

HBCRA

HALLANDALE BEACH CRA
REDEVELOPMENT PLAN MODIFICATION 2020



SPG

ACKNOWLEDGMENTS

Citizens & Business Stakeholders of Hallandale Beach

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1

EXECUTIVE SUMMARY

1 EXECUTIVE SUMMARY

The City of Hallandale Beach is a dynamic community experiencing a surge of development. The City's geographic location has been a key factor in its development, particularly its beachfront properties, which have been quickly intensified and developed. However, the in-land portions of Hallandale Beach, which represent 76% of the City's total area, still have yet to fully capitalize on the redevelopment opportunities present within the context.

Currently, the in-land portions of Hallandale Beach are characterized by various cases of deteriorating conditions, safety concerns and a lack of identity to attract people to live, work and play within the community. In response to these conditions, the Hallandale Beach Community Redevelopment Agency (HBCRA), responsible for the entire in-land portion of the City, has aims to redevelop the area and improve the quality of life for all. In March of 2012, the HBCRA enacted the CRA Implementation Plan to guide developments in the community redevelopment area and to ensure that tangible changes are brought to the community.

To expedite change and ensure that the redevelopment plan for the area is continually adapting to meet new trends, the HBCRA has requested the creation of a redevelopment plan modification in accordance with Florida Statute 163 Part III. This modification also is a result of the short horizon remaining before the CRA completes its thirty (30) year life and sunsets in 2026-2027. To capitalize on the remaining CRA horizon, this report provides an updated redevelopment plan, based off an extensive analysis of current existing conditions, CRA powers, economic conditions, existing policies and studies. Also essential to the redevelopment plan modification was a thorough and comprehensive community engagement process, designed to better understand the desires and concerns of various stakeholders, including residents, businessowners, elected officials and staff.

The Need for Redevelopment

To provide the rationale for the redevelopment plan modification, an extensive review of existing conditions was undertaken, revealing various issues that provide the impetus for changes across the CRA area. Increased traffic congestion, degrading sidewalk infrastructure, a high crime rate and insufficient first and last mile connectivity are some of the findings this background review revealed. In addition, the CRA lacks a sense

of place to draw tourists and potential residents to destinations within its bounds. Unlike the beach and casinos, which are the main attractors to the City, a lack of iconic destinations and identity define the CRA area and, as a result, a new vision and initiatives for the future of the HBCRA are necessary.

Methodology

At the forefront of the planning process for the redevelopment plan modification was the desire to holistically involve community stakeholders in guiding the future of their community. As such, the methodology utilized for the planning process was based on a community-led approach. To begin the process of updating the redevelopment plan, the CRA conducted a series of seven (7) neighborhood meetings, focusing on the four quadrants of the redevelopment area.



Community Workshop Group Discussion

These meetings were designed to solicit feedback from residents and other stakeholders, thereby ensuring that the voices of residents were heard in the planning process. The meetings brought forth productive discussions about the future of the CRA, with both CRA staff and residents given the opportunity to present their ideas and concerns.



NW Quadrant Residents' Presentation

The key takeaways, themes and community priorities, along with a comprehensive analysis of existing conditions and economic state were leveraged from the community meetings and utilized to create a strong vision for the redevelopment area. Through this vision, implementable strategies, initiatives and policies were developed, which are designed to create the most visible change to the CRA over the next 7 years. The plans and initiatives recommended in this resulting report are designed to guide the remainder of the CRA horizon and are carefully aligned with the feedback solicited from community members and stakeholders. Consequently, this report has been established through the extensive community engagement undertaken as a part of the planning process and aims to lead the CRA towards a more sustainable future- socially, economically and environmentally.



Community Workshop Mapping Activity

Vision & Guiding Principles

The redevelopment plan modification is inspired by the following vision statement:

Hallandale Beach Community Redevelopment Area will be known as a welcoming, safe, progressive, innovative business-friendly and diverse community. The Hallandale Beach Community Redevelopment Agency will focus its resources on eliminating slum and blighted conditions within the redevelopment area by improving the quality of life for its residents, business community and other stakeholders. The HBCRA will become a sustainable and inclusive community for people to live work and play due to its beautiful neighborhoods and outstanding businesses, entertainment, arts and cultural opportunities.

This vision will be achieved through the use of three guiding principles, *Compact, Connected and Resilient*, each broken down into subsequent goals which were applied throughout the designs proposed for the Hallandale Beach CRA Redevelopment Plan.

The Redevelopment Plan Modification

The redevelopment plan modification was created to transform the Hallandale Beach CRA into a vibrant and distinct destination, in which both residents and businesses can prosper. The projects and redevelopment improvements proposed within this report have been divided into the two following categories:

1. CRA-Wide Redevelopment Improvements- including two large-scale catalytic projects, Harlem Village and Hallandale Downtown Center
2. Quadrant-Wide Neighborhood Improvements

The CRA-Wide redevelopment improvements are based on a few overarching focus areas for the CRA, such as affordable housing, sustainability, smart technologies and economic development. These high-level strategies are applied throughout the entirety of the CRA redevelopment plan modification and are seamlessly integrated within the initiatives proposed to create desirable outcomes for the community.

In addition, two large-scale catalytic projects are proposed for the Hallandale Beach CRA: Harlem Village and Hallandale Downtown Center. These developments are intended to reignite creativity and culture into the CRA as a whole, acting as vibrant destinations and focal points within the in-land community. The developments proposed at these locations will act as anchors for a transformed community, providing a mix of uses, job opportunities and a distinct identity to the HBCRA. These two initial developments will be a large part of the redevelopment efforts and budget, and will have a significant impact on the CRA land use and developments as a whole. In addition to the two large-scale catalytic projects, there are smaller-scale catalytic projects such as the Food, Fashion, Arts and Design District (FADD) redevelopment project and the Foster Road Commercial Corridor redevelopment project, which will also have a significant impact on the HBCRA.

The neighborhood improvements are the smaller-scale changes that will occur within each quadrant, as needed, to improve the experience and quality of life throughout

the CRA on a micro-scale. These interventions include street improvements such as sidewalk upgrades, bike lanes, on-street parking, micro-transit, street lighting and re-greening. Additionally, the creation of an arts trail that will connect each of the four quadrants and sustainability features such as bioswales and landscape improvements are included within the neighborhood-level improvements.

By providing the two catalytic projects, in addition to the many micro-scale quadrant-wide improvements, the redevelopment plan modification will include a consistent design language across the entire CRA area and will be cohesive and distinct from its surroundings. The aim will be to improve the quality of life, look, feel and experience in the CRA overall. The addition of special concepts like Smart City technologies, public safety strategies, regional coordination, affordable housing and an economic development focus will also be integrated throughout the redevelopment initiatives to ensure the HBCRA will serve as a national model.

Implementation Strategies

In addition to the redevelopment initiatives and strategies set forth by the CRA-Wide catalytic projects and improvements by quadrant, a comprehensive list of implementation strategies are also included to provide direction towards achieving the redevelopment goals of this report. The main implementation strategies included are grouped as follows:

Redevelopment Goal I: Pursue an active marketing and public information approach to the implementation of the CRA Redevelopment Plan

Redevelopment Goal II: Enhance and reinforce the CRA Quadrants

Redevelopment Goal III: Eliminate substandard housing and provide affordable housing alternatives

Redevelopment Goal IV: Redevelop the CRA in a manner that is Energy Efficient and Sustainable

Redevelopment Goal V: Integrate smart city technologies throughout the CRA

The implementation strategies for each redevelopment goal included are broken into 'Immediate' (1-3 years), Medium Term (3-5 years) and 'Long Term' (5+ years) solutions, which will allow the CRA to achieve quick wins, as well as long-term development. In addition to the above redevelopment goals, the general CRA-

wide implementation strategies and quadrant-specific strategies are also delineated.

Financial Analysis

To conclude the redevelopment plan modification, a financial analysis of the proposed projects and design interventions over time is provided. An overall project value of approximately \$2.3 billion is associated with the redevelopment improvements and projects proposed for the CRA. In addition, capital improvements costing \$80.4 million will be generated by the proposed redevelopment plan and quadrant upgrades. Utilization of the CRA's TIF revenues, which by their 2026 sunset are projected to reach a cumulative sum of \$124 million, will be an asset to project completion and self-financing the capital improvements required for the projects.





2

INTRODUCTION

BACKGROUND

STUDY AREA

REDEVELOPMENT & COMMUNITY-
LED PLANNING PROCESS



2.1 BACKGROUND

The City of Hallandale Beach is a dynamic community experiencing a surge of development. The City's geographical location has been a key factor in its development. While the growth of the City followed the extensions of the intracoastal waterway and railroad, real estate booms and diversity of land uses marked the frantic expansion of Hallandale Beach in the twentieth century. However, today its coastal strip has been developed almost entirely with condominiums and high-rise apartments. Older housing including a few wood framed single family houses and cottages still stand in Hallandale Beach, primarily west of Federal Highway.

Two defining aspects of Hallandale Beach follow. On one side Hallandale Beach City is a hub for major activity generators, including: Gulfstream Park, Big Easy Casino, commercial centers, and beaches while on the other, the City is facing the problem of how to maintain what has been developed in the framework of a rapidly changing society and technology. The CRA Redevelopment Plan provides the City of Hallandale with the tools to capitalize on its economic development potential of the existing assets, as well as tapping into the transit-oriented development (TOD) potential of the upcoming passenger service improvements to the Tri-Rail Coastal Link corridor.

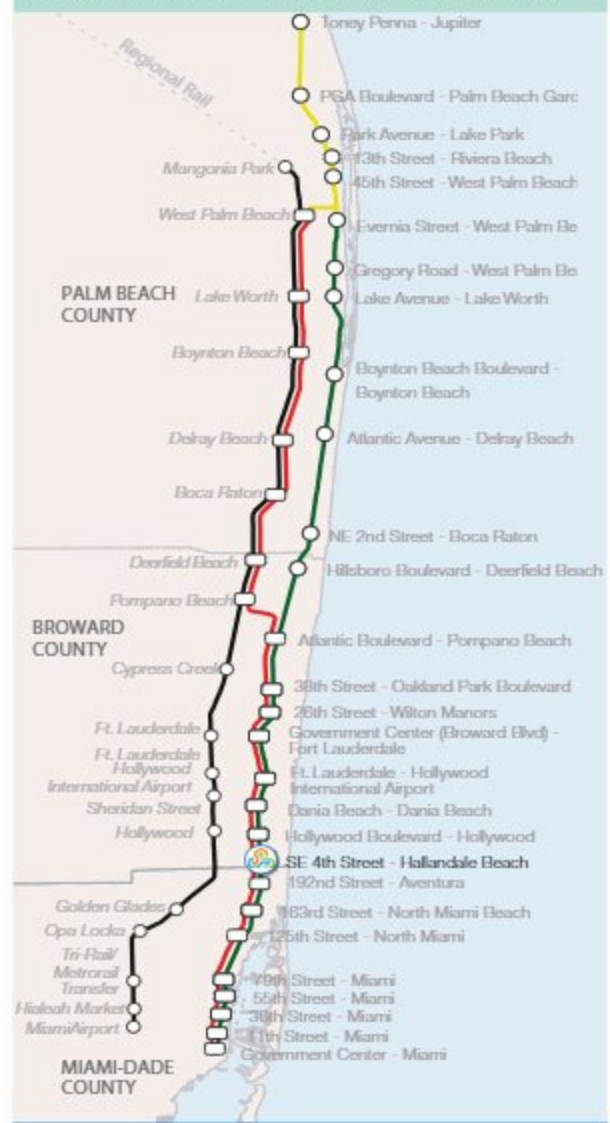
TRI-RAIL COASTAL LINK STATION AREA OPPORTUNITIES

The study conducted by South Florida Regional Transportation Authority explores the potential of the communities served by the Tri-Rail Coastal Link to leverage the transit investment. The report identifies SE 4th Street Station area as a potential Town Center station and proposes a future vision for the station:

The new commuter rail station will anchor a transit-oriented mixed use town center, which will include Bluesten Park, Hallandale Municipal Complex, Broward Library/Broward College Regional Education Center, and the Village at Gulfstream Park.

It should be noted that while the Tri-Rail Coastal Link explored the opportunity for a Hallandale Beach station area, it is very unlikely that this station will come to fruition, due to the approved station in nearby Aventura, which will adequately serve ridership demands. Regardless, the design principles brought forth by transit-oriented development should still advise the development of the Hallandale Downtown Center, as close proximity to the rail line justifies the inclusion of higher densities and a less car-oriented environment.

FIGURE 2.1: TRI-RAIL COASTAL LINK CORRIDOR



LEGEND

- Tri-Rail Coastal Link Red Line
- Tri-Rail Coastal Link Green Line
- Tri-Rail Coastal Link Black Line
- Tri-Rail Coastal Link Yellow Line
- Transfer Stations
- Stations
- Potential Hallandale Beach Station



2.2 STUDY AREA

The context of the future redevelopment in the Hallandale Beach urban core is directly correlated to city-wide growth trends and those of competing communities in the Southeast Florida region.

The City of Hallandale Beach has a population of approximately 39,285 as of the 2017 census, and is located in Broward County between the major cities of Ft. Lauderdale and Miami. The Study Area encompasses the city limits in its entirety and is bordered by Pembroke Road to the north; the Broward County/Miami-Dade County line to the south; I-95 to the west; and the Atlantic Ocean to the east. The City is adjacent to the four neighboring communities of Aventura, Golden Beach, Hollywood, and Pembroke Park. From a regional transit perspective, the City of Hallandale is well served by an excellent regional roadway network – Interstate 95, US Highway 1, West Dixie Highway and US Hwy 858.

Within the bounds of the City of Hallandale Beach, the CRA accounts for 76% of the City's area, consisting of the in-land portion of the City which falls within the HBCRA's domain.

The HBCRA has retained SPG and IBI Group to develop a detailed CRA Redevelopment Plan Modification for the area that focuses on strategies to promote the City as an economic hub, supportive of compact development to create a vibrant, walkable and accessible urban core. This study will take into account future transit initiatives to ensure Hallandale Beach residents are provided safe and affordable multimodal transit options, reduced traffic congestion and maximized carbon-free mobility.

The following maps highlight the City of Hallandale Beach's regional context, as well as the CRA's bounds and census tracts within the City.

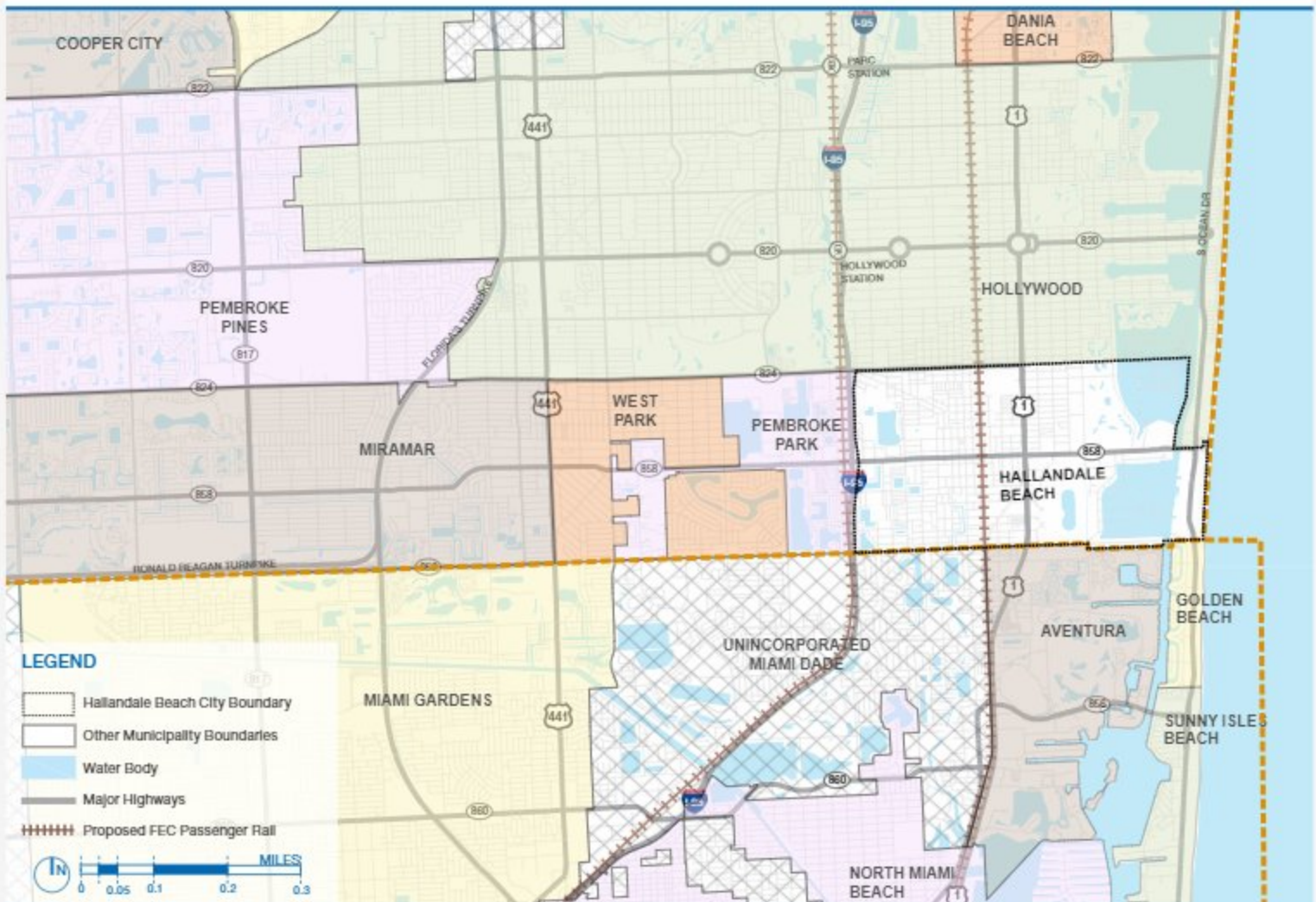


FIGURE 2.2: REGIONAL CONTEXT



FIGURE 2.3: CRA BOUNDARY & AERIAL VIEW



FIGURE 2.4: CRA CENSUS TRACTS

STUDY AREA BOUNDARY

The Study Area is defined by the CRA boundary that encompasses 1891 acres and represents 76% of the City's total land area. The urban form of Hallandale Beach is a rectangle bisected by major north-south and east-west arterials that define four discrete neighborhood quadrants. Hallandale Beach is described as a bedroom community, composed of large residential sectors transected by major thoroughfares in both north-south and east-west directions. These commercial corridors enclose the larger residential areas into defined quadrants. Hallandale Beach Boulevard is the east-west central spine that bisects the city boundary between Pembroke Road to the north and the Miami-Dade County line to the south. The Dixie Road corridor and parallel rail corridor bisect the city boundary north and south and separate east and west quadrants. The Intracoastal Waterway defines Hallandale Beach on the east boundary of the City and separates the beach community from mainland neighborhoods.

For the purpose of this Study, the CRA is divided into four quadrants and includes a fifth area outside of the CRA to the east. They are:

- **Northwest Quadrant** – defined by Hallandale Beach Boulevard on the south, South Dixie Highway on the east, I-95 on the west, and Pembroke Road on the north.
- **Southwest Quadrant** – defined by County Line Road NE 215th Street on the south, South Dixie Highway on the east, I-95 on the west, and Hallandale Beach Boulevard on the north.
- **Northeast Quadrant** – defined by Hallandale Beach Boulevard to the south, NE 14th Ave on the east, South Dixie Highway on the west and Pembroke Road on the north.
- **Southeast Quadrant** – defined by County Line Road, NE 215th Street on the south, SE 14th Ave on the east, SE 1st Ave on the west and Hallandale Beach Boulevard to the north.

LEGAL DESCRIPTION OF BOUNDARIES

According to Broward County Resolution 96-1074: "Whereas on September 17, 1996, pursuant to Resolution 96-15, the City Commission found that the Hallandale Community Redevelopment Area (HCRA), within the corporate limits of the City was a blighted

area, such area being defined as the area bounded to the North by Pembroke Road, to the South by the Dade-Broward County Line, to the West by Interstate 95 and to the East by N.E. 14th Avenue and the 14th Avenue Canal, and declared itself to be the Community Redevelopment Agency for the Hallandale Community Redevelopment Area."



Pembroke Road



South Dixie Highway



Hallandale Beach Boulevard

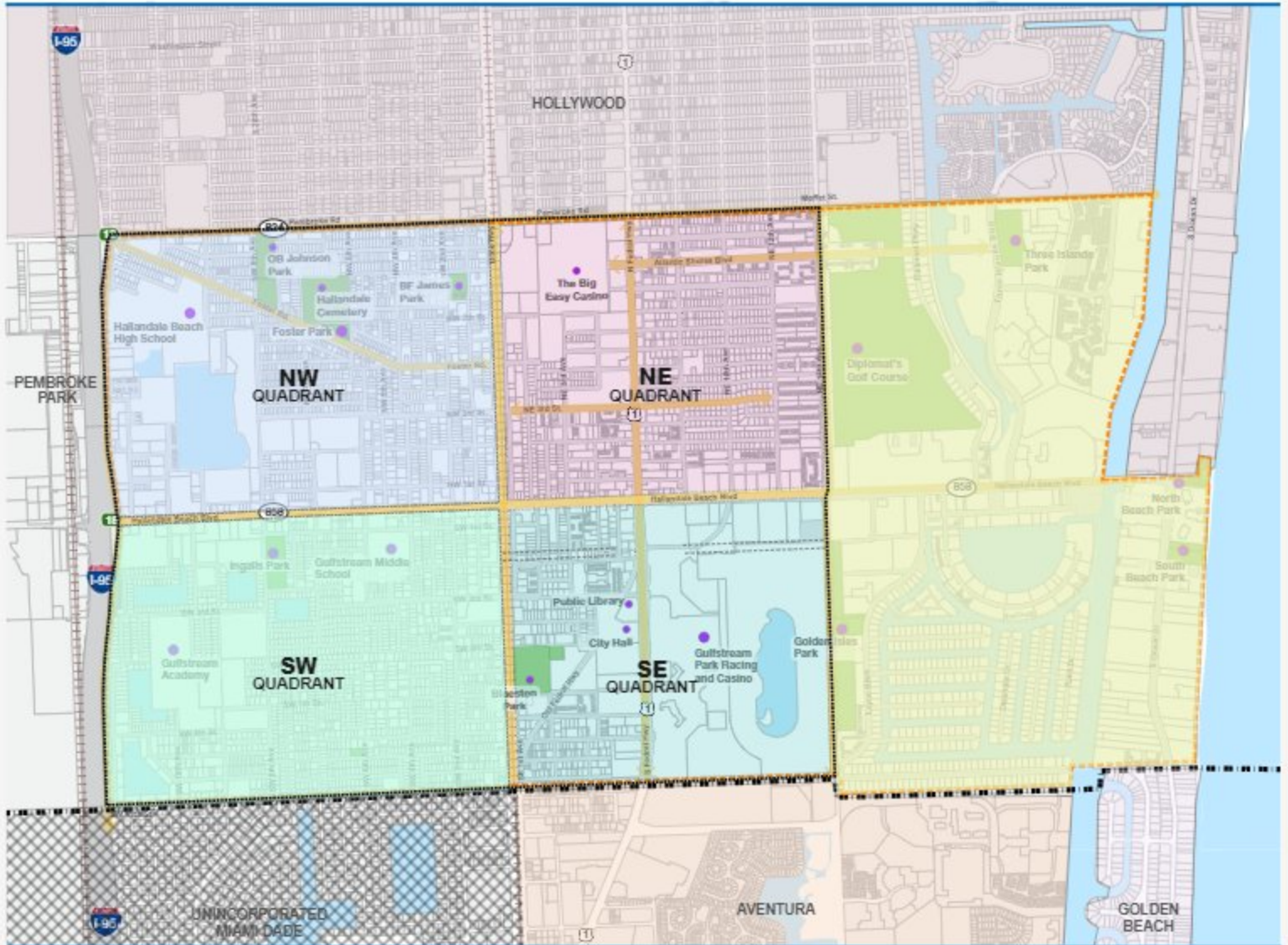


FIGURE 2.5: QUADRANT MAP

LEGEND

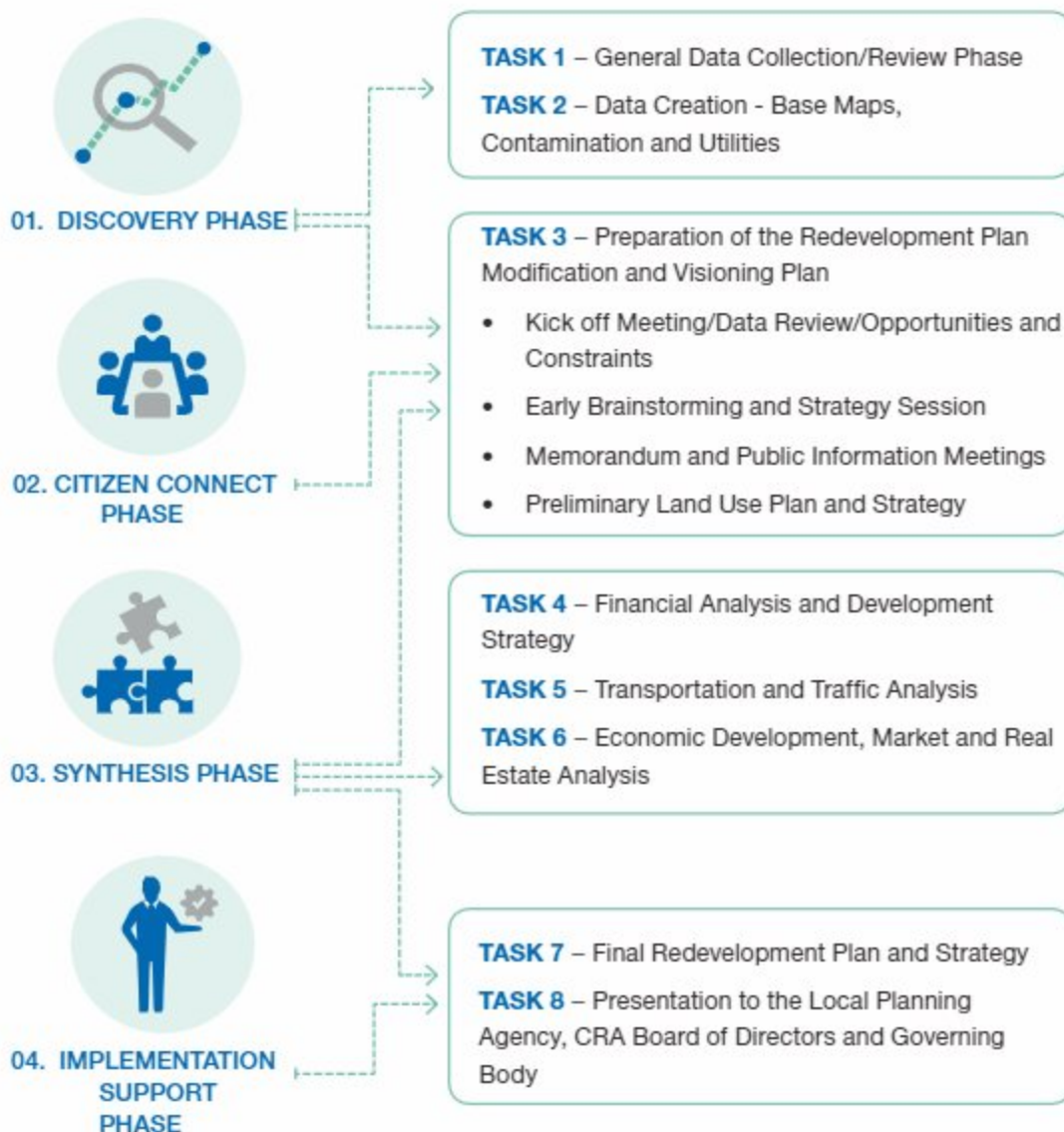
- Hallandale Beach City Boundary
- Other Municipality Boundaries
- Water Body
- Major Highways
- Proposed FEC Passenger Rail
- Landmark/Destination
- NW QUADRANT (504 acres)
- NE QUADRANT (417 acres)
- SW QUADRANT (520 acres)
- SE QUADRANT (412 acres)
- OUTSIDE CRA



2.3 REDEVELOPMENT & COMMUNITY-LED PLANNING PROCESS

Public engagement has been an important component of the planning process undertaken during the preparation of the Plan. The Hallandale Beach community and the CRA's leadership laid the foundation for this redevelopment plan modification through a comprehensive citizen-driven visioning process and a well orchestrated public involvement effort. The purpose of the citizen led effort was to obtain insight into the issues and concerns of the City, residents, business owners and property owners relating to the

community's assets, critical issues associated with the project, existing planning efforts and proposed projects that would help define a clear scope for the redevelopment plan modification. These public meetings and other initiatives were used to define a vision for the community. The following planning process was adopted with extensive public input to arrive at the strategic priorities set as part of this redevelopment plan modification:



COMMUNITY ENGAGEMENT EVENTS

Within the Citizen Connect phase of the planning process, the following public engagement workshops were conducted:

- 1. Kick-Off Meeting** – to bring the consulting team together with the City and CRA staff, as a means of kick-starting the project (February 22nd, 2019).
- 2. Workshop #1** – to inform stakeholders of the details about the CRA & obtain meaningful feedback on existing conditions in the Planning Area, while formulating objectives & priority stages.
 - NW Quadrant- May 6th, 2019
 - NE/SE Quadrants- May 7th, 2019
 - SW Quadrant- May 10th, 2019
 - *NW Quadrant (Supplemental Resident Presentation)- May 20th, 2019
- 3. Workshop #2** – to receive input on the project's strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan's recommendations and missing information that needed attention.
 - NE/SE Quadrants- June 24th, 2019
 - SW Quadrant- June 25th, 2019
 - NW Quadrant- June 26th, 2019

More than one hundred stakeholders participated in the visioning process to explore new concepts and opportunities for the growth of the study area. Among the most innovative aspects of this process was the diverse range of community involvement techniques utilized to reach an initial consensus related to the HBCRA's future. Interactive games and activities were utilized to consult a diverse population of the CRA's quadrants during individual workshops. Additionally, flexibility was built into the consultation process to respond to citizen requests and desires as they arose. In particular, the NW Quadrant residents requested an additional workshop in which they used the time to exhibit their own presentation to the project team, consisting of their ideas and concerns for the NW Quadrant. This example highlights the community-driven nature of the redevelopment planning process and the core focus on public engagement that was present from beginning to end.

To review the complete findings and results of the public engagement workshops undertaken during the redevelopment planning process, please refer to [Appendix C: Community Engagement](#).



NW Quadrant Supplemental Workshop



Workshop Pains & Gains Activity



Workshop Group Mapping Exercise



Workshop Group Mapping Exercise

An architectural rendering of a modern, multi-story building with a glass facade and dark structural elements. The building is situated on a landscaped plaza with palm trees, smaller green plants, and people walking. The sky is blue with some clouds. A large, semi-transparent green vertical bar is overlaid on the left side of the image, containing text.

3

ADMINISTRATION & GOVERNANCE

**POWER & AUTHORITY OF THE
COMMUNITY REDEVELOPMENT
AGENCY**

**TIME CERTAIN FOR COMPLETION
OF PROJECTS**

**CONFORMANCE WITH THE
COMPREHENSIVE PLAN**

**SAFEGUARDS TO ENSURE THAT
COMMUNITY REDEVELOPMENT
FOLLOWS THE PLAN**

**POLICY GUIDELINES FOR CRA
ACTIVITY**

3.1 POWER & AUTHORITY OF THE COMMUNITY REDEVELOPMENT AGENCY

The “Redevelopment Act” of Florida Statutes, Chapter 163, and Part III authorized a municipality to create a Community Redevelopment Agency after it was found that, within certain municipalities, there exists “Slums” or “Blighted Areas”.

The importance of revitalization and rehabilitation of areas within the City that are in the state of decline and deterioration was long recognized. In addition, the importance for an inclusive strategy to properly order enhancements was also recognized. Following the City Commission’s directive, staffs were authorized to prepare the documentation needed in order to appeal the Broward County Commission authority to establish a Hallandale Beach CRA and to adopt a ‘Finding of Necessity’ consistent with the Redevelopment Act. The law further requires development and adoption of a Community Redevelopment Plan and establishing a Trust Fund that enables the CRA to direct an increase in real property tax revenues back into targeted areas.

On March 19, 1996, the City Commission authorized staff to carry out the creation of Community Redevelopment Agency (CRA) in order to make use of an additional funding mechanism for revitalization and rehabilitation to resolve the problems faced by areas which are in a state of decline and deterioration. The City completed the Finding of Necessity report on September 17, 1996. The City of Hallandale Beach, Community Redevelopment Agency was originally created by the enactment of Broward County Resolution No. 96-0698. On November 26, 1996, a resolution was adopted which approved the CRA Plan. Under the City Commission Ordinance No. 96-25, approved on December 27, 1996, the Redevelopment Trust Fund was established and went into effect in 2012. The CRA will sunset in 2026.

THE REDEVELOPMENT AREA

The City of Hallandale Beach is an older coastal community within Broward County and is essentially built out. There are limited opportunities for future expansion and development and a limited number of large vacant parcels. The importance of revitalization and rehabilitation of areas within the City that are in the state of decline and deterioration has been long recognized. As such, redevelopment and enhancements will require an inclusive strategy to properly phase and recommend appropriate initiatives to improve the quality of life in the Hallandale Beach CRA. The HBCRA is dedicated to enhancing the standard of living by eradicating and averting blighted conditions through communal partnerships, employment creation, business enhancements, and neighborhood rejuvenation. The redevelopment effort has escalated economic activity which is inclusive of the tax-base growth since the formation of CRA.

The redevelopment area is circumscribed by Pembroke Road on the North, County Line Road on the South, NE 14th Avenue on the East and Interstate 95 on the West. The Hallandale Beach CRA’s emphasis is primarily directed towards perceptible development, redevelopment, and capital enhancements that generate consistent and organized visual appeal by taking up all-inclusive improvements of the civic realm and encouraging public-public and public-private partnerships.

POWERS OF THE CRA

Pursuant to Part III, Chapter 163, Florida Statutes titled “Community Redevelopment Act of 1969” Section 163.370 Powers; counties and municipalities; Community Redevelopment Agencies are subject to the following:

1. Counties and municipalities may not exercise the power of eminent domain for the purpose of preventing or eliminating a slum area or blighted area as defined in this part; however, counties and municipalities may acquire property by eminent domain within a community redevelopment area, subject to the limitations set forth in ss. 73.013 and 73.014 or other general law.
 2. Every county and municipality shall have all the powers necessary or convenient to carry out and effectuate the purposes and provisions of this part, including the following powers in addition to others herein granted:
 - a. To make and execute contracts and other instruments necessary or convenient to the exercise of its powers under this part.
 - b. To disseminate slum clearance and community redevelopment information.
 - c. To undertake and carry out community redevelopment and related activities within the community redevelopment area, which may include:
 - Acquisition of property within a slum area or a blighted area by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition.
 - Demolition and removal of buildings and improvements.
 - Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, public areas of major hotels that are constructed in support of convention centers, including meeting rooms, banquet facilities, parking garages, lobbies, and passageways, and other improvements necessary for carrying out in the community redevelopment area the community redevelopment objectives of this part in accordance with the community redevelopment plan.
 - Disposition of any property acquired in the community redevelopment area at its fair value as provided in s. 163.380 for uses in accordance with the community redevelopment plan.
- Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the community redevelopment plan.
 - Acquisition by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition of real property in the community redevelopment area which, under the community redevelopment plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property.
 - Acquisition by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition of any other real property in the community redevelopment area when necessary to eliminate unhealthful, unsanitary, or unsafe conditions; lessen density; eliminate obsolete or other uses detrimental to the public welfare; or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.
 - Acquisition, without regard to any requirement that the area be a slum or blighted area, of air rights in an area consisting principally of land in highways, railway or subway tracks, bridge or tunnel entrances, or other similar facilities which have a blighting influence on the surrounding area and over which air rights sites are to be developed for the elimination of such blighting influences and for the provision of housing (and related facilities and uses) designed specifically for, and limited to, families and individuals of low or moderate income.
 - Acquisition by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition of property in unincorporated enclaves surrounded by the boundaries of a community redevelopment area when it is determined necessary by the agency to accomplish the community redevelopment plan.

- Construction of foundations and platforms necessary for the provision of air rights sites of housing (and related facilities and uses) designed specifically for, and limited to, families and individuals of low or moderate income.
- d. To provide, or to arrange or contract for, the furnishing or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities, or other facilities for or in connection with a community redevelopment; to install, construct, and reconstruct streets, utilities, parks, playgrounds, and other public improvements; and to agree to any conditions that it deems reasonable and appropriate which are attached to federal financial assistance and imposed pursuant to federal law relating to the determination of prevailing salaries or wages or compliance with labor standards, in the undertaking or carrying out of a community redevelopment and related activities, and to include in any contract let in connection with such redevelopment and related activities provisions to fulfill such of the conditions as it deems reasonable and appropriate.
- e. Within the community redevelopment area:
- To enter into any building or property in any community redevelopment area in order to make inspections, surveys, appraisals, soundings, or test borings and to obtain an order for this purpose from a court of competent jurisdiction in the event entry is denied or resisted.
 - To acquire by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition any personal or real property, together with any improvements thereon.
 - To hold, improve, clear, or prepare for redevelopment any such property.
 - To mortgage, pledge, hypothecate, or otherwise encumber or dispose of any real property.
 - To insure or provide for the insurance of any real or personal property or operations of the county or municipality against any risks or hazards, including the power to pay premiums on any such insurance.
 - To enter into any contracts necessary to effectuate the purposes of this part. To solicit requests for proposals for redevelopment of parcels of real property contemplated by a community redevelopment plan to be acquired for redevelopment purposes by a community redevelopment agency and, as a result of such requests for proposals, to advertise for the disposition of such real property to private persons pursuant to s. 163.380 prior to acquisition of such real property by the community redevelopment agency.
- f. To invest any community redevelopment funds held in reserves or sinking funds or any such funds not required for immediate disbursement in property or securities in which savings banks may legally invest funds subject to their control and to redeem such bonds as have been issued pursuant to s. 163.385 at the redemption price established therein or to purchase such bonds at less than redemption price, all such bonds so redeemed or purchased to be canceled.
- g. To borrow money and to apply for and accept advances, loans, grants, contributions, and any other form of financial assistance from the Federal Government or the state, county, or other public body or from any sources, public or private, for the purposes of this part and to give such security as may be required and to enter into and carry out contracts or agreements in connection therewith; and to include in any contract for financial assistance with the Federal Government for or with respect to community redevelopment and related activities such conditions imposed pursuant to federal laws as the county or municipality deems reasonable and appropriate which are not inconsistent with the purposes of this part.
- h. To make or have made all surveys and plans necessary to the carrying out of the purposes of this part; to contract with any person, public or private, in making and carrying out such plans; and to adopt or approve, modify, and amend such plans, which plans may include, but are not limited to:
- Plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements.
 - Plans for the enforcement of state and local laws, codes, and regulations relating to the use of land and the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition, or removal of buildings and improvements.



- Appraisals, title searches, surveys, studies, and other plans and work necessary to prepare for the undertaking of community redevelopment and related activities.
 - i. To develop, test, and report methods and techniques, and carry out demonstrations and other activities, for the prevention and the elimination of slums and urban blight and developing and demonstrating new or improved means of providing housing for families and persons of low income.
 - j. To apply for, accept, and utilize grants of funds from the Federal Government for such purposes.
 - k. To prepare plans for and assist in the relocation of persons (including individuals, families, business concerns, nonprofit organizations, and others) displaced from a community redevelopment area and to make relocation payments to or with respect to such persons for moving expenses and losses of property for which reimbursement or compensation is not otherwise made, including the making of such payments financed by the Federal Government.
 - l. To appropriate such funds and make such expenditures as are necessary to carry out the purposes of this part; to zone or rezone any part of the county or municipality or make exceptions from building regulations; and to enter into agreements with a housing authority, which agreements may extend over any period, notwithstanding any provision or rule of law to the contrary, respecting action to be taken by such county or municipality pursuant to any of the powers granted by this part.
 - m. To close, vacate, plan, or replan streets, roads, sidewalks, ways, or other places and to plan or replan any part of the county or municipality.
 - n. To organize, coordinate, and direct the administration of the provisions of this part, as they may apply to such county or municipality, in order that the objective of remedying slum and blighted areas and preventing the causes thereof within such county or municipality may be most effectively promoted and achieved and to establish such new office or offices of the county or municipality or to reorganize existing offices in order to carry out such purpose most effectively.
 - o. To develop and implement community policing innovations.
3. The following projects may not be paid for or financed by increment revenues:
- p. Construction or expansion of administrative buildings for public bodies or police and fire buildings, unless each taxing authority agrees to such method of financing for the construction or expansion, or unless the construction or expansion is contemplated as part of a community policing innovation.
 - q. Installation, construction, reconstruction, repair, or alteration of any publicly owned capital improvements or projects if such projects or improvements were scheduled to be installed, constructed, reconstructed, repaired, or altered within 3 years of the approval of the community redevelopment plan by the governing body pursuant to a previously approved public capital improvement or project schedule or plan of the governing body which approved the community redevelopment plan unless and until such projects or improvements have been removed from such schedule or plan of the governing body and 3 years have elapsed since such removal or such projects or improvements were identified in such schedule or plan to be funded, in whole or in part, with funds on deposit within the community redevelopment trust fund.
 - r. General government operating expenses unrelated to the planning and carrying out of a community redevelopment plan.
3. With the approval of the governing body, a community redevelopment agency may:
- a. Prior to approval of a community redevelopment plan or approval of any modifications of the plan, acquire real property in a community redevelopment area by purchase, lease, option, gift, grant, bequest, devise, or other voluntary method of acquisition; demolish and remove any structures on the property; and pay all costs related to the acquisition, demolition, or removal, including any administrative or relocation expenses.
 - b. Assume the responsibility to bear any loss that may arise as the result of the exercise of authority under this subsection, in the event that the real property is not made part of the community redevelopment area.

4. A community redevelopment agency shall procure all commodities and services under the same purchasing processes and requirements that apply to the county or municipality that created the agency.

THE COMMUNITY REDEVELOPMENT PLAN SHALL:

- a. Conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Community Planning Act.
- b. Be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the community redevelopment area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.
- c. Provide for the development of affordable housing in the area, or state the reasons for not addressing in the plan the development of affordable housing in the area. The county, municipality, or community redevelopment agency shall coordinate with each housing authority or other affordable housing entities functioning within the geographic boundaries of the redevelopment area, concerning the development of affordable housing in the area.

(3) The community redevelopment plan may provide for the development and implementation of community policing innovations.

THE CRA REPORTING REQUIREMENTS PURSUANT TO CHAPTER 163.371 ARE:

1. By January 1, 2020, each community redevelopment agency shall publish on its website digital maps that depict the geographic boundaries and total acreage of the community redevelopment agency. If any change is made to the boundaries or total acreage, the agency shall post updated map files on its website within 60 days after the date such change takes effect.
2. Beginning March 31, 2020, and not later than March 31 of each year thereafter, a community redevelopment agency shall file an annual report with the county or municipality that created the agency and publish the report on the agency's website. The report must include the following information:
 - a. The most recent complete audit report of the

redevelopment trust fund as required in s. 163.387(8). If the audit report for the previous year is not available by March 31, a community redevelopment agency shall publish the audit report on its website within 45 days after completion.

- b. The performance data for each plan authorized, administered, or overseen by the community redevelopment agency as of December 31 of the reporting year, including the:
 - Total number of projects started and completed and the estimated cost for each project.
 - Total expenditures from the redevelopment trust fund.
 - Original assessed real property values within the community redevelopment agency's area of authority as of the day the agency was created.
 - Total assessed real property values of property within the boundaries of the community redevelopment agency as of January 1 of the reporting year.
 - Total amount expended for affordable housing for low-income and middle-income residents.
- c. A summary indicating to what extent, if any, the community redevelopment agency has achieved the goals set out in its community redevelopment plan.

REDEVELOPMENT TRUST FUND PURSUANT TO 163.387

- 1A. After approval of a community redevelopment plan, there may be established for each community redevelopment agency created under s. 163.356 a redevelopment trust fund. Funds allocated to and deposited into this fund shall be used by the agency to finance or refinance any community redevelopment it undertakes pursuant to the approved community redevelopment plan. No community redevelopment agency may receive or spend any increment revenues pursuant to this section unless and until the governing body has, by ordinance, created the trust fund and provided for the funding of the redevelopment trust fund until the time certain set forth in the community redevelopment plan as required by s. 163.362(10). Such ordinance may be adopted only after the governing body has



approved a community redevelopment plan. The annual funding of the redevelopment trust fund shall be in an amount not less than that increment in the income, proceeds, revenues, and funds of each taxing authority derived from or held in connection with the undertaking and carrying out of community redevelopment under this part. Such increment shall be determined annually and shall be that amount equal to 95 percent of the difference between:

- (i) The amount of ad valorem taxes levied each year by each taxing authority, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of a community redevelopment area; and

- (ii) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for each taxing authority, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the community redevelopment area as shown upon the most recent assessment roll used in connection with the taxation of such property by each taxing authority prior to the effective date of the ordinance providing for the funding of the trust fund. However, the governing body may, in the ordinance providing for the funding of a trust fund established with respect to any community redevelopment area, determine that the amount to be funded by each taxing authority annually shall be less than 95 percent of the difference between subparagraphs 1. and 2., but in no event shall such amount be less than 50 percent of such difference.
6. Effective October 1, 2019, moneys in the redevelopment trust fund may be expended for undertakings of a community redevelopment agency as described in the community redevelopment plan only pursuant to an annual budget adopted by the board of commissioners of the community redevelopment agency and only for the purposes specified in paragraph (c).

6A. Except as otherwise provided in this subsection, a community redevelopment agency shall comply with the requirements of s. 189.016.

6B. A community redevelopment agency created by a municipality shall submit its annual budget to the board of county commissioners for the county in which the agency is located within 10 days after the

adoption of such budget and submit amendments of its annual budget to the board of county commissioners within 10 days after the adoption date of the amended budget.

6C. The annual budget of a community redevelopment agency may provide for payment of the following expenses:

- (i) Administrative and overhead expenses directly or indirectly necessary to implement a community redevelopment plan adopted by the agency.
- (ii) Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.
- (iii) The acquisition of real property in the redevelopment area.
- (iv) The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within or outside the community redevelopment area as provided in s. 163.370.
- (v) The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.
- (vi) All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.
- (vii) The development of affordable housing within the community redevelopment area.
- (viii) The development of community policing innovations.
- (ix) Expenses that are necessary to exercise the powers granted under s. 163.370, as delegated under s. 163.358.

7. On the last day of the fiscal year of the community redevelopment agency, any money which remains in the trust fund after the payment of expenses pursuant to subsection (6) for such year shall be:

7A. Returned to each taxing authority which paid the increment in the proportion that the amount of



the payment of such taxing authority bears to the total amount paid into the trust fund by all taxing authorities for that year;

- 7B. Used to reduce the amount of any indebtedness to which increment revenues are pledged;
- 7C. Deposited into an escrow account for the purpose of later reducing any indebtedness to which increment revenues are pledged; or
- 7D. Appropriated to a specific redevelopment project pursuant to an approved community redevelopment plan. The funds appropriated for such project may not be changed unless the project is amended, redesigned, or delayed, in which case the funds must be re-appropriated pursuant to the next annual budget adopted by the board of commissioners of the community redevelopment agency.
- 8A. Each community redevelopment agency with revenues or a total of expenditures and expenses in excess of \$100,000, as reported on the trust fund financial statements, shall provide for a financial audit each fiscal year by an independent certified public accountant or firm. Each financial audit conducted pursuant to this subsection must be conducted in accordance with rules for audits of local governments adopted by the Auditor General.
- 8B. The audit report must:
 - (i) Describe the amount and source of deposits into, and the amount and purpose of withdrawals from, the trust fund during such fiscal year and the amount of principal and interest paid during such year on any indebtedness to which increment revenues are pledged and the remaining amount of such indebtedness.
 - (ii) Include financial statements identifying the assets, liabilities, income, and operating expenses of the community redevelopment agency as of the end of such fiscal year.
 - (iii) Include a finding by the auditor as to whether the community redevelopment agency is in compliance with subsections (6) and (7).
- 8C. The audit report for the community redevelopment agency must accompany the annual financial report submitted by the county or municipality that created the agency to the Department of Financial Services as provided in s. 218.32, regardless of whether the agency reports separately under that

section.

- 8D. The agency shall provide a copy of the audit report to each taxing authority.

BONDS AS LEGAL INVESTMENTS PURSUANT TO 163.390

All banks, trust companies, bankers, savings banks and institutions, building and loan associations, savings and loan associations, investment companies, and other persons carrying on a banking or investment business; all insurance companies, insurance associations, and other persons carrying on an insurance business; and all executors, administrators, curators, trustees, and other fiduciaries may legally invest any sinking funds, moneys, or other funds belonging to them or within their control in any bonds or other obligations issued by a county or municipality pursuant to this part or by any community redevelopment agency vested with community redevelopment powers. Such bonds and other obligations shall be authorized security for all public deposits. It is the purpose of this section to authorize all persons, political subdivisions, and officers, public or private, to use any funds owned or controlled by them for the purchase of any such bonds or other obligations. Nothing contained in this section with regard to legal investments shall be construed as relieving any person of any duty of exercising reasonable care in selecting securities.

REDEVELOPMENT PLAN MODIFICATION AS PER FS 163.361

The following steps are required to modify a community redevelopment plan:

1. If at any time after the approval of a community redevelopment plan by the governing body it becomes necessary or desirable to amend or modify such plan, the governing body may amend such plan upon the recommendation of the agency. The agency recommendation to amend or modify a redevelopment plan may include a change in the boundaries of the redevelopment area to add land to or exclude land from the redevelopment area, or may include the development and implementation of community policing innovations.
2. The governing body shall hold a public hearing on a proposed modification of any community redevelopment plan after public notice thereof by publication in a newspaper having a general

circulation in the area of operation of the agency.

3. In addition to the requirements of s. 163.346, and prior to the adoption of any modification to a community redevelopment plan that expands the boundaries of the community redevelopment area or extends the time certain set forth in the redevelopment plan as required by s. 163.362(10), the agency shall report such proposed modification to each taxing authority in writing or by an oral presentation, or both, regarding such proposed modification.
4. If a community redevelopment plan is modified by the county or municipality after the lease or sale of real property in the community redevelopment area, such modification may be conditioned upon such approval of the owner, lessee, or successor in interest as the county or municipality may deem advisable and, in any event, shall be subject to such rights at law or in equity as a lessee or purchaser, or his or her successor or successors in interest, may be entitled to assert.

EXERCISE OF POWERS IN COUNTIES WITH HOME RULE CHARTERS PURSUANT TO 163.410

In any county which has adopted a home rule charter, the powers conferred by this part shall be exercised exclusively by the governing body of such county. However, the governing body of any such county which has adopted a home rule charter may, in its discretion, by resolution delegate the exercise of the powers conferred upon the county by this part within the boundaries of a municipality to the governing body of such a municipality. Such a delegation to a municipality shall confer only such powers upon a municipality as shall be specifically enumerated in the delegating resolution. Any power not specifically delegated shall be reserved exclusively to the governing body of the county. This section does not affect any community redevelopment agency created by a municipality prior to the adoption of a county home rule charter. Unless otherwise provided by an existing ordinance, resolution, or Interlocal agreement between any such county and a municipality, the governing body of the county that has adopted a home rule charter shall grant in whole or in part or deny any request from a municipality for a delegation of powers or a change in an existing delegation of powers within 120 days after the receipt of all required documentation, or such request shall be deemed granted unless this period is extended

by mutual consent in writing by the municipality and county. Within 30 days after receipt of the request, the county shall notify the municipality by registered mail whether the request is complete or if additional information is required. Any request by the county for additional documentation shall specify the deficiencies in the submitted documentation, if any. The county shall notify the municipality by registered mail within 30 days after receiving the additional information whether such additional documentation is complete. If the meeting of the county commission at which the request for a delegation of powers or a change in an existing delegation of powers is unable to be held due to events beyond the control of the county, the request shall be acted upon at the next regularly scheduled meeting of the county commission without regard to the 120-day limitation. If the county does not act upon the request at the next regularly scheduled meeting, the request shall be deemed granted.

POWERS SUPPLEMENTAL TO EXISTING COMMUNITY REDEVELOPMENT POWERS PURSUANT TO 163.430

The powers conferred upon counties or municipalities by this part shall be supplemental to any community redevelopment powers now being exercised by any county or municipality in accordance with the provisions of any population act, special act, or under the provisions of the home rule charter for Miami-Dade County, or under the provision of the charter of the consolidated City of Jacksonville.

ASSISTANCE TO COMMUNITY REDEVELOPMENT BY STATE AGENCIES PURSUANT TO 163.445

State agencies may provide technical and advisory assistance, upon request, to municipalities, counties, and community redevelopment agencies for community redevelopment as defined in this part. Such assistance may include, but need not be limited to, preparation of workable programs, relocation planning, special statistical and other studies and compilations, technical evaluations and information, training activities, professional services, surveys, reports, documents, and any other similar service functions. If sufficient funds and personnel are available, these services shall be provided without charge.

MUNICIPAL AND COUNTY PARTICIPATION IN NEIGHBORHOOD DEVELOPMENT PROGRAMS PURSUANT TO 163.450 UNDER PUB. L. NO. 90-448

Nothing contained herein shall be construed to prevent a county or municipality which is engaging in community redevelopment activities hereunder from participating in the neighborhood development program under the Housing and Urban Development Act of 1968 (Pub. L. No. 90-448) or in any amendments subsequent thereto.

3.2 TIME CERTAIN FOR COMPLETION OF PROJECTS

The time certain for completion of redevelopment projects included in the Hallandale Beach Community Redevelopment Plan Modification will primarily cover the remaining years of the Hallandale Beach CRA, set to sunset in approximately six (6) years by 2026. Additional recommendations to update the plan will be provided every three (3) years as required.

3.3 CONFORMANCE WITH THE CITY OF HALLANDALE BEACH COMPREHENSIVE PLAN

It is the intent of the CRA that all proposed projects and activities in this redevelopment plan modification conform to the Hallandale Beach Comprehensive Plan under the Community Planning Act. The redevelopment plan modification also complies with the Zoning and Land Development Code. As such, the aim of the redevelopment modification is to build upon the existing policy environment and to uphold the broader visions of the City within the new developments proposed for the CRA.

3.4 SAFEGUARDS TO ENSURE THAT COMMUNITY REDEVELOPMENT FOLLOWS THE PLAN

The CRA shall be subject to the Florida Sunshine Law and will meet as necessary to carry out the business of the Agency. The CRA Board shall publicly adopt by-laws to govern its activities and to ratify its administrative policies. The CRA shall provide adequate safeguards to ensure that all leases, deeds, contract, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions, covenants running with the land and its uses, or other such provisions necessary to carry out the Goals and Implementation Strategies of the CRA Redevelopment Plan. The CRA shall maintain adequate records to provide for an annual audit which shall be conducted by an independent knowledgeable auditor selected by the City Commission. The findings of the audit shall be presented at a public meeting of the CRA Board and such findings shall be forwarded to the State Auditor General's Office by March. The CRA will be empowered to reimburse the City or County for all or a portion of code officers that operate in the Community Redevelopment Area. The following excerpt from the statute highlights the safeguards in place to ensure that redevelopment follows the redevelopment plan:

AS PER FS 163.371, THE CRA IS REQUIRED TO:

The following steps are required to modify a community redevelopment plan:

1. By January 1, 2020, each community redevelopment agency shall publish on its website digital maps that depict the geographic boundaries and total acreage of the community redevelopment agency. If any change is made to the boundaries or total acreage, the agency shall post updated map files on its website within 60 days after the date such change takes effect.
2. Beginning March 31, 2020, and not later than March 31 of each year thereafter, a community redevelopment agency shall file an annual report with the county or municipality that created the agency and publish the report on the agency's website. The report must include the following information:
 - a. The most recent complete audit report of the redevelopment trust fund as required in s. 163.387(8).

If the audit report for the previous year is not available by March 31, a community redevelopment agency shall publish the audit report on its website within 45 days after completion.

b. The performance data for each plan authorized, administered, or overseen by the community redevelopment agency as of December 31 of the reporting year, including the:

(i) Total number of projects started and completed and the estimated cost for each project.

(ii) Total expenditures from the redevelopment trust fund.

(iii) Original assessed real property values within the community redevelopment agency's area of authority as of the day the agency was created.

(iv) Total assessed real property values of property within the boundaries of the community redevelopment agency as of January 1 of the reporting year.

(v) Total amount expended for affordable housing for low-income and middle-income residents.

c. A summary indicating to what extent, if any, the community redevelopment agency has achieved the goals set out in its community redevelopment plan.

3.5 POLICY GUIDELINES FOR CRA ACTIVITIES

The CRA shall be empowered to take all actions necessary to ensure the successful achievement of the CRA Redevelopment Plan goals. Specific activities required to achieve the goals are called out in the Implementation Strategies section of the document (pg. 224). More general direction is provided by the Concept Plan and the Guiding Principles. The following policy guidelines are provided to assist the CRA and its staff in the implementation of redevelopment programs and activities:

1. The CRA shall work together with the City and all of its departments towards the shared goals of improving the quality of life for all citizens, businesses, and property owners in the redevelopment area.
2. The CRA shall work with the private sector, financial institutions, and interested investors to the fullest extent it deems reasonable to facilitate the maximum investment of private funds in the redevelopment area.
3. The CRA shall work and communicate with all interested community groups towards the successful realization of all redevelopment goals and the successful implementation of all redevelopment programs.
4. The Plan shall serve as the primary policy guide and provide the primary tools for the City's redevelopment efforts within the CRA area.
5. The CRA shall pursue compliance with the goals, objectives, and guidelines that are established by the City's development review boards for all development and redevelopment activities it supports or initiates.
6. The CRA shall work towards leveraging the maximum amount of financing resources possible to assist in the redevelopment.
7. The CRA shall actively pursue the purchase and/or redevelopment of vacant or abandoned properties in the redevelopment area as a priority.
8. The CRA shall identify and actively pursue successful projects in its earliest stages to increase public awareness and support for its longer-range challenges and programs.
9. The CRA will actively partner with both public and private sector entities towards the achievement of its redevelopment goals and to gain the maximum leveraging of assets and cooperation.

10. The CRA, in cooperation with local residents, businesses, property owners, and development interests, shall seek to identify and rehabilitate significant historical and cultural elements of the community.
11. Where appropriate, the CRA shall encourage and facilitate an integrated system of pedestrian circulation, parks, and open space in the redevelopment area with special emphasis on providing residents with easy and safe access to commercial activities.
12. The CRA shall support and participate in the provision of an efficient parking system throughout the redevelopment area.
13. The CRA shall encourage that potable water, wastewater treatment, and stormwater drainage systems accommodate present and future demands in a timely, cost-efficient, and equitable manner while protecting the health, safety, and welfare of the system users and the environment.
14. The CRA shall support in environmental clean-up activities where environmental problems are an obstacle to successful redevelopment.
15. The CRA shall encourage the development of new affordable and market rate housing units and the rehabilitation of existing ones.
16. The CRA shall provide for priority to be given to residents of the redevelopment area, and secondly to those of City of Hallandale Beach, to purchase homes developed under the Plan to the extent the law allows.
17. The CRA shall consider providing a priority to local business entities for their participation in all redevelopment programs to the extent it deems legal and in the public interest.
18. The CRA, with the assistance of neighborhood based organizations, housing finance agencies, financial institutions, government, development interests, and real estate representatives, shall preserve and enhance existing residential areas to provide a variety of housing opportunities for all income levels.
19. The CRA shall undertake annual continuous improvement programs and other activities that are designed to prevent the recurrence and spread of negative conditions.
20. The CRA, in cooperation with the Hallandale Beach Police, Hallandale Beach Fire Department, and Code Enforcement Division, shall work to create a safe, quality environment for residents and businesses.
21. The CRA shall assist the City and other governmental entities to promote alternative modes of transportation and to maximize transit facilities and related economic and community uses.
22. The CRA shall implement programs that assist in removing the financial obstacles that may occur and prevent otherwise successful redevelopment projects and activities.
23. The CRA will work in concert with the goals of the City of Hallandale Beach Comprehensive Plan, in addition to those established by Florida Statutes as they relate to the CRA Redevelopment Plan.
24. The CRA, in an effort to promote social equity throughout the community and to build a strong workforce and business community, shall work with established and recognized local and national organizations in the areas of workforce development, business development and entrepreneurship.
25. The CRA shall implement programs that are conducive to the reduction of those conditions that lead to disease, whether chronic or otherwise, and is empowered to also address issues relating to food security or insecurity.



COMMUNITY REDEVELOPMENT PROGRAMS

This section provides the tools for redevelopment activities. The programs outlined in this section may be utilized as needed over the life of the Agency. Specific details and criteria will be established and approved by the Board as appropriate.

This CRA Redevelopment Plan will be supplemented by a Financing and Implementation Plan, which will specify the means necessary to successfully realize redevelopment in the CRA and will assist in identifying the funding for implementation. Implementation of the CRA's programs and execution of the CRA Redevelopment Plan Goals and Implementing Strategies will be accomplished through the powers and authority vested to all CRAs by state law and through regulatory language adopted specifically for this plan.

CRA WIDE PROGRAMS AND STRATEGIES- DEVELOPMENT AND IMPROVEMENT INCENTIVES

The programs in this subsection are designed to directly stimulate and support private investment in new real estate development, property improvements, new businesses, increased business activity, and as a result thereof the creation of new jobs. These programs are needed to eliminate and prevent blighting conditions.

DIRECT FINANCIAL INCENTIVES TO GENERATE NEW PRIVATE DEVELOPMENT

There is often an economic "gap" between the total cost of development of a project and the market value of the completed project, due largely to the high cost of site acquisition. There is a need for a reduction in cost to make projects financially viable for private developers. With regard to residential uses, there is a need to stimulate homeownership and offer new housing options in a range of prices in accordance with sound inclusionary housing strategies.

The CRA will be empowered to financially subsidize commercial, residential, and mixed-use private development projects, including but not limited to, direct grants, and the sale of real estate owned by the CRA at a discounted price. The CRA will prepare and adopt guidelines for determining eligibility and the amount of the incentive payment or discount.

DIRECT FINANCIAL INCENTIVES TO STIMULATE PROPERTY IMPROVEMENTS

Owners of commercial or residential properties often cannot justify the cost of renovations because rents will not increase enough to provide an acceptable return on investment. With regard to residential uses, there is a need to stimulate homeownership and offer new housing options in a range of prices in accordance with sound inclusionary housing strategies.

The CRA will be empowered to financially subsidize the cost of property improvements through grants to business operators and property owners, including commercial properties, rental apartment properties, individual condominium units, and condominium associations. Eligible improvements shall include, but not be limited to, façade treatments, landscaping, parking lot upgrades, lighting, and signage. Property improvements such as conversion of rental units to condominiums shall also be eligible. The CRA will prepare and adopt guidelines as to the type of eligible costs and the limits on the amounts of the grants.

INTEREST SUBSIDIES ON LOANS FOR PROPERTY IMPROVEMENTS

Owners of commercial or residential properties often cannot justify the cost of renovations because rents will not increase enough to provide an acceptable return on investment. Individual condominium owners and condominium associations often simply cannot afford to make the needed improvements. The CRA will be empowered to offer interest subsidies on loans to property owners to encourage improvements in a more flexible and affordable financing environment.

PROPERTIES PROPOSED FOR PURCHASE USING EMINENT DOMAIN

In the event that a future need is identified requiring the use of eminent domain under Chapter 163, Part III, F.S., the CRA must propose an amendment to the Plan that identifies the specific properties that might be acquired using eminent domain. Any such amendment to the Plan authorizing the use of eminent domain powers by the CRA will take effect upon approval by both the Mayor and City Commission, and the Broward County Board of County Commissioners. Final authority for the use of

eminent domain by the Hallandale Beach CRA rests with Broward County. Until such time as a plan amendment is approved as described herein, eminent domain authority will continue to be retained by Broward County. These conditions referencing eminent domain pertain solely to the Community Redevelopment Agency. The CRA may also partner with the City of Hallandale Beach in order to utilize the powers of eminent domain.

RELOCATION ASSISTANCE

The CRA will be empowered to make payments to residents or businesses to cover moving expenses. Services may include, but not be limited to, identification of available properties for residents and businesses that might need to move, advertisements, distribution of pertinent information, and the actual cost of moving.

BEAUTIFICATION AND APPEARANCE IMPROVEMENT SIGNAGE/ENTRY FEATURES/ PUBLIC ART/LANDSCAPE

The visual appearance of amenities needs to be enhanced in the community redevelopment area. Further, there is a need to establish an identity for this important core area of the community. The CRA will be empowered to pay for aesthetic and identity enhancements, including but not limited to, signage, entry features, public art, and landscaping.

RESIDENTIAL REINVESTMENT PROGRAMS & RESIDENTIAL REHABILITATION

The overall appearance and integrity of residential neighborhoods within the redevelopment area is critical to their success. Accordingly, the CRA may provide grants or loan interest subsidies, or a combination thereof, to residential property owners, condominium owners, and condominium associations for the rehabilitation of their properties. These funds can be used for a broad range of permanent (fixed) improvements including, but not limited to, roof repair, landscaping, painting, parking and driveway upgrades, and sewer hook-ups.

INFILL & NEW HOUSING

The Agency shall identify vacant lots within the redevelopment area for the development of new housing. The Agency shall recruit developers and builders to fulfill this goal. The CRA will be empowered to work with such developers and builders to reduce the costs of developing the new housing structures. The CRA will prepare and adopt guidelines for determining eligibility

and the amount of the incentive payment or discount.

HOMEOWNER REINVESTMENT GRANT

Upon application to the Agency, owners of real property with a "Homestead Exemption" may apply for grant funds for uses that will be outlined by the Agency. Eligible owners of the real property within the community redevelopment area may be eligible for the life of the redevelopment trust fund. Only the owners of real property with a "Homestead Exemption" at the CRA's inception are eligible to participate in this program. This program is designed to assist existing homeowners to remain in the area, and to show the intent of the Agency to undertake a number of activities that will assist current owners to remain in the area as the redevelopment effort goes forward. This program is also designed to help homeowners reinvest in their homes, the community, and the City. The Agency will prepare and adopt specific guidelines for determining eligibility and the payment amounts.

MORTGAGE SUBSIDIES AND SECOND MORTGAGE ASSISTANCE

In order to encourage homeownership, the CRA may provide subsidies to reduce the costs of purchasing a house or condominium unit. The Agency shall have the authority to structure such subsidies in a variety of ways, including but not limited to, grants to be applied toward the purchase price and second mortgages wherein no repayment is required during the homeowner's period of ownership. The CRA must be repaid the grant or second mortgage principal upon the sale of the residential property. The Agency will prepare and adopt guidelines for determining eligibility, penalties, and procedures.

INFRASTRUCTURE IMPROVEMENTS PROGRAMS

Working with the appropriate City, County, or State of Florida departments, the Agency may allocate funds to remedy infrastructure deficiencies and address identified future needs, including water utilities, sanitary sewer utilities, roadways, sidewalks, and stormwater management. All infrastructure projects funded by the Agency shall be for increasing the area's redevelopment potential and the likelihood of private investment. These programs are not designed to replace the City's funding already allocated for capital improvements in the area but rather to augment them.

STREET AND ALLEY IMPROVEMENTS

There are streets and alleys in the community redevelopment area that are in need of repair or rebuilding. The CRA will be empowered to pay the cost of repairing, rebuilding, and maintaining streets and alleys in the community redevelopment area. Improvements also will include, but not be limited to, sidewalks, landscaping, streetlights, street furniture, and signs.

STORMWATER DRAINAGE IMPROVEMENTS

There are numerous streets in the community redevelopment area that flood during rainstorms. In many cases, the surface water remains for days after the storm. Furthermore, many individual properties in the anticipated rebuilt urban environment will not be able to retain stormwater on site, which will seriously limit the potential for new development. The CRA will be empowered to pay for stormwater drainage solutions, including but not limited to, design and construction of public systems, subsidizing design and associations for the rehabilitation of their properties. These funds can be used for a broad range of permanent (fixed) improvements including, but not limited to, roof repair, landscaping, painting, parking and driveway upgrades, and sewer hook-ups.

AIR RIGHTS

As provided in Chapter 163, Part III, Florida Statutes, the Agency shall be empowered to acquire air rights when necessary for the creation of parking facilities or for other redevelopment purposes.

MATCHING FUNDS FOR GRANTS

As provided by Chapter 163, Part III, Florida Statutes, CRAs may apply for and receive grants. Most grant programs require some level of matching funding from the recipient. The CRA will be empowered to provide matching funds for grants, regardless of what entity applies for the grant, provided the proceeds of the grant will be used for community redevelopment within the redevelopment area.

CODE ENFORCEMENT

Adequate code enforcement is required to protect property values, commercial activity levels, and the quality of life of the residents within the community redevelopment area. Code enforcement also is important to attracting new investment, new development, new businesses, and new residents. The CRA may fund enhanced code enforcement services within the

community redevelopment area by working with the City or County. The goal of this program is to increase the marketability, aesthetics, and structural integrity of the properties in the community redevelopment area.

SANITARY SEWER INSTALLATIONS

There may be properties in the community redevelopment area, including both commercial and residential, that do not have connections to the sanitary sewer system. This limits the potential for new development. The CRA will be empowered to pay a part or all the cost for new or existing sanitary sewer, including, but not limited to, extending, relocating, installing, maintaining, and adding service lines and for individual connections, and for coordinating services with outside providers.

WATER SYSTEM UPGRADES

As redevelopment occurs, the result may be a higher density development pattern that will require a larger capacity potable water system. The CRA will be empowered to pay a part or all the cost for new or existing potable water systems, including but not limited to extending, relocating, installing, maintaining, and adding service.

PARKING FACILITIES

As redevelopment occurs, leading to a higher and more efficient intensity of development, there will be a need for public parking lots or structures to supplement the private parking. The CRA is encouraged to participate in public/private joint ventures for the provision of public parking. The CRA will be empowered to pay for developing public parking facilities, including but not limited to surface lots and structures. The CRA may either purchase or lease the property for the parking facilities.

ENVIRONMENTAL IMPROVEMENTS

Several properties in the community redevelopment area are known to have contamination. Additional contaminated properties may be discovered during redevelopment. The CRA may be empowered to assist in funding or subsidizing the redevelopment of environmentally contaminated sites within the redevelopment area.

COMMUNITY POLICING INNOVATIONS

Adequate law enforcement is required to protect property values, commercial activity levels, and the quality of life of the residents within the community redevelopment area. Law enforcement also is important to attract new investment, new development new businesses, new residents, and remove and prevent blight conditions. The CRA shall have the authority to pay for the cost of utilizing community policing strategies designed to reduce crime within the community redevelopment area. These strategies may include, but are not limited to Community Mobilization, Neighborhood Block Watch, Citizen Patrol, Foot Patrol, Bicycle Patrol, Neighborhood Storefront Police Station, Motorized Patrol, and the installation and maintenance of security systems.

RECREATION FACILITIES

As more housing units are built as a result of redevelopment, there will be more people in the community redevelopment area, thus creating a need for additional, expanded, or improved recreation facilities. The CRA will be empowered to pay for new, expanded, or improved recreation facilities.

