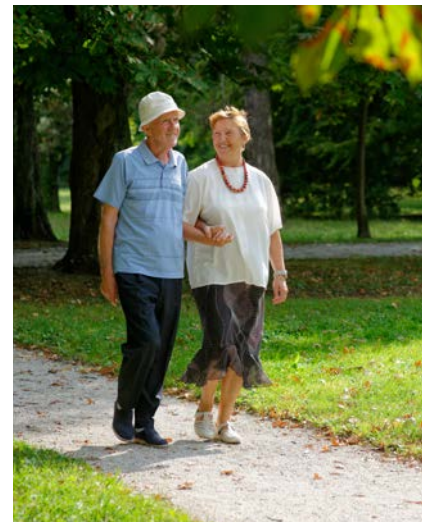




HALLANDALE BEACH

COMMUNITY BENEFIT PROGRAM NEEDS ASSESSMENT



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EXECUTIVE SUMMARY

The Community Benefit Program Needs Assessment has been conducted to inform the City of Hallandale Beach on the social, economic, and program needs of the City's diverse stakeholders and how a Community Benefit Program could assist in addressing these needs. In order to conduct the assessment, a multifaceted approach was taken that included the collection of quantitative and qualitative data, geographical analysis of over twenty (20) variables and resident engagement activities.

The framework used to conduct the assessment was based on the World Health Organization's (WHO) eight (8) domains of livability which address the availability and quality of certain community features which impact the well-being people of all ages.

Additionally, a literature and best practices review was undertaken to assist in understanding effective ways to develop a Community Benefit Program which could be used to address the needs identified in the assessment.

Addressing both the quantitative and qualitative findings, as well as considering the number of people affected, severity of the conditions and the direction the data were trending, the focus areas have been prioritized. Potential Community Benefit Program projects in the following overarching themes of have been suggested for further exploration by the City with involvement by residents, community-based stakeholders, city staff members and elected officials:

Education, Job Creation & Economic Development – Economic mobility, the ability to improve one's income, is most often linked to education, employment and family status. The ability to find new employment and remain employed not only provides economic security but also benefits employers and the City's tax base. The overarching elements include improved prospects for: jobs and career opportunities; locally-owned small businesses; volunteer opportunities; senior job opportunities; education (high school, GED, adult, and continuing education); and job training.

Transportation, Mobility & Accessibility - Promoting safe multi-modal mobility (pedestrians, bicyclists, transit riders, and non-motorized vehicles) and reducing congestion on roadways to make it easier to get to needed services and desired activities with the following elements: bus availability-bus routes; Hallandale Beach Mini Bus; safe walking pathways; and safe bicycle paths.

Attractive and Safe Neighborhoods – Having access to a range of affordable housing options and public surroundings that are safe and promote relaxation, fun and social interaction highlight the components of this determinant: affordable housing, neighborhood beautification; parks and recreation; community policing and crime prevention; land use diversity with mixed-use housing options; and public art.

Social Services – The desire to provide care for the young, old and vulnerable populations in the community included: senior programs; out of school activities for youth; programs for different abilities; early learning programs; programs and support for veterans; and, programs for homeless.

Health & Wellbeing - Although “health” is often thought of in terms of the absence of disease, health is also a condition which allows people to have a sense of wellbeing thus realizing their aspirations, satisfying their needs and being able to live a long, productive, and meaningful life. The key overarching themes are access to: fresh and healthy food choices; physical activity and exercise

While these are complicated and complex issues, the City has the opportunity to undertake actions to address the needs identified for citywide improvements through the development of an effective Community Benefit Program.

OVERVIEW

Broward Regional Health Planning Council, Inc. (BRHPC) is one of eleven private Local Health Planning Councils established by Section 408.033 Florida Statutes (F.S.) to conduct regional health planning and implementation activities. BRHPC works with organizations to develop data driven plans that address the needs in the community. BRHPC's mission is to be committed to delivering health and human service innovations at the national, state and local level through planning, direct services, evaluation and capacity building.

With over 30 years of experience in developing needs assessments, BRHPC is well-positioned to assist public and private agencies in working together to assess the determinants and conditions that affect the health, wellbeing of residents and livability of communities.

The City of Hallandale Beach is approximately 4.2 miles square and was incorporated on May 11, 1927 as the eighth municipality in Broward County. Hallandale Beach has one of the fastest-growing populations in Broward County due to its proximity to both the beach and the metro areas of Fort Lauderdale and Miami-Dade. Tourism plays an important role in the City's economy, as the population during the peak winter season increases from 35,000 to 50,000 within the City. Major employers include Gulfstream Park (horse racing and casino) and Mardi Gras Casino (greyhound racing and gaming) and the most common occupations are centered in retail trade, health care and social assistance, construction, and accommodation and food services sectors.

BRHPC has worked with the City of Hallandale Beach (COBH) in the development and implementation of the Healthy Community Zone model and is presently engaged in creating an Age-Friendly Community Action Plan based on the World Health Organization's eight (8) domains of livability which have been adopted by the AARP. This assessment builds from the previous BRHPC-involved projects, the frameworks associated with livability and sustainability in the City and the engagement of residents and stakeholders that live, work, learn, worship, play and retire in Hallandale Beach.

PURPOSE AND APPROACH

The purpose of this assessment is to inform the City of Hallandale Beach on the social, economic, and program needs of the diverse stakeholders in the City and how a Community Benefit Program could assist in addressing these. In order to accomplish this, BRHPC has undertaken a multifaceted approach that includes:

- **Literature Review:** An extensive literature review regarding Community Benefit Programs, including definitions, key indicators of an effective plan, best practices and implications for a Community Benefit Program by the City of Hallandale Beach;
- **Plan Analysis:** A review the existing Hallandale Beach Community Benefit Plan (CBP);
- **Data Collection:** Quantitative and qualitative data was collected and used to determine existing conditions and potential needs.

- **Geographic Analysis:** Use of geographical analysis of over twenty variables, and visualization of assets, populations of interest, and community conditions within each of the nine (9) US Census Tracts that make up COHB;
- **Resident Engagement:** Prioritization of needs by residents through surveys, focus groups and listening sessions, aimed with determining possible ways to address identified needs through a Community Benefit Program at the City of Hallandale Beach; and,
- **Community Benefit Strategy Synthesis:** An analysis of CBP strategies that could be used to address the identified and prioritized needs.

The activities included in this approach provide a comprehensive assessment to assist the City in the design and implementation of any future Community Benefit Programs. Please note, this is not a plan nor is it a recommendation for or against a future Community Benefit Program; it is an assessment of current conditions and is limited to the scope detailed above.

LITERATURE REVIEW

The community benefits movement began in the early 2000s, in several California cities including Los Angeles, San Diego, San Jose, and the Bay Area. Since then, other efforts have occurred in Atlanta, Boston, Chicago, Denver, Indianapolis, Miami, Milwaukee, Minneapolis/St. Paul, Pittsburgh, New Orleans, New York City, Seattle, and Washington D.C.

The community benefits movement is centered on the proposition that public and private sector investment in real estate development projects should bring measurable, permanent improvements, and/or mitigations to the local community or neighborhood. These have typically been centered on affected residents, particularly low-income communities, and have focused on the creation of good jobs, affordable housing, and neighborhood services.ⁱ

In researching the definition of community benefit agreements (CBAs), two models emerge: Private and Public CBAs. A Private CBA refers to a signed contract executed directly between a developer and a community partnership of interested residents and organizations that may be affected by the proposed development. These private agreements generally do not involve a municipality and are not subject to the wide range of legal restrictions on governmental actions, including federal constitutional restrictions.⁶ On the other hand, a public CBA is a binding agreement where a series of community benefit commitments, such as hiring residents and local vendor preference, are contained within a development agreement (and perhaps other documents, resolutions, or permits related to the approval process). The municipality or public entity provides oversight and monitoring to ensure the community benefits that were agreed upon in the development agreement are fully realized.ⁱⁱ The City of Hallandale Beach (COHB) Community Benefit Program (CBP) falls within the public CBA definition.

The review of the literature indicates that the most effective Community Benefit Programs have agreements that are grounded on the following four (4) core principlesⁱⁱⁱ:

1. Each agreement is negotiated in a manner that effectively represents the interests of the impacted community with residents being included and involved in the process;
2. The process is transparent, inclusive, and accessible to the community;
3. The terms provide specific, concrete, meaningful benefits, and delivers the programs and amenities in concert with the identified community needs; and
4. There are clearly defined, formal means by which the developer (and other parties) will be held accountable to their obligations.

Additionally, effective Community Benefit Programs have: active, often multi-year, resident and stakeholder involvement; benefits that are clearly articulated, concrete, measurable and are aligned with identified community needs – preferably that are prioritized by those who will be impacted by the development; and there are enforceable monetary damages and injunctive relief, if the agreed upon benefit or amenity is not provided.

EXISTING PLAN ANALYSIS

In 2011, the City began implementing a Community Benefits Program. Given the magnitude of new developments proposed since then, the City aligned with similar efforts across the country whereby Community Benefit Agreements were being negotiated to ensure amenities and benefits were provided as part of urban development projects.

In 2013, the Community Benefit Plan (CBP) was codified as a part of the City's Procurement Code, Section 23-3 by the City Commission. The ordinance also required a CBP for all capital improvement projects over \$1 million and encouraged CBPs for those less than the threshold and for non-capital projects. In addition, as part of the review process for all Requests for Proposals (RFPs), applicants are required to include a percentage commitment toward CBP benefits. Depending on the percentage identified, points are assigned. Minimum CBP requirements are also established for Invitations to Bid that are over \$1 million. The City's Code of Ordinance defines the Community Benefit Plan as:

"Community benefit plan means a plan that may be required for capital construction projects if it meets the feasibility threshold as established by policy. When a solicitation requires it proposers must demonstrate and provide a proposed community benefit plan which has identifiable and observable community benefits for the community surrounding the project and the city. The benefits should include the approach for ensuring that both prime and subcontractors utilize local residents in every phase of the project of the city, community outreach, mentoring, training, apprenticeships, or any other types of identifiable ancillary benefits for the community. The city manager may only waive this requirement if the highly technical nature of the work makes the community benefit component unfeasible."

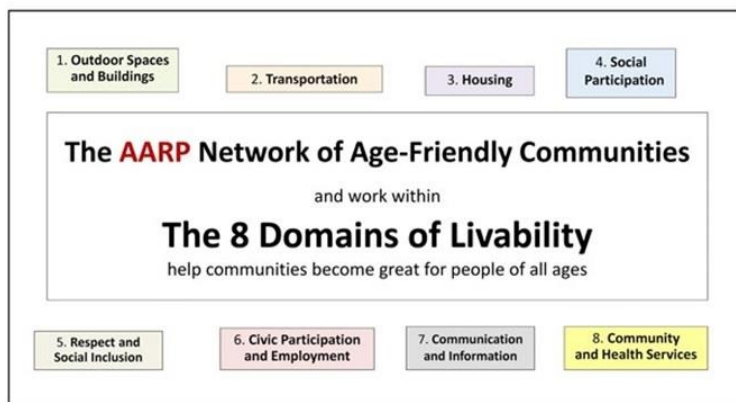
In 2014, after a review of the CBP initiative, the Hallandale Opportunity Project (HOP) was created. HOP served as the oversight body and a single point-of-contact for all matters regarding CBP, including non-CBP workforce development initiatives.

In 2016, several changes were adopted by the City Commission. Definitions for what was meant by local workforce and local vendor preference were refined. In the new definition, the local workforce provision would include requiring opportunities be provided beyond the project for the local workforce directly working on the project through apprenticeship programs, mentorship programs, and other training opportunities. Changes to the local vendor definition included the adoption of a tiered percentage dollar value calculation to evaluate local businesses. Other additions included guidelines for calculating CBP commitments in contract language, whereby the calculation of the CBP commitment would be an overall percentage of the contractual cost of the development, instead of separate targets for local workforce and local vendors. Another major change was the addition of a CBP building permit prerequisite to ensure an approved CBP is in place prior to any major progress being made with the project. The CBP has gone through a number of reiterations over the years to what it is today. However, its intent and goals have remained the same which is increasing local jobs and local vendor utilization.

In 2017, City of Hallandale Beach decided to suspend the CBP until a resident involved community needs assessment could be undertaken and literature-based best practices for CBAs could be reviewed. This Community Benefit Program Needs Assessment addresses both of these goals.

DATA COLLECTION

The collection of data was based on the on the World Health Organization's (WHO) eight (8) domains of livability. The WHO has determined that the availability and quality of certain community features impact the well-being people of all ages. The eight (8) domains include:



- Outdoor Spaces and Buildings;
- Transportation;
- Housing;
- Social Participation;
- Respect and Social Inclusion;
- Civic Participation and Employment;
- Communications and Information; and,
- Community and Health Services.

The incorporation of these domains provided a basis by which to collect quantitative and qualitative data to identify the indicators used in the geographical analysis, assessment of needs and prioritization by the community.

QUANTITATIVE DATA

The following quantitative data was used in the assessment of population characteristics and various community conditions. Many of the data sets were also analyzed and utilized in the geographical mapping of various conditions by US Census Tract.

Table 1. Quantitative Data Sources

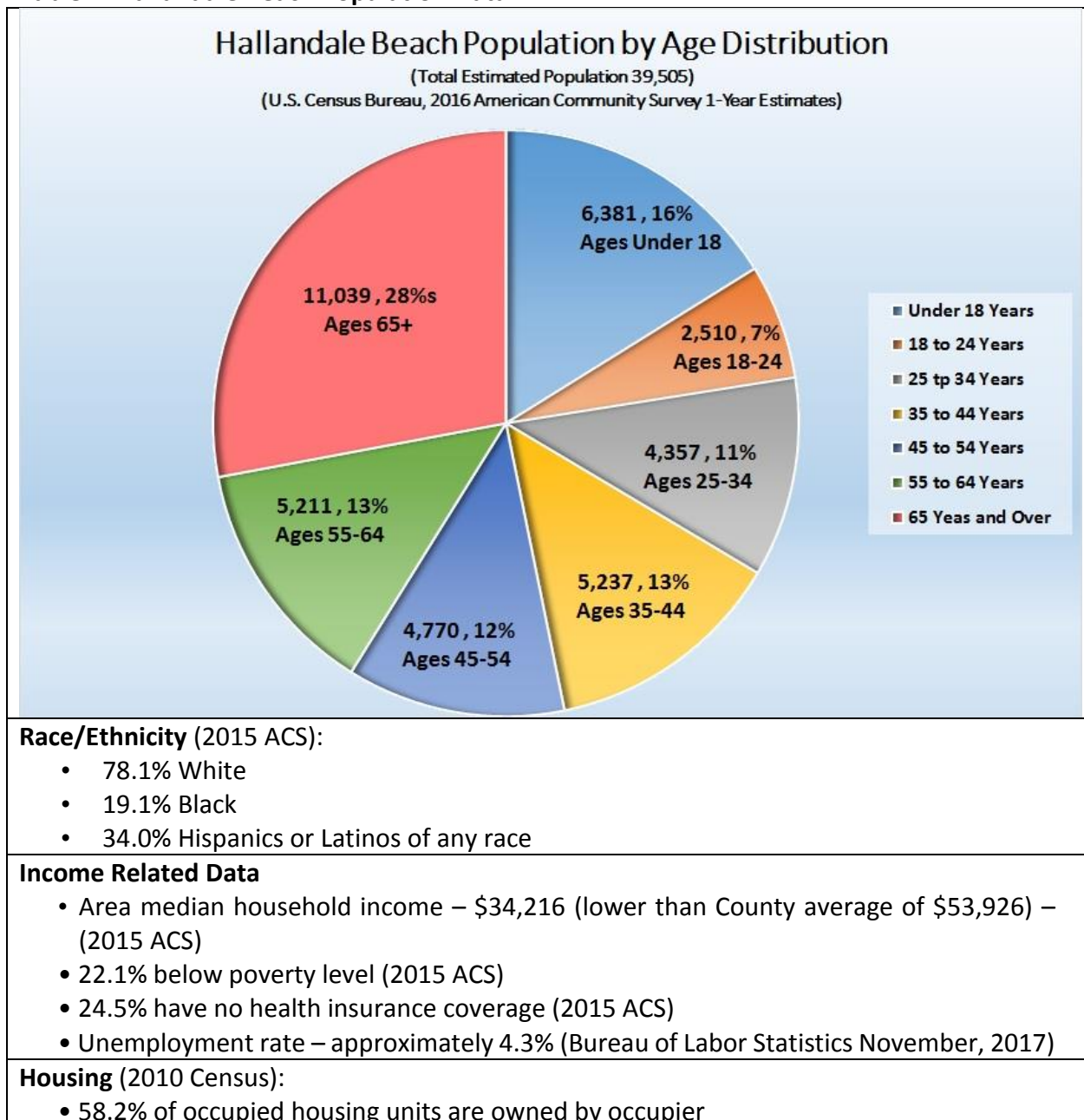
Data Sources Source/Dataset	Description
2017 Community Health Needs Assessment Report, Broward County	PRC conducts a telephone survey across Broward County consisting of both Behavioral Risk Factor Survey and locally customized questions related to quality of life. This survey provides data on the health status, behaviors, quality of life and needs of residents in the county.
Florida Behavioral Risk Factor Surveillance System (BRFSS)	BRFSS is a county-level survey conducted among adults in Florida in 2002, 2007, 2010, 2013 and 2016. The purpose of this survey is to obtain estimates of the prevalence of personal health behaviors that contribute to morbidity and mortality.
Florida's Bureau of Vital Statistics	The State of Florida's surveillance on births, deaths and other vital statistics at the state, county and community level.
Florida Department of Health Community Health Assessment Resource Tool Set (FL CHARTS)	Florida CHARTS provides access to health indicator data at the community and statewide level for the State of Florida.
Florida Health Data Warehouse	The health data warehouse's analytic tool, the Hospital Inpatient and Emergency Department Analytical System, consists of six modules that analyze inappropriate emergency department utilization, avoidable hospital admissions, and other key chronic conditions.
Florida Department of Highway Safety and Motor Vehicles (DHSMV)	The DHSMV is the official custodian of the crash reports and is responsible for statewide crash data collection and dissemination. Using a portion of the DHSMV crash data and other Florida Department of Transportation (FDOT) data, the FDOT State Safety Office crash records section processes crash records to determine exact locations and provides location-based crash analyses. In addition, the Safety Office provides geo-located data for crashes on the State Highway System and for crashes on public roads.
Crime Statistics	The City of Hallandale Beach Police Department's surveillance system and additional information was collected from Crimemapping.com for the timeframe of January 27 th 2017 and June 26 th 2017.

U.S. Census' American Community Survey (ACS)	The ACS is an ongoing yearly survey by the U.S. Census Bureau. It regularly gathers information previously contained only in the long form of the decennial census, such as ancestry, educational attainment, income, language proficiency, migration, disability, employment, and housing characteristics.
County Health Rankings	Each year the overall health of each county in all 50 states is assessed and ranked using the latest publically available data through a collaboration of the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute.
Business and Employer Data	Infogroup Data Licensing provides financial and employment data on businesses throughout the country.
Food Environment Atlas	The U.S. Department of Agriculture (USDA) Food Access Research Atlas (FARA) for 2015 provides data on economic and policy issues related to agriculture, food, natural resources, rural development and urban food deserts.
Broward County Property Appraiser	Parcel map data was collected showing the boundaries of real property, the uses of the property and whether the properties were presently in use for the 2017 property tax year.
Bureau of Labor Statistics (BLS)	The BLS of the U.S. Department of Labor measures labor market activity, working conditions, and price changes in the economy.
Housing and Urban Development (HUD)	HUD's "Location Affordability Index" provides estimates of housing and transportation costs at the neighborhood level along with constituent data on the built environment and respective demographics.
Broward County Transit (BCT)	BCT provides public transportation, data regarding public transit routes, ridership, bus shelters, schedules and linkages to the Hallandale Beach Community Bus system.

DEMOGRAPHIC DATA

The following statistical data describes the characteristics of Hallandale Beach's population. The data is from various sources including the US Census and US Census American Community Survey estimates from 2010, 2015, and 2016, and their corresponding dates are included. Total estimated population for Hallandale Beach for 2016 is 39,505 resulting in a 6.4% growth in population of since 2010 (37,113). Those ages 55 and over comprise approximately 41% of Hallandale Beach's population. Table 2 outlines key characteristics of the City's overall population.

Table 2. Hallandale Beach Population Data



<ul style="list-style-type: none"> • 41.8% of occupied housing units are rented by occupier • This compares to Broward County average of 33.4% renter occupied units and 66.6% owner occupied
Crash Data (2012-2014): <ul style="list-style-type: none"> • Annual average of 9.66 total fatalities per 100,000 population (US national average: 10.46). • Of 9.66 total fatalities, 7.89 were pedestrian fatalities.

QUALITATIVE DATA

To complement the quantitative data, qualitative data was collected and included a review of plans, historical trends, and community listening sessions to ensure the “voice” of the community was included in the assessment. Table 3 provides a listing of the qualitative data sources and materials used.

Table 3. Qualitative Data Sources

Document Name	Lead Author/Entity	Areas of Focus
2017-2019 Hallandale Beach Strategic Management Decisions and Precise Execution, June 13, 2016	triSect, Strategy Consulting Firm	Strategic plan
Hallandale Beach Community Redevelopment Agency Proposed Budget FY 2016-2017	Hallandale Beach Community Redevelopment Agency	Employment, Housing and Community Policing
Hallandale Opportunity Project (HOP) Report Resolutions #2015-30 ~ RFP:#FY 2014-2015-002	M.D. Stewart & Associates, Inc.	Review of Community Benefit Plan utilization
Hallandale Opportunity Project (HOP) Update Presentation, April 2016	City of Hallandale Beach	Job/Skills Training Job Identification and Staffing Monitoring/Quality Control of Community Benefit Plan
City of Hallandale Beach 2030 Transportation Master Plan, May 2009	HDR Engineering, Inc.	Roadways, Transit, Bicycle and Pedestrian Transportation,
Hallandale Beach City Wide Parks Master Plan, updated February 10, 2012	Bermello Ajamil & Partners, Inc. Ballard*King & Associates Ltd.	Parks and recreation
City of Hallandale Beach Comprehensive Plan	City of Hallandale Beach	Public policy plan for transportation, utilities, land use, recreation, and housing

City of Hallandale Beach Current Development Activity, November 28, 2017	City of Hallandale Beach	Identifies current and proposed residential and commercial developments
Community Benefit Plan Stakeholders' Meeting, July 19, 2017	City of Hallandale Beach	Description of existing Community Benefit Plan and potential future uses
Broward County Affordable Housing Needs Assessment, June 20, 2014	The Metropolitan Center, Florida International University	Key demand and supply factors impacting the production and availability of affordable housing
Housing Conditions, Housing Demand, and a Workforce Housing Plan for the City of Hallandale Beach, May 2009	Center for Urban Policy Research Edward J. Bloustein School of Planning and Public Policy Rutgers, The State University of New Jersey	Workforce and affordable housing
Digital Public Safety Strategy, April 2015	Hallandale Beach Police Department	Safety and crime prevention
City of Hallandale Beach, Memorandum CM17-081, Community Benefit Program and Hallandale Opportunity Program, June 5, 2017	Roger M. Carlton, City Manager/CRA Executive Director	Review of Community Benefit and Hallandale Opportunity Programs
A Guide to the City of Hallandale Beach Community Benefit Program (Draft) October 2016	City of Hallandale Beach	Description of Community Benefit Plan implementation
Human Services Funding Transition, Summer Study 17- 002 Human Services Department, July 23, 2017	City of Hallandale Beach Human Services Department	Overview of Human Services Department's budget and services
Hallandale Beach Community Redevelopment Agency, Programs for Business and Residential brochure, 09/29/16	Hallandale Beach Community Redevelopment Agency	Resident opportunities for Neighborhood Improvement Program, First Time Homebuyer Program), Home Replacement Program, Paint Voucher Program, and Storm Shutter Impact Windows & Doors Rebate Program
Hallandale Beach Healthy Community Zone Community Action Plan, December 2017	Broward Regional Health Planning Council, Inc.	Strategies for improved health outcomes

City of Hallandale Beach Citywide Master Plan and Implementation Strategy Adopted February 2009	EDAW/AECOM, Inc.	Describes future growth and development including physical, social, environmental, and economic elements
Memorial Healthcare System Community Health Needs Assessment 2015	Broward Regional Health Planning Council, Inc.	Health indicators in the South Hospital District which includes Hallandale Beach
Hallandale Beach Community Benefit Plan Listening Sessions, December 7, 2017 (Conducted in English and Spanish)	Broward Regional Health Planning Council, Inc.	Resident forum to determine needs and priorities
Hallandale Beach Age Friendly Community Survey, Conducted September 2017 – January 2018	Broward Regional Health Planning Council, Inc.	Survey addressing World Health Organizations eight (8) domains of livability
City of Hallandale Beach Update of the 2007 Housing Study	Joyce Levine, Ph.D. and Clifford McCue, Ph.D	Housing trends and needs

COMMUNITY LISTENING SESSIONS

On December 7, 2017, three bilingual (English and Spanish) “Listening Sessions” were held in the Northwest, Southwest and Central quadrants of Hallandale Beach in the morning, afternoon and evening. There were a total of 51 participants who joined the “What’s Most Important to You?” conversation. A map of Hallandale Beach was available for each participant to pin their home’s location and confirmed resident participation from each of the census tracts. Those who participated were representative of the demographics of Hallandale Beach.

To ensure the questions asked during the Listening Sessions would inform the analysis, the “8 Domains for Livability” were clustered into the five (5) following livability focus areas:

- Attractive and Safe Neighborhoods (includes the WHO Domains of Outdoor Spaces and Buildings and Housing);
- Education, Job Creation & Economic Development (includes the WHO Domain of Civic Participation and Employment);
- Health and Wellbeing (includes the WHO Domain of Community and Health Services);
- Social Services (includes the WHO Domains of Respect and Social Inclusion, Social Participation, and Communications and Information; and
- Transportation, Mobility and Accessibility (includes the WHO Domain of Transportation).

Colorful, professionally printed, oversized poster boards, featured relevant photos and prompts for each of the five (5) livability focus areas, are included in Appendix 2. In each of the Listening Session, the facilitator used a script and asked a series of questions to those in

attendance about “What’s Most Important to You?” in the community in which they lived. The key points of the conversations are as follows:

Table 4. Listening Sessions Summary

Focus Area	What’s working	What could be improved
<i>Attractive & Safe Neighborhoods</i> <u>Topics for Prioritization:</u> Affordable Housing, Neighborhood Beautification, Parks, Community Policing, Public Art, Roads and Pathways	<ul style="list-style-type: none"> - Safe, nice, friendly, residential community - Convenient access to Miami & Fort Lauderdale 	<ul style="list-style-type: none"> - Housing options - Beautification - Traffic control & calming
<i>Social Services</i> <u>Topics for Prioritization:</u> Senior Programs, Out of School Activities, Programs for Different Abilities, Early Learning Programs, Programs and Support for Veterans, Programs for Homeless	<ul style="list-style-type: none"> - Programs available at the Austin Hepburn Center for all ages 	<ul style="list-style-type: none"> - Activities for children, after-school care - Communication on city events - Homelessness programs
<i>Education, Job Creation & Economic Development</i> <u>Topics for Prioritization:</u> Jobs and Career Opportunities, Locally-Owned Small Businesses, Volunteer Opportunities, Senior Job Opportunities, Education-2 Job Training	<ul style="list-style-type: none"> - Teen Center at the Austin Hepburn Center 	<ul style="list-style-type: none"> - More job opportunities and transportation to and from jobs - Access to programs - Small business development
<i>Health & Wellbeing</i> <u>Topics for Prioritization:</u> Fresh and Healthy Food Choices, Physical Activity and Exercise Programs, Preventative Health Health Clinic, Mental Health	<ul style="list-style-type: none"> - Clinical Services are available nearby 	<ul style="list-style-type: none"> - Access to Pediatric & Psychiatric services
<i>Transportation, Mobility & Accessibility</i> <u>Topics for Prioritization:</u> Bus Availability-Bus Service, Safe Bicycle Paths, Hallandale Beach Mini Bus, Safe Walking Paths	<ul style="list-style-type: none"> - Close proximity for walking - Community Mini Bus - Private transportation services available through the Austin Hepburn Center 	<ul style="list-style-type: none"> - Additional sidewalks with ADA treatments - Improved, safer bike lanes - Public/private partnership for bus shelters - Easier use for HB app and less personal information

ATTRACTIVE AND SAFE NEIGHBORHOODS

Vecindarios Seguros y Atractivos



**Where would you
want to see investments in your community?**

Dónde quisiera ver inversiones en su comunidad?



