



Development Services

Director

KEVEN R. KLOPP

KEITH LONDON
Mayor

MICHELE LAZAROW
Vice Mayor

MICHAEL BUTLER
Commissioner

RICH DALLY
Commissioner

ANABELLE TAUB-LIMA
Commissioner

400 S. Federal Highway
Hallandale Beach, FL 33009
Phone (954) 457- 1378
Fax (954) 457-1488

www.coHB.org

August 22, 2018

Ray Eubanks, Plan Processing Administrator
Florida Department of Economic Opportunity
Division of Community Planning
Caldwell Building 107 E. Madison Street
Tallahassee, FL 32399-4120

RE: Adopted City of Hallandale Beach Amendment No. 18-1ER

Dear Mr. Eubanks:

Provided with this letter is the City's adopted Evaluation and Appraisal based amendments in accordance with Sec. 163.3190, F.S., and according to the State Coordinated Review Process in Sec. 163.3184. One paper copy and two .pdf copies on CD ROM are enclosed. An electronic copy has also been provided to all agencies that reviewed the proposed amendments.

The Hallandale Beach City Commission adopted the amendments on August 15th, 2018 by Ordinance No. 2018-19.

The adopted amendment package includes a summary narrative of the City's responses to the Objections, Recommendations and Comments (ORC) Report, a copy of the executed ordinance, the City Commission Agenda Report, and the amended elements. The agenda report explains the amendments and the changes made subsequent to the Department's review. All such changes made subsequent to the Department's review are pursuant to the ORC Report, with the exception of a revision to the City's Recreation and Open Space Level of Service Standard. The proposed version of the amendments increased the LOS Standard from 3.0 acres to 4.0 acres per 1,000 residents. After additional feedback and consideration, the City Commission decided to adjust the standard to 3.25 acres per 1,000 residents.

Changes made subsequent to the Department's review are highlighted in grey in addition to strike-through/underline format.

Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

March 2, 2018

The Honorable Keith London
Mayor, City of Hallandale Beach
400 S. Federal Highway
Hallandale Beach, FL 33009

Dear Mayor London:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for the City of Hallandale Beach (Amendment No. 18-1ER), which was received on January 3, 2018 and determined complete on January 4, 2018. We have reviewed the proposed amendment in accordance with the state coordinated review process set forth in Sections 163.3184(2) and (4), Florida Statutes (F.S.), for compliance with Chapter 163, Part II, F.S. Review comments received by the Department from the appropriate reviewing agencies are also enclosed.

The attached Objections, Recommendations, and Comments Report outlines our findings concerning the amendment. We have identified four (4) objections for the City's consideration and included recommendations regarding measures that can be taken to address these objections. The Department is prepared to work with the City to assist with the objections in the enclosed report.

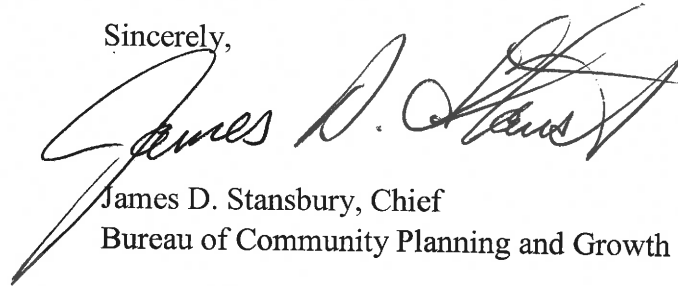
The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(4)(e)1., F.S., provides that if the second public hearing is not held within 180 days of your receipt of the Department of Economic Opportunity report, the amendment shall be deemed withdrawn unless extended by agreement with notice to the Department of Economic Opportunity and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for final adoption and transmittal of the comprehensive plan amendment.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.floridajobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

If you have any questions concerning this review, please contact Taurean J. Lewis, at (850) 717-8470, or by email at Taurean.Lewis@deo.myflorida.com. The Department looks forward to providing assistance and continuing to work with the City in fulfilling the requirements set out in section 163.3178(2)(f), F.S.

Sincerely,

A handwritten signature in black ink, appearing to read "James D. Stansbury". The signature is fluid and cursive, with a large initial "J" and "S".

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/tjl

Enclosure(s): Objections, Recommendations and Comments Report
Procedures for Adoption

cc: Keven R. Klopp, Director of Development Services, City of Hallandale Beach
Isabel Cosio Carballo, Executive Director, South Florida Regional Planning Council

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR STATE COORDINATED REVIEW

Section 163.3184(4), Florida Statutes

May 2011

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the Department of Economic Opportunity and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ Department of Economic Opportunity identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT

PROPOSED COMPREHENSIVE PLAN AMENDMENT

CITY OF HALLANDALE BEACH (18-1ER)

The Department identified four (4) objections in response to the City of Hallandale Beach's newly proposed comprehensive plan amendment. The objections are provided below, along with recommended actions the City could take to resolve issues of concern. If the City adopts the plan without addressing the objections, the Department may find the amendment not in compliance with Chapter 163, Part II, Florida Statutes (F.S.), pursuant to section 163.3184(4)(e)4., F.S.

The Department looks forward to continuing to work with the City to address any deficiencies in the proposed comprehensive plan.

Objection 1:

Future Land Use Map -- Planning Horizon Not Identified - The Future Land Use Map series does not reflect a planning horizon. A local government comprehensive plan must include at least two planning periods, one covering at least the first 5-year period occurring after the plan's adoption and one covering at least a 10-year period.

Authority: Section 163.3177(5)(a), Florida Statutes

Recommendation: Prior to adoption, the City should consider revising the introduction to the Future Land Use Element to reflect at least a 10-year planning horizon occurring after the adoption date, (i.e., 2018 – 2028). The specific planning horizon should be included in the title of the map.

Objection 2:

Peril of Flood - The amendment includes some general strategies that could increase the City's resiliency to adverse environmental and climatic impacts, however, it lacks specific principles, strategies, engineering solutions, or policies that will reduce the flood risk in coastal areas, result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency. Further, the Coastal Element does not identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.

Authority: Section 163.3178(2)(f)1., 2. and, 3., Florida Statutes

Recommendation: Prior to adoption, the City should revise the amendment to add specific principles, strategies, engineering solutions, or policies that would reduce the flood risk in coastal areas, result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency, and identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies. The City could use a variety of methods, models, and tools, to better identify those portions of the

community most vulnerable to the effects of future coastal flooding hazard. Future coastal flooding impacts could be considered at 10, 20, and 30 year intervals and can be projected based upon low, medium, or high sea level rise elevation scenarios. Some resources available to assist the Town in this effort include the mapping tools provided by the National Oceanic and Atmospheric Administration and the University of Florida's GeoPlan Center to identify at-risk flood areas, development and infrastructure, available on these web links:

- <https://coast.noaa.gov/digitalcoast/tools/flood-exposure>
- <http://coast.noaa.gov/digitalcoast/tools/slr>
- <https://coast.noaa.gov/slrdata/>
- <http://sls.geoplan.ufl.edu> and
- https://ss2.climatecentral.org/#15/26.8302/-80.0504?show=satellite&projections=0-K14_RCP85-SLR&level=6&unit=feet&pois=hide.

After identifying those areas most vulnerable to flood hazard, the City could identify any issues of concern to the community that could result in improved resiliency. This includes identifying the public facilities and infrastructure, cultural, historic and natural resources important to the community, as well as private investments, located and planned to be located within the affected areas, that could be adversely impacted by coastal flooding.

Based upon community values and capacity to act, including available and projected fiscal resources, the City could consider appropriate strategies that will allow the community to lessen the impacts of potential flooding hazards. The strategies should seek to minimize impacts to identified facilities and resources and further the community's resilience to disasters and rapid social and economic recovery post disaster. These strategies can be incorporated as appropriate within the City's comprehensive plan.

Another tool at the Town's disposal, provided as an option in sections 163.3177(6)(g)10., and 163.3164(1) F.S., is the identification of *Adaptation Action Areas*. *Adaptation Action Areas* are areas that experience coastal flooding due to extreme high tides and storm surge, and that are vulnerable to the related impacts of rising sea levels. The designation of these areas in the Town's comprehensive plan can be used as a basis for prioritizing funding for infrastructure needs and adaptation planning.

DEO is available to provide further assistance on these planning efforts.

Objection 3:

Coastal High Hazard Area definition consistency - The definition of *Coastal High Hazard Area* within the Introduction, Section 1.6 - Definitions, is not consistent with the definition of the term used in Policy 2.2.2 of the Coastal Element, nor with the definition for *coastal high-hazard area* as specified by section 163.3178, F.S.

Authority: Section 163.3178(2)(h), Florida Statutes

Recommendation: Prior to adoption, the City should consider revising the definition of *coastal high-hazard area* consistent with Chapter 163.3178(2)(h), F.S.: the *coastal high-hazard area* is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Objection 4:

Coastal High Hazard Area Map – The Coastal High Hazard Area map incorporated into the proposed Future Land Use Map element does not adequately identify all areas below the elevation of category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model and does not reflect the latest available flood hazard and storm surge models.

Authority: Sections 163.3178(2)(a) and (h), and, (8)(c), F.S.

Recommendation: Prior to adoption, the City should consider revising its Coastal High Hazard Area map, to depict all areas that would be below the elevation of a category 1 storm surge based on the SLOSH model. To do this, the City should use the latest 2017 Flood Hazards Storm Surge model produced by the U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA) and provided by the Florida Division of Emergency Management to the Broward County Emergency Management Department.

_____ In the case of text amendments, changes should be shown in strike-through/underline format;

_____ In the case of future land use map amendment, an adopted future land use map, in **color format**, clearly depicting the parcel, its existing future land use designation, and its adopted designation;

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for state coordinated review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the Department of Economic Opportunity posts a notice of intent determining that this amendment is in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Department of Economic Opportunity.

_____ List of additional changes made in the adopted amendment that the Department of Economic Opportunity did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the Department of Economic Opportunity to the ORC report from the Department of Economic Opportunity.

AGENCY COMMENTS



February 02, 2018

Subject: City of Hallandale Beach 18-1ER - FDOT District Four Review

I am writing to advise you that the Department will not be issuing formal comments for the proposed City of Hallandale Beach EAR based comprehensive plan amendment with DEO reference number 18-1ER.

The Department has technical assistance comments for the City to consider.

Proposed Coastal Management Element Policy 2.3.1 includes identification of vulnerable infrastructure. The City may want to consider expanding the policy to allow for utilization of methodologies/tools/studies/projections in addition to the National Oceanic and Atmospheric Administration Sea Level Rise Inundation Methodology. As indicated below, there is a growing body of studies/projects and tools available addressing vulnerable/at risk transportation infrastructure in Southeast Florida that could assist the City in implementing its comprehensive plan.

Studies/Projects

The FHWA-funded *South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project*, led by the Broward MPO and covering the four counties in the Southeast Florida Regional Change Compact, was completed in 2015. A brief description follows:

An approach for analyzing climate change-related risks to the regional transportation network that can be replicated and updated over time was developed, and vulnerability rating and other maps were produced. Adaptation-oriented actions that can provide a stronger linkage between climate-related concerns/risks and transportation decision-making were identified. They relate to five areas: transportation policy, planning and project prioritization; rehabilitation or reconstruction of existing facilities in high risk areas; new facilities on new right of way in high risk areas; system operations; and system maintenance.

The final report, posted at

<http://www.browardmpo.org/images/WhatWeDo/SouthFloridaClimatePilotFinalRpt.pdf>, includes future flooding hotspot, adaptive capacity rating, vulnerability rating (road and rail track), current FEMA 100-year flood road segment inundation, and sea level rise (SLR) road segment inundation maps for Broward and the other counties in the Compact. The Broward MPO completed a follow up project in 2016 focused on extreme weather and climate change risk to the transportation system in Broward County. The final report is posted at http://www.browardmpo.org/images/Final_Report_-_FINAL_Submittal_to_BMPO_161103.pdf. A contact at the Broward MPO for more information is Buffy Sanders at 954-876-0046, sandersb@browardmpo.org.

At the Broward MPO's request, FDOT sponsored work on storm surge, SLR, and transportation network disruption (using the region's regional travel demand model) to supplement the regional pilot project. This work involved running six scenarios, surge and surge + SLR for three storms

including one that made landfall in Fort Lauderdale. The inches of SLR used for the 2040 modeling horizon are from the Compact's 2015 Unified Sea Level Rise Projection. The final report includes maps showing inundated areas and disrupted links. A contact at FDOT for more information on this work and the availability of GIS data layers for maps in the three final reports is Lois Bush at 954-777-4654, lois.bush@dot.state.fl.us.

Tool

The Sea Level Scenario Sketch Planning Tool, developed by the UF GeoPlan Center for FDOT, can be used to help identify vulnerable/at risk transportation infrastructure in the City. The functionality of the tool was recently enhanced to integrate current and future flood risks. The enhanced tool evaluates the vulnerability of current and future transportation infrastructure relative to the 100- and 500-year FEMA flood zones and five hurricane storm surge categories as well as potential impacts of sea level rise in seven future years (every decade from 2040 - 2100). It is being used by local governments in their community planning and resiliency efforts (e.g., Monroe County and Satellite Beach) and can be accessed at <http://sls.geoplan.ufl.edu>. A contact at FDOT for more information is Jennifer Carver at 850-414-4820, jennifer.carver@dot.state.fl.us.

FDOT recommends expanding proposed Coastal Management Element Policy 2.3.2 on designation of Adaptation Action Areas (AAAs) to provide for coordination with Broward County, adjacent municipalities as applicable, and FDOT and other agencies that plan for or own, operate, and maintain public facilities/infrastructure within or crossing proposed AAAs.

Coastal Management Element Policy 3.1.1 limits infrastructure improvements in high-hazard areas to public safety and maintenance needs. In line with the proposed addition of Coastal Management Element Policy 2.3.2, the City may want to expand this policy to include adaptation needs. Another consideration is the assessment of the following projects within the City that are contained in the Broward Metropolitan Planning Organization's 2040 Long Range Transportation Plan in terms of consistency with Policy 3.1.1:

- Cost Affordable Plan: State Road A1A - Reconstruct roadway to include multimodal alternatives between State Road 858/Hallandale Beach Boulevard and State Road 820/Hollywood/Pines Boulevard (2026-2030 time band)
- High Priority Unfunded Needs: State Road 858/Hallandale Beach Boulevard - Corridor upgrades to support enhanced bus service from I-75 to State Road A1A.

The Department requests from the City, an electronic copy of all adopted comprehensive plan amendment materials, including graphic and textual materials and support documents.

Thank you.

Larry Hymowitz
Planning Specialist – Policy Planning & Growth Management
Planning & Environmental Management - FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4663; Fax: (954) 677-7892
larry.hymowitz@dot.state.fl.us



January 26, 2018

Subject: Hallandale Beach, DEO #18-1ER Comments on Proposed Comprehensive Plan Amendment Package

Dear Mr. Eubanks:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from the City of Hallandale Beach (City). The package includes the City's Evaluation and Appraisal Review amendments. There appear to be no regionally significant water resource issues; however, the District offers the following technical guidance regarding Regional Water Supply Planning:

- The City is required to revise its Water Supply Facilities Work Plan (Work Plan) within 18 months after approval of the Lower East Coast (LEC) Water Supply Plan Update by the District's Governing Board. The District's Governing Board approved the LEC Water Supply Plan Update on September 12, 2013. Therefore, the City's Work Plan was to be adopted by March 12, 2015; however, the District has not received the updated Work Plan for review to date. The City will need to include updated water demand projections for the identified planning period, identify alternative and traditional water supply projects, and conservation and reuse activities needed to meet the projected future demands. Planning tools are available on the District's website for your use and District Staff are available to provide technical assistance to update the Work Plan, including reviewing draft Work Plans prior to formal plan amendment submittal. The planning tools are located at this link: <https://www.sfwmd.gov/our-work/water-supply/work-plans>.

The District offers its technical assistance to the City and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the City's future water supply needs and to protect the region's water resources. Please forward a copy of the adopted amendments to the District. Please contact me if you need assistance or additional information.

Sincerely,

Terry Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road
West Palm Beach, FL 33406
Phone: 561-682-6779
Fax: 561-681-6264
E-Mail: tmanning@sfwmd.gov



January 29, 2018

To: Ray Eubanks, DEO Plan Review Administrator

Re: Hallandale Beach 18-1ER – State Coordinated Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

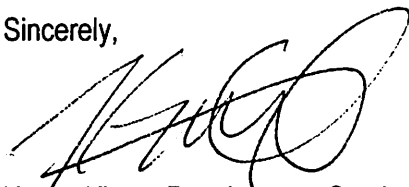
Please submit all future amendments by email to plan.review@dep.state.fl.us. If your submittal is too large to send via email or if you need other assistance, contact Suzanne Ray at (850) 717-9037.

A handwritten signature in cursive script that reads "Suzanne E. Ray".

August 22, 2018
Ray Eubanks, Plan Processing Administrator
Florida Department of Economic Opportunity

Should you have any questions or require additional information regarding this submittal package, please contact Vanessa Leroy, Associate Planner. She may be reached by phone at (954) 457-2220, and by email at vleroy@hallandalebeachfl.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Keven Klopp', written over a faint dotted line.

Keven Klopp, Development Services Director
City of Hallandale Beach

cc: Isabel Cosio Carballo, South Florida Regional Planning Council
Terry Manning, South Florida Water Management District
Stacy Miller-Novello, Florida Department of Transportation, District 4
Plan Review, Florida Department of Environmental Protection
Deena Woodward, Florida Department of State

City of Hallandale Beach ORC Response
Amendment No. 18-1ER

➤ DEO Objection No. 1

Objection summary: Future Land Use Map -- Planning Horizon Not Identified - The Future Land Use Map series does not reflect a planning horizon. A local government comprehensive plan must include at least two planning periods, one covering at least the first 5-year period occurring after the plan's adoption and one covering at least a 10-year period.

City response: the City has revised the introduction to the plan, Future Land Use Element and the Future Land Use Map to reflect a 10-year planning horizon of 2028.

➤ DEO Objection No. 2

Objection summary: Peril of Flood - The amendment includes some general strategies that could increase the City's resiliency to adverse environmental and climatic impacts, however, it lacks specific principles, strategies, engineering solutions, or policies that will reduce the flood risk in coastal areas, [or] result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency. Further, the Coastal Element does not identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.

City response: the City has revised the amendment to include the following strategies for reducing flood risk in the CHHA:

- Policy 1.2.6 promotes the use of pervious pavement and native landscaping methods.
- Policy 2.2.4 requires the City to encourage best practices for construction within the CHHA and FEMA flood zones to address sea level rise.
- Policy 2.2.5 requires the City to incorporate Low-Impact Development (LID) techniques into new public projects within FEMA flood zones and the CHHA.
- Policy 2.3.2 requires the City to coordinate with Broward County, FDOT, utilities, and adjacent local governments to designate an adaption action area. Furthermore, the ICE is amended to provide for such coordination.

- Policies 3.2.2 through 3.2.4 require the City to prepare a Post-Disaster Redevelopment Plan to identify strategies to reduce or eliminate exposure of life and property to natural hazards, and to integrate financially feasible climate adaptation and mitigation into infrastructure replacement.

➤ DEO Objection No. 3

Objection summary: Coastal High Hazard Area definition consistency - The definition of *Coastal High Hazard Area* within the Introduction, Section 1.6 - Definitions, is not consistent with the definition of the term used in Policy 2.2.2 of the Coastal Element, nor with the definition for *Coastal High-Hazard Area* as specified by section 163.3178, F.S.

City response: the City has revised the definition of *coastal high-hazard area* to be consistent with Chapter 163.3178(2)(h).

➤ DEO Objection No. 4

Objection summary: Coastal High Hazard Area Map - The Coastal High Hazard Area map incorporated into the proposed Future Land Use Map element does not adequately identify all areas below the elevation of category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model and does not reflect the latest available flood hazard and storm surge models.

City response: The City has revised its Coastal High Hazard Area Map, to depict all areas that would be below the elevation of a category 1 storm surge based on the SLOSH model, using the latest 2017 Flood Hazards Storm Surge model produced by the U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA) and provided by the Florida Division of Emergency Management.

1
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36

ORDINANCE NO. 2018-19

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF HALLANDALE BEACH, FLORIDA, AMENDING THE CITY'S ADOPTED COMPREHENSIVE PLAN BY ADOPTING THE EVALUATION AND APPRAISAL REPORT (EAR) BASED AMENDMENTS TO INCLUDE VARIOUS UPDATES OF DEFINITIONS, OBJECTIVES AND POLICIES; PROVIDING FOR THE CREATION OF POLICIES AND OBJECTIVES IN THE COASTAL MANAGEMENT ELEMENT RELATED TO FLOODPLAIN MANAGEMENT, FLOOD INSURANCE AND CLIMATE ADAPTATION; PROVIDING FOR TRANSMITTAL OF THE CITY'S EAR BASED AMENDMENTS PURSUANT TO CHAPTER 163, FLORIDA STATUTES, PART II, ("COMMUNITY PLANNING ACT"); PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature intends that local planning be a continuous and ongoing process; and

WHEREAS, Section 163.3191, Florida Statutes directs local governments to assess the success or failure of the adopted Comprehensive Plan to adequately address changing conditions and state policies and rules every seven (7) years; and

WHEREAS, Section 163.3191, Florida Statutes directs local governments to adopt needed amendments to ensure that the Comprehensive Plan provides appropriate policy guidance for growth and development; and

WHEREAS, on September 16, 2009, the City of Hallandale Beach ("City") adopted Ordinance No. 2009-14, adopting the Evaluation and Appraisal Report (EAR)-based amendments; and

WHEREAS, the City has completed its proposed EAR-based review of amendments consistent with the requirements of the Community Planning Act pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, the City has determined that minor amendments are required to maintain the Comprehensive Plan's consistency with Chapter 163, Part II, Florida Statutes, and prepared the amendments for transmittal to the Department of Economic Opportunity ("DEO") for review; and

37 **WHEREAS**, on August 23, 2017, the Planning and Zoning Board, serving as the Local
38 Planning Agency, considered the Comprehensive Plan Amendments and afforded all interested
39 persons an opportunity to be heard; and

40 **WHEREAS**, on September 27, 2017, the City Commission approved the proposed
41 amendments on first reading for transmittal to DEO, plus an additional amendment that increases
42 the Recreation and Open Space Level of Service (“LOS”) Standard from 3.0 acres per 1,000
43 population to 4.0 acres per 1,000 population; and

44 **WHEREAS**, DEO and other reviewing agencies, including the Florida Department of
45 Transportation (FDOT) and the South Florida Water Management District (SFWMD) completed
46 their review of the proposed amendments and issued official comments in a letter dated March 2,
47 2018 known as the Objections, Recommendations and Comments Report; and

48 **WHEREAS**, DEO raised four objections to the proposed amendments. In response, City
49 Administration has incorporated revisions to address the objections into the Comprehensive Plan
50 Amendments; and

51 **WHEREAS**, Section 163.3184, Florida Statutes requires that the local governing body
52 adopt the Evaluation and Appraisal based Comprehensive Plan Amendments by ordinance no
53 more than 180 days from the date that DEO issues its Objections, Recommendations and
54 Comments Report; and

55 **WHEREAS**, at a workshop on June 4, 2018, City Commission directed City Administration
56 to reanalyze the Recreation and Open Space LOS Standard and to bring forth a recommendation
57 to further adjust the standard; and

58 **WHEREAS**, the Mayor and City Commission have conducted duly noticed public hearings
59 on the EAR-based amendments to the City's Comprehensive Plan, as required by Chapter 163,
60 Florida Statutes; and

61 **WHEREAS**, the Mayor and City Commission have determined that the proposed
62 amendments are in the best interest of the City of Hallandale Beach and its residents.

63 **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF**
64 **HALLANDALE BEACH, FLORIDA:**

65

66 **SECTION 1: Approval of EAR-Based Amendments.** The Mayor and City Commission
67 of Hallandale Beach, Florida hereby approve the Hallandale Beach EAR-based amendments, as

68 incorporated herein as part of attached Exhibit "3", to include various updates of definitions,
69 objectives and policies, and providing for the creation of policies and objectives in the Coastal
70 Management Element related to floodplain management, flood insurance and climate adaptation,
71 consistent with Chapter 163, Part II, Florida Statutes. The amendments include an amendment
72 to the Future Land Use Plan Map, attached as Exhibit "4", to depict the Coastal High Hazard Area
73 (CHHA). The amendments also include various corrections addressing the DEO Objections,
74 Recommendations and Comments Report.

75 **SECTION 2: Providing for Transmittal.** The Comprehensive Plan as hereby amended
76 shall be transmitted to all appropriate reviewing agencies as provided in Section 163.3184, Florida
77 Statutes.

78 **SECTION 3: Providing for Conflict.** All ordinances or parts of ordinances and all
79 resolutions and parts of resolutions in conflict herewith are hereby repealed, to the extent of the
80 conflict.

81 **SECTION 4. Providing for Severability.** If this ordinance or any part thereof is declared
82 by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the
83 remainder of the ordinance other than the part declared to be invalid.