ADMINISTRATION AND PROFESSIONAL CONSULTING SERVICES

The CRA will be empowered to pay costs associated with management and administration of the CRA, including but not limited to, salaries and benefits for staff, operating supplies, vehicles, software, and equipment.

CONSULTANT SERVICES

From time to time, the CRA will have a need for expert services and for temporary services. The CRA will be empowered to pay for expert services and for temporary services, including but not limited to, urban planning, financial advisors, redevelopment consultants, auditors, civil engineers, and attorneys.

COMMERCIAL BUSINESS MURAL PROGRAM

The HBCRA is working to create a heightened sense of place through the use of art activation and revitalization, particularly in the FADD. The Commercial Business Mural Program is intended to attract more art-related activities in the community to increase business retention and the cultural fabric of the community. Businesses within the HBCRA can apply to the Planning and Zoning Department to create murals on their commercial buildings, fences or structures, to improve the exterior aesthetic of the building, whilst also enhancing the cultural experience in the CRA.

ARTS & CULTURE PROGRAMMING

The addition of arts and cultural programming throughout the redevelopment area is an important facet of building an identity for the CRA, as well as furthering a sense of community for the residents of Hallandale Beach. The HBCRA is aiming to facilitate arts in public places throughout the community to market and enhance the cultural experience in the CRA. The development of an Arts & Culture in Public Places program can assist in funding and encouraging the beautification and enhancement of the redevelopment area. This funding can help local artists become empowered to show their community pride in artistic mediums, and can assist in creating a unique sense of place that provides the Hallandale Beach CRA with a strong identity.

SOCIAL EQUITY PROGRAMMING

The CRA is empowered to create, fund and/or support programming that increases the quality of life for the residents of the community in the areas of life skills training, workforce development training and business development and entrepreneurship training. The key to the programmatic aspect of the CRA's role is to ensure that all residents are treated equally and fairly. The National Academy of Public Administration defines the term social equity as, "the fair, just and equitable management of all institutions serving the public directly or by contract; the fair, just and equitable distribution of public services and implementation of public policy; and the commitment to promote fairness, justice and equity in the formation of public policy." Having a social equity foundation over the remaining life of the CRA will ensure that each of the four quadrants, and their respective residents, all receive the benefits of the CRA's infrastructure, economic development and redevelopment programming.



4

BUILDING ON PREVIOUS STUDIES



4 BUILDING ON PREVIOUS STUDIES

4.1 SUMMARY OF PREVIOUS PLANS

The CRA Redevelopment Plan represents a continuing effort by the city to create an environment of sustainable economic development built around carefully orchestrated policies, programs and catalytic projects. The study brings together and synthesizes existing and ongoing initiatives of the City of Hallandale Beach and also includes a review of various planning documents produced by various agencies at the county and state levels. The intent is to critically review the existing documents and build upon the recommendations, projects and programs administered by the City to avoid duplication of past efforts by Hallandale Beach.



2006: DESIGN GUIDELINES MANUAL

Design guidelines were created with the intention to implement and provide guidance on site and building design throughout the City of Hallandale Beach.

The purpose of this document was to provide direction to land developers in preparing plans and to the Planning and Zoning Division in its review of development projects.

Proposed General Standards and Guidelines

1. Public Streetscape
2. Planned Development District
3. Planned Redevelopment Overlay District
4. Fashion Row Overlay District
5. North Dixie Corridor Overlay District
6. South Dixie Corridor Overlay District
7. Foster Road Corridor Overlay District
8. Pembroke Road Corridor Overlay District
9. Code Authority

2008: COMPREHENSIVE PLAN – 2030

In the last 25 years, the city has seen unprecedented growth with construction of more high-rises, such as La-Mer, Hemispheres, and Malaga Towers. Hallandale Beach occupies approximately 4.4 square miles. Its coastal strip has been developed almost entirely with condominiums and high-rise apartments, whereas older neighborhoods include wood framed single family houses and cottages primarily west of Federal Highway. In order to ensure the City of Hallandale Beach maintains the capability to continue to guide development and redevelopment, and provide for the maintenance of existing development, a Comprehensive Plan was envisioned. The plan and its elements, spell out goals, objectives, and policies which are tied to implementation and capital budgeting programs.

The City's plan covers two planning periods. The first time period covers the short-term five year period of 2008 through 2012. The second, long-range time period covers an overall ten year period or longer in some instances.

Proposed Mandatory Elements

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

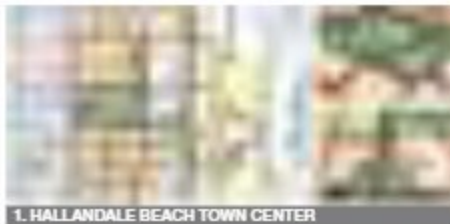
2009: CITYWIDE MASTER PLAN

In early 2007, the City of Hallandale Beach had a wave of growth driven by South Florida's residential development boom, as well as development accompanying the designation of the City's two gambling sites. Although the City of Hallandale Beach completed an update of its Comprehensive Plan in 2009, it enacted a 12 month moratorium to allow time to develop a Citywide Master Plan that would guide anticipated private development and public realm enhancements, encourage and sustain desired economic growth, and shape the development of a vibrant, mixed-use, sustainable, pedestrian-oriented urban environment with an appealing character and sense of place.

The recommendations are divided in three general categories: (A) Built Environment, (B) Natural Environment; and (C) Policy and Regulatory Framework:



A. Built Environment



B. Natural Environment

1. Construct Chaves Lake Park and Hallandale Elementary School Lake front Park with native shoreline habitat, trails, walkways, access points, and nature centers.
2. Construct the green space portion of new parks at the Town Center Park and District and Neighborhood Center parks; reintroduce native vegetation and plant communities to the greatest extent possible.



C. Policy & Regulatory Framework

1. Eliminate the Pembroke Road District.
2. Change the focus of the Fashion Row District to Food, Arts and Design District.
3. The existing small divided commercial spaces would lend themselves to use as artists' working studios and informal gallery spaces.
4. Establish a Town Center District to promote the special requirements of the city center including the achievement of transit-oriented development.
5. Establish a Gateway District to promote the appropriate treatment of the Hallandale Beach Gateway West, East, and North areas which are of a similar scale and focus.
6. Retain the Foster Road District to promote the appropriate treatment of this unique heritage neighborhood which can benefit from special regulations but revise to address the need to create a more residential focus along central Foster Road.
7. Reduce and consolidate the North and South Dixie Corridor Districts into one Dixie Corridor District that extends south from Foster Road.



2012: PARKS & OPEN SPACE MASTER PLAN

The City of Hallandale Beach prepared the comprehensive City Wide Parks Master Plan in order to provide a community driven road map to improve public recreation and leisure facilities throughout the community. The City Wide Parks Master Plan gathered the neighborhood preferences in order to improve recreation facilities and designed the program for both short and long term horizons.

The proposals include:

1. Institutional Level recommendations for Parks and Recreation Department based on its recreation facilities and programs, as well as on the organizational responsibilities.
2. Funding including both capital development costs and operational costs.
3. Master Plan development options for individual parks listed below.

Recreational Lands and Other Facilities

1. Northeast Quadrant Parks
 - City Marina
 - Joseph Scavo Park
 - Sunrise Park
2. Northwest Quadrant Parks
 - Foster Park
 - B.F. James Park
 - Oreste Blake Johnson Park
 - Chaves Lake Park
3. Southwest Quadrant Parks
 - Ingalls Park
 - Sunset Park
 - Historic Village
 - Hallandale Adult Community Center Fields
4. Southeast Quadrant Parks
 - Peter Bluesten Park
 - Cultural Community Center
 - Golden Isles Park
 - Golden Isles Tennis Center & Dog Park



PARKS AND RECREATION LANDS INVENTORY

2013: TRI-RAIL COASTAL LINK STATION AREA OPPORTUNITIES

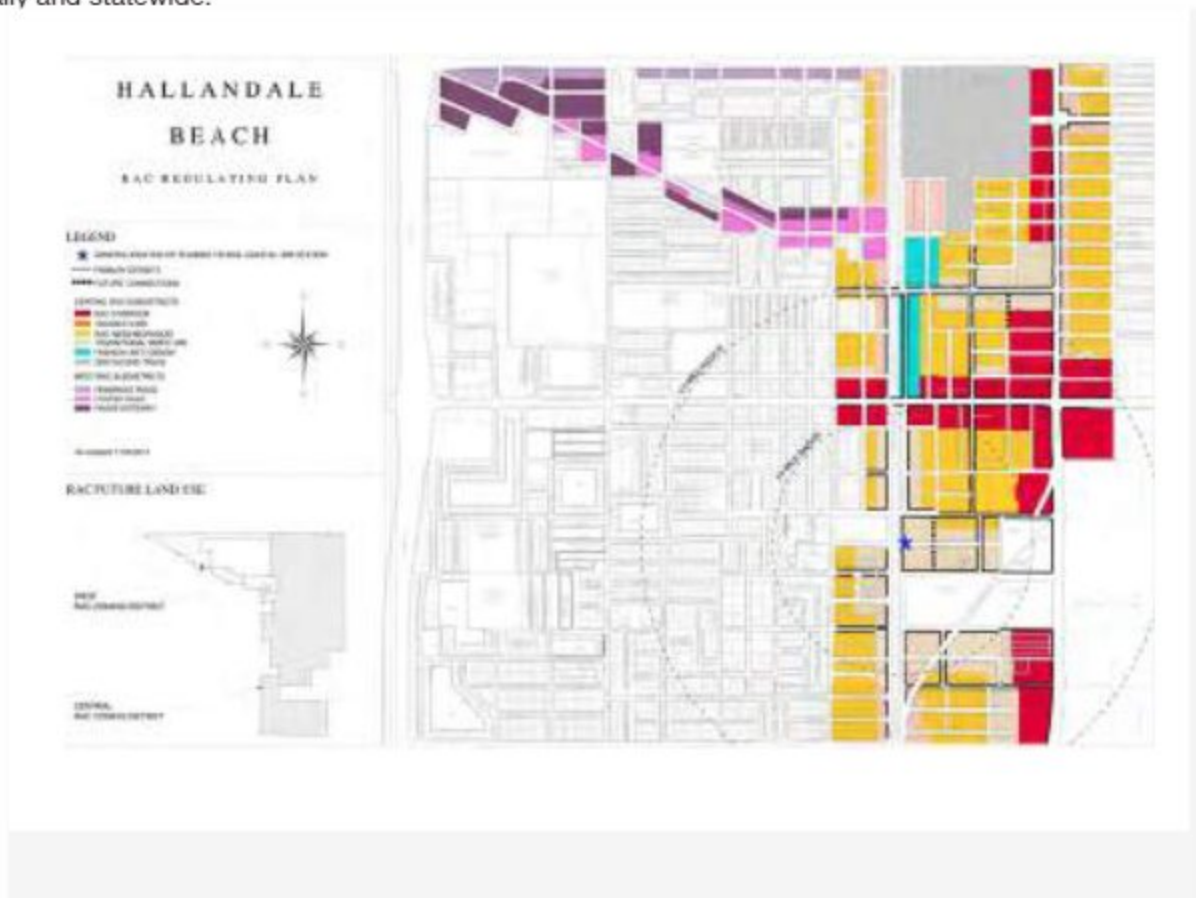
This document envisions the creation of a transit-oriented mixed use town center, which will include Bluesten Park, Hallandale Municipal Complex, Broward Library/Broward College Regional Education Center and The Village at Gulfstream Park.

Bluesten Park will be a central amenity as an urban park with active and passive uses, a 400-seat amphitheater, and walking trails for additional pedestrian connections that will serve as a community gathering place for special events, including a farmers' market, community events, and concerts.

The Village at Gulfstream Park is planning new development just east of Federal Highway that will connect to the new city park, including two hotels, a restaurant, and a 2,500-seat theater. These plans will encompass recreational activities that focus on family-friendly entertainment, which will draw attendance both regionally and statewide.

2014: RAC LAND USE PLAN

In order to position the City of Hallandale Beach to compete for a passenger rail station and also to maintain consistency with the Commission's Strategic Priority 9.2 to update the Master Plan, Zoning Code and Zoning Map, RAC was introduced. The intent was to prioritize NW, Dixie/Federal corridors, SW, NE and SE quadrants as proposed in the Citywide Master Plan and to have the code in place for redevelopment projects that meet the RAC intent



2015: CRA STRATEGIC PLAN RETREAT

The Hallandale Beach CRA with the assistance of Florida International University's Metropolitan Center's prepared a Strategic Planning Retreat for refocusing CRA's priorities, by clearly defining its most important action agenda items for the coming year. It is one of the critical steps to sustaining redevelopment progress and jump-starting new business creation, job growth, and community improvement in Hallandale Beach.

Top Ten Action Items

1. Improve and develop roadways: Reduce traffic, improve parking for small businesses, I-95 interchange at Hallandale and Pembroke, Atlantic Ave., NE 14 Ave., SW 8th Ave.
2. Public safety code: nonconforming properties, leverage code enforcement for community
3. Economic Analysis Study
4. Increase the Ad Valorem tax
5. Development of commercial properties: Bring Class A building to Federal Highway South and Hallandale Blvd., corridors of Dixie, West Side, Pembroke/Hallandale
6. Proactive CRA programs that offer incentives for Small Businesses to stay and grow
7. CRA Public engagement and services
8. SW Drainage project
9. Move the Hepburn Center to Bluesten
10. Infill housing

2018: MOBILITY ROADMAP

The City of Hallandale Beach has produced a variety of transportation and mobility studies in the past, including the 2030 Transportation Master Plan (2009), Multimodal Mobility Plan (2016) and Basis of Design Report (2016), amongst others. The 2018 Mobility Roadmap was intended to consider previous reports and to conduct additional analyses on transportation solutions for the City. The goal of the report is to provide a 'roadmap' of transportation solutions, costs, funding strategies and implementation to help guide the City's capital transportation investments over the next 20 years.



2019: CITY OF HALLANDALE BEACH STRATEGIC PLAN

The City of Hallandale Beach developed the 2019 Strategic Plan with the intent of addressing specific issues that contribute to the public safety and quality of life in the City. In pursuit of this intent, the Strategic Plan uses data to make decisions and to measure the progress of financial, infrastructural, economic, social and environmental factors within the community. The strategic plan seeks to establish financial and budgeting stabilization practices and to guide the City towards growth and progress, through redevelopment, new developments and economic/infrastructural development. The following focus areas are utilized to structure the Strategic Plan:

Strategic Focus Areas

1. Financial- build a long-term plan to build financial reserves and pursue a zero-based budgeting process to more effectively allocate city resources.
2. Organizational Capacity- develop management metrics and a performance management system to provide key information to the City Commission and Public and to maximize the efficiency, accountability and inclusivity of the City.
3. Infrastructure- develop increased water capacity and complete streets networks through the community and utilize green technologies to update the CIP process.
4. Development, Redevelopment and Economic Development- advance investments in redeveloping infrastructure, pursue the development of a train station and downtown campus, improve beach access, pursue tourism-based opportunities and incorporate beautification strategies throughout the City.

2016: BASIS OF DESIGN REPORT

The Basis of Design Report (BODR) for the City of Hallandale Beach provides preliminary master planning for the future implementation of the identified infrastructure improvements. This BODR includes basis for the development of the City's Capital Improvement Plan (CIP), as well as final design of infrastructure improvements within the City limits. The Study Area is approximately 4.4 square miles or 2,816 acres within Broward County.

Proposals



Proposed Stormwater System



Proposed Force Main & Lift Station Upgrades



Sidewalk Inventory



Water Distribution by Quadrant



Streetscape Improvement Plan



Schematic Landscape Plan

5

EXISTING CONDITIONS

DEMOGRAPHICS

CURRENT & PLANNED ZONING

LAND OWNERSHIP & VACANCY

EXISTING TRANSPORTATION
NETWORK

EXISTING INFRASTRUCTURE



5 EXISTING CONDITIONS

In addition to the political environment and governance surrounding the redevelopment of the Hallandale Beach CRA, an understanding of the existing conditions demographically and contextually provide a foundation for future changes that will cater to the needs of the community. The Hallandale Beach CRA is home to a diverse population and should be designed to accommodate the specific needs of its citizen base. As such, the following sections will outline the specific socioeconomic and demographic trends experienced in the HBCRA, as well as a high-level review of the zoning and contextual specifics that will guide future development. For the quadrant-specific demographic analysis, please refer to *Section 8: Quadrant Housing Analysis*.

5.1 HALLANDALE BEACH CRA DEMOGRAPHICS

The Hallandale Beach CRA covers approximately three square miles or 76 percent of the City's acreage and 59 percent of the City's permanent population, as shown in Figure 5.1 below. It should be noted that the City, especially the area outside the CRA, has a large seasonal population which is not counted in the Census calculations.

POPULATION

As of 2018 the Hallandale Beach CRA contained 21,954 permanent residents. Since 2000, the CRA's population has experienced an annual growth rate of 192 new residents annually.

As shown in Table 5.1 below, the daytime population was estimated at 24,025 and the number of persons employed within the CRA numbered 12,325.

TABLE 5.1: POPULATION SUMMARY

2000 Total Population	18,503
2010 Total Population	20,324
2018 Total Population	21,954
2018 Group Quarters	107
2023 Forecasted Population	23,690
2018-2023 Annual Pop. Growth Rate	1.53%
2018 Total Daytime Population	24,025
Workers	11,700
Residents	12,325

Source: ESRI, 2019



FIGURE 5.1: EXISTING LAND USE

RACE & ETHNICITY

The CRA is estimated to be comprised of 54.2 percent White and 34.4 percent Black residents. Of the CRA's permanent residents, 41.6 percent are estimated to be of Hispanic origin (Table 5.2).

TABLE 5.2: 2018 POPULATION BY RACE/ETHNICITY

Total	21,954
White Alone	54.2%
Black Alone	34.4%
American Indian Alone	0.3%
Asian Alone	1.8%
Pacific Islander Alone	0.1%
Some Other Race Alone	5.4%
Two or More Races	3.8%
Total	100.0%
Hispanic Origin (Any Race)	41.6%

Source: ESRI, 2019

AGE CHARACTERISTICS

CRA residents are aging with a low percentage of children. ESRI estimated that 80 percent of the population are 18 years and older, while almost 20 percent are 65 years or older (Table 5.3).

The working age population (19-54) accounts for 44 percent of the CRA's resident population.

TABLE 5.3: 2018 POPULATION BY AGE

Total	21,954
0 - 4	5.9%
5 - 9	5.6%
10 - 14	5.4%
15 - 24	13.6%
25 - 34	12.2%
35 - 44	12.8%
45 - 54	13.3%
55 - 64	11.5%
65 - 74	5.8%
75 - 84	2.5%
85 +	80.0%

Source: ESRI, 2019

EDUCATION

Approximately 20 percent of CRA residents have a Bachelor's degree or higher, while a similar number do not have a High School degree (Table 5.4).

TABLE 5.4: 2018 POPULATION 25+ BY EDUCATIONAL ATTAINMENT

Total	15,725
Less than 9th Grade	10.0%
9th - 12th Grade, No Diploma	9.2%
High School Graduate	28.8%
GED/Alternative Credential	3.7%
Some College, No Degree	17.5%
Associate Degree	10.5%
Bachelor's Degree	12.5%
Graduate/Professional Degree	7.7%

Source: ESRI, 2019

HOUSEHOLD INCOME

The median household income for CRA residents is estimated to be \$32,718 compared to the City's \$39,914. Approximately 38 percent of the households earn less than \$25,000 (Table 5.5).

TABLE 5.5: 2018 HOUHALLANDALE DOWNTOWN CENTERHOLDS BY INCOME

Household Income Base	9,149
<\$15,000	21.5%
\$15,000 - \$24,999	16.1%
\$25,000 - \$34,999	15.1%
\$35,000 - \$49,999	18.3%
\$50,000 - \$74,999	16.4%
\$75,000 - \$99,999	6.4%
\$100,000 - \$149,999	4.8%
\$150,000 - \$199,999	1.2%
\$200,000+	0.3%
Median Household Income	\$32,718

Source: ESRI, 2019

HOUSING

The CRA contains 11,484 housing units. Renter occupied housing account for 48.4 percent of the housing units compared to owner occupied housing, which accounts for 31.2 percent of the overall CRA housing units. Approximately 20 percent are considered vacant; the majority of vacant units are considered seasonal units (Table 5.6).

TABLE 5.6: 2018 HOUSING UNITS		11,484
Owner Occupied Housing Units		31.3%
Renter Occupied Housing Units		48.4%
Vacant Housing Units		20.3%

Source: ESRI, 2019

OWNER OCCUPIED HOUSING

The CRA contains 3,587 owner occupied houses. The median owner occupied home in the CRA is estimated to be valued at \$142,185, compared to the City average of \$269,401. Approximately 52 percent of the homes have values less than \$150,000 (Table 5.7).

TABLE 5.7: 2018 OWNER OCCUPIED HOUSING (UNITS BY VALUE)	
Total	3,587
<\$50,000	12.2%
\$50,000 - \$99,999	24.9%
\$100,000 - \$149,999	15.2%
\$150,000 - \$199,999	13.8%
\$200,000 - \$249,999	11.4%
\$250,000 - \$299,999	6.2%
\$300,000 - \$399,999	10.4%
\$400,000 - \$499,999	2.1%
\$500,000 - \$749,999	2.5%
\$750,000 - \$999,999	1.0%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.2%
Median Home Value	\$142,185

Source: ESRI, 2019

WORKFORCE & EMPLOYMENT

The CRA had 9,816 employed residents, but as discussed earlier, most do not work within the City. Most of the CRA resident employment is within two Industry sectors: Services (49.7%) and Retail Trade (15.9 %) (Table 5.8).

TABLE 5.8: 2018 EMPLOYED POPULATION 16+ BY INDUSTRY	
Total	9,816
Agriculture/Mining	0.0%
Construction	8.9%
Manufacturing	4.5%
Wholesale Trade	3.6%
Retail Trade	15.9%
Transportation/Utilities	6.3%
Information	0.2%
Finance/Insurance/Real Estate	8.7%
Services	49.7%
Public Administration	2.2%

Source: ESRI, 2019

As shown in Table 5.9 below, 46.7 percent of resident employment is considered White Collar, 29.7 percent are defined as Services and 23.3 percent are considered Blue Collar. For the definition of White Collar versus Blue Collar employment, please refer to [Appendix F- Demographic Definitions](#).

TABLE 5.9: 2018 EMPLOYED POPULATION 16+ BY INDUSTRY	
Total	9,815
White Collar	46.7%
Management/Business/Financial	5.8%
Professional	11.7%
Sales	13.9%
Administrative Support	15.3%
Services	29.7%
Blue Collar	23.5%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	7.9%
Installation/Maintenance/Repair	5.1%
Production	3.6%
Transportation/Material Moving	6.9%

Source: ESRI, 2019

ECONOMY

As shown in Table 5.10, the CRA contains 1,319 businesses that employ 11,453 employees. The type of businesses is very diverse. Retail trade was the largest sector with 225 businesses, which accounted for only 17.1 percent of the CRA businesses. This is followed by Other Services, which accounts for 13.5 percent, Professional Services with 106 businesses accounting for 8 percent, Healthcare at 7.4 percent and Accommodations and Food Services at 6.99 percent. It should be noted that Food Services accounted for most of the business in that sector.

In terms of jobs (employees), the three leading sectors that generated the most employment were: Retail Trade (1,457 jobs), Arts/Entertainment (1,397 jobs), and Accommodation/Food Services (1,340 jobs).

TABLE 5.10: CRA BUSINESSES AND EMPLOYEES

BY NAICS CODES	BUSINESSES		EMPLOYEES		BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT		NO.	PERCENT	NO.	PERCENT
Agriculture, Forestry, Fishing & Hunting	1	0.1%	4	0.0%	Finance & Insurance	56	4.2%	472	4.1%
Mining	3	0.2%	9	0.1%	Central Bank/Credit Intermediation & Related Activities	19	1.4%	211	1.8%
Utilities	1	0.1%	10	0.1%	Securities, Commodity Contracts & Other Financial	10	0.8%	77	0.7%
Construction	73	5.5%	604	5.3%	Insurance Carriers & Related Activities; Funds, Trusts	27	2.0%	184	1.6%
Manufacturing	39	3.0%	378	3.3%	Real Estate, Rental & Leasing	96	7.3%	444	3.9%
Wholesale Trade	61	4.6%	439	3.8%	Professional, Scientific & Tech Services	106	8.0%	565	4.9%
Retail Trade	225	17.1%	1,457	12.7%	Legal Services	24	1.8%	162	1.4%
Motor Vehicle & Parts Dealers	30	2.3%	192	1.7%	Management of Companies & Enterprises	3	0.2%	8	0.1%
Furniture & Home Furnishings Stores	20	1.5%	154	1.3%	Administrative & Support & Waste Management & Remediation	47	3.6%	239	2.1%
Electronics & Appliance Stores	7	0.5%	26	0.2%	Educational Services	25	1.9%	525	4.6%
Bldg Material & Garden Equipment & Supplies Dealers	16	1.2%	102	0.9%	Health Care & Social Assistance	97	7.4%	648	5.7%
Food & Beverage Stores	29	2.2%	380	3.3%	Arts, Entertainment & Recreation	22	1.7%	1,397	12.2%
Health & Personal Care Stores	26	2.0%	167	1.5%	Accommodation & Food Services	91	6.9%	1,340	11.7%
Gasoline Stations	9	0.7%	44	0.4%	Accommodation	7	0.5%	93	0.8%
Clothing & Clothing Accessories Stores	45	3.4%	155	1.4%	Food Services & Drinking Places	85	6.4%	1,247	10.9%
Sport Goods, Hobby, Book, & Music Stores	7	0.5%	66	0.6%	Other Services (except Public Administration)	178	13.5%	702	6.1%
General Merchandise Stores	14	1.1%	108	0.9%	Automotive Repair & Maintenance	40	3.0%	144	1.3%
Miscellaneous Store Retailers	25	1.9%	64	0.6%	Public Administration	24	1.8%	852	7.4%
Nonstore Retailers	0	0.0%	0	0.0%	Unclassified Establishments	100	7.6%	31	0.3%
Transportation & Warehousing	41	3.1%	693	6.1%					
Information	30	2.3%	634	5.5%					
					TOTAL	1,319	100.0%	11,453	100.0%

Source: ESRI, 2019

5.2 CURRENT & PLANNED ZONING

In addition to the current demographic conditions in the Hallandale Beach CRA, other contextual considerations that may guide or impact future development will have to be advised. This includes the existing zoning structure, transportation network and land ownership that may influence development potential.

EXISTING LAND USE

As illustrated in Figure 5.2 below, the Dixie Highway and Hallandale Beach Boulevard divide the CRA region into four quadrants. The western quadrants are dominated

by residential properties along with a few institutional parcels. The NW quadrant has the highest occurrences of Industrial land uses, whereas the SE quadrant has the highest occurrences of Commercial land uses and Open spaces or recreational zones. In general, the planning area has a high percentage of Residential properties (43.35%) followed by Commercial land uses (30.1%). It also has about 5% of underutilized Commercial/Industrial plots, which account for about 40 Acres.

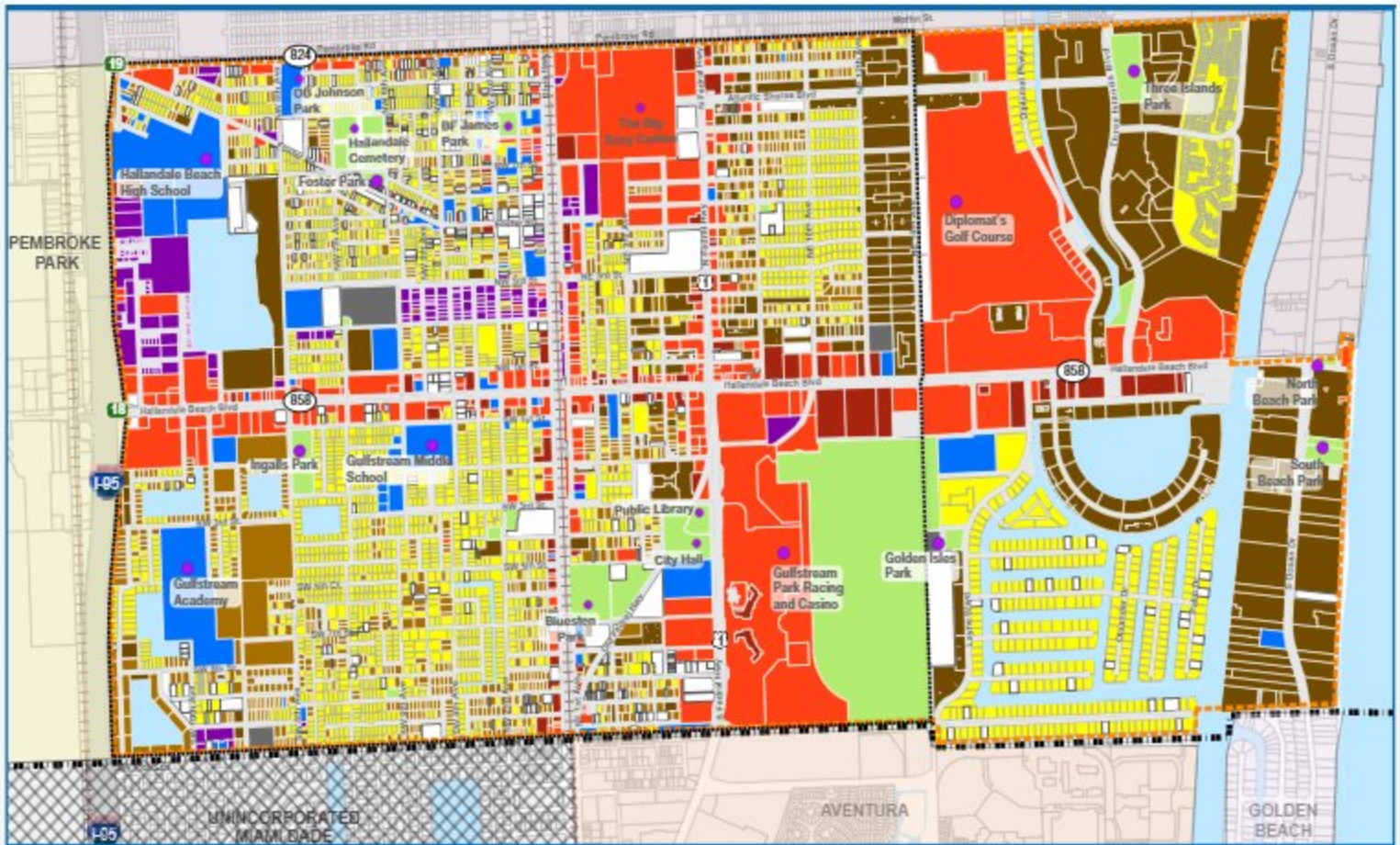


FIGURE 5.2: EXISTING LAND USE

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Major Corridors
- Landmark/Destination

- RESIDENTIAL**
- Single Family
 - Low Density Multi Family (less than 10 units)
 - High Density Multi Family (more than 10 units)
- COMMERCIAL**
- Stores + Shopping + Hotels
 - Offices

- OTHERS**
- Industrial
 - Institutional
 - Communications, Utilities, Terminals
 - Rivers & Lakes
 - Parks & Open Spaces
 - Vacant Land



PLANNED FUTURE LAND USE

The Planning Area falls within the jurisdiction of both Broward County and the City of Hallandale Beach. Comprehensive Plans for both jurisdictions have identified future land use designations for the properties within the Planning Area.

As evident in Figure 5.3 below, most of the western part of the area is dominated by low density residential properties along with a small percentage of Institutional land use. However, the central area has heavy concentration of Regional Activity Centers along the Dixie Highway. The NW Quadrant also has a small percentage of Light Industries. There are some Commercial Neighborhoods along the Hallandale Beach Boulevard as well.

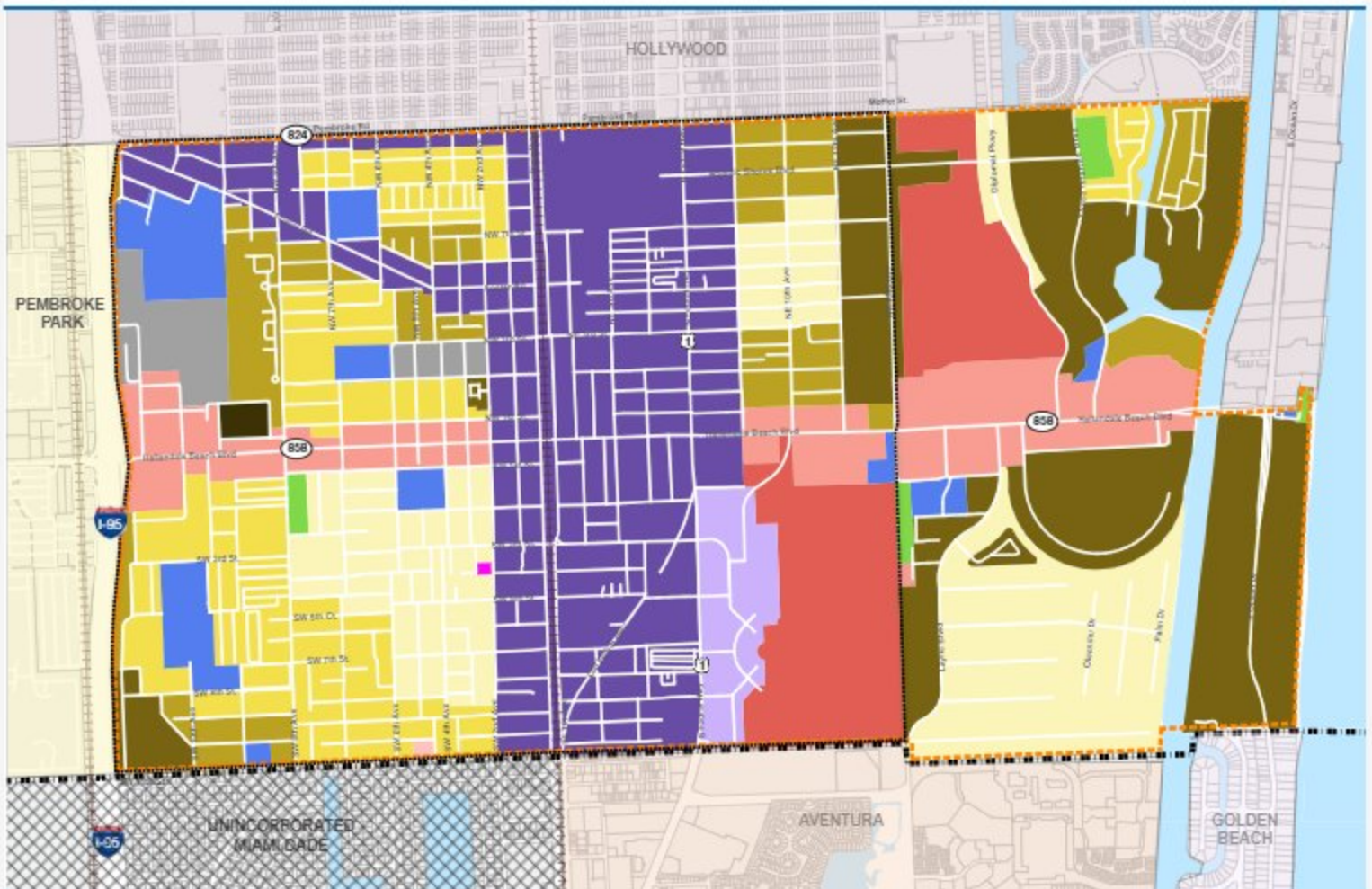


FIGURE 5.3: FUTURE, PLANNED LAND USE

LEGEND

<ul style="list-style-type: none"> Miami Dade County Boundary Hallandale Beach City Boundary CRA Boundary Parks, Open Spaces & Recreation Water Body 	<p>RESIDENTIAL</p> <ul style="list-style-type: none"> Low density upto 7 Low-medium density upto 14 Medium density upto 18 High density upto 25 High density upto 50 	<p>COMMERCIAL</p> <ul style="list-style-type: none"> Neighborhood General Recreation Light Industrial 	<p>COMMUNITY FACILITY</p> <ul style="list-style-type: none"> Local Activity Center Regional Activity Center <p>SPECIAL ZONES</p> <ul style="list-style-type: none"> Public Parks Institutional Historic 	
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EXISTING ZONING REGULATIONS

With the creation of the City's Comprehensive Plan, Future Land Use designations (highlighted in the previous map) have been adopted as Overlay Zones to revitalize the CRA as a vibrant, transit supportive destination with a mix of uses and higher density allowances than previous zoning codes permitted.

The City of Hallandale Beach currently provides regulations for implementing planning policies contained in the CRA Redevelopment Plan, establishing three districts in the city that delineate base zoning classifications as well as overlay districts, which are applicable within selected areas. There are currently 21 zoning districts within the CRA region as per the Comprehensive Plan:

- Residential Single Family (R-5, R-6, R-7)
- Residential Two Family (RD-12)
- Residential Multi Family (RM-18, RM-25, RM-HD-2)
- Business Limited District (B-L)
- Business General District (B-G)
- Business Industrial District (B-I)
- Industrial Light District (I-L)
- Community Recreational (CR-A, CR-P)
- Community Facility District (CF)
- Recreation and Open Space (OS)
- Educational Facility District (ED)
- Employment Centre District (EC)
- West RAC District (West RAC)
- Hallandale Beach Boulevard East (HBB-E)
- Hallandale Beach Boulevard West (HBB-W)

ZONING OVERLAYS

The overlay districts identify parts of the Planning Area as zones to promote a richer mix of uses, higher densities and increased development flexibility. The main corridors, downtown areas and residential transitional zones have been identified to enhance the identity of the Planning Area, in order to facilitate a preferred mix of land uses and massing. The zoning codes also provide density bonuses as a means of attracting investments without compromising the need for better public realm amenities, sustainable buildings, mixed uses, public art or structured parking. However, since the density bonuses are made available for all zones at varying degrees, the Planning Area lacks a structured alignment of newer developments towards

public transit and mobility. Though the incentive for Transit Oriented Development parameters are relevant in achieving a public transit friendly Planning Area, it lacks a focused zoning framework to promote Transit Oriented Development at specific nodes and precincts to enable a transit supportive urban form. There are seven overlay districts that cover all or part of the Planning Area and play an important role in how development is regulated within the Planning Area. These overlay districts include:

1. Central RAC District
2. RAC Corridor Sub-district
3. Transit Core Sub-district
4. RAC Neighborhood Sub-district
5. Transitional Mixed Use Sub-district
6. Food/Art/Design Sub-district
7. Greyhound Track Sub-district

CENTRAL RAC DISTRICT

The purpose and intent of the Central RAC district is to guide the redevelopment of land within the boundaries of the RAC land use category on the comprehensive plan's future land use map and the surrounding properties into a vibrant area that:

- a. Provides a mix of uses within a pedestrian-friendly environment to meet the daily needs of workers, residents, and visitors;
- b. Encourages higher densities and intensities within a half-mile of the planned commuter rail station;
- c. Establishes a desirable residential location with a variety of housing types to accommodate a diverse population;
- d. Promotes the optimum use of transit by maintaining and enhancing a continuous, inter-connected network of pedestrian- and bicycle-friendly streets that effectively links transit stations, bike routes, sidewalks, buildings, and open spaces;
- e. Provides public open space in the form of parks, plazas, and greenways;
- f. Encourages investment by accommodating new development at a range of scales, including individual infill buildings and large redevelopment projects.

RAC CORRIDOR SUB-DISTRICT

The RAC Corridor sub-district is the most intense sub-district in the RAC, accommodating a wide range of uses, including major employment, shopping, civic, and entertainment destinations, as well as residential uses. Located along wide, existing commercial corridors, this sub-district will have the largest scale of redevelopment and will create a vibrant, pedestrian-friendly, mixed-use district along main transit routes, in close proximity to the planned Tri-Rail Coastal Link station.

TRANSIT CORE SUB-DISTRICT

The Transit Core sub-district is compact and appropriate for mid-rise multi-storey, mostly attached buildings accommodating a wide range of uses, including employment, shopping, civic, and entertainment destinations, as well as residential uses. This sub-district will create a vibrant, pedestrian-friendly, mixed-use district around the planned Tri-Rail Coastal Link station and along main transit routes.

RAC NEIGHBORHOOD SUB-DISTRICT

The RAC Neighborhood sub-district provides for a wide range of residential building types to meet the demands of a diverse community.

TRANSITIONAL MIXED USE SUB-DISTRICT

The Transitional Mixed Use sub-district is appropriate for single and multi-storey development along commercial corridors and provides an appropriate transition in scale to adjoining low-rise residential areas. This sub-district accommodates a wide range of commercial uses with opportunity to incorporate residential uses, if desired.

FASHION/ART/DESIGN SUB-DISTRICT

The Fashion/Art/Design sub-district is intended to be a unique, lively arts and commerce area accommodating a wide range of uses including residential, retail, art, culture, design, and some light industrial uses.

GREYHOUND TRACK SUB-DISTRICT

*Greyhound racing is no longer permitted in the State of Florida, therefore it is recommended that this zoning sub-district is updated accordingly.

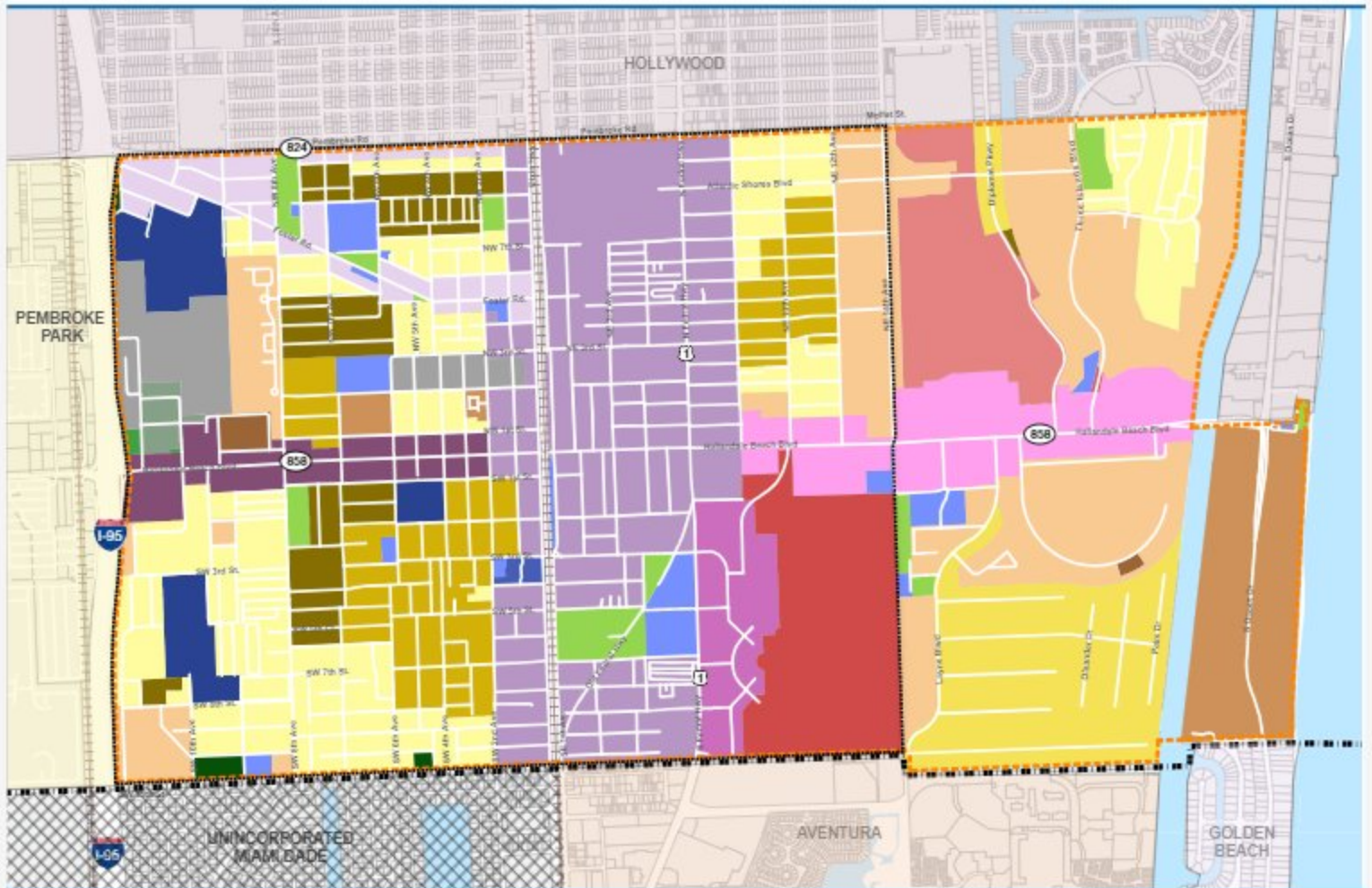


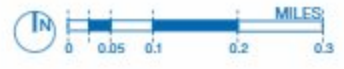
FIGURE 5.4: ZONING OVERLAYS

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation

- RESIDENTIAL**
- RD-12, Res. two family (duplex) dist.
 - RM-18, Res. multi-family (med. density) dist.
 - RM-25, Res. multi-family (high density) dist.
 - RM-HD-2, Res. multi-family (high density-2) dist.
 - RS-5, Res. single family dist.
 - RS-6, Res. single family dist.
 - RS-7, Res. single family dist.
- COMMERCIAL**
- CR-A, Comm. recreational (active) dist.
 - CR-P, Comm. recreational (passive) dist.
 - I-L, Light Ind. & manufacturing dist.

- COMMUNITY FACILITY**
- CF, Community facility district
 - EC, Employment center
 - ED, Education facility district
 - OS, Recreation and open space district
 - B-I, Business Industrial District
 - B-G, Business General District
 - B-L, Business Limited District
- SPECIAL ZONES**
- Central RAC, Central RAC Zoning District
 - West RAC, West RAC Zoning District
 - HBB, Hallandale Beach Blvd East
 - HBB, Hallandale Beach Blvd West



5.3 LAND OWNERSHIP & VACANT LAND

OWNERSHIP DATA

A significant amount of land within the Planning Area is owned by private owners (schools), accounting for around 5984 parcels out of 6099 parcels (excluding the open spaces, recreation areas and water bodies). However, only 115 parcels are publicly (both city owned and county owned) held which offers opportunity, as

some of these uses may be relocated or occupy a smaller footprint due to LDR modifications. The goal is to utilize the land assemblages for redevelopment projects consistent with adopted CRA plans. The ownership data applicable to the CRA is highlighted in Figure 5.5 below.

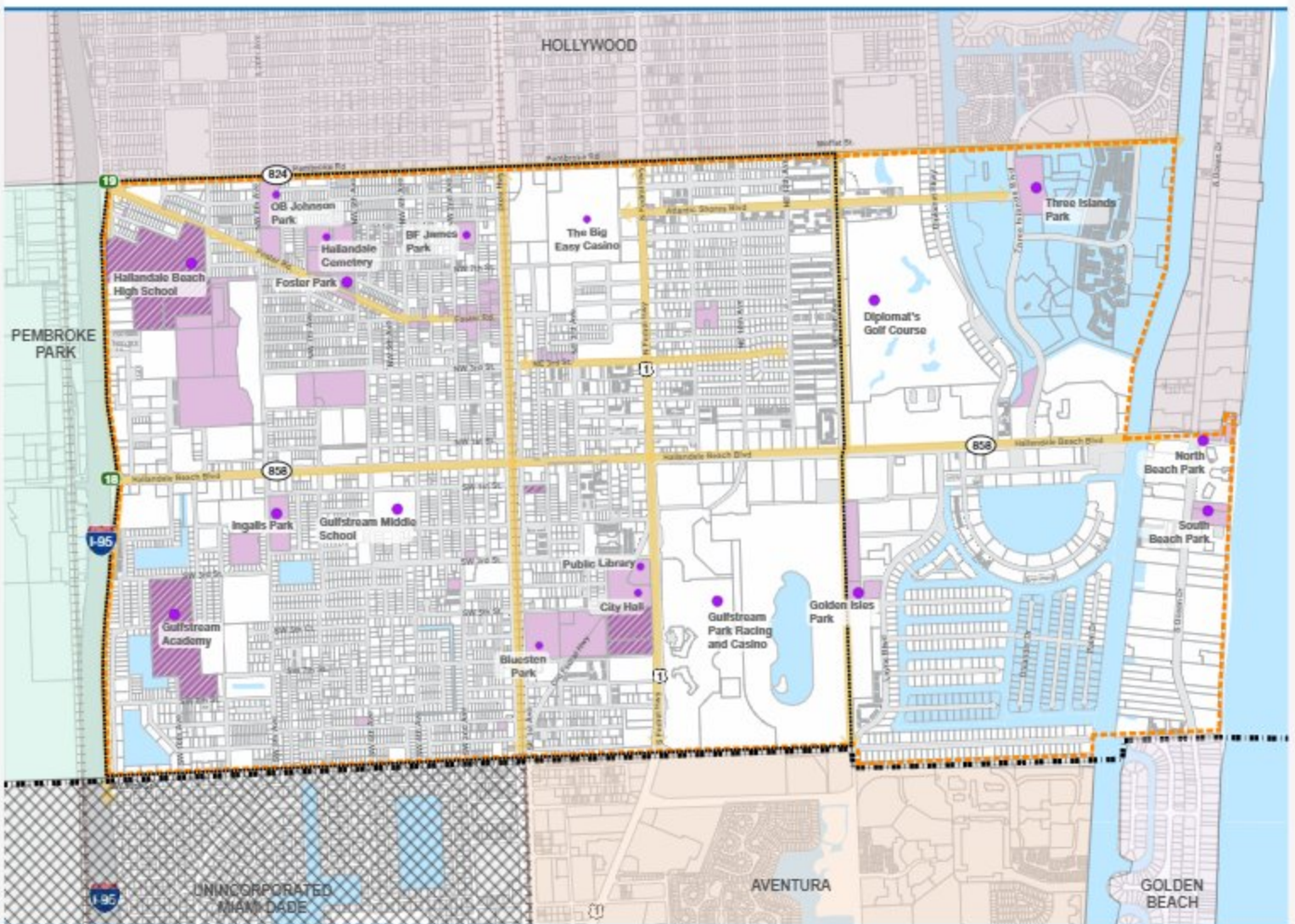


FIGURE 5.5: OWNERSHIP

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Interstate Exit Numbers
- Proposed FEC Passenger Rail
- Water Body
- Landmark/Destination

OWNERSHIP DATA

- County Owned Parcels
- City Owned Parcels
- Privately Owned Parcels (all parcels not owned by the County, City or CRA)



VACANT AND BUILT LAND PARCELS

As illustrated in Figure 5.6, the Hallandale Beach CRA has 413 vacant properties remaining within its boundaries, which account for 79.8 acres.

Property conditions within the project area vary widely, from well kept, to blighted or underutilized. A majority of the vacant parcels are residential properties, which accounts for 59% of the acreage. In addition, 21% of those parcels are commercial, 17% are government-owned and 2% are institutional and industrial.

This inventory of remaining vacant land offer the opportunity to identify optimal areas to introduce infill development that will add to the tax base and mend the neighborhood fabric. All vacant, privately-owned parcels that are buildable under the City's code should be targeted for land acquisition by the CRA.

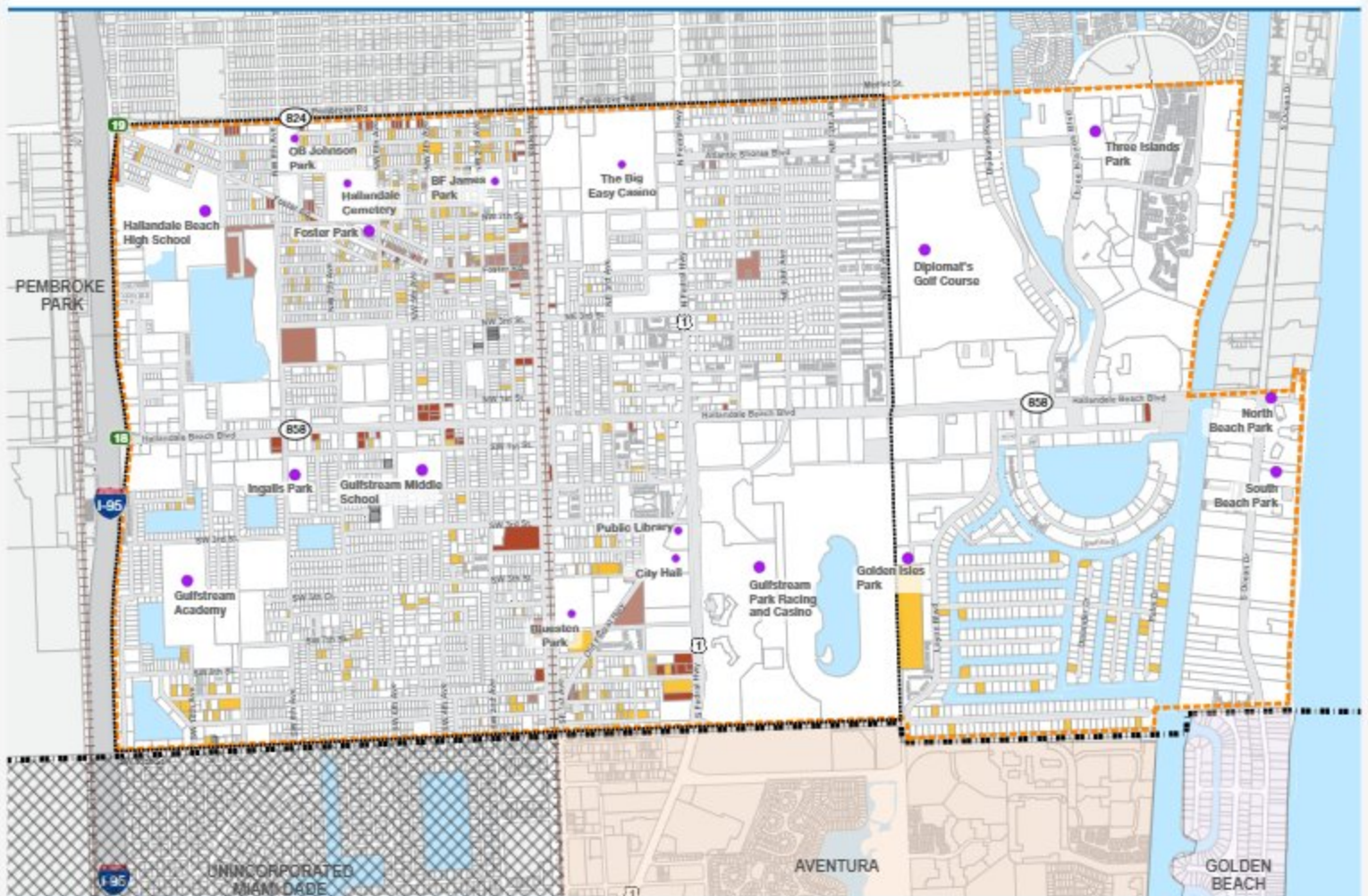


FIGURE 5.6: VACANT PARCELS

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Interstate Exit Numbers
- Proposed FEC Passenger Rail
- Landmark/Destination
- Residential
- Commercial
- Government
- Institutional + Industrial
- Water Body



5.4 EXISTING TRANSPORTATION NETWORK

TRANSPORTATION

The City of Hallandale Beach incorporates a variety of land uses and is predominated by single-family residential. However, there is significant growth planned in high rise condominium development/redevelopment concentrated in the eastern portion of the City, along S.R. A1A. Shopping centers and financial/business institutions are concentrated along Hallandale Beach Boulevard, east of US-1. With these ongoing developments, the City of Hallandale Beach has experienced a significant increase in traffic congestion over recent years due to a combination of population growth from regional and new developments within the City, and an influx of traffic from adjacent communities. Traffic congestion will be further exacerbated if the proposed development plans for Gulfstream Park come to fruition. Additionally, if the Big Easy Casino is also redeveloped, there will be significant traffic impacts due to year-round visitors to the City.

The City is made up of a grid street network consisting of major arterials, minor collectors and local neighborhood streets. For the most part, the roadway network provides access to almost any point and destination within the City. However, work remains to enable city residents to shift from a vehicle-oriented to a multi-modal lifestyle. Many neighborhoods remain constrained by conditions that long pre-date the recent decades' planning accomplishments, such as: limited access to and from the freeway and regional roads; a tangle of historical street grids; boundaries imposed by FEC rail corridor and other natural geographic features.

While the focus of the present study is on the CRA area, fostering multi-modal connectivity implies using a wider lens to account for origins, destinations, and travel patterns. The goal is to provide the opportunity for people to drive less and walk, bicycle, and take transit more. The study looks at the CRA area on a broad scale, as well as zooms in to the quadrant level for micro-level solutions in locations such as those highlighted in the images to the right.



Foster Road



Atlantic Shores Boulevard



Ansin Boulevard



NW 1st Ct

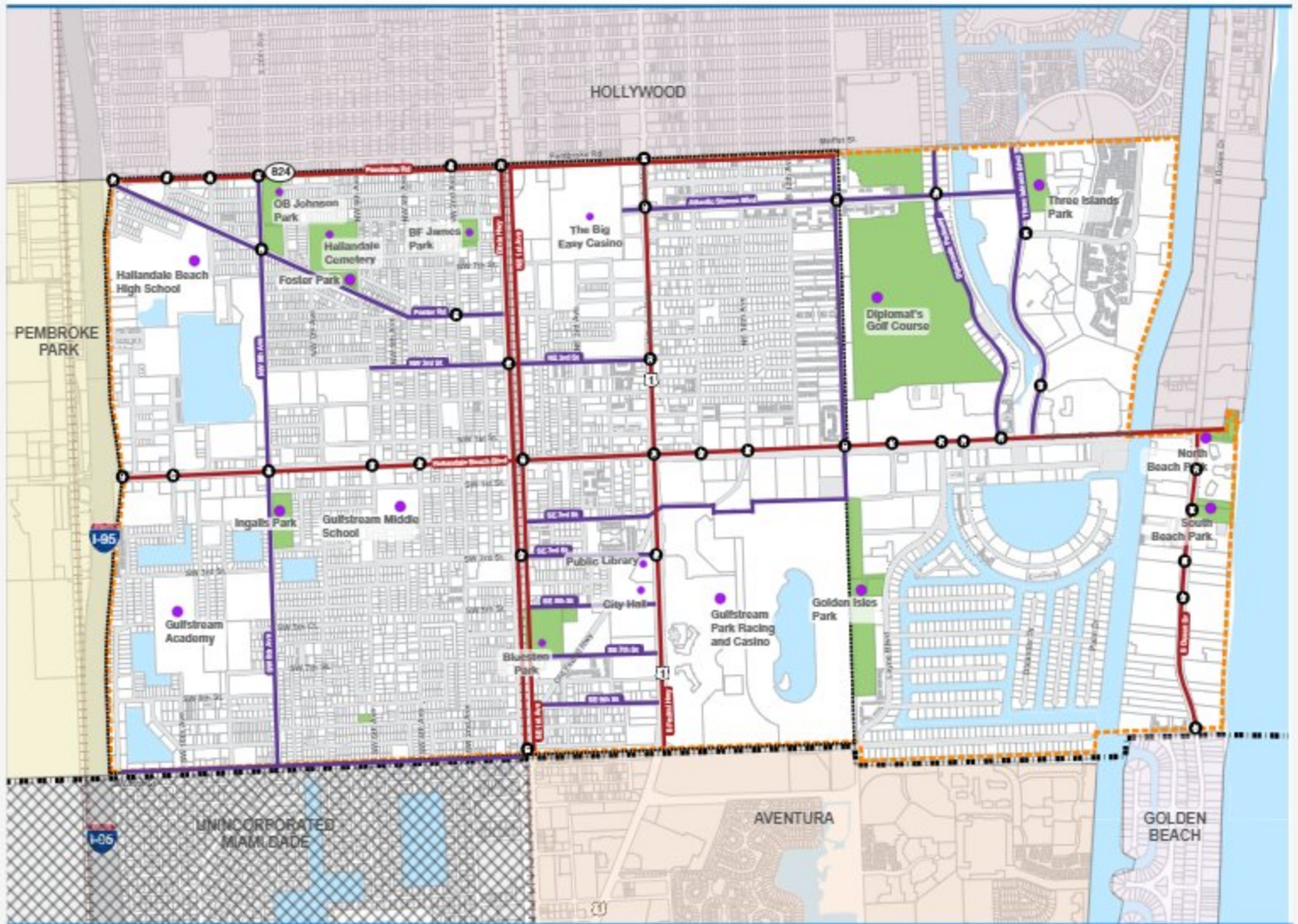


FIGURE 5.7: MAJOR CORRIDORS IN THE STUDY AREA

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Landmark/Destination
- Major Corridors
- Interstate Exit Numbers
- Proposed FEC Passenger Rail
- Arterial Road
- Collectors
- Existing Traffic Signals



EXISTING ROADWAY SYSTEM

The transportation system has two basic components; internal access and circulation of the City’s residential neighborhoods and an external component that serves as the link to other communities. The following pages illustrate the major connectivity corridors along with the proposed Level of Service (LOS).

I-95

The City of Hallandale Beach directly abuts I-95 between County Line Road and Pembroke Road. The roadway is part of the Federal and State Roadway system and is maintained by FDOT. The roadway is a limited access facility with interchanges at both Pembroke Road and Hallandale Beach Boulevard. The roadway from Pembroke Road to County Line Road is a 10-lane divided roadway with 325’ feet of right-of-way. I-95 is part of Federal Intrastate Highway System (FIHS). The roadway originates near downtown Miami and extends north along the eastern seaboard of the U.S., terminating in Maine at the Canadian border. FDOT maintains the road and general ROW.

Traffic signalization – There are no traffic signals on I-95, however there are signals at the entrance / exit ramps at both Pembroke Road and Hallandale Beach Boulevard.

Adjoining land uses/access – On the west side of the I-95 is the Town of Pembroke Park and on the east side is the City of Hallandale Beach. Access to the facility can be made only from either Hallandale Beach Boulevard or Pembroke Road. The adjoining land uses in the City of Hallandale Beach include mostly commercial, industrial and the high school between Pembroke Road and Hallandale.



TABLE 5.11: I-95 TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	246,000	248,000	256,163	261,347	266,838		F

Source: FDOT



DIXIE HIGHWAY

Dixie Highway begins in South Miami and travels north through Miami-Dade County and across Broward County. Within the City of Hallandale Beach, it parallels the FEC railroad corridor, beginning at County Line Road and traverses north to Pembroke Road, where it continues north through Broward County, entering Palm Beach County. Within the City of Hallandale Beach, it is constructed as a 4-lane undivided facility with 50' of right-of-way providing one-way southbound traffic only. Its length within the City is approximately 1.5 miles. In general, the provision of sidewalks along Dixie Highway is limited to only a few individual businesses. The pavement is in good condition.



Traffic signalization – There are a total of five (5) traffic signals on this roadway for an average of approximately 3 signals per mile. All signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily commercial in nature on the west side with the FEC railroad corridor abutting the roadway to the east. Dixie Highway provides access to various strip-type commercial properties, as well as freestanding commercial buildings on the west side.

TABLE 5.12: DIXIE HIGHWAY TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	4,300	4,400	6,000	6,000	6,000	C	C (NE 215th- HB BLVD) D (HD BLVD – Pembroke)

Source: FDOT



NE/SE 1ST AVENUE

NE/SE 1st Avenue is a two-lane roadway with various sections of 30', 50' and 70' of right-of-way. It functions as a minor arterial, conveying predominately one-way northbound traffic from Miami-Dade County through the City of Hallandale Beach and continuing north through Broward County. At the southern boundary of the City of Hallandale Beach a small segment allows for limited southbound traffic movement from a small number of parking spaces located on the west side of the facility abutting the FEC railway corridor. As referenced previously, Dixie Highway is located on the west side of the FEC railroad corridor and provides for one-way southbound traffic. The length of NE/SE 1st Avenue in the City of Hallandale Beach is approximately 1.5 miles. In general, the provision of sidewalks is limited to a few individual establishments or developments located on the east side of the roadway.

Traffic Signalization – There are a total of five (5) traffic signals on this roadway for an average of 3.3 signals per mile operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily commercial strip-type development with a small number of light industrial uses. Off street parking is provided in the areas immediately west of NE/SE 1st Avenue between the roadway and the FEC railroad corridor. NE/SE 1st Avenue also provides access to Big Casino located on the SE corner of NE 1st Avenue and Pembroke Road, and Bluesten Community Park located on the northeast corner of SE 1st Avenue and SE 7th Street.



TABLE 5.13: NE/SE 1ST AVENUE TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	4,100	6,100	6,200	6,200	6,200	C	C (NE 215th- HB BLVD) D (HD BLVD – Pembroke)

Source: FDOT

FEDERAL HIGHWAY (US-1)

Federal Highway (US-1) is a north-south arterial roadway centrally located in the City of Hallandale Beach. US-1 initiates in Key West and traverses the eastern seaboard of the United States ultimately terminating in the northeast U.S. The portion of US-1 located within the City enters at SW 11th Street (County Line Road) and continues north until it intersects with Pembroke Road, exiting the City. It is constructed as a 6-lane divided facility (Miami- Dade County Line to Hallandale Beach Boulevard) and a 4-lane undivided facility (north of Hallandale Beach Boulevard) with a common center left turn lane. Federal Highway has 133’ of right-of-way south of Hallandale Beach Boulevard and 80’ of right-of-way north of Hallandale Beach Boulevard. Concrete sidewalks are provided on both sides of the majority of the roadway with only a few areas missing.



Traffic Signalization – There are currently a total of five (5) traffic control signals on Federal Highway, for an average of approximately 3.3 signals per mile. Signals are located at intersections of other arterials and collectors. Signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily strip type commercial uses, and governmental uses. US-1 also provides access to the U.S. Post Office, Gulfstream Park Raceway / Casino and the new Village at Gulfstream Park DRI mixed-use development and the City of Hallandale Beach Municipal Complex. US-1 intersects with the 2 major east-west arterials in Hallandale, those being Pembroke Road and Hallandale Beach Boulevard. In addition, US-1 provides access to Miami-Dade County and areas of Broward County (located north).

TABLE 5.14: FEDERAL HIGHWAY (US-1) TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	54,000	48,000	47,500	48,000	43,500	F	F

Source: FDOT



OCEAN DRIVE (SR A1A)

Ocean Drive (State Road A1A) is the eastern most north-south arterial located within Broward County. Within the City of Hallandale Beach it is generally only south of Hallandale Beach Boulevard. The roadway continues north paralleling the eastern coast of Broward County in the City of Hollywood. The roadway is constructed as a 6-lane divided facility with 100' of right-of-way. Its length within the City of Hallandale Beach is approximately 0.75 miles. Concrete sidewalks exist on both sides of the roadway.

Traffic Signalization – There are four (4) traffic signals on the roadway located at major development access points. All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily high density multi-family residential, a small number of hotels and private and public recreation. SR A1A provides access to public beach areas, as well as to Hallandale Beach Boulevard and other east-west roadways.



TABLE 5.15: OCEAN DRIVE (SR A1A) TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	21,500	24,000	27,000	27,500	24,000	D	D

Source: FDOT



PEMBROKE ROAD

Pembroke Road is the northern most east-west arterial roadway located within the City of Hallandale Beach. Pembroke Road is an arterial which extends from US 27 at the westernmost edge of the urbanized area of Broward County in the City of Miramar and traverses easterly through Broward County until terminating at Federal Highway (US-1) in the City of Hallandale Beach. The section of the roadway located within the City enters just east of I-95 and continues easterly to US-1 where it becomes Moffet Street. The portion within Hallandale Beach is approximately 1.4 miles. The roadway is constructed as a 4-lane undivided facility with a shared center left turn lane. The northern side of Pembroke Road is located within the City of Hollywood. A continuous concrete sidewalk is provided along the south side of Pembroke Road located in the City of Hallandale Beach.

Traffic Signalization – There are a total of seven (7) traffic signals located along this facility with five (5) signals between I-95 and Dixie Highway with the remaining two (2) signals on the eastern segment. Signals exist at the following locations and all are operated maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily strip type commercial developments and scattered office buildings (2-3 story). Pembroke Road provides access to I-95 and other north-south arterials within the City. In addition, Pembroke Road provides direct access to The Big Casino.



TABLE 5.16: PEMBROKE ROAD TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	-	51,084	51,187	51,524	53,409	F	F

Source: FDOT

HALLANDALE BEACH BOULEVARD

Hallandale Beach Boulevard is a centrally located east-west principal arterial roadway that bisects the City of Hallandale Beach and eventually extends to US 27 and SR A1A. The portion of Hallandale Beach Boulevard located in the City of Hallandale Beach is approximately 2.7 miles in length. It is constructed as a 6-lane divided facility with 100' of right-of-way. Concrete sidewalks exist on both sides of the roadway and appear to have adequate drainage. However, portions of Hallandale Beach Boulevard, east of US-1, have been known to flood when significant rainfall events occur.

Traffic Signalization – There are a total of 19 traffic signals on Hallandale Beach Boulevard located primarily at the intersections of arterials and other major collectors. This number includes two traffic signals servicing the drawbridge over the Intracoastal Waterway.

Adjoining land uses/access – Adjoining land uses are primarily strip type commercial development, large-scale retail (supermarkets, Diplomat Mall, etc.) and office. Hallandale Beach Boulevard provides access to the major commercial development within the City, the City's Financial District, and to several high-density multi-family developments located adjacent to and east of NE 14th Avenue. In addition, Hallandale Beach Boulevard provides access to the Gulfstream Race Track / Casino. While Hallandale Beach Boulevard functions as a regional arterial roadway, the lack of a well defined support system of collector streets, and given the existing adjacent land uses and access to the facility, the roadway is forced to provide a variety of other functions as well. The multiple functions of Hallandale Beach Boulevard frequently lead to congestion problems as well as to hazardous conditions for pedestrian and vehicular traffic that would not normally be associated with the function of an arterial roadway.



TABLE 5.17: HALLANDALE BEACH BOULEVARD TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	-	51,084	51,187	51,524	53,409	F (I-95 – US-1) C (US-1 – OCEAN DR.)	F (I-95 – US-1) D (US-1 – OCEAN DR.)

Source: FDOT

SW 11TH STREET (A.K.A. COUNTYLINE ROAD)

SW 11th Street (a.k.a. Holiday Drive/County Line Road) is an east-west 2-lane undivided roadway located in the southwest corner of the City between I-95 and Dixie Highway along the southern boundary of the City. SW 11th Street exists west of I-95 as “County Line Road” (SW 41st Street)

In the City of Hallandale Beach, SW 11th Street does not provide access to Miami-Dade County. In fact, there is a concrete wall constructed along the south boundary on the majority of the roadway between the two counties, preventing access from Miami-Dade County. Although the roadway is located within close proximity to I-95, in the City of Hallandale Beach, there is not direct access to or from I-95. Therefore, access to the roadway is restricted primarily to the properties abutting the facility and vehicles accessing the roadway from either Hallandale Beach Boulevard (via SW 11th Avenue) or from Dixie Highway.