Affordable Housing
Vivienda Asequible



Neighborhood Beautification
Embellecimiento de Vecindario



Parks
Parques



Community Policing
Seguridad Comunitaria



Public Art
Arte Pública



Roads and Pathways
Aceras & Caminos Peatonales

HEALTH AND WELLBEING

Salud y Bienestar



**Where would you
want to see investments in your community?**

Dónde quisiera ver inversiones en su comunidad?



Fresh & Healthy Food Choices
Comida fresca y saludable



Physical Activity &
Exercise Programs
Actividad Física & Ejercicios



Preventative Health
Salud Pública Preventiva



Health Clinic
Clínica de Salud



Mental Health
Salud Mental

EDUCATION, JOB CREATION & ECONOMIC DEVELOPMENT

Educación, Creación de Empleo, y Desarrollo Económico



**Where would you
want to see investments in your community?**

Dónde quisiera ver inversiones en su comunidad?



Jobs & Career Opportunities
Oportunidades De Trabajo Estudio



Locally-Owned Small Businesses
Pequeños Negocios Locales



Volunteer Opportunities
Oportunidades
Para Ser Voluntario



Senior Job Opportunities
Trabajos para Edad Dorada



Education
Educación



Job Training
Entrenamiento profesional

TRANSPORTATION MOBILITY & ACCESSIBILITY

Transportación, Movilidad y Accesibilidad



**Where would you
want to see investments in your community?**

Dónde quisiera ver inversiones en su comunidad?



Bus Availability-Bus Routes
Más Frecuencia y Rutas Convenientes de Autobús



Hallandale Beach Mini Bus
Mini-bús de Hallandale Beach



Safe Walking Pathways
Senderos Seguros para Peatones



Safe Bicycle Paths
Senderos Seguros para Ciclismo

SOCIAL SERVICES

Servicios Sociales



Which program
would you invest in?

En cuál programa invertiría?



Senior Programs
Programas para Edad Dorada



Out of School Activities
Programas para la Juventud



Programs for Different Abilities
Programas para Personas
con Habilidades Diferentes



Early Learning Programs
Programas para Aprendizaje
temprano



Programs and Support for
Veterans
Programas y Apoyo para
Veteranos



Programs for Homeless
Programas para Personas
Sin Hogar

GEOGRAPHICAL ANALYSIS

Recognizing that needs, populations and community conditions differ across the City, a geographical analysis was used to evaluate the nine (9) individual US Census tracts in Hallandale Beach. The matrix in Figure 2 has twenty-three (23) variables that measure indicators related to population and community conditions for each tract. The indicators include information related to the community conditions that shape the overall livability of the community as well as the people who live in each of the tracts. Together these indicators can help to more easily visualize the current conditions, possible needs and potential strategies that may be included in a citywide Community Benefit Plan.

These indicators include conditions which are tied to each of the categories of livability and include information including: employment centers, housing, crime, pedestrian injury rates, food environment, clinical assets, and transit infrastructure. Additionally, demographic factors related to people living in each tract have been measured. These population based indicators include children under the age of five (5), young adults (18-24 years of age), seniors (65 and over), single head of household with children, persons without cars, educational attainment and low English proficiency.

When combined with the “WHO 8 Domains of Livability”, the data help to provide a description of the overall community and population conditions for each tract and assists in the identification of potential needs based on the confluence of conditions. The methodology used to analyze each of the conditions and populations along with the corresponding mapping of these are included in Appendix 1. The following provides a summary of the findings per tract which have been grouped into five general categories:

1. Populations of Interest: Each tract has been assessed in terms of population factors that may influence needs and assets and include: seniors; single mothers; persons with no car; persons with low English proficiency; children under five; young adults; and, renters and owners, especially as related to high housing burden, if present.
2. Housing and Affordability: To better inform the assets and needs, the analysis provides measures for each tract related to: renter and owner occupied rates; housing diversity; and housing cost burden.
3. Economic Mobility: Those elements that may affect one’s ability to improve their income are identified in each tract and include: poverty; low English proficiency; educational attainment; unemployment ratio; and employment concentration.
4. Livability: Each tract has been assessed using the “WHO 8 Domains of Livability” to determine which data can describe the conditions that can affect the livability of an area including: crime; vehicle crash data; transit infrastructure equity; housing diversity; land use diversity; food environment; vacant land; and clinical assets.
5. Potential Assets and Opportunities: These are positive indicators and attributes of each tract, such as parks, employment centers, and schools.

In reviewing Figure 2 the shaded areas indicate “Below the City” rate light blue, “Similar to the City” rate beige/light yellow, and “Above the City” rate red. It is important to note that there is not a value judgment of “good” or “bad” to these colors, they simply show the data in terms of if the condition is below, similar to or above the City rate.

Below the City Rate -1 Similar to the City Rate 0 Above the City Rate +1

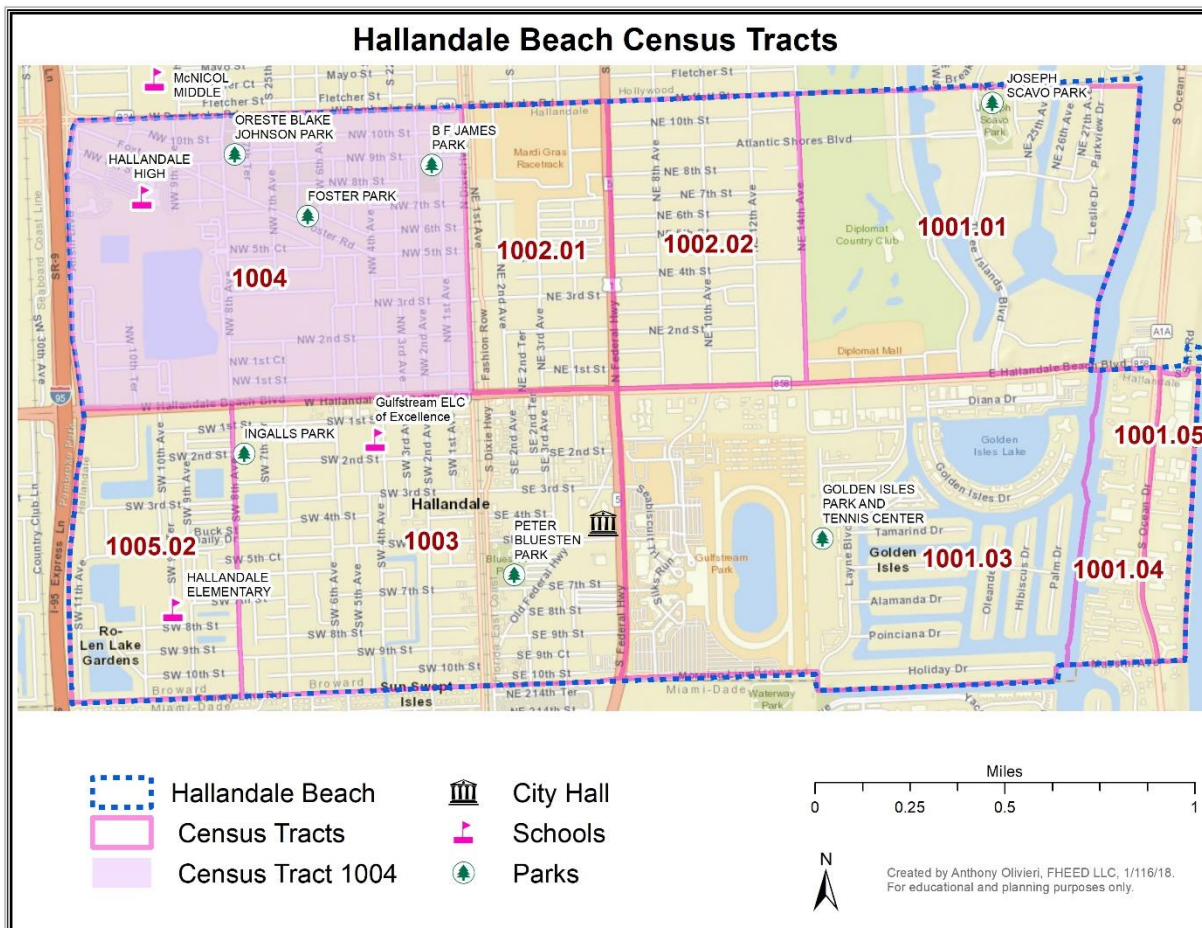
Figure 2. Matrix of Indicators

Indicator	1004	1002.01	1002.02	1001.01	1005.02	1003	1001.03	1001.04	1001.05
Population Concentration	1	1	-1	1	0	1	0	-1	-1
Children Under Five	1	1	0	1	-1	1	-1	-1	-1
Young Adults	1	1	0	0	1	1	-1	-1	-1
Seniors	-1	-1	0	1	0	-1	1	1	1
18-24 with Low Educational Attainment	1	1	1	-1	1	0	-1	-1	-1
Single Female Head of Household with Children	1	1	0	-1	1	-1	-1	-1	-1
Persons with no car	1	1	1	-1	-1	1	0	0	1
Low English Proficiency	-1	1	1	-1	1	1	-1	1	-1
Renters	1	1	-1	-1	-1	1	-1	-1	-1
Owners	-1	-1	1	1	1	0	1	1	1
Housing Burden as percent of income: Working Individual	1	-1	0	1	-1	1	1	1	0
Overlap of Determinants of Health: Poverty, food deserts, educational attainment and car ownership.	1	1	-1	-1	-1	1	-1	-1	-1
Clinical Assets	-1	0	1	-1	-1	1	1	-1	-1
Employment Concentration	1	1	-1	-1	-1	0	1	-1	-1
Unemployment Ratio	0	1	-1	-1	1	1	-1	-1	1
Poverty	1	1	0	-1	1	1	-1	-1	0
Food Environment	1	1	0	0	1	1	0	0	1
Land use diversity	1	1	-1	-1	-1	0	-1	-1	-1
Vacant Land	1	-1	-1	-1	-1	1	1	-1	-1
Housing Diversity	0	1	0	-1	1	1	0	-1	-1
Transit Infrastructure equity	-1	-1	1	0	-1	-1	-1	1	1
Crash Injuries	1	-1	1	-1	-1	1	1	0	-1
Crime	1	1	0	-1	0	1	1	-1	-1

Since this assessment provides specific information related to the “WHO 8 Domains of Livability” it is possible to identified potential needs and community-involved prioritization through information gathered from the Listening Sessions. Additionally, this analysis provides information in Figure 2 by tract that are organized moving from west to east to demonstrate the geographical relationships between those living in neighboring tracts. Finally, the indicators identified in each tract may be coupled with existing programs to meet community and population needs.

OVERALL GEOGRAPHICAL ANALYSIS BY CENSUS TRACT

Tract 1004



Perhaps the tract with the highest numbers of indicators below the city rate, Tract 1004, is in the Northwest corner of Hallandale Beach borders I-95 to the west and Hallandale Beach Boulevard to the south. It has several high rates of challenging indicators as well as assets. In addition, it is the third largest population tract with 5,276 people, which is 13% of Hallandale's population.

Populations of Interest: This tract has a higher than city rate of children under five and single mothers who are head of households. Most of these householders are renters and there is a strong indication of low educational attainment. In addition, there is a high rate of persons without a car and a higher than city rate of poverty.

Housing and Affordability: The high rate of renter-occupied housing is coupled with a high housing affordability burden.

Economic Mobility: Economic mobility may be challenging for single mothers as head of households, living in poverty, with low educational attainment and low car ownership. However, there is a high concentration of employment opportunities in this tract.

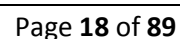
Livability Conditions: Tract 1004 is characterized by overlapping adverse social determinants of health, low clinical assets, high crime, inadequate number of sheltered bus stops and low healthy food access.

Potential Assets and Opportunities: This tract has a higher than city rate of vacant land, high land use diversity and employment concentration. It is possible to develop more affordable housing on the vacant land and perhaps assemble vacant parcels for more mixed-use developments that would produce more jobs. For example, parcels with small-scale clinics intermixed with grocery stores and daycare with affordable housing could serve the populations of interest in this community. The clusters of industrial parcels throughout the tract may be opportunities for an art-district or low-intensity industries such as food processing, furniture shops and art studios.

Hallandale Beach High School could host GED classes and livability skills such as how to balance a family budget, acquire financing for higher education, job-searching skills, and resume writing. The high rate of young adults is an opportunity for community-based job training programs that lead to jobs with major employers in tracts nearby.

The plentiful parks in this tract could host pop-up produce marts, farmers markets and health fairs. However, activating these would need co-improvements in transit infrastructure, crime abatement, and pedestrian safety.

February 2018



Populations of Interest: Tract 1002.01 has the same kinds of populations as Tract 1004 (single mothers, children, low educational attainment, and low car ownership); however, it also has a high rate of persons with low English proficiency.

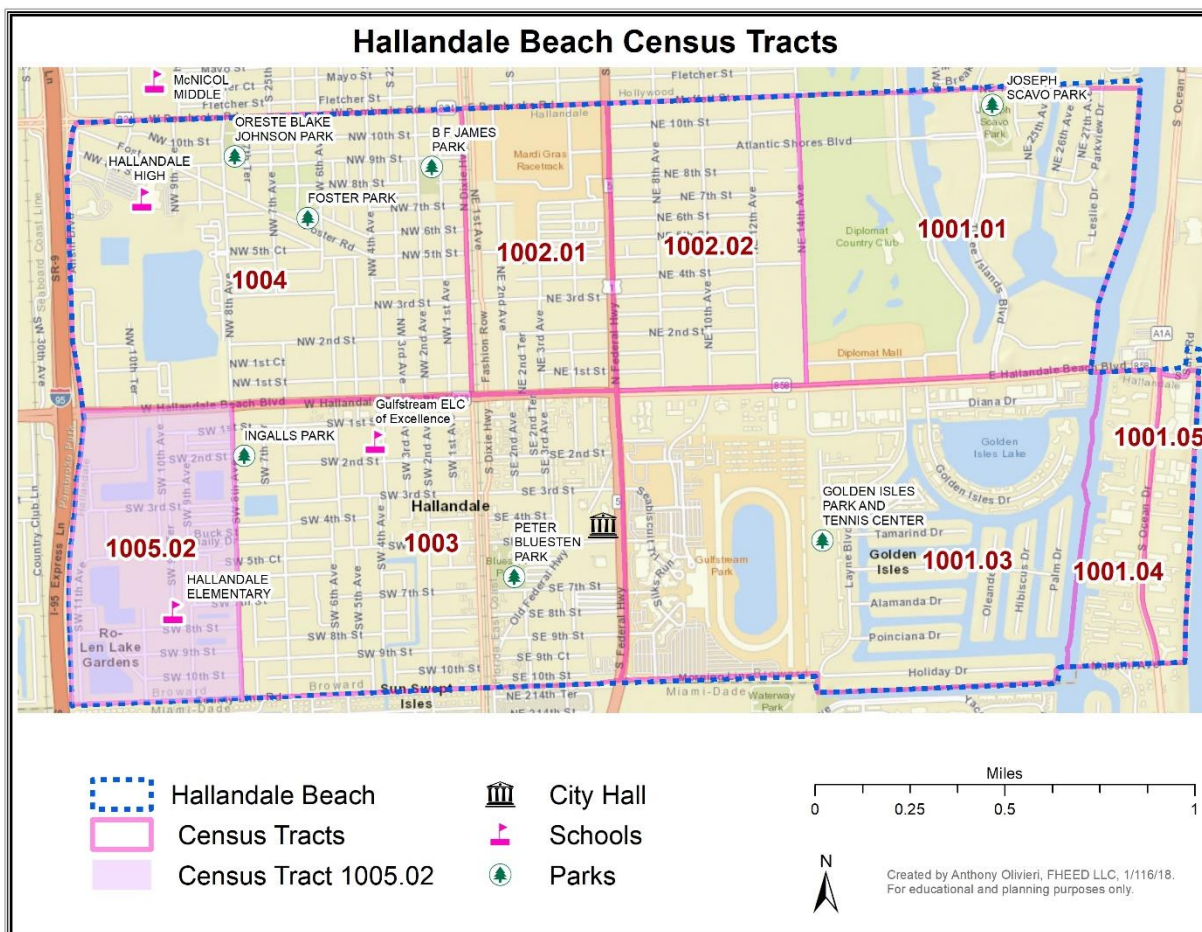
Economic Mobility: While there is a higher relative unemployment ratio (unemployment rate to employment rate ratio), there is also a high employment concentration. Tract 1002.01 is home to Mardi Gras Casino, which employs approximately seven-hundred (700) people. As with Tract 1004, poverty is a significant challenge for this tract. However, the tract has significant

commercial clustering on the arterial roads to the east, west and south. It is the only tract that completely contains a residential center with a “box” of commercial land use.

Livability Conditions: While crime is more prevalent in this tract, it has a lower rate of injuries due to car crashes. It also has a low rate of transit infrastructure equity, which makes livability particularly challenging for the high rate of persons without a car. However, a community bus route does cross the tract through the residential zone just south of Mardi Gras Casino. Residents may benefit from having more sheltered bus stops along this route. There are several vacant commercial parcels along the route, which could provide more destinations.

Potential Assets and Opportunities: The high land use diversity and commercial land use prevalence may lend to greater employment and occupation opportunities. The Mardi Gras Casino occupies the majority of the commercial parcels to the north that border Tract 1004. The city could encourage complementary commercial enterprises and industrial activities in this tract and its neighbors to build upon Mardi Gras Casino. By doing so, the job growth factor may be increased. Given the tract’s vulnerable populations, programs for increasing employment opportunities would need to be coupled with improving English proficiency and educational attainment. A job training program for young adults, in partnership with major employment centers such as Mardi Gras Casino may benefit this tract in particular.

Tract 1005.02



Tract 1005.02 is south of Hallandale Beach Boulevard, and is bisected by I-95. Therefore, part of the tract extends beyond Hallandale Beach's boundary. It has a population of approximately 3,964, which only a portion is within Hallandale Beach city limits. It may contain approximately 10% or less of the City's population share.

Populations of Interest: Much like its west-of-Federal Highway neighbors, this tract has higher rates of young adults, single mother households, low educational attainment and low English proficiency.

Housing and Affordability: Unlike the other west-side tracts, this tract has a high rate of owner-occupied housing units and the housing costs are relatively more affordable. Like Tract 1002.01, there is a high housing diversity. There are mobile home parcels intermixed with multifamily housing, condominiums, single-family and at least three 55+ Communities.

Economic Mobility: This tract has higher rates of poverty and unemployment, which may put the favorable home ownership and housing affordability at risk. Therefore, programs that strengthen home ownership for lower-income homeowners may benefit this tract and allow for greater economic mobility. The low employment concentration may mean that residents have to travel outside the tract for work and everyday services.

Livability Conditions: Similar to Tracts 1004 and 1002.01, this tract is a food desert. This could mean that single mothers and older adults must travel further to acquire healthier foods. A Winn-

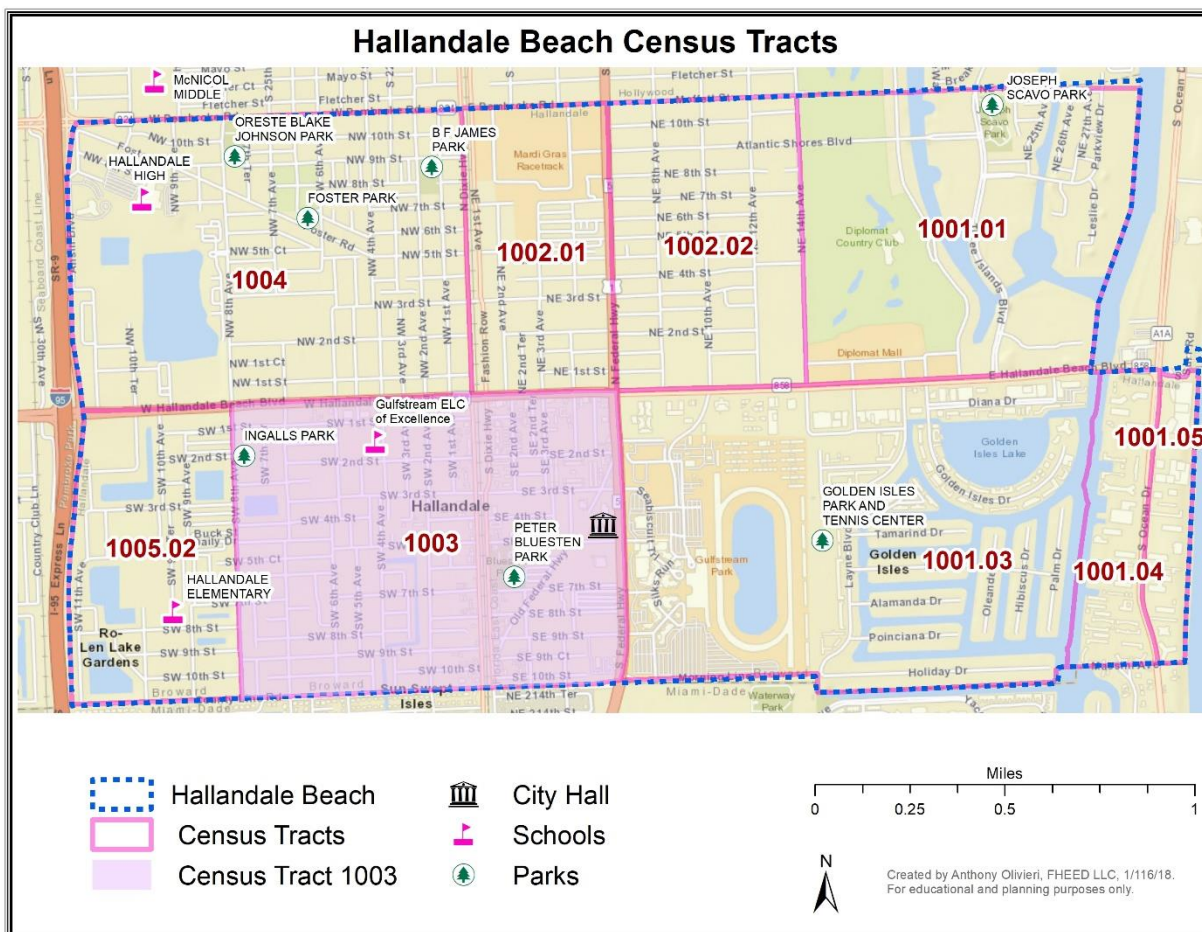
Dixie in the northwest corner on Hallandale Beach Boulevard does service the tract and is just over one-half (½) mile for the dozens of residents who live in multifamily housing on the southeast side of the tract. A community bus route connects Winn-Dixie to this corner of the tract. There are no covered bus stops anywhere on this route or anywhere in the tract. Therefore, more options for food access and/or improved transit infrastructure that connect to food destinations may improve the tract livability.

The lack of clinical resources in this tract is another livability concern. The closest clinic is nearly 1.5 miles away on Hallandale Beach Boulevard. This may be particularly problematic for single mothers and older adults who reside in the 55+ Communities.

As a home for Hallandale Elementary and single mothers, this tract may have a need for early learning centers (ELCs). However, there are none as found with Tracts 1004 and 1002.01. Although the tract has a lower rate of children under five, there still may be a need for ELCs.

Potential Assets and Opportunities: The moderate crime rate, relatively low crash injuries and higher home ownership make this perhaps a safe and socially stable tract. However, it does appear to lack any parks as found in tracts to its north and to its east. Hallandale Elementary may be an asset that could provide recreational space opportunities. For example, a joint-use agreement with the city could make the school's land available to the public. Programs and projects for healthy food access and health screenings may alleviate the tract's food and clinical access deficits.

Tract 1003



The home tract for City Hall, Tract 1003, is located just west of Federal Highway, South of Hallandale Beach Boulevard, with SW 8th Ave to its west. Tract 1003 is the second largest with an estimated population of 7,163, which is 18% of the City's population. Tracts 1004 and 1002.01 could fit inside of it.

Populations of Interest: Tract 1003 has a high population concentration with high rates of children, young adults, persons with low educational attainment, low English proficiency, and low car ownership. Unlike its tracts to the north, it does not have high rates of single mother households.

Housing and Affordability: There is a high diversity of housing; however, the tract is split with affordability. The west side of Dixie Highway requires a high proportion of income to cover housing costs. The east side has affordability below the city average. Overall, this tract has high housing diversity. The west side of Dixie has mostly single-family homes and multiunit housing. The east side includes this as well as mobile homes, 55+ communities, and condominiums. Vacant residential land can be found throughout the tract, with the larger parcels west of Dixie Highway. Therefore, there is room for more development that could ease housing costs. This may be particularly helpful for the majority of renters in this tract.