84 **SECTION 5. Providing for an Effective Date.** The provisions of this ordinance shall
85 become effective pursuant to Section 163.3184, Florida Statutes.

86

87 PASSED AND ADOPTED on 1st reading on September 27, 2017.

88 PASSED AND ADOPTED on 2nd reading on August 15, 2018.

89

90

91

92

93

94 SPONSORED BY: CITY ADMINISTRATION

95 ATTEST

96

97

98 JENORGEN M. GUILLEN

99 CITY CLERK

100

101 APPROVED AS TO LEGAL SUFFICIENCY

102 AND FORM

103

104

105 JENNIFER MERINO

106 CITY ATTORNEY

KEITH S. LONDON
MAYOR

VOTE
AYE/NAY

Mayor London /

Vice Mayor Lazarow /

Comm. Butler /

Comm. Dally /

Comm. Taub / Absent



City of Hallandale Beach City Commission Agenda Cover Memo

Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.

Meeting Date:	<i>August 15, 2018</i>		Item Type: <small>(Enter X in box)</small>	Resolution	Ordinance X	Other	
Fiscal Impact: <small>(Enter X in box)</small>	Yes	No	Ordinance Reading: <small>(Enter X in box)</small>	1st Reading		2nd Reading	
		X		<small>(Enter X in box)</small>	Yes	No	Yes
Funding Source:	<i>N/A</i>		Advertising Requirement: <small>(Enter X in box)</small>	Yes		No	
				X			
Account Balance:	<i>N/A</i>		Quasi Judicial: <small>(Enter X in box)</small>	Yes		No	
						X	
Project Number :	<i>PA-17-02153</i>		RFP/RFQ/Bid Number:	<i>N/A</i>			
Contract/P.O. Required: <small>(Enter X in box)</small>	Yes	No	Strategic Plan Priority Area: <small>(Enter X in box)</small>				
		X					
			Quality <input checked="" type="checkbox"/>				
			Vibrant Appeal <input checked="" type="checkbox"/>				
Sponsor Name:	Roger Carlton, City Manager		Department: Development Services	Keven Klopp, Development Services Director			

Short Title:

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF HALLANDALE BEACH, FLORIDA, AMENDING THE CITY'S ADOPTED COMPREHENSIVE PLAN BY ADOPTING THE EVALUATION AND APPRAISAL REPORT (EAR) BASED AMENDMENTS TO INCLUDE VARIOUS UPDATES OF DEFINITIONS, OBJECTIVES AND POLICIES; PROVIDING FOR THE CREATION OF POLICIES AND OBJECTIVES IN THE COASTAL MANAGEMENT ELEMENT RELATED TO FLOODPLAIN MANAGEMENT, FLOOD INSURANCE AND CLIMATE ADAPTATION; PROVIDING FOR TRANSMITTAL OF THE CITY'S EAR BASED AMENDMENTS PURSUANT TO CHAPTER 163, FLORIDA STATUTES, PART II, ("COMMUNITY PLANNING ACT"); PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Staff Summary:

Background:

Section 163.3191 Florida Statutes requires that each local government evaluate its adopted Comprehensive Plan every seven (7) years to determine whether plan amendments are necessary to comply with changes that were made to Ch. 163, Part II, Florida Statutes ("Community Planning Act") since the last evaluation and appraisal cycle. The City determined that minor amendments are required to maintain the Plan's consistency with the Act, and has prepared the attached amendments for transmittal to the Department of Economic Opportunity ("DEO") for its review.

The City Commission approved the proposed amendments on first reading for transmittal to DEO on September 27, 2017, including an amendment not required by statute that increases the Recreation and Open Space Level of Service ("LOS") Standard from 3.0 acres per 1,000 population to 4.0 acres per 1,000 population. The proposed amendment also eliminated one-half of the Golden Isles Waterway water from the inventory. This resulted in an open space deficit of 6.02 acres. The City Commission revisited the LOS standard at its June 4, 2018 City Commission Workshop, and directed Staff to adjust the LOS Standard to result in a current open space surplus of between 5 and 10 acres.

DEO and other reviewing agencies, including the Florida Department of Transportation (FDOT) and the South Florida Water Management District (SFWMD), completed their review of the proposed amendments and issued official comments in a letter dated March 2, 2018, known as the Objections, Recommendations and Comments Report, attached hereto as Exhibit 2.

Pursuant to Section 166.041 Florida Statutes, a newspaper advertisement appeared in the Sun Sentinel newspaper on July 22, 2018 for the August 1, 2018 City Commission adoption public hearing.

Why Action is Necessary:

Florida Statutes 163.3184 requires that the local governing body adopt the Evaluation and Appraisal based Comprehensive Plan Amendments by ordinance no more than 180 days from the date (March 2, 2018) that DEO issues its Objections, Recommendations and Comments Report. Therefore, Second Reading of the revised amendments must occur by August 28, 2018.

Current Situation:

DEO raised four objections to the proposed amendments. The four DEO objections and proposed responses are summarized below. The proposed responses are incorporated as revisions to the respective Comprehensive Plan elements that are attached hereto as exhibit 1, Ordinance, Exhibit 3, Proposed E.A.R.-based Comprehensive Plan Amendment and Exhibit 4, Proposed Future Land Use Map. The proposed revision to the Recreation and Open Space LOS Standard is discussed further in the Analysis section of this report (DEO did not comment on this LOS revision).

DEO Objection No. 1: The Future Land Use Element does not include at least two planning periods, one covering at least the first 5-years after the plan's adoption and one covering at 10 years after adoption. Staff revised the Future Land Use Map accordingly.

The revised map is attached hereto as Exhibit 4. No other revisions were made to the map. Staff also amended the text of the Introduction section of the comprehensive plan to reflect short and long-term planning horizons of 2023 and 2028. See *Exhibit 4, Future Land Use Map, and Exhibit 3, Introduction, pages 1-1 and 1-2.*

DEO Objection No. 2: The Coastal Management Element does not include specific principles, strategies, engineering solutions, or policies that will reduce the flood risk in coastal areas, or result in the removal of coastal real property from flood zones. The Element also does not identify site development techniques and best practices that reduce flood-related losses. See Exhibit 3, Coastal Management Element Policies 1.2.6, 2.2.4, 2.2.5, 2.3.3, 2.3.4, and 3.2.4.

Staff believes that the transmitted amendments do at least partially address these objections, but incorporated additional policies as well, which are discussed in more detail in the Analysis section of this report. The policies are substantially those that the South Florida Regional Planning Council presented to the Commission on April, 18, 2018 as part of the State technical grant the City obtained to address sea level rise. DEO staff indicated that the proposed revisions would be sufficient to address the objection.

DEO Objection No. 3: The term “Coastal High Hazard Area” (“CHHA”) is not defined uniformly throughout the Plan, and must be defined consistent with the definition in Florida Statutes Chapter 163.

Staff revised the definition accordingly in the Introduction section of the Plan and Policy 2.2.2 of the Coastal Element to mean that portion of the City that is below the elevation of a Category 1 storm surge based upon modeling by the National Oceanic and Atmospheric Administration.

DEO Objection No. 4: The CHHA map in the Future Land Use Element does not depict all of the areas that are below the Category 1 storm surge elevation.

Staff has revised the maps accordingly. Exact depiction of CHHA areas provided in the Coastal Element’s CHHA map. DEO staff indicated that the proposed revisions would be sufficient to address the objection.

Analysis:

The Ordinance makes minor revisions, predominantly of a housekeeping nature, to keep step with the Community Planning Act. A brief description of each amendment is provided in Part I of this Analysis section, below, including revisions to address DEO objections (indicated with underlined text). The Ordinance also amends the Level of Service (“LOS”) Standard for recreation and open space facilities, which is further discussed in the Part II of this Analysis section.

Part I: Evaluation and Appraisal Amendments

Comprehensive Plan Introduction

- Definitions are created or updated where necessary to comply with new or revised definitions in F.S. 163.3164. Specifically, there are new definitions for the terms, “Adaptation Action Area,” “Internal Trip Capture” and “Transit Oriented Development,” and revised definitions for the terms, “Public Facilities,” “Regional Planning Agency,”

“Seasonal Population,” “Urban Development Area,” and “Urban Sprawl.” The definition of Coastal High Hazard Area is revised pursuant to DEO Objection No. 4.

- The Comprehensive Plan planning timeframes are revised to reflect a 2023 short-range timeframe and 2028 long-range timeframe to address DEO Objection No. 1.

Future Land Use Element (*no changes made after first reading/transmittal to DEO*)

- Policy 1.1.2.G. is amended to reference the methodology already established in the Land Development Regulations (LDRs) for determining proportionate fair share contributions as a means of satisfying concurrency as required by F.S. 163.3180.

Transportation (*no changes made after first reading/transmittal to DEO*)

- Policy 1.3.9 is amended to reference the methodology already established in the LDRs for determining proportionate fair share contributions as a means of satisfying concurrency as required by F.S. 163.3180.

Coastal Management

- Policy 1.1.5 is amended to clarify that buildings in flood zones must be constructed using techniques set forth in the city’s floodplain management regulations as well as the Florida Building Code, as required by F.S. 163.3178.
- New Objective 2.3 directs the City to identify and address sea level rise and other climate change issues, as recommended by F.S. 163.3178(2)(f).
- New Policy 2.3.1 directs the City to map areas most vulnerable to sea level rise and identify its potential impacts as recommended by F.S. 163.3178(2)(f). The City would establish criteria as to what areas of the City it considers most vulnerable and delineate these areas accordingly.
- New Policy 2.3.2 directs the City to develop an adaptation action area to address coastal flooding, extreme high tides, and storm surge related to sea level rise, as recommended by F.S. 163.3177(g)(10). The City would delineate the adaptation action area based upon the vulnerability assessment performed under new Policy 2.3.1, above.
- The coastal high-hazard area, revised per DEO Objection No. 4 to reflect the area below the elevation of a Category 1 storm surge (formerly depicted as the mandatory evacuation zone for a Category 1 hurricane), is depicted on the Future Land Use Map, as required by F.S. 163.3178(8)(c)..
- New Policy 1.2.6 (addresses DEO Objection No. 2) states that the City shall promote the use of pervious pavement and native landscaping methods in order to reduce the deleterious effects of runoff on adjacent ecosystems and property owners through land development regulations and incentive programs.
- New Policy 2.2.4 (addresses DEO Objection No. 2) states that new development and infrastructure in areas modeled to be within the CHHA and/or FEMA flood zones will be encouraged to use best practices to address sea level rise.
- New Policy 2.2.5 (addresses DEO Objection No. 2) states that the City shall incorporate Low-Impact Development (LID) techniques into all new public projects within FEMA flood zones and the CHHA when applicable, including infrastructure improvements proposed in the Basis of Design Report (2016). LID is defined as an ecologically-based stormwater

management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network.

- New Policy 2.3.3 (addresses DEO Objection No. 2) states that the City shall continue to include development and redevelopment principles, strategies, and engineering solutions that reduce flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
- New Policy 2.3.4 (addresses DEO Objection No. 2) states that the City shall consider the effect of sea level rise when repairing and improving its stormwater management system with the intent of increasing the useful lifespan of the system under projected sea-level rise.
- Policy 3.1.1 (addresses DEO Objection No. 2) is amended to expand permissible improvements to utilities and other infrastructure serving high-hazard areas to include those needed to adapt to sea level rise.
- Policy 3.2.2 (addresses DEO Objection No. 2) is amended to require the City's Post-Disaster Plan to include a plan for the replacement of infrastructure in the CHHA that integrates additional innovative climate adaptation and mitigation to the extent financially feasible.
- New Policy 3.2.3 (addresses DEO Objection No. 2) requires the City to prepare Post-Disaster Redevelopment Plans for the CHHA that identify strategies to reduce or eliminate the exposure of human life, public property, and private property to natural hazards by 2020.
- New Policy 3.2.4 (addresses DEO Objection No. 2) requires the City to begin retrofitting and/or relocating public facilities out of flood zones and the CHHA following damage or destruction from natural disasters, tidal flooding, and/or Sea-Level Rise with the exception of water dependent uses such as beach access corridors.

Capital Improvements (*no changes made after first reading/transmittal to DEO*)

- Policy 1.1.1 is amended to require identification of funded or unfunded projects and priority funding levels for projects that are required to achieve and maintain adopted level of service standards, as required by F.S. 163.3177(3)(a)4. This policy applies only to projects that are necessary to meet the City's minimum standards for provision of drainage, sanitary sewage collection and treatment, potable water, transportation, and recreation. The City will determine which of the projects identified in the Basis of Design Report (BODR) and plans being prepared for potable water and sanitary sewer needs are, or will be needed to maintain levels of service, and will assign them relative priority in the Capital Improvements Element.

Intergovernmental Coordination

- Policy 1.4.3 was updated to acknowledge that the regional planning council process is mandatory for resolving intergovernmental disputes on planning and growth management issues rather than optional before seeking judicial remedies, as required by F.S. 163.3177(6)(h)1.b.
- New Objective 1.5 (addresses DEO Objection No. 2) and Policies 1.5.1 and 1.5.2 cross-reference Coastal Management Policy 1.2.4 and 2.3.2 regarding coordination with

adjacent coastal cities to plan for coastal issues and establishment of an adaptation action area.

No changes were needed to the other elements of the plan.

The proposed amendments are required by law, and the updates meet the minimum requirements for evaluation and appraisal based amendments identified in F.S. 163.3191.

Part II: Recreation and Open Space Level of Service (“LOS”) Standard

The Ordinance also increases the Recreation and Open Space Level of Service (“LOS”) Standard. On first reading, the Commission voted to increase the standard from 3.0 acres per 1,000 population to 4.0 acres per 1,000 population. This was accompanied by eliminating half of the Golden Isles Waterway acreage from the recreation and open space inventory used to determine whether the City is meeting its adopted LOS Standard. Subsequent analysis revealed that the higher LOS Standard and Golden Isles Waterway reduction are not sustainable. The Commission workshopped the issue on June 4, 2018 and directed staff to adjust the LOS Standard and open space inventory to achieve a current surplus of between 5 and 10 acres of recreation and open space.

There are two methods of ensuring that there are between 5 and 10 acres of surplus open space that can be used to accommodate future residents (both from naturally occurring increased household size and new development). The first method is to adjust the actual number of acres per 1,000 population that comprises the City’s LOS Standard. The second method is to adjust the acreage of waterways that are to be included in the City’s open space inventory. Currently, all waterways other than the Intracoastal and other privately accessed waterbodies are counted in the City’s open space inventory.

The City is contemplating implementation of a parks and recreation impact fee from new residential developments and retained the services of Tindale and Oliver (T&O) to conduct the study. It is important to note that the impact fees cannot be used toward level of service that has not yet been achieved; therefore, impact fees obtained cannot be used to increase parks acreage while in deficit of the established LOS standard.

In T&O’s preliminary analysis, based on current City park inventory and land value, the land value and site development costs for parks facilities amounts to approx. \$340,000 per acre. This amount is the minimum assumed cost for any new park acreage and is applied in the following Parks LOS options to estimate the value needed for future park acreage.

To meet the Commission’s request of an adjusted LOS standard and resulting park acreage inventory between 5-10 acres surplus, staff proposes the following options for the Commission’s consideration, and recommends the second option listed below:

LOS Standard	Notable Waterbody Acreage Adjustments	Surplus/Deficit Acreage	Last Year Compliant
1. 4 acres/1,000	Counting all of Chaves Lakes and most (60%) of Golden Isles Waterway.	6.48 acres	2020
<i>At this standard, the park inventory will reflect a deficit of 1.57 acres (a value of at least \$533,800) by year 2025 and a deficit of 16.26 acres (a value of at least \$5,528,400) by year 2040.</i>			
2. 3.25 acres/1,000	Counting all of Chaves Lake and 30% of Golden Isles Waterway.	7.10 acres	2025
<i>At this standard, the park inventory will reflect a deficit of 5.52 acres (a value of at least \$1,876,800) by year 2030 and a deficit of 11.38 acres (a value of at least \$3,869,200) by year 2040.</i>			
3. 3.10 acres/1,000	Counting all of Chaves Lakes and 25% of Golden Isles Waterway.	8.17 acres	2025
<i>At this standard, the park inventory will reflect a deficit of 3.87 acres (a value of at least \$1,315,800) by year 2030 and a deficit of 9.45 acres (a value of at least \$3,213,000) by year 2040.</i>			

Additionally, an amendment to the City's Five-Year Capital Improvement Plan that specifically identifies financially feasible plans for new parks and open space acquisitions within the next three years is being developed. The following opportunities for increasing the City's inventory of parks and open space are listed:

- F.E.C. Greenway – Creating a greenbelt running the entire length of the Florida East Coast Railroad Right-Of-Way in Hallandale Beach from north to south. A 20' wide greenway could add approximately 3.5 acres to the City's inventory.
- Greenway on Atlantic Shores Blvd. – Designing and reconstructing this wide Right-Of-Way to include an active greenway. A 20' wide greenway from Federal Highway to the Desoto Waterway could add 1.8 acres to the City's inventory.
- SE 5th Street Greenway - This greenway would connect Bluesten Park to Federal Highway. A 20' wide greenway would add ¼ of an acre to the City's inventory.
- Community Gardens and other Publicly Accessible Water Retention Areas. The existing Community Garden is 1/3 of an acre. Adding other such spaces to the inventory could net ½ to 1 acre.
- Transformation of the 10-acre parcel on the east side of Gulfstream Park's Track into an amenity accessible to the Public.
- The addition of other Greenways, Pedestrian Trails, and Bike Paths as envisioned by the Mobility Plan. Depending on what is counted and how much of it is developed, this could add several additional acres to the inventory.

- Creation of mangrove area with a walking path along the De Soto waterway (depending on where and how this is done, it may not add to the inventory or park and open space acreage.)

Staff Recommendation:

Staff recommends the City Commission adopt the proposed ordinance, which will satisfy statutory mandates for amendments to the City's Comprehensive Plan, and transmit the adopted amendments to the Florida Department of Economic Opportunity (DEO) as part of the evaluation and appraisal process required every seven (7) years by Florida Statutes, Section 163.3191. Staff also recommends the City Commission adopt Option 2, a Park and Open Space LOS of 3.25 acres/1,000 population, counting all of Chaves Lake and 30% of Golden Isles Waterway.

Proposed Action:

The City Commission may vote to approve and transmit; approve with conditions and transmit; or, deny and not transmit the proposed ordinance. Staff recommends the approval and transmittal option.

Attachment(s):

- Exhibit 1 – Ordinance
- Exhibit 2 – Objections, Recommendations and Comments Report from State Review (4/2/2018)
- Exhibit 3.1- Section 1. Introduction
- Exhibit 3.2- Section 2. Future Land Use Element GOPs
- Exhibit 3.3- Figure 2-1. Future Land Use Map (FLUM) 2028
- Exhibit 3.4- Figure 2-3. Planning District Areas
- Exhibit 3.5- Section 3. Transportation Element GOPs
- Exhibit 3.6- Section 6. Coastal Management Element
- Exhibit 3.7a- Figure 6-1a. Coastal high Hazard Area (CHHA)
- Exhibit 3.7b- Figure 6-1b. Coastal high Hazard Area (CHHA)
- Exhibit 3.8- Figure 6-3. Public Transportation, Public Parking and Beach Access
- Exhibit 3.9- Section 8.1 Recreation and Open Space_GOPs
- Exhibit 3.10- Section 8.2 Recreation and Open Space_DIA
- Exhibit 3.11- Figure 8-1, Parks and Recreational Facilities
- Exhibit 3.12- Section 9. Capital Improvements Element GOPs
- Exhibit 3.13- Section 10. Intergovernmental Coordination_GOPs
- Exhibit 4 – Proposed Future Land Use Map

Prepared by:



Vanessa Leroy, Associate Planner

Department Head Review:



Keven Klopp, Development Services Director

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1-1
1.1 Purpose of the Comprehensive Plan	1-1
1.2 Hallandale Beach's Approach to Preparing the Comprehensive Plan	1-1
1.3 Contents of the Plan	1-1
1.4 The City of Hallandale Beach: Origin and Growth	1-2
1.5 Definitions	1-5
2.0 FUTURE LAND USE ELEMENT	2-1
2.1 Introduction	2-1
2.2 Goals, Objectives and Policies	2-2
2.3 Permitted Uses in Future Land Use Categories	2-21
2.4 Monitoring and Evaluation Procedures	2-38
2.5 Consistency with Broward County Land Use Plan	2-39
2.6 Existing Land Use Conditions and Trends	2-46
2.7 Analysis	2-71
3.0 TRANSPORTATION ELEMENT	3-1
3.1 Introduction	3-1
3.2 Description of Existing Transportation System	3-1
3.3 Transportation Analysis	3-40
3.4 Goals, Objectives and Policies	3-119
3.5 Appendix A (LOS Methodology)	3-131

COMPREHENSIVE PLAN AMENDMENT ADOPTED ORDINANCE REVISIONS

97-8 5/20/97 / 98-3 2/03/98 / 98-8 4/7/98 / 98-28 12/15/98 / 2000-4 2/15/00
2000-5 2/15/00 / 2000-21 10/17/00 / 2001-10 8/7/01 / 2001-19 / 9/26/01
2002-16 9/30/02 / 2003-05 1/21/03 / 2003-22 9/25/03 / 2004-27 9/27/04
2005-14 9/26/05 / 2006-17 9/27/06 / 2006-20 11/6/06 / 2007-17 9/26/07

TABLE OF CONTENTS (Continued)

		<u>Page</u>
4.0	HOUSING ELEMENT	4-1
4.1	Housing Element Data	4-1
4.2	Analysis	4-20
4.3	General Recommendations	4-37
4.4	Housing Goals, Objectives and Policies	4-43
5.0	SANITARY SEWER, SOLID WASTE, STORMWATER MANAGEMENT, POTABLE WATER AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT	5-1
5.1	Introduction to Element	5-1
5.2	City of Hallandale Beach: Goals, Objectives and Policies	5-1
5.3	Inventory	5-8
5.4	Analysis of Existing Conditions	5-25
6.0	COASTAL MANAGEMENT ELEMENT	6-1
6.1	Introduction	6-1
6.2	Goals, Objectives and Policies	6-1
6.3	Environmental Setting	6-6
7.0	CONSERVATION ELEMENT	7-1
7.1	Introduction	7-1
7.2	Hallandale Beach: Goals, Objectives and Policies	7-1
7.3	Analysis	7-6
7.4	Inventories	7-9
7.5	Pollution Problems	7-15
7.6	Current and Projected Water Needs and Resources	7-17

COMPREHENSIVE PLAN AMENDMENT ADOPTED ORDINANCE REVISIONS

97-8 5/20/97 / 98-3 2/03/98 / 98-8 4/7/98 / 98-28 12/15/98 / 2000-4 2/15/00 /
 2000-5 2/15/00 / 2000-21 10/17/00 / 2001-10 8/7/01 / 2001-19 / 9/26/01
 2002-16 9/30/02 / 2003-05 1/21/03 / 2003-22 9/25/03 / 2004-27 9/27/04
 2005-14 9/26/05 / 2006-17 9/27/06 / 2006-20 11/6/06 / 2007-17 9/26/07

TABLE OF CONTENTS (Continued)

	<u>Page</u>
8.0 RECREATION AND OPEN SPACE ELEMENT	8-1
8.1 Introduction	8-1
8.2 Goals, Objectives and Policies	8-1
8.3 Existing Conditions	8-3
8.4 Analysis of Existing Conditions	8-19
9.0 CAPITAL IMPROVEMENTS ELEMENT	9-1
9.1 Introduction	9-1
9.2 Goals, Objectives and Policies	9-1
9.3 Existing Conditions	9-5
9.4 Analysis of Existing Conditions	9-13
9.5 Capital Improvements Schedule	9-15
9.6 Summary and Conclusions	9-16
10.0 INTERGOVERNMENTAL COORDINATION ELEMENT	10-1
10.1 Introduction	10-1
10.2 Goals, Objectives and Policies	10-1
10.3 Inventory	10-5
10.4 Analysis	10-8
11.0 PUBLIC SCHOOL FACILITIES ELEMENT	11-1
11.1 Introduction	11-1
11.2 Support Documents	11-3
11.3 Map Exhibits	11-43 to 52
112.0 CONSISTENCY WITH STATE COMPREHENSIVE PLAN	12-1

COMPREHENSIVE PLAN AMENDMENT ADOPTED ORDINANCE REVISIONS

97-8 5/20/97 / 98-3 2/03/98 / 98-8 4/7/98 / 98-28 12/15/98 / 2000-4 2/15/00 /
2000-5 2/15/00 / 2000-21 10/17/00 / 2001-10 8/7/01 / 2001-19 / 9/26/01
2002-16 9/30/02 / 2003-05 1/21/03 / 2003-22 9/25/03 / 2004-27 9/27/04
2005-14 9/26/05 / 2006-17 9/27/06 / 2006-20 11/6/06 / 2007-17 9/26/07

1.1 INTRODUCTION

1.2 PURPOSE OF THE COMPREHENSIVE PLAN

In 1985 and 1986 the Florida Legislature amended the 1975 Growth Management Act which required that by December 1, 1988, the City of Hallandale Beach prepare, approve and submit an updated Comprehensive Plan, to the State Department of Economic Opportunity (then known as the Department of Community Affairs (now the Department of Economic Opportunity)) for their review, as to minimum criteria content of the now repealed (9-J5), and consistency with both the South Florida Regional Planning Council Strategic Regional Policy Plan (SRPP) and State of Florida Comprehensive Plan. Since that time the City has undertaken two (2) Evaluation and Appraisal Report (EAR) processes resulting in EAR-Based Amendments to the City's Comprehensive Plan. There have also been a number of Future Land Use Map (FLUM) amendments, various text amendments and regular updates to the Capital Improvement Element. The City's 2006 Evaluation and Appraisal Report of the Comprehensive Plan recommended updating all data and tables; analyze changes to data and tables; evaluate concurrency; review changes to Chapter 163 F.S., the now repealed Rule 9J-5 F.A.C., the State Comprehensive Plan, the SFRPC Strategic Regional Policy Plan, and the Broward County Comprehensive Plan for consistency; and revise and update Goals, Objectives and Policies and support documents as needed. The 20178 Evaluation and Appraisal Report Amendments update constitute minor, targeted revisions to of the Comprehensive Plan updates consistent with changes in the statutory requirements of Chapter 163, F.S. made subsequent to the last

The purpose of the Comprehensive Plan is to ensure that the City of Hallandale Beach maintains the capability to continue to guide development and redevelopment, and provide for the maintenance of existing development so that the nature and character of the City may be preserved for future generations. In addition, the plan and its elements, spell out goals, objectives, and policies which are tied to implementation and capital budgeting programs.