In previous years SW 11th Street was included on the Broward County Trafficways Plan as a 106’ collector roadway in order to ensure an adequate right-of-way for a possible future connections between the western and eastern portions of County Line Road. However, a connection of SW 11th Street between the Town of Pembroke Park and Hallandale Beach was never constructed and the right-of-way was subsequently reduced from 106’ to 80’ within the City of Hallandale Beach.



TABLE 5.18: SW 11TH STREET (COUNTYLINE ROAD) TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	800	900	900	900	900	C	C

Source: FDOT



NE 14TH AVENUE

NE 14th Avenue is a north-south collector roadway located in the central/eastern portion of the City, approximately one half mile east of Federal Highway (US-1). NE 14th Avenue was recently upgraded in 2018 as a CRA project. The portion of NE 14th Avenue located within the City begins approximately 1 block south of Hallandale Beach Boulevard and is approximately 0.8 miles in total length. The roadway is constructed as a 2 lane undivided facility with approximately 70' of right-of-way. Sidewalks are provided along approximately 80% of the western side of the roadway and only approximately 20% of the east side of the facility. Due to the recent upgrades, the pavement is in very good condition. However, NE 14th Avenue experiences major issues related to flooding during large stormwater events.

Traffic Signalization – There are a total of two (2) traffic signals located on this roadway at major intersections for an average of 2.5 signals per mile. All signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily high-density multi-family and commercial. NE 14th Avenue provides access to arterial roadways for a large block of high-density multi-family residential developments (approximately 10 storeys) located on both the east and west sides of the roadway. In addition, NE 14th Avenue provides access to two (2) arterials (Hallandale Beach Boulevard and Pembroke Road) and to the Diplomat Golf Course located generally on the southeast.



TABLE 5.19: NE 14TH AVENUE TRAFFIC VOLUMES

YEAR	2014	2015	2016	2017	2018	LOS (2013)	LOS (2030)
AADT	8,500	8,600	8,600	8,700	8,900	C	D

Source: FDOT



INTERSECTIONS

The future LOS analysis shows that no additional roadways are projected to operate below an acceptable LOS other than what was determined from the existing conditions (i.e. Hallandale Beach Boulevard, Pembroke Road, and US-1). However, several new intersections are projected to operate at LOS F. These include intersections along US-1, especially those in proximity to Gulfstream Park, Atlantic Shores Boulevard and NE 14th Avenue, which is located adjacent to a proposed development at the Diplomat Golf Course (i.e. 500 & 501 Diplomat Parkway).

Additionally, several intersections operate at poor levels of service especially at FEC Railway crossings and along US-1. These will require upgrades with any proposed development. Some of the intersections with a level of service of 'F' during the peak hours are:

- SW 11th Street and S Dixie Highway
- SE 3rd Street and S Dixie Highway/SE 1st Avenue
- Hallandale Beach Boulevard and SE 1st Avenue
- SE 9th Street and US-1



SW 11th Street & S Dixie Highway



Hallandale Beach Boulevard & SE 1st Avenue



SE 3rd Street & S Dixie Highway/SE 1st Avenue



SE 9th Street and US-1

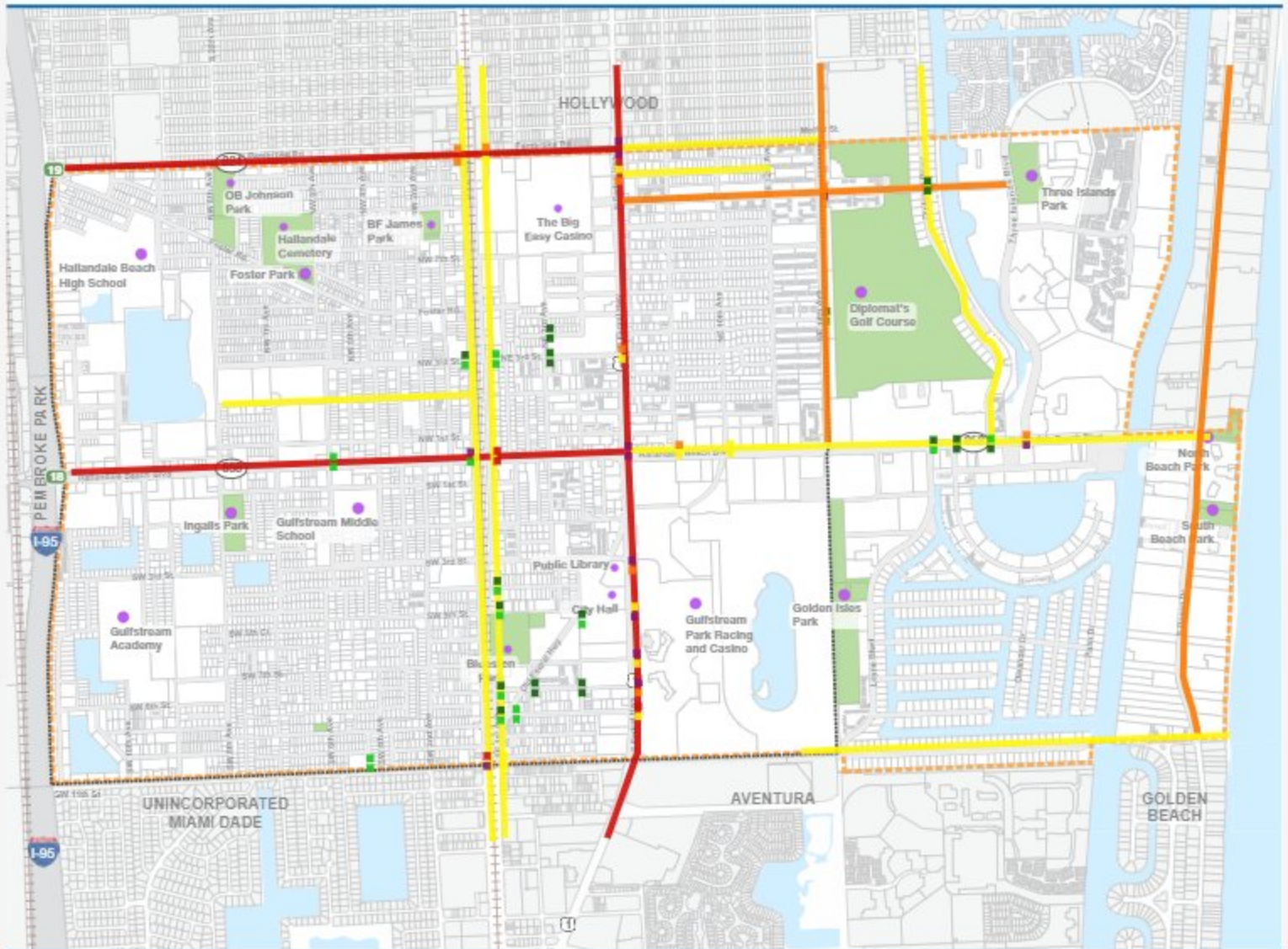


FIGURE 5.8: TRANSPORTATION LEVEL OF SERVICE (2013)

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Landmark/Destination
- Major Corridors
- Interstate Exit Numbers
- Proposed FEC Passenger Rail
- Arterial Road
- Collectors
- Existing Traffic Signals

INTERSECTION LEVELS OF SERVICE (AM TOP, PM BOTTOM)

	A		B
	C		D
	E		F

ROADWAY SEGMENT LEVELS OF SERVICE

	A		B
	C		D
	E		F



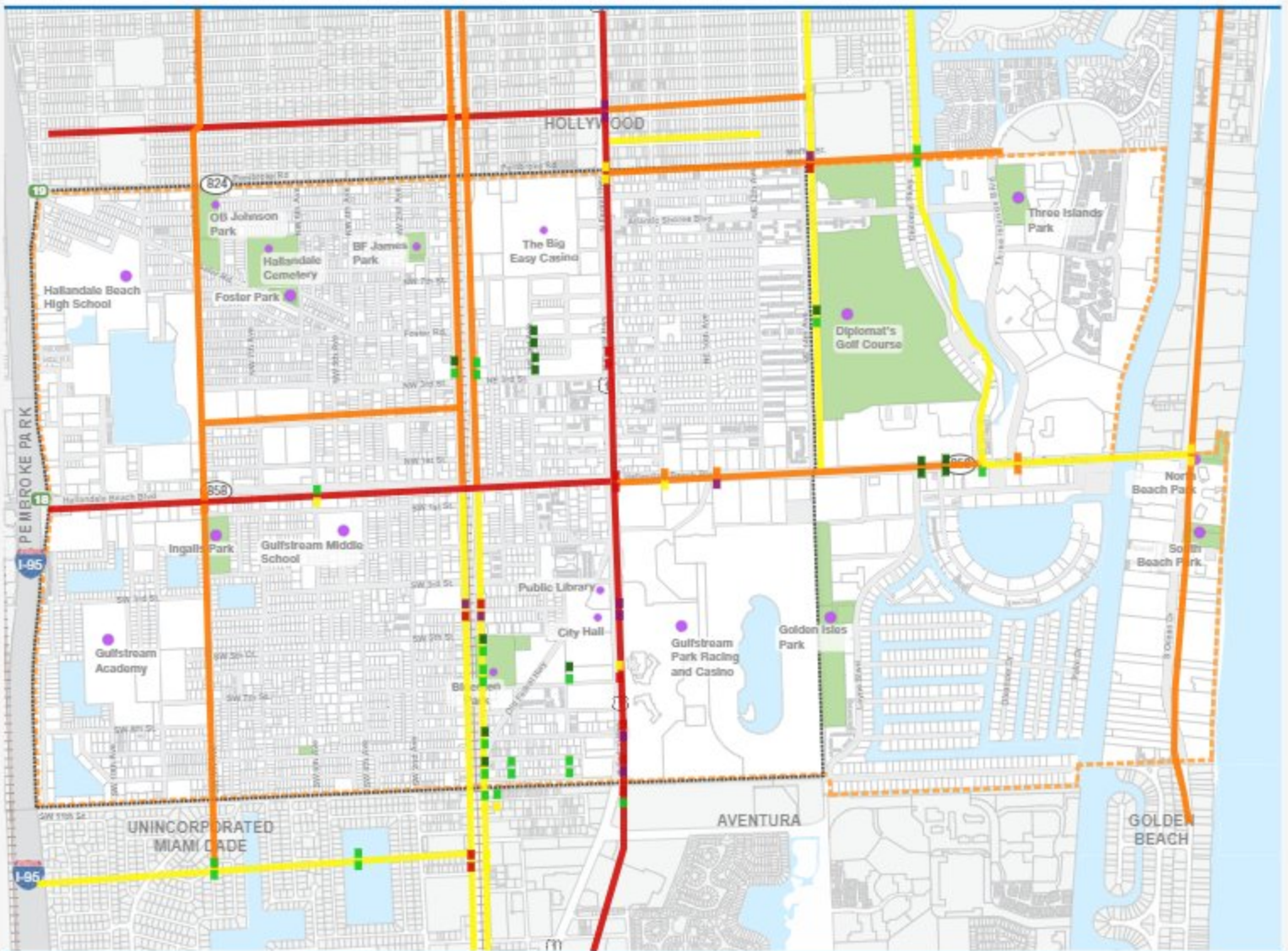


FIGURE 5.9: FUTURE LEVEL OF SERVICE (2035)

LEGEND

- | | | | |
|---------------------------------|-----------------------------|---|---|
| Miami Dade County Boundary | Interstate Exit Numbers | INTERSECTION LEVELS OF SERVICE (AM TOP, PM BOTTOM) | |
| Hallandale Beach City Boundary | Proposed FEC Passenger Rail | A | B |
| CRA Boundary | Arterial Road | C | D |
| Water Body | Collectors | E | F |
| Parks, Open Spaces & Recreation | Existing Traffic Signals | ROADWAY SEGMENT LEVELS OF SERVICE | |
| Major Corridors | | A | B |
| Landmark/Destination | | C | D |
| | | E | F |



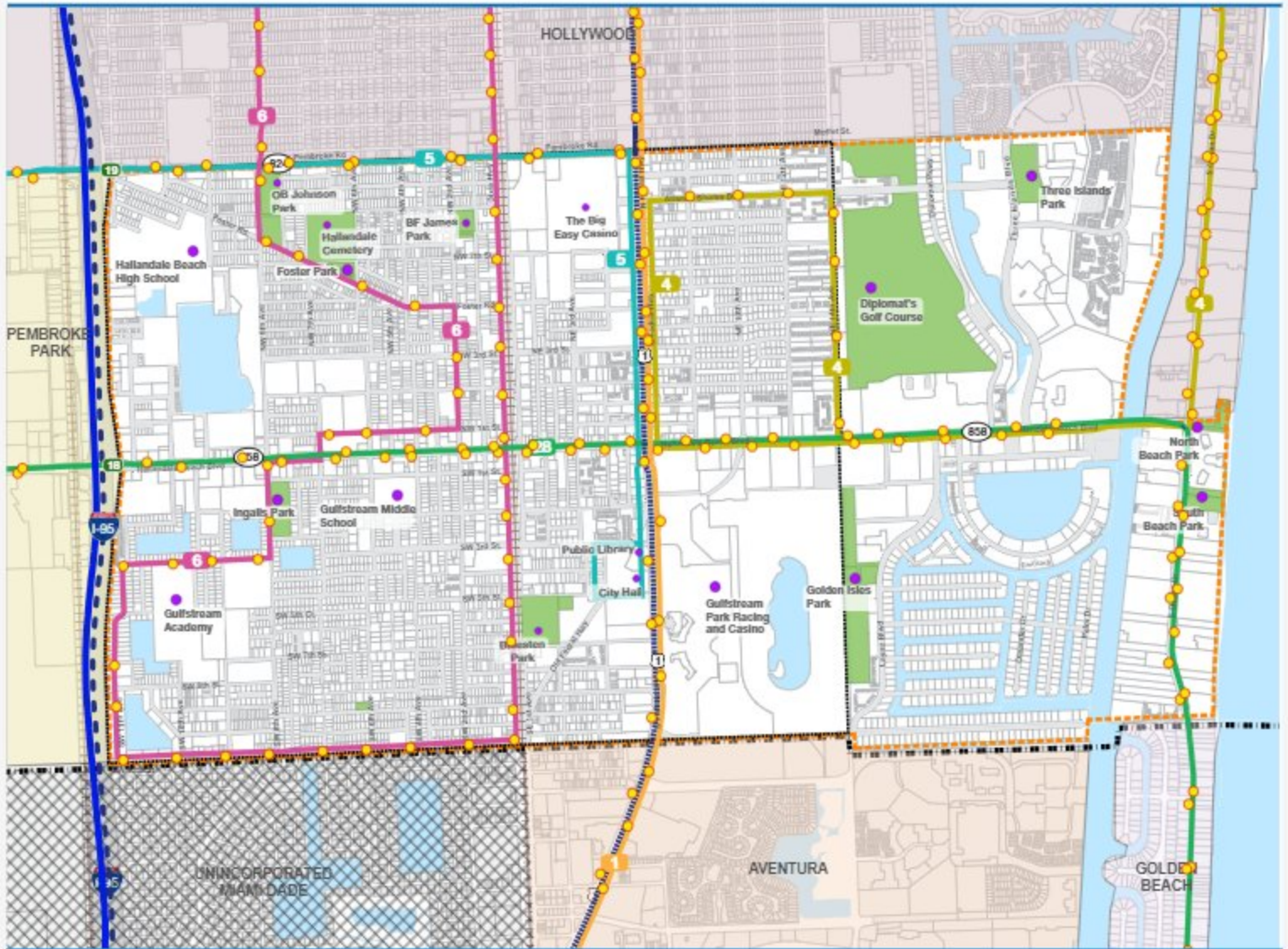


FIGURE 5.10: TRANSIT SYSTEM

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Major Corridors
- Interstate Exit Numbers
- Proposed FEC Passenger Rail
- Bus Stops
- Landmark/Destination

- COMMUTER LIMITED STOP SERVICE**
- Tri-Rail
- 595 Express (Route 110)
- Hallandale Bch Blvd & US-1
- BROWARD COUNTY TRANSIT BUS ROUTE**
- Route 1
- Route 4
- Route 5
- Route 6
- Route 28



4 ROUTES

ROUTE - 1, 2, 3, 4



HEADWAY TIME
60 MINUTES



6 ROUTES

REGULAR SERVICE - 1, 4, 5, 6, 28

EXPRESS SERVICE - US-1 BREEZE



HEADWAY TIME
30 - 60 MINUTES



PEDESTRIAN NETWORK

The City of Hallandale Beach does not have a connected pedestrian network – some blocks have sidewalks, while others do not. School children were observed walking in the road to and from school. Based on the data from the BODR report, the city has approximately 61 miles of concrete sidewalk in place. The width of the existing sidewalk varies from 4 feet to 5 feet. Major arterial streets in Hallandale Beach including Hallandale Beach Boulevard, Pembroke Road, SR A1A and Federal Highway north of SE 2nd Street have sidewalks on both sides of the street, whereas other major streets, such as Dixie Highway and NE/SE 1st Avenue, have sidewalks either on one side or are not continuous.

The tree canopy provided along sidewalks for shading purposes is inconsistent throughout the CRA and residents have reported concerns with regards to the brightness, functionality and consistency of the streetlight network. The City's Design Guidelines calls for a minimum sidewalk width of five (5) feet. Based on this minimum requirement, the BODR has identified 255,091 feet of new sidewalk construction, restoration of 2,124 feet of damaged sidewalks, construction of 587 new Americans with Disabilities Act (ADA) ramps, and 453 new truncated domes at ADA ramps.



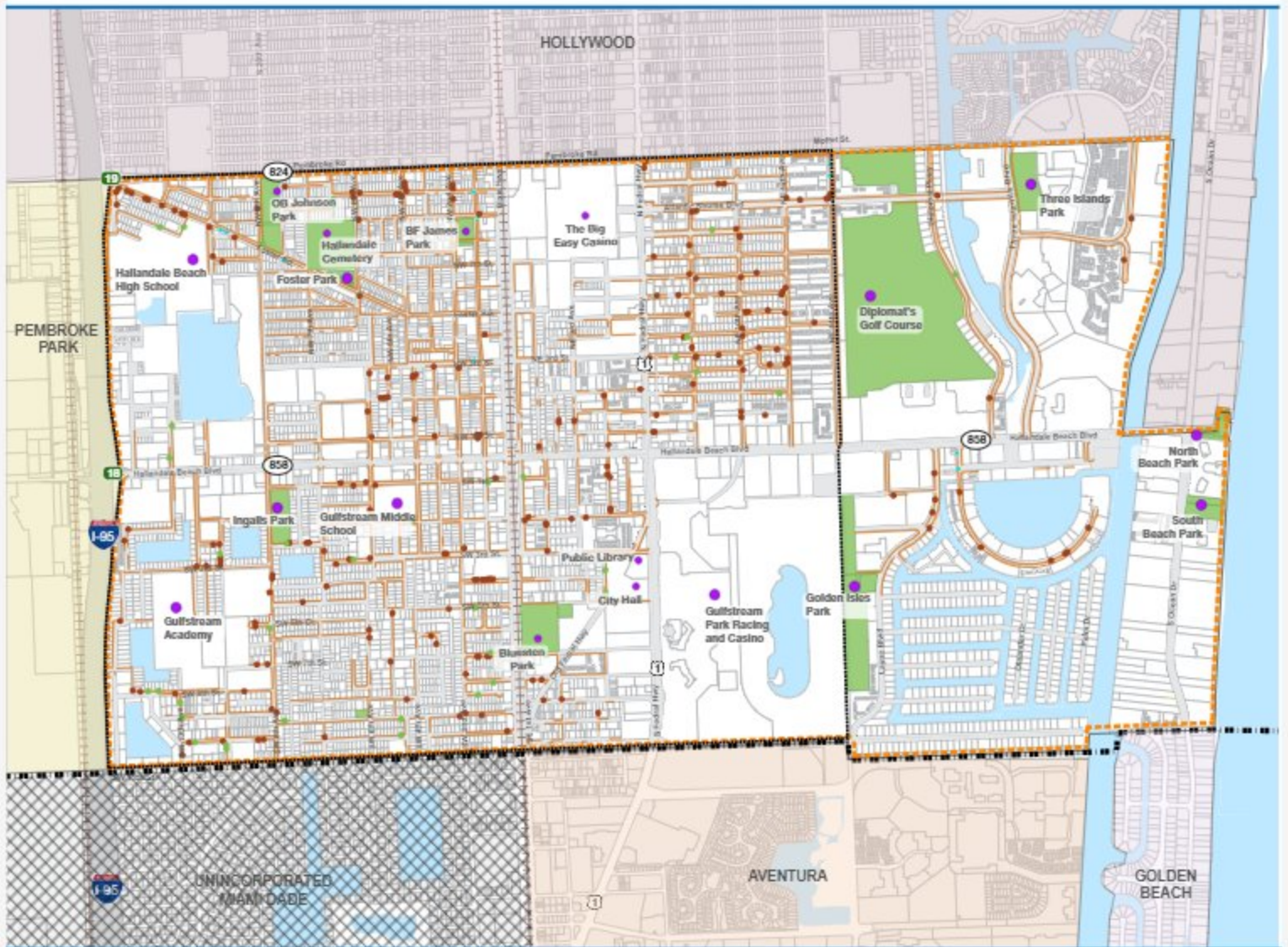
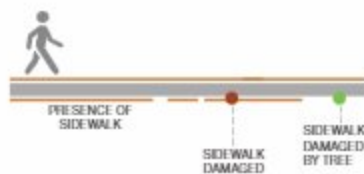


FIGURE 5.11: SIDEWALKS

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Landmark/Destination

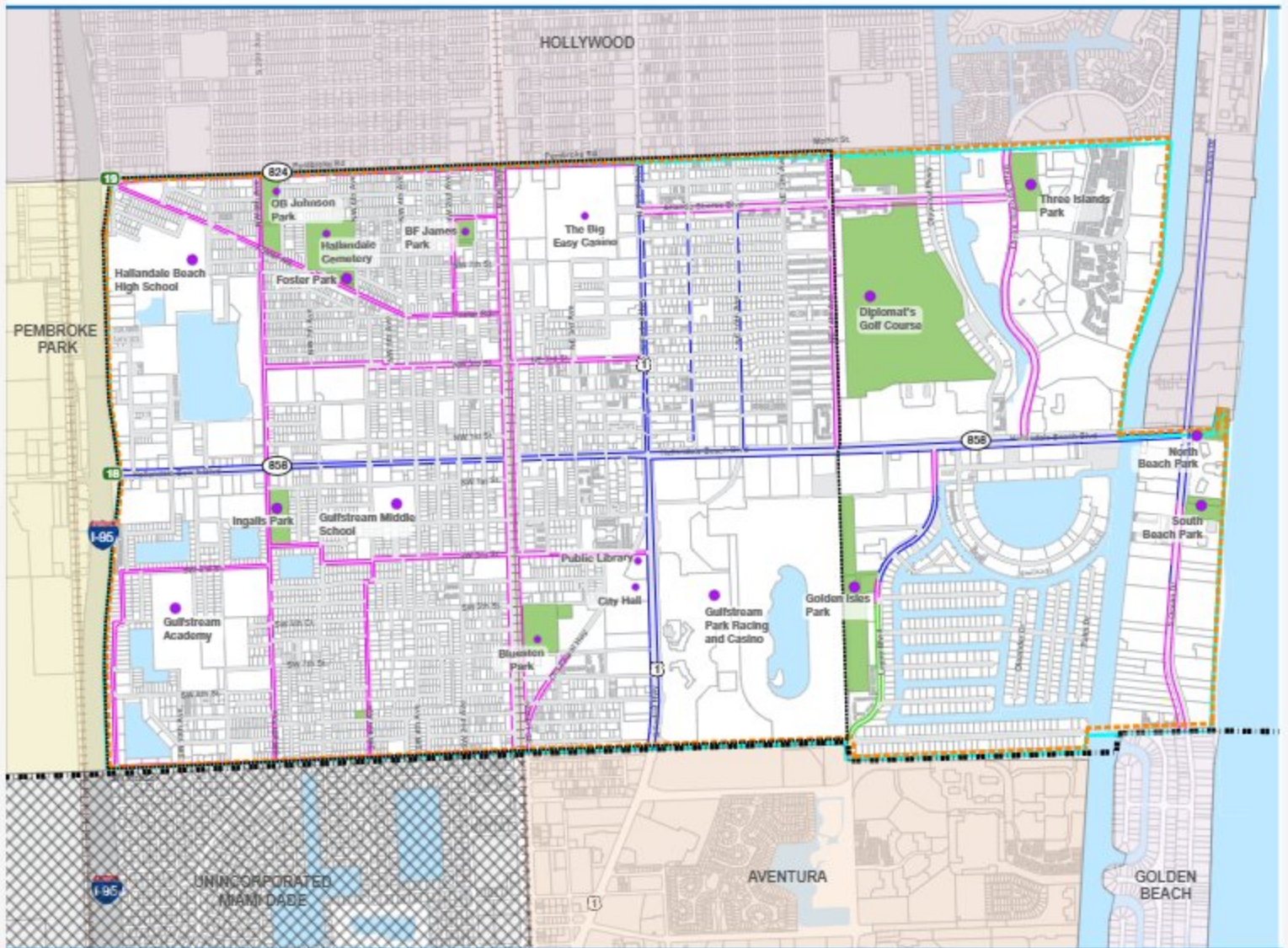


BICYCLE NETWORK

There are no exclusive bicycle-only trail facilities in Hallandale Beach. However, bicycle usage is common within the City, particularly along local roadways and SR A1A adjacent to the beach area. Bicycle lanes and sharrows are currently provided along the three primary arterials (i.e. Hallandale Beach Boulevard, Pembroke Road, and SR A1A). There are also bicycle lanes along three other north-south local roads (i.e. NE 8th Avenue, NE 10th Avenue, and Layne Boulevard).

Cycling is prevalent on the local City street system where there are relatively low traffic volumes and controlled traffic conditions. On major roadways, bicyclists typically use sidewalks for safety reasons. Along major streets with bike lanes, including US-1 and Hallandale Beach Boulevard, the LOS ranged from D to F since only non-buffered, four (4) foot bike lanes are provided and there is heavy traffic and conflicts from turn lanes. The average LOS grade across the system is approximately LOS D, which is "Appropriate for advanced adult bicyclists, moderate to high interactions with motor vehicles."





MAP 5.12: BICYCLE LANES

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Major Corridors
- Interstate Exit Numbers
- Proposed FEC Passenger Rail

- EXISTING BICYCLE LANES
- BIKE LANES TO BE REDESIGNED
- POTENTIAL BICYCLE LANES
- Landmark/Destination



PARKING

The City, through its planning processes will attract many new multi-family residential units and thousands of square feet of new commercial development. To support new development and population growth, the City has identified parking projects to upgrade the existing parking facilities. Currently, the CRA does not own any parking spaces. However, the City Center development is slated to provide 55 new spaces to the CRA. Additionally, the CRA is currently in the permitting phase for its first parking lot in the FADD, which will be a 'green' parking lot. Along with that, there is currently parallel, angled, and 90-degree on-street public parking established throughout Hallandale Beach. It is suggested that all on-street parking is retained and that new on-street parking opportunities are explored and added in the RAC area to support economic development and residents.



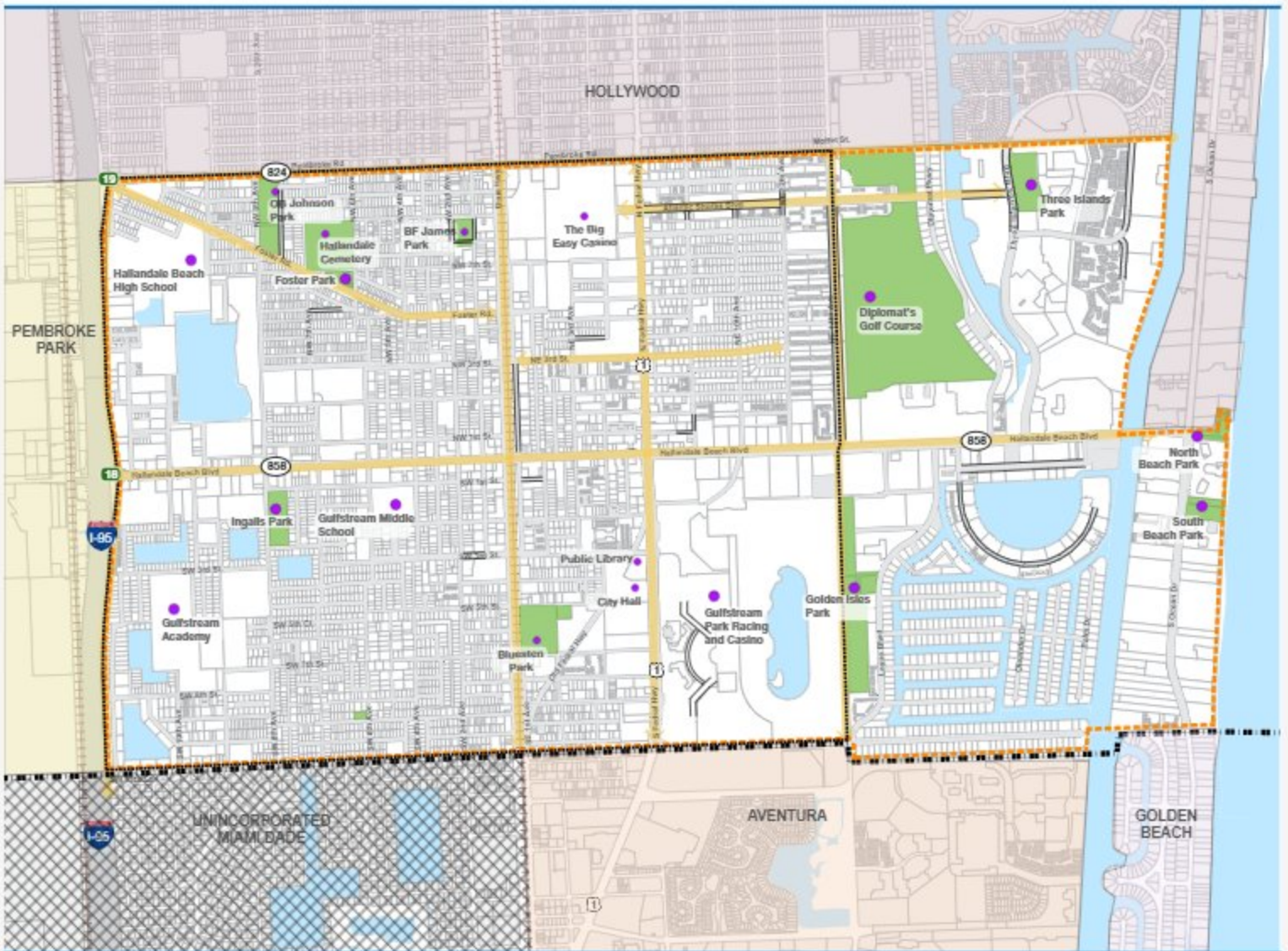












FIGURE 5.13: EXISTING PARKING

LEGEND

-  Miami Dade County Boundary
-  Hallandale Beach City Boundary
-  CRA Boundary
-  Water Body
-  Parks, Open Spaces & Recreation
-  Major Corridors
-  Interstate Exit Numbers
-  Proposed FEC Passenger Rail
-  Existing On-Street Parking
-  Landmark/Destination



ACCIDENTS

Most crashes in Hallandale Beach occur along Hallandale Beach Boulevard, US-1 and Pembroke Road, due to their high vehicular activity. Atlantic Shores Boulevard, which includes angled parking and wide streets, also experiences a high number of crashes. Dixie Highway and SE 1st Avenue have minimal crashes.

Local streets like SE/SW 3rd Street, NE/NW 3rd Street, and Foster Road have high number of crashes because they are being used as an alternative route to the main arterial roads. Other roads with high number of crashes are SW/NW 8th Avenue and Foster Road.

For bicycle/pedestrian crashes, Pembroke Road and US-1 have witnessed the highest number of accidents.

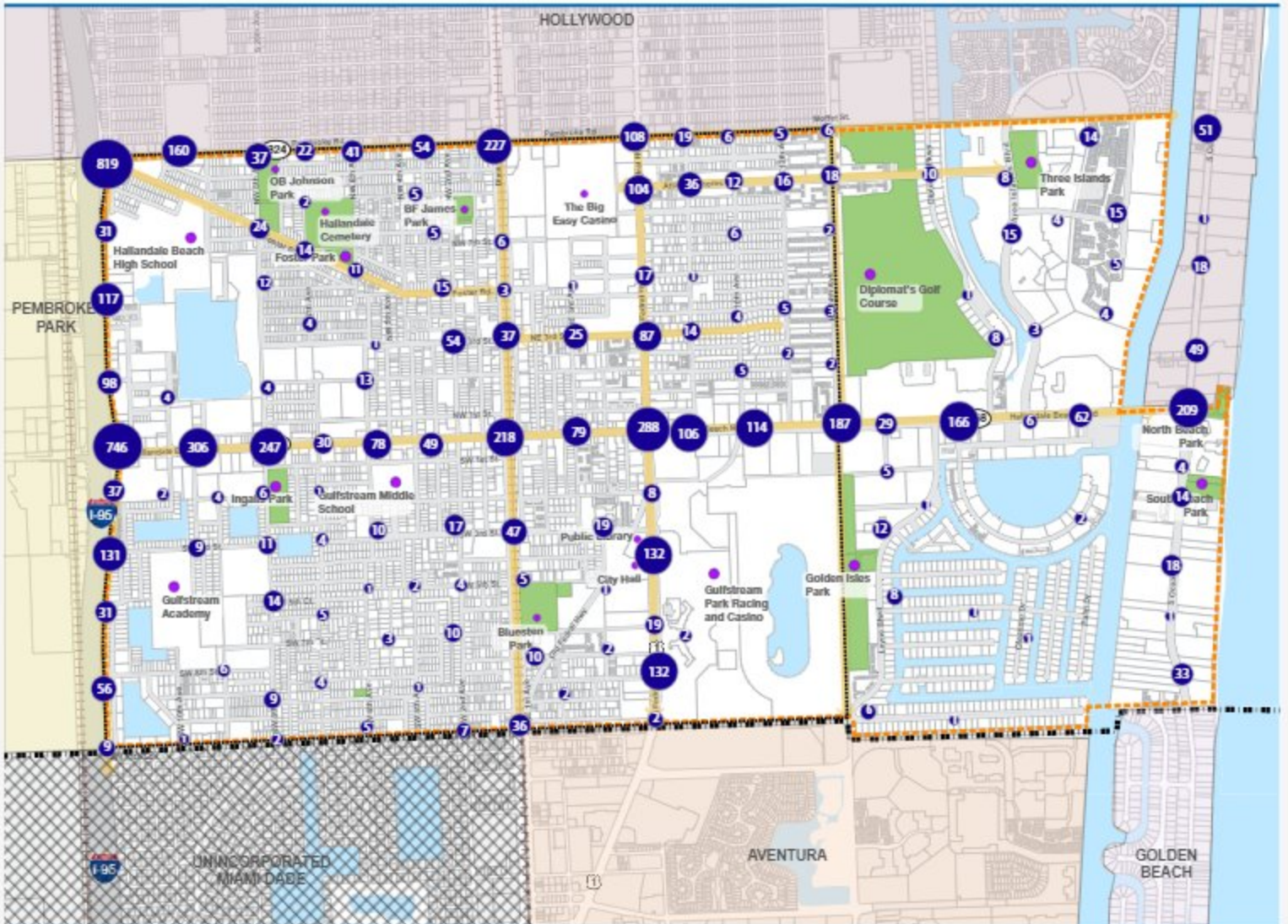


FIGURE 5.14: ACCIDENT DATA ANALYSIS IN THE LAST THREE YEARS

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Major Corridors
- Interstate Exit Numbers
- Proposed FEC Passenger Rail
- Accident Data from 2014-2017
- Landmark/Destination



5.5 EXISTING INFRASTRUCTURE

WATER DISTRIBUTION SYSTEM

Distribution system and Water Treatment Plants are owned and maintained by the City of Hallandale Beach. Water consumption is estimated at 5.62 MGD by 2020, serving a population of approximately 39,712. The City's water supply is provided by means of three wells located as follows:

- Water Treatment Plan (WTP): Well #3
- Well #7 and Well #9 located are the NW area of NW Quadrant

Approximately half of the 7 MGD maximum daily flow is provided by City of Hallandale Beach Water Treatment Plan and it is to be upgraded to a reverse osmosis, with nanofiltration, discharging the effluent to the Floridian aquifer. While Well #9 is proposed and Well #7 is a stand-by well. The City's water supply is also supplemented by Broward County, accounting for approximately 3.5 MGD. Many of the city's watermains are 4" and 6" asbestos cement pipe, which will be replaced with 8", 10" and 12" mains.

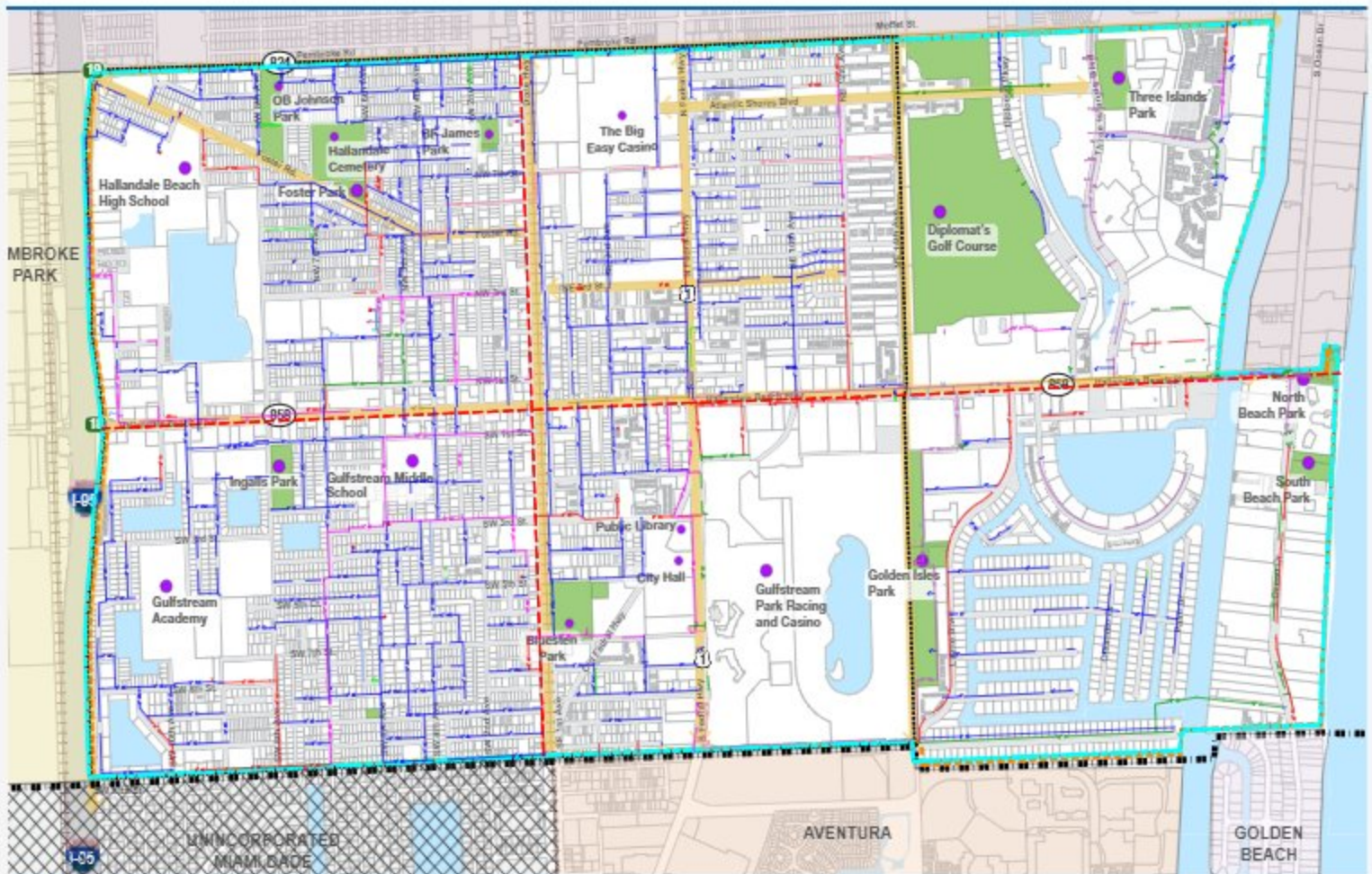


FIGURE 5.15: WATER DISTRIBUTION SYSTEM

LEGEND

	Miami Dade County Boundary		Proposed FEC Passenger Rail		Existing 4" Water Main	
	Hallandale Beach City Boundary		Major Corridors		Existing 6" Water Main	
	CRA Boundary		Interstate Exit Numbers		Existing 8" Water Main	
	Parks, Open Spaces & Recreation		Landmark/Destination		Existing 10" Water Main	
	Water Body				Existing 14" Water Main	
					Existing 20" Water Main	



WASTEWATER MANAGEMENT

The wastewater collection system is owned and maintained by City of Hallandale Beach, while treatment of wastewater is provided by City of Hollywood. Maximum annual average daily flow is 8.7135 million gallons per day (MGD). The collection system consists of gravity mains, force mains and 15 lift stations.

The following concerns have been expressed regarding the City's wastewater collection system:

- Insufficient number of lift stations
- L.S. #8 should be upgraded, together with installation of new force main along Dixie Highway, to serve area south of City Hall, as well as hospital and offices in Aventura
- Infiltration of approximately 1 MGD

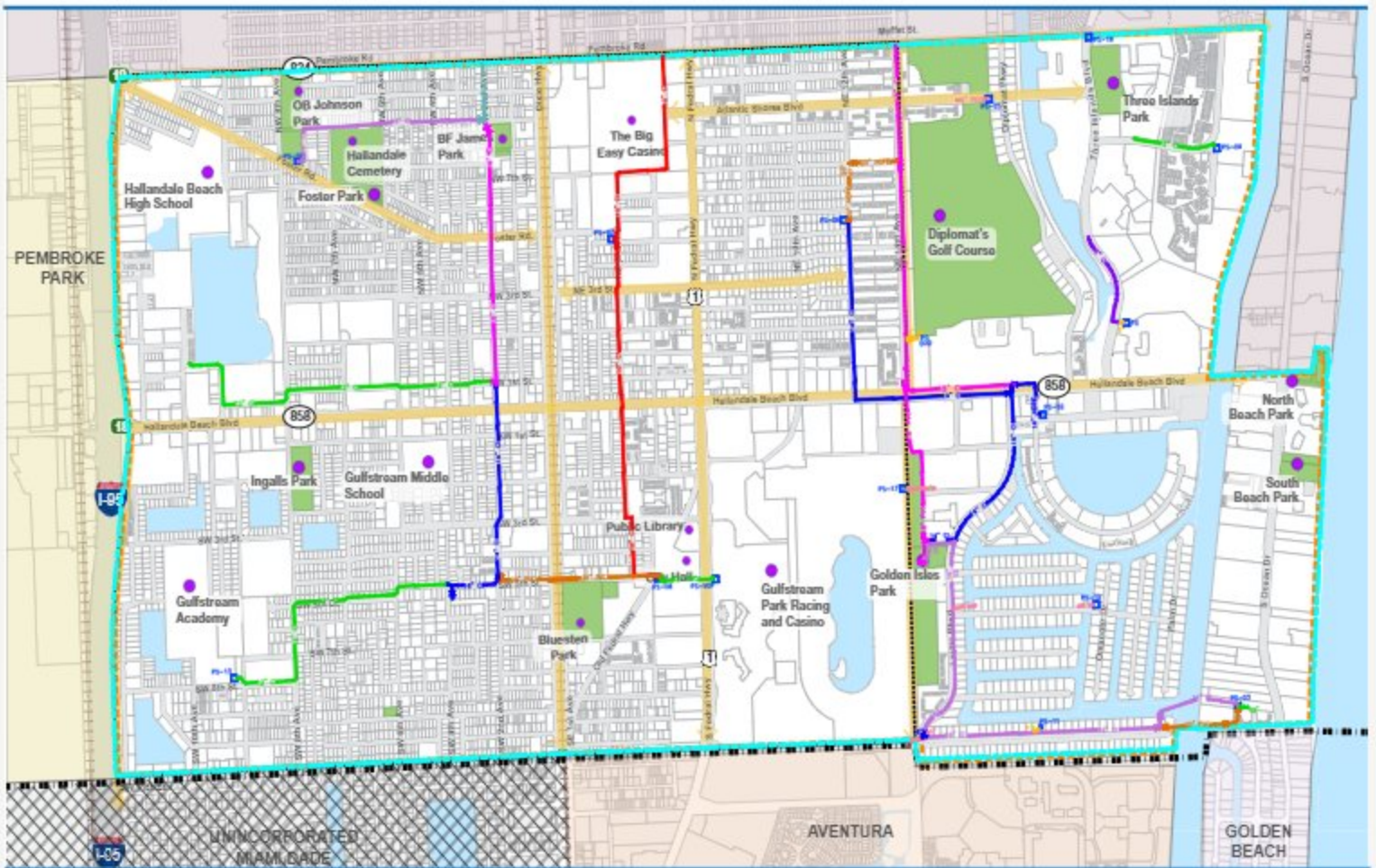


FIGURE 5.16: WASTEWATER MANAGEMENT

LEGEND

Miami Dade County Boundary	Proposed FEC Passenger Rail	Existing 16" Water Main
Hallandale Beach City Boundary	Existing 4" Water Main	Existing 18" Water Main
CRA Boundary	Existing 6" Water Main	Existing 20" Water Main
Water Body	Existing 8" Water Main	Existing 24" Water Main
Parks, Open Spaces & Recreation	Existing 10" Water Main	Existing 30" Water Main
Major Corridors	Existing 12" Water Main	Existing Pump Station
Interstate Exit Numbers	Existing 14" Water Main	Existing Pump Station to be upgraded



- Landmark/Destination
- Existing 30" Water Main



DRAINAGE

Flooding in the redevelopment area is mainly the result of the inundation of stormwater and sea level rise over historically low land elevations. The problem is further exacerbated by an aging drainage system. During the increased average high tide (2' sea level rise) or increased storm intensity/surges, the City waterways are influenced by tides that also contribute further to drainage and flooding problems in the city.



FIGURE 5.17: STORMWATER

LEGEND

Miami Dade County Boundary	Interstate Exit Numbers
Hallandale Beach City Boundary	Proposed FEC Passenger Rail
CRA Boundary	Special Flood Hazard Area
Water Body	Broward County Property Appraiser - Property Lines
Parks, Open Spaces & Recreation	Landmark/Destination
Major Corridors	





MARKET ANALYSIS

INDUSTRIAL
OFFICE

RETAIL & RESTAURANT

RESIDENTIAL

HOTEL

TOURISM

LAND AVAILABILITY / VALUES



The following market analyses of the current conditions in Hallandale Beach and Broward County have been derived from published data, which is based primarily on city-wide and county data. As such, it should be noted that market data regarding the CRA specifically is lacking or unavailable and therefore should be interpreted from the broader results on a city-wide and county-wide level.

6.1 INDUSTRIAL

BROWARD COUNTY

Broward County has a very active industrial market with almost 2.1 million square feet of industrial product under construction and another 1.8 million square feet of approved projects according to CBRE Research (CBRE Marketview, Quarter 2, 2019). Overall industrial vacancy is 4.4 percent which is an increase of 50 basis points year over year and is expected to increase slightly with the increasing product development.

The Hallandale Beach CRA falls within CBRE's SE Broward Submarket. The SE Broward submarket contains 18.3 million square feet of industrial space (19% of Broward County's total) and a vacancy rate of 3.5 percent. Current absorption is averaging 47,000 square feet annually with 690,414 square feet under construction.

Current county-wide lease asking lease rate (NNN) was \$8.32 per square foot while the SE Broward submarket asking lease rates was \$9.11 per square feet.

6.2 OFFICE

BROWARD COUNTY

The overall Broward Office Market is experiencing moderate growth according to commercial brokers. Office absorption slowed in July of 2019 with limited rent growth for the second straight quarter (Avison Young, 2019). However office demand fundamentals remain strong given the employment growth in office demand sectors which experienced a 4 percent gain (Figure 6.1).

The County has a total of 31.1 million square feet of office inventory which an absorption of 151,957 square feet from January through July, 2019. The overall vacancy rate was 10.94 in July

Class A properties continue to experience good growth outside downtown Ft. Lauderdale. The average rent for Class A space was \$38.27 square foot (Figure 6.2).

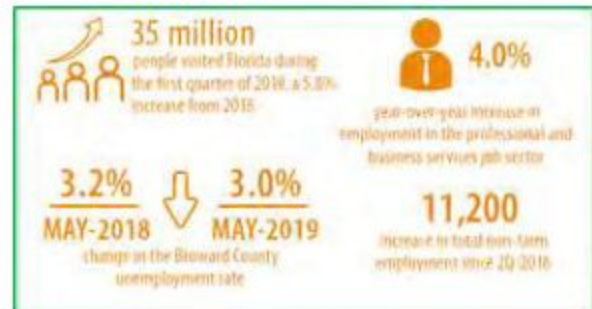


FIGURE 6.1: BROWARD COUNTY OFFICE MARKET FUNDAMENTALS (AVISON YOUNG, 2019)

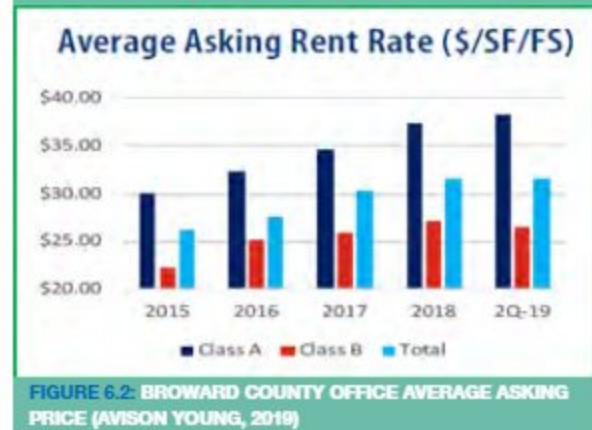


FIGURE 6.2: BROWARD COUNTY OFFICE AVERAGE ASKING PRICE (AVISON YOUNG, 2019)

HALLANDALE BEACH

As is shown in Table 6.1, Hallandale Beach contains 500,355 square feet of Class A/B space which represents 1.67 percent of the Broward County's office inventory.

Hallandale Beach lies central to the Hollywood/Hallandale Beach/Aventura market. As shown in Table 6.1, the City of Aventura dominates the Class A inventory. The current construction of Class A space in Hallandale Beach is partially due to the lack of suitable land within the Aventura market to satisfy the Miami-Dade demand.

Lease rates within the Aventura market (\$45-\$49 sq. ft.) are also significantly higher than current Hallandale Beach or Hollywood rates.

HALLANDALE BEACH LEASE RATES (CLASS A/B)

An analysis of newly constructed Class A/B rates range \$38 - \$90 per square foot (Table 6.2). The City has four major office developments that are being built.

TABLE 6.1: HALLANDALE OFFICE MARKET COMPARISON, 2019

Office Market	Broward County	Hallandale	Hollywood	Aventura
Total RSF				
Class A	13,616,060	0	351,624	1,156,289
Class B	17,483,676	500,355	1,460,770	365,935
Direct Vacant SF				
Class A	1,373,396	0	38,838	98,820
Class B	1,838,535	84,583	120,245	18,780
Lease Rate				
Class A	\$38.27	\$0.00	\$35.98	\$49.19
Class B	\$26.57	\$32.59	\$28.96	\$45.31
Percent Occupied				
Class A	89.91%	0.00%	88.95%	91.45%
Class B	89.48%	83.10%	91.77%	94.87%
Percent Vacant				
Class A	10.09%	0.00%	11.05%	8.55%
Class B	10.52%	16.90%	8.23%	5.13%
Percent Total Vacant				
Class A	10.60%	0.00%	12.45%	10.00%
Class B	11.21%	16.90%	8.30%	5.13%
Under Construction				
Class A	962,906	345,526	0	235,222
Class B	36,216	0	0	0
Net Absorption				
Class A	143,586	0	14,427	5,525
Class B	8,371	1,041	(2,300)	1,856

Source: Avison Young, 2019

TABLE 6.2: HALLANDALE CLASS A/B OFFICES

ADDRESS	SF AVAILABLE	LEASE	YEAR BUILT
1117 E Hallandale Blvd	1,900	\$28.42	1973
1250 E Hallandale Blvd	22,855	\$11.00	1982
1920 E Hallandale Blvd	5,631	\$30.00	1978
2200 E Hallandale Blvd	3,000	\$21.00	1970
2500 E Hallandale Blvd	38,790	\$30.00	1974
2100 E Hallandale Blvd	9,105	\$21.00	1970
501 Golden Isle Dr	625	\$25.00	1989
100 N Federal Hwy (Access One)	8,075	\$38.00	2019
110 N Federal Hwy	2,200	\$24.00	1992
800 SE 4th Ave	4,000	\$40.00	2019
1010 S Federal Hwy	2,72,000	\$55.00	2020
801 N Federal Hwy (Atlantic Village Phase 1)	3,37,234		2018
801 N Federal Hwy (Atlantic Village Phase 2)	26,000		2020
801 N Federal Hwy (Atlantic Village Phase 3)	95,000		

Source: Loopnet.com, 2019



6.3 RETAIL & RESTAURANT

RETAIL

Broward County has almost 50 million square feet of retail space. While parts of the retail sector are going through a major paradigm shift caused by online sales, the overall County market appears strong with rents increasing by 15 percent at the end of 2018 over the same period in 2017 (Figure 6.3).

Retail sales for the County exceed \$23 billion according to CBRE Research and are forecast to grow by 5.8 percent during 2019.



FIGURE 6.3: BROWARD COUNTY RETAIL MARKET, CBRE RESEARCH, 2018

Hallandale Beach retail market overlaps the Aventura retail market, which has been one of the strongest markets in South Florida. The Aventura retail market has 5.18 million square feet of inventory and a 2.3 percent vacancy rate. Average rental rate in the Aventura market is \$47.17 according to Colliers International. There are 215,000 square feet of retail space under construction.

The City of Hallandale average retail rent is \$28.39 with a current vacancy rate of 3.1 percent.

As shown in Table 6.3, the Hallandale Beach retail market is regional as indicated in its retail GAP of approximately \$143 million. This indicates that local retail stores sales exceed local demand by \$143 million which also demonstrates the City strong tourism orientation.

RESTAURANT

The Florida Department of Professional Regulations lists 153 restaurants within Hallandale Beach. The majority of the restaurants are fast food and small owner properties. CRA staff have identified approximately 60 'sit-down' restaurants in the City. Based on Loopnet.com, restaurant space lease rates are \$25-\$35 for the submarket. Several of the new mixed use developments have available vacant restaurant space.

TABLE 6.3: HALLANDALE BEACH RETAIL GAP ANALYSIS

INDUSTRY SUMMARY	NAICS CODE	NO. OF BUSINESSES	RETAIL GAP
Total Retail Trade/Food & Drink	44-45, 722	410	(\$142,853,240)
Total Retail Trade	44-45	285	(\$98,148,150)
Motor Vehicle & Parts	441	25	\$35,002,730
Furniture & Home Furniture	442	29	(\$26,769,490)
Electronics & Appliances	443	11	\$743,280
Building Materials, Garden & Supply	444	7	\$5,754,000
Health & Personal Care	446	33	(\$26,769,490)
Gasoline Stations	447	8	(\$22,889,490)
Clothing & Accessory Stores	448	60	\$8,779,260
Sporting, Hobby, Music Stores	451	10	\$14,172,090
General Merchandise	452	18	(\$2,247,300)
Miscellaneous Store Retailers	453	33	(\$29,133,200)
Nonstore Retailers	454	0	\$12,106,570
Total Food & Drink	722	125	(\$44,705,090)
Food & Drinking Services	722	153	(\$44,705,090)

Source: ESFR, 2019

6.4 RESIDENTIAL

BROWARD COUNTY

Broward County residential sales increased by 6.74 percent between July 2018 and 2019 as reported by the Broward County Appraiser Office. Hallandale Beach had 105 sales in July 2019 which represented 3.5 percent of Broward County sales; in addition the City ranked 16th out of the 30 county cities reporting (Figure 6.4).

As reported by Realtor.com, Hallandale Beach had a median listing price of \$259,000 or \$224 per sq. ft. while the median sales price was \$216,300 (Figure 6.5).

The median sales price for homes in Hallandale Beach increased by 3.6 percent since July 2018.

The Hallandale Beach housing market is considered a buyer's market, selling for 5.11 percent below asking price on average as of July 2019 according to realtor.com (Figure 6.6).



FIGURE 6.4: Broward County Residential Sales, Broward County Appraiser Office, July 2019



FIGURE 6.5: Hallandale Beach Home Values, realtor.com, July 2019



FIGURE 6.6: Median List Price vs. Sales Price, realtor.com, 2016-2019



Another indicator of the City's soft residential market is the median 112 days residential units were on the market (Figure 6.7).

MULTI-FAMILY

The overall Broward County multi-family market continues to be strong, driven by population growth and associated job growth. The market contains over 187,600 rental units with an average rent exceeding \$1,500 per unit.

HALLANDALE BEACH

The average rental rate in Hallandale Beach is \$1,798 as of August 2019 which is 20 percent higher than last year (Figure 6.8). The average apartment size is 1,004 square feet.

6.5 HOTEL

BROWARD COUNTY

The Broward County hotel market has improved since the 2016-2017 weak market, with a 5.1 percent RevPAR increase in 2018. The County had one of the nation's top Average Daily Room (ADR) growth rates at 6 percent according to CBRE Research. CBRE forecasts a supply growth rate of 3.4 percent from 2018 through 2022 and support a 2.5 percent ADR growth rate during this period given the increase in inventory.

HALLANDALE BEACH

The Hallandale Beach market overlaps with the both the Fort Lauderdale-Hollywood International Airport and Port Everglades cruise tourism markets which are within 10 miles of the City. The City has three major tourist activity centers: Gulfstream Race Park and Casino, the Big Easy Casino and the Hallandale Beachfront.

A study by Interim Hospitality Consultants in 2017 demonstrated the feasibility of new hotel construction within the City. The study should be viewed as conservative as it only analyzed the Hollywood/Hallandale market and did not include the Aventura in the analysis. Smith Travel Research provided data on the Hollywood/Hallandale hospitality market based on statistics derived from five upscale hotels. The hotels reported occupancy exceeding 80 percent for three years in a row.



FIGURE 6.7: Days on the Market, realtor.com, July 2019

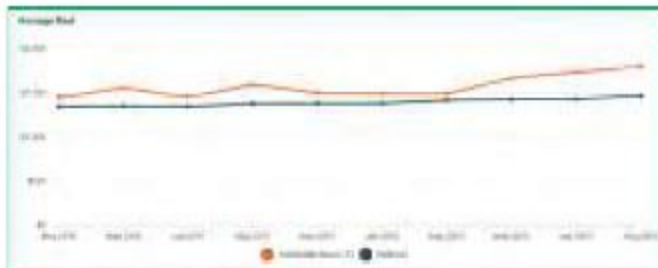


FIGURE 6.8: Hallandale Beach Apartment Market, rentcafe.com

6.6 TOURISM

The economic fabric is largely based on tourism as Hallandale Beach is home to Gulfstream Park, two major casinos with over 1400 Las Vegas slot machines and active poker rooms, as well as the Diplomat golf course and beaches. The City is actively promoting the development of an Arts/Fashion/Food District (FADD) and a Public Arts program including the installation of murals. The City is vying for a commuter station which, if developed, will increase the City's overall visibility and increase its regional accessibility.



6.7 LAND AVAILABILITY & VALUE

As discussed in this report, Hallandale Beach has limited vacant land parcel. As a result major redevelopment projects will require acquisition and demolition of existing structures. Table 6.4, below, provides information as to the overall land values within Broward County.

TABLE 6.4: BROWARD COUNTY LAND VALUES, 2019

Type	Average Just Value	Median Just Market Value
Vacant Residential	\$182,513	\$41,840
Single Family	\$386,094	\$316,030
Townhouse	\$246,765	\$226,280
Mobile Home	\$88,722	\$86,255
Condominium	\$178,035	\$125,400
Cooperative	\$149,003	\$124,160
Multi-Family	\$1,098,582	\$290,100
Vacant Commercial	\$570,645	\$104,660
Commercial	\$1,712,987	\$380,420
Vacant Industrial	\$753,967	\$123,350
Industrial	\$1,522,730	\$480,535
Agricultural	\$355,680	\$155,940
Institutional	\$2,802,411	\$786,510
Governmental	\$4,051,925	\$252,140
Other	\$66,561	\$2,140

Source: Broward County Appraiser Office

6.8 AFFORDABLE HOUSING

Hallandale Beach CRA, like all of South Florida, has an affordable housing problem. The Broward County Affordable Housing Assessment by Florida International University found, "The housing affordability demands in Broward County and its municipalities have not improved despite impressive post-recession job growth numbers and low unemployment. With 53.9 percent cost-burdened households, Broward County is one of the most unaffordable places to live the US" (2018). Further the study notes that, "affordable rental housing production has not kept pace with increasing affordable rental housing demand" (2018). Further, escalating rent prices, fueled by a rental housing shortage, are significantly impacting Broward County's working families and households. The vast majority of County workers earn wages in service sector occupations, including retail trade, leisure and hospitality, and educational and health services.

Utilizing SPG's affordability model for Hallandale Beach, the median income household in Hallandale Beach can only afford a \$130,000 home, assuming a 10 percent down payment (\$13,000), a mortgage interest rate of 4.25%, and a HUD housing cost burden of 30%, as shown in Table 6.5 below. Based on ESRI data, the median home listing price is \$250,000 and the median rent is \$1,300 a month. A median income CRA household has a \$120,000 home ownership gap and a \$482 per month (plus utilities) rental gap.

TABLE 6.5: AFFORDABILITY CALCULATOR

MEDIAN HOUSEHOLD INCOME 2019							
Downpayment	10%	Utilities	15%				
Cost Burden	30%	Tax & Ins	20%				
Interest Rate	4.25%	Other Debt	12%				
INCOME CATEGORY	MEDIAN INCOME (%)	HOUSEHOLD INCOME	MONTHLY RENT	MONTHLY PAYMENT	PAYMENT-TAX & INS	AMT OF MORTGAGE	HOME PRICE
Very Low	40%	\$16,359	\$409	\$360	\$288	\$58,527	\$58,527
Very Low	60%	\$19,631	\$491	\$432	\$346	\$70,233	\$70,233
Low	80%	\$26,174	\$654	\$576	\$461	\$93,643	\$104,048
Median	100%	\$32,718	\$818	\$720	\$576	\$117,054	\$130,060
Moderate	120%	\$39,262	\$982	\$864	\$691	\$140,465	\$156,072

Source: Broward County Appraiser Office



7

ECONOMIC DEVELOPMENT ANALYSIS

7.1 CRA ECONOMIC ANALYSIS

The economic base of the CRA and City as a whole is largely based on tourism. Home to the internationally recognized Gulfstream Park with its horse racing, as well as the City's two casinos with over 1,400 Las Vegas-style slot machines and poker rooms, the City draws tourists from not only the South Florida Region but also nationally and internationally. Other major tourist venues include the beaches, golf and tennis facilities and the emerging Fashion, Arts, and Design District.

The CRA employment base is dominated by Gulfstream Park and the Big Easy Casino. With these assets, along with the Diplomat Golf Course and the City's beaches, the CRA and City attract a major inflow of tourists. The CRA contains 1,319 businesses employing 11,543 employees. The largest industrial sectors are retail trade, other services and a growing professional, scientific and technical services (106 businesses), as well as 56 finance and insurance firms, the latter two are typically office users. There appears to be a growth in the medical service sector as the Aventura medical sector is land locked and is growing into the southern end of the CRA.

The CRA has two primary industrial areas, both of which are located in the NW Quadrant. The first area is bordered on the north by NW 3rd Street, on the south by NW 2nd Street, on the east by S. Dixie Highway and on the west by NW 6th Ave. The second area is adjacent to the I-95. These areas provide a large number of divergent industries ranging from automotive repair to transportation and warehousing.

From an economic development perspective, the City has limited vacant land, which makes future development costly as it involves infill and demolition costs. As discussed further in Section 13, Implementation Strategies, much of the CRA's economic development efforts are focused on increasing tourist experiences with the development of an arts, food and entertainment program that is spread throughout all four quadrants of the CRA and Harlem Village as an emerging music and arts venue. These venues are planned to include incubators in enhance the skills of the local workforce. The CRA is also developing strategies to expand the City's office, mixed use and hotel inventory.

The CRA is also promoting the City owned land housing City Hall, the Sheriff's Department and Library as a new Town Center with a performing arts center and significant office, mixed use and residential space capitalizing on the expansion of the Aventura market into the City/ CRA and the development of a major Transit Oriented Development should the City development a commuter rail station along Dixie Highway.

The following chart summarizes the Hallandale Beach CRA's employment base:

TABLE 7.1: CRA EMPLOYMENT BASE				
BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Agriculture, Forestry, Fishing & Hunting	1	0.1%	4	0.0%
Mining	3	0.2%	9	0.1%
Utilities	1	0.1%	10	0.1%
Construction	73	5.5%	604	5.3%
Manufacturing	39	3.0%	378	3.3%
Wholesale Trade	61	4.6%	439	3.8%
Retail Trade	225	17.1%	1,457	12.7%
Motor Vehicle & Parts Dealers	30	2.3%	192	1.7%
Furniture & Home Furnishings Stores	20	1.5%	154	1.3%
Electronics & Appliance Stores	7	0.5%	26	0.2%
Bldg Material & Garden Equipment & Supplies Dealers	16	1.2%	102	0.9%
Food & Beverage Stores	29	2.2%	380	3.3%
Health & Personal Care Stores	26	2.0%	167	1.5%
Gasoline Stations	9	0.7%	44	0.4%
Clothing & Clothing Accessories Stores	45	3.4%	155	1.4%
Sport Goods, Hobby, Book, & Music Stores	7	0.5%	66	0.6%
General Merchandise Stores	14	1.1%	108	0.9%
Miscellaneous Store Retailers	25	1.9%	64	0.6%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	41	3.1%	693	6.1%
Information	30	2.3%	634	5.5%
Finance & Insurance	56	4.2%	472	4.1%
Central Bank/Credit Intermediation & Related Activities	19	1.4%	211	1.8%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	10	0.8%	77	0.7%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	27	2.0%	184	1.6%
Real Estate, Rental & Leasing	96	7.3%	444	3.9%
Professional, Scientific & Tech Services	106	8.0%	565	4.9%
Legal Services	24	1.8%	162	1.4%
Management of Companies & Enterprises	3	0.2%	8	0.1%
Administrative & Support & Waste Management & Remediation Services	47	3.6%	239	2.1%
Educational Services	25	1.9%	525	4.6%
Health Care & Social Assistance	97	7.4%	648	5.7%
Arts, Entertainment & Recreation	22	1.7%	1,397	12.2%
Accommodation & Food Services	91	6.9%	1,340	11.7%
Accommodation	7	0.5%	93	0.8%
Food Services & Drinking Places	85	6.4%	1,247	10.9%
Other Services (except Public Administration)	178	13.5%	702	6.1%
Automotive Repair & Maintenance	40	3.0%	144	1.3%
Public Administration	24	1.8%	852	7.4%
Unclassified Establishments	100	7.6%	31	0.3%
Total	1,319	100%	11,453	100%

Source: ESN, 2019



8

QUADRANT HOUSING ANALYSIS

NW QUADRANT
SW QUADRANT
NE QUADRANT
SE QUADRANT



The following analysis focuses on the CRA's four core quadrants, each as its own unique community.

8.1 NW QUADRANT

The NW Quadrant boundaries are Pembroke Rd (and the City of Hollywood) to the north, Dixie Hwy to the east, Hallandale Beach Boulevard to the south and I-95 to the west. Both Pembroke Rd and Hallandale Beach Boulevard have interchanges at I-95. The quadrant is comprised of approximately 0.8 square miles.

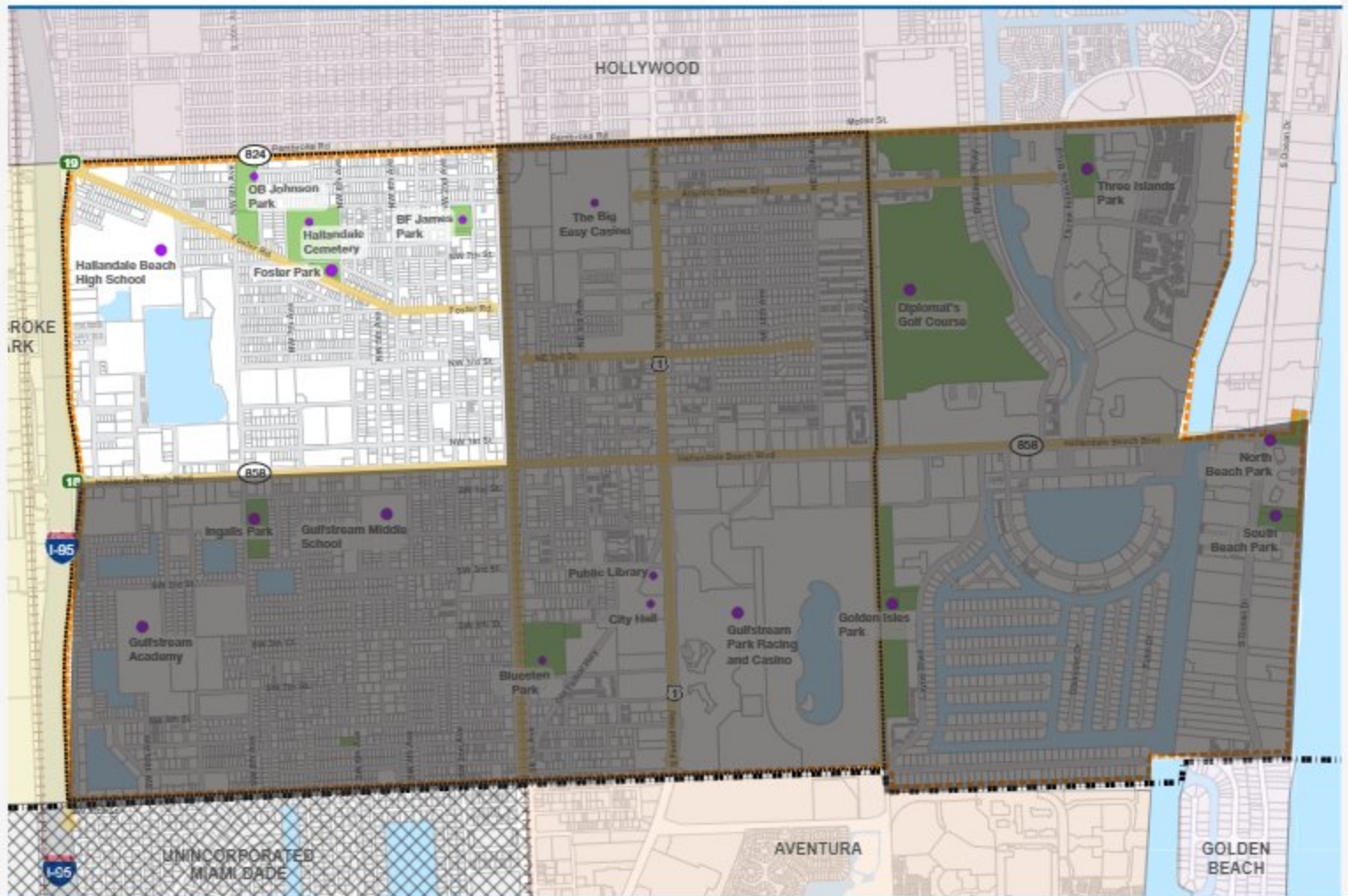


FIGURE 8.1: HALLANDALE BEACH NW QUADRANT

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Major Corridors
- Landmark/Destination



NW QUADRANT DEMOGRAPHICS

POPULATION

The CRA NW Quadrant was estimated to have a population of 5,858 residents in 2018. This represents an annual growth of 96 residents since 2000. The NW Quadrant is estimated to contain 2,277 workers and 3,466 residents during the daytime (Table 8.1).