Economic Mobility: Tract 1003 has high unemployment, poverty and only moderate employment concentration. Its largest employers are trucking companies, restaurants, smaller grocery stores

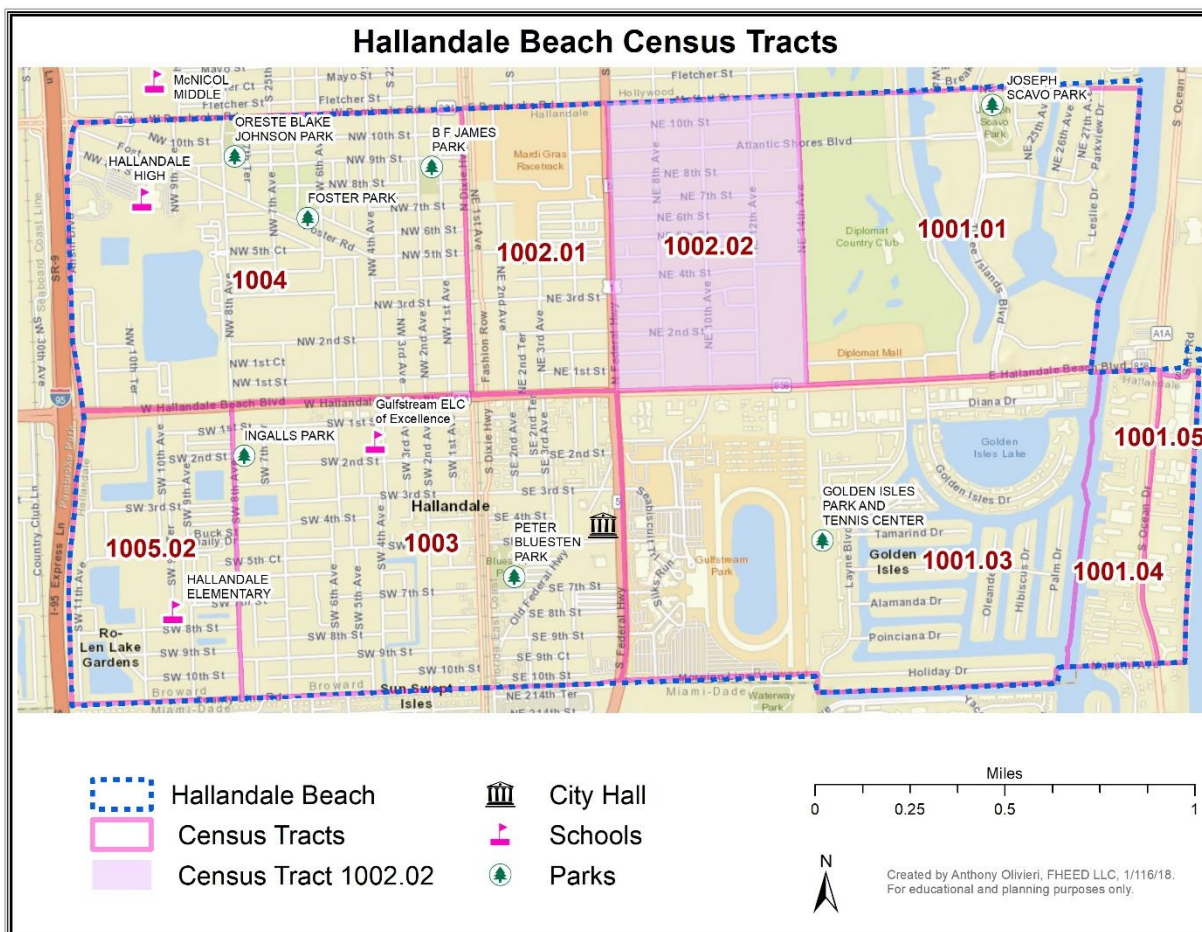
and schools. It also has a higher rate of clinical assets, which are among its largest employers. There are several large vacant commercial parcels throughout the tract, which may allow for greater employment opportunities in the future. Therefore, programs to link future mixed-use development to sustainable jobs may be possible in this tract.

Livability Conditions: Tract 1003 is a designated USDA food desert and has an overlapping of adverse health determinants associated with diabetes. Therefore, improving healthy food access and affordability may reduce the likely high rate of dietary diseases in this tract. This tract does have a higher rate of clinical services. There are at least three clinics and six doctor's offices. These are not too far from the cluster of 55+ Communities just north of City Hall. Furthermore, a community bus route connects to several of these assets and the adult communities. There is a low rate of sheltered bus stops. The Dixie Highway route that bisects the tract has no sheltered bus stops. Crime and crash injuries, which are both high, are safety concerns for this tract. Any improvements in transit infrastructure or active mobility may need to consider these factors.

As noted previously, this tract has a high rate of children. It also has several Early Learning Centers spread across the tract. These Centers are sparser in the southwest corner of the tract. This might be a potential gap in service.

Potential Assets and Opportunities: Tract 1003 has two parks and Gulfstream Early Learning Resource Center. Combined, they may provide opportunities for recreation and locations for health fairs, healthy food sales and possibly programs for young adults, children and older adults. These opportunities are mainly to the north and east of the tract. The southwest corner (SW 4th Avenue and SW 4th Street) has no parks. There are no vacant government parcels in this section that could be used to create parks. However, several residential parcels could be used if they are purchased by the City and rezoned.

Tract 1002.02



Located just east of Federal Highway and North of Hallandale Beach Boulevard, with a population of approximately 4,912 (13% share), Tract 1002.02 is nearly in the north center of Hallandale Beach.

Populations of Interest: Tract 1002.02 has a smaller population share but it does have higher rates of low educational attainment, low English proficiency, and low car ownership.

Housing and Affordability: Homeowners dominate this tract, with the majority of the parcels consisting of condominiums and single-family homes. In addition, there are nine (9) 55+Communities. The north half of the tract is moderately affordable, while the lower half is more affordable than the city average.

Economic Mobility: Although this tract has potential vulnerable populations, it does not have high poverty and unemployment. There is low employment concentration, but the tract has high employment to the west with Mardi Gras Casino and the south with Gulfstream Park.

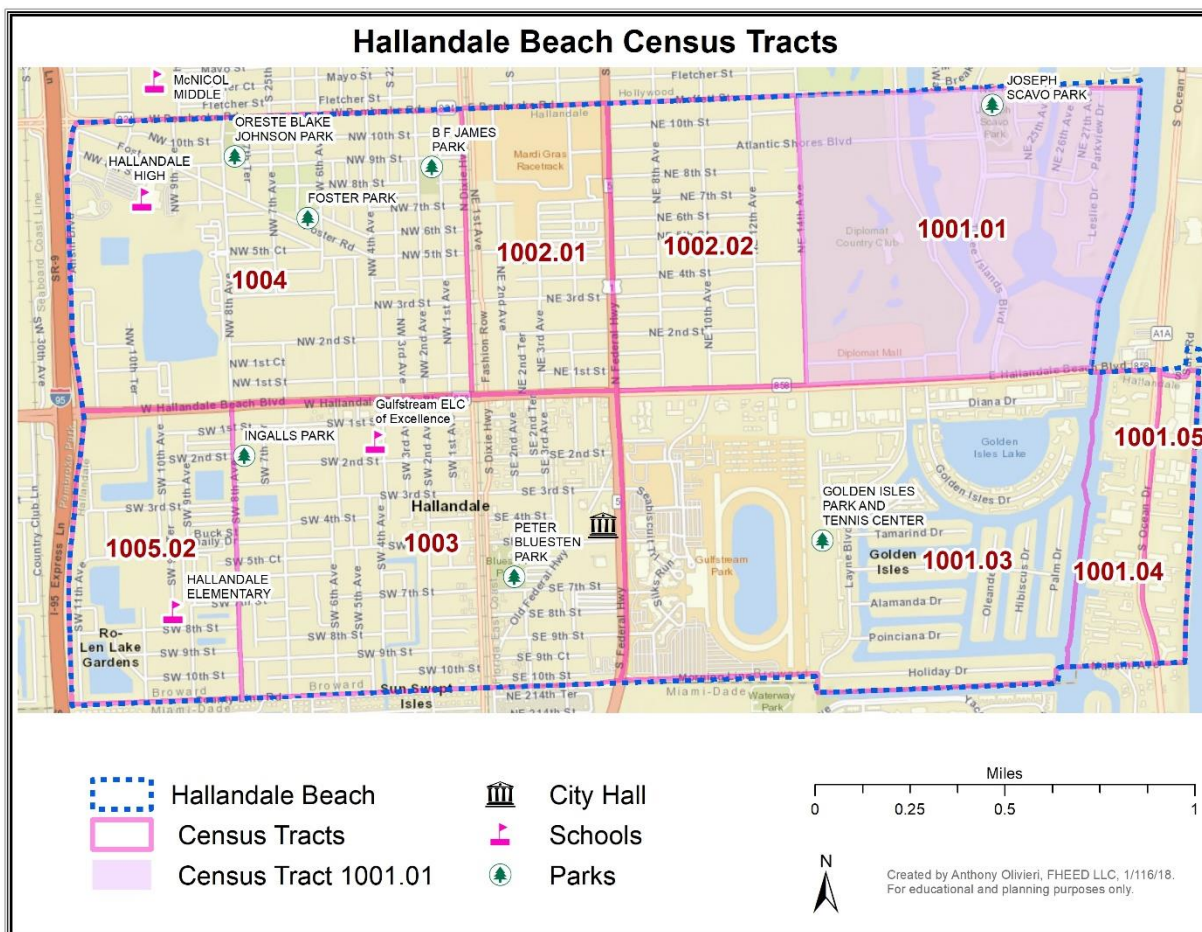
Livability Conditions: This tract has a mixture of favorable and adverse livability factors. First, it has moderate crime, but high crash injuries. In fact, it has the third highest rate of injuries (32.6 injuries per 10K population in the City). The size of the injuries are fairly large and occur on residential streets as well as the arterial roads that define its border. This is also one of three tracts with high transit infrastructure. BCT and Community Bus routes cross through the tract in

the north, and run along all its border. This is favorable for its low-car ownership population. It may benefit with some sheltered bus stops with the cross-tract routes, since these are absent.

The tract appears to lack parks. Its neighbors to the west, south and east all have at least one park. Theoretically, residents living in the middle of the tract would have to travel more than 1/3 mile to the closet park to the west (B.F. James). This tract may have a greater access to parks when Sunrise Park is complete; it is scheduled to break ground in December 2018.

Potential Assets and Opportunities: There are approximately 4.7 acres of vacant land across 16 parcels in this tract. Large concentrations of these are city-owned. This is the likely location of the 2.4 acre Sunrise Park. This future park will serve the single-family home residents and their children. It is unlikely to be within reach or designed for the residents living in the more dense condominiums and 55+Communities to the west. For this population, it may be possible for the city to purchase nearby smaller residential parcels and rezoned for small pocket parks. Given the tract's high crash injury rate, any recreational improvements should take into account ways to improve pedestrian safety.

Tract 1001.01



Located in the northeast corner of the city and bordered by the Intercoastal waterway, Tract 1001.01 has the largest population with an estimated 7,501 people, which is 19% percent of the City's population. It is the home for the exclusive Diplomat Golf Resort and Spa and major shopping centers such as the Diplomat Mall and Walmart.

Populations of Interest: Potential vulnerable populations are mainly seniors and children under five. There is a lower than city rate poverty of in the tract.

Housing and Affordability: Homeownership dominates this tract, with the majority of the parcels being condominiums (3,898), and only a handful single-family residential. The entire tract has census block groups with high housing cost burden. A single working person earning the regional median income would need to commit between 64%-82% of their income to live in this tract. This tract has extensive waterfront properties.

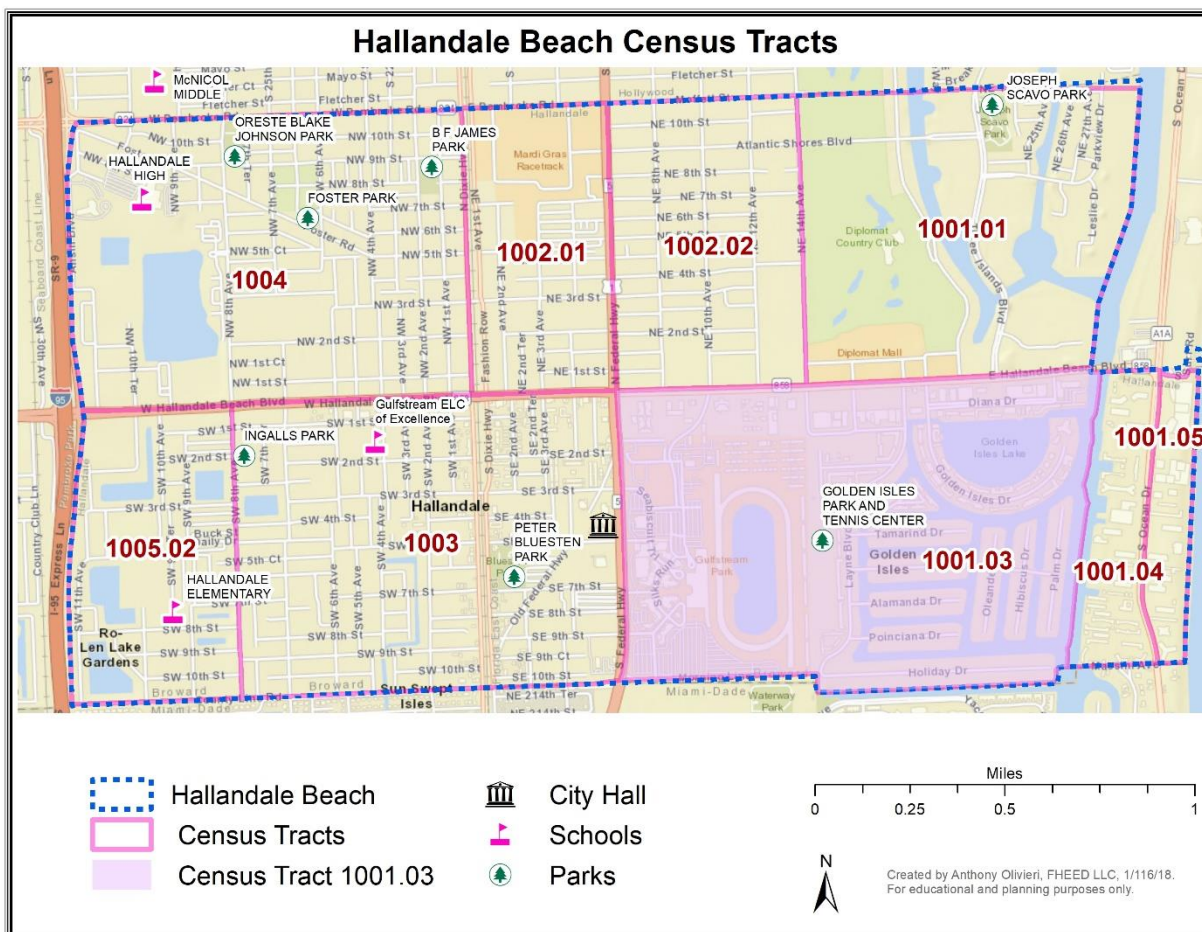
Economic Mobility: There are no adverse economic conditions in this tract according the current measures. Given the high concentration of seniors and waterfront properties, it is likely the residents in this tract are retired with a sense of economic security. There are indications that many of these residents live in Hallandale Beach part time.

Livability Conditions: The tract has a park and private recreational opportunities within the condominiums and the Diplomat Golf Club. Transit infrastructure is moderate. There is no community bus route service to its public park, Joseph Scavo Park. Clinical services appears to be

one area that could improve this community. It has a below-city average of clinical services. The few physicians within the tract center appear to be home-based doctor offices. There are a few clinics to the south along Hallandale Beach Boulevard. There might be a need for more clinical services to the north of the tract or within its center.

Potential Assets and Opportunities: This tract has several shopping centers and prestigious hospitality industries such as the Diplomat Golf Club and Spa. It may be possible to integrate these into a job-training program for tracts experiencing high unemployment, poverty and vulnerable populations such as single mothers.

Tract 1001.03



Located South of Hallandale Beach Boulevard, east of Federal Highway, and bordered by the Intercoastal waterway to the east, Tract 1001.03 has a population of approximately 3,850, which is 10% of the City's population. It is also the home of the famous Gulfstream Park, which is a regional entertainment center and major tourist destination. Gulfstream occupies nearly half the tract's surface area.

Populations of Interest: Seniors are the only potential vulnerable population in this tract. This tract has a below city rate for poverty rate. Additionally, this tract has a higher than city rate of clinical services. As with its neighbor to the north, this population may live in Hallandale only part time.

Housing and Affordability: The residential properties are within a high cost burden US Census Block Group where a working individual would need to dedicate 64%-82% of their income to live in this tract. The majority of the parcels are condominiums and co-ops. There are only a few multifamily properties and single-family homes.

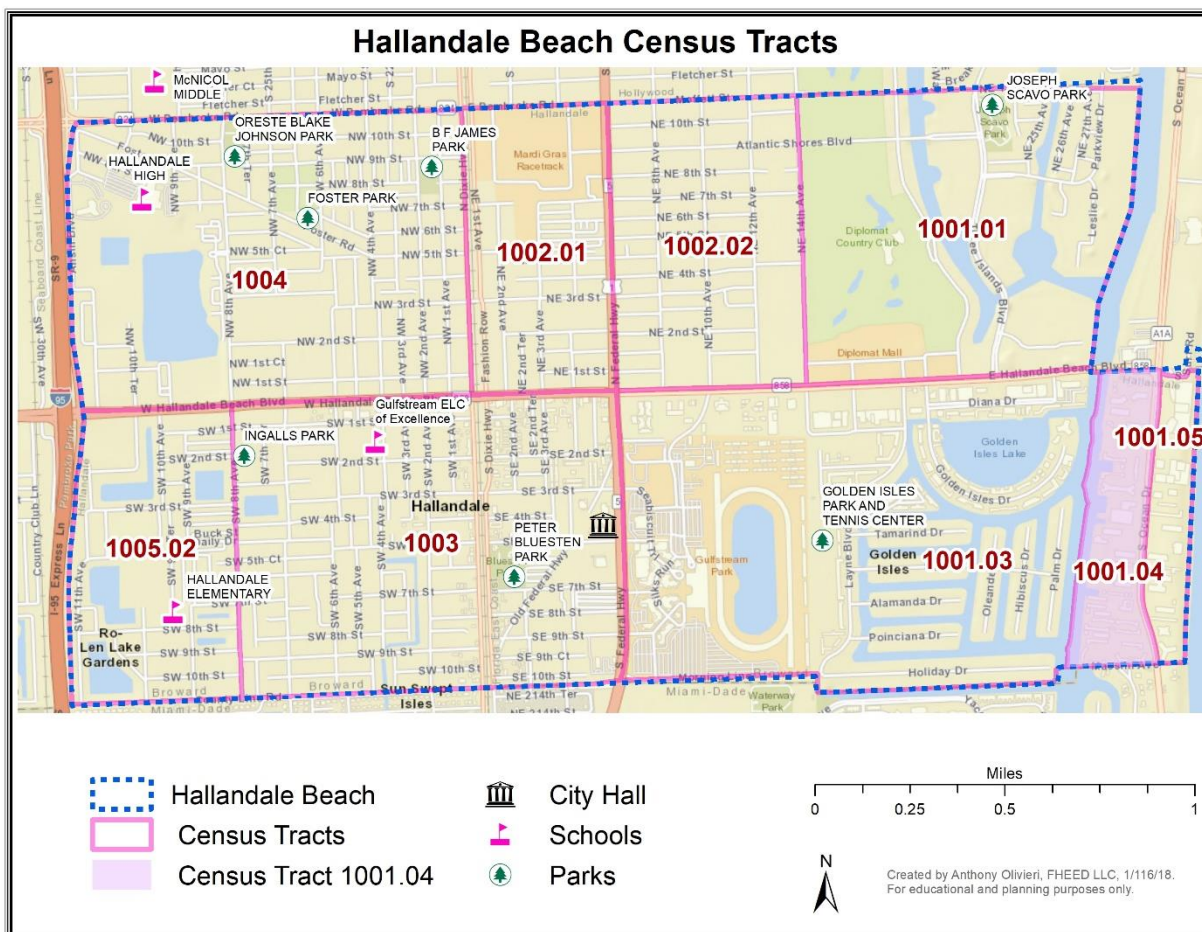
Economic Mobility: The residents in this tract have most likely already achieved high economic mobility. There are no adverse economic indicators for residents in this tract.

Livability Conditions: This tract is serviced by a park and private recreational infrastructure within its many condominiums. The tract does have a high crash injury rate, which may be a concern for its residents. Most of the incidents occur along Halladale Beach Boulevard.

Another concern is crime. The majority of crime incidents occur around Gulfstream Park and Hallandale Beach Boulevard, with a few thefts occurring in the center of the tract's residential area.

Potential Assets and Opportunities: As the home of Gulfstream, which employs approximately 1,250 people, Tract 1001.03 is an economic powerhouse. It may be possible to help mitigate the high unemployment and poverty in its neighbor, Tract 1003 by connecting residents to more job opportunities in this tract.

Tract 1001.04



A small tract, bordered by the Intercoastal waterway to its west and Ocean Boulevard to its east, it is estimated to have only 8% of the City's population (2,968). It is a barrier island community, dominated by exclusively condominiums.

Populations of Interest: Seniors represent a potential vulnerable population in this tract, as well as persons with low-English proficiency.

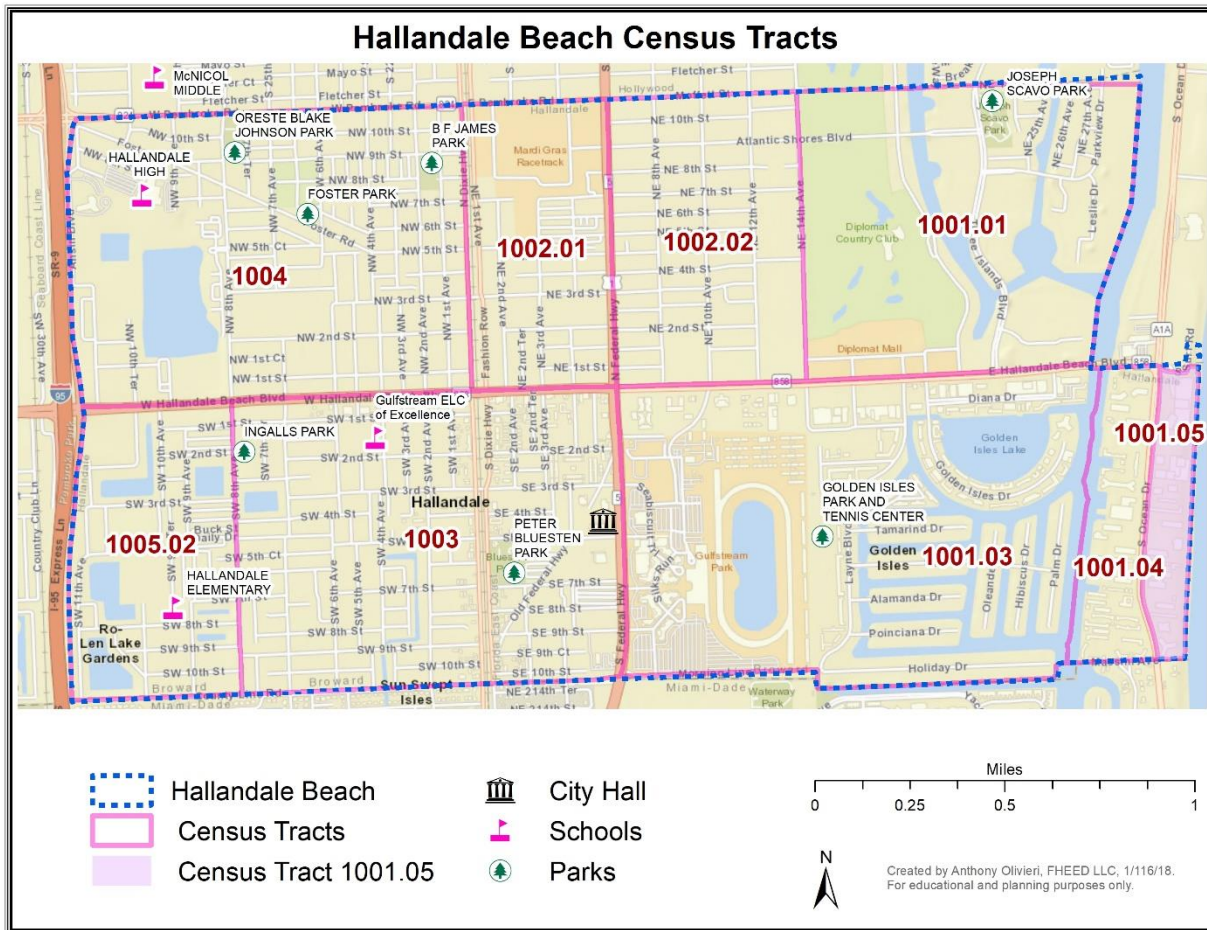
Housing and Affordability: This tract is dominated by condominium homeowners and has a high cost burden for housing related to the regional income. There are multiple 55+ communities.

Economic Mobility: The data suggest the residents in this tract have achieved a high level of economic mobility.

Livability Conditions: This tract is in close proximity of the South City Beach Park, which offers recreational open space. The tract is also well-served by sheltered bus stops and a community bus line, which may be useful for its senior population. Although clinical assets are below the city average, these services are not far on Hallandale Beach Boulevard, and are accessible by bus.

Potential Assets and Opportunities: The high concentration of senior populations and condominiums may offer job opportunities for other tracts. It could be possible to create job-training programs to address the special service needs within this tract, for example, property management, condominium maintenance services, home and personal health care services.

Tract 1001.05



At the end of Hallandale Beach Boulevard, Tract 1001.05 is bordered by the Intracoastal to its west and the Atlantic Ocean to its east. The smallest geographic tract, this beachside community has an estimated population of 2,154 people, which is 5% of the City's population.

Populations of Interest: Seniors are the dominant vulnerable population in this tract. There is also a high rate of persons who do not own a car. In addition, there is a high rate of low English proficiency. According to the ACS 2011-2015 the dominant language spoken in this tract for 6% of the population is Russian (once excluding English and Spanish).

Housing and Affordability: The tract is exclusively ocean side condominiums. Given its proximity to the beach, housing affordability is relatively moderate in this community.

Economic Mobility: There are no services in this tract and its residents most likely do not require jobs nearby. However, services are close by on Hallandale Beach Boulevard and are connected to transit.

Livability Conditions: South City Beach Park provides great open space recreational opportunities. The tract is also serviced by a high number of sheltered bus stops, which is beneficial for the above city rates of persons without a car.

Potential Assets and Opportunities: The beach is this community's greatest asset. In addition, the beachside condominiums may be a source for service jobs for many city residents. Therefore, a jobs-training program designed to service the needs of the condo-living senior community may

benefit the residents in this tract as well as others facing greater economic challenges. Jobs could range from property management, maintenance, and home health care.

The visualization afforded by the Geographical Analysis provides the ability to “see” the interplay between the tracts, community conditions and populations. It also provides an opportunity to begin to identify strategies that could be explored to inform a Community Benefit Program with “...*identifiable and observable community benefits for the community surrounding the project and the city...*” These strategies may include traditional local vendors, local resident job training and local student mentoring as well as broader CBP projects focused on approaches to address job creation, education, housing, transportation, safety, arts, and sense of wellbeing.

PRIORITIZATION OF NEEDS

The quantitative and qualitative data have demonstrated the diversity of the populations and conditions of Hallandale Beach. The Geographical Assessment demonstrates assets and needs on a tract basis. Finally, the resident involvement process has reviewed and ranked the five (5) overarching livability focus areas based on their perceptions of the city as a whole.

The quantitative data and geographical assessment identified the following as existing or emerging areas warranting additional attention:

- social and converging determinants of health;
- economic development and employment;
- poverty;
- food environment;
- access to clinical care;
- land use diversity;
- affordability and diversity of housing;
- mobility and transportation;
- crime; and,
- vehicular and pedestrian crashes.