1.3 HALLANDALE BEACH'S APPROACH TO PREPARING THE COMPREHENSIVE PLAN

The extensiveness of the plan is reflected in the word "COMPREHENSIVE" which implies that the Plan is all inclusive, considering, comparing, and coordinating all factors related to the Plan's implementation. The City can only plan for and direct activities concerning the City's future over which it has direct control. Some factors and activities are not under local control or are part of a wider public or private sector. Every attempt has been made to coordinate and include activities and elements which have a direct effect on the City but are outside of its sphere of control, such as social services, health services, education and mass transportation. The City's plan covers two planning periods. The first time period covers the short-term five year period of

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

2008~~2018~~ through 2012~~2023~~. The second ~~time~~-long-range time period covers an overall ten year period (to 2028) or longer in some instances where indicated.

1.4 CONTENTS OF THE PLAN

The ~~City~~ of Hallandale Beach is a coastal community with a 2007 population as estimated by the Bureau of Economic and Business Research (BEBR) of the University of Florida to be 38,193 and is, therefore, required under the Growth Management Act to complete the following mandatory elements:

- 1) Future Land Use
- 2) Transportation Element
- 3) Housing
- 4) Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water and Natural Groundwater Aquifer Recharge
- 5) Coastal Management
- 6) Conservation
- 7) Recreation and Open Space
- 8) Capital Improvements
- 9) Intergovernmental Coordination
- 10) Public School Facilities
- 11) Consistency with the Comprehensive Regional Policy Plan and the State Comprehensive Plan

1.5 THE CITY OF HALLANDALE BEACH: ORIGIN AND GROWTH

The City of Hallandale Beach was founded in 1897 by Swedish homesteaders, through the efforts of Luther Halland, when the Florida East Coast Railway from West Palm Beach to Miami lengthened. At that time, the settlement encompassed three square miles and was then part of Dade County. Hallandale Beach became part of Broward County when the County was created in 1915. It became a township on May 14, 1927, and was a very conservative farm community whose major crop was tomatoes and other winter crops.

The City's geographical location has been a key factor in its colorful development. While the growth of the City, agriculture industries, and tourism all followed the extensions of the Intracoastal Waterway and the railroad, real estate booms and diversity of land uses marked the frantic expansion of Hallandale Beach in the twentieth century. Until recently, the area was little more than a soggy wilderness covered with saw palmettos, cypress palms, mangroves and a latticework of waterways.

In 1910, Hallandale Beach had a population of 246 persons according to the 13th U.S. Census. On January 15, 1926, Hallandale Beach successfully petitioned Hollywood to annex their then three square miles of territory to the Hollywood Corporation. Hallandale

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

Beach remained part of the Hollywood Corporation until May 14, 1927, when it was again incorporated as the Township of Hallandale and established a Mayor-Council form of government. It should be noted that it was still a farm community. In 1930, the 15th U.S. Census reported Hallandale's population as 999 persons. Hallandale's economic recovery during the lean days of the Depression was sparked by the emergence of gambling as its major industry. September 8, 1934, was the opening of the Hollywood Kennel Club, subsequently called the Hollywood Greyhound Track. Horse racing became reality in Hallandale on February 1, 1939 with the official opening of Gulfstream Park. By 1940, Hallandale's population numbered 1,827 residents. In 1945, Hallandale boasted three service stations, one hardware store, and two grocery stores. All banking and nearly all shopping were accomplished either in Hollywood or Miami. Between the beginning of 1945 and the end of 1946, the issuance of building permits went up 500% in dollar value from \$100,000 to \$518,813. Then Mayor H.C. Schwartz noted that "Hallandale has grown and from all indications will continue to grow by leaps and bounds".

On May 21, 1947, the Town of Hallandale became a City. Hallandale Beach was still perceived as a small city without much future. Only a few motels had been built on the beach after the war. The City's economy was still based on farming. Most of the east side was untouched by development. The demise of the gambling casinos was sparked by the 1950-51 Kefauver probe into organized crime. In 1948, the State secured injunctions closing down gambling spots. The year 1950 saw Hallandale's population grow to 6,025. Eight new stores were built on Old Dixie Highway and Hallandale's first self-service laundry was erected. In June of 1953, Hallandale City Council-Mayor type of government was changed to the present City Manager-City Commission form of operation.

In January, 1957, Hubert B. Layne, owner of 580 acres of tropical swampland, had crews clearing and forming canals by dredging up 3,500,00 cubic yards of sand and living coral reef to form the islands and mainland called Golden Isles.

In 1960, Hallandale's population was 10,483 according to the U.S. Census. By 1968, Golden Isles straddled the Dade and Broward County lines, and boasted 7,000 residents living in its 125 single family homes and 2,000 apartment units. The boom in construction on Hallandale's beachfront began in 1960 and continued at an accelerated pace. The same year marked the opening of the Bank of Hallandale, making it possible for the first time in decades for local residents to bank in their own community. 1961 opened a new era of shopping centers in Hallandale Beach when Publix supermarket #73 opened on East Hallandale Beach Boulevard near the entrance of Golden Isles. By 1975, Hallandale Shopping Center included 17 stores. Ro-Len Lake Gardens Apartments was the first large co-op complex in 1962. Hallandale Beach, by 1964, boasted a spate of high rise construction with fully 25% of the people living in apartments. Hallandale's chief industry, as in previous years, included tourism, building, and allied trades. The City had two weekly newspapers and nine large motels with a

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

total of 750 rooms as well as 750 other units in small motels. In 1968, Hallandale Beach surprised the nation by recording the third largest building permit construction value in Florida. Building permits issued by Hallandale Beach in 1968 reached \$69,292,344 in construction value. That year permits were issued for 11 high-rise buildings containing 4,556 dwelling units. 1969 saw a slight decline; 31 permits for additional building encompassing another 1,680 units and the Diplomat Mall Shopping Center was already in the early phases of construction.

By the close of the 1960's, the City boasted 34 high-rises with a total of 5,577 dwelling units in the beach area. With the onset of 1970, Hallandale's population was 23,849 persons and ranked as Florida's 31st most populous city. Reportedly, this figure was low because several hundred owners of residences in the City claimed their official domicile to be elsewhere. 1971 saw the start of development called Three Islands to contain 12,000 additional dwelling units. During 1975 and 1976, there was some carryover in construction started in previous years, but the building boom had ended. By 1978, single family lots and small parcels made up the remaining vacant 200 acres zoned for residential construction, thereby, demonstrating that Hallandale's days of explosive population expansion were at an end. The south side of Holiday Drive was annexed to Hallandale Beach in June of 1979. During the 1970's, as Hallandale Beach continued its transformation from a farm community to a City of high-rises, the municipality became overly dependent on tourism and construction. As a consequence, Hallandale Beach, like the rest of Broward County, experienced a period of economic flux throughout the decade.

In 1980, Hallandale Beach had a population of 36,517 persons according to the U.S. Census. That year, 18,182 persons or 49.8% of Hallandale's residents were aged 65 and over. Households averaged 1.89 persons per unit. December 1980, marked the last harvest by pioneer Hallandale farmer, Reverend Walter Jackson, on a dusty agricultural tract located at Hallandale Beach Boulevard and Federal Highway. Bulldozers demolished the carefully cultivated plantings and workers started construction of the Promenade at Hallandale Beach Shopping Center.

The last 25 years marked construction of more high-rises, such as La-Mer, Hemispheres, and Malaga Towers. Sage Corporation made its home in Hallandale Beach and erected the Sage Professional Building. The beach area from North Hollywood to Golden Beach became a canyon of hotels and towering apartments.

Today, Hallandale Beach occupies approximately 4.4 square miles. Its coastal strip has been developed almost entirely with condominiums and high-rise apartments. Older housing including wood framed single family houses and cottages still stand in Hallandale Beach primarily west of Federal Highway. Residential is the predominate land use accounting for 41.5% of the available acreage, followed by commercial 9.7%, transportation 15.5%, vacant land 4.1%, water 8.6%, community facilities 5.1%, light industrial 1.7%, and recreation 11.6%. In a community where agriculture was once the

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

backbone of the economy, retail trades, personal services, construction, manufacturing, finance, insurance, and real estate industries are among the major current employers.

At the dawn of this century, life was rugged for Hallandale Beach pioneers. Much of the acreage had to be cleared and cultivated by hand. The predominately Swedish colony had no plan of its own, so its residents adopted the U.S. Government's organizing framework known as the rectangular survey or grid. The rest was up to early settlers and the 20th Century developers to decide what could be built. Hallandale Beach is now more than 96% built out. The problems facing the City today are how to maintain what has been developed in a framework of a rapidly changing society and technology. It has been said by many planners, that it is easy to plan new development but the challenge lies in how to maintain a fully developed City.

IMPLEMENTATION OF CITY'S COMPREHENSIVE PLAN

1.6 DEFINITIONS

For the purposes of administering this plan, the following definitions shall apply.

ACCESSORY USE - means a use naturally and customarily incidental, ancillary or subordinate to the principal use.

ACCOMMODATIONS - means any apartment, condominium or cooperative unit, cabin, lodge, hotel or motel room, campground, or other private or commercial structure which is situated on real property and designed for occupancy or use by one or more individuals.

ADAPTATION ACTION AREA - or "Adaptation Area" means a designation in the coastal management element of a local government's comprehensive plan which identifies one or more areas that experience coastal flooding due to extreme high tide and storm surge, and that are vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning.

ADMINISTRATION COMMISSION - means the Governor and the Cabinet of the State of Florida.

ADJUSTED GROSS INCOME - means all wages, assets, regular cash or non cash contributions or gifts from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under Statue 62 of the Internal Revenue Code.

ADMINISTRATIVE RULES DOCUMENT - means a publication containing rules, guidelines, procedures, and methodologies reviewed, revised, adopted and amended

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

by the Broward County Planning Council and Board of County Commissioners for the purpose of providing assistance and guidance to local governmental entities and providing direction to Council staff in implementing the Broward County Land Use Plan.

AFFECTED PERSONS - includes the affected local government; persons owning property, residing, or owning or operating a business within the boundaries of the local government whose plan is the subject of the review; and adjoining local governments that can demonstrate that adoption of the plan as proposed would produce substantial impacts on the increased need for publicly funded infrastructure or substantial impacts on areas designated for protection or special treatment within their jurisdictions. Each person, other than an adjoining local government, in order to qualify under this definition, shall also have submitted oral or written comments, recommendations, or objections to the local government during the period of time beginning with the transmittal hearing for the Plan or Plan amendment and ending with the adoption of the Plan or Plan amendment.

AFFORDABLE HOUSING - means housing for which monthly rents or monthly mortgage payments (including taxes and insurance) do not exceed 30 percent of an amount representing the percentage (very low = 50%; low = 80%; moderate = 120%) of the median income limits adjusted for family size for the households.

AFFORDABLE RENTAL - means that monthly rent and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for extremely-low-income, very-low-income, low-income, or moderate-income persons.

AIRPORT OBSTRUCTION - means any structure, object of natural growth, existing condition, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations.

ALLEY - means a right-of-way providing a secondary means of access and service to abutting property.

AMENDMENT - means any action of a local government which has the effect of amending, adding to, deleting from or changing an adopted comprehensive plan element or map or map series, including an action affecting a prior plan or plan amendment adoption ordinance, but shall not mean a legislative act which only codifies local legislation or makes corrections, updates and modifications of the capital improvements element concerning cost, revenue sources, acceptance of facilities or facility construction dates consistent with the plan as provided in subsection 163.3177(3)(b), Florida Statutes, and corrections, updates, or modifications of current costs in other elements, as provided in subsection 163.3187(2), Florida Statutes. Any

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

references to a plan or comprehensive plan shall also be deemed to refer to a plan amendment.

ANNEXATION - means the adding of real property to the boundaries of an incorporated municipality, such addition making such real property a part of the municipality.

AQUATIC VEGETATION - means a plant character- characteristically growing wholly or partly submerged in water.

AREAS SUBJECT TO COASTAL FLOODING - see "hurricane vulnerability zone".

ARTERIAL ROAD - means a roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

BEACH - means the zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to line of permanent vegetation, usually the affective limit of storm waves. "Beach", as used in the coastal management element requirements, is limited to oceanic and estuarine shorelines.

BICYCLE AND PEDESTRIAN WAYS - means any road, path or way, which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

BROWARD COUNTY COASTAL AREA - means the land and water eastward of US 1 Highway to the Atlantic Ocean.

BROWARD COUNTY COASTAL HIGH HAZARD AREA - means the land and water eastward of the Atlantic Intracoastal Waterway to the Atlantic Ocean including any coastal protection structures.

BROWARD COUNTY LAND USE PLAN - means the future land use plan element for all of Broward County adopted by the Broward County Commission in conformance with the requirements of the Broward County Charter and the Local Government Comprehensive Planning and Land Development Regulation Act.

BROWARD COUNTY TRAFFICWAYS PLAN - means the plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (also known as the Broward County Planning Council Trafficways Plan).

BUILDING - means any structure having a roof and used or built for the shelter or

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

enclosure of persons, animals, chattels, or property of any kind.

BUILDING PERMIT - means:

- (1) Any permit for erection or construction of a new building required by the South Florida Building Code, 1994, Broward Edition, as amended.
- (2) Any permit for an addition to an existing building which would:
 - (a) create one or more additional dwelling units, or
 - (b) involve a change in the occupancy of a building as described in the South Florida Building Code, 1994, Broward Edition, as amended.
- (3) Any permit which would be required for the nonresidential operations included in the South Florida Building Code, 1994, Broward Edition, as amended.

CAPITAL BUDGET - means the portion of each local government's budget which reflects capital improvements scheduled for the current or upcoming fiscal year.

CAPITAL IMPROVEMENT - means physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purpose of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

CERTIFIED LAND USE PLAN - means a local land use plan which has been certified by the Broward County Planning Council as being in substantial conformity with the Broward County Land Use Plan and which has been adopted by a unit of local government in conformance with the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act.

CLUSTERING - means the grouping together of structures and infrastructure on a portion of a development site.

COASTAL CONSTRUCTION CONTROL LINE - means the line established by the Florida Department of Natural Resources after a determination, through comprehensive engineering study and topographic survey, that the establishment of such control line is necessary for the protection of upland properties and the control of beach erosion, pursuant to Chapter 161 Florida Statutes.

COASTAL HIGH HAZARD AREA - means the Category 1 Hurricane Evacuation

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

Zone area below the elevation of the category 1 storm surge line as established by Sea, Lake, and overland Surges from Hurricanes (SLOSH) computerized storm surge model.

COASTAL PLANNING AREA - means the area lying east of NE 14 Avenue and a line extended south there from. The Hurricane Vulnerability Zone is used for purposes of hurricane evacuation and hazard mitigation planning.

COLLECTOR ROAD - means a roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

COMMERCIAL USES - means activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

COMMUNITY CULTURAL FACILITY - means a facility that is readily accessible to all segments of the community for cultural activities (performing, visual and literary arts). The center should include classroom and workshop space, exhibit and performance space and cultural programming by professional artists for all age groups.

COMPATIBILITY - means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

COMPOSITION - means the make up of various land uses by type, extent, intensity, density, or otherwise, which are included in a development or land use category.

COMPREHENSIVE PLAN - means a plan that meets the requirements of Chapter 163, Florida Statutes.

COMMUNITY PARK - means acreage listed in the "Community and Regional Parks" subsection of the Plan Implementation Requirements Section of the Broward County Land Use Plan that is utilized by local government entities to meet the community level parks requirement of the Broward County Land Use Plan.

COMMUNITY REDEVELOPMENT AGENCY - means a local governmental agency established under Part III of Chapter 163 or created with similar powers and responsibilities by special act for the purpose of planning, coordinating, and assisting in the implementation, revitalization, and redevelopment of a specific downtown area of a city.

COMMUNITY REDEVELOPMENT AREA - means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a combination thereof which the governing body designates as appropriate for community redevelopment.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

COMMUNITY SHOPPING CENTER - means a shopping center which typically ranges from approximately 100,000 to 300,000 square feet of gross leasable area and is generally built around a junior department store or variety store and supermarket as the major tenants. Community shopping centers typically range in area from approximately 10 acres to 30 acres and serve trade areas ranging from roughly 40,000 people to 150,000 people.

CONCURRENCY - means public facilities and services needed to support development shall be available when the impacts of development occur.

CONCURRENCY MANAGEMENT SYSTEM (CMS) - means the provisions in the local government comprehensive plan including implementation regulations, encompassing the restrictions, methods, resources, timing and solutions intended to be compatible with and further compliance with the statutory requirement to provide public facilities and services needed to support development concurrent with the impacts of such development.

CONE OF INFLUENCE (ZONE OF INFLUENCE) - means an area around one or more major water wells the boundary of which is determined by the ~~government~~ agency having specific statutory authority to make such a determination based on groundwater travel or drawn down depth.

CONSERVATION USES - means activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

CONSISTENT - means compatible with and furthers. "Compatible with" means not in conflict with. "Furthers" means to take action in the direction of realizing the goals and policies. As applied to the local plan, a local plan shall be consistent with the state plan and the regional plan.

CONTIGUOUS - means next to, abutting, touching or adjacent.

CONTRACTION - means the reversion of real property within municipal boundaries to an unincorporated status.

COUNTY COMMISSION - means the Board of County Commissioners of Broward County.

COUNTY LAND PLANNING AGENCY - means the agency designated to prepare the comprehensive plan for the county or in the case of chartered counties, the agency

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

which has the planning responsibility between the County and the municipalities as stipulated in the Charter.

COUNTY LAND USE PLAN - means the Broward County Land Use Plan adopted by the County Commission on March 1, 1989.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) - means a proactive approach, using the following four (4) principles in the design and care of the built environment, to reduce the incidence and fear of crime:

1. Natural Surveillance: the placement of physical features, activities and people in such ~~as~~ way as to maximize visibility;
2. Natural Access Control: the physical guidance of people coming and going from a space by the judicious placement of entrances, exits, fencing, landscaping and lighting;
3. Territorial ~~R~~reinforcement: the use of physical attributes that express ownership; and,
4. Maintenance: allows for the continued use of a space for its intended purpose; serves as an additional expression of ownership; prevents reduction of visibility from landscaping overgrowth, and obstructed or inoperative lighting.

DASHED-LINE AREA - means an area on the Future Broward County Land Use Plan Map (Series) bordered by a dashed line and designated as having a particular maximum overall density of dwelling units for all land and land uses within the area, and/or a particular total number of dwelling units permitted within the area.

DEEPWATER PORTS - means the ports of Jacksonville, Tampa, Port Everglades, Miami, Port Canaveral, Ft. Pierce, Palm Beach, Port Manatee, Port St. Joe, Panama City, St. Petersburg and Pensacola.

DEMINIMIS IMPACTS - are impacts to transportation facilities within an existing urban area that would not affect more than 0.1% of the maximum volume at the adopted level of service standard of the affected transportation facility as determined by the local government, and that is caused by an increase in density or intensity that is less than, or equal to, twice the density or intensity of the existing land use or, in the case of vacant land, is a density of less than 1 dwelling unit per quarter acre or a floor area ratio of 0.1 for non-residential uses.

DENSITY - means an objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

DEVELOPER - means any person, including a governmental agency, undertaking any development.

DEVELOPMENT - The term "development" means:

- (1) The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into two more parcels.
- (2) The following activities or uses shall be taken for the purposes of this chapter to include "development," as defined in this section:
 - (a) A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.
 - (b) A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
 - (c) Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any "coastal construction" as defined in S.161.021.
 - (d) Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
 - (e) Demolition of a structure.
 - (f) Clearing or fill of land as an adjunct of construction.
- (3) The following operations or uses shall not be taken for the purpose of this chapter to include "development" as defined herein:
 - (a) Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad track, if the work is carried out on land within the boundaries of the right-of way.
 - (b) Work ~~by any~~ utility and other persons engaged in the distribution or transmission of gas or water, for the purpose of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, powerlines, towers, poles, tracks or the like.
 - (c) Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

- (e) The use of any land for the purpose of growing plants, crops, trees and other agricultural or forestry products; raising livestock; or for other agricultural purposes.
 - (f) A change in the use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
 - (g) A change in the ownership or form of ownership of any parcel or structure.
 - (h) The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights in land.
- (4) "Development," as designated in an ordinance, rule, or development rule includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, "development" refers to the act of developing to the result of development. Reference to any specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit the generality of subsection (1).

DEVELOPMENT CONTROLS - means standards in the comprehensive plan which control the development or use of land and which are in addition to the densities, intensities, and uses assigned to land by the future conditions map.

DEVELOPMENT ORDER - means any order granting, denying, or granting with conditions an application for a development permit.

DEVELOPMENT PERMIT - includes any building permit, zoning permit, plat approval, or rezoning, certification, variance, or other action having the effect of permitting development.

DOWNTOWN REVITALIZATION - means the physical and economic renewal of a central business district of a community as designated by local government, and includes both downtown development and redevelopment.

DRAINAGE BASIN - means the area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

DRAINAGE FACILITIES - means a system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

DUNE - means a mound or ridge of loose sediments, usually sand-sized sediments,

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

lying landward of the beach and extending inland to the landward toe of the dune which intercepts the 100-year storm surge.

DWELLING UNIT - means a house, apartment, or condominium unit, trailer, group of rooms, or a single room intended for occupancy as separate living quarters with direct access from the outside of the building or through a common hall and with complete kitchen facilities for the exclusive use of the occupants, including the rental units contained in a multi-unit structure or complex which are licensed by the State Department of Business Regulation, Division of Hotels and Restaurants, as "apartments", "rental condominiums" and "retirement housing" or live-aboard vessels located in multi-family "Residential" designated areas which are required to hookup to marine sanitation systems.

EASEMENT - means any strip of land created by a subdivider for public or private utilities, drainage, sanitation, or other specified uses having limitations, the title to which shall remain in the name of the property owner, subject to the right of use designated in the reservation of the servitude.

ECOLOGICAL COMMUNITY - means a distinctive combination of two or more ecologically related species, living together and interacting with each other in a characteristic natural habitat.

EDUCATIONAL USES - means activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

ENVIRONMENTALLY SENSITIVE LAND - means those areas containing Natural Resources, as depicted in the Natural Resource Map Series of the Broward County Land Use plan, which have been determined to be environmentally sensitive by the Broward County Board of County Commissioners. The criteria for designation of Environmentally Sensitive Land are contained within the Plan Implementation section of the Broward County Land Use Plan. Policies which ensure the protection of Environmentally Sensitive Lands, consistent with the requirements of Section 163.3202 Florida Statutes, are located under Objective 9.01.00 of the Broward County Land Use Plan.

ESTUARY - means a semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. "Estuaries" include bays, lagoons, sounds and tidal streams.

EVACUATION ROUTES - means routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

EXISTING URBAN SERVICE AREA - means built-up areas where public facilities and

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

services such as sewage treatment systems, roads, schools and recreation areas are already in place.

EXTENT - means the amount of development, including the area or size in acres.

EXTREMELY-LOW-INCOME PERSONS - means one or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the state. The Florida Housing Finance Corporation may adjust this amount annually by rule to provide that in lower income counties, extremely low income may be less than 30 percent of area median income.

FACILITY AVAILABILITY - means whether or not a facility is available in a manner to satisfy the concurrency management system.