TABLE 8.1: NW QUADRANT POPULATION SUMMARY

2000 Total Population	4,137
2010 Total Population	5,167
2018 Total Population	5,858
2018 Group Quarters	81
2018 Daytime Population	5,743
Workers	2,277
Residents	3,466

Source: ESFR, 2019

RACE/ETHNICITY

The racial composition of the NW Quadrant is primarily defined as Black (74.7 percent) with 19 percent defined as White. In terms of Ethnicity, the NW Quadrant is comprised of 22.4 percent residents of Hispanic origin, a slight increase over the Quadrant's 21.3 percent in 2010 (Table 8.2).

TABLE 8.2: NW QUADRANT 2018 POPULATION BY RACE/ETHNICITY

Total	5,858
White Alone	19.0%
Black Alone	74.7%
American Indian Alone	0.1%
Asian Alone	0.9%
Pacific Islander Alone	0.0%
Some Other Race Alone	2.5%
Two or More Races	2.8%
Total	100.0%
Hispanic Origin (Any Race)	22.4%

Source: ESFR, 2019

AGE

Approximately 72 percent of the residents of the NW Quadrant are aged 18 years and above. Children, less than 15 years of age, account for approximately 24 percent of the population, while 11 percent are 65 years or older (Table 8.3).

TABLE 8.3: NW QUADRANT 2018 POPULATION BY AGE

Total	5,585
0 - 4	8.3%
5 - 9	8.0%
10 - 14	7.5%
15 - 24	15.0%
25 - 34	15.3%
35 - 44	12.3%
45 - 54	11.5%
55 - 64	10.9%
65 - 74	6.3%
75 - 84	3.2%
85 +	1.5%
18+	71.9%

Source: ESFR, 2019

EDUCATION

Approximately 22 percent of NW Quadrant residents do not have a High School diploma, while 17 percent have a Bachelor's or higher degree (Table 8.4).

TABLE 8.4: NW QUADRANT 2018 POPULATION 25+ BY EDUCATIONAL ATTAINMENT

Total	3,578
Less than 9th Grade	13.2%
9th - 12th Grade, No Diploma	8.9%
High School Graduate	31.2%
GED/Alternative Credential	3.6%
Some College, No Degree	16.4%
Associate Degree	9.8%
Bachelor's Degree	12.2%
Graduate/Professional Degree	4.8%

Source: ESFR, 2019

HOUSEHOLD INCOME

The median household income for NW Quadrant residents is estimated at \$31,905 compared to \$32,718 for the CRA and \$39,914 for the City as a whole (Table 8.5).

TABLE 8.5: NW QUADRANT 2018 HOUSEHOLDS BY INCOME

Household Income Base	2,041
<\$15,000	18.3%
\$15,000 - \$24,999	18.8%
\$25,000 - \$34,999	17.1%
\$35,000 - \$49,999	17.6%
\$50,000 - \$74,999	16.3%
\$75,000 - \$99,999	6.6%
\$100,000 - \$149,999	3.7%
\$150,000 - \$199,999	1.1%
\$200,000+	0.6%
Median Household Income	\$31,905

Source: ESRI, 2019

HOUSING

The NW Quadrant is estimated to have 2,325 housing units as of 2018. Approximately 69 percent are rental units, with 20 percent owner occupied and 12 percent vacant.

As note in Table 8.6, between 2010 and 2018 the NW Quadrant added 200 housing units. Rental housing increased from 60.6 percent in 2000 to 68.9 percent in 2018 and vacant units have decreased for 14.6 percent in 2000 to 12.2 percent in 2018.

TABLE 8.6: NW QUADRANT 2018 HOUSEHOLDS BY INCOME

2000 Housing Units	1,844
Owner Occupied Housing Units	24.7%
Renter Occupied Housing Units	60.6%
Vacant Housing Units	14.6%
2010 Housing Units	2,215
Owner Occupied Housing Units	20.0%
Renter Occupied Housing Units	65.9%
Vacant Housing Units	14.0%
2018 Housing Units	2,325
Owner Occupied Housing Units	18.9%
Renter Occupied Housing Units	68.9%
Vacant Housing Units	12.2%

Source: ESRI, 2019

OWNERSHIP

The median home value was \$174,764 in 2018, compared to \$142,185 for the CRA and \$269,401 for the City as a whole (Table 8.7).

TABLE 8.7: NW QUADRANT 2018 OWNER OCCUPIED HOUSING UNITS BY VALUE

Total	439
<\$50,000	1.8%
\$50,000 - \$99,999	14.6%
\$100,000 - \$149,999	21.6%
\$150,000 - \$199,999	24.1%
\$200,000 - \$249,999	19.1%
\$250,000 - \$299,999	3.9%
\$300,000 - \$399,999	4.3%
\$400,000 - \$499,999	5.7%
\$500,000 - \$749,999	1.4%
\$750,000 - \$999,999	2.1%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	1.4%
Median Home Value	\$174,764

Source: ESRI, 2019

EMPLOYMENT

An estimated 2,443 residents were employed with an estimated unemployment rate of 6.6 percent. It should be noted that these residents do not necessarily work within the NW Quadrant, CRA or City.

TABLE 8.8: NW QUADRANT 2018 CIVILIAN POPULATION 16+ IN LABOR FORCE

Civilian Employed	93.4%
Civilian Unemployed	6.6%
2018 Employed Population 16+ by Industry	
Total	2,443
Agriculture/Mining	0.0%
Construction	5.5%
Manufacturing	2.8%
Wholesale Trade	2.0%
Retail Trade	10.4%
Transportation/Utilities	0.0%
Information	8.2%
Finance/Insurance/Real Estate	59.8%
Services	1.6%

Source: ESRI, 2019

OCCUPATION

The NW Quadrant employed 50.3 percent of residents in White Collar positions, 34.1 percent in Service occupations and 15.5 percent in Blue Collar occupations (Table 8.9).

TABLE 8.9: NW QUADRANT 2018 EMPLOYED POPULATION 16+ BY OCCUPATION

OCCUPATION	PERCENT
Total	2,443
White Collar	50.3%
Management/Business/Financial	8.6%
Professional	8.5%
Sales	14.7%
Administrative Support	18.5%
Services	34.1%
Blue Collar	15.5%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	4.1%
Installation/Maintenance/Repair	0.0%
Production	3.0%
Transportation/Material Moving	8.4%

Source: ESRI, 2019. *For demographic definitions of White Collar, Services, and Blue Collar, please refer to Appendix F - Demographic Definitions.

ECONOMY

ESRI estimates that there were 386 businesses within the NW Quadrant that employed 2,342 workers. Both business type and the number employed by businesses are very diverse. Retail trade was the largest sector with 75 businesses, representing 19.4 percent of the Quadrant's businesses. The second largest sector was Other Services (16.8 percent). In terms of jobs, the largest employers by sector were: Retail trade (375 jobs), Accommodations/Food Services (318 jobs), Construction (268 jobs), Education (235 jobs) and Wholesale trade (225 jobs) (Table 8.10).

TABLE 8.10: NW QUADRANT BUSINESSES AND EMPLOYEES

BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Agriculture, Forestry, Fishing & Hunting	0	0.0%	0	0.0%
Mining	2	0.5%	8	0.3%
Utilities	0	0.0%	0	0.0%
Construction	29	7.5%	268	11.4%
Manufacturing	21	5.4%	191	8.2%
Wholesale Trade	27	7.0%	225	9.6%
Retail Trade	75	19.4%	357	15.2%
Motor Vehicle & Parts Dealers	17	4.4%	51	2.2%
Furniture & Home Furnishings Stores	5	1.3%	17	0.7%
Electronics & Appliance Stores	2	0.5%	5	0.2%

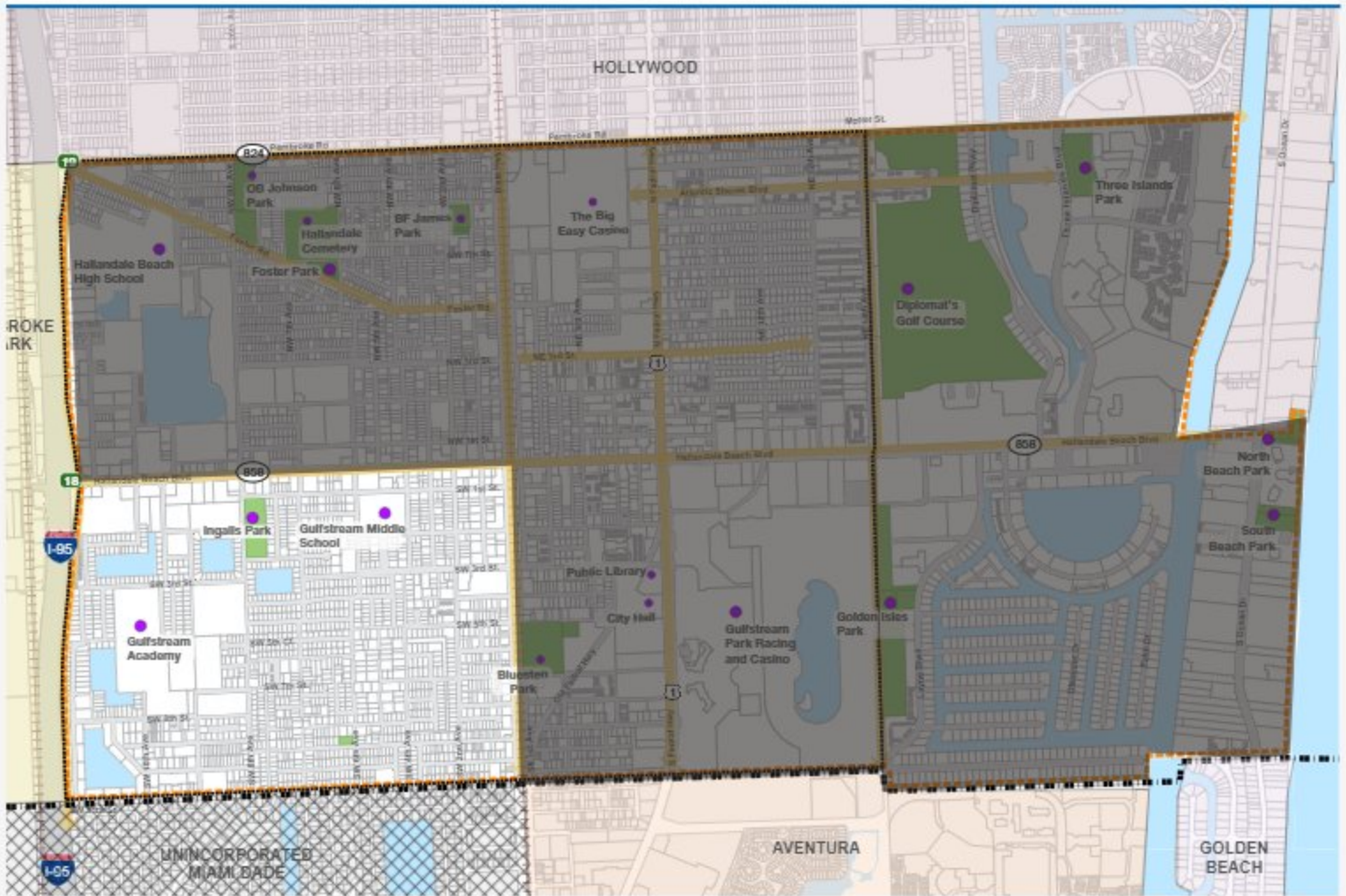
BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Bldg Material & Garden Equipment & Supplies Dealers	9	2.3%	72	3.1%
Food & Beverage Stores	9	2.3%	29	1.2%
Health & Personal Care Stores	6	1.6%	44	1.9%
Gasoline Stations	1	0.3%	5	0.2%
Clothing & Clothing Accessories Stores	14	3.6%	80	3.4%
Sport Goods, Hobby, Book, & Music Stores	2	0.5%	16	0.7%
General Merchandise Stores	6	1.6%	30	1.3%
Miscellaneous Store Retailers	4	1.0%	8	0.3%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	11	2.8%	82	3.5%
Information	6	1.6%	34	1.5%
Finance & Insurance	8	2.1%	23	1.0%
Central Bank/Credit Intermediation & Related Activities	3	0.8%	8	0.3%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	2	0.5%	8	0.3%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	3	0.8%	7	0.3%
Real Estate, Rental & Leasing	23	6.0%	83	3.5%
Professional, Scientific & Tech Services	29	7.5%	183	7.8%
Legal Services	3	0.8%	64	2.7%
Management of Companies & Enterprises	1	0.3%	5	0.2%
Administrative & Support & Waste Management & Remediation Services	7	1.8%	24	1.0%
Educational Services	6	1.6%	237	10.1%
Health Care & Social Assistance	11	2.8%	60	2.6%
Arts, Entertainment & Recreation	5	1.3%	13	0.6%
Accommodation & Food Services	27	7.0%	318	13.6%
Accommodation	1	0.3%	20	0.9%
Food Services & Drinking Places	26	6.7%	298	12.7%
Other Services (except Public Administration)	65	16.8%	199	8.5%
Automotive Repair & Maintenance	24	6.2%	59	2.5%
Public Administration	2	0.5%	19	0.8%
Unclassified Establishments	31	8.0%	13	0.6%
Total	386	100%	2,342	100%

Source: ESRI, 2019



8.2 SW QUADRANT

The SW Quadrant boundaries are Hallandale Beach Blvd to the north, Dixie Hwy to the east, County Line Road/SE 11th Street to the south and I-95 to the west. Hallandale Beach Blvd has an interchange to I-95. The SW Quadrant contains approximately 0.82 square miles.



MAP 8.2: HALLANDALE BEACH SW QUADRANT

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Major Corridors
- Landmark/Destination



SW QUADRANT DEMOGRAPHICS

POPULATION

The SW Quadrant is estimated to have a population of 7,004 permanent residents, an increase from 2000's population of 6,216. The Quadrant is estimated to have a daytime population of 2,000 workers and 4,017 residents (Table 8.11).

TABLE 8.11: SW QUADRANT POPULATION SUMMARY

2000 Total Population	6,216
2010 Total Population	6,576
2018 Total Population	7,004
2018 Group Quarters	14
2018 Total Daytime Population	6,017
Workers	2,000
Residents	4,017

Source: ESRI, 2019

RACE/ETHNICITY

The majority of SW Quadrant residents are defined as White (56.5%) and 30.4 percent are defined as Black.

Almost half of the Quadrant's residents (49.2%) are estimated to be of Hispanic Origin (Table 8.12).

TABLE 8.12: SW QUADRANT 2018 POPULATION BY RACE/ETHNICITY

Total	7,004
White Alone	56.5%
Black Alone	30.5%
American Indian Alone	0.4%
Asian Alone	2.0%
Pacific Islander Alone	0.1%
Some Other Race Alone	6.3%
Two or More Races	4.2%
Total	100.0%
Hispanic Origin	49.2%

Source: ESRI, 2019

AGE

Slightly over 78 percent of the SW Quadrant's permanent population is 18 years and older. Almost 17 percent are children less than 15 years of age (Table 8.13).

TABLE 8.13: SW QUADRANT 2018 POPULATION BY AGE

Total	7,004
0 - 4	6.0%
5 - 9	5.8%
10 - 14	5.9%
15 - 24	13.0%
25 - 34	14.8%
35 - 44	11.9%
45 - 54	12.6%
55 - 64	12.7%
65 - 74	11.2%
75 - 84	4.8%
85 +	1.3%
18 +	78.5%

Source: ESRI, 2019

EDUCATION

Approximately 49 percent of the SW Quadrant residents have some college or more education, while 16.4 percent have less than a High School diploma (Table 8.14).

TABLE 8.14: SW QUADRANT 2018 POPULATION 25+ BY EDUCATIONAL ATTAINMENT

Total	4,847
Less than 9th Grade	7.4%
9th - 12th Grade, No Diploma	9.0%
High School Graduate	30.4%
GED/Alternative Credential	4.6%
Some College, No Degree	19.0%
Associate Degree	11.4%
Bachelor's Degree	13.7%
Graduate/Professional Degree	4.6%

Source: ESRI, 2019

HOUSEHOLD INCOME

The median household income in the SW Quadrant is \$38,085 compared to the CRA's \$32,718 and the City as a whole of \$39,914 (Table 8.15).

Household Income Base	
<\$15,000	18.7%
\$15,000 - \$24,999	14.1%
\$25,000 - \$34,999	11.6%
\$35,000 - \$49,999	20.3%
\$50,000 - \$74,999	19.7%
\$75,000 - \$99,999	8.9%
\$100,000 - \$149,999	5.3%
\$150,000 - \$199,999	1.3%
\$200,000+	0.2%
Median Household Income	\$38,085

Source: ESRI, 2019

HOUSEHOLD SUMMARY

The SW Quadrant has 2,567 households and increase of only 86 households since 2000. It should be noted that there has been an increase in the size of households since 2000 increasing from 2.51 persons per household to 2.72 persons per household in 2018 (Table 8.16).

2000 Households	2,481
2000 Average Household Size	2.51
2010 Households	2,462
2010 Average Household Size	2.67
2018 Households	2,567
2018 Average Household Size	2.72

Source: ESRI, 2019

UNITS

Of the SW Quadrant's 3,006 Housing Units, 46.5 percent are renter occupied, 37.2 percent are owner occupied and 16.3 percent are vacant (Table 8.17).

2018 Housing Units	3,066
Owner Occupied	37.2%
Renter Occupied	46.5%
Vacant Housing Units	16.3%

Source: ESRI, 2019

OWNERSHIP

Owner occupied homes in the SW Quadrant are estimated to have a median value of \$173,446, compared to \$142,185 for the CRA and \$269,401 for the City as a whole (Table 8.18).

Total	1,141
<\$50,000	14.5%
\$50,000 - \$99,999	13.1%
\$100,000 - \$149,999	14.4%
\$150,000 - \$199,999	16.9%
\$200,000 - \$249,999	11.2%
\$250,000 - \$299,999	10.9%
\$300,000 - \$399,999	11.5%
\$400,000 - \$499,999	2.5%
\$500,000 - \$749,999	4.9%
\$750,000 - \$999,999	0.0%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.0%
Median Home Value	\$173,446

Source: ESRI, 2019

EMPLOYMENT

The SW Quadrant is estimated to have 3,056 residents 16+ years old that are employed. ESRI estimates that the unemployment rate was 14.4 percent.

Industries: Approximately 86 percent of the SW Quadrant labor force is employed. Employment is primarily occurring in four sectors: Services (43.3%), Retail Trade (18.2%), Finance/Real Estate (12.5%) and Manufacturing (9.4%) (Table 8.19).

Civilian Employed	85.6%
Total	3,056
Agriculture/Mining	0.0%
Construction	5.8%
Manufacturing	9.4%
Wholesale Trade	3.3%
Retail Trade	18.2%
Transportation/Utilities	5.9%
Information	0.7%
Finance/Insurance/Real Estate	12.5%
Services	43.3%
Public Administration	0.9%

Source: ESRI, 2019

OCCUPATION

SW Quadrant has 41.3 percent of its resident employment in White Collar occupations, 30.6 percent in Services and 28.1 classified as Blue Collar occupations (Table 8.20).

TABLE 8.20: SW QUADRANT 2018 EMPLOYED POPULATION 16+ BY OCCUPATION

Total	3,056
White Collar	41.3%
Management/Business/Financial	4.9%
Professional	14.2%
Sales	11.4%
Administrative Support	10.9%
Services	30.6%
Blue Collar	28.1%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	5.9%
Installation/Maintenance/Repair	6.4%
Production	6.7%
Transportation/Material Moving	9.1%

Source: ESRI, 2019. *For demographic definitions of White Collar, Services, and Blue Collar, please refer to Appendix F- Demographic Definitions.

ECONOMY

The SW Quadrant is estimated to have 218 businesses employing 2,042 workers. The largest concentration of businesses by industry sector is: Other Service (16.3%), Retail Trade (13.5%), Real Estate and Health Care each of which account of (5.1%).

TABLE 8.21: SW QUADRANT BUSINESSES AND EMPLOYEES

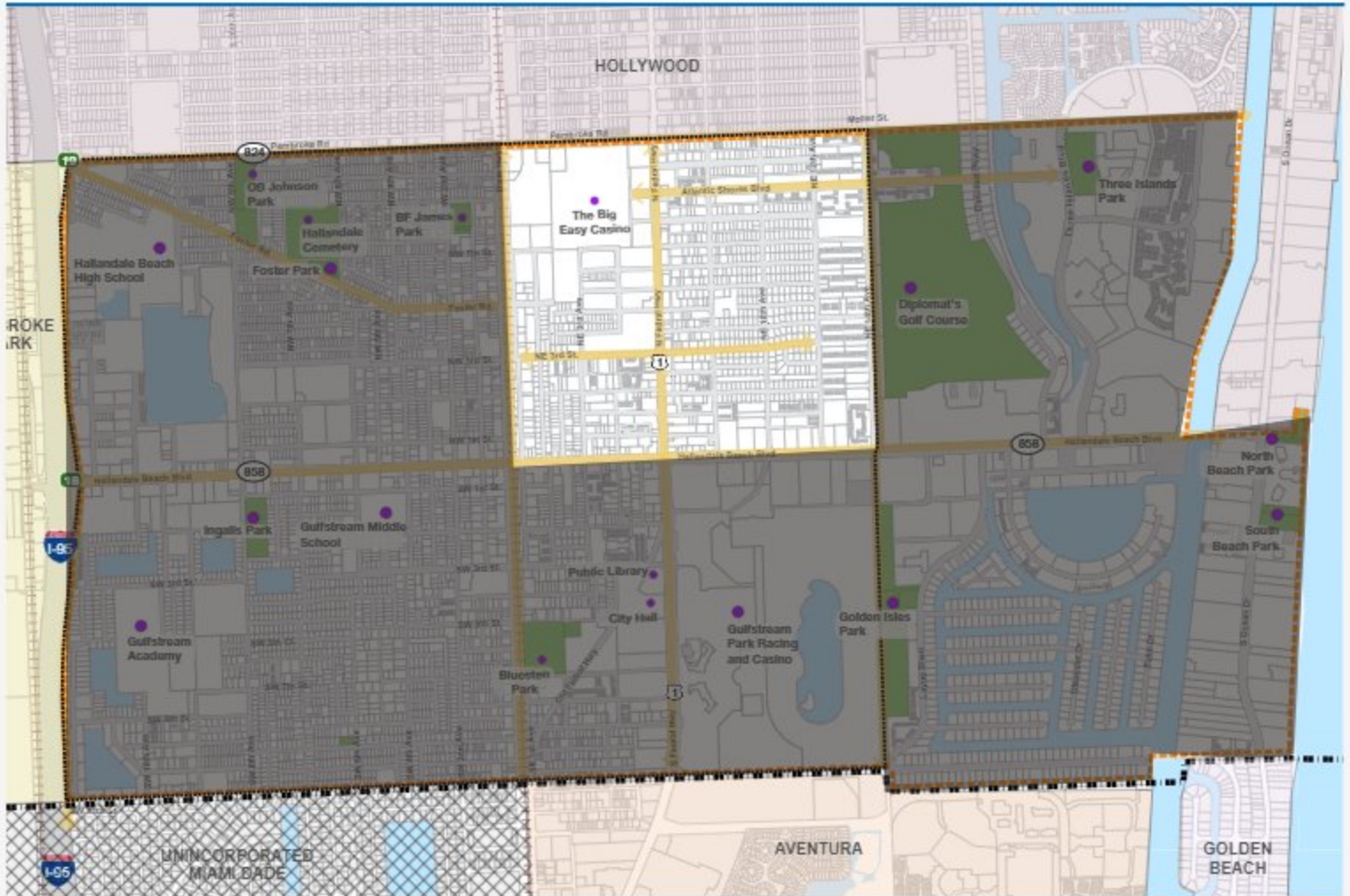
BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Agriculture, Forestry, Fishing & Hunting	1	0.5%	4	0.2%
Mining	0	0.0%	0	0.0%
Utilities	0	0.0%	0	0.0%
Construction	16	7.4%	173	8.5%
Manufacturing	5	2.3%	25	1.2%
Wholesale Trade	7	3.3%	48	2.4%
Retail Trade	29	13.5%	273	13.4%
Motor Vehicle & Parts Dealers	1	0.5%	3	0.1%
Furniture & Home Furnishings Stores	2	0.9%	8	0.4%
Electronics & Appliance Stores	1	0.5%	2	0.1%
Bldg Material & Garden Equipment & Supplies Dealers	3	1.4%	9	0.4%
Food & Beverage Stores	3	1.4%	128	6.3%

BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Health & Personal Care Stores	3	1.4%	34	1.7%
Gasoline Stations	1	0.5%	3	0.1%
Clothing & Clothing Accessories Stores	8	3.7%	23	1.1%
Sport Goods, Hobby, Book, & Music Stores	1	0.5%	35	1.7%
General Merchandise Stores	1	0.5%	17	0.8%
Miscellaneous Store Retailers	5	2.3%	11	0.5%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	11	5.1%	59	2.9%
Information	10	4.7%	484	23.7%
Finance & Insurance	7	3.3%	29	1.4%
Central Bank/Credit Intermediation & Related Activities	1	0.5%	2	0.1%
Securities, Commodity Contracts & Other Financial	1	0.5%	3	0.1%
Insurance Carriers & Related Activities; Funds, Trusts &	5	2.3%	24	1.2%
Real Estate, Rental & Leasing	17	7.9%	70	3.4%
Professional, Scientific & Tech Services	13	6.0%	72	3.5%
Legal Services	2	0.9%	12	0.6%
Management of Companies & Enterprises	0	0.0%	0	0.0%
Administrative & Support & Waste Management & Remediation	11	5.1%	61	3.0%
Educational Services	4	1.9%	172	8.4%
Health Care & Social Assistance	17	7.9%	100	4.9%
Arts, Entertainment & Recreation	3	1.4%	12	0.6%
Accommodation & Food Services	13	6.0%	222	10.9%
Accommodation	0	0.0%	0	0.0%
Food Services & Drinking Places	13	6.0%	222	10.9%
Other Services (except Public Administration)	35	16.3%	157	7.7%
Automotive Repair & Maintenance	10	4.7%	44	2.2%
Public Administration	3	1.4%	81	4.0%
Unclassified Establishments	13	6.0%	0	0.0%
Total	215	100.0%	2,042	100.0%

Source: ESRI, 2019

8.3 NE QUADRANT

The NE Quadrant boundaries are Pembroke Road to the north, Dixie Hwy to the west, Hallandale Beach Blvd to the south and NE 14th Avenue to the east. The NE Quadrant contains approximately 0.66 square miles.



MAP 8.2: HALLANDALE BEACH NE QUADRANT

LEGEND

-  Miami Dade County Boundary
-  Hallandale Beach City Boundary
-  CRA Boundary
-  Parks, Open Spaces & Recreation
-  Water Body
-  Major Corridors
-  Landmark/Destination



NE QUADRANT DEMOGRAPHICS

POPULATION

The NE Quadrant is estimated to have 6,584 permanent residents in 2018 and an increase of 864 new residents since 2000 (Table 8.22).

TABLE 8.22: NE QUADRANT POPULATION SUMMARY

2000 Total Population	5,720
2010 Total Population	6,202
2018 Total Population	6,584
2018 Group Quarters	1
2018 Total Daytime Population	7,058
Workers	3,642
Residents	3,416

Source: ESRI, 2019

RACE/ETHNICITY

The NE Quadrant racial breakdown is predominately White (76.9%) and 10.2 percent Black. In terms of ethnicity, 45.6 percent of its permanent residents are considered to be of Hispanic origin (Table 8.23).

TABLE 8.23: NE QUADRANT 2018 POPULATION BY RACE/ETHNICITY

Total	6,584
White Alone	76.9%
Black Alone	10.3%
American Indian Alone	0.3%
Asian Alone	1.9%
Pacific Islander Alone	0.0%
Some Other Race Alone	6.3%
Two or More Races	4.3%
Total	100.0%
Hispanic Origin	45.6%

Source: ESRI, 2019

EDUCATION

It is estimated that 48.5 percent of permanent residents within the NE Quadrant have at least some college education and 12.8 percent have a Graduate or Professional degree. Slightly over 22 percent do not have a High School degree (Table 8.24).

TABLE 8.24: NE QUADRANT 2018 POPULATION 25+ BY EDUCATIONAL ATTAINMENT

Total	5,408
Less than 9th Grade	12.3%
9th - 12th Grade, No Diploma	9.3%
High School Graduate	27.2%
GED/Alternative Credential	2.8%
Some College, No Degree	13.4%
Associate Degree	10.4%
Bachelor's Degree	11.9%
Graduate/Professional Degree	12.8%

Source: ESRI, 2019

AGE

Slightly over 87 percent of the NE Quadrant permanent population is 18 years old or older while 11 percent are under 15 years of age. Retirees account for approximately 28 percent of its population (Table 8.25).

TABLE 8.25: NE QUADRANT 2018 POPULATION BY AGE

Total	6,586
0 - 4	4.1%
5 - 9	3.5%
10 - 14	3.4%
15 - 24	6.9%
25 - 34	11.4%
35 - 44	12.6%
45 - 54	13.9%
55 - 64	15.5%
65 - 74	16.3%
75 - 84	8.4%
85 +	4.1%
18 +	87.4%

Source: ESRI, 2019

HOUSEHOLD SUMMARY

There are an estimated 4,514 housing units within the NE Quadrant of which 38 percent are renter occupied and 36 percent are owner occupied. The NE Quadrant has a large amount of seasonal units which is reflective in the 26.5 percent of vacant houses.

The NE Quadrant has lost 11 units since 2000 while rental housing as increased from 25.4 percent in 2000 to 37.9 percent in 2018

TABLE 8.26: NE QUADRANT HOUSING SUMMARY

2000 Housing Units	4,525
Owner Occupied Housing Units	45.9%
Renter Occupied Housing Units	25.4%
Vacant Housing Units	28.7%
2010 Housing Units	4,424
Owner Occupied Housing Units	40.8%
Renter Occupied Housing Units	31.7%
Vacant Housing Units	27.6%
2018 Housing Units	4,514
Owner Occupied Housing Units	35.6%
Renter Occupied Housing Units	37.9%
Vacant Housing Units	26.5%

Source: ESRI, 2019

HOUSEHOLD INCOME

The median household income within the NE Quadrant is \$28,654 compared to \$32,718 for the CRA and \$39,914 for the City as a whole. Approximately 43 percent of the households had incomes of less than \$25,000 (Table 8.27).

Household Income Base	Percentage
<\$15,000	27.7%
\$15,000 - \$24,999	15.7%
\$25,000 - \$34,999	15.0%
\$35,000 - \$49,999	16.1%
\$50,000 - \$74,999	15.2%
\$75,000 - \$99,999	4.0%
\$100,000 - \$149,999	5.2%
\$150,000 - \$199,999	0.9%
\$200,000+	0.2%
Median Household Income	\$28,654

Source: ESRI, 2019

OWNERSHIP

The median value of owner occupied housing is estimated at \$102,877 compared to \$142,185 for the CRA and \$269,401 for the City as a whole. Slightly over 49 percent of the NE Quadrant owner occupied houses are valued less than \$100,000 (Table 8.28).

Value Range	Percentage
Total	1,606
<\$50,000	12.8%
\$50,000 - \$99,999	36.3%
\$100,000 - \$149,999	15.7%
\$150,000 - \$199,999	9.3%
\$200,000 - \$249,999	7.5%
\$250,000 - \$299,999	2.7%
\$300,000 - \$399,999	13.7%
\$400,000 - \$499,999	0.4%
\$500,000 - \$749,999	0.0%
\$750,000 - \$999,999	1.6%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.0%
Median Home Value	\$102,877

Source: ESRI, 2019

EMPLOYMENT

Approximately 94.5 percent of NE Quadrant residents are employed with an unemployment rate of 5.5 percent

Industries: Almost 51 percent of those employed work within the Service Industry followed by 16.7 percent working within the Retail Trade industry group and 12.7 in Construction (Table 8.29).

Industry	Percentage
Civilian Employed	94.5%
Total	3,215
Agriculture/Mining	0.0%
Construction	12.7%
Manufacturing	1.2%
Wholesale Trade	4.2%
Retail Trade	16.7%
Transportation/Utilities	3.7%
Information	0.0%
Finance/Insurance/Real Estate	6.2%
Services	50.9%
Public Administration	4.5%

Source: ESRI, 2019

OCCUPATION

Approximately 47 percent of NE Quadrant employees are classified as White Collar, 29 percent as Services and 24 percent as Blue Collar (Table 8.30).

Occupation	Percentage
Total	3,216
White Collar	46.8%
Management/Business/Financial	4.0%
Professional	11.1%
Sales	15.1%
Administrative Support	16.6%
Services	29.1%
Blue Collar	24.1%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	11.3%
Installation/Maintenance/Repair	5.7%
Production	2.1%
Transportation/Material Moving	5.0%

Source: ESRI, 2019. *For demographic definitions of White Collar, Services, and Blue Collar, please refer to Appendix F - Demographic Definitions.



ECONOMY

The NE Quadrant has 372 businesses which employ 3,744 workers. The Retail Trade sector has the most businesses (76), which accounts for 20.4 percent of the Quadrant's businesses. Retail trade is followed by Other Services with 12.9 percent (Table 8.31).

TABLE 8.31: NE QUADRANT CRA BUSINESSES AND EMPLOYEES

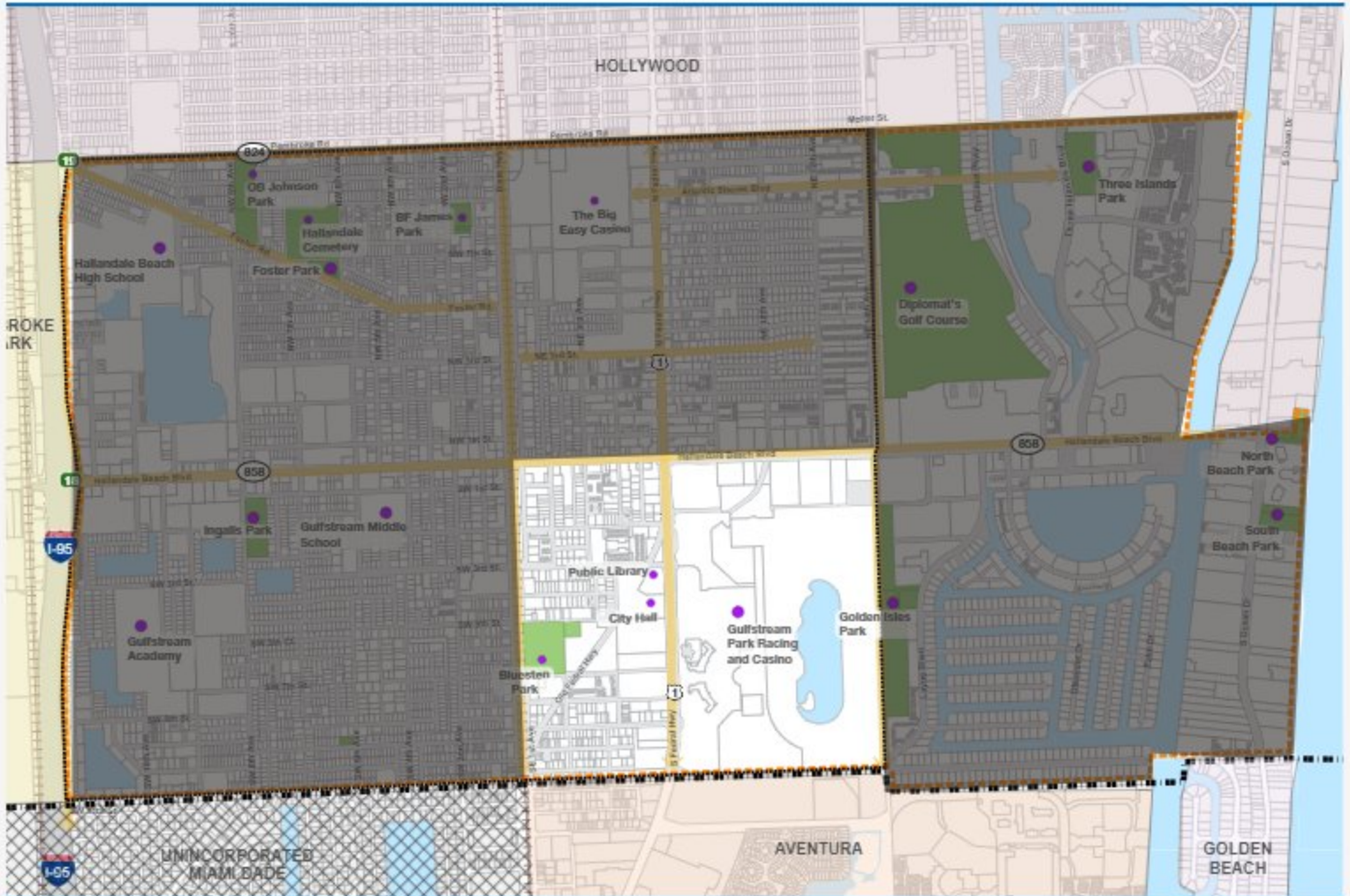
BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Agriculture, Forestry, Fishing & Hunting	0	0.0%	0	0.0%
Mining	0	0.0%	0	0.0%
Utilities	0	0.0%	0	0.0%
Construction	21	5.6%	137	3.7%
Manufacturing	9	2.4%	103	2.8%
Wholesale Trade	12	3.2%	72	1.9%
Retail Trade	76	20.4%	355	9.5%
Motor Vehicle & Parts Dealers	11	3.0%	111	3.0%
Furniture & Home Furnishings Stores	7	1.9%	19	0.5%
Electronics & Appliance Stores	1	0.3%	3	0.1%
Bldg Material & Garden Equipment & Supplies Dealers	3	0.8%	18	0.5%
Food & Beverage Stores	8	2.2%	39	1.0%
Health & Personal Care Stores	11	3.0%	33	0.9%
Gasoline Stations	5	1.3%	24	0.6%
Clothing & Clothing Accessories Stores	17	4.6%	38	1.0%
Sport Goods, Hobby, Book, & Music Stores	1	0.3%	2	0.1%
General Merchandise Stores	5	1.3%	53	1.4%
Miscellaneous Store Retailers	7	1.9%	15	0.4%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	12	3.2%	464	12.4%
Information	6	1.6%	52	1.4%
Finance & Insurance	21	5.6%	284	7.6%
Central Bank/Credit Intermediation & Related Activities	9	2.4%	156	4.2%
Securities, Commodity Contracts & Financial Investments & Related Activities	1	0.3%	3	0.1%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	11	3.0%	125	3.3%
Real Estate, Rental & Leasing	32	8.6%	139	3.7%
Professional, Scientific & Tech Services	27	7.3%	117	3.1%
Legal Services	4	1.1%	17	0.5%
Management of Companies & Enterprises	1	0.3%	2	0.1%
Administrative & Support & Waste Management & Remediation Services	15	4.0%	78	2.1%
Educational Services	9	2.4%	65	1.7%
Health Care & Social Assistance	25	6.7%	125	3.3%
Arts, Entertainment & Recreation	6	1.6%	1,245	33.3%
Accommodation & Food Services	26	7.0%	290	7.7%
Accommodation	3	0.8%	28	0.7%
Food Services & Drinking Places	23	6.2%	262	7.0%
Other Services (except Public Administration)	48	12.9%	202	5.4%
Automotive Repair & Maintenance	5	1.3%	37	1.0%
Public Administration	0	0.0%	0	0.0%
Unclassified Establishments	26	7.0%	14	0.4%
Total	372	100%	3,744	100%

Source: ESFR, 2019



5.4 SE QUADRANT

The SE Quadrant boundaries are Hallandale Beach Blvd to the north, Dixie Hwy to the west, the City of Aventura to the south and SE 14th Avenue to the east. The SE Quadrant contains approximately 0.67 square miles.



MAP 8.2: HALLANDALE BEACH SE QUADRANT

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Major Corridors
- Landmark/Destination



SE QUADRANT DEMOGRAPHICS

POPULATION

The SE Quadrant has a 2018 population of 2,508, a growth of 78 permanent residents since 2000. It is estimated that its daytime population is 5,194 people, of which 3,768 are workers (Table 8.32).

TABLE 8.32: SE QUADRANT POPULATION SUMMARY

2000 Total Population	2,430
2010 Total Population	2,379
2018 Total Population	2,508
2018 Group Quarters	11
2018 Total Daytime Population	5,194
Workers	3,768
Residents	1,426

Source: ESRI, 2019

RACE/ETHNICITY

The SE Quadrant is predominately White (70.5%) with 15.3 percent of its permanent residents defined as Black. In terms of ethnicity, the Quadrant has 54.5 percent of its residents of Hispanic origin (Table 8.33).

TABLE 8.33: SE QUADRANT 2018 POPULATION BY RACE/ETHNICITY

Total	2,509
White Alone	70.5%
Black Alone	15.3%
American Indian Alone	0.8%
Asian Alone	2.8%
Pacific Islander Alone	0.0%
Some Other Race Alone	7.5%
Two or More Races	3.1%
Total	100.0%

Source: ESRI, 2019

AGE

Slightly over 83 percent of the SE Quadrant's population is over the age of 18 and 24.2 percent are over 64 years old. Children aged less than 15 years old account for 14 percent of the permanent population (Table 8.34).

TABLE 8.34: SE QUADRANT 2018 POPULATION BY AGE

Total	2,506
0 - 4	4.7%
5 - 9	4.7%
10 - 14	4.6%
15 - 24	10.6%
25 - 34	11.6%
35 - 44	11.5%
45 - 54	13.2%
55 - 64	15.0%
65 - 74	11.9%
75 - 84	8.0%
85 +	4.3%
18 +	83.2%

Source: ESRI, 2019

EDUCATION

Approximately 50 percent of the SE Quadrant residents have some college experience or more, while 19 percent have a Bachelor's degree or higher (Table 8.35).

TABLE 8.35: SE QUADRANT 2018 POPULATION 25+ BY EDUCATIONAL ATTAINMENT

Total	1,893
Less than 9th Grade	4.5%
9th - 12th Grade, No Diploma	9.8%
High School Graduate	25.1%
GED/Alternative Credential	4.5%
Some College, No Degree	27.3%
Associate Degree	9.7%
Bachelor's Degree	12.1%
Graduate/Professional Degree	7.0%

Source: ESRI, 2019

HOUSEHOLD INCOME

The median household income of the Quadrants permanent residents was \$33,286 compared to the CRA's average household income of \$32,718 and the City's \$39,914. Approximately 33.5 percent of its permanent residents have household incomes of less than \$25,000 (Table 8.36).

TABLE 8.36: SE QUADRANT 2018 HOUSEHOLDS BY INCOME

Household Income Base	1,223
<\$15,000	16.3%
\$15,000 - \$24,999	17.2%
\$25,000 - \$34,999	19.1%
\$35,000 - \$49,999	20.9%
\$50,000 - \$74,999	12.7%
\$75,000 - \$99,999	7.0%
\$100,000 - \$149,999	4.3%
\$150,000 - \$199,999	2.0%
\$200,000+	0.7%
Median Household Income	\$33,286

Source: ESRI, 2019

HOUSEHOLD SUMMARY

The SE Quadrant contains 1,579 housing units of which 52 percent are renter occupied and slightly over 25 percent are owner occupied. The Quadrant has a large seasonal population which is indicated in its large number of vacant units (22.5%) (Table 8.37).

TABLE 8.37: SE QUADRANT HOUSEHOLD SUMMARY

2018 Housing Units	1,579
Owner Occupied Housing Units	25.4%
Renter Occupied Housing Units	52.1%
Vacant Housing Units	22.5%

Source: ESRI, 2019

OWNERSHIP

The median owner occupied home value was \$159,783 in 2018 compared to \$142,185 for the CRA and \$269,401 for the City as a whole.

Approximately 39 percent of the owner occupied housing has a value of under \$100,000 (Table 8.38).

TABLE 8.38: SE QUADRANT 2018 OWNER OCCUPIED HOUSING UNITS BY VALUE

Total	401
<\$50,000	14.7%
\$50,000 - \$99,999	23.9%
\$100,000 - \$149,999	9.0%
\$150,000 - \$199,999	11.5%
\$200,000 - \$249,999	19.2%
\$250,000 - \$299,999	9.7%
\$300,000 - \$399,999	1.0%
\$400,000 - \$499,999	3.7%
\$500,000 - \$749,999	6.7%
\$750,000 - \$999,999	0.2%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.0%
Median Home Value	\$159,783

Source: ESRI, 2019

OCCUPATION

Approximately 53 percent of the Quadrant's employed residents are employed in White Collar jobs, followed by 27 percent within Blue Collar jobs and 20 percent in the Service occupations (Table 8.39).

TABLE 8.39: SE QUADRANT 2018 EMPLOYED POPULATION 16+ BY OCCUPATION

Total	1,100
White Collar	53.4%
Management/Business/Financial	7.3%
Professional	14.0%
Sales	15.6%
Administrative Support	16.5%
Services	19.7%
Blue Collar	26.8%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	12.2%
Installation/Maintenance/Repair	10.7%
Production	0.9%
Transportation/Material Moving	3.0%

Source: ESRI, 2019. *For demographic definitions of White Collar, Services, and Blue Collar, please refer to Appendix F- Demographic Definitions.

EMPLOYMENT

SE Quadrant permanent residents are 95.4 percent employed (unemployment rate of 4.6 percent). Within the Quadrant, 1,102 resident are employed, with 41.4 percent employed in the Service industry, 21.1 percent in Retail Trade and 14.1 percent in Construction (Table 8.40).

Civilian Employed	95.4%
Total	1,102
Agriculture/Mining	0.0%
Construction	14.1%
Manufacturing	4.1%
Wholesale Trade	6.4%
Retail Trade	21.1%
Transportation/Utilities	5.8%
Information	0.1%
Finance/Insurance/Real Estate	6.9%
Services	41.4%
Public Administration	0.0%

Source: ESRI, 2019

ECONOMY

The SE Quadrant contains 344 businesses employing 3,317 workers.

The largest number of businesses found in the Quadrant are: Retail Trade with 45 business establishments, Medical Care with 44 businesses, Professional Services with 37 establishments, Real Estate with 24 firms and Finance with 20 firms.

In terms of number of employees, Public Administration accounts for 752 jobs, Accommodation/Food Service have 510 workers, Retail Trade employs 471 workers within the Quadrant, followed by Health Care with 363 employees, and Professional Services with 191 employees (Table 8.41).

BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Agriculture, Forestry, Fishing & Hunting	0	0.0%	0	0.0%
Mining	1	0.3%	1	0.0%
Utilities	1	0.3%	10	0.3%
Construction	7	2.0%	26	0.8%
Manufacturing	4	1.2%	59	1.8%
Wholesale Trade	15	4.4%	94	2.8%
Retail Trade	45	13.1%	471	14.2%
Motor Vehicle & Parts Dealers	1	0.3%	26	0.8%
Furniture & Home Furnishings Stores	6	1.7%	110	3.3%

BY NAICS CODES	BUSINESSES		EMPLOYEES	
	NO.	PERCENT	NO.	PERCENT
Electronics & Appliance Stores	3	0.9%	16	0.5%
Bldg Material & Garden Equipment & Supplies Dealers	1	0.3%	3	0.1%
Food & Beverage Stores	9	2.6%	184	5.5%
Health & Personal Care Stores	6	1.7%	56	1.7%
Gasoline Stations	2	0.6%	12	0.4%
Clothing & Clothing Accessories Stores	6	1.7%	14	0.4%
Sport Goods, Hobby, Book, & Music Stores	3	0.9%	13	0.4%
General Merchandise Stores	2	0.6%	8	0.2%
Miscellaneous Store Retailers	9	2.6%	30	0.9%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	7	2.0%	88	2.7%
Information	8	2.3%	64	1.9%
Finance & Insurance	20	5.8%	136	4.1%
Central Bank/Credit Intermediation & Related Activities	6	1.7%	45	1.4%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	6	1.7%	63	1.9%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	8	2.3%	28	0.8%
Real Estate, Rental & Leasing	24	7.0%	151	4.6%
Professional, Scientific & Tech Services	37	10.8%	193	5.8%
Legal Services	15	4.4%	69	2.1%
Management of Companies & Enterprises	1	0.3%	1	0.01%
Administrative & Support & Waste Management & Remediation Services	14	4.1%	75	2.3%
Educational Services	6	1.6%	51	10.9%
Health Care & Social Assistance	44	12.8%	363	3.8%
Arts, Entertainment & Recreation	8	2.3%	127	3.8%
Accommodation & Food Services	25	7.3%	510	15.4%
Accommodation	3	0.9%	45	1.4%
Food Services & Drinking Places	23	6.7%	465	14.0%
Other Services (except Public Administration)	29	8.4%	141	4.3%
Automotive Repair & Maintenance	1	0.3%	3	0.1%
Public Administration	19	5.5%	752	22.7%
Unclassified Establishments	30	8.7%	4	0.1%
Total	344	100%	3,317	100%

Source: ESRI, 2019

9

BEAUTIFICATION, MOBILITY & INFRASTRUCTURE ANALYSIS

MOBILITY, TRAFFIC &
PEDESTRIAN SAFETY

COASTAL LINK RAIL
CONNECTION/STATION

PARKS & COMMUNITY GARDENS

SUSTAINABILITY, RESILIENCE &
ADAPTATION PLANNING



9.1 MOBILITY, TRAFFIC & PEDESTRIAN SAFETY

The Hallandale Beach CRA is well-situated with regards to its regional connectivity to both Broward and Miami Dade Counties, that includes two interchanges on I-95. While there are options for multi-modal travel intersecting the CRA, the prevailing emphasis continues to be auto-oriented. The study of existing conditions in the current transportation network highlights some shortcomings of the system, identified as “pain points” by the community, including:

- Traffic congestion
- Parking deficiency
- Lack of pedestrian/cyclist infrastructure and amenities
- Lack of first and last mile connections

Congestion, particularly along Hallandale Beach Boulevard (80,000+ ADT at peak hour), Federal Highway and Pembroke Road, is increasing in the HBCRA. The community identified traffic as the biggest issue they are facing.

Parking deficiencies, especially at key destinations within the community, such as the FADD and beach, were also identified by the community as an issue.

Additionally, a lack of sidewalk and cycling infrastructure characterizes all four quadrants of the CRA. In many places sidewalks are not available, while in others, the existing infrastructure is degraded or damaged, further discouraging walking and making for an unsafe pedestrian environment. As such, pedestrian safety lacks priority and active forms of transportation do not play a significant role in the modal share within the HBCRA.

Finally, first and last mile connections from major rail and bus corridors are lacking along within the HBCRA, disincentivizing the use of transit. The lengthy headway for mini-bus service within the CRA to provide first and last mile connectivity creates an inefficient system for riders, and improvements will be necessary to accommodate transit users from neighborhoods beyond walking distance from transit lines.

A shift away from auto-reliance will be a necessary step in improving the multi-modality of the transportation system as a whole, as well as to move towards a more transit-oriented development form with connections to the Tri-Rail Coastal Link present in nearby communities. Mobility upgrades and improvements will be a key part of the redevelopment plan’s quadrant-wide design interventions and the solutions to address the community’s identified mobility shortcomings will be provided within the redevelopment plan concepts.



Transit-Oriented Development Precedent



Pedestrian-Oriented Environment Precedent

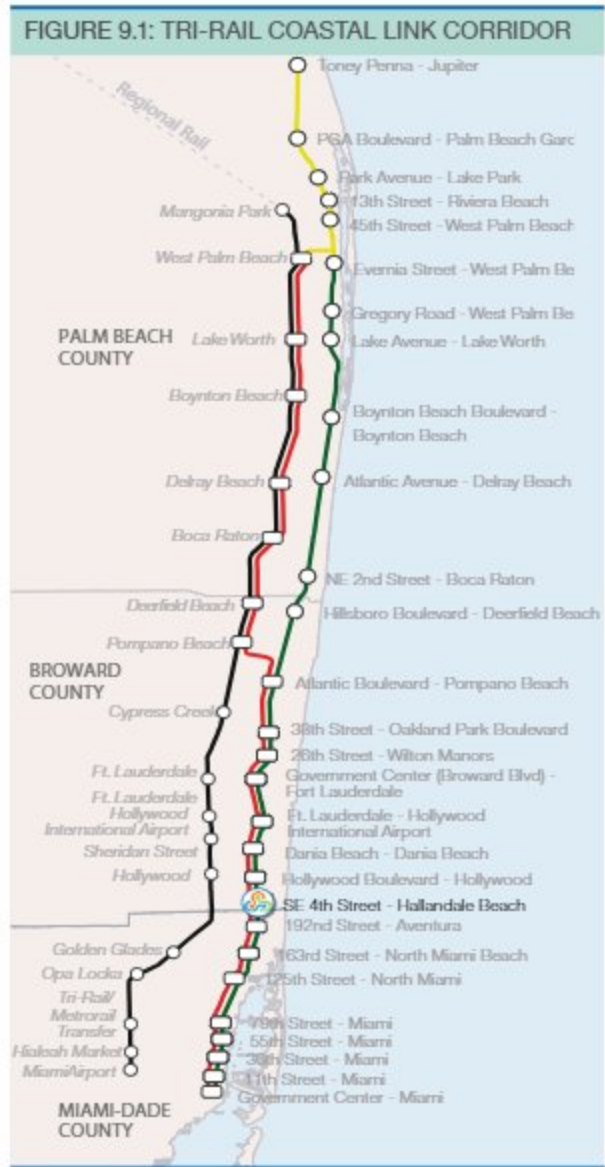
9.2 COASTAL LINK RAIL CONNECTION

The Tri-Rail Coastal network links the counties of Palm Beach, Broward, and Miami-Dade. The South Florida East Coast Corridor (SFECC) Study proposed the reintroduction of commuter passenger service between downtown Miami and Jupiter. Managed by the South Florida Regional Transportation Authority (SFRTA), the increased service along the link will have significant impacts on transit-oriented redevelopment potential in proximity to stations.

The Tri-Rail Coastal Link Study: Preliminary Project Development Report (2014) identifies a potential Hallandale Beach Tri-Rail station at the 3rd/5th Street intersections along S Dixie Highway and the SE 1st Avenue corridor. The study classifies the potential Tri-Rail stations at 3rd/5th Street as requiring Further Evaluation (Project Development).

The potential Hallandale 3rd Street station has been classified by the Tri-Rail Coastal Link Study as Town Centre, with a projected ridership of 1,172. The future land use is deemed compatible with Mixed Use, and having significant potential for Transit Oriented Development (TOD).

The introduction of multi-modal connectivity to Hallandale Beach has the potential to significantly impact the surrounding neighborhoods. The potential development of a station encourages the implementation of walkable mixed-use TOD in proximity to the future station area.



LEGEND

- Tri-Rail Coastal Link Red Line
- Tri-Rail Coastal Link Green Line
- Tri-Rail Coastal Link Black Line
- Tri-Rail Coastal Link Yellow Line
- Transfer Stations
- Stations
- Potential Hallandale Beach Station



9.3 PARKS & COMMUNITY GARDENS

The Hallandale Beach CRA redevelopment area houses eight parks with varying sizes from less than an acre to over 15 acres. The parks also vary in programming and purpose, from small neighborhood parks such as Foster Park, Sunrise Park, and Sunset Park, to parks intended to serve the larger community like Bluesten Park.

The following parks currently fall within the four quadrants defined by the Hallandale Beach CRA, and have been classified by the Hallandale Beach City Wide Parks Master Plan (2012):

NW QUADRANT

- Foster Park (Small Neighborhood Park)
- B.F. James Park (Large Neighborhood Park)
- Oreste Blake Johnson Park (Large Neighborhood Park)
- Chaves Lake Park (Specialized Facilities)

NE QUADRANT

- Sunrise Park (Small Neighborhood Park)

SE QUADRANT

- Bluesten Park (Community Park)

SW QUADRANT

- Ingalls Park (Large Neighborhood Park)
- Sunset Park (Small Neighborhood Park)

While the parks listed above provide a variety of outdoor amenities and gathering spaces for the community, each quadrant's major parkland should be supplemented with a network of smaller scale, flexible plaza spaces to ensure that the local neighborhood has access to additional public realm spaces. Pocket parks or privately-owned publicly-accessible spaces (POPS) are a potential avenue of providing additional open space to the community, particularly with the spatial constraints of the fully built-out CRA. It should be noted that park expansion and revitalization is currently being undertaken by the City of Hallandale Beach, which will benefit the CRA as well. Any parkland recommendations must not conflict with current expansions and funding, but rather complement and leverage the new City-wide parkland developments.

The redevelopment area generally would benefit from parkland that is designed to better suit the needs of the community with accompanying programming. Seeking opportunities for additional parks and open

space, and designing flexible park spaces that respond to the neighborhoods will aid in creating more vibrant neighborhoods with strong senses of place. Community garden initiatives should be explored as a potential avenue to create a sense of community pride in a shared outdoor experience. Allowing community members to take responsibility for gardens and growing local foods to be shared in outdoor markets can become a sustainable practice for the community that has benefits socially and environmentally.

The Hallandale Beach City-Wide Parks Master Plan provides a comprehensive inventory of existing parks and open space within Hallandale and sets out a vision for the future of parkland within the City. The Master Plan outlines five overarching goals for parks and open space within the City:

- Create a city-wide system of park and recreation venues that meet the needs of the citizens of Hallandale Beach;
- Set Hallandale Beach as a model of cities;
- Enhance the quality of life for all citizens;
- Improve the neighborhoods; and,
- Maintain and enhance the tax base.

These goals are intended to be met through the following objectives:

- Identify perceived and real community recreation needs;
- Maximize, to the greatest extent possible, the use of available recreation lands and facility resources;
- Provide for the rational and equitable distribution of recreational facilities throughout the City of Hallandale Beach and improve accessibility to said facilities; and,
- Plan park and recreation investments to create the greatest benefit for all citizens of Hallandale Beach, while limiting duplication of high maintenance facilities.

These goals, objectives, and park recommendations will inform the park and open space initiatives undertaken through the redevelopment of the Hallandale Beach CRA.

9.4 SUSTAINABILITY, RESILIENCE & ADAPTATION PLANNING

Resiliency, sustainability and adaptability should inform the future of Hallandale Beach CRA redevelopment. It is important that the planning and design of the neighborhood be resilient to climate related changes, as well as shifts in the socio-economic and political climate. Through designing spaces and implementing programs that are flexible to growth and change, the Hallandale Beach CRA neighborhood can be adaptive to future conditions.

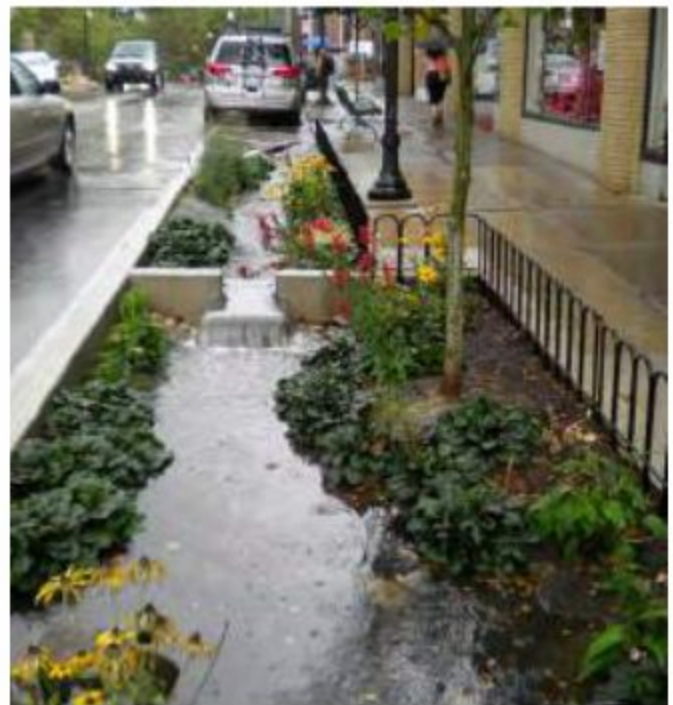
Southeast Florida is considered to be one of the most vulnerable areas to Sea Level Rise (SLR) due to its geography and low topography. As a result, seven counties in Southeast Florida, including Broward County, formed the Southeast Florida Regional Climate Change Compact to develop strategies to mitigate the impacts of climate change. The United States Environmental Protection Agency (EPA) developed Community Resilience Planning: A Decision-Making Framework for Coastal Communities to guide local efforts towards climate resiliency through strategic investments in infrastructure. This document will guide climate resiliency within the Hallandale Beach CRA redevelopment.

Adequate stormwater management is imperative to the Hallandale Beach CRA redevelopment. In all quadrants, sections of the roadway elevation fall below the 100-year Base Flood Elevation. Additionally, the rise in sea levels are resulting in a rising groundwater elevation. Several streets within the redevelopment area experience flooding during rainstorms, with surface water that often remains for days after the storm. Accordingly, a stormwater drainage project has been identified as one of the Top Ten Action Items within the 2015 CRA Strategic Plan Retreat.

As flooding is becoming of increasing concern with climate change, ensuring redevelopment is resilient and adaptive is critical. Flood mitigation infrastructure must be incorporated into any future developments. Additionally, Low Impact Development (LID) techniques should be employed to offset the pressure on stormwater sewers and mitigate flooding during major storm events. LID techniques that could be utilized include optimizing porous softscape surfaces and large canopy trees to capture and slow stormwater runoff, utilizing permeable paving, and employing stormwater cisterns to be used for irrigation at a later



Street Planting and Bioswales



Stormwater Retention in the Streetscape

10

CRA-WIDE DESIGN IMPROVEMENTS

CRA REDEVELOPMENT VISION
REDEVELOPMENT GOALS & INTENT

OVERARCHING REDEVELOPMENT
FOCUS AREAS

THE CATALYTIC PROJECTS



10 REDEVELOPMENT PLAN CONCEPTS

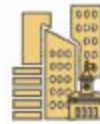
10.1 CRA REDEVELOPMENT VISION

The previous sections, 1 through 9, provide a foundational understanding of the current conditions, opportunities and constraints present in the Hallandale Beach CRA. Currently, the CRA lacks the destinations and supportive infrastructure to attract visitors and new residents. While Hallandale Beach is anchored by its active waterfront, the in-land CRA requires a renewed sense of place and vibrancy to attract tourists from the beach to the many planned destinations within the CRA. In addition, the Redevelopment Plan also aims to transform Hallandale Beach from a mere throughway to surrounding communities, to a destination in itself, inviting people to live, work and play within the HBCRA.

The CRA stands at the crossroads of an immense opportunity with just a few years remaining in the CRA horizon, to use remaining funds to transform the HBCRA into a complete community that provides a high quality of life to those that live, work and play within its bounds. The redevelopment concepts proposed are designed to capitalize on this opportune location and time in the CRA horizon.

In order to build upon the current shortcomings experienced within the CRA and to ensure that redevelopment concepts come to fruition, a strong vision statement for the CRA area will guide all future developments. Envisioned for the Hallandale Beach CRA is:

The following guiding principles will be utilized to form the concepts for the CRA:



COMPACT



CONNECTED



RESILIENT

HBCRA VISION

The Hallandale Beach Community Redevelopment Area will be known as a welcoming, safe, progressive, innovative business friendly and diverse community. The Hallandale Beach Community Redevelopment Agency will focus its resources on eliminating slum and blighted conditions within the redevelopment area by improving the quality of life for its residents, business community and other stakeholders. The HBCRA will become a sustainable and inclusive community for people to live work and play due to its beautiful neighborhoods and outstanding businesses, entertainment, arts and cultural opportunities.

10.2 REDEVELOPMENT GOALS

Arising from the three main development principles, the following goals will provide tangible ways of designing and planning the CRA to become a Compact, Connected and Resilient community:

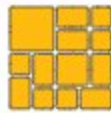
COMPACT

Achieving a compact and efficient urban form will be a guiding factor in the redevelopment of the HBCRA. The area will be transformed to become a thriving city, built on healthy neighborhoods and a diverse economy, offering opportunities to all residents in new, and flourishing enterprises. **In striving towards a compact development form, the subsequent goals will guide design improvements:**



CATALYTIC PROJECTS

Support the growth of the local economy with featured projects– Harlem Village + FADD | Hallandale Downtown Center.



TRANSIT SUPPORTIVE DEVELOPMENT

Maximize development potential with proximity to the Tri-Rail Coastal Link through increased density and a mix of uses.



NEIGHBORHOOD-LEVEL ENHANCEMENTS

Promote strong neighborhood branding, safety and identity through gateways & signage, as well as upgraded infrastructure.



Transit Supportive Development



Neighborhood-Level Enhancements



Neighborhood Park

CONNECTED

Capitalizing on the HBCRA's opportune location and connections to inter-city and regional transportation/transit connections will improve the overall connectivity of the community. Updated streetscaping, leveraging multi-modal transportation and strategic parking solutions will transform the HBCRA's mobility. In striving towards a Connected development form, the subsequent goals will guide design improvements:



COMPLETE STREETS

Provide a safe and efficient road network that supports planned land uses and safe intersections.



MULTI-MODAL INTEGRATION

Facilitate easily identifiable, safe and efficient access to multiple modes of transportation.



SMART PARKING

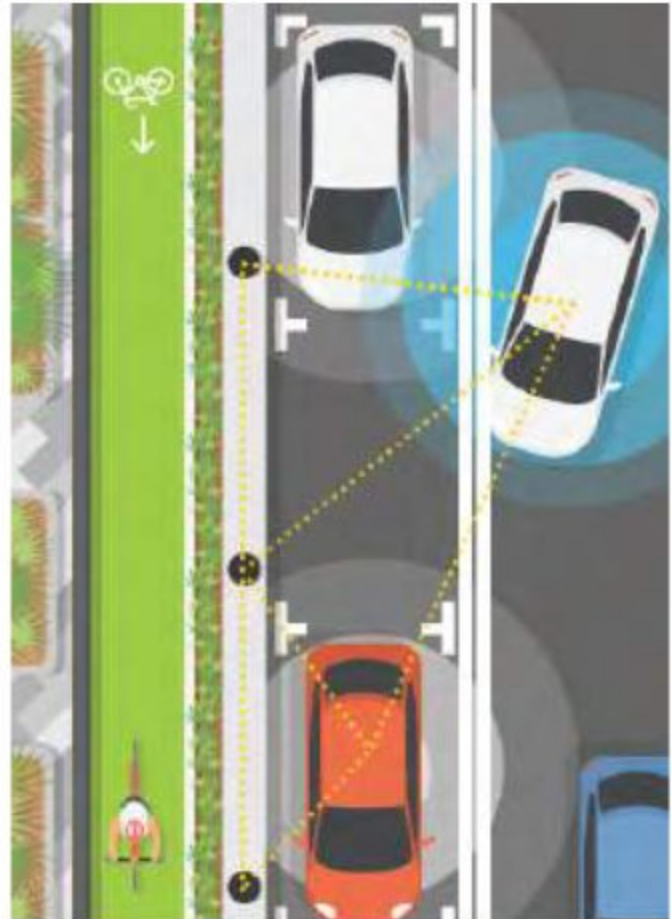
Manage increasing demand for parking with a variety of strategic parking solutions.



Complete Streets



Multi-Modal Integration



Smart Parking

RESILIENT

Resiliency, in the context of the Hallandale Beach CRA, can be defined as the CRA's capacity to respond to disturbances, resist damages and to recover quickly, particularly in light of rapid changes in environmental, social and economic conditions. Increasing the ability of the City of Hallandale Beach to absorb, respond to, recover from and prepare for environmental, physical, economic, social and technological disruptions will help the community become more sustainable. In striving towards a Resilient development form, the subsequent goals will guide design improvements:



CREATIVE PLACEMAKING

Utilize innovative means of creating a sense of place, providing the CRA with a distinct and attractive identity for both residents and visitors.



ARCHITECTURAL VARIETY

Use diverse architectural styles and massings to create iconic buildings and destinations within the CRA, as well as a more distinct community.



FUTURE PROOFING

Prepare the HBCRA for a more sustainable future through the use of smart technologies, social and economic development programs and environmental measures.



Future Proofing



Architectural Variety



Creative Placemaking

These guiding development principles and associated goals will provide the design direction to achieve the vision for the Hallandale Beach CRA redevelopment plan modification. As such, the following section will provide a high-level understanding of some of the specific design focuses for the HBCRA, as well as the CRA-wide design improvements that are proposed for the HBCRA. While these specific catalytic projects may lie in certain quadrants within the CRA, these developments are anticipated to act as anchors for the CRA as a whole and new destinations to live, work and play. The transformative quality of the catalytic projects on a CRA-wide scale justify their exclusion from the neighborhood-level redevelopment improvements and provide the impetus for viewing these projects as having an influence on the CRA as a whole. These catalytic projects include (see Section 10.4):

Large-Scale CRA-Wide Redevelopment Projects

1. Harlem Village + FADD
2. Hallandale Downtown Center

Smaller-Scale CRA-Wide Redevelopment Projects

3. Foster Road Commercial Corridor
4. Arts Trail

In addition to the catalytic projects, which will have a transformative influence on the entirety of the CRA, the neighborhood-level improvements that occur in each of the quadrants will also be explored (see Section 10.5):

1. Complete Streets Hallandale
2. Multimodal Integration
3. Smart Parking
4. Regreening Hallandale
5. Lakes & Waterfront (Chaves Lake Rehabilitation)
6. Low Impact Development



Complete Communities



Complete 'Smart' Streets



Vibrant Community Gathering Spaces

REDEVELOPMENT INTENT

The design interventions proposed for the CRA as a whole, as well as the opportunities for public improvements, redevelopment and future land use composition are identified and graphically included in following section. The redevelopment plan modification has been prepared to reflect the future land use and development patterns desired by the community as expressed during the community workshops conducted as part of this project. The redevelopment plan modification identifies, in general, where primary land uses and activity centers will be located in order to best attract prospective businesses and residents, while at the same time being well integrated into desired future transportation and land use patterns. The main intentions of Redevelopment efforts for the CRA are listed as follows:

1. The redevelopment plan modification provides a tool for the City to promote economic development by showing prospective investors locations that have been designated for their purpose; thereby reducing the developer's risk and permitting hurdles when coming to the community.
2. It provides a holistic means for the City to provide the approvals of new developments based upon an agreed-upon strategy.
3. The redevelopment plan modification allows the CRA and the City to make capital improvements projections based upon known future, public project needs, demands and proposed locations.
4. The redevelopment plan modification establishes a framework for policy decisions that anticipate the need for increased density in future development patterns.
5. The redevelopment plan modification facilitates the preparation of new land development regulations that provide a higher standard of urban and residential design.
6. The redevelopment plan modification supports culture and the arts as integral activities throughout the entirety of the CRA, providing continued support for special events and festivals, while also setting aside locations for artists' live-work communities and a Performing Arts Center.
7. The redevelopment plan modification supports desired social, physical and economic development strategies, as expressed by community representatives, including:
 - Development patterns with higher densities of mixed-use located in the core areas with moderate density buildings and residential uses in surrounding neighborhoods.
 - The expansion of activities in City of Hallandale Beach to establish it as a regional destination with the introduction of new mixed-use, experience commercial, entertainment and residential uses.
 - Support of infill, renovation and enhancement of residential areas and the prevention of commercial encroachment into neighborhoods.
 - The improvement of aesthetic conditions on the Hallandale Beach Boulevard, Dixie Highway and NW/SW 8th Ave Corridors.
 - Strengthening and expansion of the arts, culture and entertainment.
 - The 'Regreening' of the Hallandale Beach CRA through the addition of consistent native street trees and the potential addition of community spaces such as pocket parks and community gardens.
 - Creating a cohesive trail network, the Arts Trail, to connect each of the four quadrants in an environment that encourages active transportation.
 - Reinforcement of future public transportation and a range of mobility options, particularly first-and-last-mile connectivity, through the development of multimodal transit and expansion of pedestrian infrastructure and amenities.