The qualitative data demonstrates the perceptions of residents with regards to what investments in the community should be made. The highest priorities were ranked as:

Table 5. . Listening Sessions Prioritization	
Top Priorities	Prioritization Focus Area
1st - Affordable housing	Attractive & Safe Neighborhoods
2nd - Increased frequency and availability of Hallandale Beach Community Mini Bus	Transportation, Mobility & Accessibility
Tied for 3 rd - Senior Programs	Social Services
Tied for 3 rd - Job Opportunities & Career Training	Education, Job Creation & Economic Development

Table 5. . Listening Sessions Prioritization, continued	
Tied for 3 rd - Physical Activity & Exercise Programs	Health & Wellbeing

Additional priorities identified in the Listening Session include:

Priorities	Prioritization Focus Area
Neighborhood beautification Crime prevention	Attractive & Safe Neighborhoods
Continuing Education Preparing high school seniors for jobs Small business opportunities	Education, Job Creation & Economic Development
Physical Activity & Exercise Programs	Health & Wellbeing
Social Programs Austin Hepburn Center Communication about events and how to participate	Social Services and Support for Veterans, Programs for Homeless
Safe bicycle paths Safe walking paths Safer streets with less congestion and crashes	Transportation, Mobility & Accessibility

Addressing both the quantitative and qualitative findings, as well as considering the number of people affected, severity of the conditions and the direction the data were trending, the focus areas are prioritized as follows:

- First** Education, Job Creation & Economic Development – Economic mobility, the ability to improve one’s income, is most often linked to education, employment and family status. The ability to find new employment and remain employed not only provides economic security but also benefits employers and the City’s tax base. The overarching elements include improved prospects for: jobs and career opportunities; locally-owned small businesses; volunteer opportunities; senior job opportunities; education (high school, GED, adult, and continuing education); and job training.
- Second** Transportation, Mobility & Accessibility - Promoting safe multi-modal mobility (pedestrians, bicyclists, transit riders, and non-motorized vehicles) and reducing congestion on roadways to make it easier to get to needed services and desired activities with the following elements: bus availability- bus routes; Hallandale Beach Mini Bus; safe walking pathways; and safe bicycle paths.
- Third** Attractive and Safe Neighborhoods – Having access to a range of affordable housing options and public surroundings that are safe and promote relaxation, fun and social interaction highlight the components of

this determinant: affordable housing, neighborhood beautification; parks and recreation; community policing and crime prevention; land use diversity with mixed-use housing options; and public art.

Fourth

Social Services – The desire to provide care for the young, old and vulnerable populations in the community included: senior programs; out of school activities for youth; programs for different abilities; early learning programs; programs and support for veterans; and, programs for homeless.

Fifth

Health & Wellbeing - Although “health” is often thought of in terms of the absence of disease, health is also a condition which allows people to have a sense of wellbeing thus realizing their aspirations, satisfying their needs and being able to live a long, productive, and meaningful life. The key overarching themes are access to: fresh and healthy food choices; physical activity and exercise programs; preventative health; health clinics; and, mental health.

RECOMMENDATIONS

A robust Community Benefit Program may provide opportunities to mitigate the adverse conditions and enhance the assets identified through this process. In order to achieve the desired results, it is imperative that any future Community Benefit Program includes concrete deliverables, timeframes, monitoring requirements, and enforcement mechanisms. Additionally, the literature review related to successful and effective Community Benefit Agreements highlights the importance of actively engaging the community in the identification of needs and prioritization of potential solutions that may be included in a developer agreement or Community Benefit Agreement.

There are several citywide planning efforts underway that may address identified needs. The opportunity exists to take these reports and plans from their respective silos and determine actions that cut across traditional city departments and meet multiple needs in the community.

Finally, broadening the scope of the Community Benefit Plan to include additional uses may also be beneficial to address current community conditions. These include both traditional and innovative objectives. Table 5. includes possible uses for community benefits outside of the current focus of the local workforce and local vendor.

This listing is by no means exhaustive. However, it does provide a starting point to engage residents, community stakeholders, City staff members and elected officials on how a future Community Benefit Program may be used to address the specific needs identified.

Table 5: Potential Community Benefit Projects	
Education, Job Creation & Economic Development	
<ul style="list-style-type: none">• Require a living wage for employees working directly on the project as well as of subcontractors and future tenants• Assess the employment opportunities and needed jobs in the City• Identify emerging jobs related to the aging population• Partner with Broward County Schools and Broward College to provide job readiness classes including GED, trade, certificate and technical job training• Provide scholarships for residents to complete GED or adult learning courses• Partner with financial institutions to provide financial literacy programs• Identify programs and create opportunities for learning English for non-native English speaking populations living in Hallandale Beach• Provide funding for leadership/advocacy training for community stakeholders to build the capacity of residents in advocating for neighborhood improvements• Provide free internet access and necessary computer hardware for low-income residents	

Transportation, Mobility & Accessibility
<ul style="list-style-type: none"> • Provide new, expanded and frequency of Hallandale Beach Community Mini Bus routes • Provide new or enhance bus stop shelters • Provide Streetscape improvements such as increasing the number of trees, public benches, trash cans, and newly paved roads • Support enhancements that lead to pedestrian-friendly zones or traffic calming measures • Add bike lanes
Attractive and Safe Neighborhoods
<ul style="list-style-type: none"> • Require a minimum percentage (typically 10-15%) of units be set aside for affordable workforce housing in residential developments • Provide funding to support preservation of affordable workforce housing <ul style="list-style-type: none"> ○ City could establish a local affordable workforce housing trust fund (e.g. Miami Dade County Affordable Housing Trust Fund^{iv}; Broward County Commission recently approved a resolution that would place on the ballot in a Nov. 2018 special election the establishment of a Broward County Affordable Housing Trust Fund^v) ○ Provide funding to the South Florida Community Land Trust^{vi} and earmark those funds for purchase of vacant land, pre-development and construction of affordable housing in the COHB) • Partner with Habitat for Humanity on City-owned infill lots • Contribute to nonprofit housing developers • Develop new parks and recreational facilities • Provide enhancements or rehabilitation of existing parks and recreational facilities • Enhance crime prevention strategies including changes to the built environment (e.g. Crime Prevention through Environmental Design^{vii}, community policing, lighting)
Social Services
<ul style="list-style-type: none"> • Ensure continued operations at the Austin Hepburn Center • Provide new or enhance existing programs to support seniors, youth, single mothers, veterans and the homeless • Provide programs for those of differing abilities • Support programs deemed important to the community that are offered by the Human Services Department (e.g. Senior Services, Youth Services, Community Partnership Grants, Ancillary/General Services, and the administration of an effective Community Benefit Program) • Provide financing options including no-interest loans available to nonprofits that provide critical services to the community • Support legal aid for low-income residents

Health and Wellbeing

- Support non-profits, including local health clinics, to expand their outreach, community educational events, disease management programs, and other health-related services
- Partner on the installation of Fitness Zones^{viii} at parks which allow residents to integrate a fitness regimen into their life
- Provide free or reduced fees for residents to access community facilities for a specified number of years
- Provide funding to local, non-profit hospitals for support of their community benefit programs^{ix} and activities that could be implemented in COHB
- Require inclusion of a grocery store in mixed-use development projects
- Provide opportunities for “access to healthy food” strategies such as farmer’s markets, market gardens, or at corner stores
- Create a fund at the City for donations by developers can be placed. The purpose of the fund would be to support efforts that ensure a thriving, safe and healthy Hallandale Beach

METHODOLOGY GEOGRAPHICAL ANALYSIS OF COMMUNITY CONDITIONS

The following provide the basis for and methodologies used in the geographical analysis.

Figure 1 Narrative: Converging Determinants of Health in Hallandale Beach

Description: The context of people's lives, particularly where they reside determine their health. Tracts 1004, 1002.01 and 1003 are geographic neighbors sharing boundaries and major roads such as Hallandale Beach Boulevard (East-West) and Dixie Highway (North-South). Approximately 13,847 people or 35% of Hallandale Beach, live in these census tracts with overlapping, above the city-means for major determinants of health such as poverty, educational attainment, food access and personal transit. Populations living in these tracts have a less physical and financial access healthful foods, have difficulty accessing and affording clinical care for themselves and their dependents, and challenged with obtaining economic and social opportunities that exist in other Hallandale Beach neighborhoods. As a result, populations in these tracts are more likely to have higher rates of diet-related diseases such as adult diabetes, childhood diabetes and hypertension. This may cause a disproportionate drain on the City's clinical resource and first responders.

Method. Census data for the ACS 2015 five-year summary file was downloaded and joined to Hallandale Beach census tract shapefiles. In addition, ½ mile urban food desert status was downloaded from the USDA ERS Food Access Research Atlas (FARA) for 2015. Tracts were then selected for above city-mean rate for poverty, educational attainment, car ownership, and food desert status. Tracts that have at least three out of the four determinants above the city mean are coded as red.

Figure 1: Converging Determinants of Health in Hallandale Beach

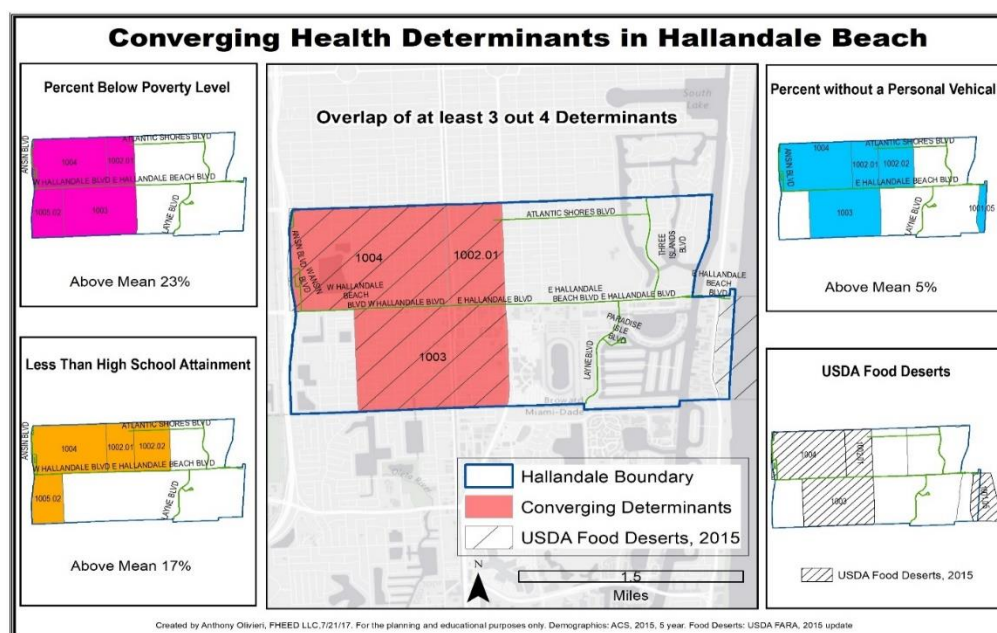


Table 1: Converging Tract Determinants Descriptive Statistics

Tract	Total Population	Poverty Population	Poverty %	Less HS Attainment %	No Car %	Food Desert	Overlap
1001.01	7,501	802	10.7	6.2	0%	0	0
1001.03	3,850	629	16.3	9.4	3%	0	0
1001.04	2,968	312	10.5	5.5	4%	0	0
1001.05	2,154	409	19	13.2	7%	1	0
1002.01	1,408	457	32.5	39.5	8%	1	1
1002.02	4,912	1,063	21.6	18.5	7%	0	0
1003	7,163	1,936	27	16.7	7%	1	1
1004	5,276	1,661	31.5	20	7%	1	1
1005.02	3,964	1,542	38.9	25.9	2%	1	0
Total & Mean	39,196	8,811	23.1	17.21	5%	5	3

Figures 2 & 3 Narrative: Employment Concentration and Large Employers

Description. Although Tracts 1004 and 1002.02 have higher rates of poverty as found in Figure 1, they also have higher rates of jobs. Tract 1004 has 42% more jobs than the city mean of 35.57 jobs per 100 people. Tracts 1001.03 and 1002.01 have 216% and 267% more jobs respectively (Fig. 2, Table 2). Figure 3 and Table 3 suggest that the higher jobs in these tracts may be low-paying service jobs. These tracts are home to many restaurants and large casino complexes such as Mardis Gras in Tract 1002.01 and the Gulfstream Race track in Tract 1001.03 (Fig. 3). There are 1,251 industries in Hallandale Beach. However, the largest share of jobs are with sixty-two restaurants and two casinos, which combined-employ 3,056 workers or nearly 26% of all jobs in Hallandale Beach (Table 4).

Method: Data for all employing entities (public and private) in Hallandale Beach was purchased from InfoGroup USA. After data cleaning, 1,251 entities remained, which have an estimate 11,920 employees. Each entity was mapped and their employee count was summarized by tract and converted to a rate of per 100 persons, ages 16-64. In addition, the largest employers (those that employee 100 or more) were mapped by industry type. Industry type SIC (Standard Industry Code) was also summarized by tract. Table 4 shows only the top employment sectors that employee above 100 persons by industry.

Note: The top 15 employers produce 35% of all the jobs.

Figure 2: Map of Employment Concentration and Large Employers

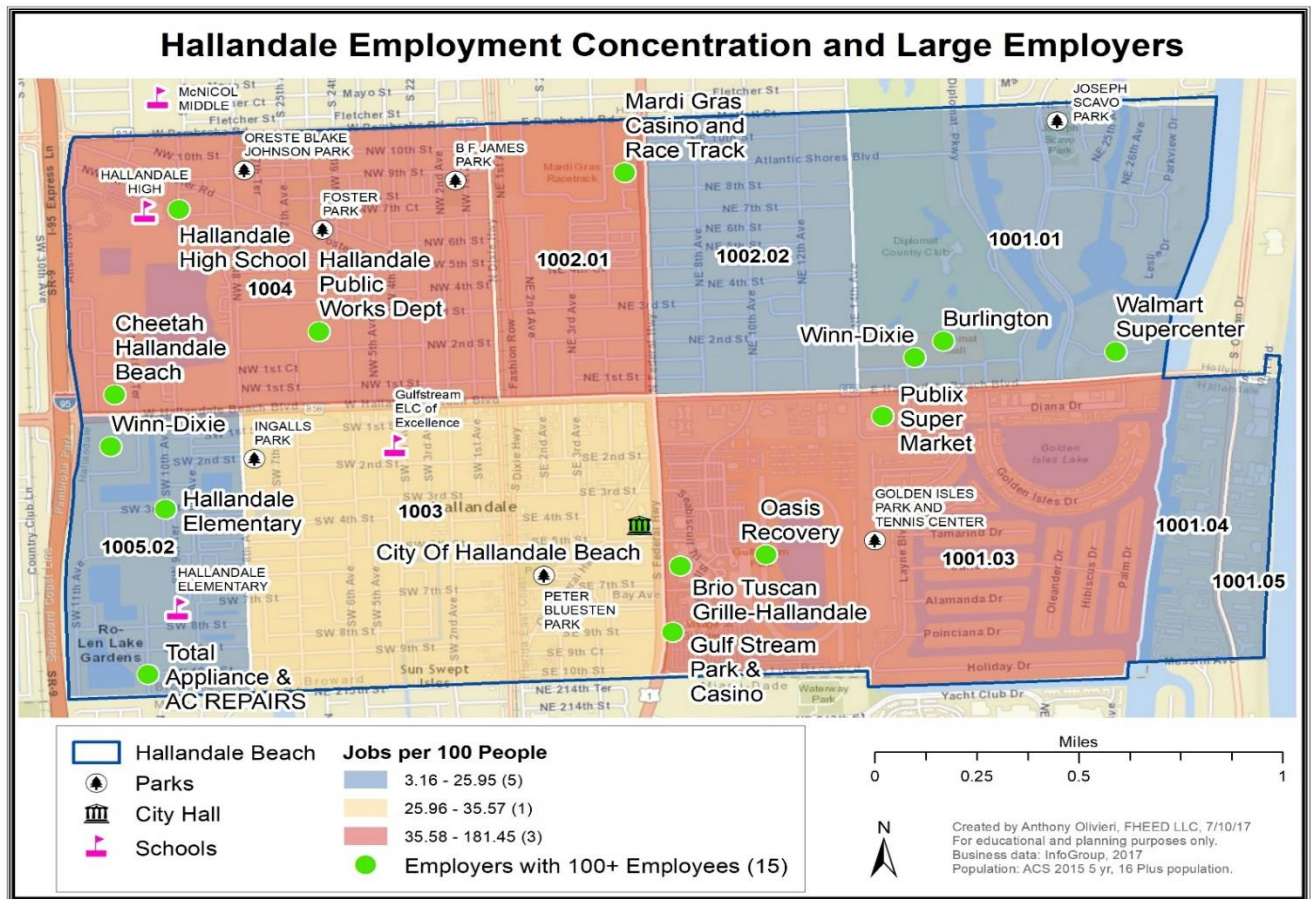


Table 2: Job Concentration by tract

Tract	16 Plus Population	Jobs	Jobs per 100 people
1002.01	1,186	1,552	130.86
1001.03	3,358	3,777	112.48
1004	4,009	2,034	50.74
1003	5,687	1,816	31.93
1005.02	3,403	639	18.78
1001.01	6,660	1,193	17.91
1002.02	4,228	697	16.49
1001.05	2,076	104	5.01
1001.04	2,850	90	3.16
All Tracts	33,457	11,902	35.57

February 2018

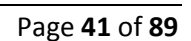


Figure 4 Narrative: Ratio of Unemployment to Employment

Description. The Census ACS measures employment figures differently than the Bureau of Labor Statistics (BLS). The biggest difference is that the ACS does not take several samples across the year and perform a seasonal adjustment. In addition, the BLS measures across the Metropolitan Statistical Area (MSA), which reports a 3.9 unemployment rate for the Miami-Fort Lauderdale-West Palm Beach, FL Metropolitan Statistical Area. This is a great contrast with ACS unemployment rates by tract which range from 6.6 to 23.10 across Hallandale Beach tracts. Unlike the BLS measure, the ACS does provide unemployment data by tract, which is more meaningful for a city needs assessment. The tracts with the greatest unemployment to employment ratio tend to be the same tracts that have higher poverty, lower educational attainment, and low food access. Most of these tracts are west of Dixie Highway, and south of Hallandale Beach Blvd. It is noteworthy that Tract 1001.03 the home of Gulfstream Park, has low unemployment and high jobs as found in Figure 2 and Table 2. However, employment opportunities do not always translate to lower unemployment. For example, Tract 1002.01, the home of Mardi Gras Casino has still has a high rate of unemployment despite that it has a high number of jobs as shown in Figure 2 and Table 2. Tract 1001.05, which is home to a high rate of seniors, homeowners and condos, also has a higher ratio of unemployment. However, this is to be expected for mostly retired populations. The need for greater employment opportunities therefore remain mostly west of Dixie Highway.

Method. Unemployment and employment data was obtained by tract from 2015 ACS 5-year summary file and joined to Hallandale Beach shapefiles. The ratio of unemployment to employment was then calculated for all nine tracts. A higher ratio means a lower rate of employment compared to unemployment. Therefore, tracts with higher ratios or above the city mean of 0.28 have more unemployment compared to employment.

Figure 4: Ratio of Unemployment to Employment

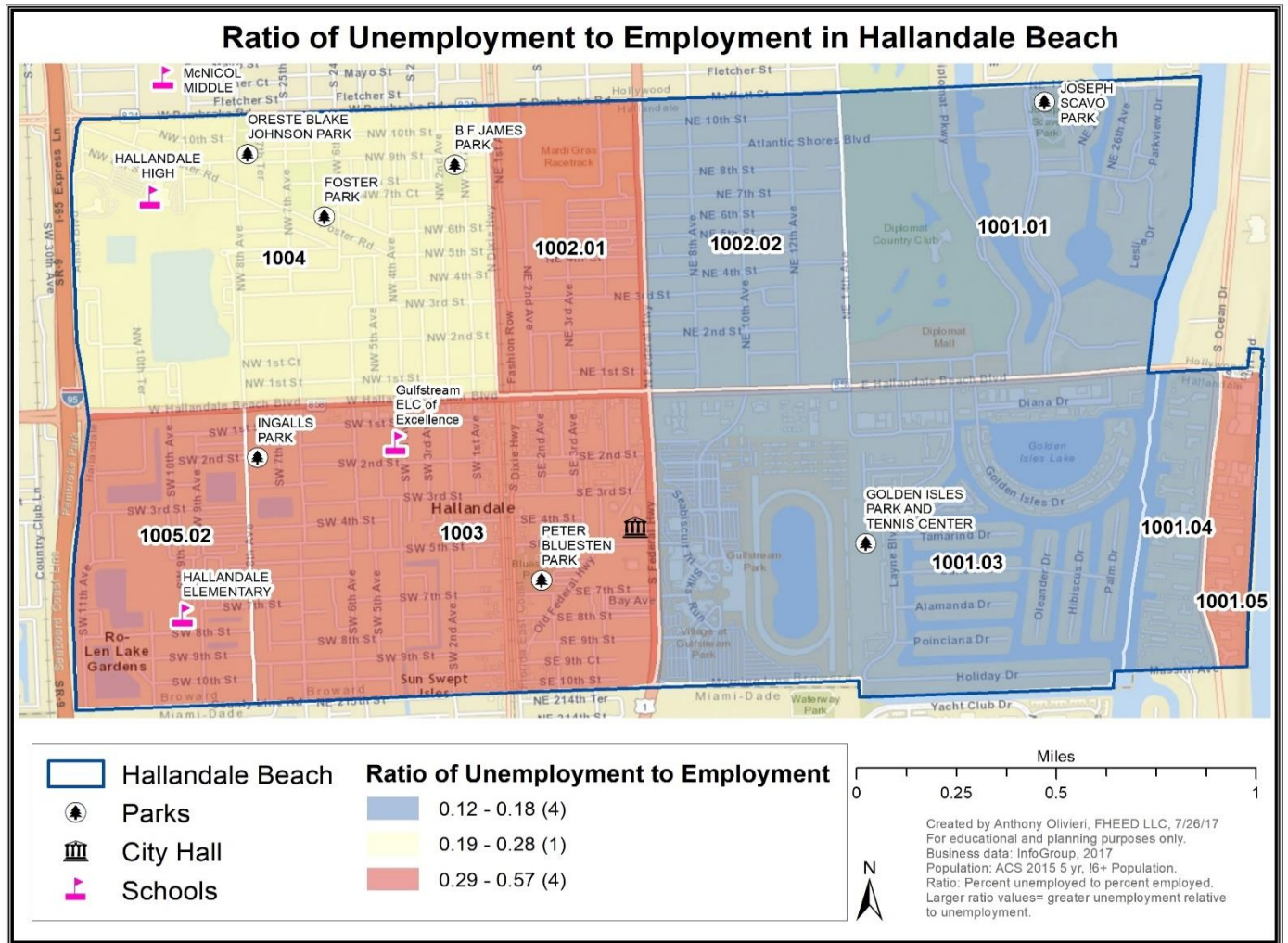


Table 4: Ratio of Unemployment to Employment by tract

Tract	% Unemployment	% Employment	Ratio
1005.02	23.10	40.40	0.57
1002.01	22.40	49.20	0.46
1003	17.80	60.10	0.30
1001.05	10.80	37.00	0.29
1004	15.10	55.10	0.27

1002.02	10.20	55.30	0.18
1001.04	6.20	35.70	0.17
1001.01	7.10	53.70	0.13
1001.03	6.60	56.20	0.12
Means	13.26	49.19	0.28

Figure 5 Narrative: Poverty in Hallandale Beach

Description. Poverty in Hallandale Beach is concentrated west of Federal Highway, with the highest rates with tracts closest to I-95. The mean 100% poverty level rate is 23.11% of the population (Table 6). The highest poverty Tract, 1005.02 has a rate 68% higher than the city mean. Despite these challenges, the higher poverty tracts have most the city's parks, all the public schools, and the greatest employers such as Gulfstream Park and Mardi Gras Casino.

Method. Tract 100%-level poverty data from the ACS 2015 5 year estimate from table S1701 (poverty status in the last 12 months) was downloaded and joined to tract shapefiles. The tract data was then ranked with three natural breaks, setting the mean 23.11% as the dividing point between the second (moderate) and third (high) categories.

Figure 5: Poverty in Hallandale Beach

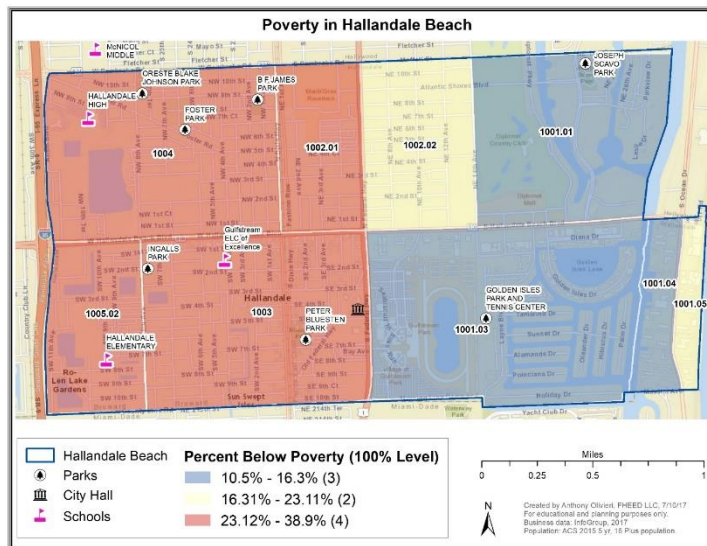


Table 5: Poverty Rates by Tract

Tract	Total Population	Poverty Population	Percent Poverty
1005.02	3,964	1,542	38.9
1002.01	1,408	457	32.5
1004	5,276	1,661	31.5
1003	7,163	1,936	27
1002.02	4,912	1,063	21.6
1001.05	2,154	409	19
1001.03	3,850	629	16.3
1001.01	7,501	802	10.7
1001.04	2,968	312	10.5
Sum and Averages	39,196	8,811	23.11

Figure 6 Narrative: Hallandale Beach Food Deserts and Food Retail

Description. The USDA defines urban food deserts as low-income census tracts without a full service supermarket within ½ mile from the center. According to this definition, there are five food deserts in Hallandale Beach: Tracts 1004, 1002.01, 1005.02, 1003 and 1001.05. Tracts with the highest rates of residents with low-access to supermarkets are 1002.01 (53%) and 1004 (51%). There are nine (9) grocery stores in Hallandale, of which, three are full service supermarkets (Winn-Dixie east, Publix, and Winn-Dixie west). Tract 1005.02 has a Winn-Dixie and is marked as a food desert. This is because this tract extends west of 95, which makes this supermarket out of the ½ mile range from the tract's center. However, within Hallandale, this tract might not be considered a food desert since Winn-Dixie is within a ½ mile of the tract portion within Hallandale Beach. The food desert tracts within Hallandale Beach also have the majority of the convenience stores (9 out the 11), and smaller grocers (4 out of 6). This could mean residents are exposed to more unhealthy food and food advertising, while healthier products are less visible, available and affordable.

Method. Food desert data was downloaded from the USDA ERS Food Access Research Atlas (FARA) for 2015 for urban food deserts. The USDA defines food deserts as low-income tracts with no supermarkets within ½ mile from the geographic center. Food deserts were then joined to the Hallandale Beach tract shapefile and mapped. Food Retail data was purchased from InfoGroup USA, cleaned for duplicates, and mapped by Standard Industry Code (SIC). Grocery and convenience stores are coded with different SICs. Stores were then spatially joined to the census tracts and marked for being in a food desert (Table above). Not all business databases are completely accurate. Some of food retail businesses may be incorrectly located or missing. Employee data is self-reported to InfoGroup and may be incorrect due to transcription.

