics Center and the Las Olas Marina Expansion.

Planned Public Improvements

Central Public Parking Structure - (±660 spaces) A centrally located parking garage to accommodate those spaces removed from SR A1A (Oceanside lot) and the Birch lot.

Marina Facilities – A ±5000 linear foot facility which includes an expanded and deepened marina basin; a state of the art floating dock system; a marina operations building offering a ship's store, showers, restrooms, laundry and lounge area; one or more waterfront restaurants and a water taxi stop.

Intracoastal Promenade - Pedestrian-oriented outdoor gathering space along the Intracoastal Waterway which relates to both the marina and the Intracoastal Park 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 plaza with an architectural canopy, restroom facilities and information center/security monitoring office which relates to the oceanfront uses in 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 Boulevard and SR A1A - Roadway resurfacing, improved sidewalks, special intersection paving treatments, landscaping and irrigation.

DC Alexander Park Improvements - Walkways, fountain, playground, site furnishings, grading, and landscape improvements to create a “front door” urban park for the Fort Lauderdale Aquatics Center.

Fort Lauderdale Aquatic Center Renovation – Renovations to the competition swimming pool, the divewell and platform to bring the facility into compliance with national and international swimming and diving competition standards.

The CRA considers this list of Planned Public Improvements important to the successful redevelopment of Fort Lauderdale’s Central Beach area. However, 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 important elements of the Community Redevelopment Plan.

2.6.3 Project Budgets and Financing

At its adoption, the Community Redevelopment Plan identified 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 included 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. Since 1989, large upscale and luxury hotels, restaurants and commercial uses have been introduced to the area and have transformed the market from relying primarily upon “Spring Break” revenues to a year-round family-oriented tourist destination. However, improvements in the public realm have not kept pace with the private investment. Public amenities that build upon the private investment and achieve the Redevelopment Goals, Objectives and Policies, many of which are identified in the Planned Public Improvements, have yet to be completed. The following section provides overall costs associated with the four major public improvement projects, the funding sources that are proposed to finance the projects and revenue projections from FY 2017 to FY2020.

Project Costs

Project Name	TIF Revenue Funding	Other Funding Sources
Las Olas Boulevard Corridor Improvement Project	\$36,379,324*	\$13,000,000 (Parking Revenue Bond)
Renovation of the Fort Lauderdale Aquatics Center	\$20,425,000	\$3,425,000 (City General Fund or Other Financing)
SR A1A Streetscape Improvement Project	\$6,800,000	N/A
Las Olas Marina Expansion	N/A	\$25,129,433 (Private Investment)

The Las Olas Boulevard Corridor Improvement Project is fully funded using tax increment financing (TIF) revenues and a parking revenue bond. This project is under contract and construction has begun. The Renovation of the Fort Lauderdale Aquatics Center is partially funded with \$12,370,676 in TIF revenues and \$3,425,000 from the City's General Fund or other financing. Anticipated TIF revenues of \$8,054,324 from FY 2018 and FY 2019 will fund the remaining TIF contribution to this project. This project is scheduled for construction in FY 2018. The SR A1A Streetscape Improvement Project will be funded with \$6,800,000 in anticipated TIF revenues from FY 2019. Construction will begin on the project in FY 2019. Finally, the Las Olas Marina Expansion will be funded using private funds pursuant to the lease agreement between the City of Fort Lauderdale and Suntex Marina Investors, LLC. The anticipated construction date has yet to be determined.

Tax Increment Financing (TIF)

The Community Redevelopment Agency is using tax increment financing as a major funding source for the above projects. 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. Projected TIF revenues and expenses for FY2017 – FY2020 are provided in **Figure 6**.

Figure 6: Projected TIF revenues and expenses for FY2017 – FY2020

Beach Community Redevelopment Agency Projections as of 8/30/16						
Fiscal Year 2017 - Fiscal Year 2020 Projection						
	FINAL FY2017	PROJECTED FY2018	PROJECTED FY2019	PROJECTED FY2020	Total Projected Revenue	
Revenues						
Tax Increment Revenue (TIF) (6.9% Annual Incr)						
City of Fort Lauderdale	2,993,632	3,200,193	3,421,006	3,657,055	\$	13,271,886
Intergovernmental	5,383,795	5,755,277	6,152,391	6,576,906	\$	23,868,369
Total Tax Increment Revenues	\$ 8,377,427	\$ 8,955,469	\$ 9,573,397	\$10,233,961	\$	37,140,255
Other Revenues - Alt. Funding Sources						
Earned Interest	34,113	34,113	34,113	34,113	\$	136,452
Total Other Revenues	34,113	34,113	34,113	34,113	\$	136,452
Total Revenues	\$ 8,411,540	\$ 8,989,582	\$ 9,607,510	\$10,268,074	\$	37,276,707
Expenditures						
Operating Budget						
Operating Expenditures (1% Annual Increase)	1,281,367	1,294,180.67	1,307,122	1,320,194	\$	5,202,864
Special Events Budget	371,000	371,000	371,000	371,000	\$	1,484,000
Total Operating Expenditures	\$ 1,652,367	\$ 1,665,181	\$ 1,678,122	\$ 1,691,194	\$	6,686,864
Community Investment Plan (CIP)*						
Funds Available for CIP Projects	6,759,173	7,324,402	7,929,387	8,576,881	\$	30,589,843
Total Expenditures	\$ 8,411,540	\$ 8,989,583	\$ 9,607,509	\$10,268,075	\$	37,276,708
* Any available funds would need to be prioritized and appropriated by the Beach Redevelopment Board (BRAB) and the Community Redevelopment Agency Board for the Beach CRA Community Investment Plan.						

2.6.4 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 was originally 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.