10.3 OVERARCHING REDEVELOPMENT FOCUS AREAS

In keeping with the redevelopment intents for the CRA, a few specific focus areas should be emphasized in the application and design of the various redevelopment improvements proposed. These design focuses should advise and be seamlessly integrated within larger-scale and neighborhood-level development projects to ensure the overall CRA vision priorities for an innovative, business-friendly, sustainable and inclusive community is achieved. As such, the following focus areas are emphasized and included within the redevelopment improvements:

A. Economic Development

B. Smart Cities & Sustainability

C. Regional & Intergovernmental Coordination

D. Affordable Housing

In keeping with the CRA vision and intentions for Hallandale Beach, economic growth within the CRA, the transition towards technological solutions and resilience, collaboration between agencies and affordable housing are all priorities in the Redevelopment of the HBCRA. The following pages will outline the importance of integrating these factors into the redevelopment plan modification, as well as some high-level strategies for their incorporation in the redevelopment improvements and projects.

A. ECONOMIC DEVELOPMENT

As discussed further in Section 13, Implementation Strategies, much of the CRA's economic development efforts are focused on increasing tourist experiences with the development of the fashion, arts and design district (FADD) and Harlem Village as an emerging music and arts venue. These venues are planned to include incubators to enhance the skills of the local workforce. The CRA is also developing strategies to expand the City's office, mixed use and hotel inventory through mixed land uses that provide for a more vibrant urban form. With the CRA's close proximity to the Tri-Rail Coastal Link, development potential should be capitalized on to encourage the growth of new industries and business in the CRA.

In addition, the CRA is empowered to fund and support social programming that increases the quality of life

for residents in the areas of workforce development training and business/entrepreneurship development and training. As such, a core focus of the emerging redevelopment projects will aim to encourage and support the local workforce, providing new job opportunities to residents and providing opportunities for the local economy to grow and expand.

B. SMART CITIES & SUSTAINABLE DEVELOPMENT

Sustainable Development:

The Hallandale Beach CRA should be sustainable, balancing community growth from social, economic, and environmental perspectives. Sustainable development must be resilient to shifts in the socio-economic climate, providing a place that serves the current population and is able to grow and change in the future.

Social sustainability can be worked towards through planning for all members of the population, including the most vulnerable. Strategies for social sustainability include the following:

- Mitigate displacement
- Design for a range of abilities
- Support affordable housing
- Consult with local residents and stakeholders
- Celebrate cultural diversity
- Create spaces with flexible programming
- Support food security through community gardens

Economic sustainability can be worked towards through development planning that considers sustainable funding and supports the financial security of the community and local businesses. Strategies for economic sustainability include the following:

- Encourage adaptive reuses
- Stimulate and support private investments
- Employ funding strategies with ongoing returns
- Support homeownership assistance programs
- Support local businesses
- Protect neighborhood assets

Environmental sustainability can be worked towards through ensuring that design decisions are considerate of environmental impacts and resilient to climate change. Strategies for environmental sustainability include the following:

Mitigate rainwater runoff and flooding

- Incorporated permeable surfaces through softscape areas, permeable paving, and green roofs
- Utilize rain water cisterns to take some pressure off of storm sewers and to collect rainwater for future irrigation
- Employ rain gardens or bioswales to slow water runoff and filter stormwater
- Plant large canopy trees to slow rainfall runoff

Reduce urban heat island effect

- Optimize landscaped areas
- Utilize large canopy trees
- Optimize pavement with a light albedo

Encourage active transportation and transit use

- Provide ample active transportation infrastructure
- Promote ease of transit use
- Optimize connectivity of active transportation and transit infrastructure

Use sustainable planting

- Plant drought-resistant and low maintenance species
- Ensure sufficient species diversity
- Optimize wildlife habitat

Utilize green building techniques

- Promote energy efficiency
- Source local materials
- Encourage LEED, passive house, or alternate standards for green building



Bioswales as water filtration

Smart Cities:

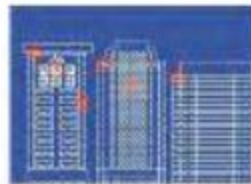
Smart technology can be incorporated into all levels of development, utilizing technology to create a more responsive and resilient Hallandale Beach. Smart technologies can improve quality of life, operating efficiency, and neighborhood sustainability through facilitating user engagement, optimizing mobility and energy consumption, monitoring asset utilization and promoting fitness, safety and security. Strategies for a Smart City include:

- Implement public wifi, smart wayfinding, and/or applications
- Utilize smart technologies for asset management (i.e. for buildings, transportation infrastructure, water distribution, drainage, etc.)
- Collect utilization data to inform future design decisions (i.e. monitor water levels and climate events/trends)
- Optimize mobility through monitoring use and smart applications, including smart parking
- Utilize smart street lighting with motion sensors

Smart City Elements:



Energy



Utilization



Health & Fitness



Safety & Security



User Engagement



Mobility

C. REGIONAL & INTERGOVERNMENTAL COORDINATION

The successful implementation of the Hallandale Beach CRA redevelopment plan modification will require Intergovernmental Coordination. Collaboration between Municipal and local agencies, as well as at the County level will encourage cooperation and a redevelopment that balanced the needs and motivations of all parties involved. It is recommended that the CRA develop an intergovernmental committee consisting of personnel from the CRA, the City of Hallandale Beach, and Broward County to encourage open lines of communication throughout implementation.

D. AFFORDABLE HOUSING

A key objective of the CRA is to eliminate substandard housing and provide affordable housing alternatives, thereby reversing the deterioration and blighted conditions that are evident within Hallandale Beach. Within this redevelopment plan modification, the provision of affordable housing should be prioritized and seamlessly integrated with the new development projects proposed, such as Harlem Village and the new Hallandale Downtown Center. Not only should housing be provided to offer affordable options to new residents, but current resident retention is also essential to the growth of the community. The potential displacement of low-income residents through the redevelopment improvements should be mitigated or avoided through the development of affordable housing initiatives, relocation assistance and additional social support programs to assist low-income individuals within the CRA. Ultimately, affordable housing should be prioritized as a means of ensuring that the redevelopment has a positive impact on the quality of life within Hallandale Beach for all residents, regardless of socioeconomic status.

10.4 THE CATALYTIC PROJECTS

While specific design interventions will occur on a micro-scale by quadrant, it is essential that a consistent design language is formed across the entirety of the CRA area. By doing so, a distinct sense of place will be developed for the community redevelopment area, with a clear sense of arrival and legibility for visitors and residents alike. Elements such as wayfinding, street furnishing and streetscaping can be consistently used across the entire development area to delineate arrival into the CRA.

Additionally, **Catalytic Projects**, intended to be featured as hubs for activity and destinations with the CRA are planned for the Hallandale Beach CRA. These projects will showcase the development potential of the CRA and will be highly identifiable features of the community. Specific to the design objective, COMPACT, the CRA-wide design interventions will focus on large-scale projects that are transit-oriented in nature and will focus on creating strong destinations within the CRA and supporting the growth

of the local economy. The proposed redevelopment projects will act as hubs for the community and will inspire subsequent changes at the neighborhood-level to accommodate growth. In keeping with transit supportive design, a more compact urban form will be encouraged, while preserving the essence of the local neighborhoods' tangible and intangible heritage, in line with the concerns of area residents. To ensure that new development fits in with and protects adjacent stable neighborhoods, higher densities and taller buildings are focused around the proposed catalytic nodes envisioned for the HBCRA, which are:

Large-Scale Catalytic Projects: A. Harlem Village + FADD (Food, Arts and Design District); and B. Hallandale Downtown Center

Smaller-Scale Catalytic Projects: C. Foster Road Commercial Corridor; and D. Arts Trail

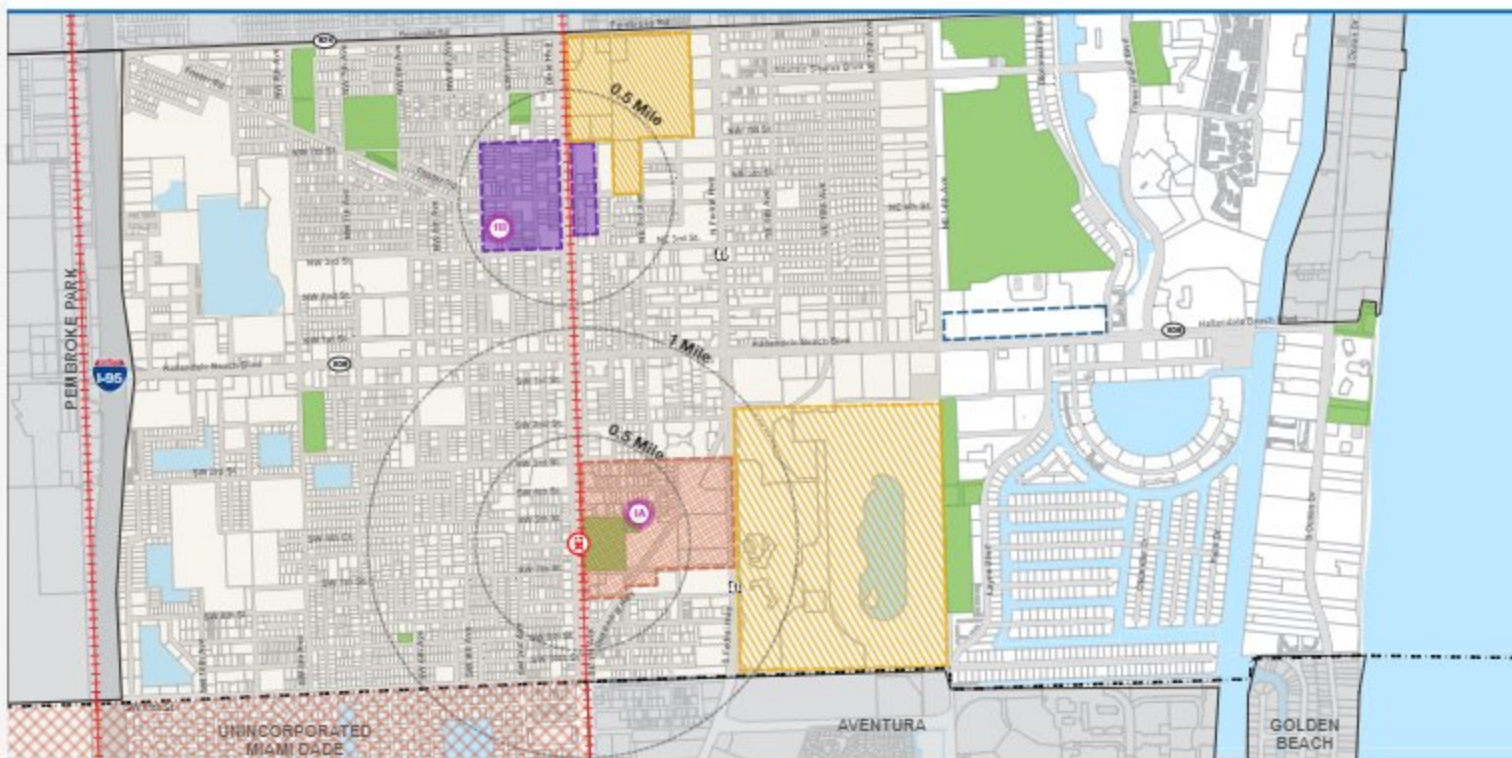


FIGURE 10.1: CRA CATALYTIC PROJECTS

LEGEND

1. ACTIVITY CENTERS

- 1A TOD CITY CENTER
- 1B HARLEM VILLAGE + FADD

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- Water Body

- CRA Boundary
- Parks, Open Spaces & Recreation
- + [Train Icon] + Proposed FEC Passenger Rail



HARLEM VILLAGE

Harlem Village takes its namesake from the Harlem Renaissance, during a period in the U.S. where there was a music, social and artistic explosion of African-American Cultural expression. Throughout this period, African American performers including Ella Fitzgerald, Dizzy Gillespie, Duke Ellington, and many more, would perform in predominantly white-owned and white-patronized night clubs and theaters. Due to segregation and Jim Crow

laws, these performers would go back to African American neighborhoods and perform in African American owned nightclubs, and sleep in African American owned hotels. Harlem Village takes its name from this time period in American history, as a way to build on the foundation of those great African American artists and performers who traveled throughout the nation and contributed so heavily to culture in the United States.

THE INSPIRATION BEHIND HARLEM VILLAGE- "REBRANDING GREATNESS"



CELEBRATING MUSIC, ARTS & CULTURE IN THE HEART OF HALLANDALE BEACH

A. HARLEM VILLAGE

Location: Bound on the north by NW 7th Avenue, on the west by NW 4th Avenue, on the south by NW 3rd Street, and on the east by Dixie Highway



Zoning: Regional Activity Center (RAC)

Existing Uses:

- Vacant Lands
- Single Family Residential
- Church
- Industrial Warehouses
- Harlem Center Mixed-Use (under construction)

Guiding Principles Addressed:



CATALYTIC PROJECT | TRANSIT-SUPPORTIVE DEVELOPMENT



COMPLETE STREETS | MULTIMODAL INTEGRATION | SMART PARKING



CREATIVE PLACEMAKING | ARCHITECTURAL VARIETY | FUTURE-PROOFING

Preserving the character and spirit of the Northwest neighborhoods while infusing it with additional revenue-generating activities, is a key component of the Harlem Village catalytic project. The proposed vision for Harlem Village emphasizes the celebration of jazz, music, arts and culture as a central theme for the project. The intent is to make the district more visible and connected to the city; and encourage a wide variety of arts-related and contemporary uses such as upscale restaurants, farmer's

markets, wine clubs, a community center with start-up business incubators and hotels to ensure a vibrant and dynamic district.

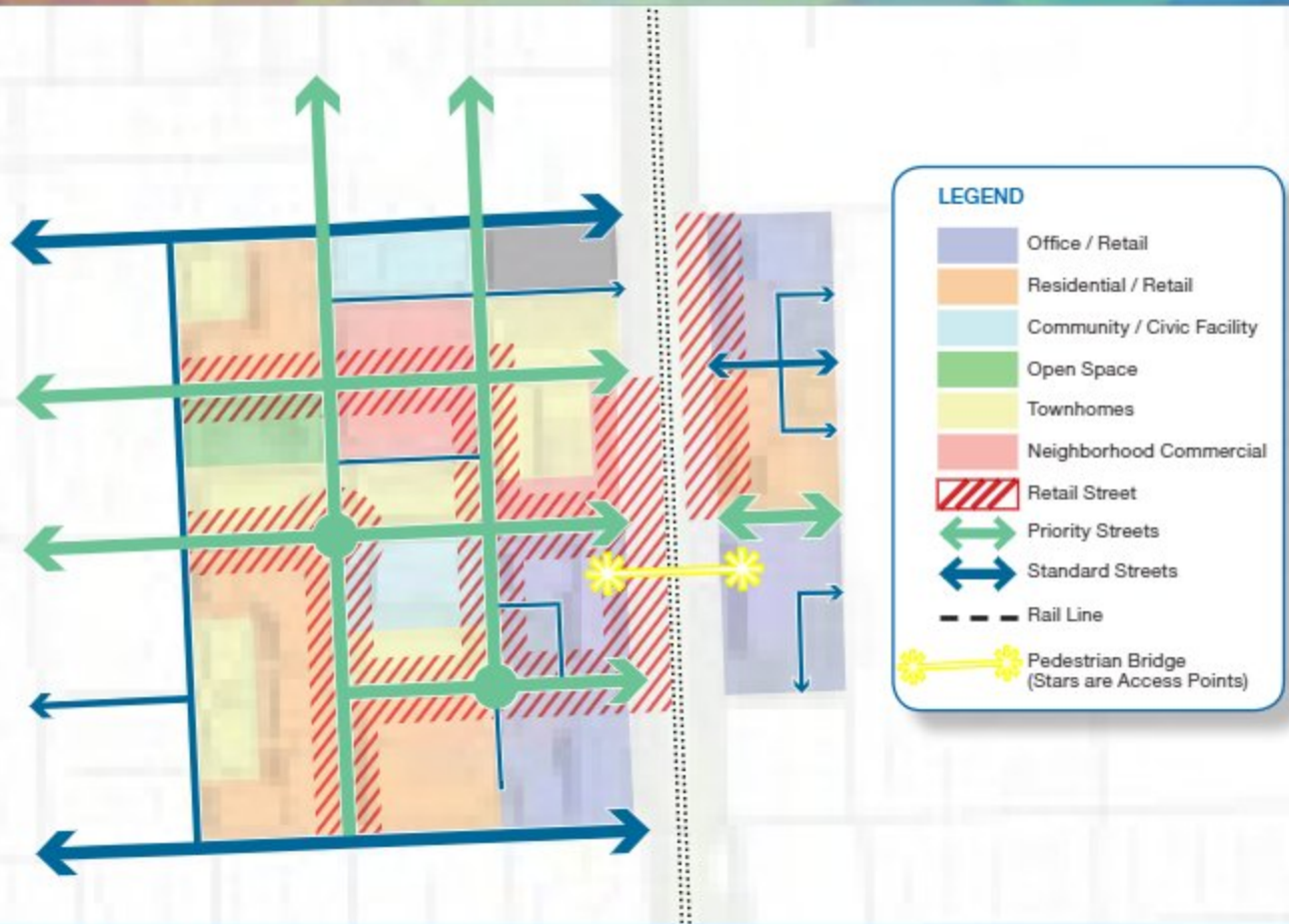
To achieve this, the redevelopment plan modification looks to build upon the proposed Hallandale Downtown Center project (page 128). Hallandale Downtown Center is a mix-use project located in the NW Quadrant of the City. The project is comprised of 13 parcels approximately 2.37 acres. To complement this development, Harlem Village will introduce a diverse mix of residential townhomes, mixed-use live-work apartments, office space, and a mix of additional exhibition space, galleries, theaters, retail, restaurants, entertainment venues, hotels, conference facilities, and parks and plazas for outdoor performances and sculptural displays.

Linking the Northwest neighborhoods to the Food, Arts and Design District (FADD) along NE 1st Avenue, the village will be home to a host of creative industries such as media, advertising, architecture, fashion design, animation, and software design, ensuring that the district will sustainably regenerate itself with new ideas. Additional proposed uses include a major community gathering facility at the center of the district—the Harlem Performance Center—a 20,000 square foot facility. To address the issue of future parking demand, parking garages of various sizes are within the Harlem Village boundaries. Parking demand management (PDM) strategies can also be utilized to address future parking demands for Harlem Village.

Pedestrian-scaled streets become the focus of activity, with opportunity for public art to be displayed within the streetscape and on the built form. This will give the district its unique appeal and establish a strong sense of place. To facilitate improved linkages with the FADD, a pedestrian bridge over Dixie Highway is proposed connecting two hotels over the railroad.

The center piece of redevelopment in this area will be Foster Road, which will serve as the main artery of Harlem Village. It will function as a mixed use commercial area and will be visually connected to Dixie Highway by way of a traffic-calmed internal street. This will allow for increased pedestrian activity, reduced vehicular speed and circulation, and provide usable public realm space.

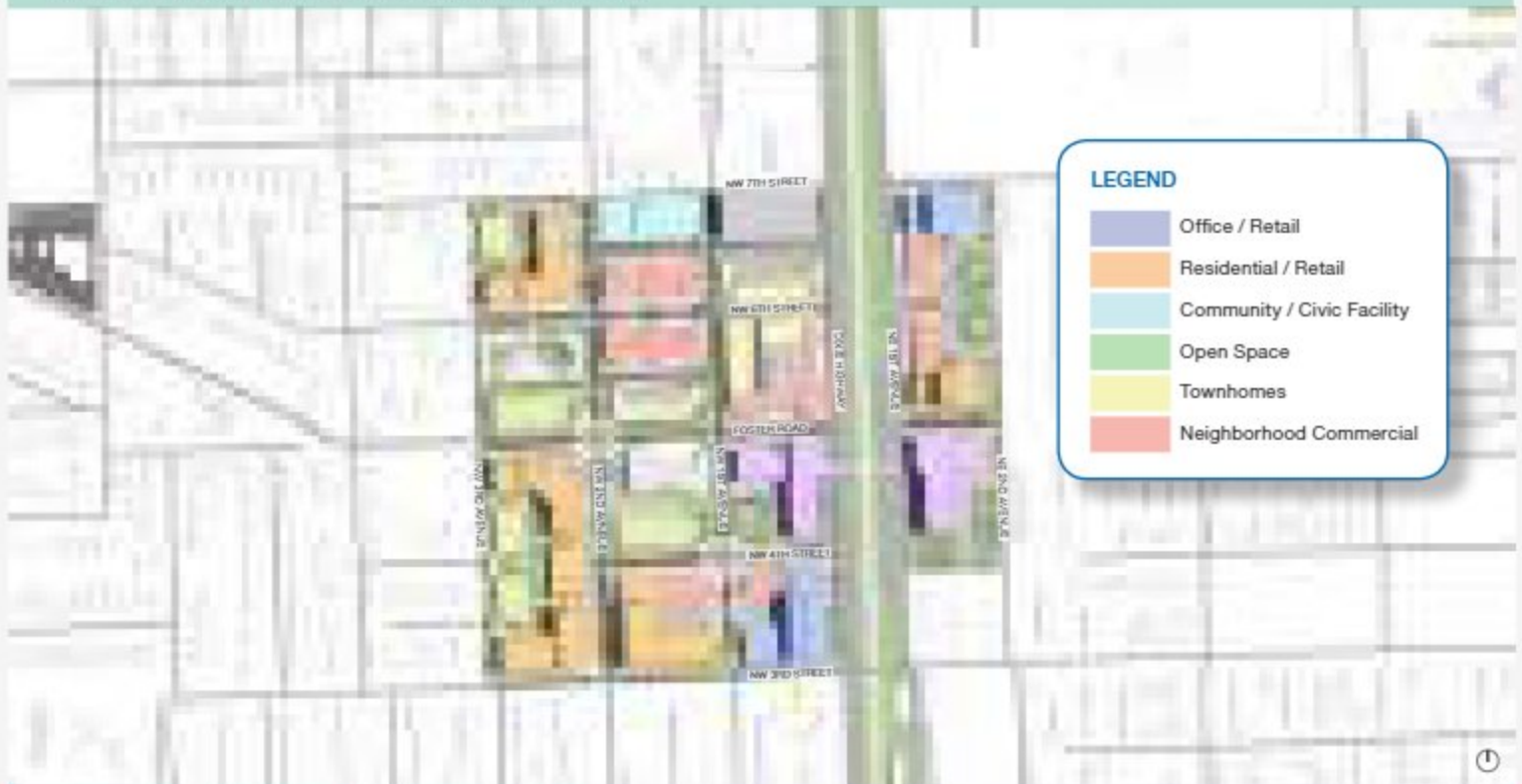
HARLEM VILLAGE CONCEPT PLAN



LEGEND

- Office / Retail
- Residential / Retail
- Community / Civic Facility
- Open Space
- Townhomes
- Neighborhood Commercial
- Retail Street
- Priority Streets
- Standard Streets
- Rail Line
- Pedestrian Bridge (Stars are Access Points)

FIGURE 10.2: HARLEM VILLAGE CONCEPT DIAGRAM



LEGEND

- Office / Retail
- Residential / Retail
- Community / Civic Facility
- Open Space
- Townhomes
- Neighborhood Commercial

FIGURE 10.3: HARLEM VILLAGE CONCEPT PLAN



HARLEM VILLAGE LAND USE, MASSING & PERSEPECTIVES

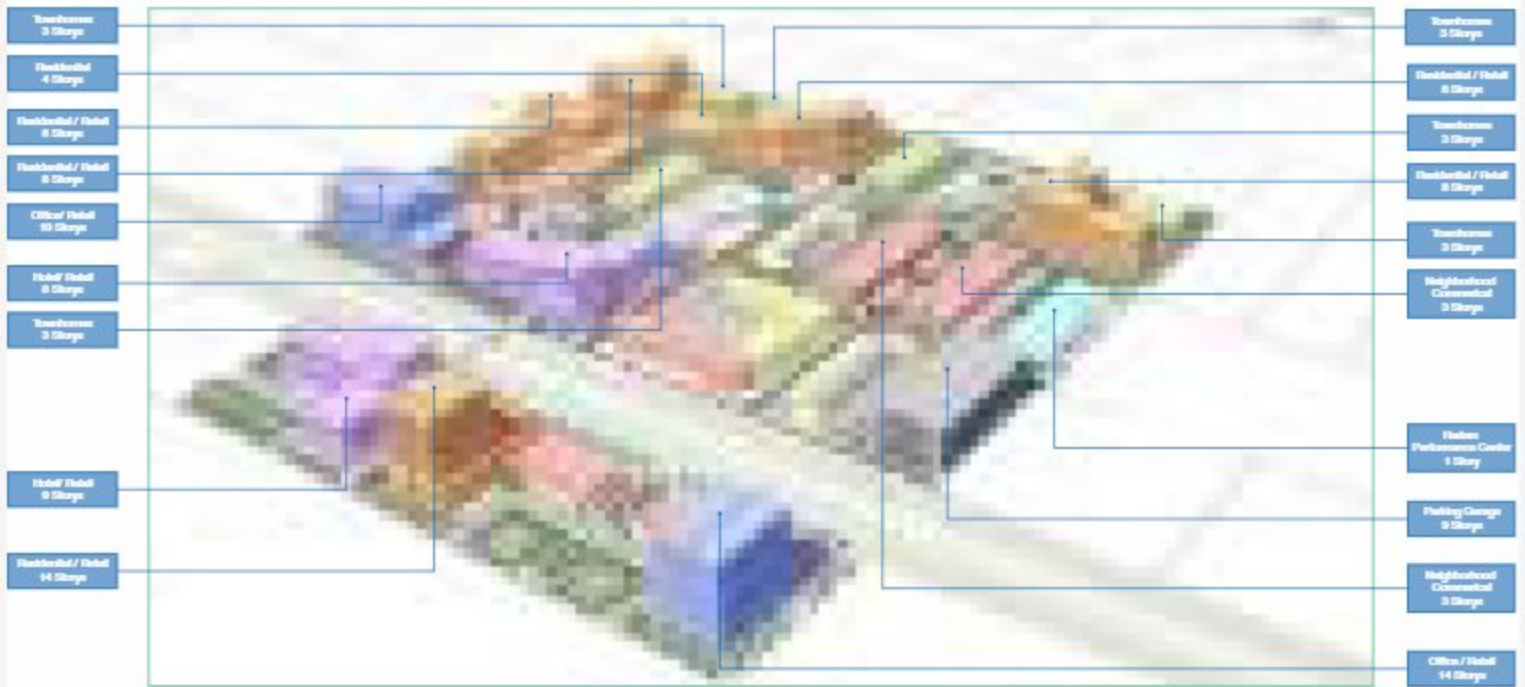


FIGURE 10.4: HARLEM VILLAGE LAND USE PERSPECTIVE



FIGURE 10.5: HARLEM VILLAGE, VIEW FROM FADD

IMPLEMENTATION STRATEGIES

- Set up a new community-based organization or a business improvement district for the Harlem Village and FADD District.
- Empower the CRA to acquire properties necessary to develop publicly owned infrastructure to support development of an urban village.
- Initiate discussions with FEC on the design and construction of a pedestrian bridge from Harlem Village to FADD.
- Establish programs to address parking facilities such as, but not limited to, payment in lieu or shared parking.
- Utilize existing preliminary design and an estimate of probable cost to provide improvements to Foster Road and Dixie Highway to include landscaping, curb and gutter and drainage upgrades.
- Create and fund a façade improvement program that would apply to businesses fronting Foster Road and Dixie Highway within the Harlem Village boundaries.
- Contact management of similar development projects such as Gro Wynwood, Delray Beach Artists Alley and the Wynwood Business Improvement District.
- Collaborate with industrial property owners to determine their interest in promoting Public Art murals as part of the area's façade improvement program.
- Initiate discussions with regional and national developers to promote the concept of Harlem Village as an attractive investment destination.
- CRA to work with City to implement the required zoning and land use changes that will allow for greater height through Harlem Village.
- CRA to work with property owners and investors to cleanup and redevelop substandard housing in the NW quadrant, including existing duplexes, triplexes, quadplexes and small apartment buildings.
- Create additional on-street parking to serve the Harlem Village development and surrounding areas.
- Establish additional landscape and canopy trees alongside roadways for shading and beautification purposes.
- Create a rental assistance program as a means of reducing the potential displacement and gentrification brought forth by Harlem Village.
- Work with outside organizations on to develop business development programs for local residents to find opportunities for work within the Harlem Village development.
- Create a workforce development program.
- Implement an aggressive affordable housing program geared towards local residents in order to reduce gentrification.



FIGURE 10.6: HARLEM VILLAGE, HEIGHT TRANSITION FROM MATURE NEIGHBORHOODS



FIGURE 10.7: HARLEM VILLAGE, VIEW FROM FADD



FIGURE 10.8: RENDERING OF PROPOSED HARLEM VILLAGE PERFORMANCE CENTER

HALLANDALE DOWNTOWN CENTER

ARCHITECTURAL INSPIRATION FOR THE HALLANDALE DOWNTOWN CENTER



HIGH-RISE | VANCOUVER, BC, CAN



COMMERCIAL CORRIDOR | SAN FRANCISCO, CA



DOWNTOWN CHARACTER | CONCORD, MA



SUSTAINABLE DESIGN | SAN FRANCISCO, CA



MIXED-USE TRANSIT HUB | BURNABY, BC, CAN



CIVIC PLAZA | BOSTON, MA



PEDESTRIAN-FRIENDLY STREET | NORTH MIAMI, FL



TOWNHOMES | VANCOUVER, BC, CAN

BRINGING VIBRANCY TO HALLANDALE'S DOWNTOWN CIVIC CENTER

B. HALLANDALE DOWNTOWN CENTER

Location: Bound on the north by SE 3rd Street, on the east by Federal Highway, on the south by SE 8th Street, and on the west by FEC Railroad



Zoning: Regional Activity Center (RAC)

Existing Uses:

- Government Center (City Hall, Library, Police)
- Bluesten Park (under construction)
- Post Office
- Single-Family Residential
- YMCA

Guiding Principles Addressed:



CATALYTIC PROJECT | TRANSIT-SUPPORTIVE DEVELOPMENT



COMPLETE STREETS | MULTIMODAL INTEGRATION | SMART PARKING



CREATIVE PLACEMAKING | ARCHITECTURAL VARIETY | FUTURE-PROOFING

The proposed location for Hallandale's Downtown Center is already home to such landmarks as City Hall, the City Library, and Bluesten Park. Over the next decade careful planning will establish a new form of development where people want to live, work and play. What is now a low-density government center fronting a predominantly vehicle-oriented arterial road (Federal Highway), is envisioned to soon transform into a walkable, and vibrant downtown core. The Hallandale Downtown Center concept proposes a wide range of densities and vital uses to support a concentration of the CRA's highest residential and employment densities within walking distance from the proposed high-frequency micro-transit

network.

The Hallandale Downtown Center project Plan envisions an attractive, vibrant center, with ample possibilities and opportunities for various configurations, social encounters and activities. The center will be a true gathering place where rehearsals can take place in the morning, lunch at midday, group work or debates in the afternoon and performances in the evening. Once redeveloped, the center will transform into a lively and stimulating urban space with ample daylight intake and comfortable micro-climate through tree canopies and shaded spaces.

The proposed development program includes a full range of residential forms and densities on this site, from 3-story townhomes to 20-story high-rise residential towers. The Hallandale Downtown Center has a total projected build-out capacity of approximately 550-650 residential dwelling units. The majority of residential development on this site will consist of multi-family units. High rise mixed-use residential and office towers are proposed by the transit station and along Federal Highway, while adjacent developments gradually taper in height in order to better integrate with the single family residential fabric of the northwest and southeast quadrants. Under the proposed conceptual plan for the site, it is estimated that there is capacity for a total of 1.6 million square feet of non-residential space in the heart of the city. The non-residential space includes a 152,000 square foot government office and New City Hall, relocated in a 6-story building.

Adjacent to the government office tower and City Hall, a 200,000 square foot Downtown Performing Arts Center is proposed, with an urban plaza at the corner of SE 5th Street and SE 4th Avenue, connecting the two buildings. Cultural catalytic projects such as the Downtown Performing Arts Center provide strategic public investment in projects that would spark momentum for the continued transformation of the Hallandale Beach CRA. While the primary activation of the Hallandale Downtown Center Performing Arts Center would be focused on evening performances and weekend matinees, the intention would be that the Center be a hub of activity during weekdays as well. Performing art education programming could be featured in the studio space during the day. Business meetings and seminars, receptions and community celebrations could take place in the lobby spaces and the studio. In addition, street level retail space could be incorporated into the Center's design in the form of cafés, restaurants and perhaps boutique stores. This mixed use approach would be designed to provide activation of the Center and

surrounding streets and neighborhood during daytime hours throughout the week.

The Downtown Performing Arts Center will be a place with great overall connectivity between spaces to promote a sense of community. The space will be left as open as possible both vertically and horizontally to enhance flexibility and with multi-functional spaces which can accommodate the ordinary day activities, as well as provide room for celebration. The redevelopment plan modification strives to bring the following qualities to Hallandale Beach through the Hallandale Downtown Center project:

- Community focal point to build social bonding and a vibrant community.
- Balance between the social and artistic environments and the natural environment.
- Performance facilities where the live arts can thrive and the public can be engaged.
- Outdoor engagement areas for use by the facility as a place for social gathering and to enjoy the beautiful gifts of nature.
- Conference facilities that can serve the community and those drawn to it.
- Commercial and retail amenities to support the direct and indirect needs of the facility.
- Multimodal connectivity by rail, bus, vehicular travel, cycling and walking.

The area immediately west of the FEC tracks and west of the development is the potential future location of the Tri-Rail commuter station. The proposed development plan identifies a potential location for a multimodal station on the north-east corner of SE 3rd Street and Dixie Highway. The 40,000 square foot station, conceptualized as a two-story mixed-use facility, will be the access point to the Hallandale Downtown Center—an intensive concentration of work, live, shop, and/or play activities comfortably accessible by foot, within approximately a half-mile radius or a 10-minute walking distance. In addition, the proposed multi-modal transit facility will also serve as the origin, destination, or transfer point for a significant share of local and regional trips (through the micro-transit service in the short-term or the Tri-Rail station in the long term). In the event that Hallandale Beach is approved for the addition of the Tri-Rail station, the CRA should explore the potential of partnering with the City of Hallandale Beach to create and fund the new station.

There is a natural tension between the transportation function, the need for quick and efficient movement, and the placemaking function within a transit facility.

These elements make the transit station a desirable and interesting destination, rather than just a node to pass through. The ability of the station to function successfully depends on the interaction and balance of these two functions. To ensure that the transit service is accessible to the Northwest neighborhoods, a pedestrian crossover bridge is proposed connected to the station. Pick-up and drop-off space has been provided for the multimodal hub, as well as shared parking opportunities with the adjacent developments.

Bluesten Park is an upgraded neighborhood park that will provide local and walkable amenities to surrounding residents. The park's design will acknowledge the medium-high densities of the surrounding neighborhood by providing a balance of active park amenity with ample space for casual and non-programmed park use.

The architectural character of the Hallandale Downtown Center is envisioned to be iconic, not only a geographical landmark, but also a symbolic landmark reflecting the transformation of Hallandale Beach as a city ready to embrace the future, integrating new ideals and preparing for a better future. The building architecture will be supplemented with a variety of smaller plazas and publicly accessible open spaces delivered through new development, as well as through proximity to larger public spaces, including public art installations within the spaces between buildings. Iconic public art at this location, will not only inspire residents and visitors, energize an important public space and stimulate social interaction and discussion. It will also contribute to the Hallandale Arts Trail by providing a destination trailhead around which the proposed trail can continue to develop.

Given the vast scale of the proposed Hallandale Downtown Center site, it is pertinent to note that the development will be strategically phased. Phase 1 will consist of the redevelopment of the 9.2 acre City Hall site, while Phase 2 will explore the acquisition and redevelopment of the post office site directly to the south. Phase 2, the post office site, will require the City and CRA to work directly with the federal government to acquire the site and reuse it more effectively. With the acquisition of the post office site, the new Hallandale Downtown Center would consist of approximately 18.4 acres in area, with the remainder of the proposed Hallandale Downtown Center developed through private-sector projects. Financial incentives and public-private partnerships may be leveraged to encourage development adjacent to the City Hall and post office sites redeveloped in Phases 1 & 2.

HALLANDALE DOWNTOWN CENTER CONCEPT PLAN

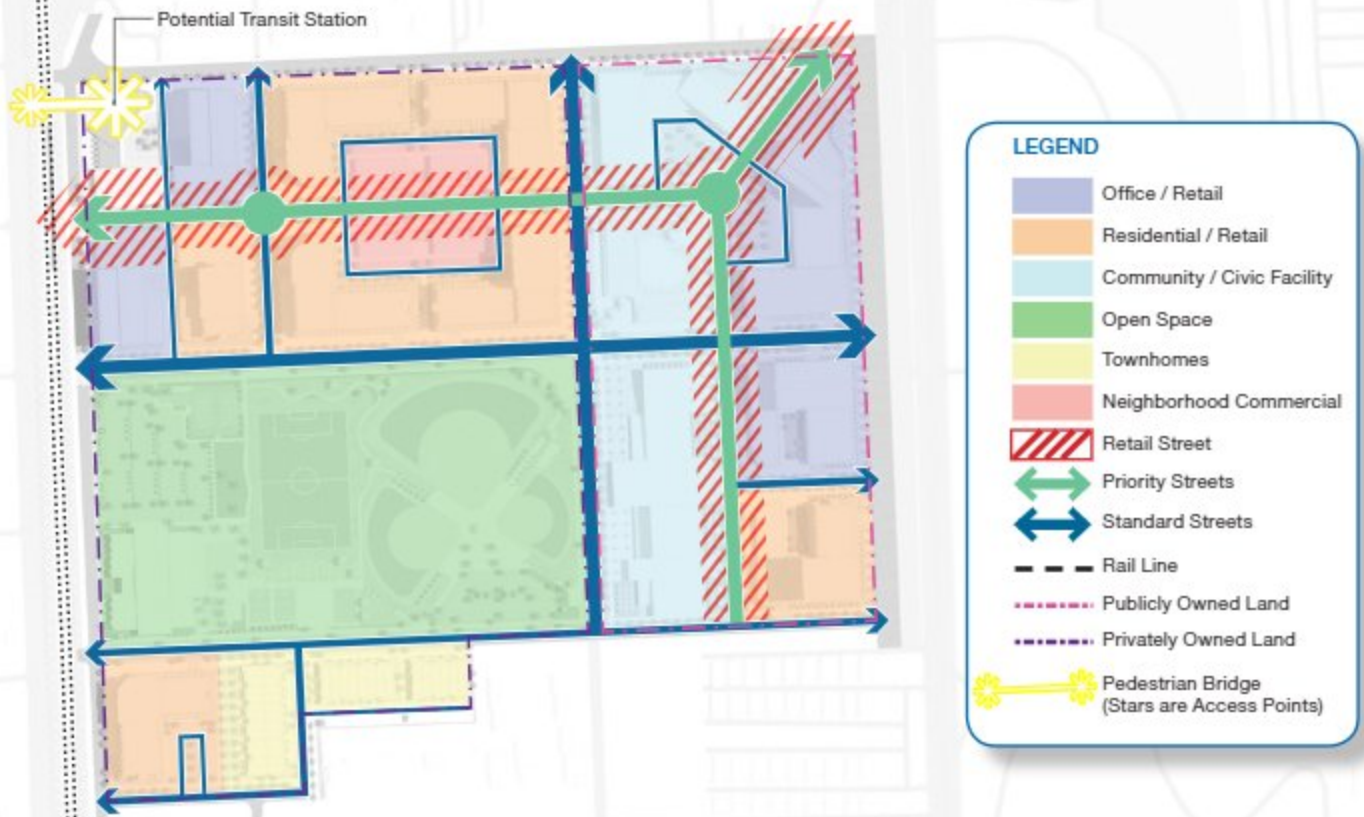


FIGURE 10.10: HALLANDALE DOWNTOWN CENTER CONCEPT DIAGRAM



FIGURE 10.11: HALLANDALE DOWNTOWN CENTER CONCEPT PLAN



HALLANDALE DOWNTOWN CENTER LAND USE, MASSING & PERSPECTIVES



FIGURE 10.12: HALLANDALE DOWNTOWN CENTER LAND USE PERSPECTIVE



FIGURE 10.13: HALLANDALE DOWNTOWN CENTER, VIEW FROM RAILWAY

IMPLEMENTATION STRATEGIES

- Devise a land acquisition strategy and initiate discussions with affected property owners to determine their level of interest in supporting the proposed vision.
- Conduct a feasibility study for determining the requirements for the proposed performing arts center for the proposed Hallandale Downtown Center.
- Perform a traffic analysis of the Hallandale Downtown Center to determine the feasibility of incorporating traffic calming improvements.
- Apply for grants or seek available funding through SFRTA to provide for redevelopment opportunities that are compatible with the future commuter rail station planned for Hallandale Beach.
- Utilize preliminary design and estimate probable cost to provide public realm improvements around the site.
- Solicit developers through an Expression of Interest to refine the preliminary development program and gauge the market acceptance for the proposed Hallandale Downtown Center.
- Work with the Post Office site on acquiring a developer.
- Issue an RFP for the development of the City Hall site.
- Work with other partner organization, such as Urban Land Institute (ULI), to guide new development.



FIGURE 10.14: HALLANDALE DOWNTOWN CENTER, VIEW FROM MULTIMODAL RAIL HUB



FIGURE 10.15: HALLANDALE DOWNTOWN CENTER VIEW OF BLUESTEN PARK AND THE PERFORMING ARTS CENTER



FIGURE 10.16: RENDERING OF PROPOSED HALLANDALE DOWNTOWN PERFORMING ARTS CENTER

FOSTER ROAD COMMERCIAL CORRIDOR

C. FOSTER ROAD COMMERCIAL CORRIDOR

Location: Bound on the north by SE 3rd Street, on the east by Federal Highway, on the south by SE 8th Street, and on the west by FEC Railroad.



Zoning: Regional Activity Center (RAC)

Existing Uses:

- Vacant Lands
- Deteriorating Single-Family Housing

Guiding Principles Addressed:



TRANSIT-SUPPORTIVE DEVELOPMENT | NEIGHBORHOOD-LEVEL ENHANCEMENTS



COMPLETE STREETS | MULTIMODAL INTEGRATION | SMART PARKING



CREATIVE PLACEMAKING | ARCHITECTURAL VARIETY | FUTURE-PROOFING

The transformation of Foster Road is envisioned as a neighborhood commercial and entertainment corridor with moderate density office and residential mixed uses, including a significant component of retail. With its proximity to the proposed Harlem Village, future transit station, high quality amenities and natural space, these 3 redevelopment nodes along the corridor are expected to attract new residents, office and related uses. It will be an important economic, social and environmentally sustainable center in the Northwest quadrant and should be addressed throughout the entirety of the Redevelopment Plan to ensure a consistent design language across its length.

Foster Road will be transformed as a 'Green Street' commercial corridor from NW 8th Ave to 7th Ave. It will feature prominent green space, public art, on-street parking, seating areas and community gathering points to encourage a vibrant and walkable neighborhood street front. Properties fronting Foster Road are anticipated to accommodate developments that are contemporary in architectural design, but similar to the scale of buildings currently in the area. The redevelopment plan modification anticipates that over time single-family homes located along the streets will likely be redeveloped as professional offices, live-work buildings and moderate density mixed-use residential buildings.

Development patterns along the corridor should be oriented towards a more compact urban form with buildings placed closer to sidewalks and parking in the rear or on-street. In general, building intensity will be significantly higher than present development patterns, and may require zoning and future land use modifications to maximize the corridor's development potential.

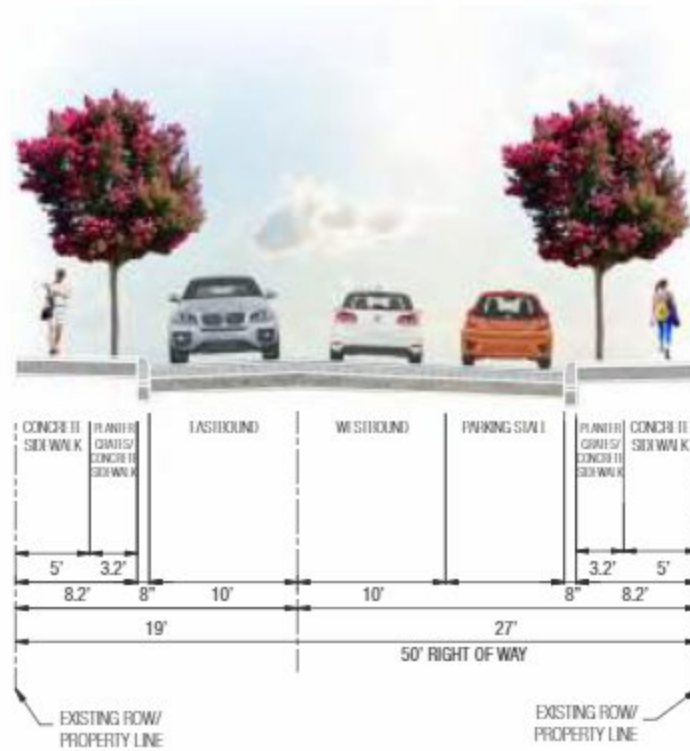
IMPLEMENTATION STRATEGIES:

- Modify zoning and future land use to accommodate proposed higher densities along Foster Road.
- Implement streetscape improvements to support desired private sector investment in commercial developments along the corridor.
- Ensure design standards and architectural guidelines are in place prior to the approval of any new development in the area.



The following street cross section highlights the potential streetscape condition along the Foster Road Commercial Corridor:

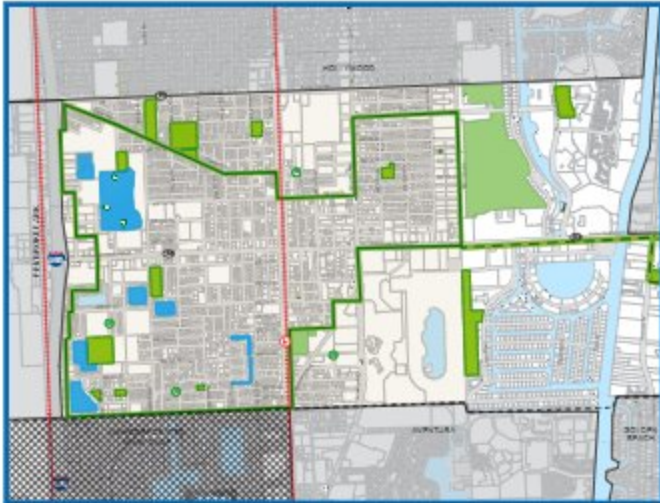
FOSTER ROAD COMMERCIAL CORRIDOR 50' ROW- WITH ON-STREET PARKING



*Street Plan is at a different scale than the Street Section.



D. ARTS TRAIL



Guiding Principles Addressed:



TRANSIT SUPPORTIVE DEVELOPMENT | NEIGHBORHOOD-LEVEL ENHANCEMENTS | MULTIMODAL INTEGRATION | CREATIVE PLACEMAKING

The proposed Arts Trail is a bike and pedestrian network that loops through the Hallandale Beach CRA and terminates at the waterfront. The Arts Trail is an approximately 7.6 mile (45,860 linear feet) multi-use path intended to showcase public art throughout each CRA quadrant. It also integrates smart technologies through a high-tech network that connects the four CRA quadrants and adjacent neighborhoods. The trail will become the connective tissue for the CRA, showcasing landscape features and roadway corridor design that calms vehicular traffic and prioritizes walking. The Arts Trail links parks in the CRA and, more broadly, in the City of Hallandale Beach. A key feature is the inclusion of enhanced landscaping, including double rows of trees and wide sidewalks with ample public amenities. This new feature will provide a necessary respite from urban life and allow residents of Hallandale Beach to 'breathe'. As illustrated, the Arts Trail will provide a network of linear parks and pedestrian promenades traversing

the community from north to south and east to west, interconnecting the City's existing and planned open spaces in a distinct pedestrian environment.

PROPOSED FEATURES:

- Permeable pavements for sidewalks and parking lanes
- Mature canopy trees
- Shielded, energy-efficient street fixtures
- Landscape areas
- Planter boxes, bio-swales, rain gardens, stormwater curb extensions
- Street tree replacement program
- Public Art 'Stops' at intervals across the Trail
- Signature paving patterns or colors to emphasize the Trail



It should be noted that the length of the Arts Trail that runs outside of the CRA boundary (~1 mile or 5850 linear feet) and to the waterfront will require City funding to be extended. As such, this section has not been included in the CRA-wide, 7.6 miles in length, total. The CRA should partner with the City to ensure this expansion is provided so that both the CRA and City can benefit from a comprehensive trail connection, inclusive of a direct connection to the waterfront.

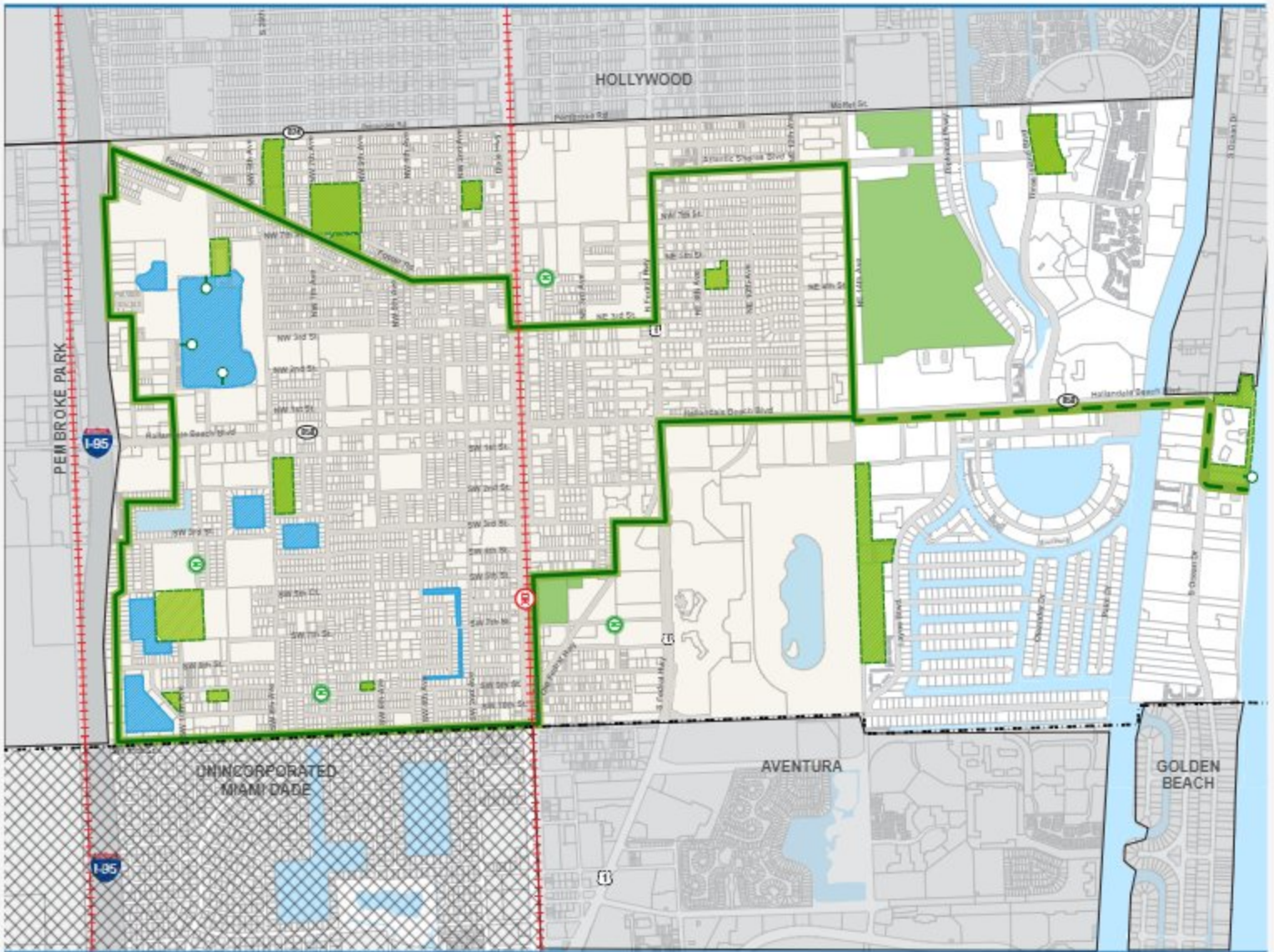


FIGURE 10.17: HALLANDALE ARTS TRAIL

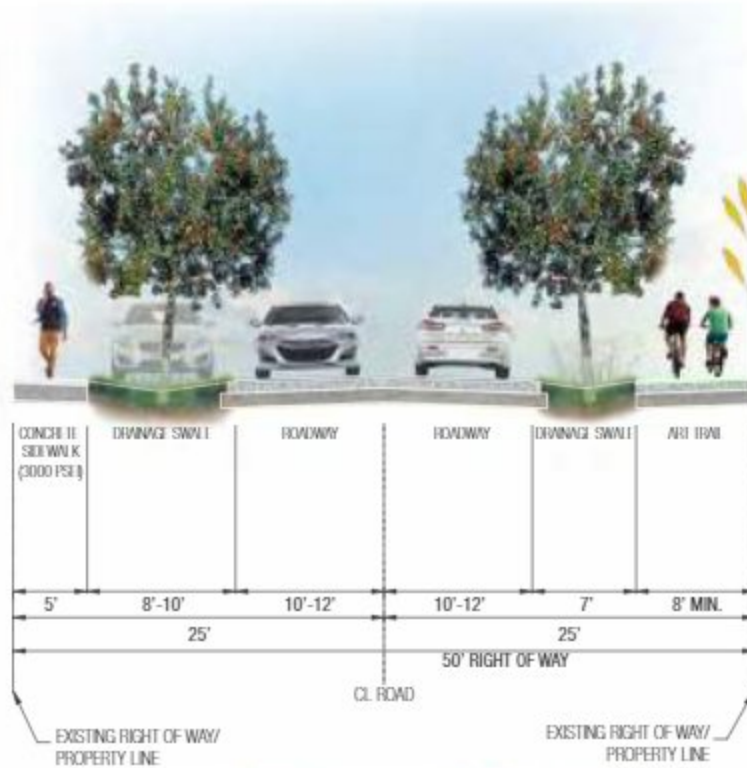
LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Proposed FEC Passenger Rail
- PARKS & PLAZAS
- LAKE & WATERFRONT DEVELOPMENT
- GREEN TRAIL NETWORK
- Arts Trail (within the CRA)
- Arts Trail (outside of CRA; expansion to be provided by the City)



The following street cross sections highlight the interaction between the Arts Trail and adjacent streets within the Hallandale Beach CRA area:

LOCAL 50' ROW WITH ARTS TRAIL SEPARATED BY SWALE

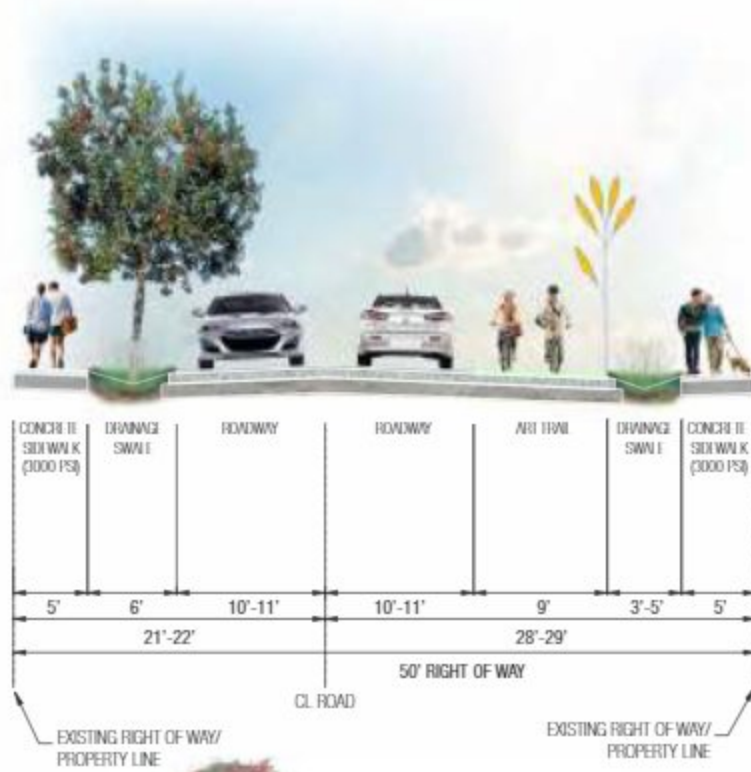


*Street Plan is at a different scale than the Street Section.



The following street cross sections highlight the interaction between the Arts Trail and adjacent streets within the Hallandale Beach CRA area:

LOCAL 50' ROW WITH ARTS TRAIL WITHIN THE ROADWAY



*Street Plan is at a different scale than the Street Section.



10.5 QUADRANT-WIDE REDEVELOPMENT PROJECTS

At the quadrant-level, the design intent of redevelopment efforts will be to create attractive and resilient neighborhoods that instill a newfound vibrancy within the Hallandale community. Neighborhood-level design will complement the CRA-wide developments, Harlem Village and Hallandale Downtown Center, as well as the smaller-scale CRA-wide improvements, Foster Road Commercial Corridor and Arts Trail. This will be achieved by providing smaller scale improvements in each quadrant that improve the community fabric as a whole. The redevelopment plan modification, from a neighborhood perspective, enhances the visual scope of the city, taking note of and making the most of what already exists in the landscape, but needs further articulation. Broad vistas and panoramas, markers that punctuate the end of a long linear path through the city, and transitional zones between neighborhoods that have their own distinct qualities are amongst the city features considered for articulation. The redevelopment plan modification adopts a series of measures in the form of gateways, lighting improvements and view corridors aimed at enhancing the visual scope of the city.

The newly revitalized districts and nodes in the Community Redevelopment Area will possess distinct individual identities, whilst still complementing the redevelopment plan modification and carrying on consistent design elements from quadrant to quadrant. The designation of select locations as gateway sites will help build a sense of place for pedestrians, cyclists, transit riders, and motorists as they enter the CRA. General gateways and neighborhood markers to be explored include:

Gateway Features in the intersections of:

- Pembroke Road and Foster Road
- Pembroke Road and Dixie Highway
- Interstate 95 and Hallandale Beach Boulevard
- Hallandale Beach Boulevard and South Ocean Drive
- South Ocean Drive and Hallandale Beach Boulevard
- SW 5th Street and Dixie Highway
- SE 11th Street and South Federal Highway

Neighborhood Markers in intersections of:

- NW 8th Avenue and Pembroke Road
- North Federal Highway and Pembroke Road
- NE 14th Avenue and Pembroke Road
- SW 1st Street and SW 8th Avenue
- Hallandale Beach Boulevard and Federal Highway
- SW 11th Street and SW 8th Avenue

This section will highlight the specific design interventions to be implemented on a neighborhood scale, as well as the projects that will form the connective tissue between neighborhoods. While these design interventions may be applied in every neighborhood, the scale and methods of application may change depending on contextual considerations. As such, the quadrant(s) for which the intervention will apply will then be delineated. To review these upgrades by quadrant, refer to [Section 11: Redevelopment Improvement by Quadrant](#). These specific Redevelopment projects intend to uphold the vision for the Hallandale Beach CRA, correlating directly to the overarching design principles of: Connected and Resilient. The main Redevelopment projects envisioned include:

CONNECTED

- A. Complete Streets Hallandale
- B. Multimodal Integration
- C. Smart Parking

RESILIENT

- D. Regreening Hallandale
- E. Lake and Waterfront Improvements
- F. Low Impact Development

CONNECTED- DESIGN INTERVENTIONS

Hallandale Beach and other cities across the nation, are witnessing a shift from automobile-oriented trips to more multi-modal transportation options, specifically shared mobility and sustainable modes, including flexible micro-transit services, ridesharing, and electric vehicles. Decreases in personal vehicle commuters and increases in public transportation investments (such as the Tri-Rail and Brightline in Florida), walking and cycling trips are evidence of this change and put additional pressure on local and regional jurisdictions to accommodate these modes through improved infrastructure, service, and supporting policies.

The vision for mobility in Hallandale Beach prioritizes future transportation decisions towards sustainable urban mobility with a goal to reduce environmental impacts and also create opportunities for a greener urban fabric. The intent is to provide comfort and connectivity for every mode across citywide networks. The redevelopment plan modification seeks to provide comfortable and convenient travel across Hallandale's entire street network, thereby achieving a "complete network" where all modes are able to access necessary opportunities in a convenient manner. It is important to note that the mobility proposals presented in this document are not predicated upon the idea that all streets and roadways will accommodate a majority of modes. However, every street is intended to provide for comfortable and safe pedestrian travel, at a minimum.

One of the overarching themes of this plan's development revolves around a proposed network that is feasible and constructible in the next 7 years (time remaining for the sunset of the CRA). To achieve this, most improvements are intended to be implemented within the pavement area between existing curbs to the extent feasible, avoiding significant additional costs. To accommodate the various improvements, such as Micro-transit services or Greenways, a series of roadway alterations are proposed for bicycle and pedestrian enhancements through lane or road diets in select locations.

The Hallandale CRA Mobility strategy, presented in this Plan, hinges upon achieving the following priorities:



COMPLETE STREETS

Prioritize safer and more convenient bike routes and dedicated pedestrian-priority spaces.



MULTIMODAL INTEGRATION

Create a micro-transit zone with 10-minute headways + Bike sharing and the future commuter rail service.



SMART PARKING

Utilizing technology to improve the parking management system.

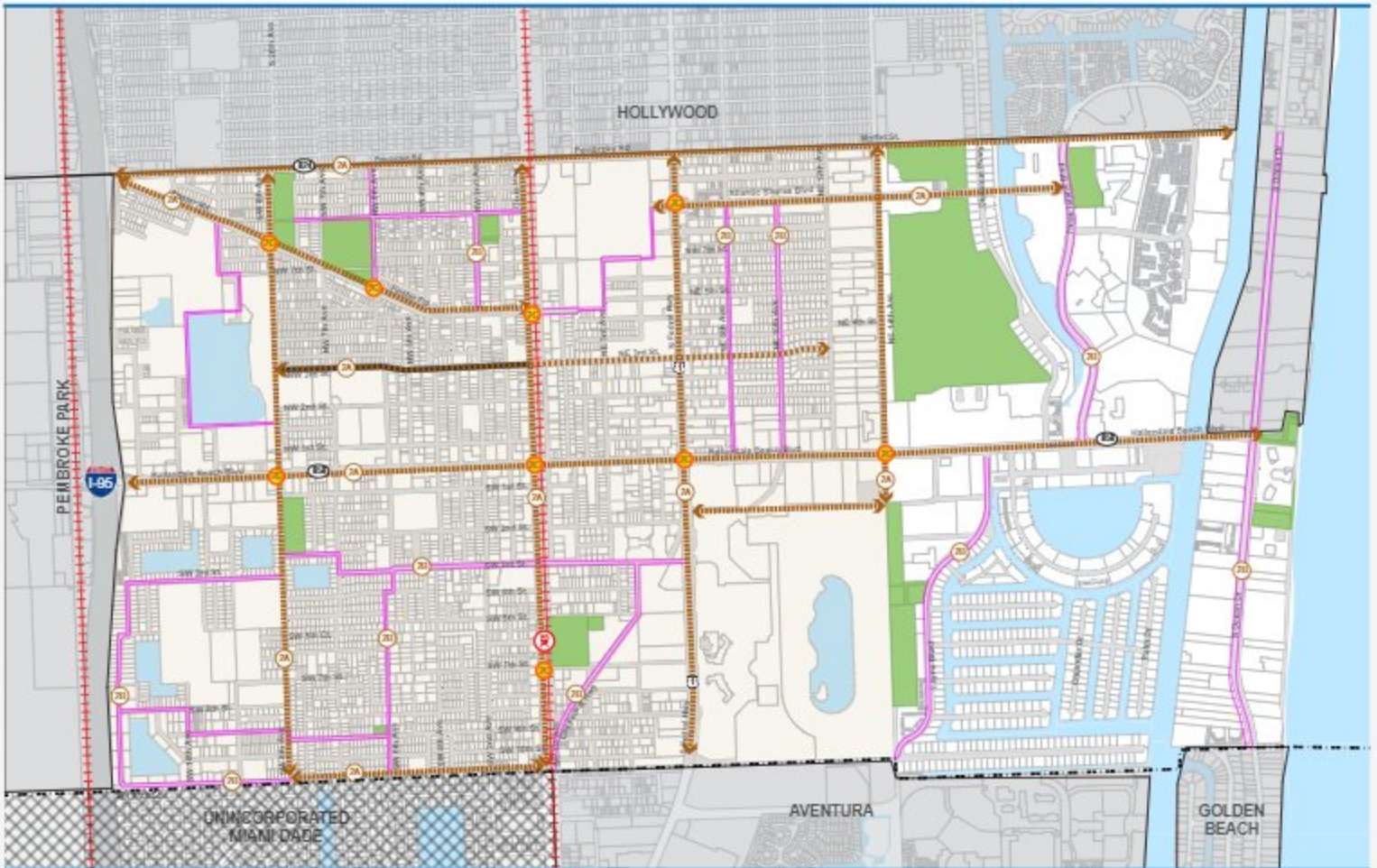


FIGURE 10.18: NEIGHBORHOOD-LEVEL 'CONNECTED' DESIGN INTERVENTIONS

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Proposed FEC Passenger Rail

COMMUTER LIMITED STOP SERVICE

- Tri-Rail
- 595 Express (Route 110)
- Hallandale Bch Blv & US 1

BROWARD COUNTY TRANSIT BUS ROUTE

- Route 1
- Route 4
- Route 5
- Route 6
- Route 28

HALLANDALE BEACH MINI BUS SERVICE

- Route 1
- Route 2
- Route 3
- Route 4

2A PRIORITY STREETS

Overall: Hallandale Beach Blvd. | Dixie Hwy. | Pembroke Rd.

SE Quadrant: S. Federal Hwy. | SE 1st

NE Quadrant: Atlantic Shores Blvd | NE 4th St.

SW Quadrant: SW 11th St. | SW 8th Ave.

NW Quadrant: Foster Rd | NW 3rd St.

2B PROTECTED BIKE LANES

SE Quadrant: Old Federal Hwy. | SE 3rd St.

NE Quadrant: NE 8th Ave. | NE 10th Ave.

SW Quadrant: SW 11th St. | SW 6th Ave. | SW 12th Ave. | SW 3rd St. |

NW Quadrant: NW 2nd Ave.

Outside CRA: Three Island Blvd, S. Ocean Dr. | Layne Blvd

2C INTERSECTION IMPROVEMENTS

RECENTLY UPGRADED STREET (NW 3rd Street)



NE/SE Quadrant: Dixie Hwy and Hallandale Beach Blvd | Dixie Hwy and SW 7th St. | N Federal Hwy and Atlantic Shores Blvd | NE 14th Ave and Hallandale Beach Blvd | Dixie Hwy and Foster Rd

SW Quadrant: Hallandale Beach Blvd and SW 8th Ave | Hallandale Beach Blvd and SE 1st Ave | SW 7th St. and Dixie Hwy

NW Quadrant: Foster Rd and NW 8th Ave | Foster Rd and NW 6th Ave | Hallandale Beach Blvd and NW 8th Ave | Hallandale Beach Blvd and Dixie Hwy | NW 3rd St (recently upgraded)*

Pedestrian Crossing Improvements: Foster Road connecting NE 5th St over FEC railway track | SW 3rd Street connecting SE 3rd Street over FEC railway track



COMPLETE STREETS HALLANDALE

A. COMPLETE STREETS HALLANDALE

Location: All Quadrants require streetscape improvements to varying degrees; quadrant-specific interventions will be delineated for each streetscape improvement

Guiding Principles Addressed:



COMPLETE STREETS | MULTI-MODAL INTEGRATION | TRANSIT SUPPORTIVE DEVELOPMENT

The largest traffic volumes are along Hallandale Beach Boulevard and the current major development activity report shows the majority of the proposed development is concentrated in the City center adjacent to major roadway corridors (i.e. US-1 and Hallandale Beach Boulevard), which could create more traffic congestion in this area.

A starting point for this project was to address access to the transit station- the first and last mile – through multiple modes of transportation, as well as seek ways to reduce automobile dependence. While the planned Tri-Rail Coastal Link proposes one station within the City of Hallandale Beach, all transit riders must complete the first and last portion of their trip to and from the station on their own using a number of modes of transport – walk, bicycle, ridesharing, car-sharing services, bus or shuttle, or drive and park at the station.

Transforming the City of Hallandale Beach into a seamless network of vibrant, aesthetically pleasing and stable neighborhoods will require high quality pedestrian-oriented streets, bicycling paths, and high-quality transit facilities to support multi-modal integration. The framework provides a structure to the scale and type of interventions envisioned for the City of Hallandale Beach, represented by the following elements:

1. Priority Streetscapes
2. Protected Bike Lanes
3. Safer Intersections
4. Updated Sidewalk Infrastructure
5. Street Lighting Upgrades
6. Landscape & Street Tree Improvements

Upgrading these streetscape elements on a quadrant-by-quadrant basis will lead to a more complete street network, which encourages a balanced modal share and ensures that travel by all modes is safe, efficient and enjoyable.