Figure 6: Hallandale Beach Food Deserts and Food Retail

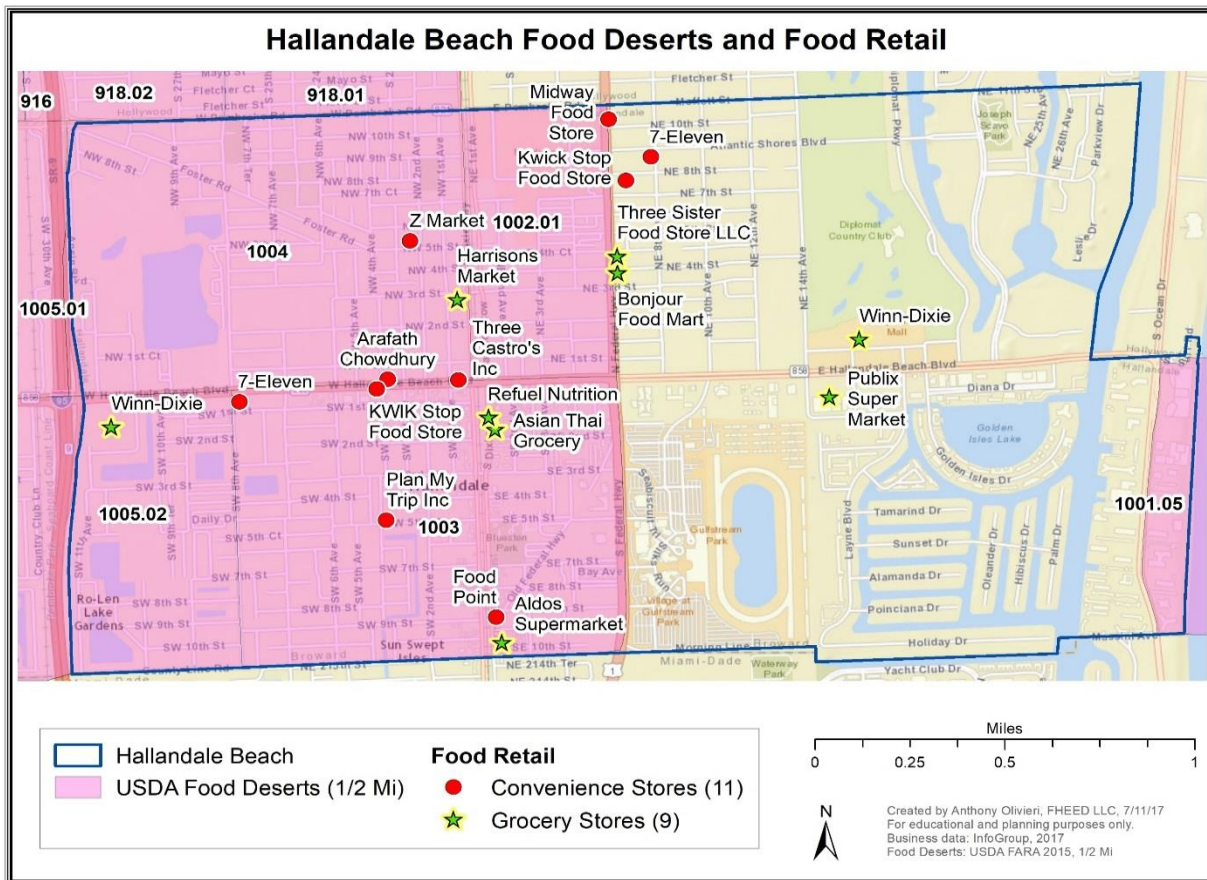


Table 3: Hallandale Beach Food Desert Tracts

Tract	Total Population	Total Population with Low Access	Percent	Low Access, Low Income Population	Percent
1002.01	1,218	990	81%	647	53%
1004	5,167	4,252	82%	2,627	51%
1003	6,053	5,271	87%	2,510	41%
1005.02	3,847	750	20%	455	12%
1001.05	2,900	512	18%	247	9%

Note 1: While the USDA's Food Access Research Atlas (FARA) has updated supermarket location data for 2015, the tract population data is still based on Census 2010 figures. Population updates may be available later at this site:

<https://www.ers.usda.gov/data-products/food-access-research-atlas/download-the-data/>

Figure 7 Narrative: Clinical Assets in Hallandale Beach

Description. Clinical service assets such as medical clinics, home health services, physicians and diagnostic imaging centers are found in higher concentration in Tracts 1001.03, 1002.02 and 1003. The first two tracts, east of Federal Highway, have the highest services per 10,000 tract population. The concentration of services in these tracts may not match need. These tracts do not have overlapping health determinants, high and population concentration. However, tract 1003 appears to have the most favorable distribution, since it has a higher rate of overlapping health determinants as well as population concentration. Tract 1004 appears to be in need of more clinical services, since it has high overlapping health determinants, population concentration, and low clinical services. In fact, this tract has only two services or a rate of 3.79, which is 1,800% lower than tract 1001.03 with 28 services and a rate of 72.73.

Methods. Fifty-eight clinical services were obtained from InfoGroup USA and geocoded. The services obtained are clinics, home health services, physicians, health information referral programs, and diagnostic imaging centers. The services were spatially summarized per tract and converted into a rate of service locations per 10,000 tract population. The clinical services rate was distributed using natural breaks and the city mean rate of 15 services per 10,000 as the upper limit for the moderate category.

Table 7: Rate of Clinical Services per Tract Population

Tract	Count	Rate per 10K Population
1001.03	28	72.73
1002.02	9	18.32
1003	11	15.36
1002.01	2	14.20
1001.01	6	8.00
1004	2	3.79
1001.04	0	0.00
1001.05	0	0.00
1005.02	0	0.00

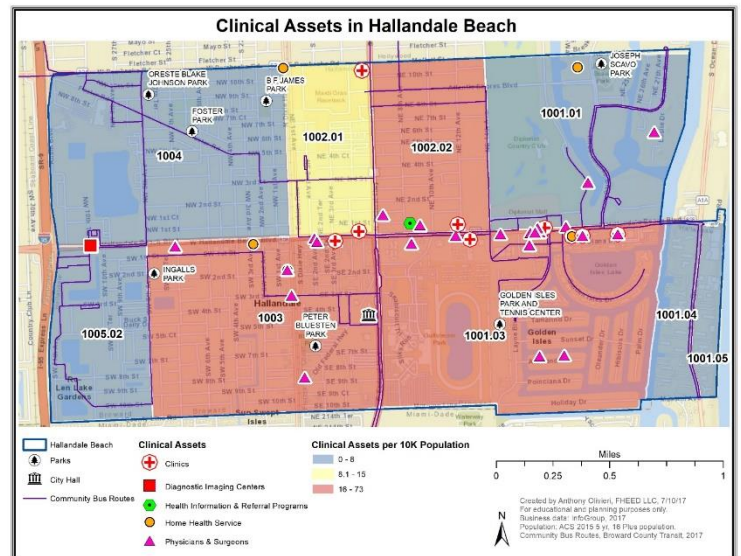


Figure 8 & 9 Narrative: Land Use Diversity

Description. Hallandale Beach consists of predominately residential land uses (22K+ parcels), followed by commercial land uses (579 parcels) distributed mainly along the Hallandale Beach Blvd Corridor, Dixie Highway and Federal Highway. The largest contiguous commercial parcels are in tracts 1002.01 and 1001.03, which are home to the largest employers Mardi Gras and Gulfstream Racetrack respectively (Figure 9). Land use diversity is vital for ensuring urban areas provide diverse services and economic opportunities. Visually, it appears that Tract 1004 has the most mixture of land uses. It contains most of the industrial parcels, as well as parcels from every other land use category. Quantification of tract land uses in table 10, and a map of a land-use Simpson Diversity Index confirm this. Tract 1004 has a 268% higher rate of land use diversity than the city's land-use Simpson Diversity Index mean of 0.124 (Table 10). The second highest land use diversity is its neighbor, Tract 1002.01. The higher diversity for these tracts seems to be due mainly for the higher rate of industrial land uses. Ninety-six percent of the 184 industrial parcels are in Tracts 1004 and 1002.01.

Method. Parcel data was acquired from the City of Hallandale Beach for the 2017 property tax year. The acres and count for each land use was summarized per tract via a special join between the tracts and the parcels. The parcel type counts were used for the Land Use Diversity Index. The formula for the Land Diversity Index is an adaption of the Simpson Diversity Index, which takes into account the number of total land uses, as well as the relative summed abundance of each land use. The formula is below:

$$\text{Land Diversity Index} = (A * (A - 1) / (AG * (AG - 1) + ((C * (C - 1)) + (G * (G - 1)) + (I * (I - 1)) + (IS * ((IS - 1)) + (R * ((R - 1)) + (A * (A - 1))$$

Whereas,

A=All Parcels, AG=Agricultural, C=Commercial, G=Governmental, I=Industrial, IS=Institutional, R=Residential

The Land Use Diversity Index ranges from zero (0) to one (1), with zero representing no diversity and 1 representing greater diversity. In Table 10, tract 1004 has the highest land use diversity of 0.457 while tract 1001.04 along the coast has the lowest diversity of 0.001. The mean diversity for all tracts is 0.124. The map color-codes the tracts by the percentage of change from the mean. Thus, tract 1004 has a diversity index 268% higher than the mean, and tract 1001.04 is nearly 100% lower than the mean.

Figure 7: Land Use Categories

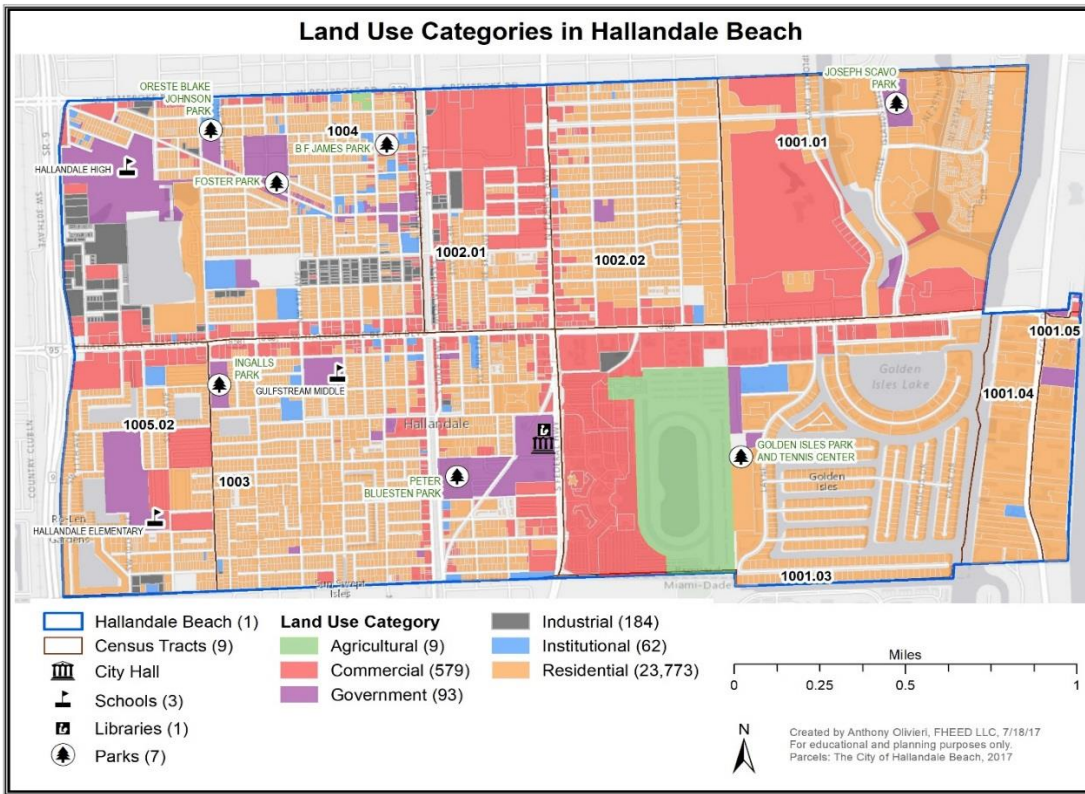


Figure 8 Land Use Diversity

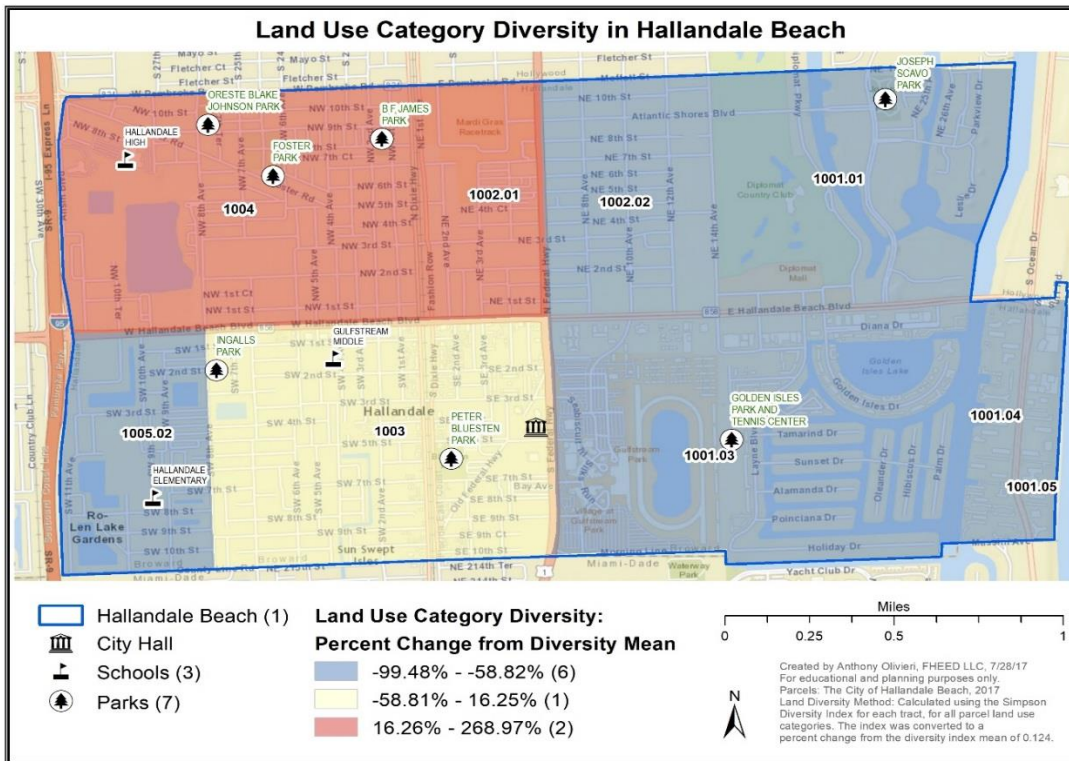
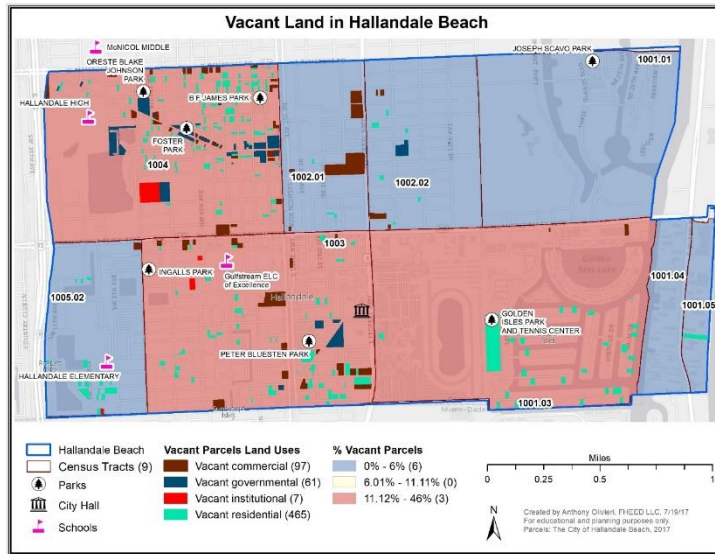


Table 4: Land Diversity Percent Change by Tract

Tract	Agricultural	Commercial	Government	Industrial	Institutional	Residential	Total Land Use Parcels	Land Use Diversity Index	Percent Change From Index Mean 0.124
1004	8	160	64	162	33	1,101	1,528	0.457	268.97
1002.01	0	79	0	15	1	338	433	0.357	188.44
1001.03	0	132	15	2	18	2,009	2,176	0.144	16.25
1002.02	0	73	4	0	3	2,985	3,065	0.051	-58.82
1005.02	0	16	1	4	4	1,040	1,065	0.046	-62.68
1003	1	48	2	1	1	3,546	3,599	0.029	-76.52
1001.01	0	58	1	0	0	4,678	4,737	0.025	-80.12
1001.05	0	8	2	0	0	4,068	4,078	0.005	-96.04
1001.04	0	0	0	0	1	3,097	3,098	0.001	-99.48
Totals and Mean	9	574	89	184	61	22,862	23,779	0.124	

Figure 10 Narrative Vacant Land in Hallandale Beach



Description. Hallandale Beach has 633 vacant parcels, total about 190 acres. The majority of these parcels are in tracts 1004 and 1001.03. The diversity of vacant parcels types is greater in tract 1004, which has vacant parcels from nearly every land use category. By contrast, tract 1001.03 has mainly vacant residential tracts. Tract 1003 has the third greatest number of parcels, which also appear to be across diverse land uses. Therefore, there is a greater potential for a mixture of new land use development in Tracts 1004 and 1003. Together, they contain 42%

of vacant parcel acres with a diversity of land uses.

Method. Vacant land was extracted from the 2017 Hallandale property tax parcel database, and summarized by tract via spatial join. The share of vacant parcels is based on the total vacant acres per tract over the total vacant acres across all tracts in Hallandale Beach. For example, tract 1004 has 25% of the share of vacant parcel acres, since $47.71/189.67=25.15\%$.

Table 5: Vacant Land Acres by Tract

Tract	Vacant Parcels Count	Acres	% Share of Vacant Parcel Acres
1004	239	47.71	25%
1001.03	214	87.55	46%
1003	129	31.54	17%
1005.02	22	5.35	3%
1002.02	16	4.67	2%
1002.01	12	11.55	6%
1001.05	1	1.3	1%
1001.01	0	0	0%
Totals	633	189.67	

Note 2: Parcels that cross-tract boundary may be counted twice. Universe: vacant parcels acres (189.67).

Figure 11 & 12 Narrative: Housing Diversity in Hallandale Beach

Description. Programs and policies around housing should consider the diversity of residential property types throughout Hallandale Beach. Condominiums and low housing diversity characterize the eastern part of the city, while the tracts west of Federal Highway and south of Hallandale Beach Blvd have greater housing diversity. Hallandale Beach has 21,829 parcels for housing of which, condominiums make up the majority (15,798), followed by single family housing (2,759 parcels) and Coops (2,141). The majority of condominiums are in Tracts 1001.01, 1001.05 and 1001.05 respectively. These tracts also have the least housing diversity. By contrast, Tracts 1005.02 and 1002.01 have the greatest housing diversity; with 1005.02 have nearly equal ranges of housing types. A diversity of housing options offers greater opportunity for a mixture of residents from various socioeconomic strata live within the same neighborhood. Therefore, programs that seek to target a broad spectrum of residents may find the greatest impact may be most effective in tracts with the greatest housing diversity.

Methods. Residential Parcel data was acquired from the City of Hallandale Beach for the 2017 property tax year. The acres and count for each residential land use was summarized per tract via a special join between the tracts and the parcels. The parcel type counts were used for the Residential Land Use Diversity Index. The formula for the Diversity Index is an adaption of the Simpson Diversity Index, which takes into account the number of total land uses, as well as the relative summed abundance of each land use. The formula is below:

$$\text{Land Diversity Index} = (A*(A-1)) / (CD*(CD-1) + (CP*(CP-1)) + (MF*(MF-1)) + (SF*(SF-1)) + (MH*((MH-1)) + (FF*((FF-1)))$$

Whereas,

A=All Residential Parcels, CD=Condominium, CP=Coop, MF=Multifamily, SF=Single Family, MH=Mobile Home, FF=Fifty-Five Plus communities

The Diversity Index ranges from zero (0) to one (1), with zero representing no diversity and 1 representing greater diversity. In Table 12, tract 1005.02 has the highest residential diversity of 0.755, while tract 1001.05 along the condominium coast has the lowest diversity with 0.086. The mean diversity for all tracts is 0.44. The map color-codes the tracts by the percentage of change from the mean. Thus, Tract 1005.02 has a diversity index 71.5% higher than the mean, and tract 1001.05 is nearly the opposite with 80.45% lower than the mean.

Figure 9: Housing Parcels in Hallandale Beach

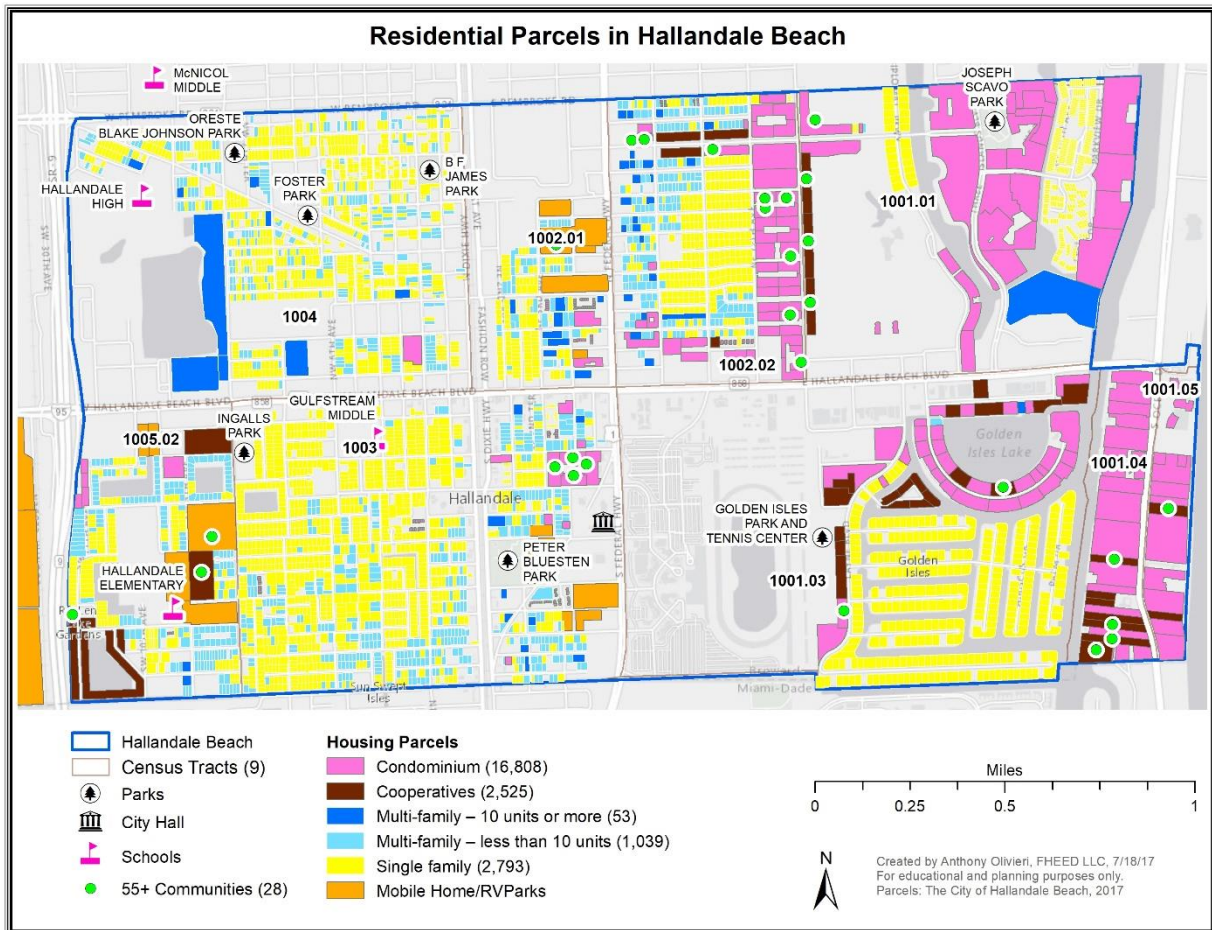


Figure 10: Housing Diversity Index Map

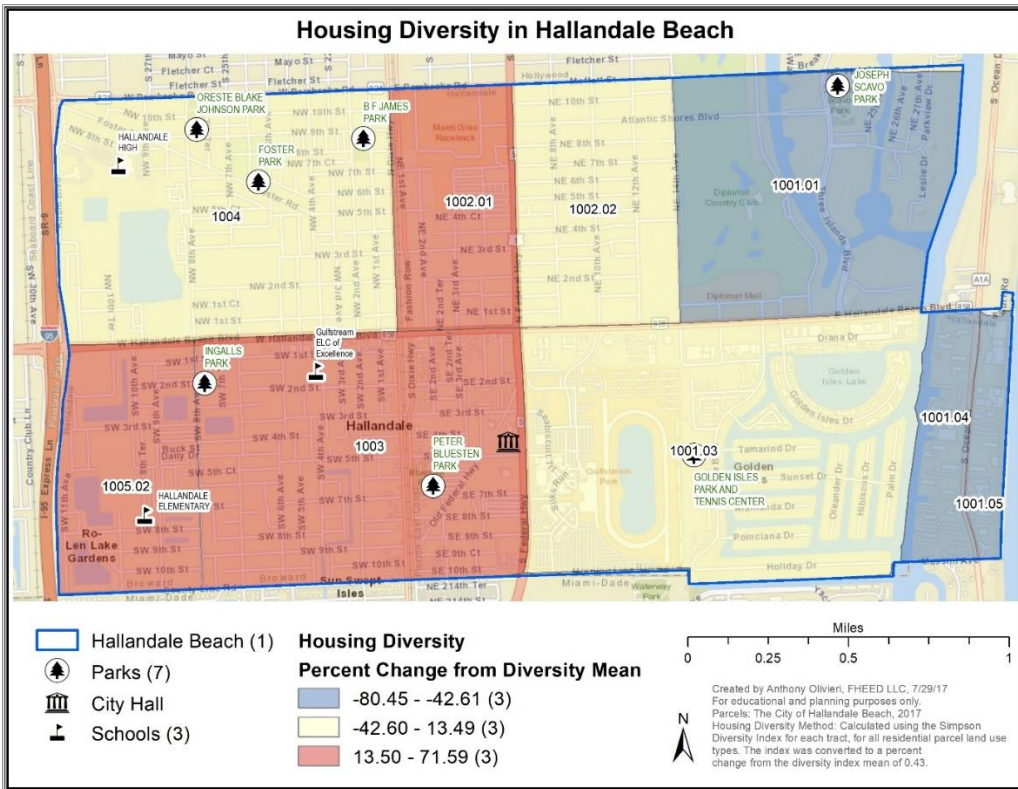


Table 6: Housing Diversity by Tract

Tract	Condo	Coop	Multifamily	Single family	Mobile Home	55+ Community	All Housing Parcels	Diversity Index	Percent Change
1001.05	3,882	182	0	0	0	1	4065	0.086	-80.45
1001.04	2,633	453	0	0	0	4	3090	0.253	-42.61
1001.01	3,898	300	2	339	0	4	4543	0.24	-42.29
1002.02	2,265	215	199	285	0	9	2973	0.401	-8.91
1004	53	0	265	650	0	0	968	0.472	7.19
1001.03	2,162	865	2	284	0	2	3315	0.499	13.49
1003	583	0	386	950	6	4	1929	0.626	42.36
1002.01	146	0	58	124	7	1	336	0.647	46.97
1005.02	176	126	169	138	9	3	610	0.755	71.59
TOTALS	15,798	2,141	1,081	2,759	22	28	21,829	Mean=0.44	

Note: Parcel counts were derived through a spatial join summary, counting parcels that are completely within the tract. Therefore, some parcels not completely contained may have been removed during the tract summary.