FINANCIAL FEASIBILITY - means that sufficient revenues are currently available or will be available from committed funding sources for the first 3 years, or will be available from committed or planned funding sources for the years 4 and 5, of a 5-year capital improvement schedule for financing capital improvements, such as ad valorem taxes, bonds, state and federal funds, tax revenues, impact fees, and developer contributions, which are adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the 5-year schedule of capital improvements. A comprehensive plan shall be deemed financially feasible for transportation and school facilities throughout the planning period addressed by the capital improvements schedule if it can be demonstrated that the level-of-service standards will be achieved and maintained by the end of the planning period even if in a particular year such improvements are not concurrent as required by 163.3180, Florida State Statutes.

FLEXIBILITY ZONE - means a geographic area, as delineated on the flexibility zone boundary maps in the Administrative Rules Document of Broward County Planning Council, within which residential densities and land uses may be redistributed through the plan certification process.

FLOODPLAINS - means areas inundated during an identified flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

FLOODPRONE AREAS - means areas inundated during a 100-year flood event or areas identified by the National Flood Insurance Program as an A Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

FUNCTIONAL RELATIONSHIPS - means a complementary and interactive relationship

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

among land uses or development, including at a minimum a substantial and positive exchange of human interaction, goods, resources, institutions, services, jobs, or workers between land uses or developments

FUTURE BROWARD COUNTY LAND USE PLAN MAP (SERIES) - means the series of maps adopted by the Broward County Board of County Commissioners as part of the Broward County Land Use Plan. These include the Broward County Land Use Plan Map, Historic District and Historically Significant Properties Map, Natural Resources Map Series-Eastern Broward County and Natural Resources Map Series-Western Broward County.

GOAL - means the long-term end toward which programs and activities are ultimately directed.

GOVERNING BODY - means the board of county commissioners of a county, the commission or council of an incorporated municipality, or any other chief governing body of a unit of local government, however designated, or the combination of such bodies.

GOVERNMENTAL AGENCY - means:

- (a) The United States or any department, commission, agency, or other instrumentality thereof;
- (b) The ~~State of Florida or~~ any ~~department, commission, agency, or~~ other instrumentality thereof;
- (c) Any ~~local government, or any department, commission, agency, or~~ other instrumentality thereof;
- (d) Any school board or other special district, authority, or other governmental entity.

GROUP HOME - means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

HARDWOOD - means a broad-leaved angiosperm (flowering plant) tree having wood characterized by the presence of specialized cells called vessels.

HAZARDOUS WASTE - means solid waste, or a combination of solid waste, which, because of its quantity, concentration, or physical, chemical, or infectious

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

HISTORIC RESOURCES - means all areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

HURRICANE SHELTER - means a structure designated by local officials as a place of safe refuge during a storm or hurricane.

HURRICANE VULNERABILITY ZONE (also "areas subject to coastal flooding") - means the areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include the area requiring evacuation in the event of a 100-year storm or Category 3 storm event.

IMPROVEMENTS - may include, but are not limited to, street pavement, curbs and gutters, sidewalks, alley pavements, walkway pavements, water mains, sanitary sewers, storm sewers or drains, street names, signs, landscaping, permanent reference monuments permanent control points, or any other improvement by a governing body.

IN COMPLIANCE - means consistent with the requirements of Florida State Statute 163.3177, when a local government adopts an educational facilities element, 163.3178, 163.3180, 163.3191, and 163.3245, with the state comprehensive plan, with the appropriate strategic regional policy plan, and with Chapter 9J-5, Florida Administrative Code, where such rule is not inconsistent with this part and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable.

INDUSTRIAL USES - means the activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

INFRASTRUCTURE - means those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities, piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

INTENSITY - means an objective measurement of the extent ~~extend~~ to which land may be developed or used, including the consumption or use of the space above, on or below ground; the measurement of the use of or demand on natural resources; and the measurement of the use of or demand on facilities and services.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

INTERNAL TRIP CAPTURE - means trips generated by a mixed-use project that travel from one onsite land use to another onsite land use without using the external road network.

LAKE - means a natural depression fed by one or more streams and from which a stream may flow; occurs due to widening or natural blockage of a river or stream or occurs in an isolated natural depression that is not part of surface river or stream; usually too deep to permit the growth of rooted plants from shore to shore.

LAND - means the earth, water, and air above, below or on the surface, and includes any improvements or structures customarily regarded as land.

LAND DEVELOPMENT CODE - means the various types of regulations for the development of land within the jurisdiction of a unit of local government when combined into a single document.

LAND DEVELOPMENT REGULATION - means ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulation controlling the development of land.

LAND USE - means the development that has occurred on the land or the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted comprehensive plan or element or portion thereof, land development regulations, or a land development code, as the context may indicate.

LAND USE PLAN - means the Land Use Plan for the City of Hallandale Beach, Florida, adopted as the Future Land Use Plan Element of the Local Government Comprehensive Planning Act of 1975, Sections 163.3161 - 163.3211, Florida Statutes, and certified by the Broward County Planning Council as being in substantial conformity with the Broward County Land Use Plan pursuant to Article VI of the Broward County Charter.

LEVEL OF SERVICE - means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

LIMITED ACCESS FACILITY - means a roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

LITTORAL - means that portion of a body of water extending from the shoreline toward

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

the middle of the water to the limit of occupancy by rooted plants.

LOCAL AREA OF PARTICULAR CONCERN - means an area designated on the Natural Resource Map Series of the Broward County Land Use Plan which has been declared to be environmentally sensitive.

LOCAL COMPREHENSIVE PLAN - means any or all local comprehensive plans or elements or portions thereof prepared, adopted, or amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act.

LOCAL GOVERNMENT ENTITY - means a unit of government or any officially designated public agency or authority of a unit of government with less than statewide jurisdiction, or any officially designated public agency or authority of such a governmental entity. The term includes a county, an incorporated municipality, a consolidated city-county government, a metropolitan planning organization, an expressway or transportation authority, a turnpike project, a regional planning council, or a school board or other special district.

LOCAL PLANNING AGENCY - means the agency designated to prepare the comprehensive plan required by Chapter 163, Florida Statutes.

LOCAL ROAD - means a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

LOT - a designated parcel, tract or area of land established by plat, subdivision or as otherwise permitted by law, to be used, developed or built upon as a unit.

LOT OR PARCEL OF RECORD - means a quantity of real property as a single unit described and identified in a deed and/or plat recorded in the public records of a county in the State of Florida.

LOW AND MODERATE INCOME FAMILIES - means "lower income families" as defined under the Section 8 Assisted Housing Program, or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households."

LOW IMPACT DEVELOPMENT (LID) – means an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network (University of Arkansas Community Design Center, 2010).

LOW-INCOME PERSONS - means one or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual adjusted gross income for households within the state, or 80 percent of

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

MAJOR TRIP GENERATORS OR ATTRACTORS - concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

MARINE HABITAT - means areas where living marine resources naturally occur, such as mangroves, seagrass beds, algae beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, nearshore mineral deposits, and offshore sand deposits.

MARINE RESOURCES - means living oceanic or estuarine plants or animals, such as mangroves, seagrasses, algae, coral reefs, and living marine habitat; fish, shellfish, crustacea and fisheries; and sea turtles and marine mammals.

MASS TRANSIT - means passenger services provided by public, private or nonprofit entities such as the following surface transit modes; commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

MEAN HIGH WATER - means the average height of the high water over a 19-year period. For shorter periods of observation, "mean high water" means the average height of the high waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of a mean 19-year value.

MEAN HIGH-WATER LINE - means the intersection of tidal plane of mean low water with the shore.

MEAN LOW WATER - means the average height of the low waters over a 19-year period. For shorter periods of observation, "mean low water" means the average height of low waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of a mean 19-year value.

MEAN LOW-WATER LINE - means the intersection of the tidal plane of mean low water with the shore.

MOBILE HOME - means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained herein. If fabricated after June 15, 1976, each section bears a U.S. Department of Housing and Urban Development label certifying that it is built in compliance with the federal Manufactured Home Construction

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

and Safety Standards.

MODERATE-INCOME PERSONS - means one or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

MUNICIPALITY - means any incorporated city, town, or village.

NATIVE VEGETATIVE COMMUNITIES - means those areas which contain ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, native vegetation and animals.

NATURAL DRAINAGE FEATURES - means the naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes and wetlands.

NATURAL DRAINAGE FLOW - means the pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regarding.

NATURAL GROUNDWATER AQUIFER RECHARGE AREAS - means areas contributing to or providing volumes of water which make a contribution to the storage or regional flow of an aquifer.

NATURAL RESOURCES - means those natural resources identified in Section 9J-5 Florida Administrative Code: existing and planned water wells and cones of influence, beaches and shores, including estuarine systems, rivers, bays, lakes, floodplains, and harbors; wetlands; minerals and soils.

NEIGHBORHOOD PARK - means a park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

NEIGHBORHOOD SHOPPING CENTER - means a shopping center typically ranging from 30,000 to 100,000 square feet of gross leasable area for the sale of convenience goods (food, drugs and sundries) and personal services which meet the daily needs of any immediate neighborhood. Neighborhood shopping centers range in area from approximately 3 acres to 10 acres and generally require a minimum market support population ranging from 2,500 to 40,000 people.

NEWSPAPER OF GENERAL CIRCULATION - means a newspaper published at least

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

on a weekly basis and printed in the language most commonly spoken in the area within which it circulates, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.

NONPOINT SOURCE POLLUTION - means any source of water pollution that is not a point source.

OBJECTIVE - means a specific, measurable, intermediate end that is achievable and marks progress toward a goal.

OCEAN WATERS - means waters of the Atlantic Ocean, Gulf of Mexico, or straits of Florida, but does not include bays, lagoons, or harbors.

OPEN SPACES - means undeveloped lands suitable for passive recreation or conservation uses.

PARK - means a tract of land, designated and used by the public for active and passive recreation.

PARTIES AFFECTED - means any persons or firms owning property in, or residing in, either a municipality proposing annexation or contraction or owning property that is proposed for annexation to a municipality or any governmental unit with jurisdiction over such area.

PATTERN - means the form of the physical dispersal of development or land use.

PERSON - means an individual, corporation, governmental agency, business trust, estate, trust, partnership, or association.

PLANNING ACT - means the Local Government Comprehensive Planning and Land Development Regulation Act.

PLANNING COUNCIL - means the Broward County Planning Council.

PLAT - means a map or delineated representation of the subdivision of lands, being a complete exact representation of the subdivision and other information in compliance with the requirement of all applicable sections of this chapter and of any local ordinances, and may include the terms "replat," "amended Plat," or "revised Plat."

PLAYGROUND - means a recreation area with play apparatus.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

POINT SOURCE POLLUTION - means any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

POLICY - means the way in which programs and activities are conducted to achieve an identified goal.

POLLUTION - is the presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

POND - means a small, quiet body of standing water, usually sufficiently shallow to permit the potential growth of rooted plants from shore to shore.

PORT FACILITY - means harbor or shipping improvements used predominantly for commercial purposes including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, and all other property or facilities necessary or useful in connection with commercial shipping.

POTABLE WATER FACILITIES - means a system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

POTABLE WATER WELLFIELD - means the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

PRINCIPAL BUILDING - means a building which is occupied by, devoted to, a principal use or an addition to an existing principal building which is larger than the original existing building. In determining whether a building is of primary importance, the use of the entire parcel shall be considered. There may be more than one principal building on a parcel.

PRINCIPAL USE - means the primary or main use of a parcel of land as distinguished from an accessory use. There may be more than one principal or main use on a parcel of land.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

PRIVATE RECREATION SITES - means sites owned by private, commercial or nonprofit entities available to the public for purposes of recreational use.

PROJECTS THAT PROMOTE PUBLIC TRANSPORTATION - means projects that directly affect the provisions of public transit including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelter and stations) and office buildings or projects that include fixed rail or transit terminals as part of the building.

PROTECTED POTABLE WATER SYSTEM - means a community water supply which has been given a consumptive use permit by the South Florida Water Management District and which is protected by the Broward County wellfield protection program.

PUBLIC ACCESS - means the ability of the public to physically reach, enter or use recreation sites including beaches and shores.

PUBLIC BUILDING AND GROUNDS - means structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

PUBLIC FACILITIES - means major capital improvements, including, ~~but not limited to,~~ transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, ~~and health systems and facilities,~~ ~~and spoil disposal sites for maintenance dredging located in the intracoastal waterways, except for spoil disposal sites owned or used by ports listed in S.403.021(9)(b).~~

PUBLIC NOTICE OR DUE PUBLIC NOTICE as used in connection with the phrase "public hearing" or "hearing to be held after due public notice" - means publication of notice of the time, place, and purpose of such hearing at least twice in a newspaper of general circulation in the area, with the first publication not less than 14 days prior to the date of the hearing and the second to be at least 5 days prior to the hearing.

PUBLIC RECREATION SITES - means sites owned or leased on a long-terms basis by a federal, state, regional or local government agency for purposes of recreation use.

PUBLIC TRANSIT - means passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

PUBLIC UTILITY - includes any public or private utility, such as, but not limited to, storm drainage, sanitary sewers, electric power, water service, gas service, or telephone line, whether underground or overhead.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

PURCHASE OF DEVELOPMENT RIGHTS - means the acquisition of a governmentally recognized right to develop land which is severed from the realty and held or further conveyed by the purchaser.

RECERTIFICATION - means a local land use plan which has previously been certified by the Broward County Planning Council, but because of amendments, decertification, or amendment to the Broward County Land Use Plan, is no longer in conformity, and must be recertified by the Broward County Planning Council as being in substantial conformity with the Broward County Land Use Plan.

RECREATION - means the pursuit of leisure time activities occurring in an indoor or outdoor setting.

RECREATION FACILITY - means a component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

RECREATIONAL USES - means activities within areas where recreation occurs.

REGIONAL PARK - means acreage listed in the "Community and Regional Parks" subsection of the Plan Implementation Requirements Section of the Broward County Land Use Plan that is utilized by the Broward County Board of County Commissioners to meet the regional level parks requirement of the Broward County Land Use Plan.

REGIONAL PLAN FOR SOUTH FLORIDA - means the plan prepared and adopted by the South Florida Regional Planning Council, pursuant to the provisions of Section ~~185~~ 186 Florida Statutes governing comprehensive regional policy plans.

REGIONAL PLANNING AGENCY - means the ~~agency-council designated by the state land planning agency to exercise responsibilities under law in a particular region of the state~~ created pursuant to Chapter 186.

REGIONAL ROADWAY NETWORK - means the roads contained within the Broward County Metropolitan Planning Organization's adopted Year 2010 Highway Network, except for those roads functionally classified as city collector roads.

REGIONAL SHOPPING CENTER - means a shopping center which typically ranges from approximately 300,000 square feet to 1,000,000 square feet or more of gross leasable area and provides a full range of shopping goods, general merchandise, apparel, furniture and home furnishings. Such center is usually built around a full-time department store as the major drawing power. Regional shopping centers are approximately 30 acres in size or larger and generally require a minimum market support population in excess of 150,000 people and a trade area extending 10 to 15 miles or more modified by such factors as competitive facilities and travel time over access highways.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

REGULATED PLANT INDEX - means the total number of species native to the State of Florida that are listed as commercially exploited plants, endangered plants, and threatened plants.

RESIDENT POPULATION - means inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

RESIDENTIAL USES - means activities within land areas used predominantly for housing.

RETAIL SHOPPING AREA - means a miscellaneous collection of individual stores which stand on separate lot parcels along streets and highways or which are clustered as a concentrated business district, with or without incidental off-street parking (as distinguished from a shopping center).

RIGHT-OF-WAY - means land dedicated, deeded, used, or to be used for a street, alley, walkway, boulevard, drainage facility, access or ingress and egress, or other purpose by the public, certain designated individuals, or governing bodies.

ROADWAY CAPACITY - means the maximum volume of traffic which can be accommodated on a roadway at a given level of service.

ROADWAY FUNCTIONAL CLASSIFICATION - means the assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor level. Those levels may be further grouped into urban and rural categories.

SANITARY SEWER FACILITIES - means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SEASONAL POPULATION - means part-time inhabitants who ~~utilize~~use, or may be expected to ~~utilize~~use, public facilities or services, but are not residents. ~~Seasonal population shall~~ and includes tourists, migrant farmworkers, and other short-term and long-term visitors.

SEPTIC TANK - means an on-site sewage disposal system, consisting of a watertight receptacle constructed to promote separation of solid and liquid components of wastewater, to provide limited digestion of organic matter, to store solids, and to allow clarified liquid to discharge for further treatment and disposal in a soil absorption system.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

SERVICES - means the program and employees determined necessary by local government to provide operation and maintenance of public facilities and infrastructure, as well as those education, health care, social and other programs necessary to support the programs, public facilities, and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.

SHOPPING CENTER - means a group of architecturally unified commercial establishments built on a site which is planned, developed, owned, and managed as an operating unit related in its location, size, and type of shops to the trade area that the unit serves. The unit provides on-site parking in definite relationship to the types and total size of the stores.

SHORELINE OR SHORE - means the interface of land and water and, as used in the coastal management element requirements, is limited to oceanic and estuarine interfaces.

SOLID WASTE - means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

SOLID WASTE FACILITIES - means structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

SOLID WASTE PROCESSING PLANT - means a facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

SPECIAL PART-TIME DEMANDS - is one that does not have more than 200 scheduled events during any calendar year, and does not affect the 100 highest traffic volume hours.

STATE COMPREHENSIVE PLAN - means the goals and policies contained within the state comprehensive plan.

STATE LAND PLANNING AGENCY - means the Department of Community Affairs may be referred to in this part as "DCA".

STORMWATER - means the flow of water which results from a rainfall event.

STORMWATER FACILITIES - means manmade structures that are part of a stormwater management system designed to collect, convey, hold, divert, or discharge

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

stormwater, and may include stormwater sewers, canals, detention facilities and retention facilities.

STORMWATER MANAGEMENT SYSTEMS - means a system which is designed and constructed or implemented to control stormwater, incorporating methods to collect, convey, store, absorb, inhibit, treat, use, or reuse stormwater to prevent or reduce flooding, over-drainage, environmental degradation and water pollution or otherwise affect the quantity and quality of discharges from the system.

STREAM - means any mass of water with a unidirectional flow.

STREET - includes any access way such as a street, road, lane, highway, avenue, boulevard, alley, parkway, viaduct, circle, a court, terrace, place, or cul-de-sac, and also includes all of the land lying between the right-of-way lines as delineated on a plat showing such streets, whether improved or unimproved, but shall not include those access ways such as easements and rights-of-way intended solely for limited utility purposes, such as for electric power lines, gas lines, telephone lines, water lines, drainage and sanitary sewers, and easements of ingress and egress.

STRUCTURE - means anything constructed, installed or portable, the use of which requires a location on a parcel of land. It includes a movable structure while it is located on land which can be used for housing, business, commercial, agricultural, or office purposes either temporarily or permanently. "Structure" also includes fences, billboards, swimming pools, poles, pipelines, transmission lines, tracks, and advertising signs.

SUBDIVISION - means the platting of real property into two or more lots, parcels, tracts, tiers, blocks, sites, units, or any other division of land; and includes establishment of new streets and alleys, additions, and resubdivisions; and, when appropriate to the context, related to the process of subdividing or the lands or area subdivided.

SUBSTANTIAL CONFORMITY - refers to the Broward County charter requirement that local governmental future land use plans shall be materially and pertinently compatible with and further the Broward County Land Use plan in order to be certified or recertified.

SUITABILITY - means the degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development.

SUPPORT DOCUMENTS - means any surveys, studies, inventory maps, data, inventories, listings or analysis used as bases for or in developing the local comprehensive plan.

SURFACE WATERS - means lakes or ponds excavated to generate fill material for a development and/or to provide recreational and aesthetic amenities. Other water upon

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

the surface of the earth, contained in bounds created naturally or diffused, including water from natural springs, is defined as "lake", "pond" or "stream".

THREATENED SPECIES - means any species of fish and wildlife naturally occurring in Florida which may not be in immediate danger of extinction, but which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modification of its environment.

TIDE - means the periodic rising and falling of the waters of the earth that result from the gravitational attraction of the moon and the sun acting upon the rotating earth.

TIME-SHARE PERIOD - means that period of time when a purchaser of a time-share plan is entitled to the possession and use of the accommodations or facilities, or both, of a time-share plan.

TIME SHARE PLAN - means any arrangement, plan, or similar device, other than an exchange program, whether by membership, agreement, tenancy in common, sale, lease, deed, rental agreement, license, or right-to-use agreement or by any other means, whereby a purchaser, in exchange for a consideration, receives ownership rights in or a right to use accommodations or facilities, or both, for a period of time less than a full year during any given year, but not necessarily for consecutive years, and which extends for a period of more than 3 years.

TIME-SHARE PROPERTY - means one or more time-share units subject to the same time-share instrument, together with any other property or rights to property appurtenant to those units.

TIME-SHARE UNIT - means an accommodation of a time-share plan which is divided into time-share periods.

TOURIST UNIT - a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as a separate living quarter which is licensed or intended for license as a "hotel" or "motel" by the State Department of Business Regulation, Division of Hotels and Restaurants.

TRANSFER OF DEVELOPMENT RIGHTS - means a governmentally recognized right to use or develop land at a certain density, or intensity, or for a particular purpose, which is severed from the realty and placed on some other property.

TRANSIT ORIENTED DEVELOPMENT - means a project or projects, in areas identified in a local government comprehensive plan, that is or will be served by existing or planned transit service. These designated areas shall be compact, moderate to high density developments, of mixed-use character, interconnected with other land uses, bicycle and

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

pedestrian friendly, and designed to support frequent transit service operating through, collectively, or separately, rail, fixed guideway, streetcar, or bus systems on dedicated facilities or available roadway connections.

TRANSPORTATION CORRIDOR MANAGEMENT - means the coordination of the planning of designated future transportation corridors with land use planning within and adjacent to the corridor to promote orderly growth, to meet the concurrency requirements of this plan, and to maintain the integrity of the corridor for transportation purposes.

URBAN AREA - means an area of or for development characterized by social, economic and institutional activities which are predominantly based on the manufacture, production, distribution, or provision of goods and services in a setting which typically includes residential and nonresidential development uses other than those which are characteristic of rural areas.

URBAN CHARACTER - means an area used intensively for residential, urban recreational, commercial, industrial, institutional, or governmental purposes or an area undergoing development for any of these purposes.

URBAN INFILL - means the development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools and recreation areas are already in place and the average residential density is at least five dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant developable land does not constitute more than 10 percent of the area.

URBAN PURPOSES - means that land is used intensively for residential, commercial, industrial, institutional, and governmental purposes, including any parcels of land retained in their natural state or kept free of development as dedicated government areas.

URBAN REDEVELOPMENT AREA - means demolition and reconstruction or substantial renovation of existing building or infrastructure within urban infill areas or existing urban service areas, or community redevelopment areas created pursuant to Chapter 163, Part III.

URBAN SERVICES - means services offered by a municipality, either directly or by contract, to any of its present residents.

URBAN SPRAWL - means ~~urban development or uses which are located in predominantly rural areas, or rural areas interspersed with generally low-intensity or low-density urban uses, and which are characterized by one or more of the following conditions: (a) The premature or poorly planned conversion of rural land to other uses; (b) The creation of areas of urban development or uses which are not functionally~~

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

~~related to land uses which predominate the adjacent area; or (c) The creation of areas of urban development or uses which fail to maximize the use of existing public facilities or the use of areas within which public services are currently provides. Urban sprawl is~~

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

~~typically manifested in one or more of the following land uses or development patterns: Leapfrog or scattered development; ribbon or strip commercial or other development; or large expanses of predominantly low-intensity, low density, or single-use development a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.”-~~

VERY-LOW-INCOME PERSONS- means one or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within the state, or 50 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

VESTED RIGHTS - means rights which have so completely and definitely accrued to or settled in a person, which it is right and equitable that government should recognize and protect, as being lawful in themselves, and settled according to the current law.

WATER-DEPENDENT USES - means activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for waterborne transportation including ports or marinas, recreation, electrical generating facilities; or water supply.

WATER RECHARGE AREAS - means land or water areas through which groundwater is replenished.

WATER-RELATED USES - means activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

WATER WELLS - means wells excavated, drilled, dug, or driven for the supply of industrial, agricultural or potable water for general public consumption.

WELLHEAD PROTECTION AREA - means an area designated by local government to provide land use protection for groundwater source for a potable water wellfield, as defined in this section, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies base on the best available data and taking into account any zone of contribution described in existing data.

WETLANDS - means those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

10.1 GOALS, OBJECTIVES AND POLICIES

10.2.1 Introduction

This section is included for the purpose of demonstrating that the City's Intergovernmental Coordination Element contains the goals, objectives, and policies which are consistent with and further the intent of the State of Florida, South Florida Regional Planning Council and the Broward County Comprehensive Plans.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

GOAL 1: To maintain and/or improve existing mechanisms and to establish new ones as required to ensure coordination and cooperation between the City of Hallandale Beach and other units of local, County, Regional, State, and Federal governments regarding planning and development matters.