Paved streets to prioritize pedestrians



Shaded streets



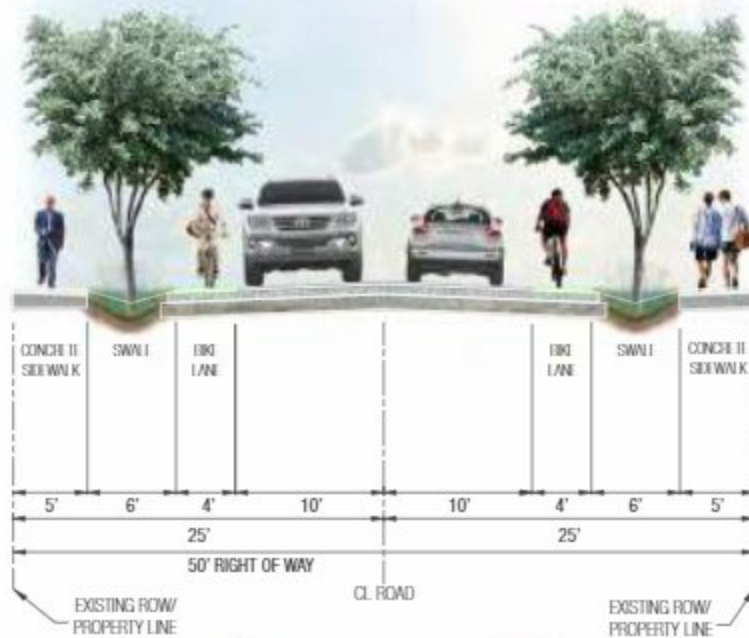
Active streets with restaurants



Wide sidewalks and dedicated transit lanes

The following street cross sections highlight the various streetscape improvements that are proposed for Hallandale Beach on a neighborhood-scale. The street cross sections provided highlight the priority street right-of-ways only, while a more exhaustive list of potential cross sections from the BODR is provided in **Appendix E: Street Cross Sections**.

LOCAL 50' ROW WITH BIKE LANES

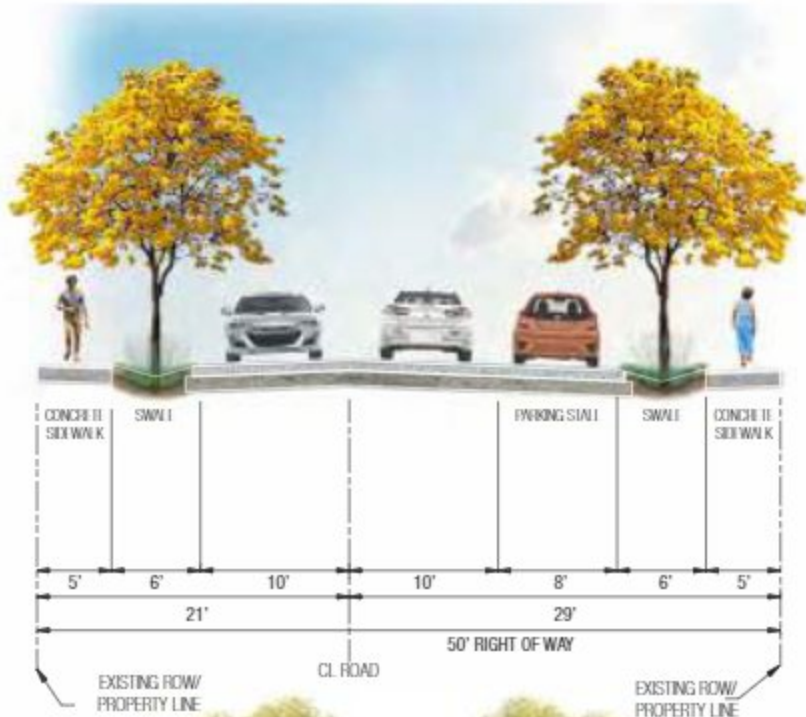


*Street Plan is at a different scale than the Street Section.



The following street cross sections highlight the various streetscape improvements that are proposed for Hallandale Beach on a neighborhood-scale. The street cross sections provided highlight the priority street right-of-ways only, while a more exhaustive list of potential cross sections from the BODR is provided in [Appendix E: Street Cross Sections](#).

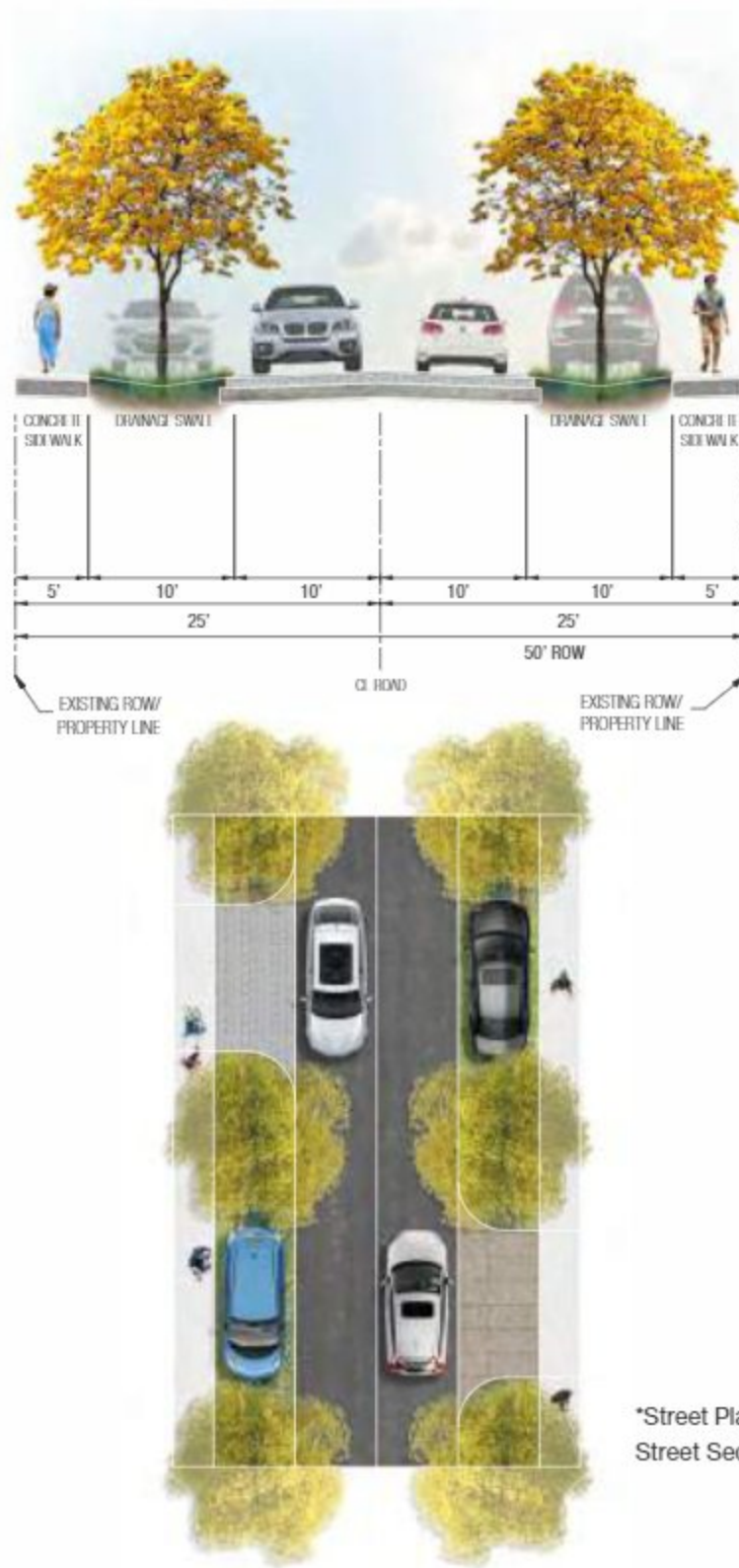
LOCAL 50' ROW WITH ON-STREET PARKING STALL



*Street Plan is at a different scale than the Street Section.



LOCAL 50' ROW



*Street Plan is at a different scale than the Street Section.

COMMERCIAL DISTRICT 80' ROW- WITH BIKE LANES, PARKING STALL & CENTER MEDIAN



*Street Plan is at a different scale than the Street Section.



1. PRIORITY STREETSCAPES

Priority streetscape improvements are proposed for roadways with sidewalks that are most frequently used by pedestrians, and provide more amenities to the pedestrians, as well as other street users and modes. Few of the streets throughout the City of Hallandale Beach have had improvements constructed with the intent of slowing traffic, adding on-street parking and beautification. The few examples that do exist have been well received by the community and have achieved the goals of slower traffic and beautification within the neighborhood. The redevelopment plan modification recommends that the area's primary mobility corridors be upgraded as "complete streets" designed to balance the needs of pedestrians, cyclists, transit and cars. The priority streetscape network as part of the improvement strategies include:



Atlantic Shores Boulevard- Current Condition



SW 11th Street- Current Condition

Overall:

- Hallandale Beach Blvd.
- Dixie Hwy.
- Pembroke Rd.

SE Quadrant:

- S. Federal Hwy.
- SE 1st

NE Quadrant:

- Atlantic Shores Blvd
- NE 4th St.

SW Quadrant:

- SW 11th St.
- SW 8th Ave.

NW Quadrant:

- Foster Rd
- NW 3rd St.

Design Interventions:

- Minimum 5 feet sidewalk width
- High quality paving and stone curbing
- Shade trees with 50-foot spacing
- Seating area at mid-block and intersection locations
- Protective bollards at crosswalks
- Pedestrian scale lighting with common theme
- Signal mast arms at intersections
- Site furnishings: benches, waste receptacles, planters, etc.
- Hallandale Beach themed wayfinding and directional signage
- Hallandale Beach themed shaded bus shelters
- Information kiosks at strategic locations
- On-street parking where feasible
- Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations
- Addition of street trees to align with 'Regreening Hallandale' initiative

2. BIKE LANES

According to the NACTO Urban Bikeway Design Guide, “a cycle track (protected bike lane) is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic, either spatially or through a form of buffering, while also ensuring that cyclists are separate from pedestrian movements on the sidewalk, in order to avoid pedestrian-bike conflicts. Bikes are gaining popularity as an alternate mode of transportation in the City of Hallandale Beach, warranting a connected cycling network linking the Planning Area neighborhoods with future transit service.

Considering the limited right-of-way widths available along the Planning Area’s major corridors, the following streets are identified as potential candidates for providing Protected Bike Lanes:

ATLANTIC SHORES BOULEVARD



Before



After

Overall:

- Hallandale Beach Blvd.
- Dixie Hwy.

SW Quadrant:

- SW 3rd St.
- SW 8th Ave.
- SW 6th Ave.
- SW 12th Ave.
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 35,385 linear feet

NW Quadrant:

- Foster Rd.
- NW 8th Ave.
- NW 3rd St.
- NW 2nd Ave.
- NW 9th St.
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 34,568 linear feet

NE Quadrant:

- NE 3rd St.
- Atlantic Shores Blvd.
- NE 14th Ave.
- N. Fed. Hwy.
- NE 10th Ave.
- NE 7th Ave.
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 17,050 linear feet

SE Quadrant:

- S. Fed Hwy.
- Old Fed. Hwy.
- SE 3rd. St.
- SE 1st Ave.
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 8,550 linear feet

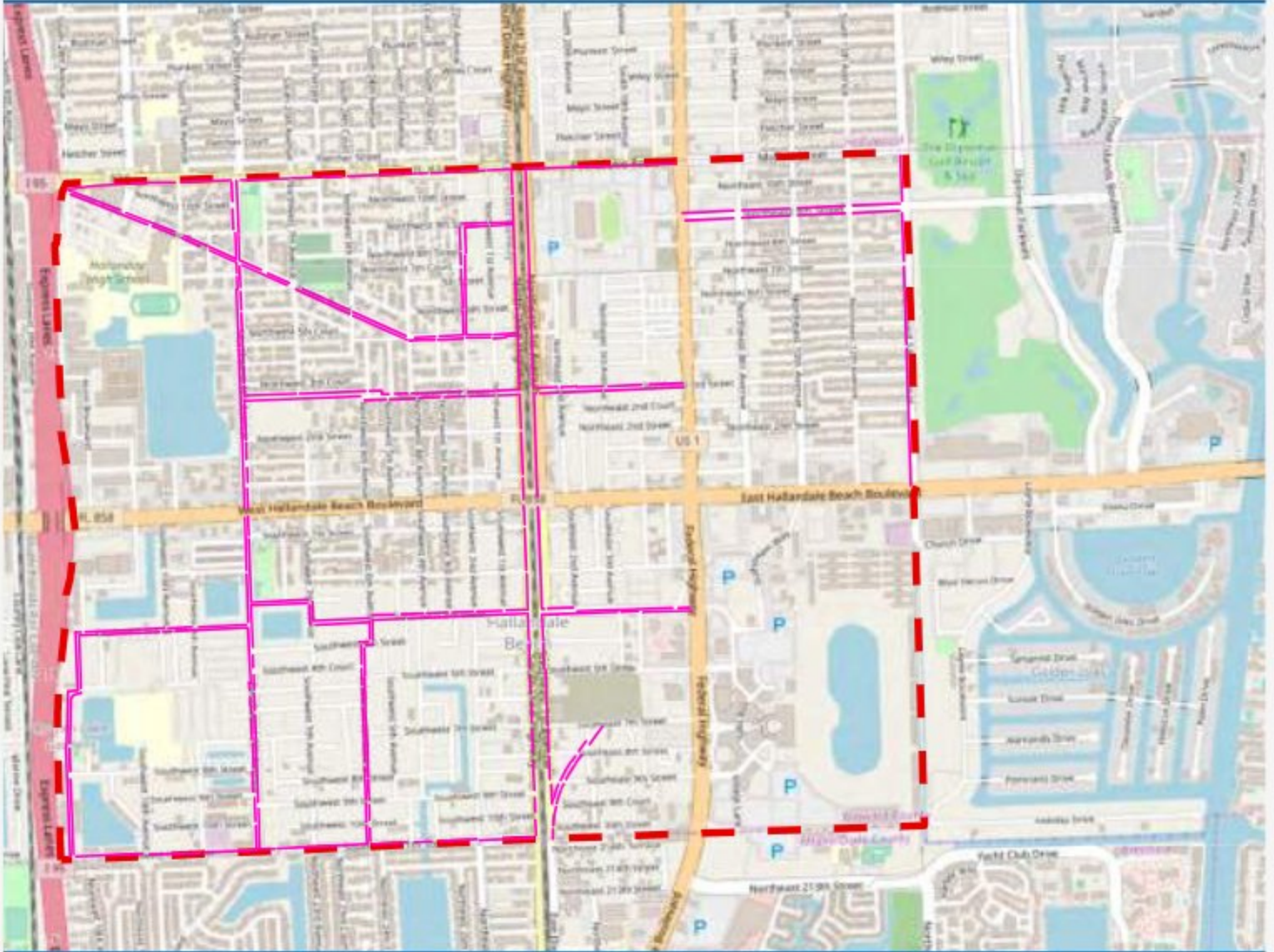


FIGURE 10.19: CRA-WIDE BIKE LANE IMPROVEMENTS & ADDITIONS

LEGEND

-  Quadrant Boundary
-  Parks, Open Spaces & Recreation
-  Water Body
-  Potential Bike Lane Addition



3. SAFER INTERSECTIONS

There are several important intersections within the Study Area that are presently unsafe for pedestrians. Field observations conducted during the inventory phase revealed a high percentage of pedestrians jaywalking to reach their destinations, both at intersections and mid-blocks. An increased number of improved crosswalks will promote pedestrian mobility and increase pedestrian safety.

The following intersections were identified through feedback received during community workshops and as part of the walkability audit conducted by the consultant team for improvement of its existing condition, as well as improving its streetscape and safety features for a better overall pedestrian experience.



Dixie Hwy and Foster Road Intersection- Current Condition



Hallandale Beach Blvd and SE 1st Ave Intersection- Current Condition

NE Quadrant

- Dixie Hwy and Hallandale Beach Blvd
- N Federal Hwy and Atlantic Shores Blvd
- NE 14th Ave and Hallandale Beach Blvd
- Dixie Hwy and Foster Rd

SE Quadrant

- Dixie Hwy and SW 7th St.

SW Quadrant:

- Hallandale Beach Blvd and SW 8th Ave
- Hallandale Beach Blvd and SE 1st Ave
- SW 7th St. and Dixie Hwy

NW Quadrant:

- Foster Rd and NW 8th Ave
- Foster Rd and NW 6th Ave
- Hallandale Beach Blvd and NW 8th Ave
- Hallandale Beach Blvd and Dixie Hwy

Design Interventions:

The intersections are important places for pedestrians to orient themselves and make choices about moving around within the city. To the extent possible, intersections should stand out from the length of blocks to indicate the presence of cross traffic. Ideally, each intersection would-be built-in concrete. At the very least, a special paint pattern should be used to make crosswalks easily identifiable for pedestrians, motorists, and cyclists.

HALLANDALE BEACH BOULEVARD



Before



After

NW 1ST AVENUE AND HALLANDALE BEACH BLVD



Before



After

4. UPGRADED SIDEWALK INFRASTRUCTURE

New and repaired sidewalks were identified in the City's BODR. Together with the comments received during the community meetings, in which the community identified a need for connectivity throughout the CRA, the proposed sidewalk improvements include:

SIDEWALK TREATMENT PRECEDENTS IN FLORIDA



Sidewalk Activities | Clearwater Beach, FL



Florida Complete Streets Manual Sidewalks



Bioswale Integration | Fort Lauderdale, FL

NW Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways), ADA ramps required at all connections to roadway, minimum on one side of roadway
- New concrete sidewalks: 58,055 linear feet
- Replacement sidewalks: 440 linear feet
- Repair tree damage: 40 linear feet (4 locations, 10 feet each)
- ADA ramps required

SW Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways).
- New concrete sidewalks: 81,094 linear feet
- Replacement sidewalks: 608 linear feet
- Repair tree damage: 200 linear feet (20 locations, 10 feet each)

NE Quadrant

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways).
- New concrete sidewalks: 35,605 linear feet
- Replacement sidewalks: 536 linear feet
- Repair tree damage: 50 linear feet (5 locations, 10 feet each)

SE Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways).
- New concrete sidewalks: 30,313 linear feet
- Replacement sidewalks: 168 linear feet
- Repair tree damage: 40 linear feet (4 locations, 10 feet each)

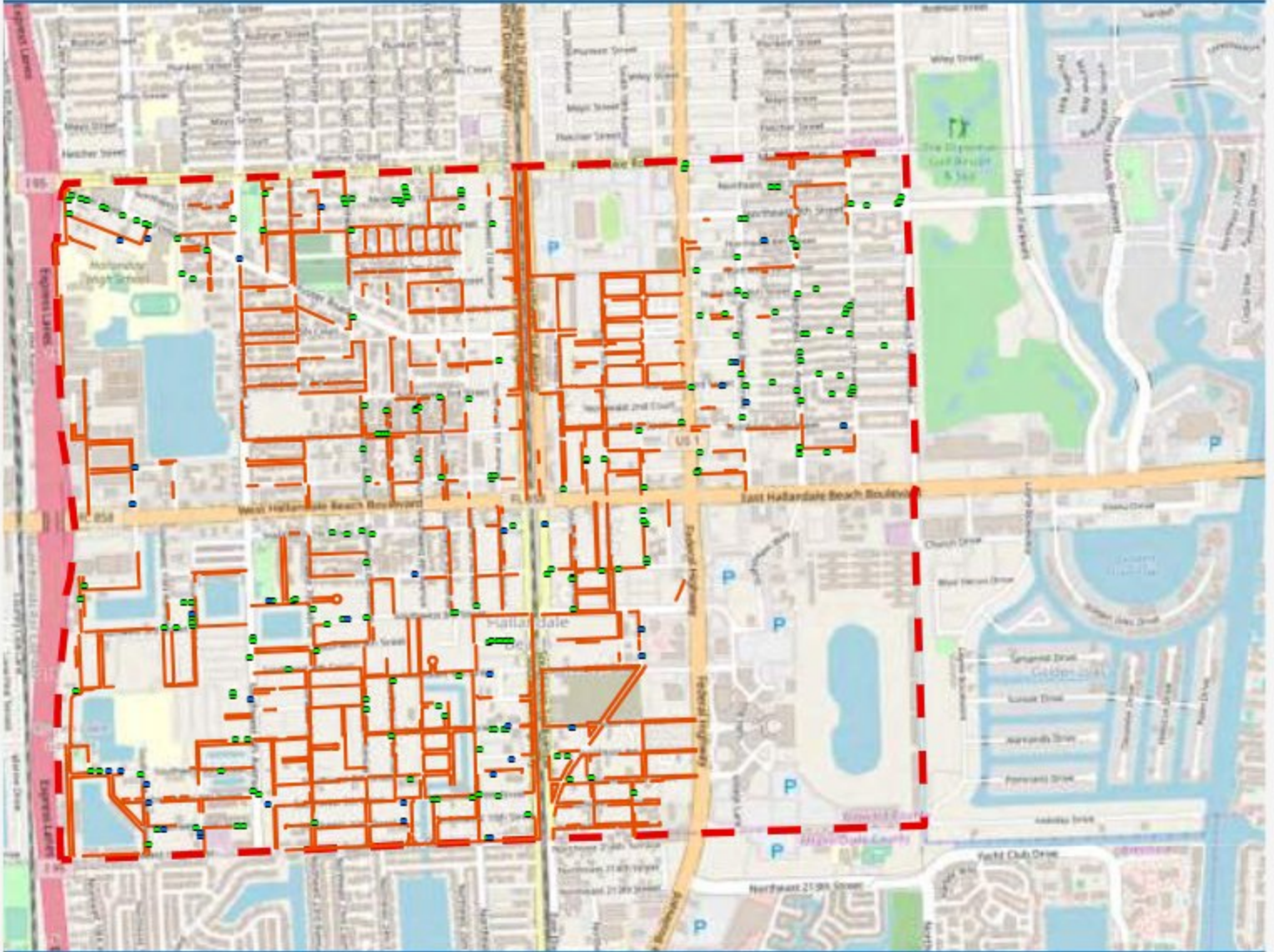


FIGURE 10.20: CRA-WIDE SIDEWALK IMPROVEMENTS

LEGEND

-  Quadrant Boundary
-  Parks, Open Spaces & Recreation
-  Sidewalk Tree Damage
-  Water Body
-  Sidewalk Repair
-  Proposed Sidewalks



5. STREET LIGHTING UPGRADES

Within the community workshops undertaken, many residents stated that current street lighting is either inconsistent or does not provide adequate illumination. The most common lighting fixture observed during an evening site visit was a small LED bulb attached to a simple concrete or wooden arm. This fixture was observed to provide very little illumination to the roadway. In addition to illumination issues, there are also clear inconsistencies between the roadways with regards to the aesthetic style of the fixtures utilized, with little uniformity throughout the CRA and various types noted. As such, it is recommended that the lighting improvements proposed provide for a consistent appearance along both neighborhood residential and commercial corridors. The overhead utilities should be buried and the concrete and/or wood poles replaced with new poles of a consistent character. Undergrounding of utilities will be noted in the recommended improvements, which have been divided by quadrant as follows:

LIGHTING TREATMENT PRECEDENTS IN FLORIDA



Tree Lighting | St. Augustine, FL



Solar Powered Lighting | Cape Canaveral, FL

NW Quadrant:

- Length of roadway lighting improvements: 37,770 feet
- Number of new light poles: at 100 ft o.c. spacing= 378

Number of light poles repaired or replaced: 8

SW Quadrant:

- Length of roadway lighting improvements: 42,995 feet
- Number of new light poles: at 100 ft o.c. spacing= 430
- Number of light poles repaired or replaced: 7

NE Quadrant

- Length of roadway lighting improvements: 30,755 feet
- Number of new light poles: at 100 ft o.c. spacing= 308 light poles
- Number of light poles repaired or replaced: 5

SE Quadrant:

- Length of roadway lighting improvements: 3,085 feet
- Number of new light poles: at 100 ft o.c. spacing= 31
- Number of light poles repaired or replaced: 5

EXISTING LIGHTING TREATMENTS IN THE HBCRA



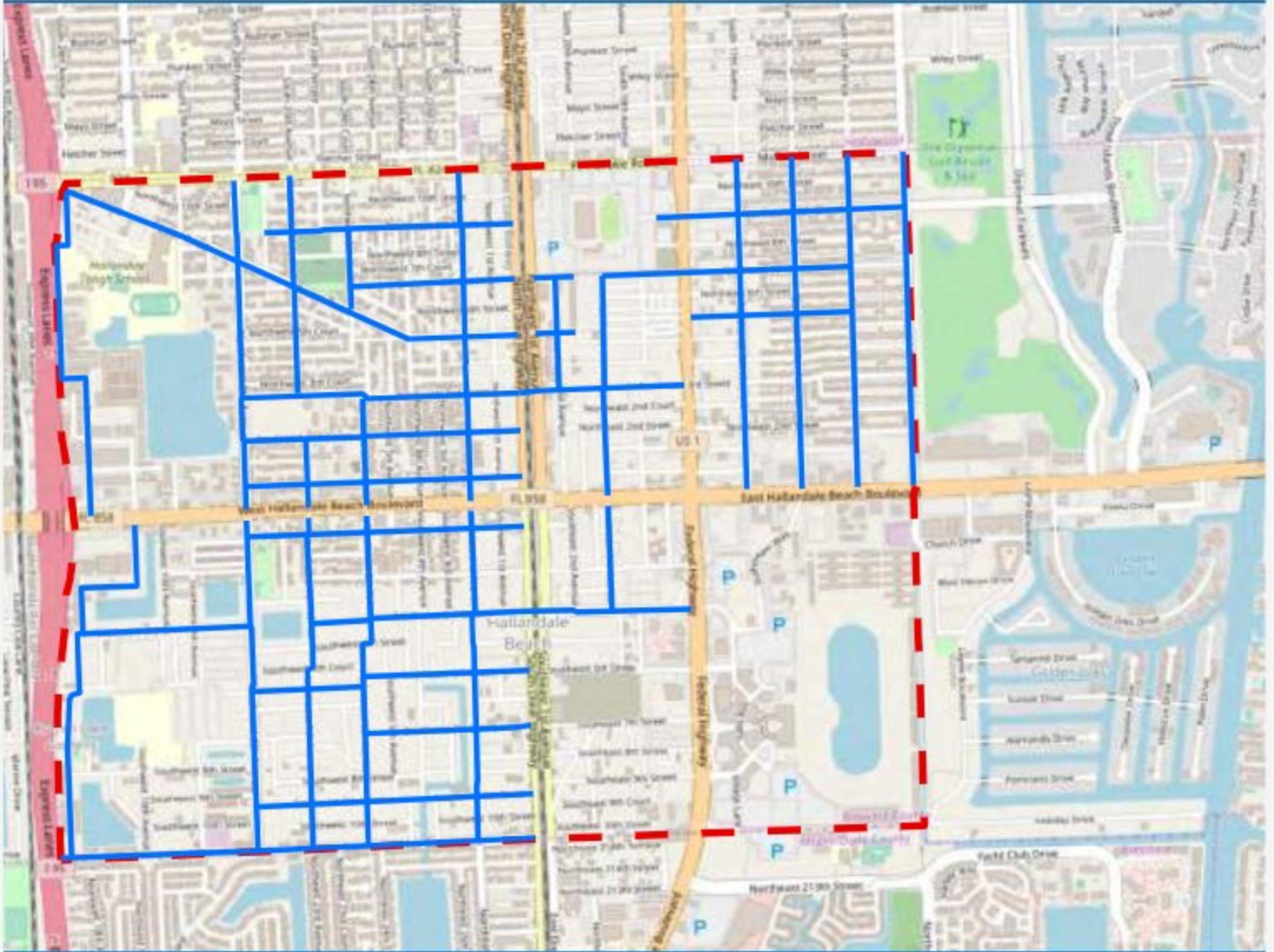


FIGURE 10.21: CRA-WIDE STREETLIGHT IMPROVEMENTS

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Streetlight Improvements



6. LANDSCAPE & STREET TREE IMPROVEMENTS

As stated in the BODR, the purpose of the street tree corridors is to “develop a planting theme for the City.” In keeping with the CRA’s ‘Regreening Hallandale’ initiative to create a consistent network of canopy and flowering trees throughout the entire CRA, the addition of street trees is an important component of complete streets that is currently inconsistent throughout the CRA. In addition to street trees, landscape elements such as bioswales will provide shrubs and groundcover to enhance the resilience of the community. The following quadrant breakdown indicates possible locations to provide shade trees:

LANDSCAPE TREATMENT PRECEDENTS IN FLORIDA



Street Trees & Landscaping | Tampa, FL



Greenery & Unique Paving | Winter Garden, FL



Median Treatment | Fort Lauderdale, FL

NW Quadrant:

- Length of tree planting corridors: 41,492 linear feet
- Number of shade trees estimated: @ 40' spacing= 1,037

SW Quadrant:

- Length of tree planting corridors: 56,532 linear feet
- Number of shade trees estimated: @ 40' spacing= 1,413

NE Quadrant

- Length of tree planting corridors: 37,016 linear feet
- Number of shade trees estimated: @ 40' spacing= 925

SE Quadrant:

- Length of tree planting corridors: 24,236 linear feet
- Number of shade trees estimated: @ 40' spacing= 606

Street Trees should be a priority in the landscaping efforts undertaken within the Hallandale Beach CRA, as they result in a multitude of benefits to a community when implemented strategically. Amongst these benefits are:

- **Climate Control & Protection-** shading, rain coverage, cooler pedestrian environment, reductions of urban heat island effect.
- **Environmental Resilience-** Ozone retention, stormwater drainage capacity.
- **Screening-** protects the pedestrian environment from street noise, parking, etc. and create a safer pedestrian environment.
- **Traffic calming-** strategically placed and distributed street trees can become a visual queue for reduced traffic speeds.
- **Aesthetics and Natural Connection-** brings nature and greening to the community, providing an improved aesthetic condition along the streetscapes

With the benefits brought forth by the addition of a street tree planting scheme in Hallandale Beach, it is evident that their inclusion will be an asset to the neighborhood-level design interventions in the HBCRA. Species exploration is an important facet of ensuring trees can successfully flourish in given environments. Recommendations for street tree species that are appropriate for the context include:

LARGE TREES- For roadway swales and with no powerlines (30' to 40' on center)



Quercus virginiana / Live Oak



Conocarpus erectus / Green Buttonwood



Bursera simaruba / Gumbo Limbo



Tabebuia heterophylla / Pink Tabebuia



Clusia rosea / Pitch Apple



Swietenia mahagoni / Mahogany

SMALL TREES- For roadway swales with powerlines (20' to 30' on center)- species that get no taller than 25' overall



Conocarpus erectus "Sericeus" / Silver Buttonwood



Tabebuia caraiba / Yellow Tabebuia



Ilex cassine / Dahoon Holly



Lagerstroemia indica / Crepe Myrtle

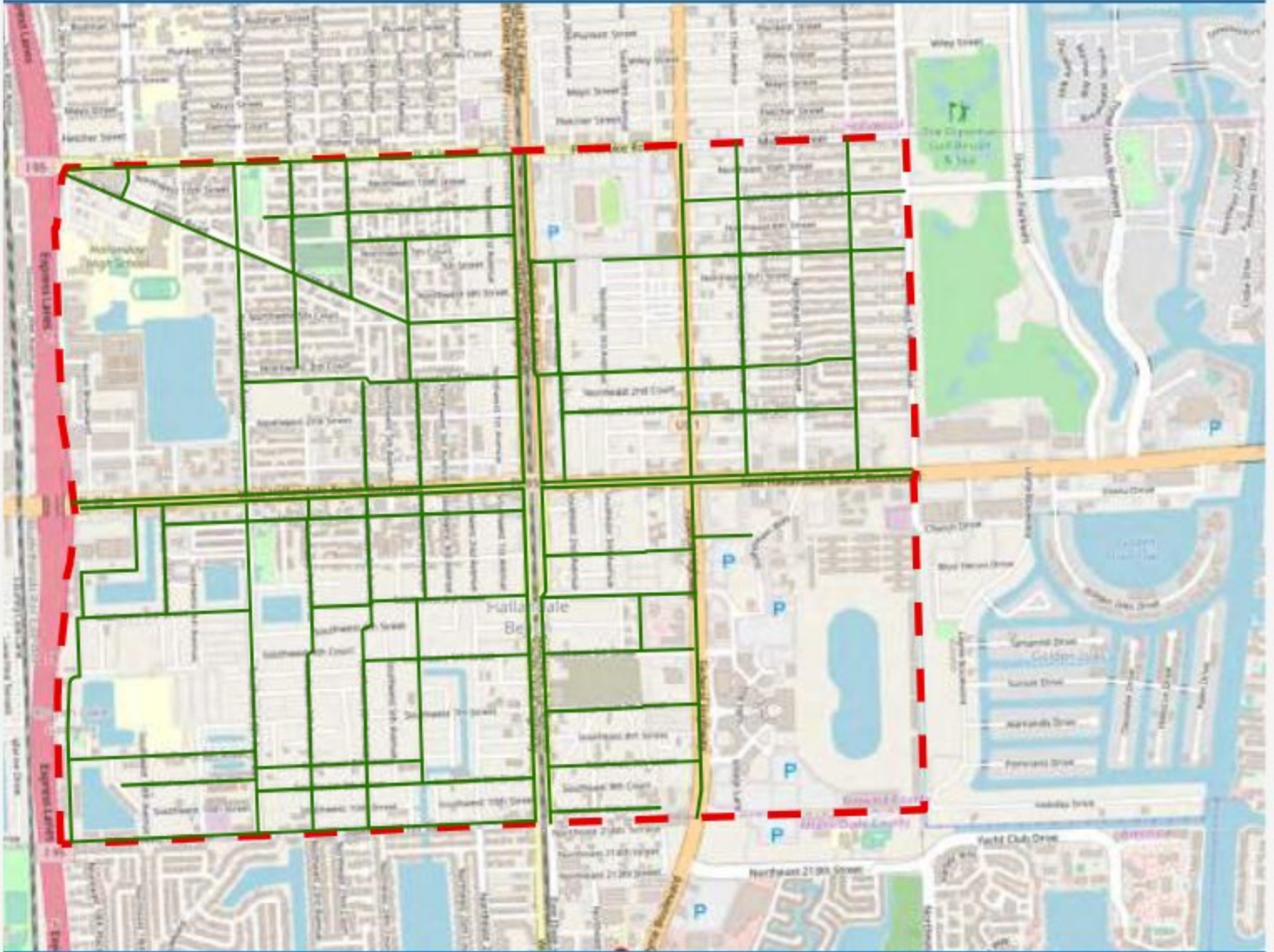


FIGURE 10.22: CRA-WIDE LANDSCAPE IMPROVEMENTS

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Street Trees Proposed



MULTIMODAL INTEGRATION

B. MULTIMODAL INTEGRATION

Location: All Quadrants should aim to integrate multiple modes of transportation, particularly neighborhoods adjacent to the Tri-Rail Coastal Link railway

Guiding Principles Addressed:



MULTI-MODAL INTEGRATION | TRANSIT SUPPORTIVE DEVELOPMENT

With the arrival of rapid transit to the Hallandale Beach CRA, it becomes a priority to ensure that redevelopment efforts improve connectivity throughout the community. In creating a well-connected and effective transportation network, integrating and providing seamless connections to multiple modes of transport will provide citizens with increased accessibility and modal choice. Multimodal integration is particularly important as a tool for environmental protection, reducing reliance on the automobile and instead making active modes of transportation such as cycling, walking and transit more convenient for the user.

To implement and encourage multimodal integration in Hallandale Beach, the following list of approaches can provide the framework for a transit-supportive future:

1. **Develop an attractive and convenient micro-transit system that is the first choice of travel for many trips made within, to, and from Downtown Hallandale.**

Cities and public transportation agencies nationally are experimenting with on-demand, shared, and dynamic models to augment traditional fixed-route bus and train services. These services—referred to as microtransit—are enabled by technology similar to mobile smartphone applications.

The City of Hallandale Beach should pursue implementation of a demand response-based microtransit system within a designated microtransit zone with a minimum of a 10-minute headway. The microtransit system should provide a point-to-point experience, which could be requested from a mobile device. In conjunction with the CRA's efforts, the



Bike Sharing at Transit Stops (Orlando, FL)



Autonomous Micro-Transit Vehicles



Miami-Dade Bus Rapid Transit, Metrobus



Transit-Priority and Pedestrian-Priority Streetscaping

City of Hallandale Beach should extend the CRA's microtransit system to the areas outside of the CRA, including the waterfront.

To achieve the proposed 10-minute headway for the proposed microtransit system, the following options may need to be further explored:

- a. Upgrade fleet type to improve fuel efficiency and increase capacity.
 - b. Deploy transit priority signalization for microtransit service along major corridors. Transit Signal Priority is a system in which technology onboard transit vehicles communicates with traffic signals to reduce delay for buses at signalized intersections. The system most commonly does this by either shortening a red light or extending a green light at an intersection.
 - c. Identify dedicated street lanes and strategic "hinge" connections. These "hinge" connections provide linkages between currently disconnected neighborhoods and require a further, more detailed study to determine their feasibility.
 - d. Microtransit solutions can include a variety of routes and services, typically with a small vehicle (4 to 10 passengers). Typical approaches include:
 - On-demand type services without a fixed route or schedule. These are similar to those already provided by taxis.
 - Zone bus service with a fixed schedule, but not a fixed route. Each trip to and from the station is uniquely designed for the customers requesting to travel on each scheduled trip. Local stops can be door-to-door, or provided to designated local area stop points
 - Hybrid services, which provide zone service with fixed stops at popular locations that are typically served on every trip.
- 2. Coordinate with agencies responsible for planning, implementing, building, and operating public transportation infrastructure and services**
- a. Rapid Bus service, improving the commuter and long distance transit network with state-of-the-art technology to provide more frequent and faster trips in and out of Downtown.
 - b. Bus service modifications to improve service, and to increase transit accessibility where the internal shuttle and Rapid Bus services begin

- 3. Support transit improvements to increase capacity and ensure that service is fast, frequent, reliable, fully accessible, and comfortable.**
- 4. Encourage compact transit-oriented development nodes that support a flexible, fast, frequent, and safe transit system, providing connections within Downtown and beyond.**
- 5. Work with other agencies to support planned street improvements to accommodate transit, including encouraging increased walking and cycling.**
- 6. Work with relevant agencies to eliminate or mitigate adverse impacts of freight train traffic on adjacent pedestrians, land uses, and residents. Impacts include blocked intersections and horn noise.**
- 7. Develop real time information and signage systems for all transit facilities.**

1. MICRO-TRANSIT

Increasing transit ridership to, from, and within the Hallandale CRA is an important component of future mobility. In addition to providing an efficient, well connected and frequent transit service, transit amenities and transit stop environments play a key role in encouraging transit ridership.

The City of Hallandale Beach is served by three transit service providers: Broward County Transit (BCT), Miami-Dade Transit (MDT) and the City of Hallandale Beach Minibus. BCT & MDT serves adjacent communities, regional destinations, and connects with other transit modes, while the mini-buses operate on 3 routes at local destinations within the city. Presently, the headways for city mini-buses are poor and this Plan proposes a newfound focus on introducing a micro-transit system to improve the first and last mile connectivity between the City's recreation, residential and commercial destinations.



BCT Buses



Mini Bus



Golf Cart Shuttles (Fort Lauderdale, FL)

DESIGN INTERVENTIONS

Explore options to pilot future mobility technologies such as self-driving autonomous shuttles and electric vehicles as first-last mile options: The CRA should consider exploring future technologies currently in development (e.g. autonomous electric shuttle buses) that can efficiently serve users and could potentially operate along the proposed priority streets or on the Arts Trail to connect destinations with the Downtown Center, FADD and Harlem Village. The cities of Tampa, Gainesville and Fort Myers in Florida have partnered with Transdev and private sector universities and developers to demonstrate the feasibility of AV technology for their planned "Ultimate Urban Circulator" (U2C) project.

Electric Car Sharing: Additionally, plug-in electric station cars and neighborhood electric vehicles (NEV) provide the most technologically cost efficient, sustainable car sharing program for transit-oriented communities. Car sharing could fill the gaps in first and last mile connectivity that Hallandale Beach's current transit system creates and allow users to rely less on car ownership for their transport needs. The City will need to develop policies for NEV prioritized parking spaces and aisle dimensions; and during station design prioritize the location of sufficient NEV spaces with charging stations. Along the proposed multi-use ped-bike trails, the City may consider NEV access.

Golf Carts ("Freebies"): The CRA can also deploy a fleet of golf carts throughout the City, providing transportation to major destinations from major transit nodes. This represents an affordable option to make transit more affordable.



Example of Autonomous Vehicles / Freebies (Lake Nona, FL)

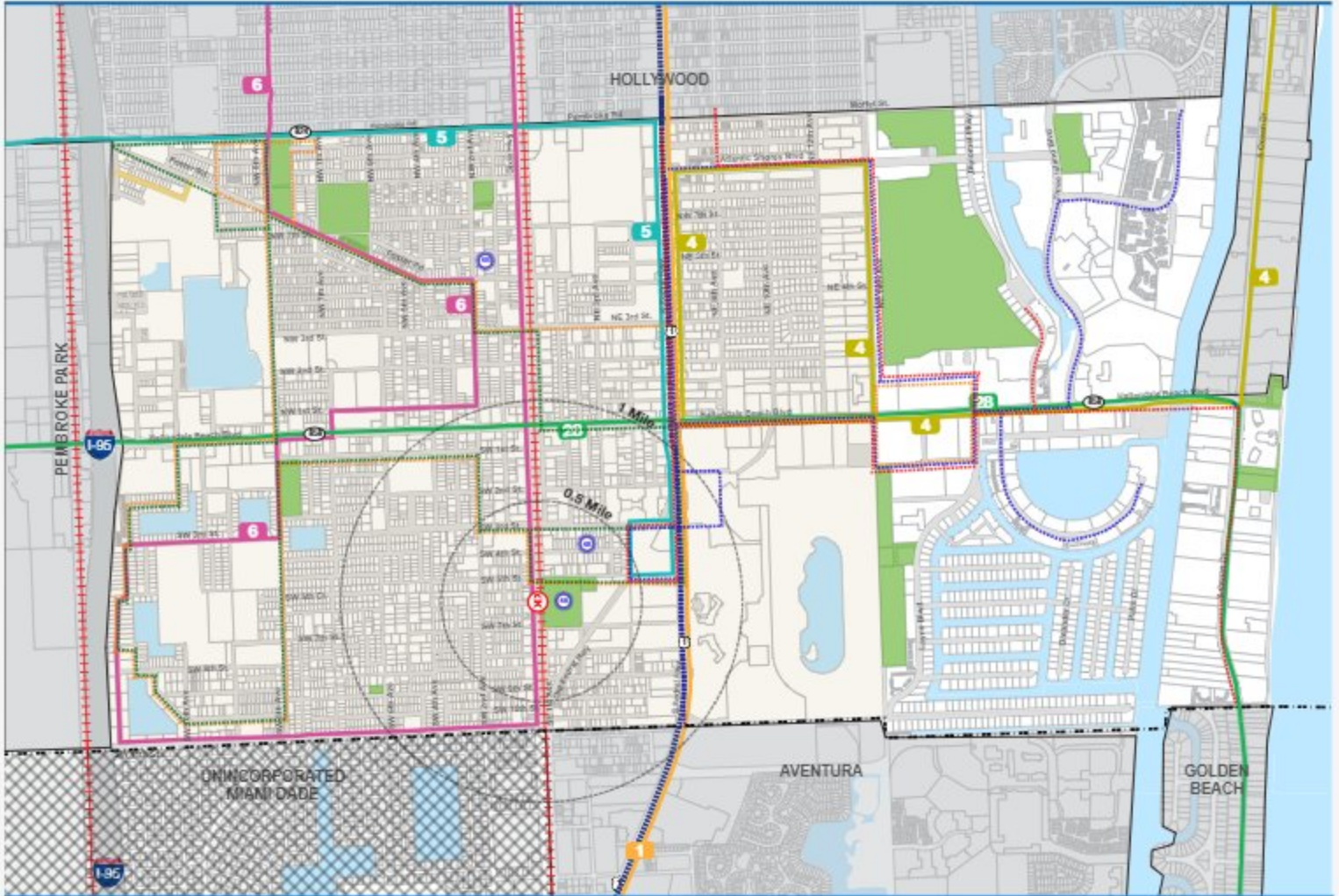


FIGURE 10.23: CRA TRANSITWAYS

LEGEND

-  Miami Dade County Boundary
-  Hallandale Beach City Boundary
-  CRA Boundary
-  Water Body
-  Parks, Open Spaces & Recreation



MULTIMODAL INTEGRATION

-  TRANSIT FACILITIES
-  PARKING GARAGES

SMART PARKING

C. SMART PARKING

Location: All Quadrants should aim to integrate multiple modes of transportation, particularly the neighborhoods adjacent to the Tri-Rail Coastal Link railway.

Guiding Principles Addressed:



SMART PARKING | TRANSIT SUPPORTIVE DEVELOPMENT

Government and private sector initiatives worldwide are exploring innovative ways to make cities in the 21st Century more efficient, more livable, and more competitive. Mainly driven by information and communication technologies, the idea is to do more with less, while at the same time responding to the needs of the individual citizen.

'SMART PARKING' CONCEPT

A Smart City is a city with efficient mobility options. This does not mean removing personal automobiles, but rather complementing cars with alternative modes of transportation, or creatively making their utilization more efficient and demand-responsive. Deploying new technology should be encouraged and carefully outlined and monitored. All decisions should be data driven. It must support the need to make the City's streets more sociable and user-focused – be it an app, a smart parking system, shared vehicles or an autonomous shuttle connector. Ultimately, results should be measurable. The City of Hallandale Beach is poised to be competitive within the region with an innovative spirit. Hallandale Beach will be the hallmark of successful South Florida cities of the 21st century. This will be accomplished by setting the conditions in place for its citizens to be productive. However, Hallandale Beach must also be responsive to social needs that will result in the attraction of new businesses. This occurs through facilities and start-ups that foster research and combine it with practice and public service.

The redevelopment plan modification focuses on three core aspects of innovation and technology- data, mobility and infrastructure:

Bikeshare systems offer a great opportunity to accommodate first and last mile trips connecting with the proposed FEC Station.

Electric carshare systems, such as ZipCar can place shared electric vehicles in cities. This supports those who do not need a car- use transit for longer commute

trips and carshare for local or shorter trips. Other innovative companies, including Uber and Lyft, can provide carshare services to apartment buildings and other developments as a part of tenant services.

Real-time transit information can provide reassurance, reduce user anxiety and contribute towards a positive experience. Multimodal integration would benefit from the addition of a real-time information point, that could act as a gateway between transit and pedestrian activity. The system will feature two integrated high-definition screens that display easy to understand bus and rail digital information derived from open data feeds. The system also includes static mapping of the local area indicating bus stop locations and a network map that highlights key rail lines running through City of Hallandale Beach.

An all in one app will provide a single platform for planning and paying for trips in the City and beyond, using a smart fare system. This includes planning trips, checking for parking, sharing a bike or car, paying for services, etc. Using innovative 'mobility as a service' technology, a single app and data platform could be developed that covers all modes of transportation, and provides the City of Hallandale Beach with the data they need to understand how their population moves and interacts. Integration between BCT, Minibus services, and microtransit will offer last mile connectivity to users.

A City dashboard that shows just how 'Smart' the City of Hallandale Beach is can be deployed. All of this technology is useful, but the City will need to know its effectiveness. Using an online Dashboard can show stakeholders and the public how new projects and pilots impact the City. This may include traffic flow information, transit ridership and on-time statistics, CO₂ saved, miles cycled or walked by residents, cars shared and mileage saved – even a 'happiness' rating derived from sentiment on social media or surveys carried out via the app.

Smarter parking and congestion management are allowing parking systems to become smarter. Technology allows for real time management of off-street and on-street parking and the dissemination of data to smart phone apps and street signage. Using a smart-camera based system for management and data analysis will allow the City of Hallandale Beach to better manage their parking stock and understand where there are limitations.

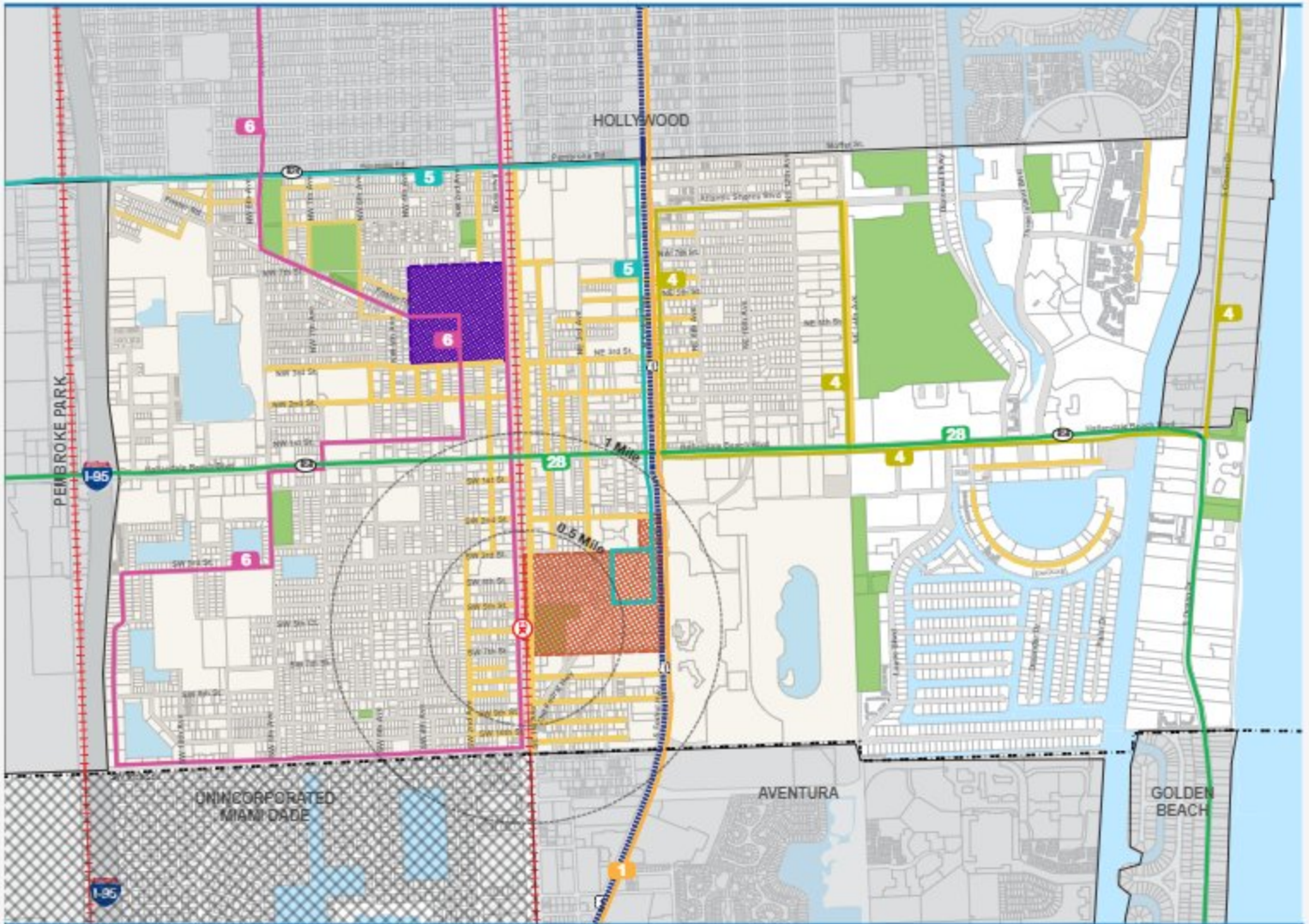


FIGURE 10.24: UPGRADED PARKING SOLUTIONS

LEGEND

- Miami Dade County Boundary
- Hallandale Beach City Boundary
- CRA Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Proposed FEC Passenger Rail
- Proposed Parking Garage
- Proposed Parking Garage
- On Street Parking



ON-STREET PARKING

There is a clear need and desire for additional on-street parking along primary corridors and main activity nodes in Hallandale Beach. However, providing an excess of parking along the streets takes up a lot of potential pedestrian-oriented public realm and adds to traffic congestion in accessing parking spaces on the street. Therefore, it is essential to incorporate on-street parking optimization strategies including pricing, provision at strategic locations and technological integration.

On-street parking in Hallandale Beach is a limited resource that is essential in supporting residential and commercial activity. Potential parking areas adjacent to retail/commercial areas along Hallandale Beach Boulevard, Federal Highway, and Dixie Highway are the most advantageous and were assessed as part of the BODR study. There are currently a number of striped on-street parallel parking areas including at the following locations:

- Atlantic Shores
- Gulf Stream Park
- Golden Isles Dr.
- Three Islands Blvd.
- Parkview Drive
- Diana Drive
- Egret Drive
- NE 14th Avenue
- NE 1st Avenue
- SE 5th Street
- NW 7th Terrace
- NW 8th Avenue
- SW 11th Avenue
- SW 10th Terrace

Proposed interventions, by quadrant, include:

NW Quadrant:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 6,343 linear feet = 317 new spaces

SW Quadrant:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 5,362 linear feet = 268 new spaces

NE Quadrant

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 6,749 linear feet, if 20' long = 337 new spaces

SE Quadrant:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 1,288 linear feet = 64 new spaces

DESIGN INTERVENTIONS

The following interventions are recommended for the Planning Area's on-street parking optimization:

- **Provide Additional On-Street Parking:** Provision of on-street parking at strategic locations, specifically adjacent to the new catalytic projects and at key retail/commercial areas, have to be integrated with other shared mobility mode choices.
- **Incorporate real time parking information sharing:** A real time parking system application to navigate car users to available parking slots reduces traffic congestion and also eases parking stress. This integrated system could provide information on parking, fee collection and provide insights on traffic. It could further be integrated with other mobility platforms to create a seamless digital platform for parking and traffic management.
- **Anticipate automation in vehicle technology:** On-street parking must be located at critical locations for shared mobility and mobility-as-a-service facilities. The parking slots need to incorporate the space for waiting time of the car-hire or car-share vehicles at retail/commercial and activity nodes.
- **Adopt parking pricing strategies:** Priced parking is an efficient strategy to address TDM (traffic reduction), parking management (reduce parking problem), recover parking facility costs, generate revenue for other purposes or facilitate a combination of these objectives. However, the parking pricing strategy needs to be rolled out in conjunction with other initiatives such as transit improvements and transit supportive developments in order to transition effectively towards other public transit modal choice. The strategies to include are:
 - » Reducing the provision of on-street parking spaces to key areas

- » Dynamic pricing strategies to cater to different user groups, duration and day of the week, which corresponds to the traffic demand management of the Planning Area. Higher pricing for peak hours facilitates a shift to public transit modes, which in turn reduces on-street traffic congestion.
- » Pricing strategies that responds to the geographic location and its surrounding areas could have a higher pricing in comparison to neighborhood streets that potentially demand longer parking duration.

- » Parking provision prioritized to specific user groups such as the physically challenged, emergency vehicles or shared mobility vehicles.

The above strategies could evolve into on-street parking typologies that would further facilitate the definition of pricing strategies. Also, the pricing strategies are recommended to be implemented in phases, beginning with a focus on the primary corridors and urbanized areas of Hallandale Beach.

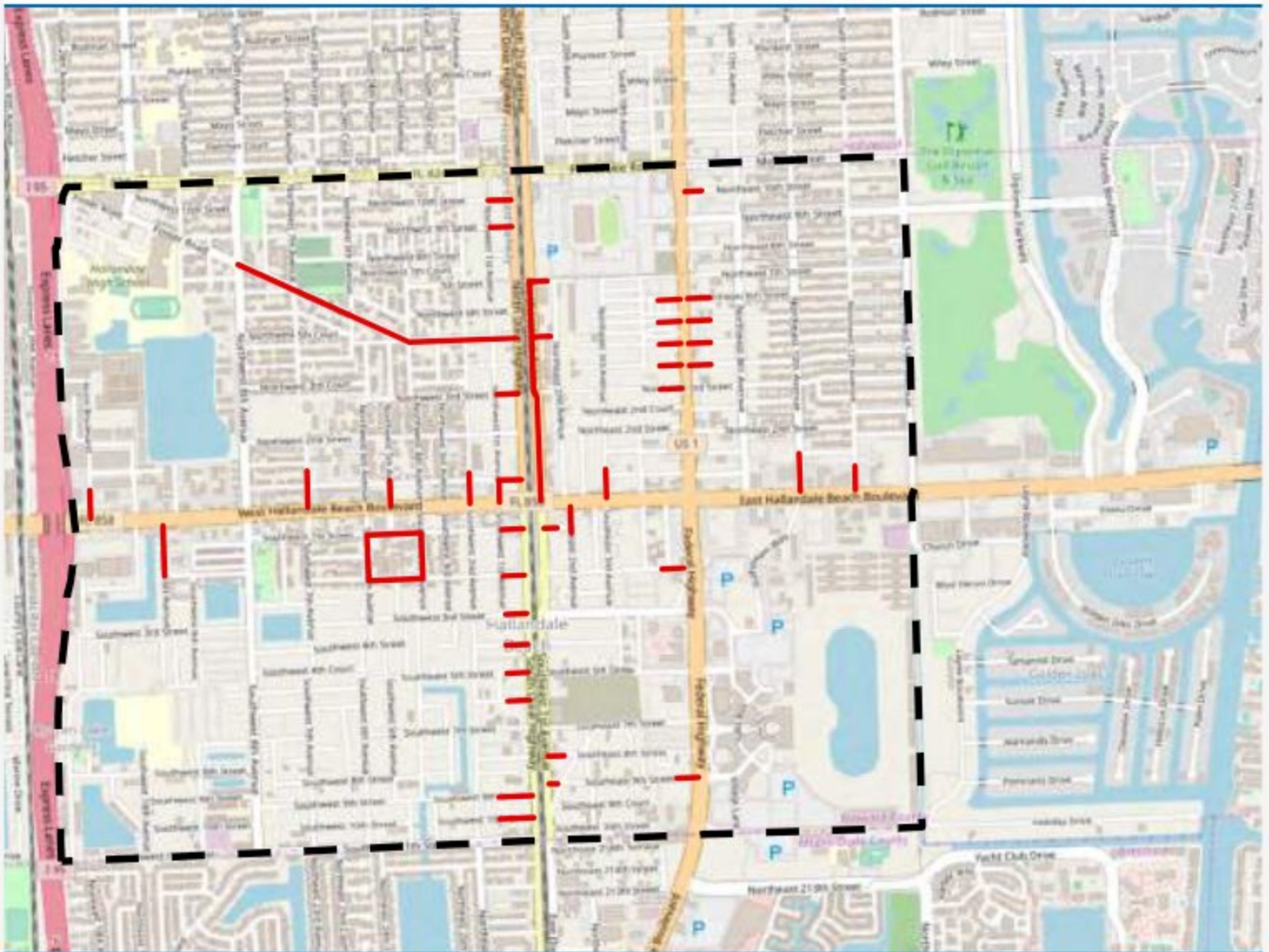


FIGURE 10.25: CRA-WIDE ON-STREET PARKING ADDITIONS

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- - - Potential On-Street Parking



OFF-STREET PARKING

Provision of off-street parking must be planned and implemented in conjunction with adopting on-street parking strategies. This coordination must ensure parking supply for all user segments and optimize the use of existing capacity. Off-street parking must be incorporated at strategic locations into the proposed redevelopment opportunities, along with designs for promoting public transit. The two main objectives of this component are: to balance the reduction of on-street parking and to minimize or redirect the traffic congestion in catalytic areas. The City of Hallandale Beach has proposed multiple parking garages in the government-owned land parcels, as well as near the transit hub.

- **Integrate parking with other mobility services:** Provision of off-street parking must be co-related with the provision of other modes of travel, including public transit stops, bicycle sharing facilities and existing or proposed high-intensity activity nodes. Parking structures tend to be more successful when they provide ease of access and connectivity to the above parameters. In addition, parking structures need to be designed as inter-modal hubs, incorporating shuttle services, pick-up/drop-off facilities, share taxi bays, electric vehicle charging points and public bicycle share docking zones.
- **Adopt pricing strategies:** To complement the provision of short duration on-street parking, the provision of off-street parking must facilitate long duration parking of vehicles. The pricing must be affordable and encourage commuters and visitors to use off-street parking as a park-n-ride facility. The Hallandale Downtown Center and Harlem Village designs incorporate several parking garage structures in proximity to the transit line. Each catalytic project includes one dedicated parking structure and various others proposed within the podiums of the urban form. These structures must be seen as opportunities to reduce on-street parking provision, which, in turn, could help provide street space for pedestrians and cyclists. Further, any future provision of parking garages must be strategically located on the periphery of the catalytic sites to promote a walkable environment, as well as reduce traffic congestion within the Planning Area. Similar pricing strategies as those of on-street parking could be adopted to address the changing needs of geographic location, time of the day and preference to electric vehicles or alternate fuel vehicles.
- **Optimize Utilization:** Conventionally, the planning codes have prescribed abundant parking spaces for each individual land use. However, it is often observed that each of the land uses have distinct patterns of parking usage that quite often renders the parking lots empty or underutilized. Optimizing the provision of parking with a thorough understanding of the usage patterns not only enlivens the space, but also makes room for community activity zones, open spaces and plazas in the urban context.
- **Shared Parking & Management:** Shared parking is an effective way to achieve higher densities and provide public access to multiple parking spaces. It could also be constructed and/or operated by a private developer that can be traded out by the city authority. As a precursor to shared parking, free parking must be eliminated in the intended Planning Area. A management plan must be devised in order to achieve effective benefits. Some of the measures include:
 - » Gauge the actual parking demand within the Planning Area.
 - » Evaluate the planning codes for minimum parking standards, to incorporate relevant shared parking standards as a norm.
 - » Educate owners and tenants on the benefits of shared parking, in specific, bundled parking and its associated cost benefits.
 - » Adopt the promotion of public transit facilities and walkability in conjunction with shared parking measures.

RESILIENT- DESIGN INTERVENTIONS

The benefits of Green Infrastructure can have substantial impacts on the livability and well-being of a community. They can also have positive economic impacts. There are limited opportunities in the Planning Area to add green open spaces and develop additional parks or leisure activity space. The entire Planning Area is largely urbanized and there are very few undeveloped or open areas that are suitable or specifically used for recreation purposes. Our goal is to provide the framework for high quality urban spaces in designated redevelopment areas and connect these spaces with distinctive streetscapes.

Analysis of existing parks, open space, trails, and recreation systems are often conducted in order to determine how the systems are serving the public. Level of Service (LOS) criteria are typically applied to parks and recreation systems to determine whether the capacity of the various components and facilities meet the needs of the public. This is often expressed in terms of the size or quantity of a given facility per unit of population.

For the purposes of this study, it is necessary to accept that national standards are valuable when referenced as “norms” for capacity for communities as a whole. Our study is unique in that it seeks to discover a baseline for recreation and open space within a confined area that is largely urbanized. There is no doubt after analyzing the Planning Area and information gathered during our public involvement process, that there is a need and desire for additional leisure space, open space and recreation facilities.

The Hallandale CRA Sustainability strategy, presented in this Plan, hinges upon achieving the following priorities:



CREATIVE PLACEMAKING

Create a “sense of place” by activating streets and plazas through small-scale, temporary and/or permanent tactical urbanism projects.



ARCHITECTURAL VARIETY

Preserve and reuse cultural, historical, and architectural resources through sensitive development that conserves and enhances Hallandale Beach’s multi-faceted past



FUTURE PROOFING

Build on the dual concepts of ‘Smart Cities’ and ‘Resilient Cities’, with a strong emphasis on data analytics for efficient management

REGREENING HALLANDALE

A. REGREENING HALLANDALE

Guiding Principles Addressed:



TRANSIT SUPPORTIVE DEVELOPMENT | NEIGHBORHOOD-LEVEL ENHANCEMENTS | MULTIMODAL INTEGRATION | CREATIVE PLACEMAKING

The Hallandale Beach CRA is currently undertaking an extensive park redevelopment program to upgrade local parks and create additional programming within existing park spaces. This emphasis on open and green spaces aligns well with the CRA's 'Regreening Hallandale' program, through which an extensive network of 3,000 flowering and canopy trees are intended to be planted throughout the CRA.

In addition to street trees, it is recommended that the CRA look to fund community programs that encourage interaction with nature, as well as other residents. For example, the addition of a community garden program within the CRA quadrants can help build a sense of pride in the community. Additional landscape features, such as bioswales, ornamental planting and site furnishing provided in open spaces can help to beautify the community and streetscapes, whilst also encouraging residents to gather and enjoy open spaces within their neighborhoods. By 'Regreening Hallandale' the added

benefits of landscape features, such as shading, climate control, beautification and community branding, can be reaped in the CRA. Moreover, the HBCRA can further the objective to become more resilient and sustainable through the positive environmental impacts of the addition of green spaces, such as carbon retention, stormwater relief and pervious spaces to reverse the urban heat island effect. Ultimately, the benefits, socially, environmentally and aesthetically, of green space and landscape within the CRA justify its inclusion within the redevelopment efforts undertaken to support the 'Regreening Hallandale' CRA priority.



Community Garden | Florida Tech University



Plazas along the Street



Amphitheater and seating spaces

LAKE & WATERFRONT

B. LAKE & WATERFRONT DEVELOPMENT

Guiding Principles Addressed:



TRANSIT SUPPORTIVE DEVELOPMENT | NEIGHBORHOOD LEVEL ENHANCEMENTS | MULTI-MODAL INTEGRATION | CREATIVE PLACEMAKING | FUTURE PROOFING

The Redevelopment Plan aims to preserve local waterbodies and to improve accessibility and the activities available along the waterfront. Waterfront areas are envisioned to become attractive destinations within the community, improving the image and function of the area and applying a more appropriate level of land use compatibility. Some improvements intended for the waterfront developments include: an increase in parking spaces, redesign of park trails and boardwalks, the addition of universally accessible structures and the construction of plazas and viewing platforms, amongst others. Also included are steps to conserve the waterbodies through regular cleaning and maintenance to enhance the public's enjoyment of water views and breezes. Of particular interest to the CRA, Chaves Lake covers around 15 acres and is the City's largest park. It, along with a few other waterbodies, is selected for the proposed improvement and waterfront development program.

PROPOSED ACTIONS:

Chaves Lake- rehabilitation will be required to reverse and mitigate the current contamination of the lake to make it safe and desirable for enhanced use



Chaves Lake Potential Redevelopment

LOW-IMPACT DEVELOPMENT

C. LOW-IMPACT DEVELOPMENT (LID)

Guiding Principles Addressed:



TRANSIT SUPPORTIVE DEVELOPMENT | NEIGHBORHOOD-LEVEL ENHANCEMENTS | MULTIMODAL INTEGRATION | CREATIVE PLACEMAKING | FUTURE PROOFING

“Resilience is the capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience. Acute shocks are sudden and sharp events that threaten a city such as infrastructure failure or hurricane. Chronic stresses such as poverty and social inequity weaken the fabric of a city on a day-to-day or cyclical basis.”
(Source: www.100resilientcities.org/resources/)

Coastal communities experience tidal surge, and heavy rains. This must factor into infrastructure design projects. Several factors have aggravated coastal flooding, including King Tides and sea level rise. King Tide refers to very high tides, caused by an alignment of the moon and sun. The two major causes of global sea-level rise are warming of the oceans (since water expands as it warms) and the loss of land-based ice (such as glaciers) due to increased melting. Global and national research has projected that maximum sea level rises would inundate large sections of Hallandale Beach, severely impacting water supply and management systems.

SUSTAINABILITY IS THE CAPACITY TO ENDURE

This system is designed as a guide for sustainable infrastructure design, in which projects are judged, not only by how they are delivered, but by how long they last, weighing infrastructure projects against the needs and values of the community. Categories that are measured include:

- Quality of Life (impact of the project on surrounding communities)
- Leadership (communication and collaboration)
- Resource Allocation (concerned with the assets needed to build and operate)

- Natural World (understand and minimize negative impacts-siting, land, water and biodiversity)
- Climate and Risk (minimize emissions and ensure resilience)

PROPOSED ACTIONS:

LID techniques can specifically aid in the reduction of climatic risk and impacts, utilizing the following methods:

Paving Systems: There are many aspects to Low Impact Design (LID), but it begins with a comprehensive approach to environmental design. Design methodology related to materials selection and the execution of construction will allow for low-impact development of public open spaces, urban plazas and streetscapes. The design of public spaces in urban settings always includes considerable expanses of impervious materials and careful consideration should be given to site drainage to avoid large quantities of untreated rainwater directly draining into waterways and canals. Paving systems include:

- Unpaved Surfaces (Landscaped planting beds & tree planting areas)
- Lime and Shell Rock (Suitable for Trails)
- Concrete Grid Pavers (Geo-web and similar systems in parking areas in lieu of asphalt or concrete)
- Wooden Walkways (Used in elevated boardwalks through wetlands & environmentally sensitive areas)
- Concrete Unit Pavers (Streetscapes and urban plazas for an aesthetic appearance)
- Standard Concrete Pavement (100% impervious roadways that require high structural strength)
- Asphalt Pavement (100% impervious for large vehicular use areas)
- Pervious Asphalt Pavement (Provides some permeability in large parking areas and walkways)
- Pervious Concrete (Useful in urban spaces and parking areas)
- Pervious Pavers (Unit pavers with spaces & openings to allow rainwater to flow through)



LID includes a wide range of variables; site selection, proposed use, available budget and adjacent land use. Each affects how rainwater is infiltrated back into the groundwater system. Impervious surfaces may be the only material used for a particular application. In that case, bio-retention systems are useful in collecting and filtering rainwater. The best approach is to use pavements that are pervious, but can still withstand large crowds and vehicular traffic. Contemporary urban space design should utilize new technologies including pervious monolithic paving systems, pervious unit pavers and bio-retention systems. Pervious unpaved areas should be maximized where possible including landscape beds and tree planting areas. Grass cover can help stabilize the surface but should only be used in areas with light traffic as the grasses would not survive this volume. Surfaces without grass cover are highly susceptible to rutting and erosion during storm events.

Bio-Retention through Bioswales: Bio-retention is a shallow planted depression design to retain rainwater before it is released into a waterway. Their purpose is to trap and remove environmentally harmful materials. It should be the goal of all new urban developments to utilize bio-retention systems that are aesthetically pleasing and match the design guidelines of the City of Hallandale’s urban fabric. Bio-retention systems use vegetation to reduce nutrient export through filtering and absorption. There are challenges to effective bio-retention systems in South Florida. Ground water tables are generally very high limiting pond depths and location. They should be used in combination with other methods for reducing runoff and are one component of a strategy for environmentally-sensitive urban design and implementation.



Planters as dividers between travel lanes and sidewalk



Stormwater curb extension



Bioswales as buffers

11

REDEVELOPMENT IMPROVEMENTS BY QUADRANT

NW QUADRANT

SW QUADRANT

NE QUADRANT

SE QUADRANT



1 REDEVELOPMENT IMPROVEMENTS BY QUADRANT

REDEVELOPING THE FOUR CRA QUADRANTS

The four quadrants of the CRA are each distinguished by unique offerings, as well as challenges that will need to be overcome through this redevelopment plan modification. As was highlighted in Section 8, Quadrant Housing Analysis, each quadrant not only has differences in their built form, but also by the residents and demographic profile which characterize each quadrant distinctly. While the catalytic projects, both large-scale (Harlem Village and Downtown Center) and smaller-scale (Foster Road Commercial Corridor and Arts Trail), will help define and transform the CRA as a whole and connect the quadrants, the micro-scale initiatives that happen throughout each quadrant will also have a significant impact on the daily lives of residents, visitors and workers within each quadrant.