Figure 13 & 14 Narrative: Transit Infrastructure equity

Description. Hallandale has two tiers of bus service: Broward County Transit (BCT) routes and Community Bus Routes (CB). The BCT routes provide service on arterial roads on the outer edges of tracts such as Hallandale Beach Boulevard and Federal Highway. The CB routes generally run along BCT routes, but penetrate into neighborhoods. Nearly every tract has some section of it covered by both CB and BCT routes. Sheltered bus stops are also an important part of transit infrastructure. Shelter bus stops protect riders from the elements and make waiting for the bus safer and more pleasant. However, sheltered bus stops are not as equally distributed across the city's tracts. Furthermore, they do not appear to be tied to a tract's bus stop activity and socio-demographics. For example, Tract 1001.05, which has a low population concentration and lower total bus stop activity (47 passengers per day), has three sheltered bus stops giving it a rate of 63.83 bus stops per 1,000 riders per day. By contrast, Tract 1004 has a high population concentration and the third-highest bus stop activity (223 passengers per day), but also has only three sheltered bus stops, which yields only 13 bus stops per 1,000 riders. While tract 1002.01 has one (1) sheltered bus stop per 130 riders per day, its neighbor, Tract 1002.01 has one (1) for 18 riders per day. In addition, most bus stops are on the outer edges of the neighborhood on commercial arterial roads, most likely out of reach of residents. Increasing the number and location of sheltered bus stops according to activity and population concentration, could improve transit equity and access.

Methods. Broward County Transit provided GIS data for bus stop routes and bus stops. Counts of sheltered bus and their daily activity were summarized per tract. The tract bus stop rate was created with the following formula:

$$\text{Tract Bus Stop Rate} = (\text{Total Bus Stops per tract} / \text{Total Tract Activity}) * 1,000$$

Therefore, the Tract Bus Stop Rate is a measure of how many theoretical sheltered bus stops would exist per 1,000 persons using the bus in a tract. Non-sheltered bus stops were not mapped because they are too numerous and do not speak to improved transit infrastructure such as sheltered bus stops.

Figure 11: Transit Infrastructure

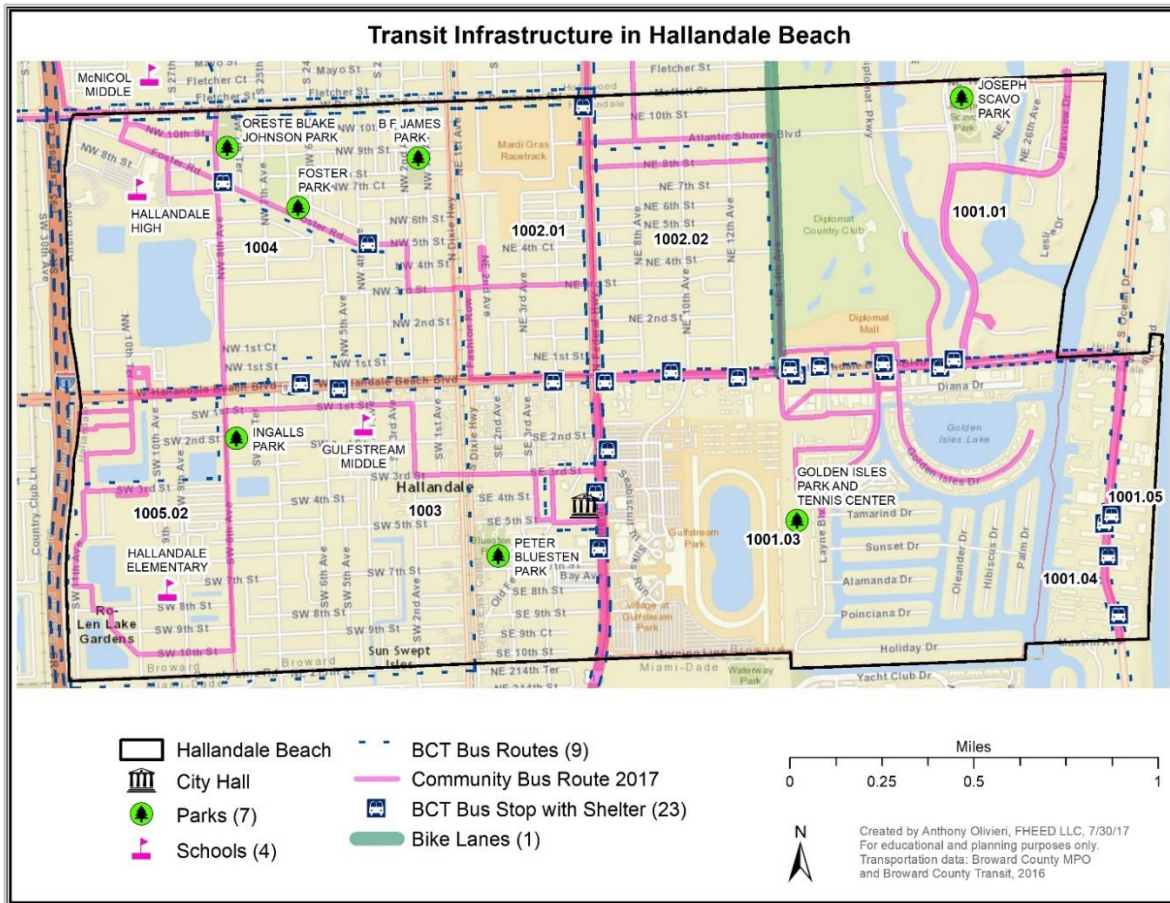


Figure 12: Transit Infrastructure equity

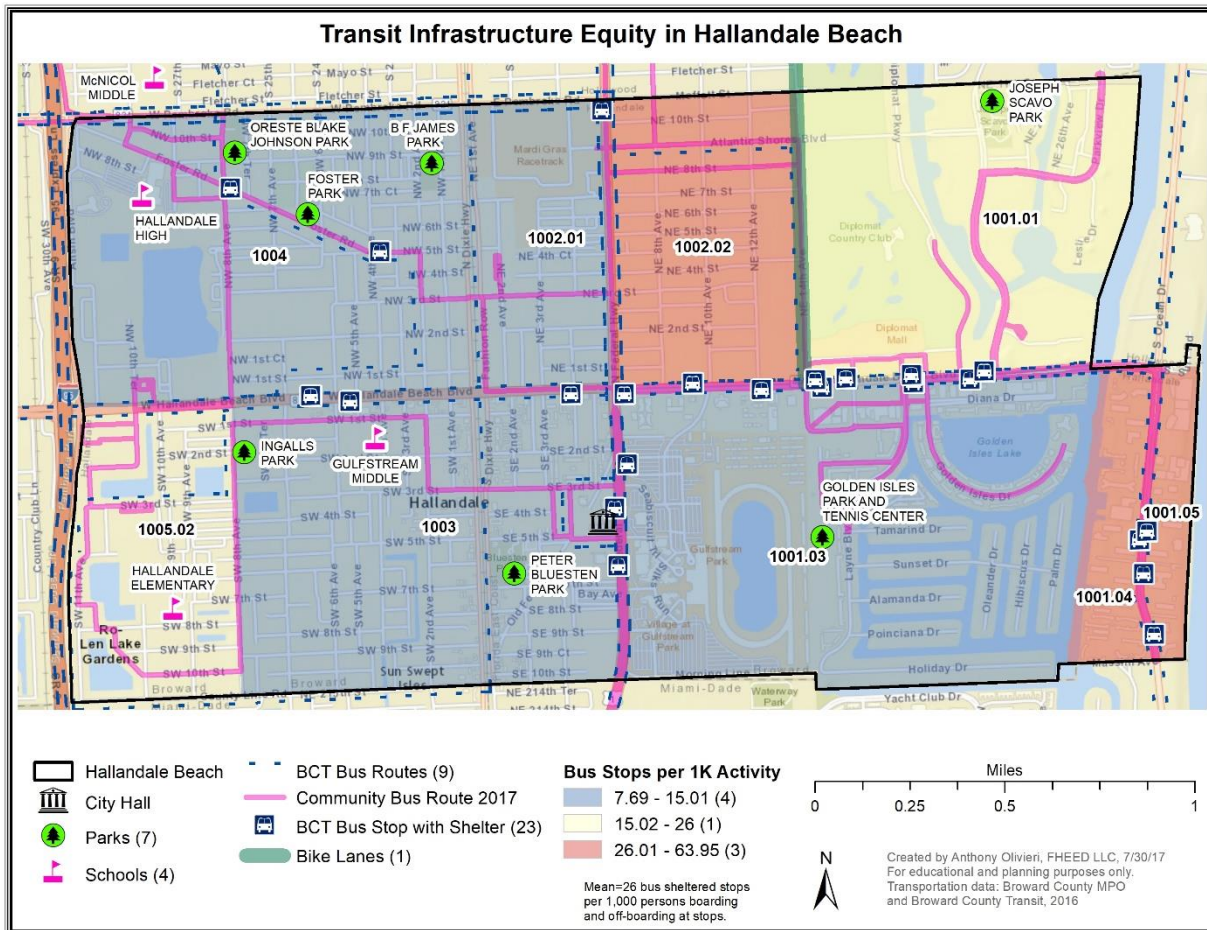


Table 7: Sheltered Bus Stops per 1,000 bus stop activity

Tract	Total Sheltered Bus Stops	Average Total Sheltered Bus Stop Activity	Bus Stop Rate per 1,000 Activity
1001.01	4	254	15.75
1001.03	6	481	12.47
1001.04	1	19	52.63
1001.05	3	47	63.83
1002.01	1	130	7.69
1002.02	1	18	55.56
1003	4	285	14.04
1004	3	223	13.45
1005.02	0	0	0.00
Totals and Mean	23	1,457	26

Note 3: Bus stop activity is the number of persons per day that get on and off the bus at the stop.

Figure 15 Narrative: Crash Injuries rate and incidents

Description. Injuries due to car crashes are prevalent throughout Hallandale Beach. Four tracts have crash injury rates above the city average of 21 injuries per 10,000 persons. These tracts are equally on the west and east side of Federal Highway as well as north and south of Hallandale Beach Boulevard. However, the crash injury rate does vary significantly within the higher rate tracts. Tracts closer to I-95 have higher injury rates. For example, Tract 1004, which borders I-95, has an injury rate higher than tracts to its east: 56% higher than Tract 1003, 80% higher than Tract 1002.02 and 126% higher than tract 1003.03. It appears that any crash mitigation programs would need more resources for high-crash tracts closer to I-95.

Methods. Crash injury data was obtained from the 2014 FDOT Unified Basemap Repository for Broward County. A selection for Hallandale beach yielded ninety-eight (98) crashes under the FDOT variable, CNTOFINJ: The count of all persons injured because of the crash. This variable counts those who have an Injury Severity code of "2" (possible injury), "3" (non-incapacitating injury), or "4" (incapacitating injury) as coded by the officer who reported the crash. Injuries were summarized by tract and converted into a crude rate of incidents for 10,000 tract population with the following formula:

$$\text{Crash Injury Rate} = (\text{Sum of Tract Crashes} / \text{Tract Population}) * 10,000$$

Crash injuries were mapped by their point location of the crash proportional to the number of injuries and the aggregated by tract for the Crash Injury Rate. The tract mean injury rate of 21 injuries per 10,000 persons serves as the upper limit for the moderate range.

Figure 13 Crash Injuries rate and incidents, 2014

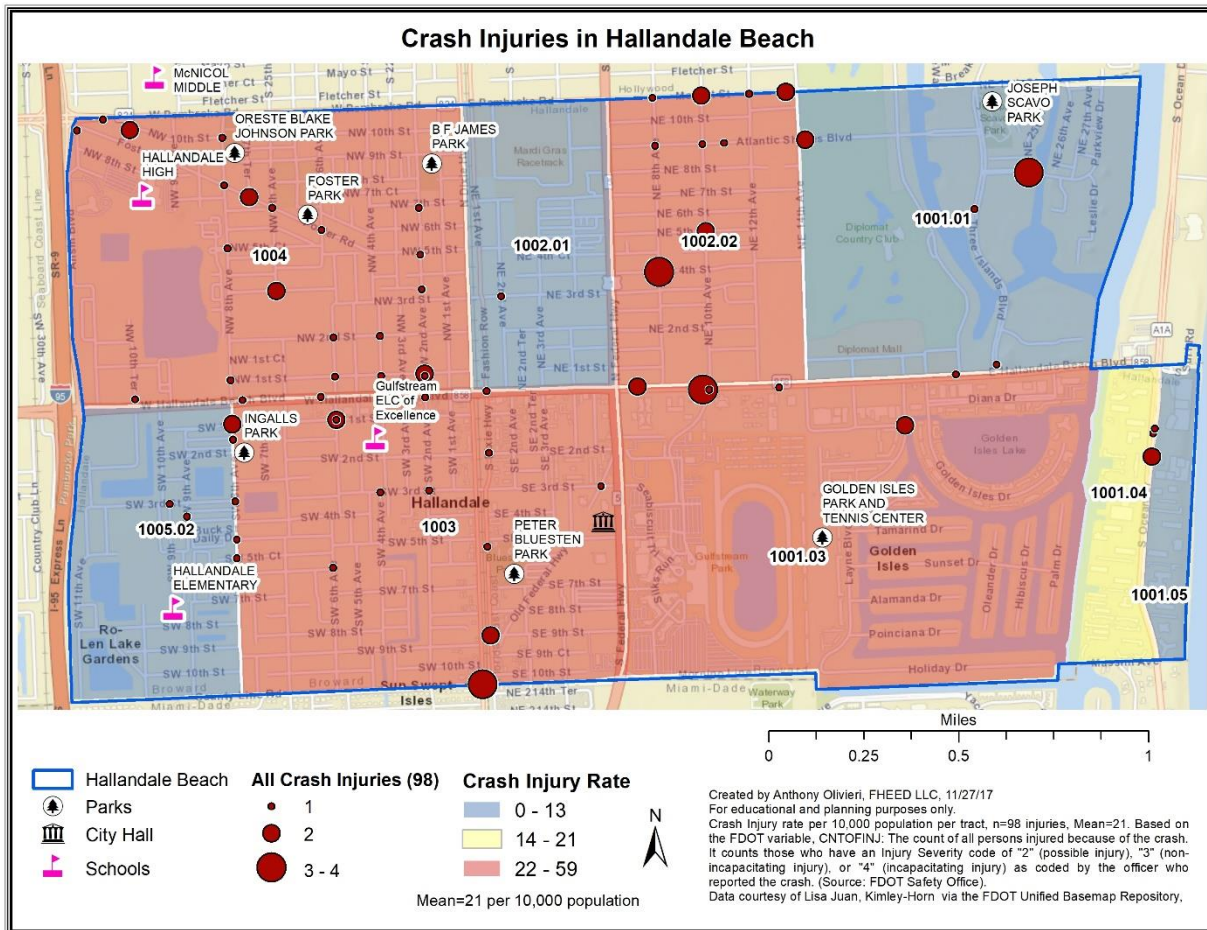


Table 8: Tract Crash injury count and rate

Tract	Injuries	Injury rate per 10K tract population
1004	31	58.8
1003	27	37.7
1002.02	16	32.6
1001.03	10	26
1001.04	4	13.5
1001.01	7	9.3
1002.01	1	7.1
1005.02	2	5
1001.05	0	0
Total & Average	98	21

Figure 15A & 15B Narrative: Crime

Description. Crime incidents are widespread throughout Hallandale Beach. Between January 27th 2017 and June 26th, 2017 there were 441 incidents, the majority of them robbery. They can be found anywhere where there are residential properties. The next most frequent crime, assault appears to be more prevalent on the west side of Federal Highway. Aggregating and adjusting crime by tract population reveals that crime is highest in three tracts to the west of Federal Highway (1004, 1002.01, and 1003). Only one tract (1001.03) on the east side has a rate above the city mean. However, Tract 1004, the highest crime tract is 110% higher than Tract 1001.03. Although crime is concentrated in particular tracts, the fact that all of the city's major roads pass through these tracts puts every resident at risk. Crime is also high in the home tracts of the City's two major entertainment destinations: Mardi Gras and Gulfstream Park. This could cause a handicap with attracting tourism to these destinations.

Methods. A sample of four hundred and forty-one (441) crime incidents was collected from Crimemapping.com for the timeframe of January 27th 2017 and June 26th 2017. The addresses and categories were then geocoded and mapped across Hallandale's nine census tracts. To acquire a crime rate, all crimes were aggregated by census tract population and adjusted to a population crude of rate of 10,000. The crude rate was mapped with three natural breaks with the mean of 104 as the upper limit of the second break.

Figure 15A: Crime Incidents

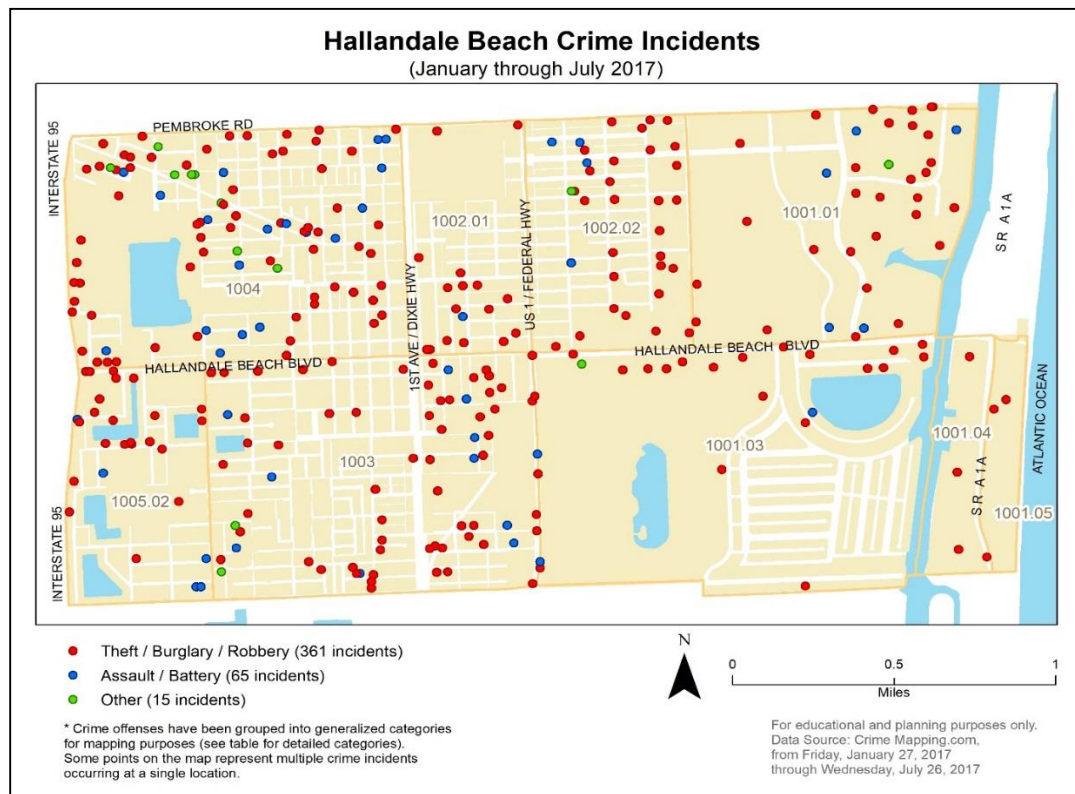


Figure 15B: Crime Rate per Tract

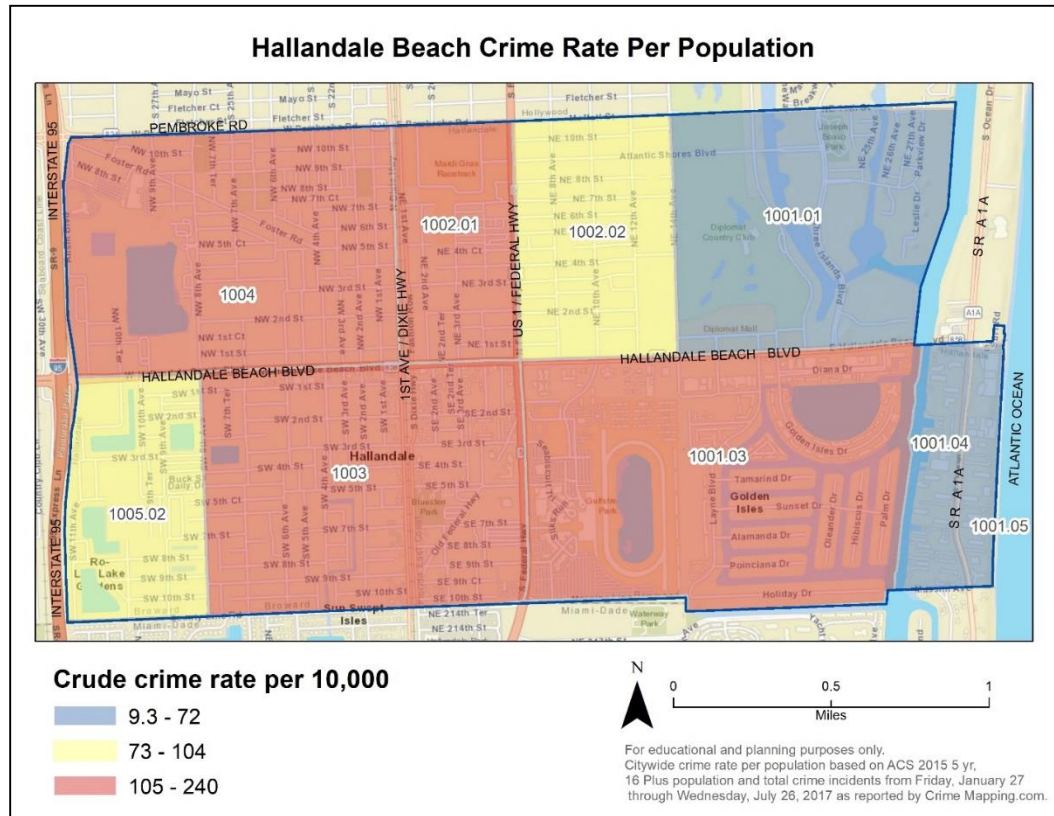


Table 15B: Crime Rate per Tract

Tract	Crime Rate
1004	240.71
1002.01	156.25
1003	143.79
1001.03	114.29
1005.02	103.43
1002.02	89.58
1001.01	71.99
1001.04	13.48
1001.05	9.29
<i>Mean</i>	<i>104.76</i>

Populations Conditions and Assets

Figure 16 Narrative: Tract Population Percent

Description. This map visualizes the percent of the total population living in each tract. Population share can be used to gauge the potential reach of interventions. According to the 2015 American Community Survey, there are approximately 39,196 persons living in Hallandale Beach. Across the city's nine census tracts, Tracts 1001.01, 1003, and 1004 contain 50% of the city's population. While tracts 1001.04 and 1001.05 have some the highest population density (persons per square mile), they have the lowest population shares (8% and 5% respectively).

Methods. Population data was obtained from the U.S. Census American Community Survey 2015 summary file. The percent of population share was calculated for each tract, and then mapped by dividing the data across three "natural breaks", with the mean (11.1%) as the upper limit for the second break.

Figure 14: Tract Population Percent

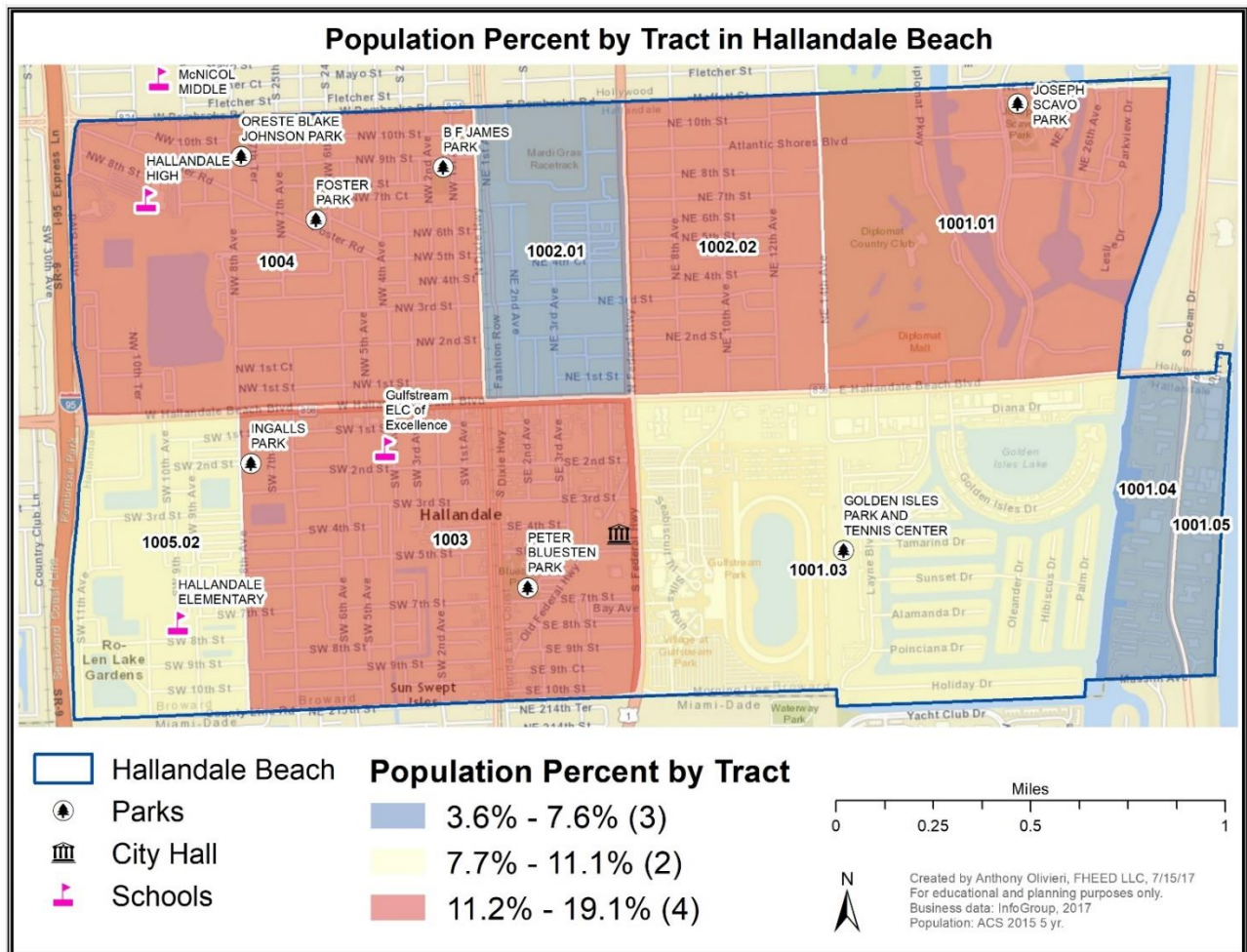


Table 9: Percent Population by Tract

Tract	Total Population	Population Density	Population Share
1001.01	7,501	11,732	19%
1003	7,163	9,109	18%
1004	5,276	6,573	13%
1002.02	4,912	12,870	13%
1005.02	3,964	5,128	10%
1001.03	3,850	4,013	10%
1001.04	2,968	21,311	8%
1001.05	2,154	9,699	5%
1002.01	1,408	4,870	4%
Total and Means	39,196	9,478	11%

Note 4: Population share values rounded to the hundredth

Figure 17 Narrative: Children under five and Early Learning Centers

Description. This map visualizes the distribution of the population that is less than five years old (young children) and the location of Early Learning Centers (ELCs). Tracts with the highest rate of children do not always have the highest number of ELCs. For example, tract 1004 has the highest children rate (10.4%) and seven (7) ELCs. Yet, its neighbor, tract 1002.01 has only one (1) ELC, although its child rate is close at 9.2. Rather, the total child under five population appears to be more associated with the location of ELCs. Tract 1004 has the highest total under five population (549 children), while tract 1002.01 has only 130. A notable gap for ELCs appears to Tract 1001.01. This tract has an above average rate of children under five, and approximately 450 children, but no ELCs. This is in great contrast to Tract 1003, which has the same rate of children under five, 430 children, and six (6) ELCs.