OBJECTIVE 1.1: The City shall use existing and establish new procedures as needed to ensure consistency and coordination between the City Comprehensive Plan, the State of Florida Comprehensive Plan, the Strategic Regional Policy Plan (SRPP) for South Florida, plans of adjacent municipalities, and plans of other units of local government which provide services within the City, but do not have regulatory authority.

POLICY 1.1.1: The City shall continue to use the Broward County Planning Services Division (BCPS) as a means to ensure consistency and coordination with the Broward County Land Use Plan, the State of Florida Comprehensive Plan, the Strategic Regional Policy Plan (SRPP) for South Florida and the Comprehensive Plans of adjacent municipalities.

POLICY 1.1.2: The City shall continue to use the resources of Broward County Planning Council (BCPC) to provide for consistency and coordination between the City's circulation plan and those of local, county, region and state units of government.

POLICY 1.1.3: The City shall continue to coordinate and cooperate with the Broward County Planning Council, South Florida Regional Planning Council, South Florida Water Management District, Florida Department of Community Affairs, Florida Department of Transportation and other Federal, state, regional agencies through formal and informal means to carry out the goals, objectives and policies of the Comprehensive Plan.

POLICY 1.1.4: The City shall insure through coordination, that its Land Use Map Series is compatible with the Broward County Land Use Plan and Maps.

POLICY 1.1.5: The City shall continue to participate in the Broward County Planning Council Development Review process and the South Florida Regional Planning Council Development of Regional Impact Review process.

POLICY 1.1.6: The City Land Use Plan and amendments to the Plan shall be approved by the State Department of Community Affairs prior to certification or recertification by the Broward County Planning Council in accordance with Chapter 163, Florida Statutes.

OBJECTIVE 1.2: Use existing and establish new procedures as needed to ensure consistency, coordination and maintenance of levels of service established in the City's Comprehensive Plan with those of the County, Region and State, as well as, those of adjacent local governments having operations and maintenance responsibility for such facilities.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

POLICY 1.2.1: The City shall continue to use the Broward County Metropolitan Planning Organization, South Florida Regional Planning Council and the Florida Department of Transportation to facilitate the planning, funding and scheduling of those improvements identified in the Transportation Element, Infrastructure Element and Recreation and Open Space Element of the plan.

POLICY 1.2.2: The City shall identify annually projects to be placed in the Broward County Metropolitan Planning Organizations 5-Year Transportation Improvement Program (TIP) for maintenance and improvement of trafficway levels of service.

POLICY 1.2.3: The City will continue to lobby County and State Agencies for funding and scheduling of those improvements identified in the plan.

POLICY 1.2.4: The City shall continue to work through established mechanisms to ensure that coordination, implementation and funding of the needed improvements identified in the Capital Improvement Element are accomplished.

POLICY 1.2.5: The City will continue to ensure that the highest standards and adopted levels of service for recreational and open space needs, as indicated in the plan, are maintained.

POLICY 1.2.6: The City shall adopt a 10-Year Water Supply Facilities Work Plan and update it, as required, in coordination with:

- The most current Lower East Coast Water Supply Plan provided by the South Florida Water Management District;
- Broward County Water and Wastewater Services; and
- Any municipality with which the City has a water agreement.

POLICY 1.2.7: Updates to the 10-Year Water Supply Facilities Work Plan shall coordinate with the most current Lower East Coast Water Supply Plan provided by the South Florida Water Management District.

OBJECTIVE 1.3: Encourage the use of interlocal agreements to improve coordination of local development and effective and efficient delivery of services in and between adjacent local municipalities and the City.

POLICY 1.3.1: Continue to use interlocal agreements to provide for services identified in the plan that cannot be provided economically by the City alone.

POLICY 1.3.2: Promote the use of interlocal agreements to provide for extra-jurisdictional service deliveries where efficiency and effectiveness can be enhanced.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

POLICY 1.3.3: Pursuant to chapter 163.3177(h) F.S., the City of Hallandale Beach, Broward County and the School Board shall coordinate their planning and permitted processes consistent with the procedures established within the Interlocal Agreement (ILA) as follows:

1. Review and update of the annual DEFP containing the financially feasible schedule of capital improvements for school facilities needed to achieve and maintain the adopted level of service standards in all CSAs.

2. Coordinate County and City land use planning and permitting processes with the School Board's site selection and planning process to ensure future school facilities are consistent and compatible with land use categories and enable a close integration among existing and planned school facilities and the surrounding land uses.

3. Coordinate the preparation of County and City projections for future development with the School Board's school enrollment projections to ensure consistency between the County and City future land use maps and the long term school planning process.

4. Coordinate with the School Board through the Staff Working Group and Oversight Committees regarding the preparation of County and City annual comprehensive plan updates and the School Board's annual update of the DEFP to ensure consistency between the plans.

5. Coordinate with the School Board on the planning, siting, land acquisition, permitting and development of new school facilities to ensure the availability of public facilities, services and grounds, especially for purposes of exploring collocation opportunities.

6. Revise County and City land development codes and School Board policies to establish a county-wide public school concurrency system.

OBJECTIVE 1.4: Utilize established coordination mechanisms to ensure that the proposed population has adequate housing, recreation, shopping and related businesses as indicated in the City's Comprehensive Plan.

POLICY 1.4.1: Continue to work with County and State agencies to ensure that an adequate supply of affordable housing and a choice in housing opportunities is provided.

POLICY 1.4.2: Continue to work with County and State agencies to ensure that the future land use plan provides for adequate choices for housing, business and recreation, along with the required infrastructure facilities as indicated in the element of

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are **highlighted**.

the Comprehensive Plan.

POLICY 1.4.3: The City shall ~~consider using~~ use the informal mediation process of the South Florida Regional Planning Council to resolve issues and conflicts between the City and other units of local government.

OBJECTIVE 1.5: Coordinate with state, regional and local governments to plan for sea level rise and other issues unique to coastal cities.

POLICY 1.5.1: Pursuant to Coastal Management Policy 1.2.4, the City shall continue to coordinate with representatives of all local coastal governments which are within at least two miles of the boundaries of the Hallandale Beach Coastal area, including Dania Beach, Hollywood, Aventura, Golden Beach, and Sunny Isles, to discuss plans and strategies and the implementation of specific programs to ensure (1) adequate sites for water-dependent uses, (2) prevent estuarine pollution, (3) control surface water runoff, (4) protect living marine resources, (5) reduce exposure to natural hazards, and (6) ensure public access to the Intracoastal Waterway and Atlantic beaches.

POLICY 1.5.2: Pursuant to Coastal Management Policy 2.3.2, in designating adaptation action areas, the City should coordinate with Broward County, adjacent municipalities where applicable, Florida Department of Transportation, and other agencies that plan for or own, operate, and maintain public facilities/infrastructure within or crossing proposed adaptation action areas.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

2028 FUTURE LAND USE ELEMENT

2.1 GOALS, OBJECTIVES, AND POLICIES,

2.1.1 Introduction

This section presents the City's land use goals, objectives, and policies. The City's land use goals, objectives and policies were derived from its analysis of land use, environmental, infrastructure, housing and population characteristics and trends. It is also based on the City's evaluation of its past performance in meeting its land use goals, objectives, and policies as found in the City's 2006 Evaluation and Appraisal Report. The Future Land Use Map is included as Figure 2-1 of this element. Hallandale Beach is located in Broward County, which is a charter county, having specific land use requirements in that charter, implemented through its county-wide Land Use Plan. The consistency with Broward County's Land Use Plan is addressed in Section 2.4 of this Future Land Use Element.

2.1.2 Hallandale Beach's Goals, Objectives and Policies

The City has established the following definitions for the terms, goals, objectives, and policies as described in the Florida Administrative Code Rule 9J-5:

"GOAL" -means the long-term end toward which programs or activities are ultimately directed

"OBJECTIVE" means a specific, measurable, intermediate end that is achievable and marks progress toward a goal

"POLICY" means the way in which programs and activities are conducted to achieve an identified goal (FAC Rule 9J-5.003)

GOAL 1: To provide a coordinated and compatible mix of land uses which encourages a high quality of life meeting the social, economic and physical needs of the present and future population of Hallandale Beach, while insuring reasonable environmental protection and timely and efficient provision of services.

OBJECTIVE 1.1: Levels of Service: The City shall continue to condition approval of development applications upon maintaining the provision of services at the Levels of Service (LOS) which meet or exceed levels specified in this Comprehensive Plan.

POLICY 1.1.1: The City shall maintain, within the Comprehensive Plan Elements, Level of Service standards for City facilities which will meet the existing and future needs of Hallandale Beach population and the standards established by Chapter 163 F.S., and Rule 9J-5 F.A.C.

POLICY 1.1.2: Any development order or permit shall be approved only -when adequate public services and facilities are in place, or will be provided to support the development at Levels of Service adopted by this Plan.

The necessary facilities and services shall be available concurrent with the impacts of development or through any of the following situations:

- A. The necessary facilities are in place at the time a development order or permit is issued, or a development order or permit is issued subject to the condition that the necessary facilities will be in place when the impacts of the development occur.
- B. The necessary facilities are under construction at the time a development order or permit is issued.
- C. The necessary facilities are the subject of a binding contract executed for the construction of those necessary facilities at the time development order or permit is issued.
- D. The necessary facilities have been included in the annual City budget and capital improvements program at the time development order or permit is issued although the facilities are not yet the subject of a binding contract for there construction.
- E. The necessary facilities are committed facilities at the time a development order or permit is issued.
- F. The Hallandale Beach City Commission assures the necessary facilities will be in place within a reasonable period of time consistent with the requirements of Chapter 163. At a minimum, the necessary facilities are to be included within a financially feasible capital improvements element which is determined by the Florida Department of Community Affairs to be in compliance with Rule 9J-5 of the Florida Administrative Code and

supported by all necessary implementing land use development regulations and a monitoring system for provision of the necessary facilities.

- G. An applicant may choose to satisfy concurrency requirements by making a proportionate share contribution to mitigate the impacts of new development on the City's infrastructure system, [pursuant to the methodology provided in the Land Development Code](#), in accordance with Section 163.~~3280~~-3180 F.S.

POLICY 1.1.3: The City will require a development impact analysis to be submitted for developments which contain ten (10) residential dwelling units or more, or developments containing four thousand (4,000) square feet of nonresidential gross floor area or more. The applicant or his agents will be responsible for preparing the impact analysis which shall evaluate the overall effect of a proposed development on its surrounding neighborhood and the overall community.

POLICY 1.1.4: The City shall, through development regulations direct commercial and industrial land uses to areas with existing public facility capacity.

POLICY 1.1.5: The City shall maintain criteria and procedures, which obligate developments causing expansions or extensions of City services to contribute a proportionate share of the cost of provision of these supporting services and related facilities.

POLICY 1.1.6: The City of Hallandale Beach will provide sanitary sewer, solid waste, drainage and potable water facilities and services to correct deficiencies and to meet existing and project demands identified in this Plan.

POLICY 1.1.7: Permitted residential densities on the future land use plan map or as allowed in the element text shall not be increased beyond the ability of the surrounding roadway network and public transit system to accommodate projected traffic flows and ridership without degradation of levels of service for these facilities below that standard adopted in the plan.

POLICY 1.1.8: Prior to approving a building permit or its functional equivalent, the City shall consult with the water supplier to determine whether adequate water supplies will be available to serve the new development no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent in the City.

OBJECTIVE 1.2: Land Use Compatibility: Continuously review and reevaluate existing and potential land use conflicts and recommend solutions, in order to enhance land use compatibility and quality of life.

POLICY 1.2.1: Upon completion of the Citywide Master Plan, the City will reevaluate the various City neighborhoods, corridors, districts, and small area redevelopment plans

for appropriate action which may include revising existing plans or developing new plans that promote land use compatibility and decrease land use conflicts.

POLICY 1.2.2: Hallandale Beach Boulevard: The City shall continue to utilize the City's Zoning Code, Land Development Regulations, Citywide Master Plan and the Design Guidelines Manual in review of development and redevelopment within the Hallandale Beach Boulevard Corridor.

POLICY 1.2.3: South Federal Highway: The City shall utilize the South Federal Highway Neighborhood Plan as a guide in the development and redevelopment of the South Federal Highway area.

POLICY 1.2.4: North Federal Highway: The City shall continue to utilize the City's Zoning Code, Land Development Regulations, Citywide Master Plan and the Design Guidelines Manual in review of development and redevelopment within the North Federal Highway Corridor.

POLICY 1.2.5: Fashion Row District: The City shall continue to implement the Fashion Row District Plan by upholding and enhancing the Fashion Row Overlay District, and funding improvements to the District provided there is sufficient private effort by the merchants and investment from property owners to justify City expenditures.

POLICY 1.2.6: North Dixie Highway: The City shall continue to implement the North Dixie Corridor Plan. The City will have succeeded in meeting this objective if all further development is consistent with plan recommendations and overlay district standards, and if additional City investment occurs.

POLICY 1.2.7: South Dixie Highway: The City shall continue to implement the South Dixie Corridor Plan. The City will have succeeded in meeting this objective if all further development is consistent with plan recommendations and overlay district standards, and if additional City investment occurs.

POLICY 1.2.8: County Line Road Corridor: The City shall continue to implement the County Line Road Corridor Plan to the extent possible.

POLICY 1.2.9: Pembroke Road: The City shall continue to implement the Pembroke Road Corridor Plan. The City will have succeeded in meeting this objective if all further development is consistent with the plan recommendations and overlay district standards, and if additional City investment occurs.

POLICY 1.2.10: Foster Road: the City shall continue to implement the Foster Road Corridor Plan. The City will have succeeded in meeting this objective if all further development is consistent with the plan recommendations and overlay district standards, and if additional City investment occurs.

POLICY 1.2.11: The City shall reduce land use conflicts through prohibiting incompatible commercial uses in residential neighborhoods, through enforcement of the Hallandale Beach Zoning District requirements. Commercial development shall be limited primarily to the perimeter areas of Hallandale Beach's planning districts (as delineated in this Element). Well-planned mixed use projects and appropriate neighborhood commercial uses in defined neighborhood commercial nodes are encouraged where they will improve an area or serve as neighborhood centers. However, commercial uses within residential areas shall not be considered incompatible if, through proper screening, buffering, design and access control, there are no significant noises, odors, fumes, vibrations or other negative impacts beyond the site boundaries, and provided the use is either tied to a neighborhood commercial node, or a peripheral commercial corridor or area.

POLICY 1.2.12: The City shall not approve zoning variances from the nonconforming use provisions of the land development regulations, unless denial of the variance would result in inability to use the property for any conforming use in the foreseeable future.

OBJECTIVE 1.3: Residential Land Use: Maintain at least 2 residential land use categories and corresponding zoning districts, covering at least 30% of the City's land area, providing for low (single-family only) and medium to high densities. At least 25% of land designated for residential use shall permit only single-family residential uses.

POLICY 1.3.1: Maintain categories of residential land use on the Future Land Use Plan map consistent with those categories contained within the Residential Permitted Uses listed in Section 2.3 of the Future Land Use Element.

POLICY 1.3.2: Permit those land uses within areas designated for residential use on the Future Land Use Map (FLUM) which are identified in the Residential Permitted Uses Implementation Section 2.3 of the Future land Use Element.

POLICY 1.3.3: The City shall maintain land development regulations intended to preserve and protect existing single-family neighborhoods from the negative impacts of incompatible land uses and nuisances.

POLICY 1.3.4: Low and medium density residential areas should continue to be buffered from high intensity residential and nonresidential uses and should continue to be located with access to existing local, collector and minor arterial streets.

POLICY 1.3.5: High density residential developments should continue to be located with direct access to major arterial streets.

POLICY 4.3.65: The City adopts Broward County's rules and regulations for flexibility of residential densities.

POLICY 4.3.76: The City shall focus on compatible infill residential development.

OBJECTIVE 1.4: Subdivision and Platting: The City shall continue to provide for subdivision and platting regulations which promote well-planned, orderly, and attractive development and accommodate public facilities. They are to be consistent with the locally adopted capital improvements element, and, the goals, objectives and policies of the Broward County Land Use Plan and the Hallandale Beach Land Use Plan.

POLICY 1.4.1: The City shall maintain platting requirements and land development regulations to ensure they are in conformance with, and/or more stringent than, the Broward County Land Use Plan platting regulations, and, Local Government Comprehensive Planning and Land Development Regulation Act and the requirements and criteria of this Plan.

OBJECTIVE 1.5: Commercial Land Use: Maintain at least 2 commercial/business land use categories and corresponding zoning districts, covering at least 20 percent of the City's land area, providing for neighborhood commercial, general commercial uses and commercial recreation uses. At least 40 percent of the land area designated for commercial use shall be devoted to commercial recreation and ancillary uses, however, the City may elect to approve a proposed land use plan amendment to convert a portion of any parcel designated commercial recreation land use on the City's Future land Use Map, even though when the result may be a reduction in total commercial recreation land use below the 40% threshold, provided that the proposed land use designation compliments the commercial recreation land use category.

POLICY 1.5.1: Maintain categories of commercial land use on the Future Land Use Map consistent with those areas identified in the Commercial Permitted Uses listed in Section 2.3 of the Future Land Use Element.

POLICY 1.5.2: Maintain a Commercial Recreation Category including Hallandale Beach major commercial recreation facilities, i.e., Gulfstream Park Race Track and Casino, Mardi Gras Racing and Casino and Diplomat Golf Course and Country Club. The Commercial Recreation Category will allow public and private recreationally-based facilities. Conversion of these facilities to other uses having increased impacts on public facilities will be contingent upon the new developments ability to maintain adopted level of service standards for affected public facilities and a land use compatibility determination by the City.

POLICY 1.5.34: The City adopts Broward County's rules and regulations for flexibility of commercial areas on the Hallandale Beach Land Use Plan.

POLICY 1.5.4: Commercial areas will continue to be regulated by development standards, such as, but not limited to, size and bulk regulations, landscaped medians, right-turn only exits and other controls or designs intended to improve vehicular and pedestrian safety.

POLICY 1.5.5: The commercial policy statements and categories in the Hallandale Beach Land Use Plan shall form the basis for zoning categories and land development

regulations which establish different intensities of commercial development compatible with their respective service areas and adjacent and surrounding land uses.

POLICY 1.5.6: The City shall restrict further commercial development, or reuse of existing commercially-zoned property, of the auto maintenance nature along Hallandale Beach Boulevard, US-1 or A1A.

POLICY 1.5.7: Development and redevelopment along Hallandale Beach Boulevard and U.S. 1 shall continue to be reviewed and evaluated based on guidelines established for these corridors in the City's Zoning Code, Land Development Regulations, the Citywide Master Plan and the Design Guidelines Manual. Recommendations from the Citywide Master Plan should also be considered and incorporated upon the Plan's completion expected in late 2008.

OBJECTIVE 1.6: Industrial Land Use: Maintain at least 2 light-industrial and/or employment center land use categories and corresponding zoning districts, covering at least 2 percent (50 acres) of the City land area, to provide for non-polluting, innocuous light manufacturing, high-technology, and related research and development uses.

POLICY 1.6.1: Maintain a Light Industrial category and/or an Employment Center category on the Future Land Use Map in order to allow for the development of certain light industrial and employment center uses in order to improve the community's overall economic base. Allowable light industrial and employment center uses are enumerated in Permitted Uses listed in Section 2.3 of the Future Land Use Element.

POLICY 1.6.2: The location of the Light Industrial category and/or the Employment Center category on the Land Use Plan Map shall continue to be based upon providing access to major transportation facilities, i.e., highway and railroad, while safeguarding the environment, tourism, community preferred life style, and residential areas from adverse impact of industrial development.

POLICY 1.6.3: New residential uses are disallowed in areas designated for industrial and employment center uses except for motel and hotel uses in employment center areas.

POLICY 1.6.4: Industrial land uses and/or employment center uses should continue to be buffered from existing and proposed residential areas by yard setbacks and sufficient landscaping or other screening to effectively screen the use(s) from public view

OBJECTIVE 1.7: Community Facility Land Use: Maintain at least one future land use category and corresponding zoning district to provide for a complete range of community facilities including but not limited to, educational, governmental, religious, utility, civic, recreational and cultural facilities adequate to meet the current and future needs of Hallandale Beach's population.

POLICY 1.7.1: Continue to designate an Institutional category on the Land Use Plan Map which will meet the intent of Objective 4.154 of this Plan Element and will allow uses as numerated in Permitted Uses listed in Section 2.3 of the Future Land use Element.

POLICY 1.7.2: Future institutional uses should be located in, or in close proximity to, population areas they are intended to serve.

POLICY 1.7.3: The City shall continue to designate a public parks category on the Future Land Use Plan map to preserve existing park and open space areas and protect them from encroachment by future development. Allowable Public Park uses are enumerated in the Permitted Uses Implementation Section of the Future Land Use Element.

OBJECTIVE 1.8: Local Activity Center Land Use: Maintain a Local Activity Center (LAC) land use category within the city to encourage compact development that includes a mixture of community-serving uses such as commercial, office, employment, civic and institutional, recreation and open space, hotel, and/or residential. Development shall be characterized by efficient infrastructure, close-knit neighborhoods with a sense of community, preservation of natural systems, promotion of pedestrian circulation, and convenient access to mass transit facilities.

POLICY 1.8.1: The City shall use the Local Activity Center designation as a means to carry out recommended land use policies within a unified planning district based on an adopted master or redevelopment plan.

POLICY 1.8.2: Local Activity Centers shall support the location of uses in a manner oriented around a five-minute (i.e. quarter mile) walk. Multiple nodes of activity oriented around a five-minute walk may be included within one Local Activity Center.

POLICY 1.8.3: Local Activity Centers shall support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in a Local Activity Center shall be directly assessed via pedestrian ways, and accessible to existing or future alternative public transportation modes, including bicycle and transit.

POLICY 1.8.4: Local Activity Centers with multiple nodes of activity shall be connected by pedestrian ways and/or transit services.

POLICY 1.8.5: A uniform streetscape program shall be implemented within a Local Activity Center to include pedestrian amenities, public plaza areas, bicycle facilities, unified way-finding signage, and transit related amenities.

POLICY 1.8.6: The City will adopt, as part of its land development regulations, design guidelines to encourage pedestrian oriented development and consistent architectural design within Local Activity Centers.

POLICY 1.8.7: Parkland and/or open space that is accessible to the public shall be included as a functional component of a Local Activity Center. Parkland and/or open space may include defined landscape and pedestrian areas, squares, greenbelts, greenways, playgrounds, private plazas accessible to the public, and/or walking paths or promenades; however ill-defined residual areas such as buffers and berms, for purposes of this criteria, are not considered park land or open space.

POLICY 1.8.8: Housing opportunities shall be included as a functional component of any Local Activity Center. Residential development shall be limited to multifamily units as one means to encourage compact development and integrate mixed-use development.

POLICY 1.8.9: The City may direct public housing programs funds into designated Local Activity Centers consistent with the policies adopted in the Housing Element of the City's Comprehensive Plan as one means to encourage affordable housing opportunities within these centers.

POLICY 1.8.10: The City shall actively promote the provision of affordable housing opportunities within Local Activity Centers during the review and approval of design plans and guidelines for these centers by favoring urban development patterns characterized by reduced lot sizes, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, the allowance of accessory dwelling units, and/or through other mechanisms proven effective in increasing the stock of affordable housing units.

POLICY 1.8.11: Local Activity Centers should encourage the rehabilitation and use of historic structures identified within the designated center as one means to reinforce the local history and community character that is unique to the City of Hallandale Beach. To this end, the City will contact representatives of the Broward County Historical Commission, the Florida Department of State Division of Historical Resources, and the National Register of Historic Places during staff review for any proposed Local Activity Center and, when historic buildings and/or sites are identified, the City will determine the reasonable rehabilitation and reuse of historic buildings located on the site.

OBJECTIVE 1.9: Regional Activity Center Land Use: Consider a Regional Activity Center (RAC) land use category within the city to encourage attractive and functional mixed living, working, shopping, educational and recreational activities.

POLICY 1.9.1: The City shall use the Regional Activity Center designation as a means to carry out recommended land use policies within a unified planning district based on an adopted master or redevelopment plan.

POLICY 1.9.2: Non-motorized transportation as well as mass transit shall be encouraged to serve a Regional Activity Center to reduce reliance upon automobile travel.

POLICY 1.9.3: To facilitate public transit access, integrated transportation systems should be encouraged to serve a Regional Activity Center.

POLICY 1.9.4: To enhance pedestrian movement and safety, the separation of pedestrian and vehicular traffic should be encouraged within a Regional Activity Center.

POLICY 1.9.5: Redevelopment activities should be encouraged within a Regional Activity Center.

POLICY 1.9.6: A Regional Activity Center should provide for substantial housing opportunities to allow people to both live and work within the Regional Activity Center.

POLICY 1.9.7: A Regional Activity Center shall include opportunities to address the affordable/workforce housing needs of the city.