As such, the following section will delineate the improvements that are recommended on a micro-scale to occur within each of the four quadrants of the CRA. As a community-led process, each quadrant summary begins with an overview of the public engagement conducted and the key concerns and recommendations of the residents within each quadrant. Through public outreach and community engagement, stakeholders and user groups were informed and able to participate in meaningful decision-making, resulting in community buy-in. The general public and staff were provided, the consultants were able to successfully describe and present the data and projects in an easily understood fashion, encouraging two-way discussion. The IBI/SPG team provided maps and diagrams based on data collection and field observations.

The public outreach included multiple stakeholder groups, including the CRA and City staff, local citizens, property owners and business leaders who have a vested interest in the economic development of the area. Two community meetings were held for each of the NW and SW Quadrants, as well as the combined NE and SE Quadrants. The initial meeting was to provide existing conditions and data, as a basis for engagement to identify potential issues, hardships and remedies. The second meetings were provided to identify improvements for the overall CRA, as well as the individual quadrants, which are identified within this document.

It was intent of the IBI/SPG team to base the HBCRA Redevelopment Plan Modification on the community

needs and identify improvements of existing systems, and Catalytic Projects for economic and social development. These consultation results were foundational in deriving the proposed improvements for each quadrant and it was the aim of the redevelopment plan modification to address and resolve the concerns and ideas of the local residents. Additionally, the ways in which the residents' comments were addressed as initiatives and redevelopment strategies for each quadrant are included to give a full review of the proposed actions for each quadrant. Finally, the implementation strategies for each quadrant to achieve the desired results of the redevelopment plan modification will conclude the summary. This will provide quadrant residents with a complete understanding of how their voices were heard, applied to the proposed redevelopments in their quadrant and how they will eventually be implemented over time.

The following quadrant breakdown highlights the pages of this section which should be referred to in order to review the contents of a specific quadrant:

NW QUADRANT

REFER TO:

SECTION 11.1, PAGE 177 TO 186

SW QUADRANT

REFER TO:

SECTION 11.2, PAGE 187 TO 196

NE QUADRANT

REFER TO:

SECTION 11.3, PAGE 197 TO 206

SE QUADRANT

REFER TO:

SECTION 11.4, PAGE 207 TO 216

NW QUADRANT

11.1 NW QUADRANT IMPROVEMENTS

WHAT WE HEARD- COMMUNITY ENGAGEMENT RESULTS

The NW Quadrant community was engaged in a similar fashion to the other three quadrants but was, by far, the most responsive, in terms of resident turnout, as well as their desire to be highly involved in the redevelopment planning process. The residents and attendees were very engaged and brought a strong knowledge of the CRA's history, needs and opportunities for redevelopment to the consultation process.

After the kick-off and strategy meetings, which brought the consulting team together with the City and CRA staff, the four quadrants were engaged to introduce the project by means of individual quadrant workshops. The initial community engagement workshop undertaken for the NW Quadrant on May 6th, 2019 was attended by 44 residents. The workshop included the "Do-It-Yourself" activity, which allowed smaller groups of participants to highlight pains and gains within the CRA, as well as redevelopment suggestions on a large site map. The pains and gains highlighted by this exercise by NW quadrant residents include:

GAINS

- Infrastructural Branding
- Economic Development
- Social Security
- Educational Facilities
- Housing
- Banks (none in NW)
- Bike Lanes
- After-care for Children
- Free Job Training, Recreation & Diversion Programming

SUGGESTIONS

- Historical Markers
- Better exercise equipment
- Better fencing for Glendale Estates
- Better grave markers
- Pedestrian connectivity
- Olympic swimming facility
- Crosswalk from Harlem Village to FADD
- Rename Foster Road to Rev. Walter Jackson

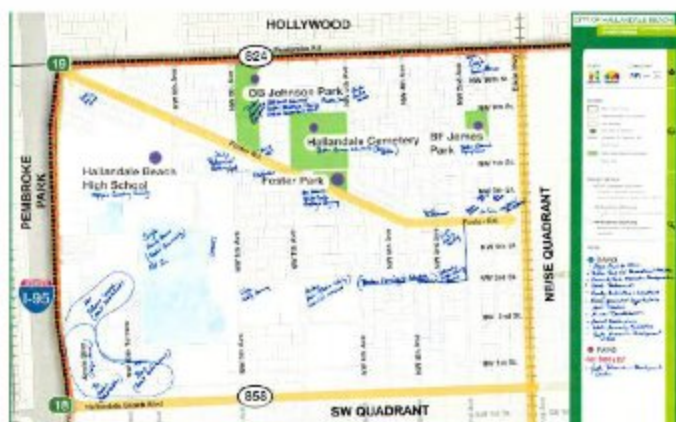
The first workshop resulted in significant dialogue, and it was identified that a follow-up meeting was required to fully capture the voices of the NW Quadrant residents. This meeting resulted in a turn-out of 41 residents on May 20th, 2019. While the first meeting was based on the consultants engaging the community, the follow-up meeting was based on the community engaging the consultants, preparing their own presentation and concepts to share with the consulting team. Various residents spoke during the presentation, in which suggestions and concerns were color-coded and mapped by four key priority areas: Economic Development; Social Services; Education/Social Empowerment; and Housing/Public Safety. The NW Quadrant residents' initiative in presenting their own ideas was based on their resounding passion for their community, as well as the CRA more broadly.



NW Quadrant Supplemental Workshop, Resident Presentation



NW Quadrant Supplemental Workshop, Resident Color-Coded "Wish List" Map



NW Quadrant "Do-It-Yourself" Activity Results



A final workshop was conducted for engagement with the NW Quadrant on June 26th, 2019. This workshop was used to receive input on the project's strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan's recommendations and missing information that needed attention. All the feedback received was used in the next stages to finalize solutions for enhanced mobility options and to support the desired plan for the HBCRA. Overall, the NW Quadrant residents encouraged the modernization of their community and were concerned

about the local jobs that resulted from the Harlem Village development. In addition, discussion included the CRA's commitment to providing affordable housing within new development, upgraded pedestrian facilities and injecting revolving wealth into the community. The overall mandate revealed by this group was, not just to improve their quadrant, but to create "One Hallandale." This was a message woven throughout their June 20th presentation and represents the potential to interact and engage with all of the other quadrants and overall City. Ultimately, the key takeaways from the NW Quadrant include:

NW QUADRANT KEY TAKEAWAYS

HARLEM VILLAGE:
Restaurants, hotels, music entertainment, performing arts center, and other business development. Harlem Village will encourage African-American restaurants.
Future uses include; STEM/Vocational/Innovation IT School, African American Business Incubator, public park space, sky bridge from Harlem Village to Fashion District

FOSTER ROAD:
Incubator centers for start-ups, commercial development and upscale African American restaurants

HALLANDALE BEACH CEMETERY:
Better grave markers, repair fencing, add proper lighting, & enhance landscape

Pedestrian Connectivity with Train Station
Historical markers, Gateways and Signage

ECONOMIC DEVELOPMENT

Food
Upscale Restaurant, feat. Jazz/Gospel Entertainment
Farmer's Market

Entertainment
Wine Club
Theater/Arts & Culture Center

Retail
Clothing / Health & Beauty Stores

Business
Hotel Chain
Black-Owned Bank

EDUCATION / SOCIAL EMPOWERMENT

Hallandale Community Civic Association
Community Offices
STEM/Vocational/Innovation IT School
STS Logistics Office
Black Business Incubator
Fashion Design District for College Students
University/Community College Satellite Campus
Private Training Center
Job/Workforce Training Programs

HOUSING / PUBLIC SAFETY

Redevelopment of industrial areas to residential
Seniors Single-Family Homes
Quality Affordable Housing
Better Community Police Relations
Quarterly Safety Walks at Night to Include Residents
Upgraded Street Lighting



APPLYING THE COMMUNITY'S FEEDBACK

The input of NW Quadrant residents and stakeholders was foundational in the creation of redevelopment projects, strategies and programs to be implemented as a result of this redevelopment plan modification. As a community-led planning process, the results of the workshops undertaken have directly influenced the direction of the redevelopment for the CRA and the key takeaways were used to inspire future action.

This section will highlight the specific design improvements to be implemented within the NW Quadrant as a result of the community feedback collected during the engagement process. These specific redevelopment projects intend to uphold the vision for the Hallandale Beach CRA, whilst also addressing the concerns and 'wish list' items of the community. Throughout the upgrades and projects suggested within the NW Quadrant, the key CRA focus areas (Economic Development; Affordable Housing; Smart Cities and Sustainable Development; and Regional Coordination) will be incorporated, in keeping with the priority areas also identified by the NW Quadrant (Economic Development; Education/Social Empowerment; Housing/Public Safety).

Catalytic projects, Harlem Village and the smaller-scale Foster Road Commercial Corridor, will both fall within the NW Quadrant, thus having a significant impact on factors such as economic development, job opportunity, new housing and a sense of place and destination within the quadrant. Additionally, the following smaller scale infrastructural and streetscape updates will occur within the NW Quadrant neighborhoods to influence the creation of a Complete Streets network:

- **Priority Streetscapes**
- **Safer Intersections**
- **Bike Lanes**
- **Updated Sidewalk Infrastructure**
- **Street Lighting Upgrades**
- **On-Street Parking**
- **Landscape & Street Tree Improvements**

The following pages will highlight the application of these concepts within the NW Quadrant. For an understanding of their application on a CRA-wide scale, please refer to [Section 10: CRA-Wide Redevelopment Improvements](#).



NW Quadrant Resident Workshop



NW Quadrant Resident Workshop



NW Quadrant Resident Presentation



PRIORITY STREETSCAPES WITHIN THE NW QUADRANT

Priority streetscape improvements are proposed for roadways with sidewalks that are most frequently used by pedestrians, and provide more amenities to the pedestrians, as well as other street users and modes. Few of the streets throughout the City of Hallandale Beach have had improvements constructed with the intent of slowing traffic, adding on-street parking and beautification. The few examples that do exist have been well received by the community and have achieved the goals of slower traffic and beautification within the neighborhood. The redevelopment plan modification recommends that the area's primary mobility corridors be upgraded as "complete streets" designed to balance the needs of pedestrians, cyclists, transit and cars. The priority streetscapes identified for the NW Quadrant include:

- Foster Road
- NW 3rd Street (recently upgraded)

Design Interventions for Priority Streetscapes include:

- Minimum 5 feet sidewalk width
- High quality paving and stone curbing
- Shade trees with 50-foot spacing
- Seating area at mid-block and intersection locations
- Protective bollards at crosswalks
- Pedestrian scale lighting with common theme
- Signal mast arms at intersections
- Site furnishings: benches, waste receptacles, planters, etc.
- Hallandale Beach themed wayfinding and directional signage
- Hallandale Beach themed shaded bus shelters
- Information kiosks at strategic locations
- On-street parking where feasible
- Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations
- Addition of street trees to align with 'Regreening Hallandale' initiative



Foster Road

SAFE INTERSECTIONS WITHIN THE NW QUADRANT

There are several important intersections within the Study Area that are presently unsafe for pedestrians. Field observations conducted during the inventory phase revealed a high percentage of pedestrians jaywalking to reach their destinations, both at intersections and mid-blocks. An increased number of improved crosswalks will promote pedestrian mobility and increase pedestrian safety.

The following intersections were identified through feedback received during the NW Quadrant community workshops and as part of the walkability audit conducted by the consultant team for improvement, as well as improving their streetscape and safety features for a better overall pedestrian experience:

- Foster Rd and NW 8th Ave
- Foster Rd and NW 6th Ave
- Hallandale Beach Blvd and NW 8th Ave
- Hallandale Beach Blvd and Dixie Hwy

Design Interventions for Safer Intersections include:

The above NW Quadrant intersections are important places for pedestrians to orient themselves and make choices about moving around within the quadrant. To the extent possible, intersections should stand out from the length of blocks to indicate the presence of cross traffic. Ideally, each intersection should be built-in concrete. At the very least, a special paint pattern should be used to make crosswalks easily identifiable for pedestrians, motorists, and cyclists.



Hallandale Beach Blvd and NW 8th Ave Intersection

NW QUADRANT BIKE LANES

According to the NACTO Urban Bikeway Design Guide, “a cycle track (protected bike lane) is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic, either spatially or through a form of buffering, while also ensuring that cyclists are separate from pedestrian movements on the sidewalk, in order to avoid pedestrian-bike conflicts. Bikes are gaining popularity as an alternate mode of transportation in the City of Hallandale Beach CRA, warranting a connected cycling network linking the Planning Area neighborhoods with future transit service.

Considering the limited right-of-way widths available along the Planning Area’s major corridors, the following streets within the NW Quadrant are identified as potential candidates for providing Protected Bike Lanes, while Figure 11.1 highlights the overall bike lane additions (protected and on-street) that are proposed for the NW Quadrant:

- Foster Rd.
- NW 8th Ave.
- NW 3rd St.
- NW 2nd Ave.
- NW 9th St.
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 34,568 linear feet

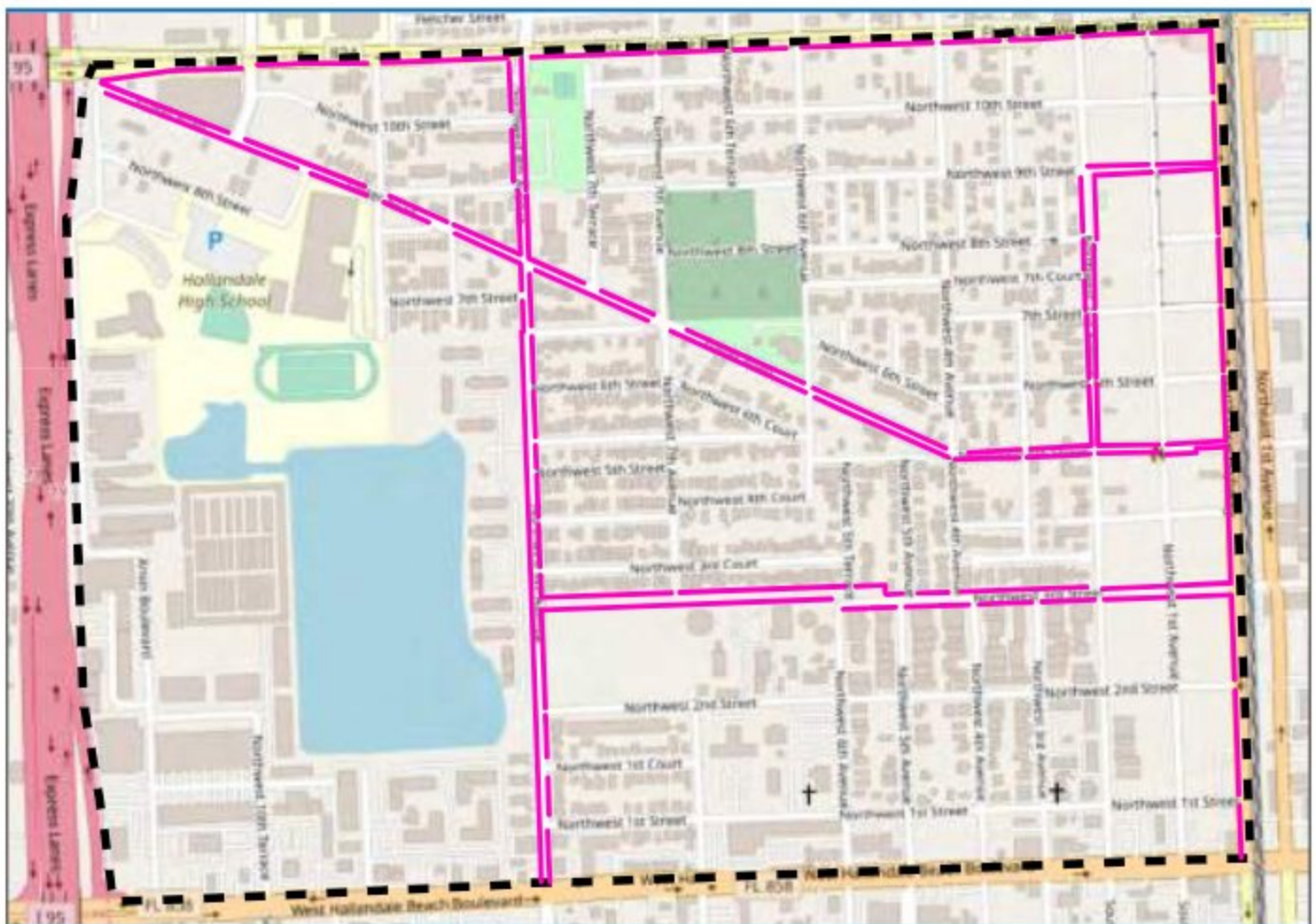


FIGURE 11.1: NW QUADRANT BIKE LANE ADDITION

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Potential Bike Lane Addition



NW QUADRANT UPDATED SIDEWALK INFRASTRUCTURE

New and repaired sidewalks were identified in the City's BODR, as well as by quadrant residents who indicated a need for improved pedestrian facilities. With the community's identification of a need for improved connectivity, the following sidewalk upgrades are proposed for the NW Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways), ADA ramps required at all connections to roadway, minimum on one side of roadway
- New concrete sidewalks: 58,055 linear feet
- Replacement sidewalks: 440 linear feet

- Repair tree damage: 40 linear feet (4 locations, 10 feet each)

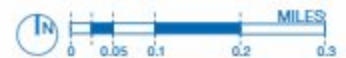
The locations recommended within the quadrant to apply these sidewalk upgrades are highlighted in Figure 11.2 below.



FIGURE 11.2: NW QUADRANT SIDEWALK UPGRADES

LEGEND

- | | | |
|-------------------|---------------------------------|----------------------|
| Quadrant Boundary | Parks, Open Spaces & Recreation | Sidewalk Tree Damage |
| Water Body | Sidewalk Repair | Proposed Sidewalks |



NW QUADRANT STREETLIGHT UPGRADES

Within the community workshops undertaken, many NW Quadrant residents stated that current street lighting is either inconsistent or did not provide adequate illumination to provide a feeling of safety when navigating neighborhoods during the evening. The most common lighting fixture observed during an evening site visit was a small LED bulb attached to a simple concrete or wooden arm. This fixture was observed to provide very little illumination to the roadway. In addition to illumination issues, there are also clear inconsistencies between the roadways with regards to the aesthetic style of the fixtures utilized, with little uniformity throughout the CRA and various types noted. As such, it is recommended that the lighting improvements proposed provide for

a consistent appearance along both neighborhood residential and commercial corridors (Figure 11.3). The overhead utilities should be buried and the concrete and/or wood poles replaced with new poles of a consistent character. Undergrounding of the utilities will be noted in the recommended improvements, which have been divided by quadrant as follows:

- Length of roadway lighting improvements: 37,770 feet
- Number of new light poles: at 100 ft o.c. spacing= 378
- Number of light poles repaired or replaced: 8



FIGURE 11.3: NW QUADRANT STREETLIGHT UPGRADES

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Streetlights Damaged
- Streetlight Improvements



NW QUADRANT ON-STREET PARKING EXPANSION

There is a clear need and desire for additional on-street parking along primary corridors and main activity nodes in Hallandale Beach. However, providing an excess of parking along the streets takes up a lot of potential pedestrian-oriented public realm and adds to traffic congestion in accessing parking spaces on the street. Therefore, it is essential to incorporate on-street parking optimization strategies including pricing, provision at strategic locations and technological integration.

On-street parking in Hallandale Beach is a limited resource that is essential in supporting residential and commercial activity. As such, the locations highlighted in Figure 11.4 below within the NW Quadrant have been

identified as ideal locations to expand the CRA's on-street parking provision:

NW Quadrant on-street parking expansion consists of:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 6,343 linear feet (need to add more on Foster)= 317 new spaces



FIGURE 11.4: NW QUADRANT ON-STREET PARKING EXPANSION

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Potential On-Street Parking



NW QUADRANT LANDSCAPE IMPROVEMENTS

In keeping with the CRA's 'Regreening Hallandale' initiative to create a consistent network of canopy and flowering trees throughout the entire CRA, the addition of street trees is an important component of complete streets that is currently inconsistent throughout the CRA. In addition to street trees, landscape elements such as bioswales will provide shrubs and groundcover to enhance the resilience of the community. Figure 11.5 below indicates possible locations to provide shade trees:

- Length of tree planting corridors: 41,492 linear feet
- Number of shade trees estimated: @ 40' spacing= 1,037

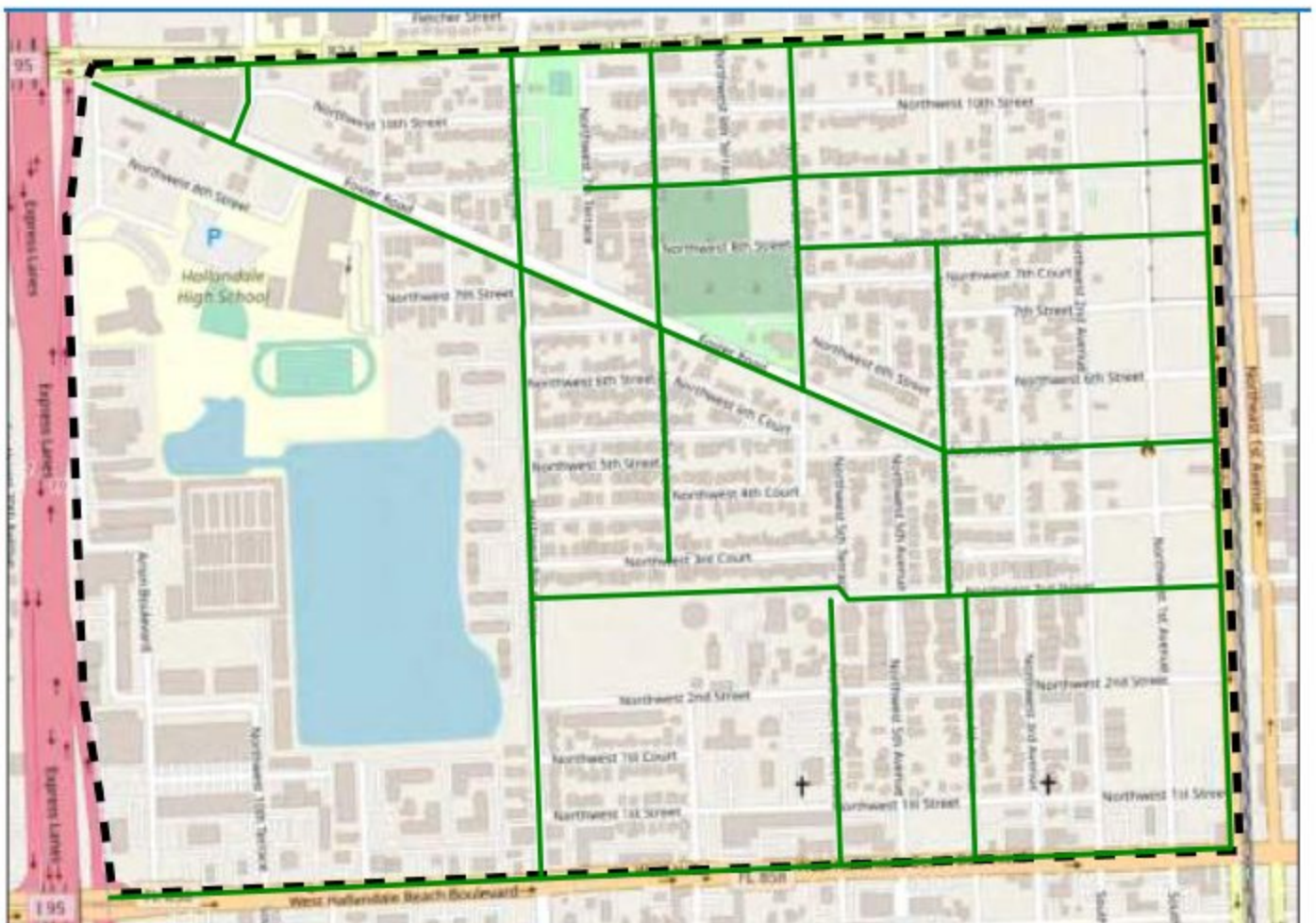


FIGURE 11.5: NW QUADRANT LANDSCAPE IMPROVEMENTS

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Street Trees Proposed



NW QUADRANT IMPLEMENTATION STRATEGIES

To apply the initiatives and redevelopment projects identified for the NW Quadrant, the following implementation strategies can be used to guide future

development throughout the CRA's remaining six year horizon:

TABLE 11.1: NW QUADRANT IMPLEMENTATION STRATEGIES

NW QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
NW1	Harlem Village: The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support the development of Harlem Village.
NW2	Start design work for continuing NW 3rd Street to NW 8th Avenue.
NW3	Install a crosswalk from Harlem Village to FADD.
NW4	Work with FEC on the design and construction of a pedestrian bridge from the Harlem Village to FADD.
NW5	Promote home ownership with affordable housing programs and home improvement funds developed by the CRA.
NW6	Issue an RFP to upgrade the NW Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
NW7	Develop a workforce recruitment 'Hire Local' initiative through the Harlem Village development to ensure that there is a commitment to creating jobs for local residents.
NW8	Ensure funding is utilized strategically and RFPs are awarded through fair process to ensure local businesses are involved in the development process.
NW9	Work with the City to rezone properties within the quadrant, specifically those required for Harlem Village, to allow additional density, a mix of uses and a modern built form.
NW10	Coordinate quarterly night-time safety walks with local police and residents to help build police-resident relations.
NW11	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
NW12	Establish traffic calming as required throughout the quadrant, especially along the Foster Road Commercial Corridor.
NW13	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors
NW14	Continue to work with local artists to establish a strong sense of place in the NW Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the NW Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
NW15	Improve pedestrian connectivity by connecting the NW Quadrant to major community destinations through the Arts Trail.
NW16	Create a community garden for residents within the quadrant and initiate a regular farmer's market to sell local foods and goods.
NW17	Develop a safe crosswalk from the proposed Harlem Village development to the Fashion, Arts, Design District (FADD).
NW18	Rehabilitate Chaves Lake to provide an enjoyable and healthy outdoor environment for residents of the NW Quadrant.
NW19	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
NW20	Redevelop Foster Road as a commercial corridor for the quadrant and broader CRA.
NW21	Develop gateway features and unique signage to signify entry into the NW Quadrant.
NW22	Enhance public transportation and first-last mile connectivity.
NW23	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
LONG TERM IMPLEMENTATION STRATEGIES	
NW24	Harlem Village: Develop a cultural/entertainment center, inclusive of restaurants, hotels, entertainment, a performing arts center, and community spaces.
NW25	Foster Road: Redevelop the corridor as a commercial zone, incentivizing local business, together with streetscape improvements.
NW26	Explore the opportunity to develop an Olympic swimming facility for the Quadrant's residents.
NW27	Develop a bridge connecting Harlem Village with FADD.
NW28	Explore the potential development of a STEM/Vocation/Innovation/IT/Fashion School or University/College satellite campus.
NW29	Acquire and redevelop industrial lands as new residential communities and affordable housing.
NW30	Establish new affordable housing units, including single-family homes for senior residents.
NW31	Support and help to develop the new downtown arts, residential and municipal complex.
NW32	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.
NW33	Explore the potential to develop a hospital or urgent care facility for the quadrant.



SW QUADRANT

11.2 SW QUADRANT IMPROVEMENTS

WHAT WE HEARD- COMMUNITY ENGAGEMENT RESULTS

The SW Quadrant community engagement was comprised mainly by concerned homeowners within the quadrant. Their needs were based on the neighborhood criteria and relationships, as well as programs that would improve the safety, affordability and aesthetic quality of the SW Quadrant community.

After the kick-off and strategy meetings, which brought the consulting team together with the City and CRA staff, the four quadrants were engaged to introduce the project by means of individual quadrant workshops. The initial community engagement workshop for the SW Quadrant on May 10th, 2019 was attended by 13 residents. The workshop included a prioritization activity, in which residents wrote their main pains, gains and suggestions and used red dots to indicate which concepts were most important to them. The pains and gains/suggestions highlighted by this exercise by SW quadrant residents include:

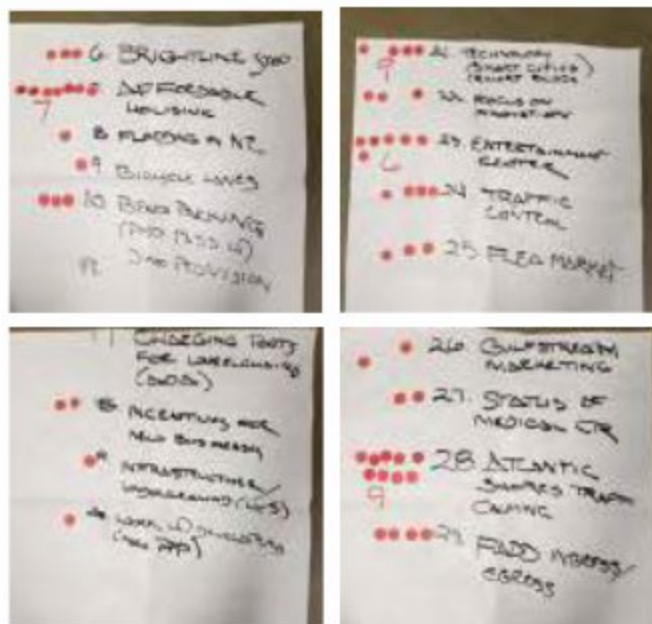
PAINS

- Poor Lighting
- Traffic Congestion
- Sidewalk Conditions
- Safety

SUGGESTIONS

- Safer Neighborhoods
- Affordable Housing
- Beautification and Streetscaping
- Passenger Rail Addition
- Bike Lanes

A second and final workshop was conducted to engage with the SW Quadrant on June 25th, 2019. This workshop was used to receive input on the project's strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan's recommendations and missing information that needed attention. All the feedback received was used in the next stages to finalize solutions for enhanced mobility options and to support the desired plan for the HBCRA. Overall, the SW Quadrant residents were most concerned with their experience within the CRA on a neighborhood-level. Suggestions for further beautification within their neighborhoods, enhanced safety and lighting, better pedestrian amenities and streetscaping and affordable housing were prioritized.



SW Quadrant 'Prioritization Dots' Activity Results



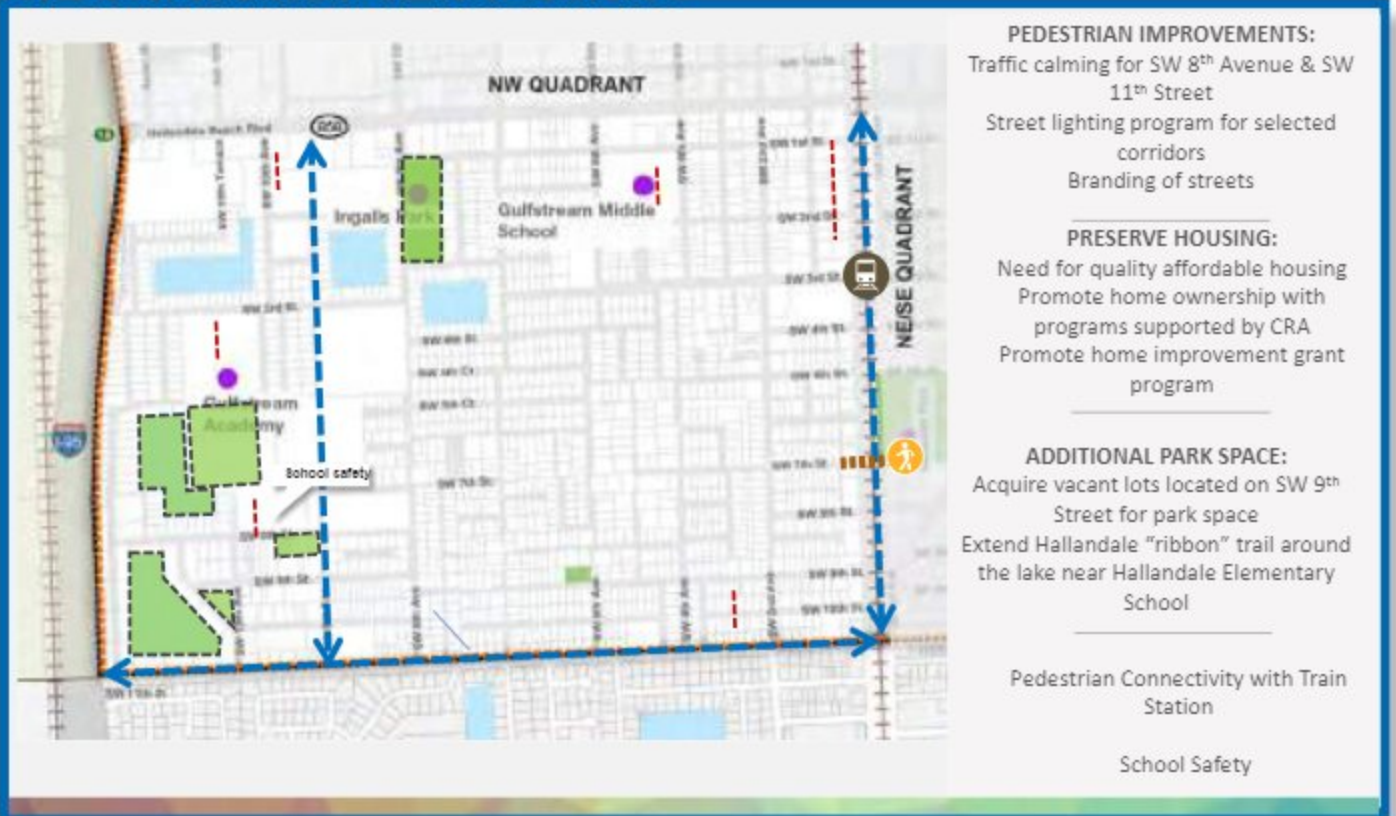
SW Quadrant Workshop Activity



SW Quadrant Workshop Activity

Ultimately, the key community engagement takeaways from the SW Quadrant include:

SW QUADRANT KEY TAKEAWAYS



APPLYING THE COMMUNITY'S FEEDBACK

The input of SW Quadrant residents and stakeholders was foundational in the creation of redevelopment projects, strategies and programs to be implemented as a result of this redevelopment plan modification. As a community-led planning process, the results of the workshops undertaken have directly influenced the direction of the redevelopment for the CRA and the key takeaways were used to inspire future action.

This section will highlight the specific design improvements to be implemented within the SW Quadrant as a result of the community feedback collected during the engagement process. These specific redevelopment projects intend to uphold the vision for the Hallandale Beach CRA, whilst also addressing the concerns and 'wish list' items of the community. Throughout the upgrades and projects suggested within the SW Quadrant, the key CRA focus areas (Economic Development; Affordable Housing; Smart Cities and Sustainable Development; and Regional Coordination) will be incorporated, in keeping with the priorities indicated by the quadrant residents.

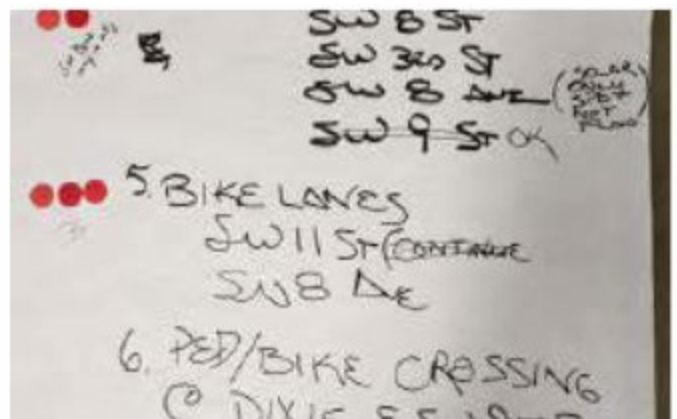
The following smaller scale infrastructural and streetscape updates will occur within the SW Quadrant neighborhoods to influence the creation of a Complete Streets network:

- **Priority Streetscapes**
- **Safer Intersections**
- **Bike Lanes**
- **Updated Sidewalk Infrastructure**
- **Street Lighting Upgrades**
- **On-Street Parking**
- **Landscape & Street Tree Improvements**

The following pages will highlight the application of these concepts within the SW Quadrant. For an understanding of their application on a CRA-wide scale, please refer to [Section 10: CRA-Wide Redevelopment Improvements](#).



SW Quadrant Resident Workshop



SW Quadrant Resident Workshop 'Dot' Activity

PRIORITY STREETSCAPES WITHIN THE SW QUADRANT

Priority streetscape improvements are proposed for roadways with sidewalks that are most frequently used by pedestrians, and provide more amenities to the pedestrians, as well as other street users and modes. Few of the streets throughout the City of Hallandale Beach have had improvements constructed with the intent of slowing traffic, adding on-street parking and beautification. The few examples that do exist have been well received by the community and have achieved the goals of slower traffic and beautification within the neighborhood. The redevelopment plan modification recommends that the area's primary mobility corridors be upgraded as "complete streets" designed to balance the needs of pedestrians, cyclists, transit and cars. The priority streetscapes identified for the SW Quadrant include:

- SW 11th St
- SW 8th St

Design Interventions for Priority Streetscapes include:

- Minimum 5 feet sidewalk width
- High quality paving and stone curbing
- Shade trees with 50-foot spacing
- Seating area at mid-block and intersection locations
- Protective bollards at crosswalks
- Pedestrian scale lighting with common theme
- Signal mast arms at intersections
- Site furnishings: benches, waste receptacles, planters, etc.
- Hallandale Beach themed wayfinding and directional signage
- Hallandale Beach themed shaded bus shelters
- Information kiosks at strategic locations
- On-street parking where feasible
- Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations
- Addition of street trees to align with 'Regreening Hallandale' initiative



SW 11th St

SAFE INTERSECTIONS WITHIN THE SW QUADRANT

There are several important intersections within the Study Area that are presently unsafe for pedestrians. Field observations conducted during the inventory phase revealed a high percentage of pedestrians jaywalking to reach their destinations, both at intersections and mid-blocks. An increased number of improved crosswalks will promote pedestrian mobility and increase pedestrian safety.

The following intersections were identified through feedback received during the SW Quadrant community workshops and as part of the walkability audit conducted by the consultant team for improvement, as well as improving their streetscape and safety features for a better overall pedestrian experience:

- Hallandale Beach Blvd and SW 8th Ave
- Hallandale Beach Blvd and SE 1st Ave
- SW 7th St and Dixie Hwy

Design Interventions for Safer Intersections include:

The above SW Quadrant intersections are important places for pedestrians to orient themselves and make choices about moving around within the quadrant. To the extent possible, intersections should stand out from the length of blocks to indicate the presence of cross traffic. Ideally, each intersection should be built-in concrete. At the very least, a special paint pattern should be used to make crosswalks easily identifiable for pedestrians, motorists, and cyclists.



Hallandale Beach Blvd and SE 1st Ave Intersection

SW QUADRANT BIKE LANES

According to the NACTO Urban Bikeway Design Guide, “a cycle track (protected bike lane) is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic, either spatially or through a form of buffering, while also ensuring that cyclists are separate from pedestrian movements on the sidewalk, in order to avoid pedestrian-bike conflicts. Bikes are gaining popularity as an alternate mode of transportation in the City of Hallandale Beach CRA, warranting a connected cycling network linking the Planning Area neighborhoods with future transit service.

Considering the limited right-of-way widths available along the Planning Area’s major corridors, the following streets within the SW Quadrant are identified as potential candidates for providing Protected Bike Lanes, while Figure 11.6 highlights the overall bike lane additions (protected and on-street) that are proposed for the SW Quadrant:

- SW 3rd St
- SW 8th Ave
- SW 6th Ave
- SW 12th Ave
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 35,385 linear feet

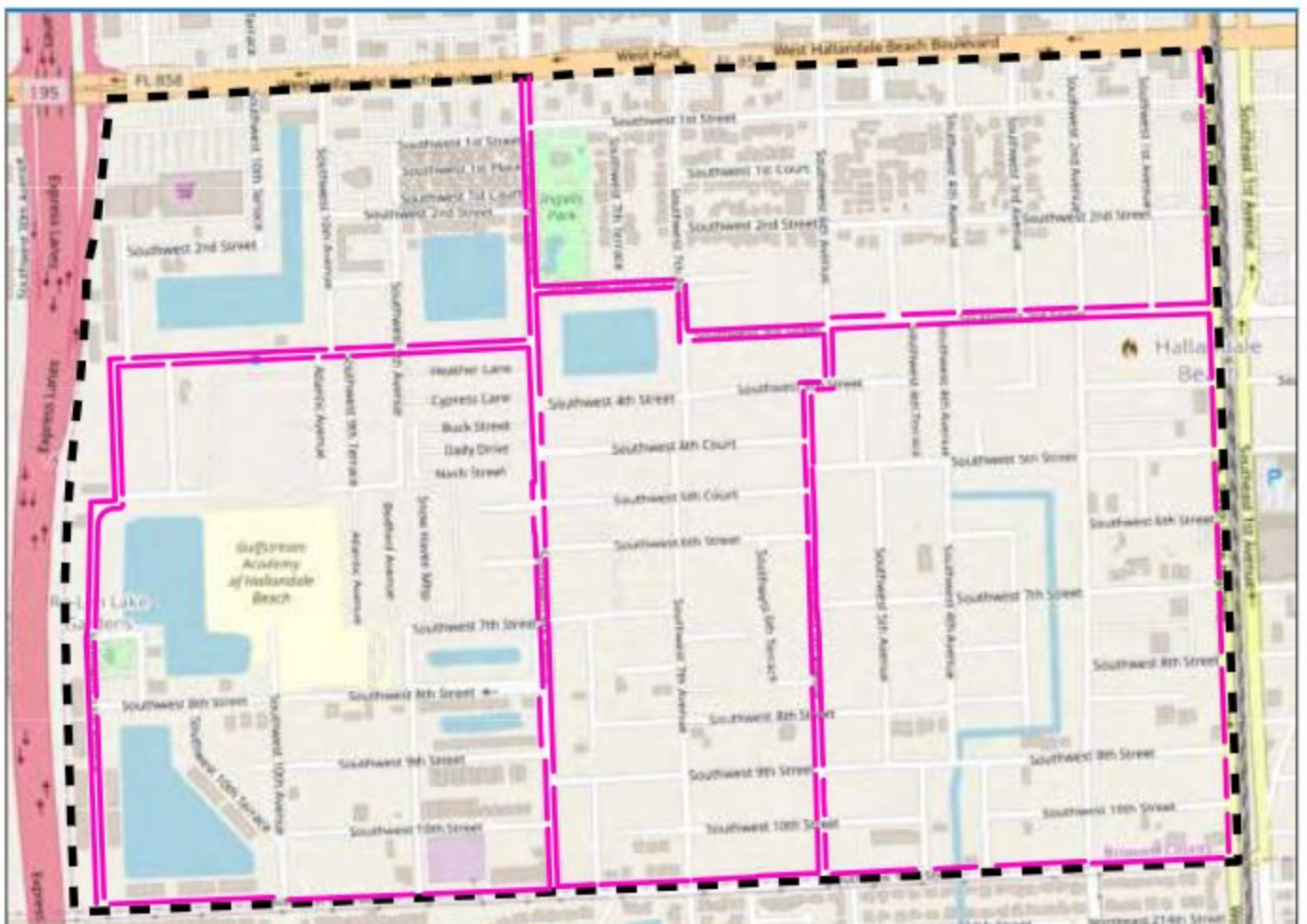


FIGURE 11.6: SW QUADRANT BIKE LANE ADDITION

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Potential Bike Lane Addition



SW QUADRANT UPDATED SIDEWALK INFRASTRUCTURE

New and repaired sidewalks were identified in the City's BODR, as well as by quadrant residents who indicated a need for improved pedestrian facilities. With the community's identification of a need for improved connectivity, the following sidewalk upgrades are proposed for the SW Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways), ADA ramps required at all connections to roadway, minimum on one side of roadway
- New concrete sidewalks: 81,094 linear feet
- Replacement sidewalks: 608 linear feet

- Repair tree damage: 200 linear feet (20 locations, 10 feet each)

The locations recommended within the SW Quadrant to apply these sidewalk upgrades are highlighted in Figure 11.7 below.

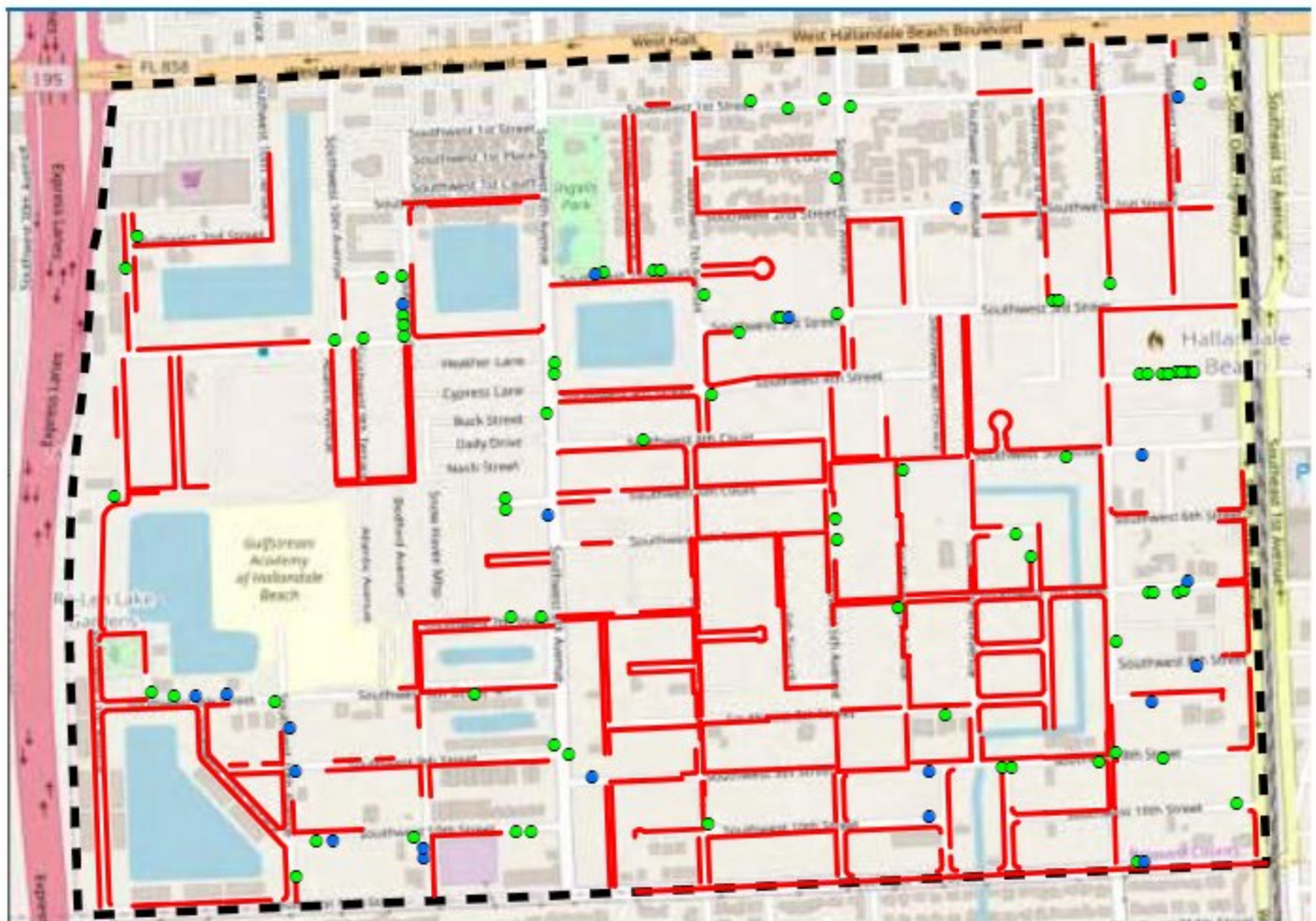
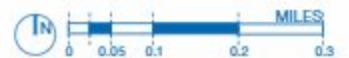


FIGURE 11.7: SW QUADRANT SIDEWALK UPGRADES

LEGEND

- | | | |
|-------------------|---------------------------------|----------------------|
| Quadrant Boundary | Parks, Open Spaces & Recreation | Sidewalk Tree Damage |
| Water Body | Sidewalk Repair | Proposed Sidewalks |



SW QUADRANT STREETLIGHT UPGRADES

Within the community workshops undertaken residents stated that current street lighting is either inconsistent or did not provide adequate illumination to provide a feeling of safety when navigating neighborhoods during the evening. The most common lighting fixture observed during an evening site visit was a small LED bulb attached to a simple concrete or wooden arm. This fixture was observed to provide very little illumination to the roadway. In addition to illumination issues, there are also clear inconsistencies between the roadways with regards to the aesthetic style of the fixtures utilized, with little uniformity throughout the CRA and various types noted. As such, it is recommended that the lighting

improvements proposed provide for a consistent appearance along both neighborhood residential and commercial corridors (Figure 11.8). The overhead utilities should be buried and the concrete and/or wood poles replaced with new poles of a consistent character. Undergrounding of the utilities will be noted in the recommended improvements, which have been divided by quadrant as follows:

- Length of roadway lighting improvements: 42,995 feet
- Number of new light poles: at 100 ft o.c. spacing= 430
- Number of light poles repaired or replaced: 7

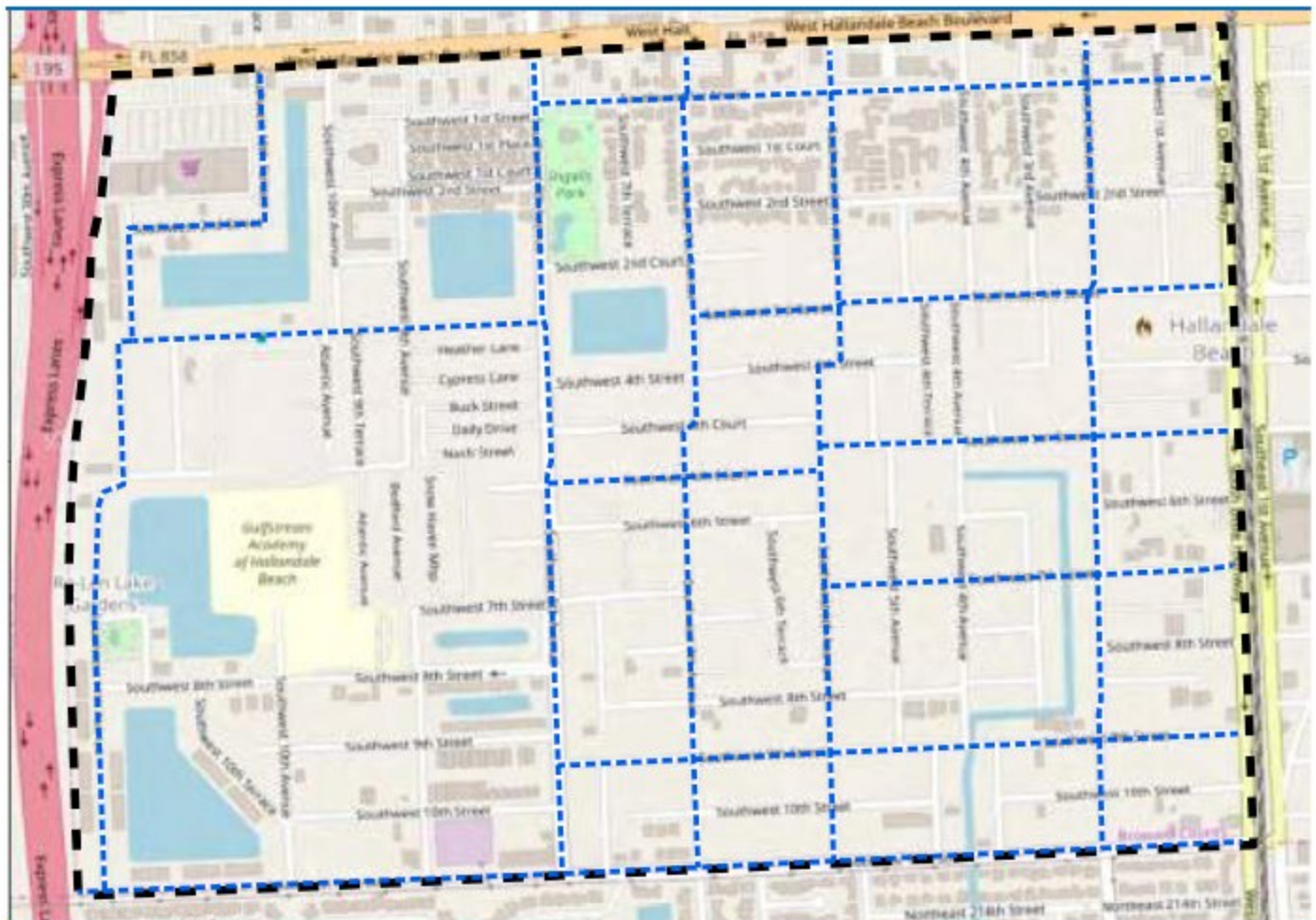


FIGURE 11.8: SW QUADRANT STREETLIGHT UPGRADES

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Streetlight Improvements
- Streetlights Damaged



SW QUADRANT ON-STREET PARKING EXPANSION

There is a clear need and desire for additional on-street parking along primary corridors and main activity nodes in Hallandale Beach. However, providing an excess of parking along the streets takes up a lot of potential pedestrian-oriented public realm and adds to traffic congestion in accessing parking spaces on the street. Therefore, it is essential to incorporate on-street parking optimization strategies including pricing, provision at strategic locations and technological integration.

On-street parking in Hallandale Beach is a limited resource that is essential in supporting residential and commercial activity. As such, the locations highlighted in Figure 11.9 below within the SW Quadrant have been

identified as ideal locations to expand the CRA's on-street parking provision:

SW Quadrant on-street parking expansion consists of:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 5,362 linear feet = 268 new spaces

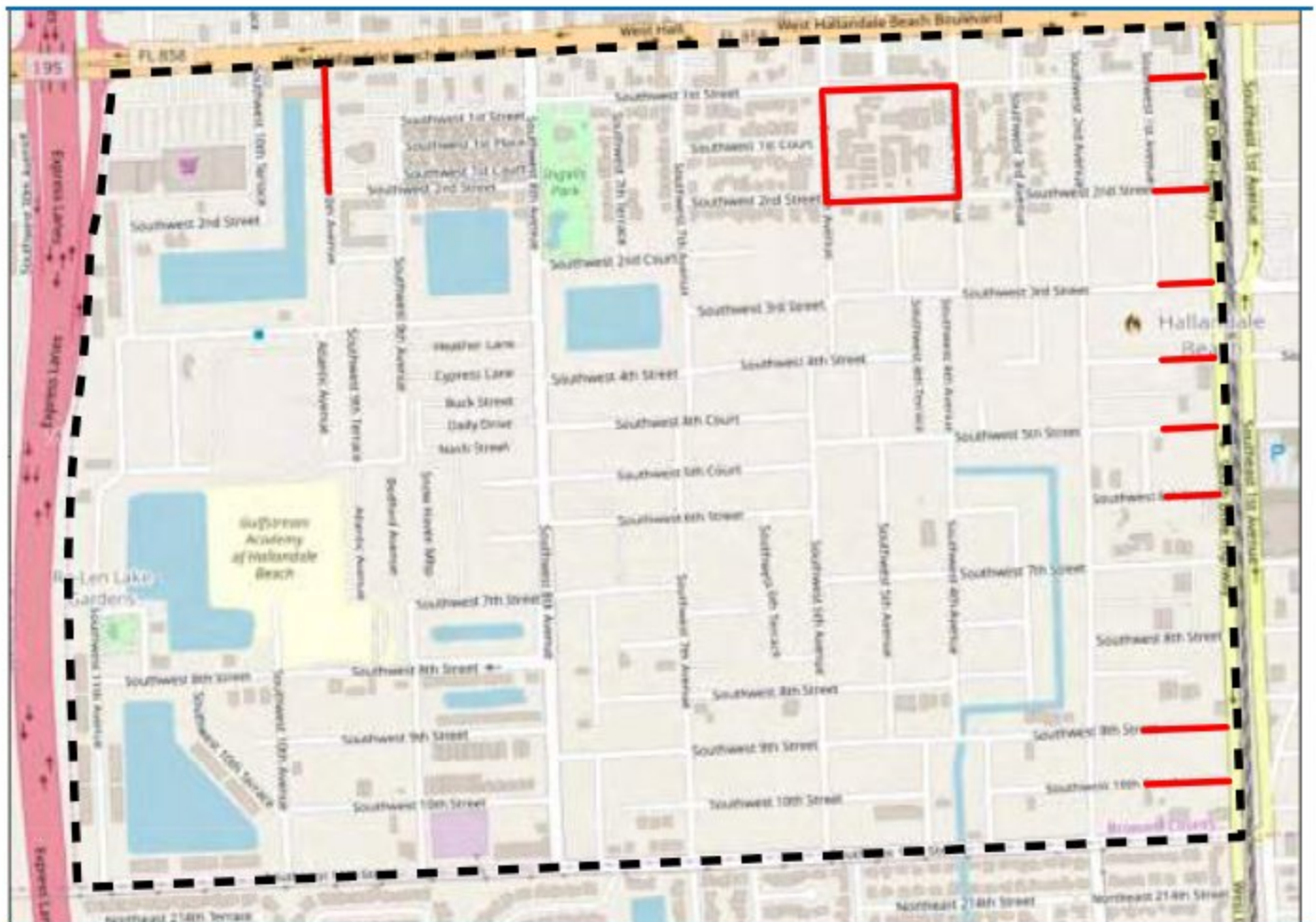


FIGURE 11.9: SW QUADRANT ON-STREET PARKING EXPANSION

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Potential On-Street Parking



SW QUADRANT LANDSCAPE IMPROVEMENTS

In keeping with the CRA's 'Regreening Hallandale' initiative to create a consistent network of canopy and flowering trees throughout the entire CRA, the addition of street trees is an important component of complete streets that is currently inconsistent throughout the CRA. In addition to street trees, landscape elements such as bioswales will provide shrubs and groundcover to enhance the resilience of the community. Figure 11.10 below indicates possible locations to provide shade trees in the SW Quadrant:

- Length of tree planting corridors: 56,532 linear feet
- Number of shade trees estimated: @ 40' spacing= 1413

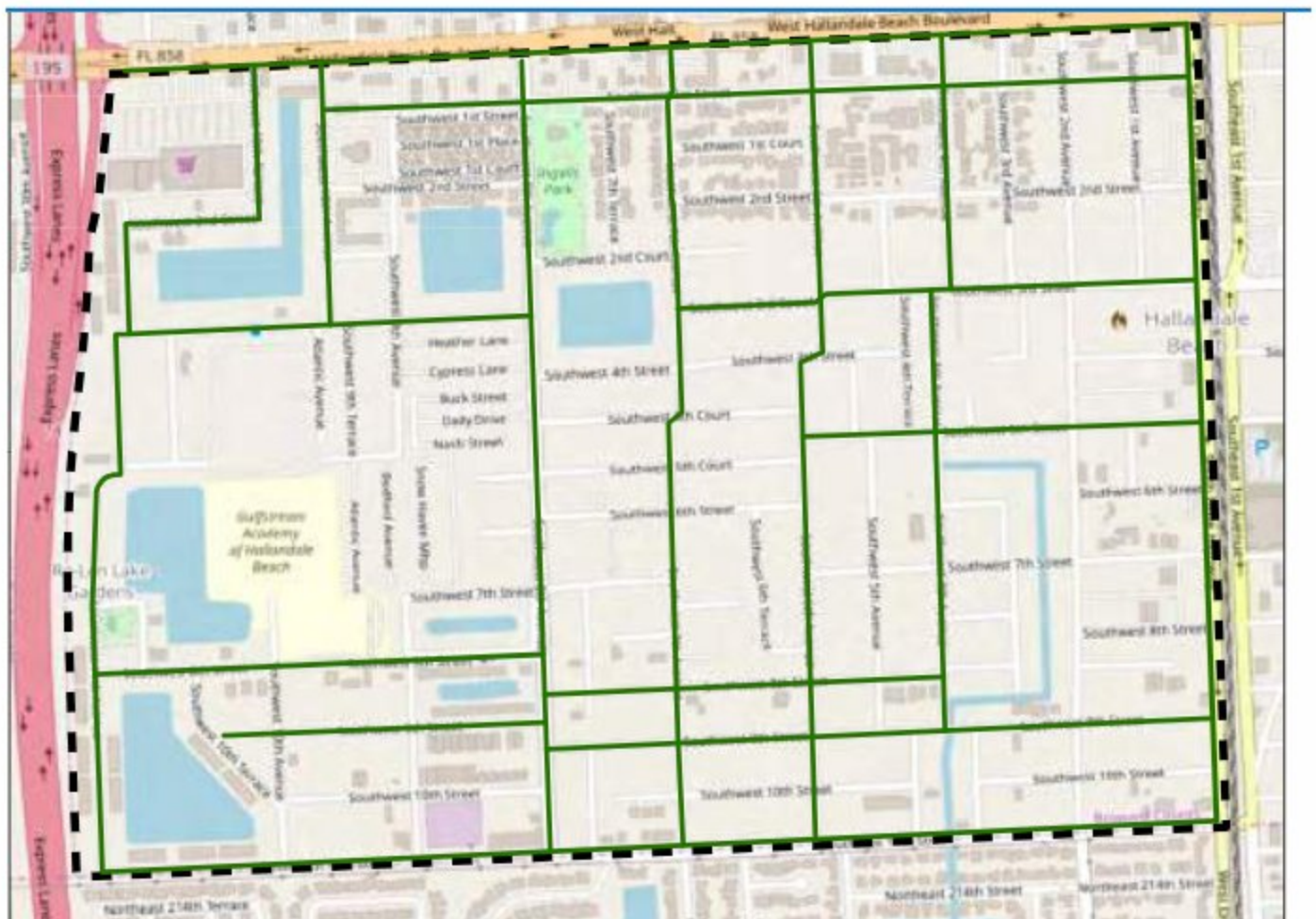


FIGURE 11.10: SW QUADRANT LANDSCAPE IMPROVEMENTS

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Street Trees Proposed



SW QUADRANT IMPLEMENTATION STRATEGIES

To apply the initiatives and redevelopment projects identified for the NW Quadrant, the following implementation strategies can be used to guide future development throughout the CRA's remaining six year horizon:

TABLE 11.2: SW QUADRANT IMPLEMENTATION STRATEGIES

SW QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
SW1	Coordinate with Broward County to reprogram the traffic light at SW 10th Terrace and Hallandale Beach Boulevard to provide more efficient traffic movement.
SW2	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors (SW 8th Avenue and SW 11 Street).
SW3	Beautification and landscaping along SW 11 Street Countyline wall.
SW4	Sidewalk and streetscape improvements along SW 11 Street.
SW5	Establish traffic calming as required throughout the quadrant, especially along SW 8th Avenue and SW 11th Street.
SW6	Promote home ownership with affordable housing programs and home improvement funds developed by the CRA.
SW8	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
SW9	Issue an RFP to upgrade the SW Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, the addition of a curb to the roadway, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
SW10	Continue to work with local artists to establish a strong sense of place in the SW Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the SW Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
SW11	Explore the potential to acquire the vacant lot located on SW 9th street for use as a community park and garden space.
SW12	Extend the Arts Trail around the lake near Hallandale Elementary School.
SW13	Enhance school safety around Hallandale Elementary School through traffic calming measures and enhanced pedestrian facilities.
SW14	Upgrade lighting throughout the quadrant to enhance neighborhood safety and explore smart lighting opportunities.
SW15	Beautify the SW 11th Street wall by providing a visual buffer such as street trees, shrubbery or ivy.
SW16	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
SW17	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
SW18	Enhance public transportation and first-last mile connectivity.
LONG TERM IMPLEMENTATION STRATEGIES	
SW19	Explore the opportunity to develop additional rental housing and townhomes within the quadrant.
SW20	Reconfigure traffic circulation along SW 11th Street.
SW21	Work to encourage the creation of a train station in the CRA.
SW22	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.
SW23	Support and help to develop the new downtown arts, residential and municipal complex.

NE QUADRANT

11.3 NE QUADRANT IMPROVEMENTS

WHAT WE HEARD- COMMUNITY ENGAGEMENT RESULTS

The NE Quadrant community engagement was grouped with the SE Quadrant in order to increase turn-out and provide a more meaningful environment for discussion and consultation. After the kick-off and strategy meetings, which brought the consulting team together with the City and CRA staff, the four quadrants were engaged to introduce the project by means of individual quadrant workshops. The initial community engagement workshop for the NE/SE Quadrants was conducted on May 7th, 2019, which was attended by 31 residents. The workshop included the “Do-It-Yourself” activity, which allowed smaller groups of participants to highlight pains and gains within the CRA, as well as redevelopment suggestions on a large site map. The pains and gains/suggestions highlighted by this exercise include:

PAINS

- Traffic Congestion and Calming
- Parking
- Noise Pollution due to FEC
- Water Drainage Issues
- Taxes

SUGGESTIONS

- Affordable Housing
- Incentives for New Businesses
- Technology (Smart Cities)
- Entertainment Center
- Expand FADD
- Sustainability Initiatives

A second and final workshop conducted to engage with the NE/SE Quadrants took place on June 24th, 2019. This workshop was used to receive input on the project’s strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan’s recommendations and missing information that needed attention. All the feedback received was used in the next stages to finalize solutions for enhanced mobility options and to support the desired plan for the HBCRA. Overall, the NE/SE Quadrant residents were most concerned with the traffic congestion, noise pollution, stormwater issues and a lack of parking experienced in their communities. Ideas such as the integration of smart technologies, sustainability and resilience strategies and affordable housing programs were brought to light through engagement with the NE/SE Quadrants.



NE/SE Quadrant Workshop Presentation



NE/SE Quadrant Workshop Panels



NE/SE Quadrant Workshop Focus Groups

Ultimately, the key community engagement takeaways from the NE/SE Quadrants include:

NE/SE QUADRANTS KEY TAKEAWAYS

FADD:
Ingress-egress into FADD, Parking, Expand the area for FADD, more pedestrian friendly design, create community area – i.e. Park

ENTERTAINMENT CENTER
Flea Market at “Big Easy” parking lot, Marketing Gulfstream – activities, Amusement Park


TRAFFIC CONGESTION AND PARKING

 AFFORDABLE HOUSING

 SMART CITIES – SMART BUILDINGS

TRAFFIC AND TRANSPORTATION

- Public Transportation
- Parking
- Traffic-Calming Measures
- Signage Provision
- DOT Light Sync Signalization
- Providing ‘U-Turns’ at Regular Intervals
- Noise Reduction Measures

INFRASTRUCTURE

- Affordable Housing
- Power Resilience
- Stormwater Drainage
- Undergrounding of Services
- Application of Smart Technologies
- More Green Parks

LOCAL ECONOMY

- Incentives for Small and Medium Entrepreneurs
- City Finances

ECONOMIC DEVELOPMENT

- Big Easy Parking Lot at Flea Market
- Casino
- Marketing of Gulfstream Activities
- Simple Amusement Park
- Entertainment Center

PLACEMAKING

- Complete Streets
- Landscape Beautification
- ADA for Public Places
- Branding of Streets
- Drinking Water



APPLYING THE COMMUNITY'S FEEDBACK

The input of NE Quadrant residents and stakeholders was foundational in the creation of redevelopment projects, strategies and programs to be implemented as a result of this redevelopment plan modification. As a community-led planning process, the results of the workshops undertaken have directly influenced the direction of the redevelopment for the CRA and the key takeaways were used to inspire future action.

This section will highlight the specific design improvements to be implemented within the NE Quadrant as a result of the community feedback collected during the engagement process. These specific redevelopment projects intend to uphold the vision for the Hallandale Beach CRA, whilst also addressing the concerns and 'wish list' items of the community. Throughout the upgrades and projects suggested within the NE Quadrant, the key CRA focus areas (Economic Development; Affordable Housing; Smart Cities and Sustainable Development; and Regional Coordination) will be incorporated, in keeping with the priority areas also identified by the NE Quadrant residents.

Catalytic project, Hallandale Downtown Center and the smaller-scale FADD development, will both fall within the NE Quadrant, thus having a significant impact on factors such as economic development, job opportunity, new housing and a sense of place and destination within the quadrant. Additionally, the following smaller scale infrastructural and streetscape updates will occur within the NE Quadrant neighborhoods to influence the creation of a Complete Streets network:

- **Priority Streetscapes**
- **Safer Intersections**
- **Bike Lanes**
- **Updated Sidewalk Infrastructure**
- **Street Lighting Upgrades**
- **On-Street Parking**
- **Landscape & Street Tree Improvements**

The following pages will highlight the application of these concepts within the NE Quadrant. For an understanding of their application on a CRA-wide scale, please refer to [Section 10: CRA-Wide Redevelopment Improvements](#).



NE/SE Quadrants Resident Workshop



NE/SE Quadrants Resident Workshop

PRIORITY STREETSCAPES WITHIN THE NE QUADRANT

Priority streetscape improvements are proposed for roadways with sidewalks that are most frequently used by pedestrians, and provide more amenities to the pedestrians, as well as other street users and modes. Few of the streets throughout the City of Hallandale Beach have had improvements constructed with the intent of slowing traffic, adding on-street parking and beautification. The few examples that do exist have been well received by the community and have achieved the goals of slower traffic and beautification within the neighborhood. The redevelopment plan modification recommends that the area's primary mobility corridors be upgraded as "complete streets" designed to balance the needs of pedestrians, cyclists, transit and cars. The priority streetscapes identified for the NE Quadrant include:

- Atlantic Shores Blvd
- NE 4th St

Design Interventions for Priority Streetscapes include:

- Minimum 5 feet sidewalk width
- High quality paving and stone curbing
- Shade trees with 50-foot spacing
- Seating area at mid-block and intersection locations
- Protective bollards at crosswalks
- Pedestrian scale lighting with common theme
- Signal mast arms at intersections
- Site furnishings: benches, waste receptacles, planters, etc.
- Hallandale Beach themed wayfinding and directional signage
- Hallandale Beach themed shaded bus shelters
- Information kiosks at strategic locations
- On-street parking where feasible
- Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations
- Addition of street trees to align with 'Regreening Hallandale' initiative



Atlantic Shores Blvd

SAFE INTERSECTIONS WITHIN THE NE QUADRANT

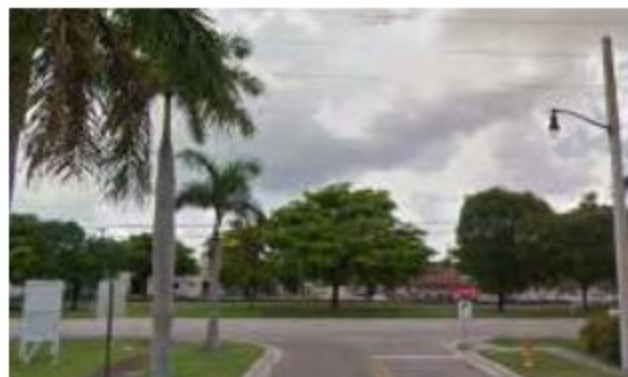
There are several important intersections within the Study Area that are presently unsafe for pedestrians. Field observations conducted during the inventory phase revealed a high percentage of pedestrians jaywalking to reach their destinations, both at intersections and mid-blocks. An increased number of improved crosswalks will promote pedestrian mobility and increase pedestrian safety.