Methods. Demographic data from the U.S. Census American Community Survey (2015 5 year) from table S0101 was downloaded and selected for percent of population under five years old (children). The rate of children was mapped across Hallandale's nine (9) tracts along three natural breaks with the mean (5.4) as the upper limit for the second break. ELC data was obtained from the Broward Regional Planning Council for 2014. These were geocoded and mapped across Hallandale's tract. Each ELCs was then assigned the name of the tract.

Figure 15: Children under five and Early Learning Centers

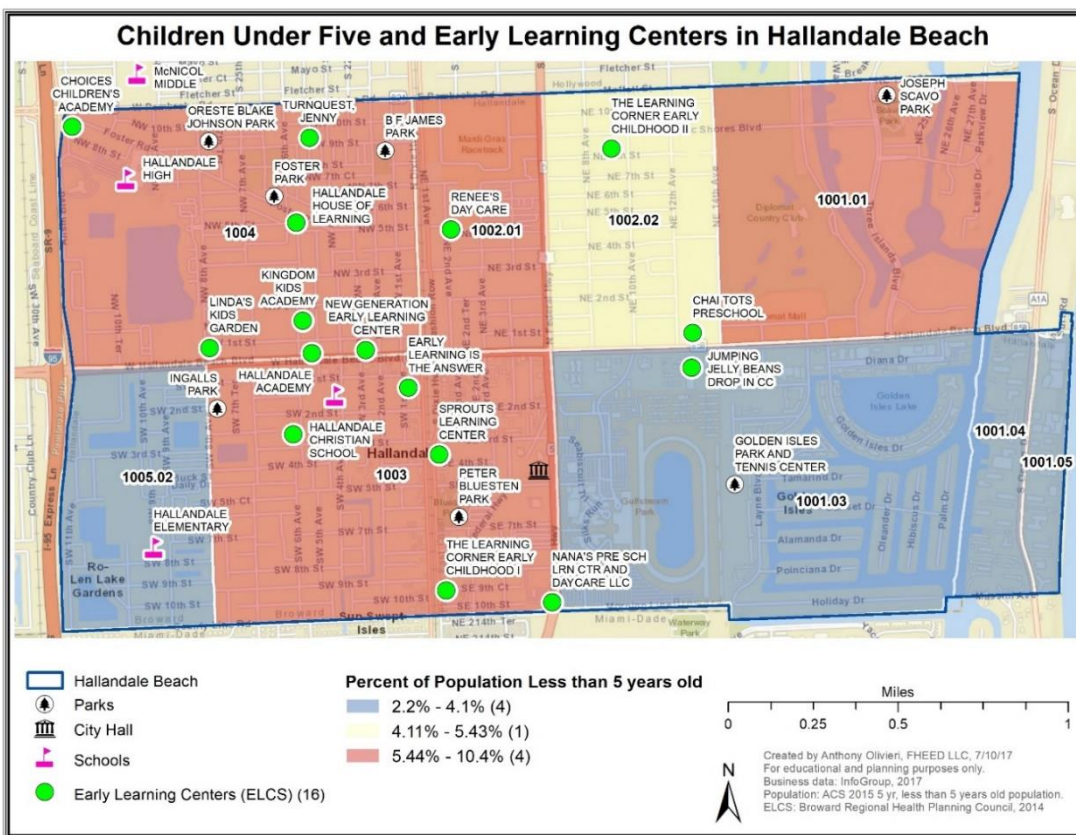


Table 10: Percent of Population less than 5 years old by tract

Tract	Percent of Population Less than 5 years old	Estimated Child population less than 5 years old	Early Learning Centers
1004	10.4	549	7
1002.01	9.2	130	1
1001.01	6	450	0
1003	6	430	5
1002.02	5.2	255	2
1001.03	4.1	158	1
1001.05	2.9	62	0
1005.02	2.9	115	0
1001.04	2.2	65	0
<i>Mean and Totals</i>	5.4	2,214	16

Figure 18 Narrative: Young Adults, Ages 18 to 24

Description. This map visualizes the distribution of young adults (ages 18-24) in Hallandale Beach. There are significantly more young adults to the west of Federal Highway, where rates are 22% to 66% higher (see table below). These are also the tracts with the higher population concentrations, children under five, poverty, single female head of households, and adverse food environment conditions. It is likely that young adults in these tracts represent the future workforce for Hallandale Beach, but face economic and resource challenges in their community. Programs designed to improve community conditions and occupational skills for young adults may have the greatest impact in these tracts. These tracts are also home to highest employment concentration and the largest employers such as Gulfstream Park, Mardi Gras, and the public schools.

Methods. Demographic data from the U.S. Census American Community Survey (2015 5 year) from Table S0101 was downloaded and selected for percent of population between the ages 18-24 (young adults). Young adults were mapped by Hallandale's nine (9) census tracts, using three natural breaks and the city mean (5.4%) as the upper limit on for the second break. The city mean is the average of the nine tracts within Hallandale.

Figure 16: Percent Population Age 18 to 24

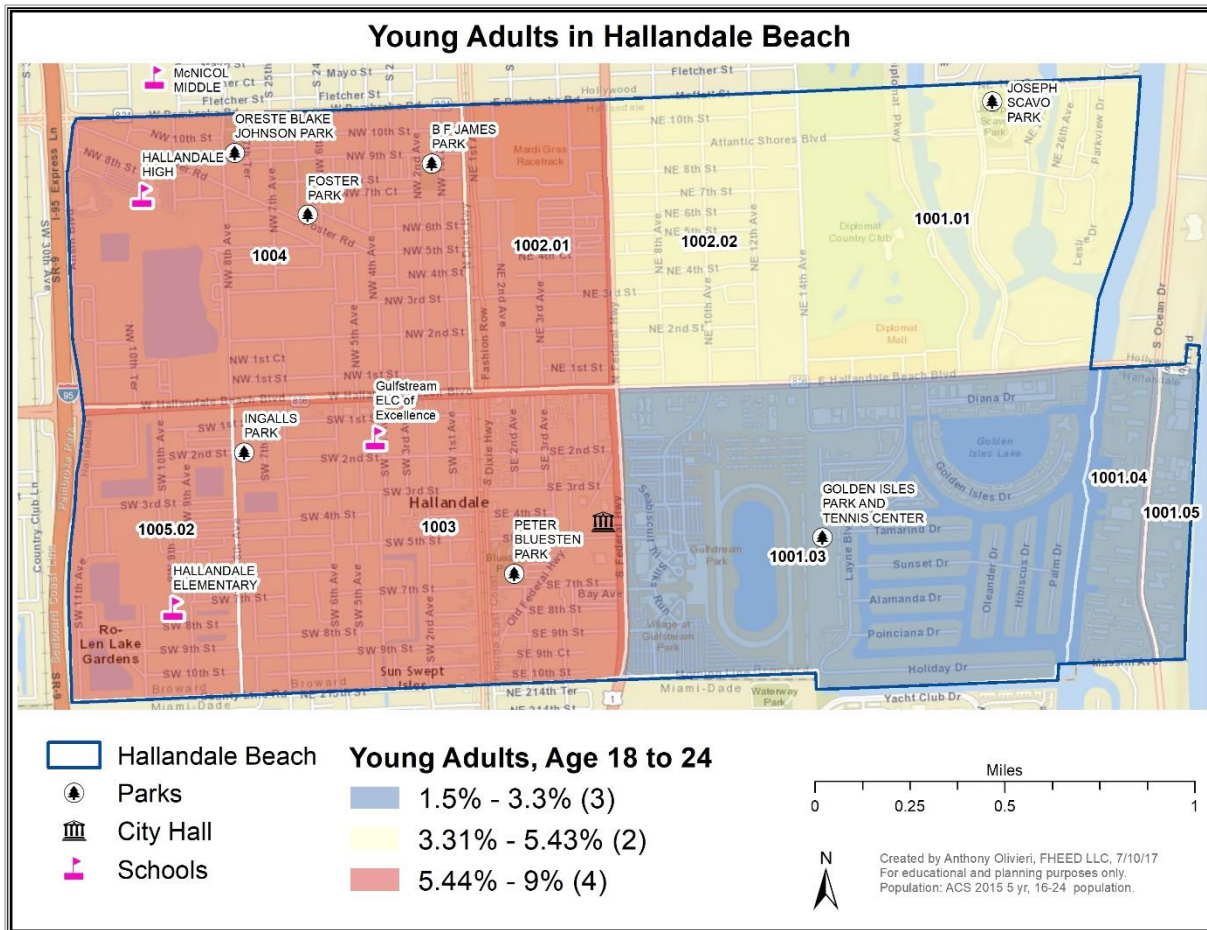


Table 11: Tracts with Percent Population Age 18 to 24

Tract	Percent Population, Age 18 to 24
1002.01	9
1004	8.9
1003	8.5
1005.02	6.1
1002.02	4.6
1001.01	4
1001.05	3.3
1001.04	3
1001.03	1.5
Mean	5.43

Note: Highlighted tracts are west of Federal Highway and have above city-mean rates.

Figure 19 Narrative: Seniors and Clinical Assets with Transit

Description. While the west side of Federal Highway has a higher concentration of children and young adults, the east side has a greater older adult population. This population most likely resides in the nineteen (19) 55+ communities and the condominiums, which predominate on the east side of Hallandale Beach. In addition, the east side has a greater concentration of clinical assets, which is beneficial for older adults who require more frequent medical care. For example, six of the nine clinics and thirty-four of the forty physician offices are east of Federal Highway. The community bus line appears to go to connect to nearly every clinic, most of the physicians, and the diagnostic center. Notably deficient on the east side are parks, which could be used by older adults for recreation and physical activity. The west side has five parks, three of which are connected to the community bus route. The east side has only two parks, which are not connected to the community bus routes. One strategy to improve the health and wellbeing of Hallandale's older adults could be to improve the number of parks on the east side, their connection to community bus routes, and ensure the parks are designed for older adults.

Methods. Demographic data from the U.S. Census American Community Survey (2015 5 year) from Table S0101 was downloaded and selected for percent of population ages sixty-five (65) and older (seniors). Seniors were mapped by Hallandale's nine (9) census tracts, using three natural breaks and the city mean (26.31%) as the upper limit on for the second break. The city mean is the average of the nine tracts within Hallandale. Because seniors have intrinsic health care needs and may lack access to personal transportation, clinical assets, assisted living facilities and community bus routes are included on this map. The locations of 55+ communities aid with identifying areas with higher concentrations of older adults.

Figure 17: Seniors and Clinical Assets with Transit

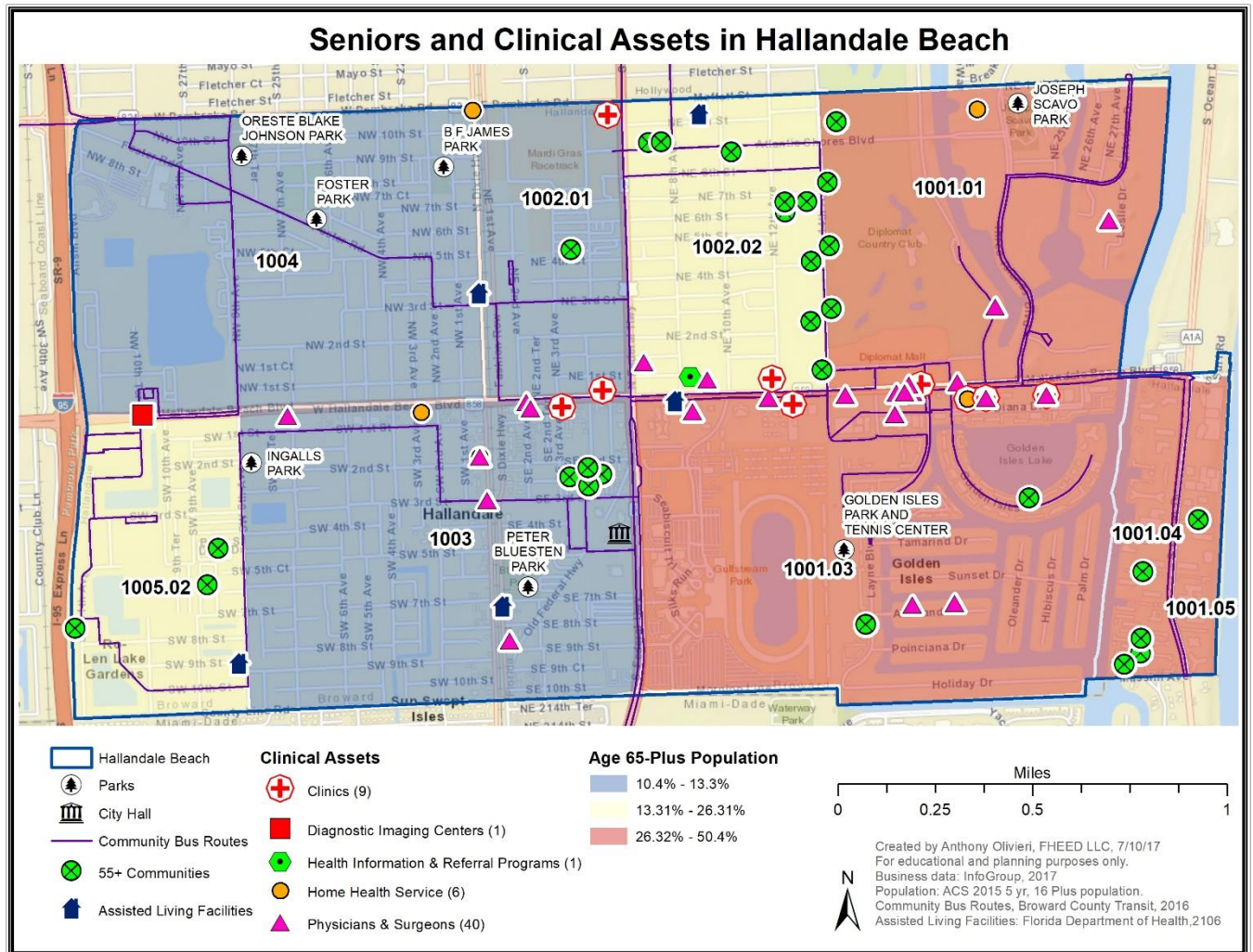


Table 12: Percent 65+ Population, seniors by tract

Tract	Percent 65+ Population
1002.02	24.2
1002.01	11.4
1005.02	23.5
1001.04	38.8
1001.05	50.4
1003	13.3
1001.03	30.8
1004	10.4
1001.01	34
Mean	26.31

Figure 20 Narrative: Single Female Head of Household

Description. Families headed by single mothers face many challenges that can produce strain on municipal and public resources. First, single mother families are 5.4 times more likely than married-couple families to live in poverty and lack access to health insurance^x. This can result in greater need for public assistance and emergency room visits for untreated health conditions. Second, children in single mother households are more likely to drop out of school, become teen parents, and become unemployed young adults^{xi}. There are dramatic disparities in Hallandale in regards to single mother households. For example, a single woman with children heads nearly one in five households in Tract 1004. That is 719% higher than Tract 1001.04, which has only 2.6 of its households headed by a single woman with children. There are several assets in the higher-rate tracts that may or may not be orientated to the needs of these households. Most of these tracts have or are near all of Hallandale's public schools. They also contain, or are near most of the parks. The majority of Early Learning Centers (ELCs) cluster in these tracts. Finally, community bus routes traverse each of the tracts and pass nearby or connect to parks and schools. Although these assets are available to these households, they may not be coordinated to address the needs of single female-headed households with children. Therefore, these tracts may benefit from programs and capital improvements to make these existing assets more accessible and effective for these type of households.

Methods. Demographic tract data from the U.S. Census American Community Survey for "Female householder, no husband present, with own children under 18" (table DP02) was downloaded for each of Hallandale Beach's nine census tracts. The rate was divided with natural breaks with the mean as the upper limit for the second break. Layers for ELCs, schools, parks, and public transportation networks were added to show their relationship with tract rates of single female head of households.

Figure 18: Single Female Head of Household

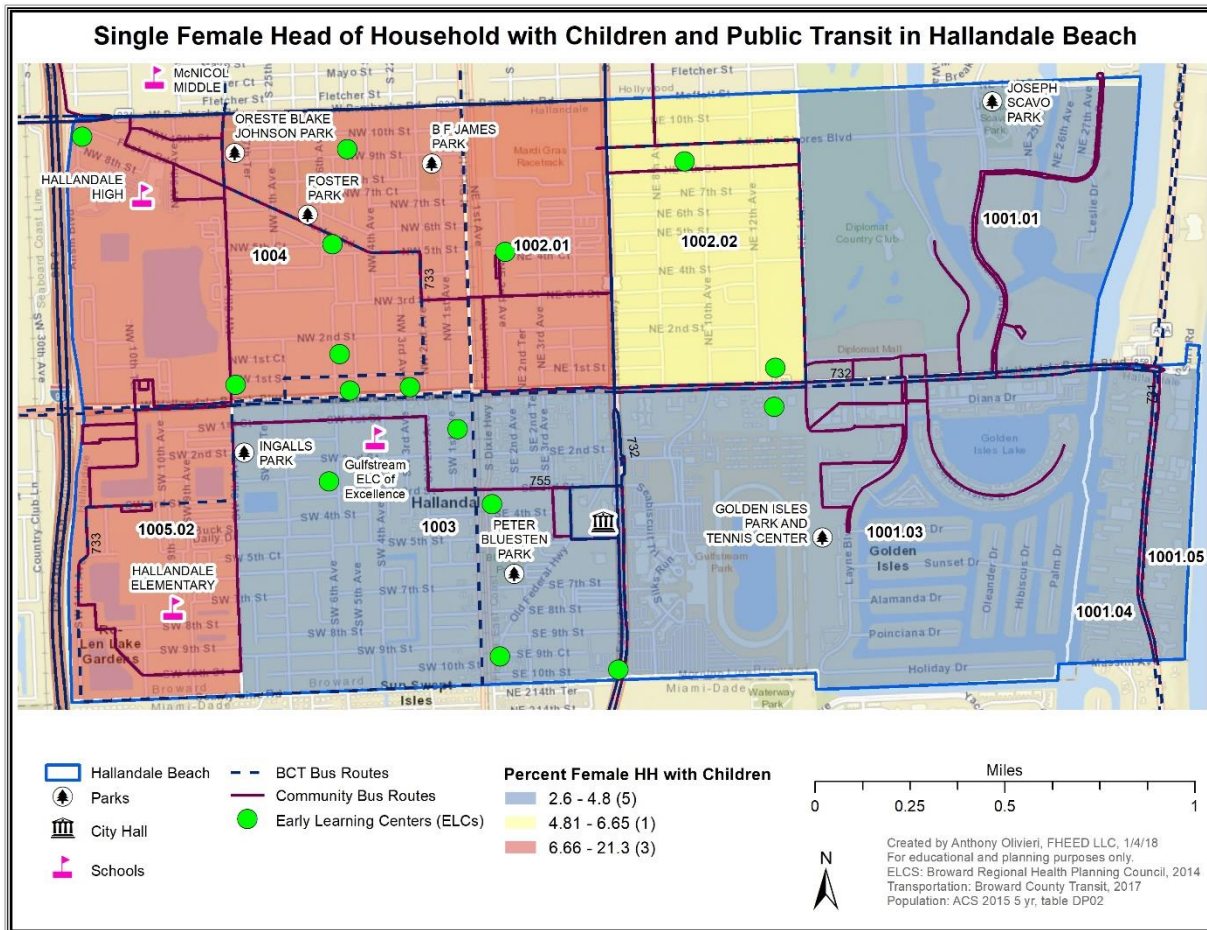


Table 13: Single Female Head of Household by Tract

Tract	Percent Households Headed by Female with Children
1004	21.3
1002.01	8
1005.02	7.7
1002.02	6.1
1001.03	4.8
1001.05	3.8
1003	2.8
1001.01	2.8
1001.04	2.6
Mean	6.65

Figure 21 Narrative: Low Educational Attainment in Hallandale Beach

Description. Low educational attainment can be detrimental for a city's economic and social vitality. Adults without a high school education are unlikely able to advance to college or acquire occupations that provide an income sufficient for raising a family, investing, or buying a home. As a result, adults with low educational attainment may live with the constant stress and despair of being stuck in poverty. In addition, low educational attainment is an adverse determinant of health highly associated with preventable diseases such as diabetes.^{xii} Three of the four tracts with above mean rates of low educational attainment cluster together to the west of Federal Highway (Tracts 1002.01, 1005.02, and 1004). Out of these, Tract 1002.01 is the highest with nearly 40% of adults (18-24) without a high school education. That is 130% higher than the city average of 17%. Notably, Hallandale High is Tract 1004, which has a low educational attainment 17% higher than the city average, and borders two other tracts with even greater rates of low educational attainment. Therefore, programs and projects that improve educational attainment may be most effective in these tracts, with Hallandale High as a possible host.

Methods. Demographic tract data from the U.S. Census American Community Survey for "Less than high school graduate, ages 18-24" (Table S1501) was downloaded for each of Hallandale Beach's nine census tracts. The rates were mapped using three natural breaks with the mean of 17.21% as the upper limit of the second break.

Figure 19: Low Educational Attainment in Hallandale Beach

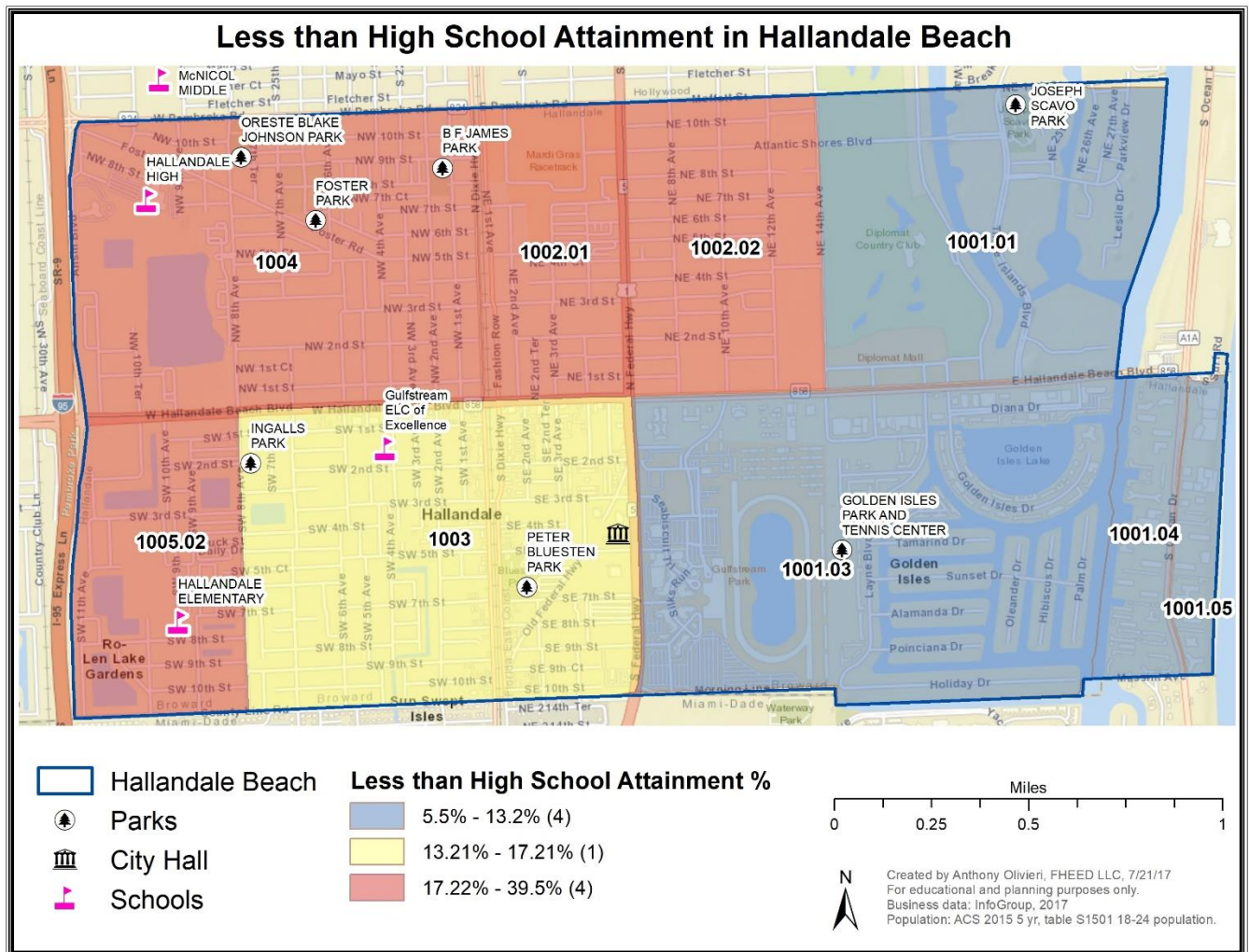


Table 14: Less than High School Attainment by Tract

Tract	% Less than High School Attainment
1002.01	39.5
1005.02	25.9
1004	20
1002.02	18.5
1003	16.7
1001.05	13.2
1001.03	9.4
1001.01	6.2
1001.04	5.5
Mean	17.21

Figure 22 Narrative: Percent of Persons with no car

Description. Like most of car-dependent South Florida, lack of access to a personal vehicle in Hallandale Beach can be a barrier for opportunities such as accessing employment, food, medical care and education^{xiii}. The cost of owning a car can be a great burden for families in poverty. For example, if a family of three has a poverty-qualifying income of \$20,420^{xiv} the cost of owning a car (\$8,469 a year^{xv}), is nearly 41% of the household income. Therefore, it is no surprise that three of the four high poverty tracts also have high rates of no car ownership. For these populations, public transportation is the only option. Hallandale Beach appears to have community bus routes that traverse tracts with low car ownership, and the sheltered bus stops appear to be more numerous. Despite this, there are discernable gaps in service in some of the high-need tracts. For example, Tract 1003, which has the highest number of persons without a vehicle do not have any bus routes or covered bus stops in the center its southwestern quadrant. Tract 1002.02, with the next highest carless population lacks routes and stops in its interior just north of Hallandale Beach Boulevard. In addition, there may be a need for sidewalk connectivity improvements and street lighting to facilitate safe routes to bus stops.

Methods. Demographic tract data from the U.S. Census American Community Survey (2015 five-year) for “Means of Transportation to Work By Vehicles Available, no vehicles” (Table B08141) was downloaded for Hallandale Beach’s nine census tracts. The rates were mapped using three natural breaks with the mean of 5% of households as the upper limit of the second break. In addition, bus routes and bus stop shapefiles were acquired from Broward County Transit. Only sheltered bus stops were mapped in order to highlight the more improved transit infrastructure.