POLICY 1.9.8: Park land and/or open space that is open to the public must be included as a functional component within a proposed Regional Activity Center.

OBJECTIVE 1.10: Historic and Natural Resources: Ensure that no development adversely impacts historic resources, pollutes the aquifer, surface water bodies or air, contributes to beach erosion or tree removal in excess of tree replacement, disturbs migratory aquatic wildlife, or harms beach vegetation in excess of permitted and acceptable levels, as determined by the City, water management and environmental monitoring and permitting agencies. This objective will be achieved if there is no degradation of these resources attributed to specific development or development within the City, in general.

POLICY 1.10.1: The City shall protect, by regulation, acquisition and/or restoration, existing natural areas.

POLICY 1.10.2: The City of Hallandale Beach Code of Ordinances shall continue to regulate development in the 100-year flood level areas, as designated by the federal flood insurance program, and particularly in the Coastal High Hazard areas.

POLICY 1.10.3: The City shall continue to require building construction elevations consistent with minimum federal flood insurance regulations.

POLICY 1.10.4: Minimum road crown elevation standards as implemented by the South Florida Water Management District shall be applied to all new roadway construction in the City.

POLICY 1.10.5: Encourage the preservation of historically significant structures in the City by designating them on the FLUM and Official Zoning Map to provide for their preservation and appropriate use.

POLICY 1.10.6: The City shall protect historical structures by enforcing Broward County regulations for the preservation of locally significant historical structures.

POLICY 1.10.7: The City shall maintain procedures for incentives, bonuses, and penalties to implement the preservation of historical structures.

POLICY 1.10.8: The City of Hallandale Beach shall continue to evaluate development proposals with respect to pervious area requirements specified in the Land Development Code.

POLICY 1.10.9: The City shall continue to discourage developments which may handle, generate or store hazardous material from locating within a wellfield cone of influence.

POLICY 1.10.10: The City shall protect the ground water aquifer within the cone of influence in conjunction with its agreements with Broward County Water Resources Management Division and the Broward County Wellfield Protection Ordinance and through the enforcement of the policies set forth in the "Infrastructure" Element of this Comprehensive Plan, and the regulations of the South Florida Water Management District (SFWMD).

POLICY 1.10.11: The City shall continue to protect its natural resources and maintain its environmental quality through the provision of land use regulations which are consistent with the policies of this Comprehensive Plan.

OBJECTIVE 1.11: Coastal Area Densities, Hurricane Evacuation: Maintain coastal area densities in order to maintain the hurricane evacuation times listed in the South Florida Regional Planning Council's (SFRPC) Regional Hurricane Evacuation Model Traffic Study.

POLICY 1.11.1: The City shall continue to enforce development regulations which are consistent with the policies of the Coastal Management Element, emphasizing the safety of life and property in the Coastal High Hazard Area.

POLICY 1.11.2: The City shall continue to require building construction elevations consistent with minimum federal flood insurance regulations.

POLICY 1.11.3: Encourage development and redevelopment in the coastal high hazard area to include hazard mitigation measures for beach and beachfront property protection to minimize loss of life and property and protect against beach erosion.

POLICY 1.11.4: The ordinances which the City will continue to enforce and update include the Flood Ordinance, and the Coastal Construction Code, as part of Florida Building Code.

POLICY 1.11.5: The City shall direct populations away from Coastal High-Hazard Areas, to the extent legally feasible, through establishment of redevelopment regulations for Coastal High Hazard Areas.

POLICY 1.11.6: The City shall establish limits on levels of service and areas of service for infrastructure systems within the Coastal High Hazard Area.

POLICY 1.11.7: The City shall require that proposed developments, which would result in a concentration of elderly and/or handicapped residents, provide plans and methods of evacuation as part of their development planning. The City will continue to enforce its Emergency Operations Plan which requires all condominiums to have a natural disaster plan in place.

POLICY 1.11.8: The City shall restrict construction or redevelopment in areas controlled by State Coastal Construction Control lines (CCCL) and require State agency approval prior to the City issuance of building permits for any portion of a structure seaward of the CCCL.

OBJECTIVE 1.12: Land Use Consistency: The City shall manage growth and development through the continued administration, and enforcement of the Hallandale Beach Zoning and Land Development Code which shall ensure that future land uses remain consistent with this Plan.

POLICY 1.12.1: As part of the development review and approval process, the City shall continue to implement a system of Comprehensive Plan compliance review for all development and approval petitions

POLICY 1.12.2: The City shall continue to ensure that the provisions of the Hallandale Beach Zoning and Land Development code include all necessary site plan requirements to further the intent of this Comprehensive Plan. These requirements shall include but not be limited to adequate drainage and stormwater management, landscaping and open space requirements, signage regulations, subdivision regulations, safe and convenient on-site traffic flow, vehicle parking and consistency of land uses with Plan designations

POLICY 1.12.3: The City shall continue to review, evaluate and update the City's Unified Land Development Code.

POLICY 1.12.4: The City shall maintain innovative land development regulations that encourage mixed-use developments and incorporate site design planning techniques that will enhance the quality of large scale developments or redevelopment areas.

POLICY 1.12.5: The City shall continue to require adequate pervious areas to improve aquifer recharge and look for alternative ways to increase stormwater recapture.

POLICY 1.12.6: The City shall study and consider amortization and other methods of requiring nonconforming mobile home parks to meet Codes, including replacement of the parks with conforming uses by 2012.

OBJECTIVE 1.13: Housing: The City shall decrease the amount of substandard living conditions and blighting influences in the Hallandale Beach community through actions identified in the Housing Element to achieve stated objectives.

POLICY 1.13.1: The City shall continue its involvement in coordinating State, County and Federal funding allocations directed toward new construction, rehabilitation, and/or demolition of irreparable residential and nonresidential structures, strict code enforcement program, and the provision of public facilities and services which target low and moderate income households and neighborhoods.

POLICY 1.13.2: The Hallandale Beach Zoning and Land Development Code provisions which contain design standards relative to landscaping, setbacks, and other site controls, shall continue to be strictly enforced to meet the intent of the Goal, Objective and Policies of the Future Land Use Element of the Plan

POLICY 1.13.3: The City should continue to commit resources to the Community Redevelopment Area where neighborhood improvements are needed.

OBJECTIVE 1.14: Capital Improvements: A five year schedule of Capital improvements will be maintained. The schedule will be oriented toward implementation of concurrency requirements of Chapter 163.F.S. that require public facilities and services be available, at levels of service consistent with those adopted in the Comprehensive Plan, when the impacts of development occur.

POLICY 1.14.1: The City shall determine the status and capabilities of existing and proposed facilities (including water, wastewater, solid waste, traffic, stormwater, and recreation/open space) to accommodate current, new, and redevelopment demands, and any projects necessary to maintain adopted levels of service. These projects will be added to the five-year Capital Improvements Plan.

POLICY 1.14.2: The Development Services Department shall evaluate impacts resulting from new developments to ensure that adequate facilities are either in place or planned so that Level of Service standards are not reduced.

POLICY 1.14.3: The City shall adopt level of service standards and shall be used as the basis for determining the availability of facility capacity. See the Capital Improvements Element for a complete list of adopted Level of Service Standards.

POLICY 1.14.4: The assessment of needed capital improvements shall be based on the Level of Service standards adopted in the Transportation Element, Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water, and Natural Groundwater

Aquifer Recharge Element, and Recreation and Open Space Element of the Comprehensive Plan.

OBJECTIVE 1.15: Transportation: The City shall not issue a development order or permit which results in a reduction in level of service on any portion of the City roadway system below adopted level of service unless the development is located within an urban infill or redevelopment area and satisfies objectives and policies relating thereto and mitigation is provided (Note: the entire City is located within an urban infill area).

POLICY 1.15.1: The City shall through implementation of the Broward County Trafficways Plan and the minimum City right-of-way standard of fifty (50) feet, secure right-of-way dedications at time of development review to ensure that adequate right-of-way is provided to serve existing and future development.

POLICY 1.15.2: The City shall minimize future curb cuts on arterial and collector roadways during development review as identified in the Unified Land Development Code.

POLICY 1.15.3: The City shall encourage developments that promote safe and efficient on and off-site transportation improvements.

OBJECTIVE 1.16: Intergovernmental Coordination: Maintain or improve existing mechanisms and establish new ones as required to ensure coordination and cooperation between the City of Hallandale Beach and other units of local, County, Regional, State, and Federal governments regarding planning and development matters.

POLICY 1.16.1: The City shall use existing and establish new procedures as needed to ensure consistency and coordination between the City and County Comprehensive Plans, the State of Florida Comprehensive Plan, the Regional Policy Plan for South Florida, plans of adjacent municipalities, and plans of other units of local government which provide services within the City, but do not have regulatory authority.

POLICY 1.16.2: The City, in coordination with the Broward County School Board, encourages the location of schools proximate to urban residential areas to the extent possible, and to collocate public facilities, such as parks, libraries, and community centers with schools to the extent possible.

OBJECTIVE 1.17: Transportation Concurrency Exception Areas: Maintain urban infill and urban redevelopment area(s) within the City containing residential and nonresidential uses where public services and facilities are in place.

POLICY 1.17.1: Urban infill and urban redevelopment area(s) shall be mapped within the Future City and Broward County Land Use Plan Maps.

POLICY 1.17.2: Designated urban infill and urban redevelopment area(s) must contain residential and nonresidential uses and must be identified on the Future Land Use Plan Map Series consistent with the following criteria.

Where any two areas meeting the criteria for designation as urban infill, urban redevelopment or downtown revitalization area(s) are contiguous, they may be combined on the Land Use Plan Map as one distinct geographical area for the purposes of permitting development pursuant to the goals, objectives and policies of the Plan.

Urban Infill Areas

- a. The boundaries and approximate acreage of the area must be identified.
- b. Public facilities and services such as sewage treatment systems, schools, and recreation areas must be in place.
- c. Mass transit must be available within a quarter mile of 75 percent of the urban infill area and transportation facilities.
- d. An analysis must be included considering the impact of the urban infill area on the Florida Intrastate Highway System.
- e. Average residential density for developed residential areas must be at least 5 dwelling units per acre.
- f. Average nonresidential intensity for developed nonresidential areas must have a floor area ratio of at least 1.0.
- g. Vacant, developable land must not constitute more than 10 percent of the area.
- h. Alternatively, in addition to meeting criteria (a), (b), (c) (d), (e), (f) and (g) above, the area may be a designated Community Redevelopment Area per Chapter 163, Florida Statutes.

Urban Redevelopment Areas

- a. The boundaries and approximate acreage of the area must be identified.
- b. Public facilities and services such as sewage treatment systems, schools, and recreation areas must be in place.
- c. Transportation facilities and mass transit service must be available within a quarter mile of 75 percent of the urban redevelopment area providing a headway of thirty minutes or less, available at least 5 days a week.

- d. An analysis is required, considering the impact of the urban redevelopment area on the Florida Intrastate Highway System.
- e. In addition to meeting criteria (a), (b), (c), and (d) above, such area must be over 80% built-out, regularly served by mass transit and the subject of a locally adopted revitalization/redevelopment plan.
- f. Alternatively, in addition to meeting criteria (a), (b), (c) and (d) above, the area may be a designated Community Redevelopment Area per Chapter 163, Florida Statutes.
- g. The Urban Redevelopment Areas must be within an urban infill area or within an existing service area.

OBJECTIVE 1:18: Urban Infill and Redevelopment: Establish criteria which encourage development of urban infill and urban redevelopment area(s) to promote economic development, increase housing opportunities, and maximize the use of existing public facilities and services.

POLICY 1:18:1: Increase economic development and employment opportunities within urban infill and urban redevelopment area(s).

POLICY 1:18:2: Adequate housing opportunities necessary to accommodate all segments of present and future residents shall be provided within urban infill and urban redevelopment area(s).

POLICY 1:18:3: The Hallandale Beach Land Use Plan shall encourage mixed use developments within urban infill and urban redevelopment area(s).

POLICY 1:18:4: Designated urban infill and urban redevelopment area(s) shall be excepted from transportation facilities concurrency requirements consistent with Chapter 163 Florida Statutes; however, application will be subject to providing a traffic analysis consistent with the Transportation Element and potential improvements to minimize impacts.

POLICY 1:18:5: Notwithstanding the above, all development is subject to Broward County Transportation Concurrency Management Area (TCMA) Level of Service criteria and the payment of Transit Impact Fees as determined by Broward County prior to the issuance of permits.

POLICY 1:18:6: Integrated transportation systems, mass transit facilities, bikeways and pedestrian corridors should be encouraged to serve urban infill and urban redevelopment area(s) to reduce reliance upon automobile travel.

The City shall address the transportation needs of the exception areas through Objectives and Policies identified in the Transportation Element, the Citywide

Transportation Plan and participation in existing or new County, MPO and FDOT programs and projects. These programs and projects include:

- Development of a Traffic Management System to monitor the traffic impacts of all developments approved within the exception areas.
- The Broward County Congestion Demand Management Plan
- The "Downtown (Fort Lauderdale CBD) Transportation Management Area" ride-sharing, flex-time guaranteed ride home and mass transit programs for any commuters living in Hallandale Beach.
- The I-95 Master Plan participation on the I-95 Master Plan (including Tri-Rail System) project will include coordination with Florida Department of Transportation to identify alternative approaches to address the transportation needs of the exception areas. Coordination will also identify the traffic impacts of the exception areas and evaluation of proposed I-95 alternatives on the overall Hallandale Beach Transportation System.
- The City actively encourages the use of the City Mini Bus System and implements bicycle and sidewalk improvements.

POLICY 1:18:7: The Hallandale Beach Comprehensive Plan and LDRs shall establish standards and monitoring procedures for the expansion of mass transit, pedestrian travel and other forms of non-automobile travel within urban infill and urban redevelopment area(s).

OBJECTIVE 1.19: Crime Prevention: The City shall review all major developments for their use of Crime Prevention Through Environmental Design (CPTED) principles and standards.

POLICY 1.19.1: The City shall maintain a CPTED review policy and procedure in the form of administrative policy or land development regulations. The policy shall require plan review by the Development Services and Police Departments, at a minimum.

POLICY 1.19.2: The City shall incorporate CPTED principles into the Unified Land Development Code by 2011.

OBJECTIVE 1.20: The City shall continue to implement its energy-efficient "grid" Future Land Use Plan and discourage urban sprawl accounting for existing and future energy power generation and transmission systems.

POLICY 1.20.1: The City shall ensure the Comprehensive Plan and Land Development Code do not prevent the construction of electrical substations and transmission systems in the City. This shall not preclude the City from requiring proper siting and buffering.

POLICY 1.20.2: The City shall continue to enforce the provisions of the most recent edition of the Florida Building Code, particularly the updated Energy Code (adopted 3/09) to achieve higher energy efficiency in buildings.

POLICY 1.20.3: The City shall require the use of low water use plumbing fixtures in new construction and continue to encourage the use of low water use plumbing fixtures in building renovations through periodic give-away toilet retrofit programs and encourage energy efficient electrical systems, such as retrofitting lighting fixtures in City buildings.

POLICY 1.20.4: The City shall continue to provide educational materials to its residents / property owners on energy saving strategies and water conservation methods such as domestic water use, rainwater recycling for irrigation, landscaping techniques, etc. The City will continue periodic give-away rain sensor retrofit programs for sprinkler systems.

POLICY 1.20.5: The City shall allow the use of alternative, renewable sources of energy including the use of solar panels. This shall not preclude the City from requiring proper installation locations and buffering.

POLICY 1.20.6: The City shall continue to encourage mixed-use development and concentrations of higher land use intensities along major transportation corridors by allowing urban-type development standards (i.e. height / setbacks), residential use and density bonuses in designated commercial areas via Flex Allocation.

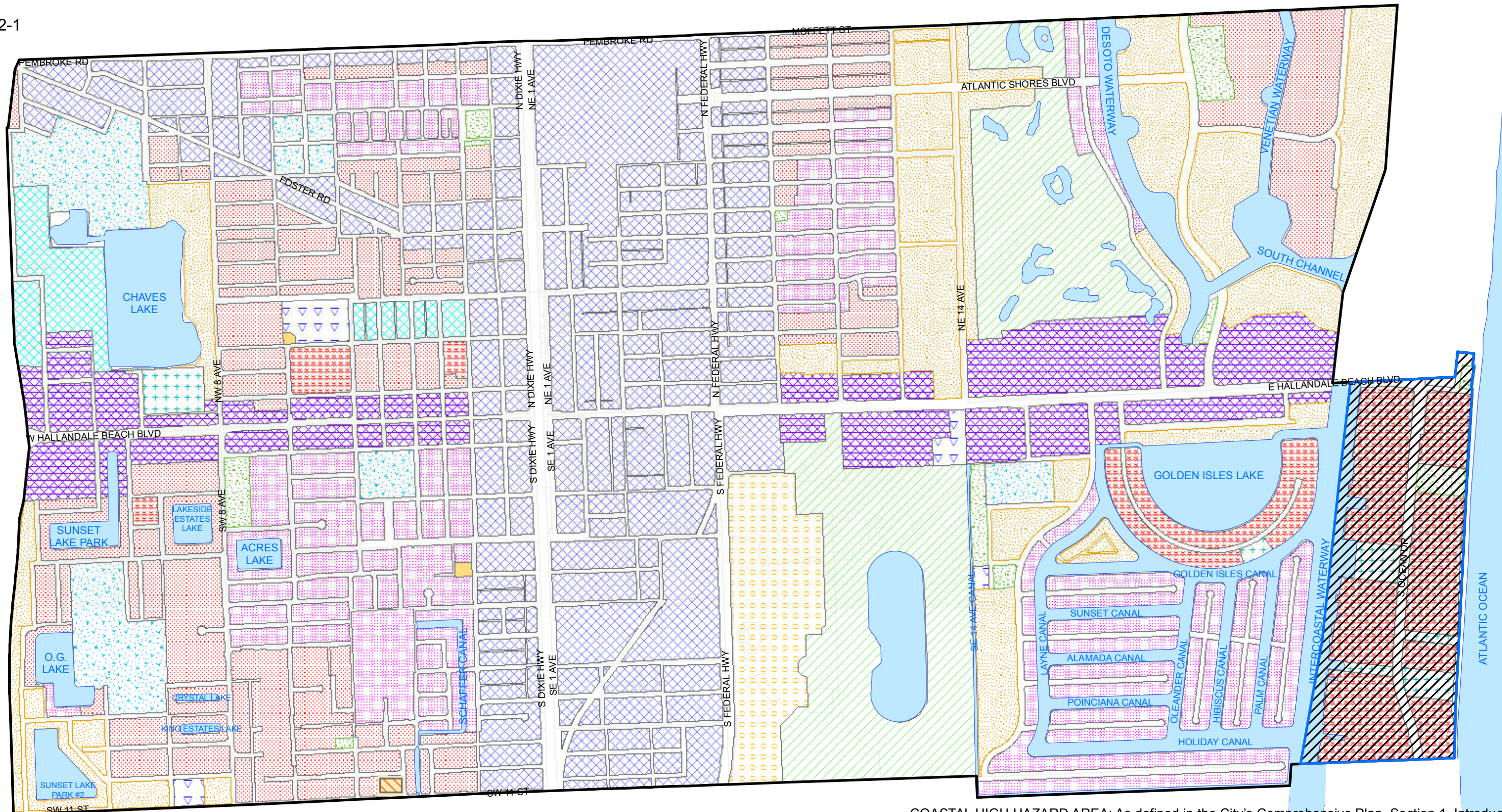
POLICY 1.20.7: The City shall continue to foster its “sustainable” community character with a variety of housing opportunities at varying price ranges, employment and retail uses, educational, community facilities, parks and recreational uses, etc. to the extent possible.

POLICY 1.20.8: The City shall continue to maintain, upgrade and complete missing segments of its pedestrian and bikeway networks connecting development to transportation systems, schools, public facilities and commercial areas.

POLICY 1.20.9: The City shall continue to reduce the heat island effect by improving its green infrastructure (i.e. tree canopy / parks and open spaces / landscaped medians) and requiring private lands to comply as well. The City has previously adopted a Resolution to achieve a 30% tree canopy by 2030.

POLICY 1.20.10: The City shall initiate Comprehensive Plan amendments within one year of publication of approved DCA guidelines (Rules) for implementing the 2008 statutory requirements for energy reduction and subsequently amend its Land Development Regulations to adopt specific standards and strategies that address Greenhouse Gas (GHG) emissions, energy efficient housing, and overall energy conservation, if deemed appropriate for the City and they are financially feasible.

FIGURE 2-1



Date: Aug 28, 2017

COASTAL HIGH HAZARD AREA: As defined in the City's Comprehensive Plan, Section 1. Introduction.

<p>RESIDENTIAL NET DU/ACRE</p> <ul style="list-style-type: none"> Low Density Up To 7 DU/ACRE Low-Medium Density Up To 14 DU/ACRE Medium Density Up To 18 DU/ACRE High Density Up To 25 DU/ACRE High Density-2 Up To 50 DU/ACRE 	<p>COMMERCIAL</p> <ul style="list-style-type: none"> Neighborhood General Recreation Light Industrial 	<p>COMMUNITY FACILITIES</p> <ul style="list-style-type: none"> Public Parks Institutional Utilities Historic 	<p>LOCAL ACTIVITY CENTER</p> <ul style="list-style-type: none"> The Village at Gulfstream Park LAC <p>REGIONAL ACTIVITY CENTER</p> <ul style="list-style-type: none"> Regional Activity Center 	<p> Coastal High Hazard Area</p>
--	--	---	--	----------------------------------

NOTES:

- (1) Recessional uses, future and existing, refer to: Figure 8-2, Volume II, Comprehensive Plan.
- (2) Water wells and cones of influence, refer to: Figure 7-6, Volume II, Comprehensive Plan.
- (3) Historical Districts and structures, refer to: Figure 4-19, Volume II, Comprehensive Plan.
- (4) Hallandale Future Land Use Plan complies with Broward County Traffic Ways Plan, refer to: Figure 3-12, Volume II, Comprehensive Plan.
- (5) City of Hallandale Beach Flexibility Zones, refer to: Figure 2-2, Volume II, Comprehensive Plan.

Adopted August 15, 2018



CITY OF HALLANDALE BEACH COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

3.4 GOALS, OBJECTIVES AND POLICIES

Transportation

Goal 1: The City of Hallandale Beach shall maintain with assistance from applicable County and State agencies, a multi-modal transportation system which will meet the travel needs of all of the City's residents and businesses in a safe, convenient and efficient manner and is coordinated with Broward County in the implementation of a county-wide transit concurrency system.

Objective 1.1: With the cooperation of the Florida Department of Transportation and Broward County Traffic Engineering, the City shall establish local regulations and transportation, system management procedures to provide for a safe, convenient, and energy efficient motorized and non-motorized transportation system, with special emphasis placed on correcting deficiencies in the Hallandale Beach Boulevard Corridor and Federal Highway / US 1 Corridor so that it may function as an arterial roadway.

Measure: Adopt regulations and procedures.

Policy 1.1.1: The City shall coordinate with Broward County and the Florida Department of Transportation in support of maximizing existing intersection performance through the use of low cost Transportation System Management (TSM) strategies to include a computerized signalization program that minimizes travel delays on Hallandale Beach Boulevard and Federal Highway / US 1 with particular emphasis places on seasonal and event induced traffic demand.

Policy 1.1.2: The City shall work with Florida Department of Transportation (FDOT) through semi-annual contact by a designated City representative in establishing roadway engineering and access review criteria including limitations on curb-cuts and standards for deceleration lanes on collector and arterial streets with particular emphasis on Hallandale Beach Boulevard.

Policy 1.1.3: The City shall continue, through semi-annual contact by a designated City representative, to urge the Florida Department of Transportation to provide safety related improvements on Hallandale Beach Boulevard with particular emphasis placed on pedestrian safety.

Policy 1.1.4: The City should assist the Florida DOT in developing a transportation improvement plan and program for Hallandale Beach Boulevard and shall appoint a staff member to act as liaison with the Florida DOT in review of planned and programmed improvements.

Policy 1.1.5: The City shall continue to request, when solicited by the County to submit proposed traffic improvement data, that the Broward County MPO include improvements to roads in the City that will reduce traffic volumes on Hallandale Beach Boulevard, Federal Highway / US 1 and Pembroke Road in their 5-year Transportation Improvement Program (TIPS).

Policy 1.1.6: The City shall continue to require any new development or redevelopment proposal to include, as part of the site plan approval process, to provide a valid FDOT Conceptual Access permit, if the site adjoins or has access to a state roadway.

Objective 1.2: The City shall coordinate with Broward County and Miami-Dade County to insure the efficient provision of public transit continue to provide alternative mobility to serve the special needs of transportation disadvantaged residents who do not have access to drive an automobile, who are unable to drive or who desire not to drive an automobile.

Measure: Maintain a list of persons with needs and service providers.

