

Exhibit 1-A

2017 Proposed Evaluation and Appraisal Report (EAR)-based Amendments

To maintain the City of Hallandale Beach Comprehensive Plan's consistency with Chapter 163, Part II, Florida Statutes, changes have been made to the following elements:

Section 1: Comprehensive Plan Introduction

Section 2: Future Land Use Element

Section 3: Transportation Element

Section 6: Coastal Management Element

Section 9: Capital Improvements Element

Section 10: Intergovernmental Coordination Element

1.0 INTRODUCTION

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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 Community Affairs for their review, as to minimum criteria content (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., 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 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 affect 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 2008 through 2012. The second time long-range period covers an overall ten year period or longer in some instances.

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 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 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 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 the City of Hallandale Beach 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."

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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 Statute 62 of the Internal Revenue Code.

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

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, extend, 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.

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 waterwells 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 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, exists, fencing, landscaping and lighting;
3. Territorial 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.

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.
 - (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, 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 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 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 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 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.

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 or 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 indicated.

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 is 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 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-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 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 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 waterwells 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 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.

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.

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-term 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.

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 1856 Florida Statutes governing comprehensive regional policy plans.

REGIONAL PLANNING AGENCY - means the ~~agency~~ regional planning council created pursuant to sections 186.501-186.515, F. S. ~~designated by the state land planning agency~~ to exercise responsibilities under sections 186.001-186.031 and 186.801-186.901, F. S. law in a particular region of the state.

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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.

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).

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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.

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 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 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.

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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 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 related to land uses which predominate the adjacent area; or (c) The creation of areas of urban development or uses~~

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~~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 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.

2.0 FUTURE LAND USE ELEMENT

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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 [163.32803180 F.S.](#)

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

POLICY 1.3.7: 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 1.5.4: 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 1.154 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.

3.0 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 FHS 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~~ accordance with Chapter 163.3180(46), 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.

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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 GOALS, OBJECTIVES, AND POLICIES

6.1.1 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 DEP.
- 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.
- 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).

POLICY 1.1.3: The City shall require that developers use construction methods which will minimize adverse environmental impacts.

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 ~~in compliance consistent with, or more stringent than, the flood-resistant construction requirements in~~ the Florida Building Code and applicable flood plain management regulations set forth in Title 44 Code of Federal Regulations (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 governments which are within one mile of the boundaries of the Hallandale Beach Coastal area 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.

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.

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.

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 F.S. as 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. 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 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

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residents.

OBJECTIVE 2.3: The City shall develop strategies to identify and address issues 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.

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Policy 2.3.1: Based upon modeling of current and future sea level rise, using the National Oceanic and Atmospheric Administration (NOAA) Sea Level Rise Bathtub Inundation Methodology, the City of Hallandale Beach shall identify potential adverse impacts and map areas vulnerable to these impacts. This shall include the identification of existing, pending, and proposed development and infrastructure that would be inappropriate or unsafe as a consequence of current and future flood hazard within the plan's long-range planning horizon.

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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. 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.

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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 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 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 Coastal High Hazard Area.

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.

9.0 CAPITAL IMPROVEMENTS ELEMENT

9.1 INTRODUCTION

9.2 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 - 3.00 acres of park and open space per 1,000 permanent residents.

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.

10.0 INTERGOVERNMENTAL COORDINATION ELEMENT

10.2 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.

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.

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.

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 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.