Figure 20: Percent of Persons with no car

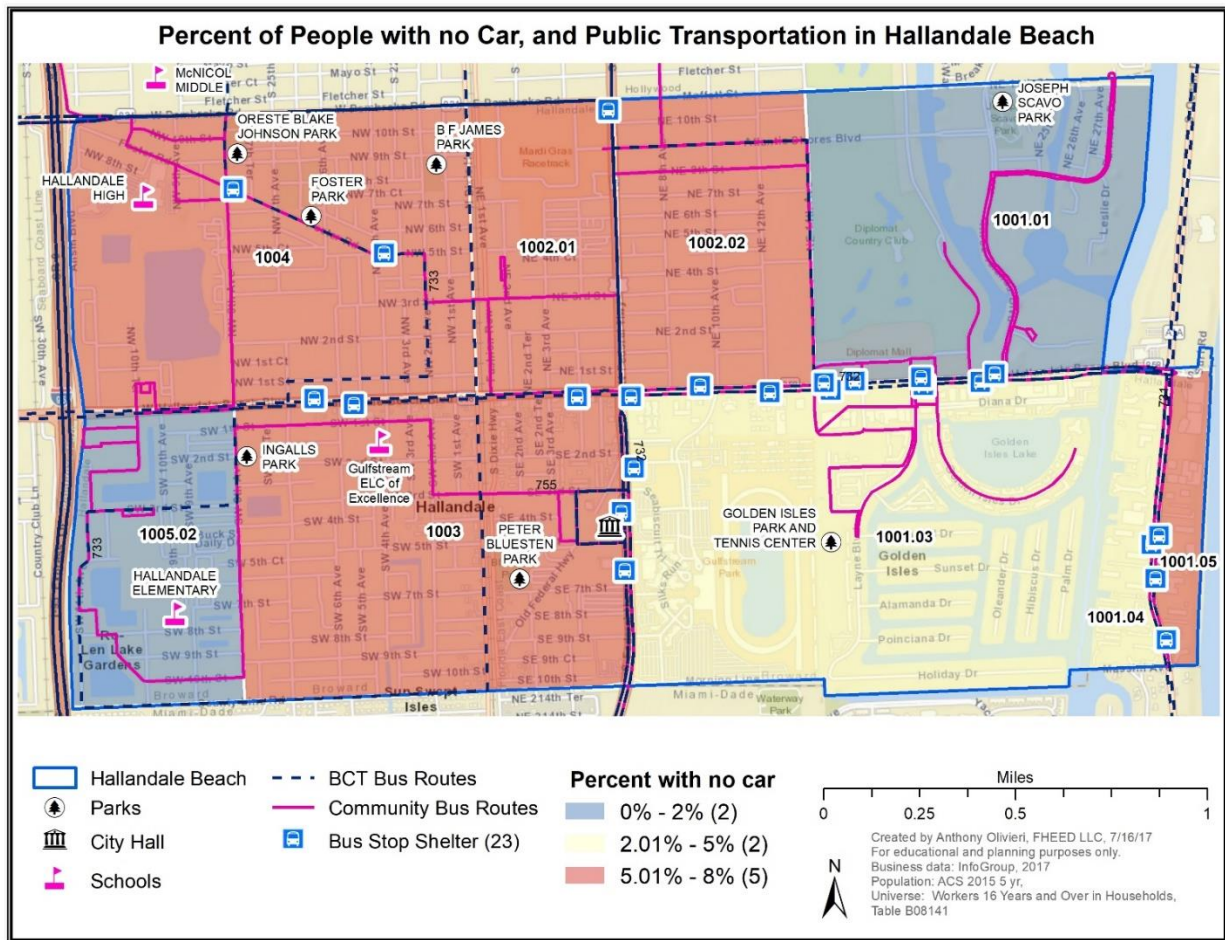


Table 15: Percent of persons with no car by Tract

Tract	Universe Population	People with no Car	Percent with no Car
1002.01	588	47	8%
1002.02	2,314	162	7%
1001.05	753	52	7%
1003	3,395	229	7%
1004	2,168	157	7%
1001.04	1,003	38	4%
1001.03	1,777	52	3%
1005.02	1,343	32	2%
1001.01	3,482	17	0%
Totals and Mean	16,823	786	5%

Figure 23 Narrative: Low English Proficiency

Description. Low English proficiency can be an impediment to social and economic mobility for families, and a challenge for a city's economic vitality. Because limited English proficiency is associated with lower-paying wages and higher poverty, it represents a loss of productivity, lower tax revenues and lower consumer spending for communities^{xvi}. Therefore, programs to improve English proficiency for Hallandale Beach's residents may have a positive economic return.

The city mean Low English Proficiency (LEP) is rather high in Hallandale Beach. On average, nearly 30% or 1-in-3 persons over five years old do not speak English very well in Hallandale Beach. Hallandale Beach's LEP varies sharply by tract. For example, Hallandale's eastern-most Tract 1001.05 has a LEP of 11.4%. Tract 1001.04, its neighbor just to the west of Ocean Blvd, has a LEP of 42.2%, which is 270% higher. These tracts have nearly identical attributes for nearly every other population and community condition measure except LEP. Elsewhere, LEP tends to be coupled with tracts. Tracts 1002.01 and 1002.02 have LEP as well as tracts 1005.02 and 1003. Both these LEP tract couples share borders with tracts below-city averages of LEP. For Tracts 1002.01 and 1005.02, LEP may compound other challenges such as low-educational attainment and high poverty.

Methods. Demographic tract data from the U.S. Census American Community Survey (2015 five-year) for *"language spoken at home, Population 5 years and over, Language other than English - Speak English less than "very well"* (Table DP02) was downloaded for Hallandale Beach's nine census tracts. The rates were mapped using three natural breaks with the mean of 30.9% of persons over five with LEP as the upper limit of the second break. Because the city has sharp contrasts in LEP rates, there are no tracts with the moderate range once the mean is set as the upper limit of the second break.

Figure 21: Low English Proficiency

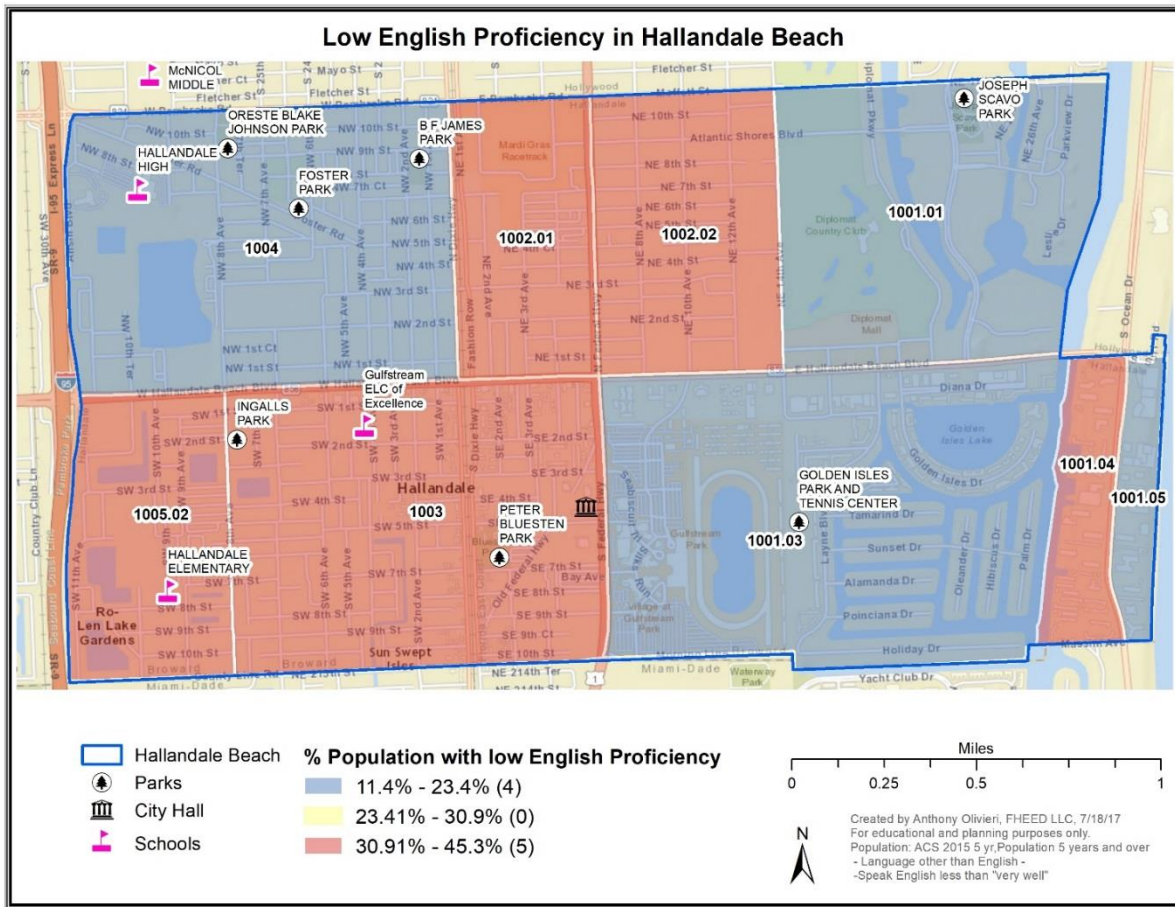


Table 16: Low English Proficiency by Tract

Tract	% Population with Low English Proficiency
1005.02	45.3
1001.04	42.2
1002.01	40.4
1002.02	36.6
1003	33.3
1001.03	23.4
1004	23
1001.01	22.5
1001.05	11.4
Mean	30.9

Figure 24 Narrative: Renter Occupied Units

Description. Hallandale Beach has sharp tract divisions of renter-occupied units (ROUs). Tracts are above the city mean for ROUs or below it, with no moderate ranges. Approximately 47% of occupied housing units are ROUs. The majority of them are within three tracts west of Federal Highway: Tracts 1002.01, 1003 and 1004. These same tracts also experience higher poverty, lower healthy food access, and unemployment. For example, Tract 1004 has a ROU rate of 83%, contains 20% of all ROUs across the nine tracts and has some of the highest rates of adverse community conditions.

However, higher ROU tracts are also associated with potential assets such as higher population concentration, young adults, employment concentration, and land-use diversity. Therefore, it could be possible that these tracts are home to Hallandale Beach's urbanized future: where mixed land uses, younger populations and jobs converge for greater economic and social opportunities. This potential synergy would be prevented by fundamental community challenges such as housing affordability and meager higher income opportunities.

Methods. Housing tract data from the U.S. Census American Community Survey (2015 five-year) for "renter occupied units" (Table B25003) was downloaded for Hallandale Beach's nine census tracts. A rate for percent of ROU was created for each tract with the following formula:

$$ROU\% = (Total\ ROU / Total\ Occupied\ Housing\ Units) * 100$$

The ROU rates were mapped using three natural breaks with the mean of 47% of ROUs as the upper limit of the second break. Because the city has sharp contrasts in ROU rates, there are no tracts with the moderate range once the mean is set as the upper limit of the second break.

Figure 22: Renter Occupied Units

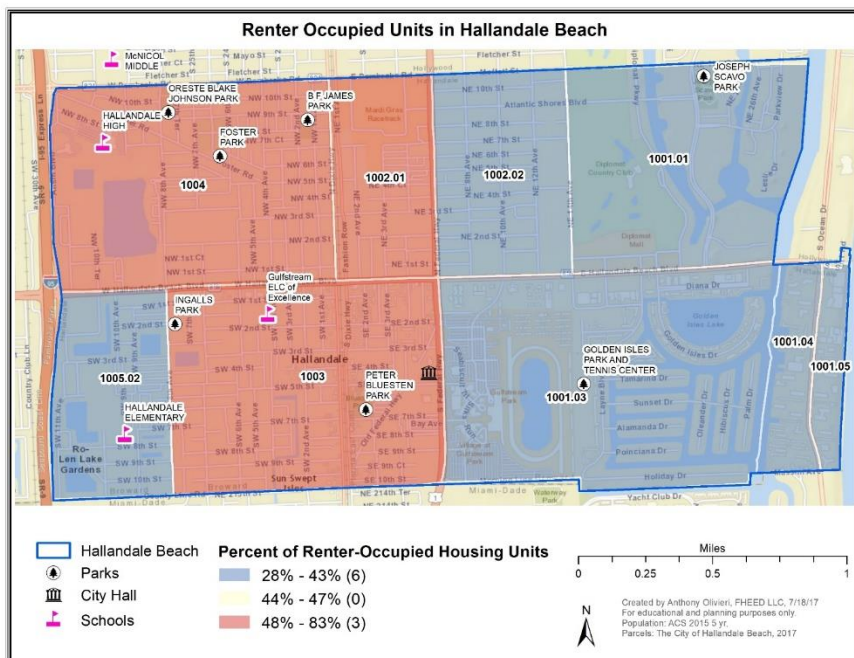


Table 17: Tract Percent Renter-Occupied Housing Units

Tract	Total Housing Units	Owner Units	% Owner	Renter Units	% Renter
1004	1,916	332	17%	1,584	83%
1002.01	536	141	26%	395	74%
1003	2,490	1,074	43%	1,416	57%
1005.02	1,678	954	57%	724	43%
1001.01	4,080	2,486	61%	1,594	39%
1002.02	2,645	1,681	64%	964	36%
1001.05	1,322	893	68%	429	32%
1001.04	1,646	1,157	70%	489	30%
1001.03	2,050	1,483	72%	567	28%
Totals and Means	18,363	10,201	53%	8,162	47%

Figure 25 Narrative: Owner Occupied Housing Units

Description. Hallandale Beach’s owner-occupied housing units are not as concentrated as the renter-occupied units are. Approximately 55% of Hallandale’s 18,363 housing units are owner-occupied. Above-mean rates of ownership are found in six tracts, which is twice the number of tracts than above mean rates of owner occupied units. In addition, there is one above mean tract west of Federal Highway, Tract 1005.02. Programs for protecting and promoting housing ownership may need to consider the diversity of tracts across Hallandale Beach. Ownership on the coast is primarily with condominiums with low rates of children and higher rates of older adults. Ownership west of Federal Highway in Tract 1005.02 has a mixture of single-family homes, mobile homes, and cooperatives. This tract also has a high rate of low-English proficiency, young adults and poverty. Therefore, home ownership programs may need to be sensitive to the unique confluence of population attributes and community conditions that vary greatly across Hallandale’s nine tracts.

Methods. Housing tract data from the U.S. Census American Community Survey (2015 five-year) for “owner occupied units” (Table B25003) was downloaded for Hallandale Beach’s nine census tracts. A rate for percent of Owner Occupied Units (OOU) was created for each tract with the following formula:

$$OOU\% = (Total\ OOU / Total\ Occupied\ Housing\ Units) * 100$$

The OOU rates were mapped using three natural breaks with the mean of 53% of OOU as the upper limit of the second break. The actual rate of OOU across all tracts is 55%, which is close to the mean.

Figure 23: Owner Occupied Housing Units

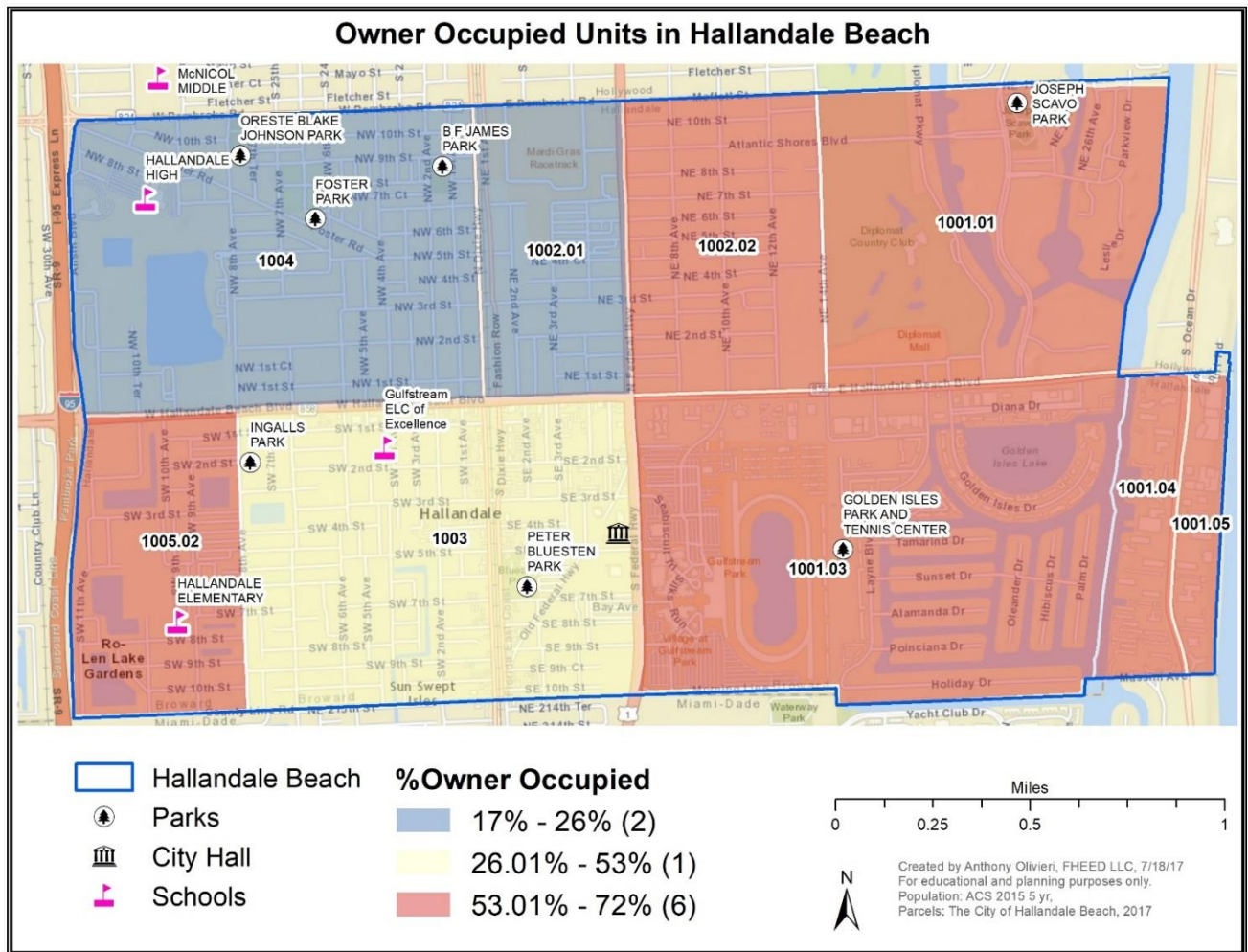


Table 18: Tract Percent Owner-Occupied Housing Units

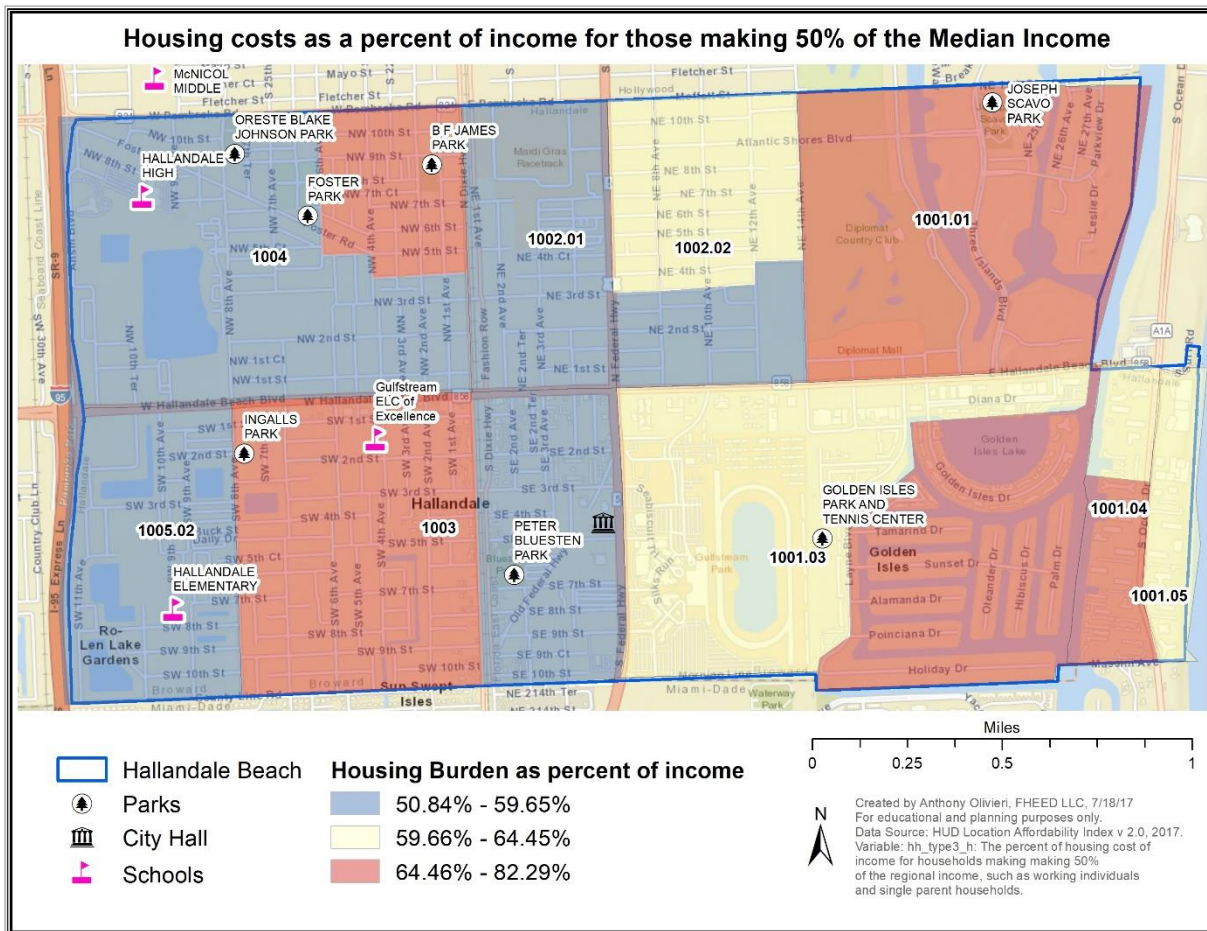
Tract	Total Housing Units	Owner Units	% Owner	Renter Units	% Renter
1001.03	2,050	1,483	72%	567	28%
1001.04	1,646	1,157	70%	489	30%
1001.05	1,322	893	68%	429	32%
1002.02	2,645	1,681	64%	964	36%
1001.01	4,080	2,486	61%	1,594	39%
1005.02	1,678	954	57%	724	43%
1003	2,490	1,074	43%	1,416	57%
1002.01	536	141	26%	395	74%
1004	1,916	332	17%	1,584	83%
<i>Totals and Means</i>	<i>18,363</i>	<i>10,201</i>	<i>53%</i>	<i>8,162</i>	<i>47%</i>

Figure 26 Narrative: Housing Affordability in Hallandale Beach

Description. Regardless of dominant ownership or renter status of housing units within a tract, housing affordability is a challenge anywhere in Hallandale Beach. According to Location Affordability Index data from HUD, 50% is the lowest percent of income required to cover housing cost for a single working individual in Hallandale Beach. Within five tracts, there are census block groups where working individuals require between 64 to 82% of their income to cover housing costs. These block groups are found on the higher-income eastern tracts (1001.03 and 1001.04), and the lower-income western tracts (1004 and 1003). Therefore, programs for improving housing affordability (at least for the single working individual), need to adapt the varied housing and population conditions found across Hallandale.

Methods. Data for the Location Affordability Index (LAI) V2.0 from HUD^{xvii} was downloaded and joined to block group shapefiles in Hallandale Beach. The LAI estimates the percentage of a family's income dedicated to the combined cost of housing and transportation in a given location. To assess housing burden as percent of income, variable "hh_type3_h" was chosen: The percent of income housing cost for working single individuals that earn 50% of the median income for the region. For this assessment, the working individual serves as the base unit of housing affordability: One person to one housing unit. HUD has other variables for working household sizes up to four. However, it is unlikely that greater household sizes would be represented in tracts on the east, which are dominated by older adults and condominiums. The block data was scaled with three natural breaks with the mean serving as the upper limit for the second break. Block groups are smaller they fit into tracts.

Figure 24: Housing Affordability in Hallandale Beach



References

- ⁱ Partnership for Working Families. (2016) Common Challenges in Negotiating Community Benefits Agreements and How to Avoid Them. Source: <http://www.forworkingfamilies.org/sites/pwf/files/publications/Effective%20CBAs.pdf>
- ⁱⁱ Gross, J. (2008). Community Benefits Agreements: Definitions, Values, and Legal Enforceability. Journal of Affordable Housing, 17(1-2). Source: http://juliangross.net/docs/CBA_Definitions_Values_Enforceability.pdf
- ⁱⁱⁱ Partnership for Working Families. (2016) Common Challenges in Negotiating Community Benefits Agreements and How to Avoid Them. Source: <http://www.forworkingfamilies.org/sites/pwf/files/publications/Effective%20CBAs.pdf>
- ^{iv} Miami-Dade County Affordable Housing Trust Fund. http://miamidade.fl.elaws.us/code/coor/coor_ptiii_ch17_artviii_sec17-132/
- ^v Broward County Affordable Housing Trust Fund Resolution. <http://www.broward.org/Charter/Documents/DraftResoNo2018007BrowardCountyHousingTrustFund.pdf>
- ^{vi} The Community Land Trust (CLT) Model is designed to preserve affordable housing in perpetuity, one generation after the next. The CLT acquires land and serves as the permanent repository and steward for the residences that are built upon it. Unlike traditional affordable housing strategies, the land is never resold, but is held forever in trust and works for both homeownership and rental strategies. <http://southfloridactl.org/>
- ^{vii} <http://www.citynmb.com/index.asp?SEC=%7BD5353E58-98C2-4FAE-9854-DE2B836C19E2%7D>
- ^{viii} <http://www.miamidade.gov/parks/activities-fitness-zones.asp>
- ^{ix} <https://www.mhs.net/about/community>
- ^x National Women's Law Center : <https://nwlc.org/resources/women-and-poverty-state-state/>
- ^{xi} Dr. Mark Mather (2010), associate vice president of Domestic Programs at the Population Reference Bureau: <http://www.prb.org/pdf10/single-motherfamilies.pdf>
- ^{xii} See Spira et. Al (2010) in <http://care.diabetesjournals.org/content/33/6/1200>
- ^{xiii} Emily Badger in the Atlantic writes, "The underlying issue also isn't so much that cars create opportunity. Rather, it's that we've created many places where you can't access opportunity without a car. Which also means that we've created places that punish people who don't have one (or can't afford to get one)." https://www.washingtonpost.com/news/wonk/wp/2014/04/01/why-the-poor-need-better-access-to-cars/?utm_term=.ad92945c886b
- ^{xiv} HHS poverty guidelines: <https://aspe.hhs.gov/poverty-guidelines>
- ^{xv} AAA REVEALS TRUE COST OF VEHICLE OWNERSHIP: <http://newsroom.aaa.com/tag/cost-to-own-a-vehicle/>
- ^{xvi} Brookings Institution (2014): https://www.brookings.edu/wp-content/uploads/2014/09/metro_20140924_investing_in_english_skills_press_release.pdf
- ^{xvii} Data is for 2017 via HUD's online GIS portal: https://egis-hud.opendata.arcgis.com/datasets/c1c32742599a42c9a45c95be50ed2ab6_0