Policy 1.2.1: The City will continue to provide for the operation of the City Minibus system based on economic feasibility and need, and shall monitor the expansion needs of the network of 134 County public transit system bus stops in the City. A five (5) year assessment concerning provision of County public transit services will be carried out by a designated City representative in conjunction with County public transit representatives.

Policy 1.2.2: The City shall monitor and review State and regional planning efforts directed toward the planning and implementation of a high speed rail system through a designated City representative appointed to contact State and regional transportation planning agencies on a semi-annual basis.

Policy 1.2.3: The Broward County Concurrency Management System (CMS) shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCT to provide fixed-route transit service to at least 75 percent of all residences and employment locations during the peak hour, achieve headways of 30 minutes or less on 80% of the routes, establish at least one neighborhood transit center, establish at least one additional community bus route, increase peak-hour weekday fixed-route transit ridership by 22% from FY 2009 to 2013 and maintain the current number of community bus routes (10) through 2013.

Policy 1.2.4: The City shall review, and if appropriate support the recommended level of service provisions in the Broward County Transportation Element, as may be amended.

Policy 1.2.5: The City shall coordinate with the Broward County Division of Mass Transit and Tri-Rail to ensure the required transit services are available to meet the adopted level of service.

Policy 1.2.6: The City shall monitor the existing Public Transit System service to existing and future major trip generators and attractors, as defined in this element, and evaluate and implement as necessary modifications to the existing system through coordination with Broward County and Miami-Dade County to improve provision of public transit.

Objective 1.3: The City shall coordinate the transportation systems with existing and future land use as shown on the future land use map and shall coordinate with the Broward County MPO, Florida DOT and developers to secure funding for transportation improvements necessary to ensure that the roadway, transit, pedestrian and bikeway systems can support the needs of future development and redevelopment. The City adopts the Level of Service for all FIHS facilities according to Rue 14-94 F.A.C. Although the City is located within one of Broward County's Transit-Oriented Concurrency Districts and the entire City is within an Urban Infill Area (UIA), the City adopts level of service "D" for all local roadways and City Collectors within the City of Hallandale Beach.

Measure: Maintenance of adopted level of service for local roadways and completion of roadway improvements through coordination with Broward County and FDOT.

Policy 1.3.1: The City shall implement its adopted yearly priorities for capital improvements for local streets to promote timely resurfacing and repair of roads, to minimize costly reconstruction and to enhance safety.

Policy 1.3.2: The City will incorporate provisions into its capital improvements planning process to ensure that underground utilities improvements are made in advance of, or concurrent with, street improvements.

Policy 1.3.3: The City will update its procedure for managing traffic during event at Gulfstream Park and the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) in conjunction with the implementation of a Transportation Management System (TMS) which is based on a computerized signalization program. This review is needed to enable the City to expedite traffic entering and leaving parking areas without sacrificing capacity and safety on City and regional streets.

Policy 1.3.4: The City shall discourage through traffic in neighborhoods through continued implementation of the Broward County Trafficways Plan which requires right-of-way dedications or easements in conjunction with development and redevelopment along designated trafficways. The gradual acquisition of right-of-way allows for future road widening and other road improvements necessary to prevent traffic congestion thereby discouraging motorists from seeking travel alternatives through residential neighborhoods.

Policy 1.3.5: Based on the Florida Department of Transportation (FDOT) and Broward County adopted minimum level of service (LOS) “D” for local streets, the City shall establish LOS “D” as the minimum acceptable LOS on all local roads in Hallandale Beach to include peak hour travel times.

Policy 1.3.6: Development applications located within the boundaries of an urban infill or urban redevelopment area are exempt from traffic concurrency or over capacity roadway links per Chapter 163.3188(5)(b) Florida Statutes. However, Broward County transit impact fees / physical improvements or City impact fees / physical improvements may be required.

Policy 1.3.7: Development applications located within the boundaries of the City’s urban infill or redevelopment area shall indicate traffic impacts to the local, state and Intrastate Highway system. The study will address over capacity roadway links and intersections within the City within one (1) mile of the subject site where impact exceeds de minimis levels. Although the study will be required to address improvements to over capacity links and/or intersections, the study shall not be limited by this approach. The study shall analyze alternatives or techniques to minimize traffic impacts on the Hallandale Beach roadway network. These techniques shall include but not be limited to Transportation Demand Management applications, Transportation Systems Management approaches and improving multi-modal access. For projects generating in total less than 100 average net daily trips per day, a traffic statement may be provided assessing conditions within 1,000 feet of the subject site, unless otherwise required by the City.

Policy 1.3.8: The City shall continue to coordinate with Broward County through an existing interlocal agreement to insure the monitoring of traffic impacts of approved developments within the exception areas. The City shall coordinate with Broward County to utilize the Traffic Management System maintained by Broward County for the purpose of monitoring traffic impacts. Applicant’s traffic studies shall utilize this information in analyzing their site impacts.

Policy 1.3.9: Using the cost capacity model identified in the City Land Development Code, ~~In~~ in accordance with Chapter 163.3180(16), F.S. a developer may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if transportation facilities or facility segments identified as mitigation for traffic impacts are specifically identified for funding in the City’s 5-year schedule of capital improvements or if such contribution or payments to such facilities or segments are reflected in the 5-year schedule of capital improvements in the next regularly scheduled update of the capital improvement element. Proportionate fair-share mitigation shall be applied as a credit against impact fees.

Policy 1.3.10: The City shall participate and monitor the development of the I-95 Master Plan by the Florida Department of Transportation. Participation and monitoring shall include, but not be limited to, plans for increased capacity to the facility and the impacts of development/redevelopment in the City on the Intrastate System.

Policy 1.3.11: Through participation in the MPO and coordination with Broward County, increase the vehicle occupancy rate through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) below the year 2002 projected daily per capita VMT of 21.70 by implementing TDM strategies and increasing the public transit modal split from the current 1.15 percent to 1.23 percent by 2011 as specified in Policies 3.3.1 and 3.3.2 of the Broward County Transportation Element.

Policy 1.3.12: The City shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled within the City and region. Consistent with the Broward County Transportation Element, TDM strategies may include:

- a. Ridesharing programs – Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or van, to make a trip.
- b. Flexible Work Hours – Allows employees to schedule their work hours so as to avoid driving during peak hours.
- c. Telecommuting – Home-based employees primarily in information-oriented jobs.
- d. Shuttle Service – Buses, vans or cars used to provide transportation from remote parking locations to the workplace.
- e. Parking Management – Includes preferred parking, price parking, parking limitations and shared parking.
- f. Corridor Studies – Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.
- g. Congestion Management Plan (CMP) – Priority strategies serving the County’s Urban Infill Area, which includes the entire City area, intended to mitigate congestion and improve operational LOS.

TMS Strategies may include:

- a. Roadway improvements – In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies.
- b. Intersection improvements – Turn lane additions on other geometric improvements.
- c. Access Management – Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterials and collector roadways.
- d. Signalization – Computerization of signals on roadways to improve traffic flows.

Policy 1.3.13: The City, in conjunction with MPO, FDOT and the DCA will analyze the feasibility of establishing a demonstration overlay transit-oriented corridor (TOC) zoning district on a selected corridor in the City by December 2013. To promote a multimodal transportation system that places emphasis on public transportation systems, the following studies and strategies are recommended.

1. Determine the amount of undeveloped land and the potential for redevelopment of existing land along the corridor.
2. Determine the roadway level of service and public transit ridership along the corridor.
3. Study the type of development incentives needed to encourage transit oriented development (TOD) within a TOC zoning district. These incentives could include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; public costs; public funding of transit-oriented development improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stop, etc.)
4. Develop a roadway and public transit monitoring system. The monitoring system should provide for measuring, on at least an annual basis, the roadway and transit impacts along the corridor, the roadway and transit impacts of transit oriented developments versus auto-oriented developments along the corridor.
5. Study the potential for securing grant funding for the demonstration project, including the hiring of a full-time transit corridor coordinator.
6. By 2001, coordinate with the BCPC to modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning.

Policy 1.3.14: The City shall continue its current practice of recognizing the interaction within mixed-use developments and the resulting internal trip reductions. Mixed-use developments are characterized by three (3) or more mutually supporting land uses with physical site integration in a coherent plan.

Objective 1.3a: The City will urge Broward County to provide transit services to all present and future major trip generators and attractors and provide safe and convenient transit terminals.

- Measure:
1. Number of major trip generators and attractors served by mass transit.
 2. Number of bus stops with shelters and benches at stops with 25 or more passengers boarding per day.

Policy 1.3a.1: The City will work cooperatively with Broward County to increase the level of service to all major trip generators and attractors to at least meet the adopted LOS of 75% coverage to all residences and employment locations during peak hour,

achieve headways of 30 minutes or less on 65% of the routes, establish at least one neighborhood transit center and establish at least one additional community bus route.

Policy 1.3a.2: The City will coordinate with Broward County and FDOT to implement actions listed in Broward County Transportation Element Policy 3.2.2 appended to the City's Element which includes the provision of convenient public transit terminals transit needs for residents and facility design features.

Policy 1.3a.3: The City will contact Broward County Mass Transit at least annually to update information and coordination strategies.

Objective 1.4: The City shall coordinate its transportation activities and improvements with the plans and programs of neighboring cities, Broward County, Miami-Dade County, the Florida Department of Transportation 5-Year Transportation Plan and other appropriate State plans and statutes. A designated City representative shall interface with the above agencies to coordinate transportation planning efforts on an annual or more frequent basis.

Measure: Contact other entities and document resulting communications.

Policy 1.4.1: The City shall coordinate its transportation improvement plans for the Diplomat/Three Islands Planning District with the City of Hollywood to identify and plan for the anticipated future impacts of the Phase III Three Islands development in the City of Hollywood.

Policy 1.4.2: The City shall coordinate its efforts with State and County Transportation Departments to improve intersections of high accident rates.

Policy 1.4.3: The City shall coordinate with FDOT and Broward County to minimize curb cuts on arterial and collector roadways, through development review procedures. As part of the review of any development or redevelopment for lands adjacent to a state roadway, an applicant shall provide a FDOT Conceptual Access letter agreeing to the design presented for consideration.

Policy 1.4.4: The City shall cooperate with FDOT and Broward County in the identification of constrained roadway facilities and will propose adequate Level of Service (LOS) standards and recommend appropriate actions to improve mobility.

Objective 1.5 The City shall provide for rights-of-way adequate for existing and future transportation needs.

Measure: Quantity of additional right of way acquired.

Policy 1.5.1: The City shall review, in conjunction with its Evaluation and Appraisal Reports, or separately, right-of-way requirements for existing and future transportation needs to ensure continuity of the thoroughfare system. The City will coordinate

requests for Trafficways Plan amendments with Broward County through a designated City representative assigned to process these amendments.

Policy 1.5.2: The City shall address the proliferation of existing curb cuts and better manage future curb cuts by enforcing standards for the location and design of driveways which intersect arterial and collector streets. See Policy 1.4.3.

Policy 1.5.3: The City shall enforce its local right-of-way protection ordinance to ensure that no building permits or development orders are issued for construction within identified rights-of-way and that the minimum right-of-way necessary to maintain the adopted minimum level of services on all roads in the City is provided for.

Policy 1.5.4: The City shall through implementation of the Broward County Trafficways Plan and the minimum City right-of-way standard of fifty (50) feet, secure right-of-way dedications at time of development review to ensure that adequate right-of-way is provided to serve existing and future development.

Objective 1.6: The City shall encourage developments that promote safe and efficient on and off-site transportation improvements.

Measure: Quantity of improvements as noted below.

Policy 1.6.1: The City shall require that site development designs incorporate safe and efficient on-site traffic circulation and adequate provisions for motorized and non-motorized parking where required, including bicycle parking.

Policy 1.6.2: The City shall continue to require, at the time of development review, that developers include off-site project related transportation improvements including sidewalks, street and curb construction and/or reconstruction where required, including bicycle facilities consistent with the City's Future Pedestrian and Bikeway System (Figure T-12).

Objective 1.7: Reduce overall energy consumption by increasing the efficiency of the existing transportation system, implementing Transportation Demand Management (TDM) strategies, and by encouraging integrated transportation systems, mass transit facilities, bikeways, and pedestrian corridors throughout the City, including urban infill areas.

Measure: Continued promotion and maintenance of existing Minibus Service and amount of additional sidewalks/bikeways constructed by the City. Construct 10% of missing segments by 2013.

Policy 1.7.1: Coordinate with the County on providing computerized traffic signal control and proper signal progression.

Policy 1.7.2: Request the Broward County Mass Transit Division and the Broward MPO to reduce headways for bus routes.

Policy 1.7.3: Continue to fund or seek funding for bikeway and pedestrian corridor improvements.

Policy 1.7.4: Support the development of the County Congestion Management Plan.

Policy 1.7.5: Require the payment of any applicable Broward County Mass Transit Impact Fees for developments receiving transportation concurrency exceptions in designated urban infill areas.

Policy 1.7.6: The City shall evaluate the incorporation of land development regulation requiring developing application to demonstrate locations for bicycle storage and pathway connections to be made between buildings and the public sidewalk system.

Policy 1.7.7: The City shall continue to provide educational materials to its residents and property owners on the cost and environmental effects of automobile idling to encourage the use of alternative transportation modes.

Policy 1.7.8: The City shall consider the availability of low emission or fuel efficient vehicles as the replacement of municipal vehicles is scheduled.

Policy 1.7.9: The City shall initiate Comprehensive Plan amendments within one year of publication of approved Department of Community Affairs (DCA) guidelines (Rules) for implementing the 2008 statutory requirements for energy reduction and subsequently amend its Land Development Regulations to adopt specific standards and strategies that address Greenhouse Gas (GHG) emissions, energy efficient housing, and overall energy conservation, if deemed appropriate for the City and they are financially feasible.

Objective 1.8: Continue to investigate the feasibility of revising the Land Development Code to provide incentives for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings.

- Measure:
- a) Amend the Land Development Code
 - b) Prepare and publish informational material to business owners to encourage other than one person occupancy automobile usage.

Policy 1.8.1: Require pedestrian and bicycle facilities, where feasible, in highway improvement projects.

Policy 1.8.2: Promote and help coordinate countywide ridesharing efforts.

Policy 1.8.3: Encourage staggered and flexible work schedules.

Objective 1.9: The City will coordinate with the plans and programs of the Broward County Metropolitan Planning Organization (MPO), Broward County and the Florida Department of Transportation's Five (5) Year Transportation Plan and any appropriate resource planning and management plans prepared pursuant to state statutes.

Measure: Annually provide Broward County MPO with prioritized listing of needed improvements to City transportation system for inclusion in the County Transportation Improvement Program (TIP).

Policy 1.9.1: Maintain an active, positive relationship with FDOT, Broward County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements.

Policy 1.9.2: Continue to participate in the Broward County Technical Coordinating Committee.

Policy 1.9.3: Provide an annual review of the number of roadway improvements constructed within the City.

Objective 1.10: The City will coordinate with Broward County in the implementation of their Transportation Element. The City was developed in a grid like pattern, generally with intensively developed uses located on major transportation routes located along land section lines.

Measure: Meet as needed with the Broward County Transportation Planning Division to coordinate activities, programs and data.

Policy 1.10.1: The City shall maintain its highest intensities of land use along major transportation routes and encourage the clustering of parking areas near major routes and transit stops. The City does not contain any designated exclusive public transportation corridors; however, the City will participate in providing data to the County and/or FDOT and coordinate parking strategies and alternatives to utilizing the Florida Intrastate Highway System (FIHS) by local traffic. The City will coordinate with FDOT and the County utilizing the following strategies found in Policy 3.4.7 of the County's Transportation Element.

1. Maintain and, where feasible, improve the level of service on County roads that are parallel to FIHS roads.
2. Implement the Congestion Management Plan recommendations, with a emphasis on those county roads that are parallel to FIHS roads.
3. Coordinate and synchronize the signalization system along County roads that are parallel to FIHS roads.

4. Through its membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).
5. Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.
6. Investigate the potential of programming public transit route headways and span of service, and the provisions of information kiosks along County roads that are parallel to FIHS roads.
7. Support the double-tracking of the South Florida Transportation Corridor, a transportation facility parallel to Interstate 95 (west side).
8. Enhance regular route service to Tri-Rail stations.
9. Improve pedestrian access to transit by ensuring that all phases of road planning design, and construction include the necessary walkways on all arterial and collectors under the responsibility of the State and County.
10. Provide public education through marketing strategies about public transit desirability and availability
11. Promote transit oriented design along County roads that are parallel to FIHS roads.
12. Monitor FIHS level of service and work with the FDOT and the MPO to identify additional strategies.

Policy 1.10.2: The City recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The City will coordinate with the County in implementing the element. To encourage more ridership, the City will continue to provide service schedules at City Hall and implement the Zoning and Land Development Code concerning providing mass transit stops for major traffic generators and attractors.

Policy 1.10.3: The City will maintain a comprehensive review of the land use designations, including density and intensity controls, mixed use provisions and land use locations.

Policy 1.10.4: The City supports the conversion / co-use of the FEC corridor for both freight and commuter purposes.

6.0 COASTAL MANAGEMENT ELEMENT

6.1 INTRODUCTION

The City of Hallandale Beach is an urban environment predominated by a mixture of commercial and residential development. Intensive development has occurred because of the proximity to the Atlantic Ocean. Because of the high density of development, coastal management issues faced by the City in the future will emphasize maintenance, redevelopment or enhancement of existing urban environments rather than protection of natural systems. The Coastal Management Element has been developed to serve as a planning framework for guiding future coastal management decisions in the City of Hallandale Beach.

6.2 GOALS, OBJECTIVES, AND POLICIES

6.2.1 Introduction

The City's goals, objectives, and policies were generally derived from the evaluation of existing and projected conditions within the coastal area.

GOAL 1: The City of Hallandale Beach shall restrict development activities that would damage or destroy coastal resources

OBJECTIVE 1.1: The City shall continue to protect and conserve remaining coastal wetlands, living marine resources, coastal barriers and wildlife habitat in conjunction with the Broward County Department of Environmental Protection (DEP).

- a. The City shall limit the specific and cumulative impacts of development or redevelopment upon wetlands, water quality, water quantity, wildlife habitat, living marine resources and the beach dune system through the review of developments in conjunction with County and state DEP. Any material to be excavated seaward of the coastal construction control line (CCCL) as part of construction adjacent to the CCCL shall remain in and be placed as fill onsite seaward of the CCCL. Any necessary fill material shall be free of construction debris, rocks or other foreign matter. Any such construction shall result in net beneficial impacts to the beach/dune areas, nesting sea turtles, their hatchlings, and their habitat.
- b. The City shall coordinate with DEP on the guidelines for local government implementation of sea turtle conservation programs developed in conjunction with the Florida Bureau of Marine Research.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

- c. The City shall coordinate with DEP in order to contribute to the enhancement and restoration of local fisheries and hardbottom communities.

POLICY 1.1.1: The City shall review potential impacts of development plans on public facilities, services and evacuation plans for sites within the City's Coastal area boundaries.

POLICY 1.1.2: The City shall restrict construction or redevelopment in areas controlled by State Coastal Construction Control Lines (CCCL) pursuant to the authority granted in Section 161.053, Florida Statutes.

POLICY 1.1.3: The City shall require that developers use construction methods which will minimize adverse environmental impacts and reduce the flood risk.

POLICY 1.1.4: The City shall continue to require building construction elevations consistent with minimum federal flood insurance regulations.

POLICY 1.1.5: The City shall continue to require building construction techniques consistent with, or more stringent than, the flood-resistant construction requirements in the ~~in compliance with the~~ Florida Building Code and applicable flood plain management regulations set forth in Title 44 C.F.R. Part 60.

POLICY 1.1.6: The City shall identify and catalog all existing resource protection plans applicable to it. A designated City representative will make contact with each agency regulating resource protection and formulate strategies to coordinate resource protection efforts to eliminate overlap.

OBJECTIVE 1.2: The City shall implement regulations, as needed, through the Unified Land Development Code, to maintain or improve estuarine environmental quality consistent with all applicable state and local regulations.

POLICY 1.2.1: The City shall continue to require that all new or refitted stormwater collection systems comply with applicable State and County codes.

POLICY 1.2.2: The City shall continue to monitor and abide by all NPDES requirements to reduce pollution and improve water quality in all City's water bodies.

POLICY 1.2.3: The City shall continue to implement its canal maintenance dredging, as needed, to improve overall water quality and tidal flushing characteristics.

POLICY 1.2.4: The City shall continue to coordinate with representatives of all local coastal governments which are within one at least two miles s of the boundaries of the

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

Hallandale Beach Coastal area, including Dania Beach, Hollywood, Aventura, Golden Beach, and Sunny Isles, to discuss plans and strategies and the implementation of specific programs to ensure (1) adequate sites for water-dependent uses, (2) prevent estuarine pollution, (3) control surface water runoff, (4) protect living marine resources, (5) reduce exposure to natural hazards, and (6) ensure public access to the Intracoastal Waterway and Atlantic beaches.

POLICY 1.2.5: The City shall continue to require that developers incorporate design elements which will benefit the natural and urban environments of Hallandale Beach.

Policy 1.2.6: The City shall promote the use of pervious pavement and native landscaping methods in order to reduce the deleterious effects of runoff on adjacent ecosystems and property owners through land development regulations and incentive programs.

OBJECTIVE 1.3: The City shall provide criteria for prioritizing shoreline uses in the following manner:

- a. Primary priority shall be afforded to water dependent uses including docking facilities, beach, beach easement accessways and residential small dock facilities.
- b. Secondary priority shall be directed to water related uses involving parking facilities for shoreline access and residential structures in conformity with all applicable codes.

POLICY 1.3.1: The City shall coordinate with the Broward County Department of Environmental Protection (DEP) in the siting of water dependent uses, including all marina siting activities.

POLICY 1.3.2: The City will ensure measurability through consistency with the Land Development Regulations. Development of these uses will occur through innovative design and siting criteria incorporated into the Land Development Regulations. Building permits shall be used to regulate these activities.

OBJECTIVE 1.4: The City shall coordinate with Broward County's DEP in protecting and enhancing dunes and coastal biological communities.

- a. Monitor and assist in the enforcement of State mandated construction standards which minimize the impacts of man-made structures on dunes.
- b. The City shall participate in the revegetating of the City beach with County DEP, as needed.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

POLICY 1.4.1: The City shall participate in Federal, State and County Beach Renourishment Programs to replace beach sand deposits lost to erosion.

OBJECTIVE 1.5: Protect sites with historic or cultural value during site planning, development or redevelopment activities in accordance with procedures developed during implementation of policies of the Housing Element's goals, objectives, and policies.

POLICY 1.5.1: The City shall require that development or redevelopment plans include an assessment of sites or structures of historical or cultural value. Development shall include sensitive reuse of historic resources as they are identified.

GOAL 2: The City of Hallandale Beach shall protect human health and safety in the coastal area.

OBJECTIVE 2.1: The City shall adopt the hurricane evacuation times developed by the South Florida Regional Planning Council listed in SFRPC's Regional Hurricane Evacuation Model Traffic Study.

All Scenarios

4-8 Hours

POLICY 2.1.1: The City shall participate with Broward County in the development of evacuation plans and strategies to provide adequate public transportation for residents during evacuation, with particular emphasis towards senior citizens and handicapped residents.

POLICY 2.1.2: The City shall request participation in the development of schedules for major construction and maintenance activities conducted by the State, County or Municipal transportation departments along primary evacuation routes. This is to avoid scheduling of major work during seasons of highest hurricane incidents which would hamper evacuation of the coastal area.

POLICY 2.1.3: The City will assist in the development and implementation of local public information programs to annually advise residents of high risk areas of evacuation routes and evacuation schedules.

POLICY 2.1.4: The City shall participate in regular reviews and revisions to Broward County's adopted Emergency Preparedness Plan.

POLICY 2.1.5: The City shall provide data regarding City evacuation facilities to the County to be used in the County's evacuation efforts for South Broward and North Miami-Dade County areas.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

POLICY 2.1.6: The City shall require that proposed developments, which would result in a concentration of elderly and/or handicapped residents, provide plans and methods of evacuation as part of their development planning.

POLICY 2.1.7: The City shall require that development within the coastal area not impede traffic flow along the primary evacuation routes.

POLICY 2.1.8: The City shall follow the recommendations included in the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports to reduce the exposure of human life and public and private property to natural hazards.

OBJECTIVE 2.2: The City shall direct populations away from High-Hazard Areas in concert with the established hazard mitigation strategies developed by Broward County.

POLICY 2.2.1: In the event of major destruction, the City shall enforce its present density standards. However, it may allow under certain conditions, densities which are no greater than those existing prior to the major destructive force.

Policy 2.2.2: The Coastal High-Hazard Area (CHHA) is defined by Chapter 163.3178(2)(h) F.S. as the area below the elevation of the category 1 storm surge line as established by Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Application of mitigation and the application of development and redevelopment policies, pursuant to S. 380.27(2), F.S. and any rules adopted thereunder, shall be at the discretion of the local government.

Policy 2.2.3: The City shall continue to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency (FEMA) to achieve flood insurance premium discounts for its residents.

Policy 2.2.4: New development and infrastructure in areas modeled to be within the CHHA and/or FEMA flood zones will be encouraged to use best practices to address sea level rise.

Policy 2.2.5: The City shall incorporate Low-Impact Development (LID) techniques into all new public projects within FEMA flood zones and the CHHA when applicable, including infrastructure improvements proposed in the Basis of Design Report 2016). LID is defined as an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network (University of Arkansas Community Design Center, 2010).

Objective 2.3: The City shall develop additional strategies to identify and address issues

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

related to climate adaptation in cooperation with Broward County, the Broward County Planning Council, the Southeast Florida Regional Climate Change Compact, and other applicable Federal, State, and local agencies.

Policy 2.3.1: Based on modeling of current and future sea-level rise, using the National Oceanic and Atmospheric Administration (NOAA) Sea Level Bathtub Inundation Methodology, the City of Hallandale Beach shall continue to identify potential adverse impacts and map areas vulnerable to these impacts. This shall include the identification of existing, pending, and proposed development and infrastructure—including air conditioning units, water pumps, generators and any other ground-mounted electrical and mechanical equipment—that would be inappropriate or unsafe as a consequence of current and future flood hazard within the plan’s long-range planning horizon.

Policy 2.3.2: The City shall develop an *Adaptation Action Area* designation for those low-lying coastal zones that are experiencing coastal flooding due to extreme high-tides and storm surge and are vulnerable to the impacts of rising sea level, and consider policies within the Coastal Management Element to improve resilience to coastal flooding resulting from high-tide events, storm surge, flash floods, stormwater runoff, and related impacts of sea-level rise. Designating adaptation action areas should be done in coordination with Broward County, adjacent municipalities where applicable, Florida Department of Transportation, and other agencies that plan for or own, operate, and maintain public facilities/infrastructure within or crossing proposed adaptation action areas. Criteria for the adaptation action area may include, but need not be limited to, areas for which the land elevations are below, at, or near mean higher high water, which have a hydrologic connection to coastal waters, or which are designated as evacuation zones for storm surge.

Policy 2.3.3: The City shall continue to include development and redevelopment principles, strategies, and engineering solutions that reduce flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.

Policy 2.3.4: The City shall consider the effect of sea level rise when repairing and improving its stormwater management system with the intent of increasing the useful lifespan of the system under projected sea-level rise. The City shall utilize the unified sea-level-rise projections established by the Southeast Florida Regional Climate Change Compact.

GOAL 3: The City shall discourage or limit development in areas subject to destruction by natural disasters.

OBJECTIVE 3.1: The City shall continue to monitor established limits on levels of service and areas of service for infrastructure systems to existing levels of service within the high

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

hazard area. The City on an on-going basis shall continue to monitor coastal infrastructure to ensure that coastal infrastructure capacities are not expanded beyond existing capacities.

POLICY 3.1.1: The City shall not expand capacity of utilities or other infrastructure serving high-hazard areas beyond existing levels, but will only make improvements based on public safety, adaptation to sea level rise, and maintenance needs.

OBJECTIVE 3.2: The City shall continue to coordinate with Broward County in the development of a post-disaster redevelopment plans and adopt such plans by reference within one hundred twenty (120) days after the County submits their plan, if deemed compatible with City plans. If not, mediation will be sought to settle disputes.

POLICY 3.2.1: The City shall establish priorities for shoreline land uses as part of the Post-disaster redevelopment plan.

POLICY 3.2.2: As part of the City's Post-Disaster Plan, the City will develop a plan for the replacement of infrastructure in the CHHA Coastal High Hazard Area that integrates additional innovative climate adaptation and mitigation to the extent financially feasible.

Policy 3.2.3: The City shall prepare Post-Disaster Redevelopment Plans for the CHHA that identify strategies to reduce or eliminate the exposure of human life, public property, and private property to natural hazards by 2020.

Policy 3.2.4: The City shall begin retrofitting and/or relocating public facilities out of flood zones and the CHHA following damage or destruction from natural disasters, tidal flooding, and/or Sea-Level Rise with the exception of water dependent uses such as beach access corridors.

OBJECTIVE 3.3: The City shall maintain the five existing public access walkways to the Beach between private developments and the accessibility to the beach at the two City-owned beach parks.

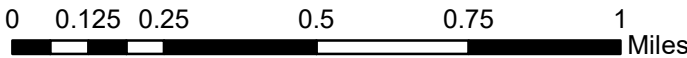
POLICY 3.3.1: The City will work with State, Federal and/or private business funding sources to provide matching funds or other incentives for coastal land acquisition for additional access corridors.

POLICY 3.3.2: The City will participate in monitoring bus routes in order to ensure adequate bus transit and bus stops for public access to beaches.

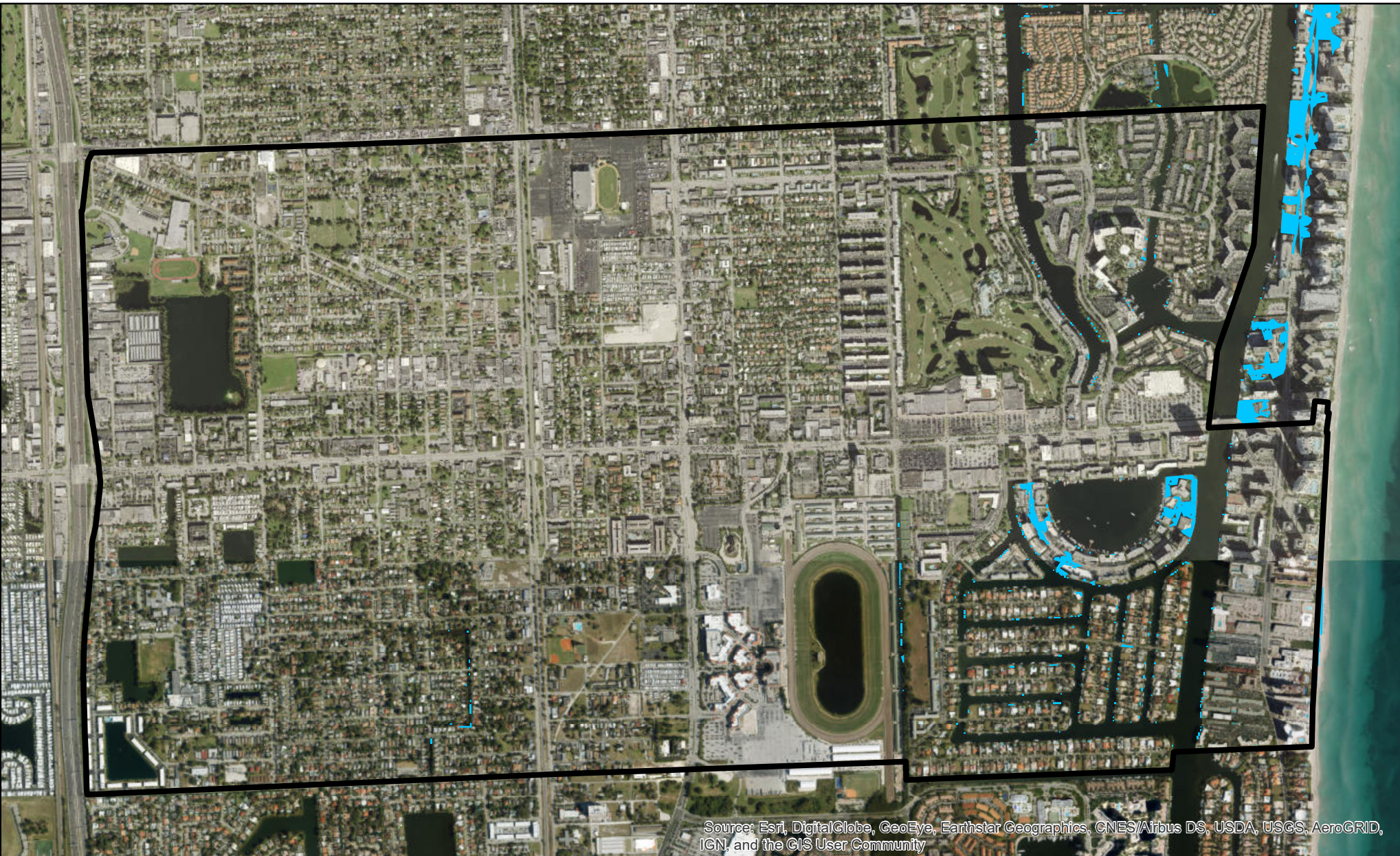
New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

Hallandale Beach Coastal High Hazard Area (2018)

N
Coastal High Hazard Area
City Boundary







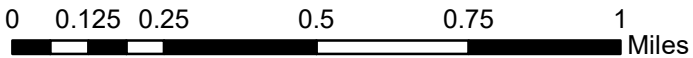
This map is made up of the best available data and 2016 SLOSH model update for South Florida.



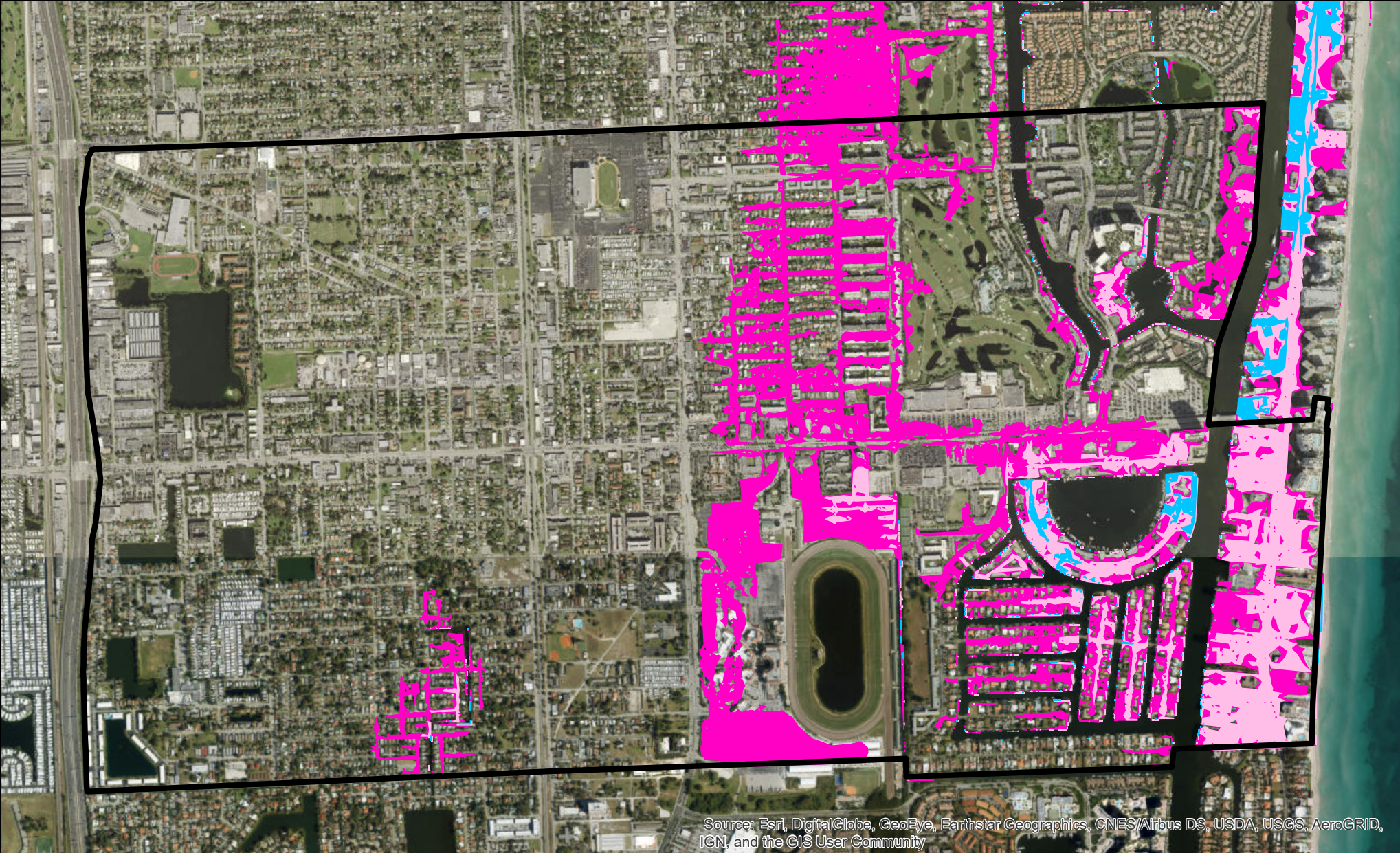
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Hallandale Beach Future Expansion of CHHA

- N   2018 Coastal High Hazard Area
-  2040 CHHA (1 foot SLR)
-  2060 CHHA (2 feet SLR)



This map is made up of the best available data and 2016 SLOSH model update for South Florida.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

8.1 GOALS, OBJECTIVES, AND POLICIES

8.1.1 Introduction

The appearance and quality of City facilities can greatly impact the quality of life within the community. Because of the significant number of citizens who generally come in contact with the recreation program facilities, it is apparent that their condition and appearance will have a direct impact on their utilization. Therefore, in order to improve conditions and appearance of Parks and Recreation Facilities, the following goals, objectives and policies should be accomplished during the next five years.

GOAL 1: The City of Hallandale Beach shall continue to upgrade public park and recreation facilities in an effort to assure a positive quality of life for all residents of the City.

OBJECTIVE 1.1: The City shall establish a Parks and Recreation Improvement Plan in 2010 which explores the park and recreational needs of the community. This plan will be updated annually.

POLICY 1.1.1: The City shall institute parks and recreation facility planning which has been identified in the Parks and Recreation Improvement Plan to meet the needs of the community.

POLICY 1.1.2: The City shall maintain and enhance recreation and open space by implementing a recreation open space standard of ~~three~~ 4 ~~3.25~~ acres per 1,000 permanent residents ~~as contained in the City's Comprehensive Plan and the Broward County Land Use Plan. For the purpose of calculating this ratio, 47.4 28.44 63.5 acres (roughly two-thirds 40 percent) of the Golden Isles Waterway shall not be included in the inventory.~~

POLICY 1.1.3: The City shall continue to coordinate public and private resources to ensure the recreational and open space needs of all City residents are met.

POLICY 1.1.4: The City shall continue to only permit those uses within designated park and recreation areas that are identified in Section 2.3 of the Future Land Use Element for Public Parks.

OBJECTIVE 1.2: The City shall implement annually a comprehensive replacement

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

program for parks and recreation related capital items and facilities.

POLICY 1.2.1: The City shall identify and then replace or renovate obsolete or deteriorated parks and recreation facilities within five years.

OBJECTIVE 1.3: The City shall continue to prepare manuals, checklists and schedules with standards for maintenance of parks and recreation facilities to ensure that facilities and capital items are continuously in working order.

POLICY 1.3.1: The City shall provide for recreation and open space programs within its five (5) year Capital Improvement Program.

OBJECTIVE 1.4: The City shall continue to enhance the amount and quality of recreational and open space areas and opportunities to provide for the existing and future needs of the community.

POLICY 1.4.1: The City shall pursue additional land areas for Recreation and Open Space uses, through either acquisition, redevelopment, lease arrangement, or acceptance of dedication.

POLICY 1.4.2: The City shall continue to explore the feasibility of bikeways, pathways, internal connections, and walkable streets that lead to and around park and recreation facilities within the City.

POLICY 1.4.3: Ample and secure bicycle parking shall be provided at schools, libraries and park and recreation facilities throughout the City.

POLICY 1.4.4: The City shall insure that park and recreation facilities are accessible to the elderly and persons with disabilities, consistent with the Americans with Disabilities Act (ADA).

GOAL 2: The City shall continue to identify the recreational program needs of the community.

OBJECTIVE 2.1: The City shall continue to institute appropriate programs and add new programs as needed.

POLICY 2.1.1: The City shall identify new programs to meet the needs of City residents that are identified in the City's Strategic Planning Process.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

OBJECTIVE 2.2: The City shall continue to promote public awareness of Parks and Recreation programs and activities through the distribution of public information highlighting park programs and facilities.

POLICY 2.2.1: The City shall develop and distribute brochures, and special event flyers to citizens, and utilize local news media to promote recreational programs.

GOAL 3: The City shall develop balanced and stable sources of revenue for park and recreation facilities.

OBJECTIVE 3.1: The City shall continue to implement an equitable system of fees and charges for use of public recreation and open space facilities.

POLICY 3.1.1: The City shall make periodic review of comparable services in the area (other local governments as well as the private sector) to determine recommended fees and charges.

OBJECTIVE 3.2: The City shall research alternative funding sources on an ongoing basis for recreation and open space.

POLICY 3.2.1: Donations and grants shall continue to be pursued to offset some of the costs for the purchase and/or development of new recreation and open space.

POLICY 3.2.2: The City shall continue to enforce through its Codes and Ordinances that development provide for or pay its fair share of the Cost of providing for the recreational needs of the City's residents through the development review process.

New text is underlined, deleted text is ~~stricken~~ and changes made after first reading and Ch. 163, F.S. transmittal are highlighted.

9.1 CAPITAL IMPROVEMENTS ELEMENT

9.2 INTRODUCTION

9.3 GOALS, OBJECTIVES, POLICIES

9.2.1 Introduction

The Capital Improvements Element presents goals, objectives, and policies to be adopted and implemented by the City of Hallandale Beach. These goals, objectives, and policies incorporate the use of sound fiscal principles to efficiently provide and maintain public services and facilities.

These statements present the City's approach toward implementing expansions and improvements to its public services and facilities. This approach ensures that Level of Service standards established in other elements of this comprehensive plan are not compromised by new development, inaction, or neglect.

GOAL 1: The City of Hallandale Beach shall plan and manage its fiscal responsibilities to ensure the timely and efficient provision of capital projects that adequately serve its existing and projected needs.

OBJECTIVE 1.1: A five-year schedule of Capital improvements will be maintained. The schedule will be oriented toward implementation of concurrency requirements of Chapter 163.F.S. that require public facilities and services be available, at levels of service consistent with those adopted in the Comprehensive Plan, when the impacts of development occur.

POLICY 1.1.1: The City will annually adopt a budget that contains funding for Capital improvements from the 5-year schedule of improvements, which identifies funded or unfunded projects and a given level of priority for funding, for projects necessary to ensure that any adopted level of service standards are achieved and maintained.

POLICY 1.1.2: The City shall determine the status and capabilities of existing and proposed facilities (including wastewater, solid waste, traffic, stormwater, and recreation/open space) to accommodate current, new, and redevelopment demands. Required improvements will be added to the 5-year Capital Improvements Plan. Future water supply needs and water requirements will be addressed in the Water Supply Facilities Work Plan and will be adopted as part of the City's Comprehensive Plan.

POLICY 1.1.3: The Capital Improvements Plan shall be updated annually to include those projects identified in the first five years of the Water Supply Facilities Work Plan to ensure the potable water Level of Standard is maintained.

POLICY 1.1.4: Capital improvements needs for each individual element of the Comprehensive Plan will be aggregated and listed within the Capital Improvements Element (see Table 9-1). Prioritization of capital improvements projects will be based on their relative importance to achievement of the goals and objectives and implementation of the policies of the Comprehensive Plan. In particular, projects

involving public safety and health issues will be of a higher priority than other projects. The five-year Schedule of Improvements will include funding for capital improvements which do not exceed the City's financial capacity to support such expenditures. Funding priorities will be reflected in the annual Five-Year Schedule of Improvements through the year in which they appear in the Schedule.

POLICY 1.1.5: Prioritization of funding capital improvements shall include consideration of the following criteria: eliminating public hazards; elimination of existing capacity deficits; City budget impacts; locational needs based on projected growth areas; accommodation of new development and redevelopment facility demands; and financial feasibility.

POLICY 1.1.6: Prioritization of funding improvements shall involve coordination with the comprehensive plans of adjacent incorporated communities, in addition to those of Broward County, South Florida Regional Planning Council, State, the Florida Department of Transportation, the South Florida Water Management District, and any other state agencies that provide public facilities in the City of Hallandale Beach.

POLICY 1.1.7: The City of Hallandale Beach will manage its long-term debt in such a manner that the ratio of the debt service millage to the City millage does not exceed 30 percent.

POLICY 1.1.8: Prioritization of capital improvements projects will consider the policies of the other comprehensive plan elements.

OBJECTIVE 1.2: Construction, improvement, or replacement of public facilities shall be provided at a level that maintains Level of Service standards as adopted in the Comprehensive Plan. Facilities necessary to maintain level of service will be included annually in the five-year Capital Improvement Plan.

POLICY 1.2.1: The Development Services Department shall evaluate impacts resulting from new developments to ensure that adequate facilities are either in place or planned so that Level of Service standards are not reduced.

POLICY 1.2.2: Land use decisions that impact the provision of public services or facilities shall be based upon the City's capability to maintain adequate service levels as described in the elements of the Comprehensive Plan.

POLICY 1.2.3: The City shall provide public facilities and services to serve developments for which development orders were issued prior to adoption of the City's Comprehensive Plan. The ability of facilities to serve new development at levels of service at or above adopted levels shall be established prior to issuance of a development order or permit.

POLICY 1.2.4: The City shall ensure that developments that benefit from the extension or provision of services or facilities shall share a cost of the extension of such service or facility, or make contributions to the City to offset the cost of that service or facility.

POLICY 1.2.5: The assessment of needed capital improvements shall be based on the Level of Service standards adopted in the Transportation, Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water, and Natural Groundwater Aquifer Recharge, and Recreation and Open Space Elements of the Comprehensive Plan. These Level of Service standards include:

Transportation	FIHS – As per FDOT Guidelines (2002 Manual) Arterial Roadways – Broward County adopted Level of Service for Southeast Benefit District of Transportation Concurrency Management Area (TCMA). However, for the City’s traffic impact analysis use LOS "E" for all arterial roadways. City Collector / Local Roads - Level of Service "D" for all City collector and local streets.
Sanitary Sewer	Collection and treatment capacity of 190 gallons per capita per day.
Stormwater Management	New Development: Design storm- five year frequency; one hour duration; 3.3 total inches. Existing Development: To meet Florida Building Code drainage standards.
Solid Waste	Ability to collect and dispose of 5.65 pounds of solid waste per person per day, which includes nonresidential waste.
Potable Water	Maximum day water consumption rate: 175 gallons per capita per day.
Recreation/Open Space	Park Area Ratio - 3.25 -4 3.00 acres of park and open space per 1,000 permanent residents. <u>The inventory of publicly dedicated water bodies used to calculate this ratio shall exclude include 28.44 47.4 acres (approximately one-half) of the Golden Isles Waterway.</u>

OBJECTIVE 1.3: Restrict public expenditures that subsidize development that is not well suited to environmental conditions, or that would not be in compliance with any element of the Comprehensive Plan. In particular, restrict investment in coastal high hazard areas.

POLICY 1.3.1: The City shall not locate any new public facilities within coastal high hazard areas with the exception of recreational facilities and those required to maintain existing level of service standards.

POLICY 1.3.2: The City and/or property owners shall replace capital facilities which have been destroyed. This shall be accomplished in a manner which is in compliance with the Comprehensive Plan. Facilities in coastal high hazard areas that are destroyed

due to natural disaster will be replaced at levels no greater than the previously existing

level of service. This shall not be construed to limit the replacement and/or upsizing of antiquated facilities to meet modern design standards.

OBJECTIVE 1.4: Funding mechanisms necessary to meet the facilities requirements of the Comprehensive Plan shall be adopted and maintained.

POLICY 1.4.1: In order to adequately maintain adopted Level of Service standards, the City shall maintain an effective and appropriate schedule of user charges, such as the water and wastewater impact fees included in the City Ordinances, and shall employ other appropriate means to properly collect necessary funds.

OBJECTIVE 1.5: Land use decisions and available resources will be coordinated within the five-year capital improvements plan. The Plan will be adopted annually.

POLICY 1.5.1: The City shall review changes to the land use plan for consistency with the five-year capital improvements plan.

OBJECTIVE 1.6: The City of Hallandale Beach, in coordination with the County and School Board shall ensure that public school facilities are available for current and future students consistent with available resources and the adopted level of service (LOS).

Evaluation Measure Objective 1.6: Record of public school facilities being available at the adopted level of service concurrent with construction of residential development

POLICY 1.6.1: Consistent with policies and procedures within the adopted Interlocal Agreement (ILA), the District Educational Facilities Plan (DEFP) shall contain a five (5) year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all Concurrency Service Areas (CSA) This financially feasible schedule shall be updated on an annual basis and adopted into the CIE.

POLICY 1.6.2: The uniform, district-wide LOS shall be 110 percent of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.

POLICY 1.6.3: The adopted LOS shall be applied consistently by the City of Hallandale Beach, Broward County, and the School Board, district-wide to all schools of the same type.

POLICY 1.6.4: The School Board's DEFP, as adopted and amended by the School Board on or before September 30th of each year, is hereby adopted by reference into the CIE.