The following intersections were identified through feedback received during the NW Quadrant community workshops and as part of the walkability audit conducted by the consultant team for improvement, as well as improving their streetscape and safety features for a better overall pedestrian experience:

- Dixie Hwy and Hallandale Beach Blvd
- N Federal Hwy and Atlantic Shores Blvd
- NE 14th Ave and Hallandale Beach Blvd
- Dixie Hwy and Foster Rd

Design Interventions for Safer Intersections include:

The above NW Quadrant intersections are important places for pedestrians to orient themselves and make choices about moving around within the quadrant. To the extent possible, intersections should stand out from the length of blocks to indicate the presence of cross traffic. Ideally, each intersection should be built-in concrete. At the very least, a special paint pattern should be used to make crosswalks easily identifiable for pedestrians, motorists, and cyclists.



Dixie Hwy and Foster Rd Intersection

NE QUADRANT BIKE LANES

According to the NACTO Urban Bikeway Design Guide, “a cycle track (protected bike lane) is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic, either spatially or through a form of buffering, while also ensuring that cyclists are separate from pedestrian movements on the sidewalk, in order to avoid pedestrian-bike conflicts. Bikes are gaining popularity as an alternate mode of transportation in the City of Hallandale Beach CRA, warranting a connected cycling network linking the Planning Area neighborhoods with future transit service.

Considering the limited right-of-way widths available along the Planning Area’s major corridors, the following

streets within the SW Quadrant are identified as potential candidates for providing Protected Bike Lanes, while Figure 11.1 highlights the overall bike lane additions (protected and on-street) that are proposed for the NE Quadrant:

- NE 3rd St
- Atlantic Shores Blvd
- NE 14th Ave
- N Federal Hwy
- NE 10th Ave
- NE 7th Ave
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 17,050 linear feet



FIGURE 11.11: NE QUADRANT BIKE LANE ADDITION

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Potential Bike Lane Addition



NE QUADRANT UPDATED SIDEWALK INFRASTRUCTURE

New and repaired sidewalks were identified in the City's BODR, as well as by quadrant residents who indicated a need for improved pedestrian facilities. With the community's identification of a need for improved connectivity, the following sidewalk upgrades are proposed for the NE Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways), ADA ramps required at all connections to roadway, minimum on one side of roadway
- New concrete sidewalks: 36,605 linear feet

- Replacement sidewalks: 536 linear feet
- Repair tree damage: 50 linear feet (5 locations, 10 feet each)

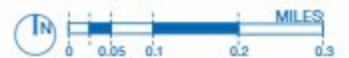
The locations recommended within the NE Quadrant to apply these sidewalk upgrades are highlighted in Figure 11.12 below.



FIGURE 11.12: NE QUADRANT SIDEWALK UPGRADES

LEGEND

- | | | |
|-------------------|---------------------------------|----------------------|
| Quadrant Boundary | Parks, Open Spaces & Recreation | Sidewalk Tree Damage |
| Water Body | Sidewalk Repair | Proposed Sidewalks |



NE QUADRANT STREETLIGHT UPGRADES

Within the community workshops undertaken residents stated that current street lighting is either inconsistent or did not provide adequate illumination to provide a feeling of safety when navigating neighborhoods during the evening. The most common lighting fixture observed during an evening site visit was a small LED bulb attached to a simple concrete or wooden arm. This fixture was observed to provide very little illumination to the roadway. In addition to illumination issues, there are also clear inconsistencies between the roadways with regards to the aesthetic style of the fixtures utilized, with little uniformity throughout the CRA and various types noted. As such, it is recommended that the lighting improvements proposed provide for a consistent

appearance along both neighborhood residential and commercial corridors (Figure 11.3). The overhead utilities should be buried and the concrete and/or wood poles replaced with new poles of a consistent character. Undergrounding of the utilities will be noted in the recommended improvements, which have been divided by quadrant as follows:

- Length of roadway lighting improvements: 30,755 feet
- Number of new light poles: at 100 ft o.c. spacing= 308
- Number of light poles repaired or replaced: 5



FIGURE 11.13: NE QUADRANT STREETLIGHT UPGRADES

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Streetlight Improvements
- Water Body
- ◆ Streetlights Damaged



NE QUADRANT ON-STREET PARKING EXPANSION

There is a clear need and desire for additional on-street parking along primary corridors and main activity nodes in Hallandale Beach. However, providing an excess of parking along the streets takes up a lot of potential pedestrian-oriented public realm and adds to traffic congestion in accessing parking spaces on the street. Therefore, it is essential to incorporate on-street parking optimization strategies including pricing, provision at strategic locations and technological integration.

On-street parking in Hallandale Beach is a limited resource that is essential in supporting residential and commercial activity. As such, the locations highlighted in Figure 11.4 below within the NE Quadrant have been

identified as ideal locations to expand the CRA's on-street parking provision:

NE Quadrant on-street parking expansion consists of:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 6,749 linear feet = 337 new spaces



FIGURE 11.14: NE QUADRANT ON-STREET PARKING EXPANSION

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Potential On-Street Parking



NE QUADRANT LANDSCAPE IMPROVEMENTS

In keeping with the CRA's 'Regreening Hallandale' initiative to create a consistent network of canopy and flowering trees throughout the entire CRA, the addition of street trees is an important component of complete streets that is currently inconsistent throughout the CRA. In addition to street trees, landscape elements such as bioswales will provide shrubs and groundcover to enhance the resilience of the community. Figure 11.15 below indicates possible locations to provide shade trees in the NE Quadrant:

- Length of tree planting corridors: 37,016 linear feet
- Number of shade trees estimated: @ 40' spacing= 925



FIGURE 11.15: NE QUADRANT LANDSCAPE IMPROVEMENTS

LEGEND

-  Quadrant Boundary
-  Parks, Open Spaces & Recreation
-  Water Body
-  Street Trees Proposed



NE QUADRANT IMPLEMENTATION STRATEGIES

To apply the initiatives and redevelopment projects identified for the NE Quadrant, the following implementation strategies can be used to guide future development throughout the CRA's remaining six year horizon:

TABLE 11.3: NE QUADRANT IMPLEMENTATION STRATEGIES

NE QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
NE1	Establish traffic calming measures, where necessary, throughout the quadrant, particularly along Atlantic Shores Boulevard.
NE2	Start design work for continuing NW 3rd Street to NW 8th Avenue.
NE3	Issue an RFP to upgrade the NE Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, the addition of a curb to the roadway, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
NE4	Provide charging ports for wheelchairs throughout the quadrant.
NE5	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
NE6	Establish traffic calming as required throughout the quadrant.
NE7	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors.
NE8	Continue to work with local artists to establish a strong sense of place in the NE Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the NE Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
NE9	Improve pedestrian connectivity by connecting the NE Quadrant to major community destinations through the Arts Trail.
NE10	Work with the City and County to improve FDOT light signalization.
NE11	Create a community garden for residents within the quadrant and initiate a regular farmer's market to sell local foods and goods.
NE12	Create a noise reduction strategy along the FEC corridor by providing buffering to the adjacent businesses and residential neighborhoods.
NE13	Implement low-impact development (LID) features to mitigate stormwater drainage issues.
NE14	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
NE15	Implement ADA standards in public places and civic plazas.
NE16	Develop gateway features and unique signage to signify entry into the NE Quadrant.
NE17	Reconfigure the roadways to include u-turns at regular intervals.
NE18	Reduce traffic congestion by providing enhanced multimodal facilities to encourage active transportation, such as the construction of the Arts Trail through the quadrant.
NE19	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
NE20	Create a multi-space parking facility and additional on-street parking to better serve the Hallandale Downtown Center.
NE21	Reconfigure the ingress-egress into FADD.
NE22	Explore developing the Big Easy parking lot into a flexible flea market space.
LONG TERM IMPLEMENTATION STRATEGIES	
NE23	Hallandale Downtown Center: Develop a new civic hub for the CRA in phases, starting with the new City Hall.
NE24	FADD: The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support the development of a restaurant and art district.
NE25	Underground services throughout the quadrant.
NE26	Establish new affordable housing units and home ownership assistance programs to increase the affordability of housing within the quadrant.
NE27	Support and help to develop the new downtown arts, residential and municipal complex.
NE28	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.



11.4 SE QUADRANT IMPROVEMENTS

WHAT WE HEARD- COMMUNITY ENGAGEMENT RESULTS

The SE Quadrant community engagement was grouped with the NE Quadrant in order to increase turn-out and provide a more meaningful environment for discussion and consultation. After the kick-off and strategy meetings, which brought the consulting team together with the City and CRA staff, the four quadrants were engaged to introduce the project by means of individual quadrant workshops. The initial community engagement workshop for the NE/SE Quadrants was conducted on May 7th, 2019, which was attended by 31 residents. The workshop included the “Do-It-Yourself” activity, which allowed smaller groups of participants to highlight pains and gains within the CRA, as well as redevelopment suggestions on a large site map. The pains and gains/suggestions highlighted by this exercise include:

PAINS

- Traffic Congestion and Calming
- Parking
- Noise Pollution due to FEC
- Water Drainage Issues
- Taxes

SUGGESTIONS

- Affordable Housing
- Incentives for New Businesses
- Technology (Smart Cities)
- Entertainment Center
- Expand FADD
- Sustainability Initiatives

A second and final workshop conducted to engage with the NE/SE Quadrants took place on June 24th, 2019. This workshop was used to receive input on the project’s strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan’s recommendations and missing information that needed attention. All the feedback received was used in the next stages to finalize solutions for enhanced mobility options and to support the desired plan for the HBCRA. Overall, the NE/SE Quadrant residents were most concerned with the traffic congestion, noise pollution, stormwater issues and a lack of parking experienced in their communities. Ideas such as the integration of smart technologies, sustainability and resilience strategies and affordable housing programs were brought to light through engagement with the NE/SE Quadrants.



NE/SE Quadrant Workshop Presentation



NE/SE Quadrant Workshop Panels



NE/SE Quadrant Workshop Focus Groups

Ultimately, the key community engagement takeaways from the NE/SE Quadrants include:

NE/SE QUADRANTS KEY TAKEAWAYS

FADD:
Ingress-egress into FADD, Parking, Expand the area for FADD, more pedestrian friendly design, create community area – i.e. Park

ENTERTAINMENT CENTER
Flea Market at “Big Easy” parking lot, Marketing Gulfstream – activities, Amusement Park

TRAFFIC CONGESTION AND PARKING

AFFORDABLE HOUSING

SMART CITIES – SMART BUILDINGS

TRAFFIC AND TRANSPORTATION

- Public Transportation
- Parking
- Traffic-Calming Measures
- Signage Provision
- DOT Light Sync Signalization
- Providing ‘U-Turns’ at Regular Intervals
- Noise Reduction Measures

INFRASTRUCTURE

- Affordable Housing
- Power Resilience
- Stormwater Drainage
- Undergrounding of Services
- Application of Smart Technologies
- More Green Parks

LOCAL ECONOMY

- Incentives for Small and Medium Entrepreneurs
- City Finances

ECONOMIC DEVELOPMENT

- Big Easy Parking Lot at Flea Market
- Casino
- Marketing of Gulfstream Activities
- Simple Amusement Park
- Entertainment Center

PLACEMAKING

- Complete Streets
- Landscape Beautification
- ADA for Public Places
- Branding of Streets
- Drinking Water

APPLYING THE COMMUNITY'S FEEDBACK

The input of SE Quadrant residents and stakeholders was foundational in the creation of redevelopment projects, strategies and programs to be implemented as a result of this redevelopment plan modification. As a community-led planning process, the results of the workshops undertaken have directly influenced the direction of the redevelopment for the CRA and the key takeaways were used to inspire future action.

This section will highlight the specific design improvements to be implemented within the SE Quadrant as a result of the community feedback collected during the engagement process. These specific redevelopment projects intend to uphold the vision for the Hallandale Beach CRA, whilst also addressing the concerns and 'wish list' items of the community. Throughout the upgrades and projects suggested within the NW Quadrant, the key CRA focus areas (Economic Development; Affordable Housing; Smart Cities and Sustainable Development; and Regional Coordination) will be incorporated, in keeping with the priority areas also identified by the SE Quadrant residents.

The following smaller scale infrastructural and streetscape updates will occur within the SE Quadrant neighborhoods to influence the creation of a Complete Streets network:

- **Priority Streetscapes**
- **Safer Intersections**
- **Bike Lanes**
- **Updated Sidewalk Infrastructure**
- **Street Lighting Upgrades**
- **On-Street Parking**
- **Landscape & Street Tree Improvements**

The following pages will highlight the application of these concepts within the SE Quadrant. For an understanding of their application on a CRA-wide scale, please refer to [Section 10: CRA-Wide Redevelopment Improvements](#).



NE/SE Quadrants Resident Workshop



NE/SE Quadrants Resident Workshop

PRIORITY STREETSCAPES WITHIN THE SE QUADRANT

Priority streetscape improvements are proposed for roadways with sidewalks that are most frequently used by pedestrians, and provide more amenities to the pedestrians, as well as other street users and modes. Few of the streets throughout the City of Hallandale Beach have had improvements constructed with the intent of slowing traffic, adding on-street parking and beautification. The few examples that do exist have been well received by the community and have achieved the goals of slower traffic and beautification within the neighborhood. The redevelopment plan modification recommends that the area's primary mobility corridors be upgraded as "complete streets" designed to balance the needs of pedestrians, cyclists, transit and cars. The priority streetscapes identified for the SE Quadrant include:

- S Federal Hwy
- SE 1st Ave

Design Interventions for Priority Streetscapes include:

- Minimum 5 feet sidewalk width
- High quality paving and stone curbing
- Shade trees with 50-foot spacing
- Seating area at mid-block and intersection locations
- Protective bollards at crosswalks
- Pedestrian scale lighting with common theme
- Signal mast arms at intersections
- Site furnishings: benches, waste receptacles, planters, etc.
- Hallandale Beach themed wayfinding and directional signage
- Hallandale Beach themed shaded bus shelters
- Information kiosks at strategic locations
- On-street parking where feasible
- Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations
- Addition of street trees to align with 'Regreening Hallandale' initiative



SE 1st Ave

SAFE INTERSECTIONS WITHIN THE SE QUADRANT

There are several important intersections within the Study Area that are presently unsafe for pedestrians. Field observations conducted during the inventory phase revealed a high percentage of pedestrians jaywalking to reach their destinations, both at intersections and mid-blocks. An increased number of improved crosswalks will promote pedestrian mobility and increase pedestrian safety.

The following intersections were identified through feedback received during the SE Quadrant community workshops and as part of the walkability audit conducted by the consultant team for improvement, as well as improving their streetscape and safety features for a better overall pedestrian experience:

- Dixie Hwy and SW 7th St

Design Interventions for Safer Intersections include:

The above SE Quadrant intersections are important places for pedestrians to orient themselves and make choices about moving around within the quadrant. To the extent possible, intersections should stand out from the length of blocks to indicate the presence of cross traffic. Ideally, each intersection should be built-in concrete. At the very least, a special paint pattern should be used to make crosswalks easily identifiable for pedestrians, motorists, and cyclists.



Dixie Hwy and SW 7th St Intersection

SE QUADRANT BIKE LANES

According to the NACTO Urban Bikeway Design Guide, “a cycle track (protected bike lane) is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic, either spatially or through a form of buffering, while also ensuring that cyclists are separate from pedestrian movements on the sidewalk, in order to avoid pedestrian-bike conflicts. Bikes are gaining popularity as an alternate mode of transportation in the City of Hallandale Beach CRA, warranting a connected cycling network linking the Planning Area neighborhoods with future transit service.

Considering the limited right-of-way widths available along the Planning Area’s major corridors, the following streets within the SE Quadrant are identified as potential candidates for providing Protected Bike Lanes, while Figure 11.6 highlights the overall bike lane additions (protected and on-street) that are proposed for the SW Quadrant:

- S. Federal Highway
- Old Federal Highway
- SE 3rd Street
- SEW 1st Ave
- Typical section: minimum 4’ feet wide, typical pavement section
- New bike lanes: 8,550 linear feet

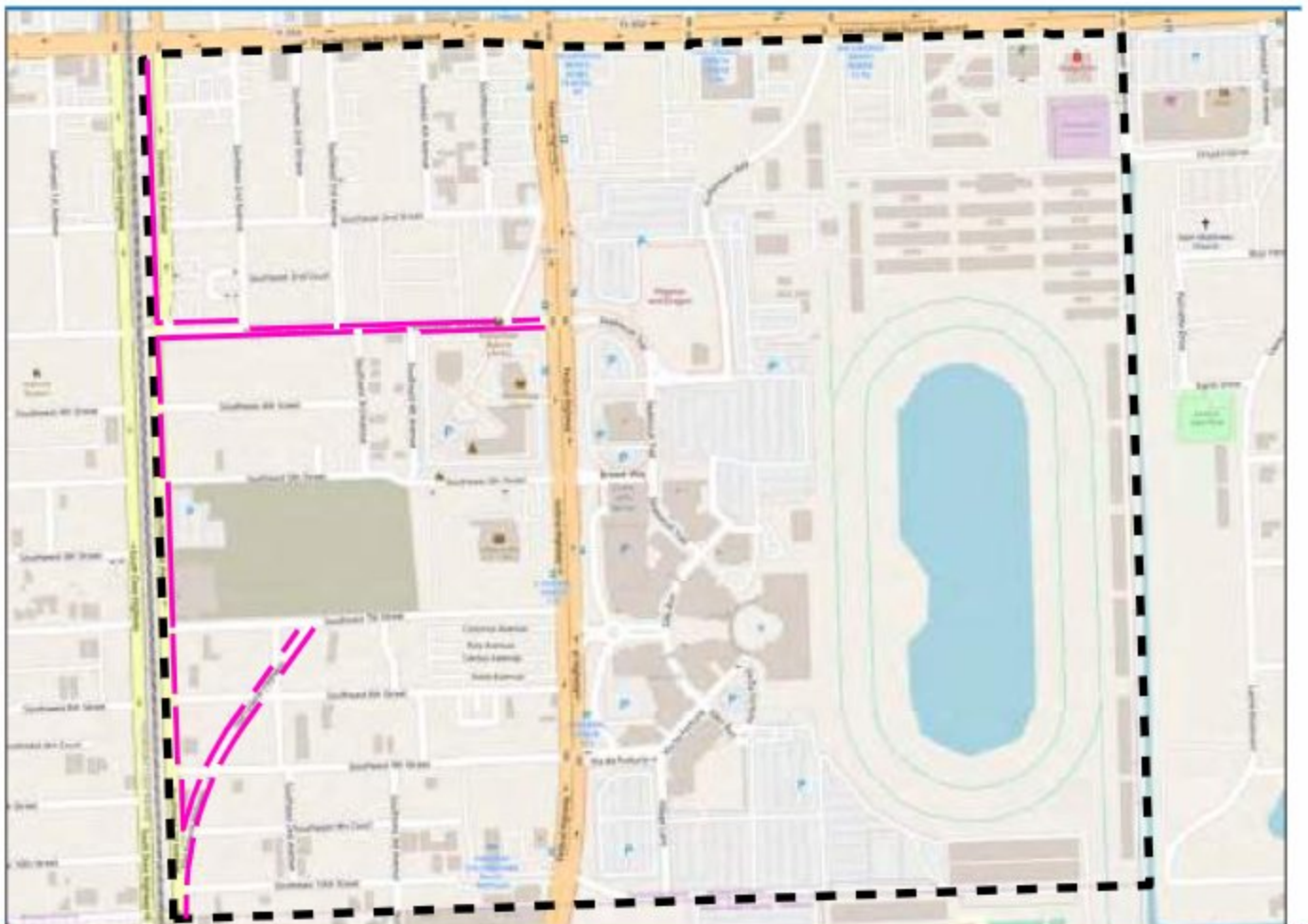


FIGURE 11.16: SE QUADRANT BIKE LANE ADDITION

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Potential Bike Lane Addition



SE QUADRANT UPDATED SIDEWALK INFRASTRUCTURE

New and repaired sidewalks were identified in the City's BODR, as well as by quadrant residents who indicated a need for improved pedestrian facilities. With the community's identification of a need for improved connectivity, the following sidewalk upgrades are proposed for the SE Quadrant:

- Typical section: 5 feet wide, 4 inches thick (6 inches through driveways), ADA ramps required at all connections to roadway, minimum on one side of roadway
- New concrete sidewalks: 30,313 linear feet
- Replacement sidewalks: 168 linear feet

- Repair tree damage: 40 linear feet (4 locations, 10 feet each)

The locations recommended within the SE Quadrant to apply these sidewalk upgrades are highlighted in Figure 11.17 below.

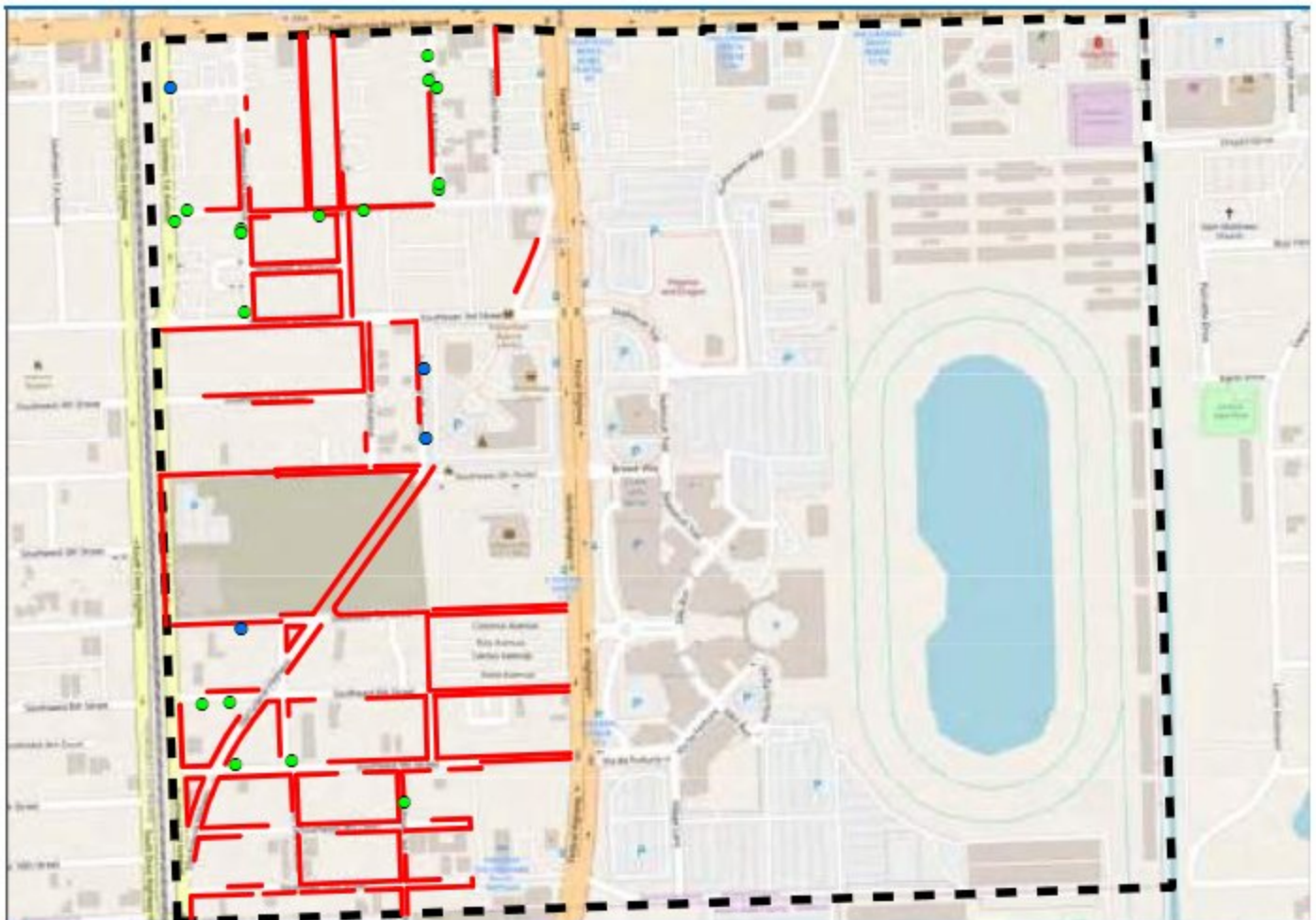
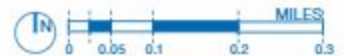


FIGURE 11.17: SE QUADRANT SIDEWALK UPGRADES

LEGEND

- | | | |
|-------------------|---------------------------------|----------------------|
| Quadrant Boundary | Parks, Open Spaces & Recreation | Sidewalk Tree Damage |
| Water Body | Sidewalk Repair | Proposed Sidewalks |



SE QUADRANT STREETLIGHT UPGRADES

Within the community workshops undertaken residents stated that current street lighting is either inconsistent or did not provide adequate illumination to provide a feeling of safety when navigating neighborhoods during the evening. The most common lighting fixture observed during an evening site visit was a small LED bulb attached to a simple concrete or wooden arm. This fixture was observed to provide very little illumination to the roadway. In addition to illumination issues, there are also clear inconsistencies between the roadways with regards to the aesthetic style of the fixtures utilized, with little uniformity throughout the CRA and various types noted. As such, it is recommended that the lighting improvements proposed provide for a consistent

appearance along both neighborhood residential and commercial corridors (Figure 11.18). The overhead utilities should be buried and the concrete and/or wood poles replaced with new poles of a consistent character. Undergrounding of the utilities will be noted in the recommended improvements, which have been divided by quadrant as follows:

- Length of roadway lighting improvements: 3,085 feet
- Number of new light poles: at 100 ft o.c. spacing= 31
- Number of light poles repaired or replaced: 5



FIGURE 11.18: SE QUADRANT STREETLIGHT UPGRADE

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Streetlight Improvements
- Streetlights Damaged



SE QUADRANT ON-STREET PARKING EXPANSION

There is a clear need and desire for additional on-street parking along primary corridors and main activity nodes in Hallandale Beach. However, providing an excess of parking along the streets takes up a lot of potential pedestrian-oriented public realm and adds to traffic congestion in accessing parking spaces on the street. Therefore, it is essential to incorporate on-street parking optimization strategies including pricing, provision at strategic locations and technological integration.

On-street parking in Hallandale Beach is a limited resource that is essential in supporting residential and commercial activity. As such, the locations highlighted in Figure 11.19 below within the SE Quadrant have been identified as ideal locations to expand the CRA's on-street parking provision:

SE Quadrant on-street parking expansion consists of:

- Typical section: 9' feet wide, 20' long, typical pavement section
- New parallel parking spaces: 1,288 linear feet = 64 new spaces

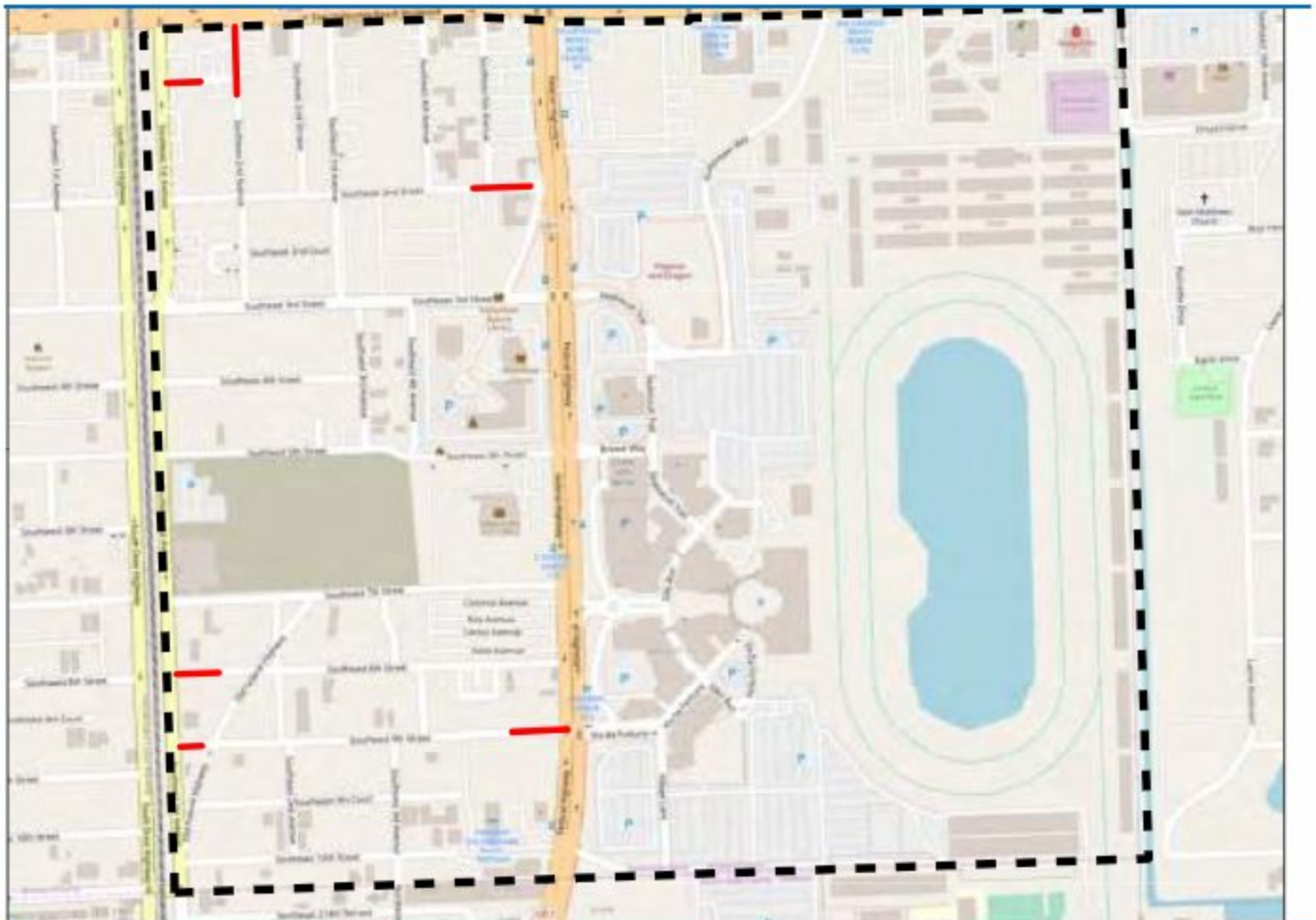


FIGURE 11.19: SE QUADRANT ON-STREET PARKING EXPANSION

LEGEND

- Quadrant Boundary
- Parks, Open Spaces & Recreation
- Water Body
- Potential On-Street Parking



SE QUADRANT LANDSCAPE IMPROVEMENTS

In keeping with the CRA's 'Regreening Hallandale' initiative to create a consistent network of canopy and flowering trees throughout the entire CRA, the addition of street trees is an important component of complete streets that is currently inconsistent throughout the CRA. In addition to street trees, landscape elements such as bioswales will provide shrubs and groundcover to enhance the resilience of the community. Figure 11.20 below indicates possible locations to provide shade trees in the SE Quadrant:

- Length of tree planting corridors: 24,236 linear feet
- Number of shade trees estimated: @ 40' spacing= 606



FIGURE 11.20: SE QUADRANT LANDSCAPE IMPROVEMENTS

LEGEND

- Quadrant Boundary
- Water Body
- Parks, Open Spaces & Recreation
- Street Trees Proposed



SE QUADRANT IMPLEMENTATION STRATEGIES

To apply the initiatives and redevelopment projects identified for the SE Quadrant, the following implementation strategies can be used to guide future

development throughout the CRA's remaining six year horizon:

TABLE 11.4: SE QUADRANT IMPLEMENTATION STRATEGIES

SE QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
SE1	Establish traffic calming measures, where necessary, throughout the quadrant, particularly along Hallandale Beach Boulevard.
SE2	Create and fund a facade improvement program that supports local businesses.
SE3	Issue an RFP to upgrade the SE Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, the addition of a curb to the roadway, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
SE4	Develop a workforce recruitment 'Hire Local' initiative through the Hallandale Downtown Center development to ensure that there is a commitment to creating jobs for local residents.
SE5	Utilize existing preliminary design and estimates of probable cost to provide improvements to Federal Highway, which include circulation, landscaping, curbing and drainage upgrades.
SE6	Provide charging ports for wheelchairs throughout the quadrant and Hallandale Downtown Center development.
SE7	Create an expanded marketing initiative for activities at Gulfstream Park.
SE8	Rezone the greyhound facilities formerly housed at Gulfstream Park.
SE9	Work with the City to rezone properties within the quadrant, specifically those required for Hallandale Downtown Center, to allow additional density, a mix of uses and a modern built form.
SE10	Work with the Post Office site on acquiring a developer and issue an RFP for the development of the City Hall site.
SE11	Explore public-private partnership (P3) arrangements to assist in funding the Hallandale Downtown Center publicly-owned lands.
SE12	Create an expanded marketing initiative for activities at Gulfstream Park.
SE13	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
SE14	Establish traffic calming as required throughout the quadrant, especially within the proposed Hallandale Downtown Center development.
SE15	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors
SE16	Continue to work with local artists to establish a strong sense of place in the SE Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the SE Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
SE17	Improve pedestrian connectivity by connecting the SE Quadrant to major community destinations through the Arts Trail.
SE18	Work with the City and County to improve FDOT light signalization.
SE19	Create a community garden for residents within the quadrant and initiate a regular farmer's market to sell local foods and goods.
SE20	Create a noise reduction strategy along the FEC corridor by providing buffering to the adjacent businesses and residential neighborhoods.
SE21	Implement low-impact development (LID) features to mitigate stormwater drainage issues.
SE22	Develop a job training program and incubator center to help local businesses and start-ups become established within the quadrant.
SE23	Develop gateway features and unique signage to signify entry into the SE Quadrant.
SE24	Reconfigure the roadways to include u-turns at regular intervals.
SE25	Reduce traffic congestion by providing enhanced multimodal facilities to encourage active transportation, such as the construction of the Arts Trail through the quadrant.
SE26	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
SE27	Create a multi-space parking facility and additional on-street parking to better serve the Hallandale Downtown Center.
LONG TERM IMPLEMENTATION STRATEGIES	
SE28	Explore the potential development of a STEM/Vocation/Innovation/IT/Fashion School or University/College satellite campus.
SE29	Underground services throughout the quadrant.
SE30	Establish new affordable housing units and home ownership assistance programs to increase the affordability of housing.
SE31	Hallandale Downtown Center: Develop a new civic hub for the CRA in phases, starting with the new City Hall.
SE32	Support and help to develop the new downtown arts, residential and municipal complex.
SE33	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.



An aerial photograph of a soccer field with a goal and players. The field is green, and the goal is red with a white net. A player in a purple jersey is visible near the goal. The background is a blurred aerial view of a soccer field with a goal and players.

12

PUBLIC SAFETY STRATEGIES & CRIME ANALYSIS

CRIME ANALYSIS
PUBLIC SAFETY STRATEGIES

12.1 CRIME ANALYSIS

With a crime rate of 40 per one thousand residents, Hallandale Beach has one of the highest crime rates in America compared to all communities of all sizes - from the smallest towns to the very largest cities (Figure 11.1). One's chance of becoming a victim of either violent or property crime here is 1 in 25. Within

Florida, more than 81% of the communities have a lower crime rate than Hallandale Beach. Importantly, when compared to other communities of similar population, then Hallandale Beach crime rate (violent and property crimes combined) is quite higher than average.

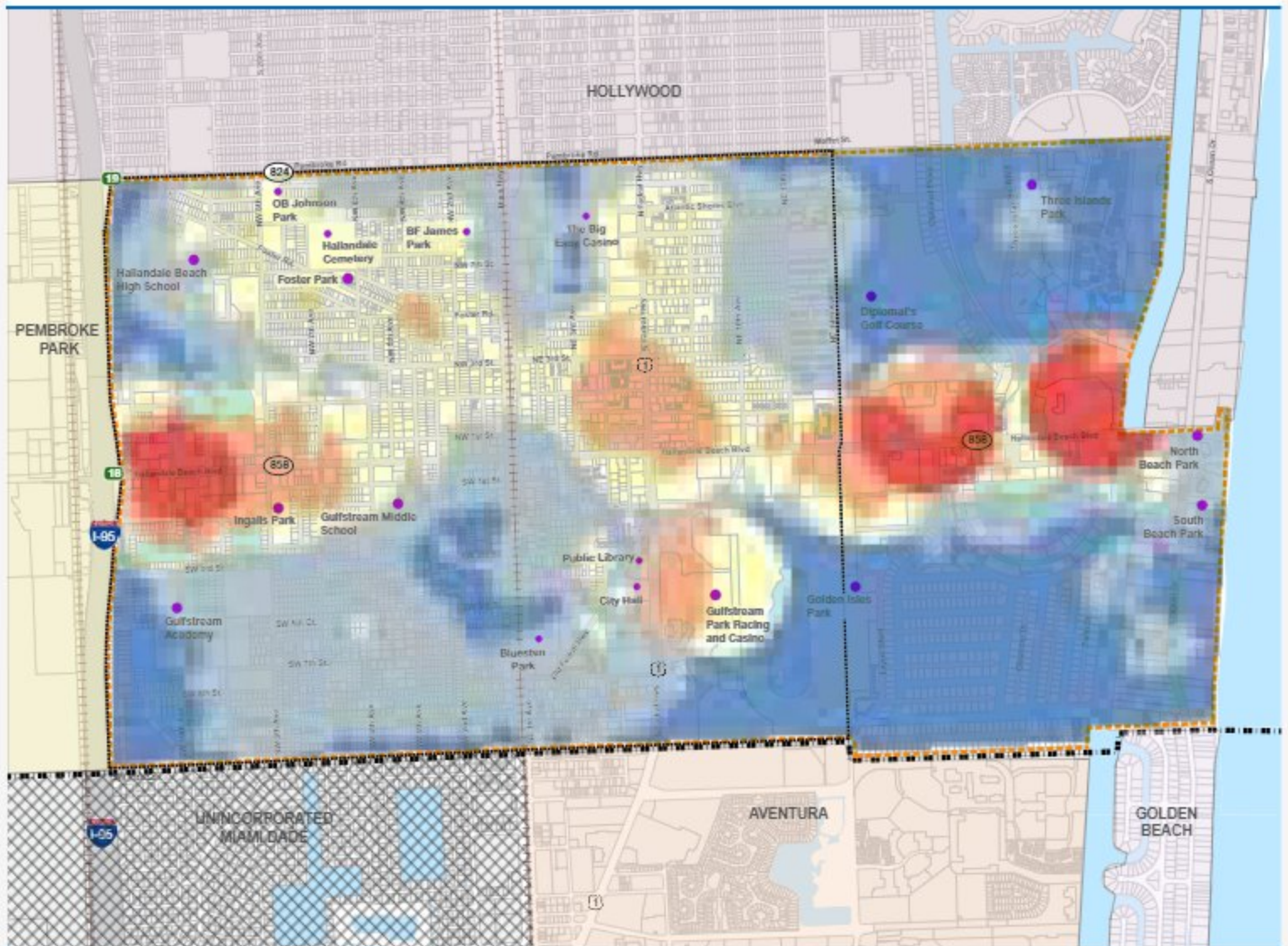


FIGURE 12.1: CRIME DATA

LEGEND

- Miami Dade County Boundary
- Major Corridors
- Hallandale Beach City Boundary
- Interstate Exit Numbers
- CRA Boundary
- Proposed FEC Passenger Rail
- Parks, Open Spaces & Recreation
- Landmark/Destination
- Water Body





HALLANDALE BEACH ANNUAL CRIMES

	VIOLENT	PROPERTY	TOTAL
Number of Crimes	228	1,351	1,579
Crime Rate (per 1,000 residents)	5.72	33.92	39.64

FIGURE 12.2: 2018 HALLANDALE BEACH CRIME INDEX AND ANNUAL CRIME RATE

HALLANDALE BEACH VIOLENT CRIMES

POPULATION: 39,831

	MURDER	RAPE	ROBBERY	ASSAULT
Report Total	3	17	70	138
Rate per 1,000	0.08	0.43	1.76	3.46

UNITED STATES VIOLENT CRIMES

POPULATION: 325,719,178

	MURDER	RAPE	ROBBERY	ASSAULT
Report Total	17,284	125,755	219,354	833,823
Rate per 1,000	0.05	0.43	0.68	2.49

FIGURE 12.3: 2018 HALLANDALE BEACH VIOLENT CRIMES WHEN COMPARED TO U.S. AVERAGES

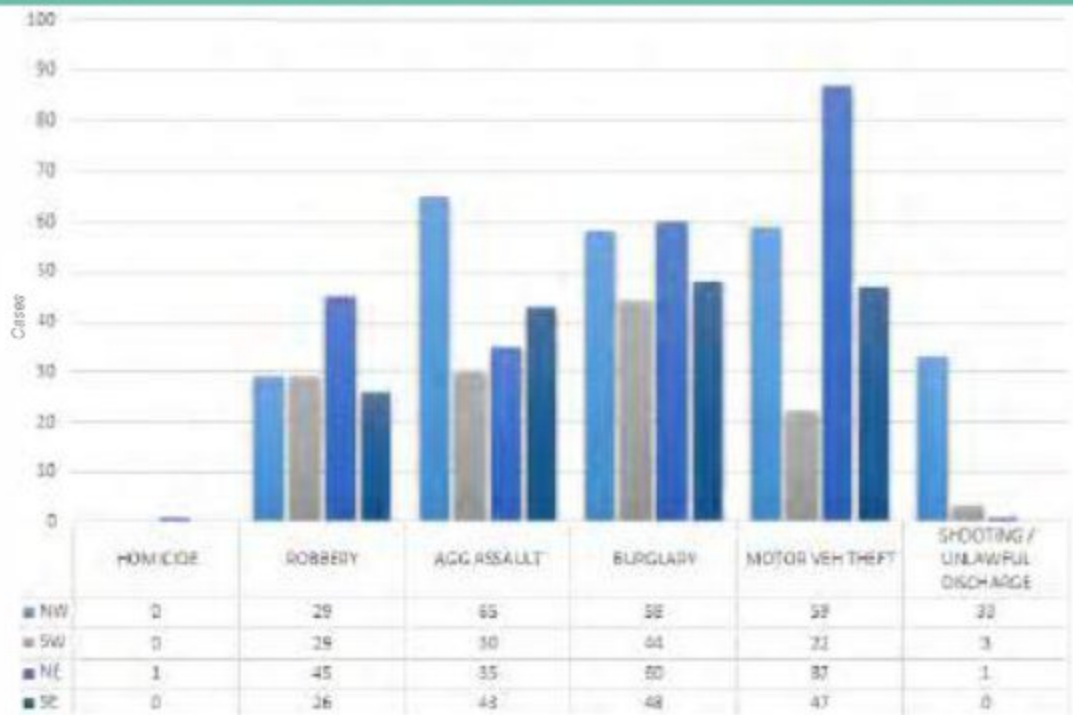


FIGURE 12.4: 2018 HALLANDALE BEACH FREQUENCY AND DISTRIBUTION OF CRIMINAL ACTIVITY BY CRA QUADRANT

Source: neighborhoodscout



12.2 PUBLIC SAFETY STRATEGIES

The crime rate in the Hallandale Beach CRA poses a threat to the success of the Redevelopment and its attractiveness to future residents. In order to manage crime and improve safety for current and future residents and visitors, the following public safety strategies could be deployed:

CREATE SAFE PLACES

Through the use of Crime Prevention through Environmental Design (CPTED) principles, opportunities for crime in the places that Hallandale CRA residents live, work and interact can be reduced to ensure the safety of public places. Environmental Design strategies that have been successful in reducing criminal activity include:

Natural Surveillance: Facilitate observation and an 'eyes on the street' condition in which both privately-owned and public spaces are subject to the observation of residents or those using the space (i.e. windows overlooking property, well lit public spaces, etc.). By employing natural surveillance as a principle in the design of open spaces, it ensures that the potential threat of crime are reduced due to an increased perception of the risk of being caught during the crime.

Natural Access Control: Access to both privately-owned and public spaces should be controlled to reduce the risk of trespassing and associated crimes. Access control can be achieved through the use of barriers like fencing or landscaping that limit entrance to a property or public space. The transitions between public to semi-private and private spaces should be clearly demarcated to control access.



Landscape Buffer



Mid-block fencing and landscape buffer



Well lit public spaces



Eyes on the street



Ground-floor residential fencing

Territorial Reinforcement: Activities that promote a sense of ownership over public spaces particularly, should be sought to ensure that spaces are regularly occupied and cared for by local residents, as well as City staff. The use of public spaces throughout all times of the day can assist in deterring criminal activity, due to an enhanced risk of perception. Additionally, sense of ownership can be instilled by providing community members with the opportunity to have control over public spaces with initiatives such as community gardens, public art projects and community-led pop-up events. Activities that are safer in nature (i.e. community gardens) should be placed in more vulnerable areas (i.e. vacant land) to increase surveillance and improve overall safety.



Community Garden



Pop-up Events



Public Art

Maintenance: The continued maintenance of public spaces should be prioritized, especially in public spaces, as this provides the illusion that an area is cared about and occupied, thereby reducing the chance of crimes like vandalism. Often, unmaintained and highly vandalized areas invite higher crime rates, while well cared for spaces speak to community pride and are less likely to be impacted by criminal activity.



Community Garden Stakeholders



Streetscaping Maintenance

Technological Security: In addition to the CPTED principles for enhanced public safety, technologies can be leveraged to align with the CRA's Smart Cities focus and to provide more efficient methods of overcoming the community's high crime rate. Technology should be used heavily within the CRA to complement the community-led security measures described prior, as paired with grassroots intervention, it can offer efficient ways of monitoring the community and penalizing offenders. With society's rapid advancements in technology, there are a multitude of ways in which security can be enhanced through smart technologies. The following examples represent some of the various ways the HBCRA can enhance public safety through the use of technology:

Cameras & Surveillance

In addition to natural surveillance of private and public spaces within the CRA, digital surveillance can also provide enhanced security, as well as a crime deterrent. In public spaces, the presence of security cameras creates a heightened risk of detection for criminal activity, and thereby reduces the likelihood that a crime will occur in that space. Additionally, CRA residents can be empowered to provide additional security of their properties through smart home monitoring systems and cameras, which could be incentivized by the CRA to encourage their use. For example, doorbell security cameras are a new trend in home security that could help CRA residents protect their assets and prevent break-ins or other crimes from occurring or going undetected in their neighborhoods.

License Plate Readers

Automated license plate readers (LPR) are computerized systems that provide street-level surveillance to assist local police in detecting and investigating criminal activity. LPR cameras are generally mounted to streetlights, police cars, or highway overpasses to capture license plate data and other vehicle information in real-time. The use of LPR technology in the HBCRA could be a useful tool for police to track criminal activity and also deter drivers or residents from engaging in unsafe driving practices or criminal activity in monitored areas.

Aerial Vehicle Detection

Drones, equipped with live-feed video cameras, heat sensing and radar, can be an effective and sophisticated method of monitoring the CRA and assisting the local police enforcement in investigations. The data collected by drones, whether through supplementary technologies like gunshot detection, facial recognition,

or GPS, can be very effective in tracking and preventing crime within the HBCRA.

Smart Street Lighting Systems

Both useful for enhancing public safety and reducing energy consumption, smart street lighting uses sensors to control lighting remotely and to adapt in real-time. Smart street lights detect movement, dimming when no activity is detected, while also brightening when pedestrian, cyclist or vehicle movement are observed. These systems can be networked to alter remotely and sensors can be used to detect crime, gunfire and to make public safety announcements in emergency situations. The adaptability of smart street lighting makes it a very useful tool for communities to apply in order to improve public safety, especially during the evening.

Predictive Policing and Emergency Response

Crime statistic analysis, weather trends and other spatial information can be used as valuable data and artificial intelligence to justify the deployment and distribution of law enforcement resources more efficiently. Predictive policing is used to predict crime 'hotspots' based on observed patterns and to provide surveillance accordingly. Additionally, in extreme weather situations, data can be leveraged to deploy emergency response teams and to identify vulnerable areas in the CRA that require additional attention.



Doorbell Camera Technologies



Mounted License Plate Reader and Police Drone



Predictive Policing Software and Smart Street Lighting

STRENGTHEN COMMUNITY BONDS

In addition to environmental design tactics for enhancing public safety, the inclusivity and social interaction experienced in the CRA can aid in the creation of community bonds and reduce resident isolation to create a higher quality of life. Social capital, in the form of meaningful relationships with neighbors and fellow community members, can be a method of reducing isolation and the increased vulnerability to crime that results. By providing places within the CRA for members of the community to interact and build relationships, the community consequently becomes less vulnerable to crime. Community events that celebrate the diverse cultural groups which reside within the CRA can also create a sense of pride and ownership within the City, creating activity and occupancy in public places and ensuring the continued maintenance of gathering spaces.

These strategies serve as a starting point for public safety initiatives within the Hallandale CRA, and offer grassroots methods of improving the crime rate that currently threatens the success of the Redevelopment Plan. While the list is not exhaustive, the strategies provided are 'quick wins' and highlight cost-effective ways of reducing the community's vulnerability to crime.



Community events promoting safety and improving relations between residents and local law enforcement officers

13

IMPLEMENTATION STRATEGIES

PHASED APPROACH TO IMPLEMENTATION

OVERALL CRA-WIDE REDEVELOPMENT GOALS & STRATEGIES

REDEVELOPMENT IMPLEMENTATION STRATEGIES, BY QUADRANT

PENINSULA 124



13.1 PHASED APPROACH TO IMPLEMENTATION

The success of this Plan ultimately rests on the coordinated efforts of the various agencies and stakeholders serving the Hallandale Beach CRA. Through this master planning process, the City of Hallandale Beach and Community Redevelopment Agency have initiated dialogue and established pivotal relationships between key players that will have a significant impact on the revitalization of the area surrounding the new catalytic projects. The city intends to utilize the synergies created by this planning effort to strengthen its role in providing a higher standard of living for its citizens. This chapter outlines the anticipated organizational framework and recommended implemented functions intended to serve as a guideline for the various stakeholders involved in turning this vision into reality.

Implementation of the Strategic Plan will require the coordinated efforts of the City of Hallandale Beach, Broward County, other government agencies, local business organizations, property owners, the private sector, area institutions and residents. These efforts will be coupled with the employment of various organizational, legal, funding and promotional techniques to successfully implement the program. Council support and management of the program's activities will provide the system to carry out the recommendations presented in this Plan.

It is necessary to establish lines of communication between all sectors of the community to positively affect change in the Planning Area. Developers and entrepreneurs will be key contributors. Strong public-private partnerships will be crucial to the long-term success of the redevelopment effort.

The following pages illustrate how the vision and recommendations presented in the City of Hallandale Beach CRA Redevelopment Plan Modification translate to a phased series of implementation strategies, grouped by the time frame for their implementation. The implementation matrix provided identifies actionable items for implementation, as well as tangible Community Redevelopment Programs that can be initiated to work towards the Redevelopment vision.

The time frame for implementation is categorized as follows, based on the six (6) remaining years in the CRA's horizon:

IMMEDIATE: 1-3 YEARS
MEDIUM TERM: 3-5 YEARS
LONG TERM: 5+ YEARS

The approach to implementation is first divided by redevelopment goals carried forward from the original 2012 CRA Implementation Plan, which address the key focus areas for the redevelopment plan modification (economic development; smart city and sustainable development; regional coordination; and affordable housing):

Redevelopment Goal I: Pursue an active marketing and public information approach to the implementation of the CRA Redevelopment Plan.

Redevelopment Goal II: Enhance and reinforce the CRA Quadrants.

Redevelopment Goal III: Eliminate substandard housing and provide affordable housing alternatives.

Redevelopment Goal IV: Redevelop the CRA in a manner that is energy efficient and sustainable.

Redevelopment Goal V: Integrate smart city technologies throughout the CRA.

The overall CRA-wide implementation strategies are then discussed, as identified by the community and building upon the former CRA Implementation Plan from 2012. These strategies are followed by an analysis of the implementation initiatives proposed for each individual quadrant.

13.2 OVERALL CRA-WIDE REDEVELOPMENT GOALS & STRATEGIES

TABLE 13.1: REDEVELOPMENT GOAL I

Redevelopment Goal I: Pursue an active marketing and public information approach to the implementation of the CRA Redevelopment Plan.

IMMEDIATE IMPLEMENTATION STRATEGIES

1A	Hire a public relations firm to develop an image and marketing program, strategies and materials to include the Arts Trail, Harlem Village, FADD, potential Train Station and Hallandale Downtown Center.
1B	Develop an implementation schedule for marketing, to include success milestones.
1C	Establish a permanent Art-in-Public-Places Program and continue to work with local artists to establish a strong sense of place in the CRA through arts and culture.
1D	Work to set up a new Main Street or similar organization for the FADD, Harlem Village and Foster Road or a combined District.
1E	Continue to market job opportunities created as a result of the redevelopment projects proposed to build the local workforce.

MEDIUM TERM IMPLEMENTATION STRATEGIES

1F	Establish a proactive public relations program designed to increase national and international awareness of the CRA, specifically geared towards attracting tourists to new developments, such as Harlem Village and Hallandale Downtown Center.
1G	Explore the potential deployment of an online, 24/7 community engagement platform through which citizens can comment on the progress of the Redevelopment Plan projects and provide ideas and data in real-time. This 'City Dashboard' will also be useful to disseminate information and keep citizens informed of any disruptions that construction will cause.

LONG TERM IMPLEMENTATION STRATEGIES

1H	Develop detailed architectural guidelines for non-residential projects, including public works projects.
1I	Develop a signage program for the entire CRA.
1J	Partner with business and industry representatives to market the CRA Redevelopment Plan and lobby for funding.

TABLE 13.2: REDEVELOPMENT GOAL II

Redevelopment Goal II: Enhance and reinforce the CRA Quadrants.

IMMEDIATE IMPLEMENTATION STRATEGIES

2A	Apply for grants or seek available funding to provide for redevelopment opportunities that are compatible with the potential future commuter rail station.
2B	Empower CRA residents to nominate a resident representative from each quadrant to meet with CRA staff quarterly, allowing for ongoing communication with the community and to monitor the success of redevelopment projects throughout their implementation.
2C	Provide traffic calming improvements throughout the neighborhoods as necessary.
2D	Work with residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood, community and market gardens.
2E	In order to address a pandemic or other health or public safety related, or emergency matter, in order to prevent the expansion of slum or blighted conditions as defined under Florida Statute 163 Part III, the CRA is empowered to develop programs in the areas of economic development, housing, and technology, education, food security/ insecurity or infrastructure. This includes the ability to work with various non-profit organizations that provide necessary services that relate to food, housing, employment, or business, or education.
2F	In the event of a pandemic or other official state of emergency, the CRA is empowered to work with locals schools within the CRA in order to address information technology and programmatic shortcomings as it pertains to the students.

MEDIUM TERM IMPLEMENTATION STRATEGIES

2G	Develop a wayfinding and signage program that distinguishes between the quadrants and provides a unique sense of arrival within each neighborhood.
2H	Establish a neighborhood safety program for each quadrant, which empowers residents to work towards enhanced public safety within their quadrant and the broader CRA.
2I	Provide traffic calming improvements throughout the neighborhoods as necessary.

LONG TERM IMPLEMENTATION STRATEGIES

2J	Upgrade neighborhood streets to become complete streets, inclusive of various modes of transportation, with a consistent design language and style throughout each quadrant.
2K	Upgrade critical roadways including, but not limited to improving storm drainage, providing sidewalks, street landscaping, improved streetlighting, bike lanes and irrigation.
2L	Utilize existing preliminary design and estimates of probable cost for provision of improvements to critical roadways to include landscaping, curb and gutter and drainage updates.
2M	Identify and acquire potential site(s) for pocket park development.
2N	Develop the Arts Trail to connect all four quadrants in a pedestrian/cyclist-oriented environment.

*For the quadrant-specific implementation strategies, refer to [Section 13.3](#) to follow.



TABLE 13.3: REDEVELOPMENT GOAL III

Redevelopment Goal III: Eliminate Substandard Housing and Provide Affordable Housing Alternatives.	
IMMEDIATE IMPLEMENTATION STRATEGIES	
3A	Provide relocation assistance as necessary for residents displaced through the CRA's redevelopment projects.
3B	Provide subsidies to assist income qualified buyers in obtaining affordable housing.
3C	Fund substantial renovations and rehabilitative efforts on existing affordable housing units, facade upgrades, driveways, landscaping, safety features, drainage and infrastructural upgrades to remediate deteriorating housing within the CRA.
3D	Develop a community program, in partnership with a non-profit organization, to provide homeownership preparedness resources.
3E	Establish an appropriate affordable housing target, based on demand, to require a certain percentage of all units included within new developments in the CRA to be designated as affordable.
3F	Identify funding for, and begin acquisition of vacant lots in CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes.
3G	Develop and fund new housing programs including new rental assistance programming, and other innovative programming designed to address affordable housing needs for both renters and buyers.
3H	CRA should take all steps legal and necessary to mitigate affordable housing challenges during a national, state, or local state of emergency, or public health issue that may lead to increased instances of slum and blight in the future. This includes the ability to work with various non-profit organizations that provide necessary services that relate to food, housing, employment, or business, or education.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
3I	Develop Affordable Housing and Rental Housing Design Guidelines to establish requirements for new housing and rental housing.
3J	Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage (including bioswales), street landscaping and easily identifiable on-street and off-street parking areas.
3K	<p>Consider the enactment of regulations encouraging on-site ownership of rental properties, including, but not limited to:</p> <ul style="list-style-type: none"> • Provision of incentives, such as property tax rebates for owners who live on site • CRA-wide enforcement of a policy that would prohibit mitigation of code enforcement fines after a prescribed number of violations • Establishment of a registration program for absentee owners with a fee attached. Revenues to be used for demolition or acquisition of properties in the CRA • Update the map of property ownership and vacant parcels on an annual basis to determine the effectiveness of the City's effort to reduce absentee ownership • Establish and communicate to the public a "zero tolerance" City Commission policy for property neglect that is directed at absentee rental properties (utilize crime and police/fire call statistics as a rational nexus) <p>Coordinate with the BSO to provide and oversee a mentored community service program directed at neighborhood improvement and reduction of crime and code enforcement offenses in the CRA neighborhoods</p>
3L	Encourage solar powered outdoor lighting or other energy efficient lighting, such as LEDs, in all areas.
3M	Increase code enforcement activity for deteriorated housing conditions and unkempt vacant lots. To achieve this, the CRA could potentially fund a new position that would be assigned primarily to the CRA.
3N	Proactively initiate building and zoning code enforcement for units that have been illegally converted.
3O	Identify blighted properties within the CRA for acquisition and redevelopment to be used in creating pocket parks and additional affordable housing.
3P	Develop programs or projects to reduce crime and the perception of crime.
3Q	Coordinate with housing providers such as Habitat for Humanity, Aging and Disability Resource Center of Broward County, Florida Home Builders and Builders Association of South Florida to provide a series of pre-reviewed and readily approvable plans for safe, affordable, accessible, attractive and energy efficient housing for use by the CRA's residents.
LONG TERM IMPLEMENTATION STRATEGIES	
3R	Establish land use designation and zoning densities that would allow residential densities greater than 15 units per acre on average to address overcrowding and to support the planned commuter rail station.
3S	Form partnerships with housing finance agencies and entities to assist residents in purchase and/or rehabilitation of housing and to encourage home ownership.
3T	Address the negative impacts of foreclosures and promote neighborhood stability.
3U	Work with the City's external partners and support programs designed to increase the income levels of low income households such as workforce preparation/job training and employment preference initiatives.
3V	Seek funding to implement programs for the development of future housing opportunities in the CRA that are affordable to residents of low or moderate income, including the elderly.
3W	The CRA shall be empowered to complete sidewalk/pedestrian improvements in all CRA neighborhoods.
3X	Identify projects, such as community entry features and unique street and Quadrant signage that will establish a positive sense of community identity.
3Y	Encourage redevelopment of parcels that contain structures deteriorated beyond standard repair.
3Z	Provide a range of housing types at varying costs to address affordability, overcrowding and access for the elderly and physically handicapped.



TABLE 13.4: REDEVELOPMENT GOAL IV

Redevelopment Goal IV: Redevelop the CRA in a manner that is Energy Efficient and Sustainable.	
IMMEDIATE IMPLEMENTATION STRATEGIES	
4A	Adopt a Model Energy Efficiency Redevelopment Program that is incentive-based and focused on the CRA.
4B	Use the City's website to market the CRA's energy efficiency program and to advocate for "Green" redevelopment.
4C	Utilize pervious paving features and low impact development (LID) techniques, whenever applicable, in new infrastructural projects to ensure stormwater retention is adequate and flooding is avoided.
4D	Create a community garden program for the CRA which supports the growth of local foods.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
4E	Continue to apply the 'Regreening Hallandale' program and meet the 3,000 tree planting objective for the CRA.
4F	Seek a Florida Green Building Coalition (PGBC) Local Government designation for the CRA and maintain that designation once it has been obtained.
4G	Enact a resolution maintaining the CRA's Commitment to the U.S. Conference of Mayors' Climate Protection Agreement, which is directed at the reduction of greenhouse gas emissions.
4H	Create a system of accountability that requires periodic reporting to the CRA on efforts towards achieving its energy efficiency goals with input and recommendations from the CRA Director.
4I	Conduct energy audits for all municipal buildings/facilities in the CRA to establish a baseline for measuring future savings; identify needed improvements and upgrades; create a priority list; establish a target date and ensure that all municipal buildings and facilities are retrofitted with low cost saving devices.
4J	Plant native, drought resistant species in open space areas in the CRA that are owned and/or maintained by the CRA.
4K	Promote water reuse and recycling, including gray water, and rainwater harvesting in public and private development in the CRA.
4L	Ensure that vehicles purchased with CRA funds are equipped with alternative fuel, hybrid or electric technology.
4M	Integrate a smart street lighting strategy within the CRA to reduce energy consumption in less-travelled areas.
4N	Develop a carbon footprint tracking application for residents and public works staff to track personal and CRA-wide progress towards a greener future.
4O	Integrate green roofs into the design of new buildings to reduce urban heat island effect and provide additional green spaces to the community.
4P	Invest in sustainable infrastructure, such as electric vehicles and electric vehicle infrastructure (i.e. EV charging stations).
LONG TERM IMPLEMENTATION STRATEGIES	
4Q	Coordinate with Florida Power & Light (FPL) to allow for the use of easements under its main transmission lines in the CRA for installation of solar panels and other alternative energy producing devices, as appropriate, and assist in the provision of energy producing devices for those areas.
4R	Establish an internal administrative process for implementing the Model Energy Efficiency Redevelopment Plan in the CRA, which includes a menu of incentives, processing requirements and penalties for non-compliance.
4S	Outsource the review of "Green" building applications or provide professional green development/building training for key staff in planning and zoning departments to review applications for redevelopment activities in the CRA.
4T	Establish a Climate Action Plan, in coordination with the City, to respond to and prepare for the effects of climate change and sea level rise, specifically.
4U	Explore the potential application of green energy production in the CRA (ie. Solar-powered street lighting).

TABLE 13.5: REDEVELOPMENT GOAL V

Redevelopment Goal V: Integrate Smart City Technologies throughout the CRA.	
IMMEDIATE IMPLEMENTATION STRATEGIES	
5A	Explore potential locations throughout the CRA area to use as a pilot site for a 'Smart' Parking program.
5B	Provide universal Wi-Fi service within all public spaces, bus shelters and publicly-owned buildings within the CRA.
5C	Create interactive wayfinding installations at key locations within the CRA (i.e. Harlem Village, FADD, Downtown Center, bus shelters) to make travel through the CRA simpler and more pedestrian-friendly.
5D	Provide electric vehicle (EV) charging stations in existing and proposed parking lots, particularly those adjacent to community facilities.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
5E	Establish a 'Smart Lighting' program, in which sensors can be remotely accessed to adjust lighting according to community needs.
5F	Leverage smart technologies and data analytics to improve the safety of the community and to deter or prevent criminal activity.
5G	Explore the potential deployment of an online, 24/7 community engagement platform through which citizens can comment on the progress of the Redevelopment Plan projects and provide ideas and data in real-time. This 'City Dashboard' will also be useful to disseminate information and keep citizens informed of any disruptions that construction will cause.



5H	Develop a public works smart phone grievance application to report maintenance requests, deploy emergency responders and to track maintenance activities within the CRA.
5I	Explore the integration of an electric scooter program within the CRA to encourage green mobility and enhance first and last mile connectivity.
LONG TERM IMPLEMENTATION STRATEGIES	
5J	Develop a CRA-wide 'Smart' Parking program that applies to all public parking throughout the CRA.
5K	Deploy a smart energy program to optimize the consumption of energy in the community by providing real-time analytics and using sensor-based technologies to make residents aware of their consumption patterns and how to make tangible reductions in their everyday lives.
5L	Explore the integration of 5G technologies within the community.
5M	Deploy a fleet of potentially autonomous mini-buses or shuttles to provide first and last mile micro-transit service throughout the CRA.
5N	Utilize smart asset management programs to monitor buildings, public realm, and climate conditions in order to inform future design and planning decisions.
5O	Monitor and utilize applications to optimize active transportation and transit usage.

TABLE 13.6: GENERAL CRA-WIDE IMPLEMENTATION STRATEGIES

General CRA-Wide Implementation Strategies	
IMPLEMENTATION STRATEGIES – IMMEDIATE AND ONGOING	
CRA1	Utilize CRA funds to market the CRA and to attract and retain business.
CRA2	Identify priority areas for redevelopment and direct property acquisition efforts towards assemblage of parcels to accommodate redevelopment in those areas.
CRA3	Conduct an analysis to further define the preliminary costs for acquisition of properties needed for implementation of the CRA Redevelopment Plan.
CRA4	Ensure that in the acquisition and/or disposition of property in the CRA the City retains all controls and establishes any restrictions or covenants running with the land sold or leased for private use for such periods of time and under such conditions as it deems necessary to accomplish the purposes of redevelopment within the CRA. The City may delegate this authority to the Community Redevelopment Agency.
CRA5	Introduce form-based development as a method for redeveloping properties within the CRA.
CRA6	Hold quarterly public forums/town halls to provide citizen information, receive feedback and gain buy-in on major community programs and projects.
CRA7	Expand ongoing comprehensive community clean-up programs.
CRA8	Update existing design guidelines to develop a modern and aesthetically-pleasing design language to be applied consistently throughout CRA redevelopments and to guide new construction.
CRA9	Include an aesthetic component to all projects that will be visible to the public and are required through the City's regulations and rigid architectural standards.
CRA10	Conduct a study to determine the most appropriate and cost-effective way to meet the CRA and City's long-term potable water needs and identify funding sources for that purpose.
CRA11	Optimize the utilization of mixed-uses in redevelopments to achieve more efficient development patterns.
CRA12	Conduct a study to demonstrate the rational nexus between increased code enforcement and business license fees.
CRA13	Pursue opportunities for the CRA to engage in public/private partnerships to achieve redevelopment goals.
CRA14	Identify gateway locations and acquire land as necessary to develop them.
CRA15	Optimize connectivity among the CRA sub-areas through improvements such as clearly defined pedestrian crosswalks and bicycle/pedestrian paths.
CRA16	To the maximum extent possible, ensure that greenways in the CRA are designed to connect with greenways depicted on the Broward County Greenways Plan.
CRA17	Encourage the underground installation of utility lines (electrical, phone, cable) in all areas of redevelopment or major renovation in the CRA.
CRA18	Complete sidewalk/pedestrian and streetscape improvements in all CRA neighborhoods.
CRA19	Identify funding for, and begin acquisition of vacant lots in CRA neighborhoods to utilize for replacement housing and/or other redevelopment purposes.
CRA20	Acquire right-of-way for substandard streets throughout the CRA.
CRA21	Upgrade streets in all CRA neighborhoods to include curb and gutter, storm drainage, street landscaping and easily identifiable on-street and off-street parking.
CRA22	Require specifically prescribed buffering and transition for all corridor uses to protect adjoining neighborhoods.



CRA23	Continue to employ Crime Prevention Through Environmental Design (CPTED) techniques as appropriate throughout the CRA.
CRA24	Fund and conduct an economic benefit analysis to assess the effects of redevelopment in the CRA on the CRA and the City as a whole.
CRA25	Demolish and remove buildings and improvements as necessary to accomplish redevelopment purposes.
CRA26	Where necessary, create a Brownfields Area and apply for funding to address environmental issues that are an obstacle to redevelopment.
CRA27	Extend the CRA horizon to provide additional time and funding for the proposed redevelopment improvements.
CRA28	Develop a workforce, business and entrepreneurship training program to support local residents in starting new businesses and retaining employment within the CRA.
CRA29	Apply for a loan to fund infrastructural improvements and redevelopment activities.
CRA30	Explore public-private partnership (P3) arrangements to assist in funding the redevelopment activities proposed.
CRA31	Invest in public safety technologies to aid law enforcement in crime detection and prevention, as well as reduce the overall crime rate experienced in the City.
CRA32	Create a home security incentive to encourage homeowners to invest in security measures for their property to improve neighborhood surveillance.
CRA33	Continue initiatives to increase police officer visibility to the general public and to improve resident-officer relations.
CRA34	Continue to analyze crime trends and patterns to develop a predictive policing program for the CRA.
CRA35	Continue to develop and advance the 'Regreening Hallandale' initiative to provide 3,000 flowering and canopy trees to the community and to develop resilience, conservation and sustainability within the CRA.
CRA36	Coordinate with Broward County to reprogram the traffic lights at critical intersections to provide more efficient traffic movement.
CRA37	Perform a traffic analysis to determine the feasibility of incorporating traffic calming improvements.
CRA38	Perform an analysis of the performance/utility of street closures.
CRA39	Work with the residents and City Commission to potentially allow certain special uses such as Bed and Breakfast, artist residence/studio and other live-work uses that do not conflict with adjacent residential development.
CRA40	Work with the residents, property owners and local not-for-profit organizations to identify and utilize vacant sites for neighborhood gardens.
CRA41	Analyze the feasibility of purchasing vacant lots to provide affordable relocation opportunities for CRA residents who are displaced through redevelopment efforts.
CRA42	Strengthen code enforcement efforts related to property maintenance.
CRA43	Identify which roadways can be removed from Broward County's Trafficways Plan.
CRA44	Install solar powered lighting throughout, especially in alleys and neighborhoods. Phase installation to ensure that areas closest to Federal Highway and Dixie Highway occur first.
CRA45	Install landscaping and hardscape buffer improvements between residences and high traffic corridors.
CRA46	Identify potential site(s) for park development, purchase and develop one or more parks with adequate parking.
CRA47	The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support the development of an urban village.
CRA48	Continue to encourage development of hotel uses and other tourist-related uses that are clearly visible from Interstate Highway 95, Hallandale Beach Boulevard and Dixie Highway.
CRA49	Develop the Arts Trail to connect the four quadrants in a pedestrian-oriented environment, which showcases local artists and highlights the CRA's proposed destinations.
CRA50	Establish Foster Road a prime commercial corridor for the CRA.
CRA51	Develop a comprehensive Public Safety and Crime Reduction Action Plan for the CRA.
CRA52	Continue partnerships with schools and other agencies to deliver programs for youth within the CRA.
CRA53	Rezone or update the Greyhound Track Sub-District zoning overlay.
CRA54	Coordinate with governmental agencies such as FDOT and Broward County for transportation initiatives in the CRA, including the potential acquisition of Hallandale Beach Blvd from FDOT so that the CRA/City can make transportation and traffic improvements.
CRA55	Establish a permanent Art-in-Public-Places Program and continue to work with local artists to establish a strong sense of place in the CRA through arts and culture.

HARLEM VILLAGE

HV1	Coordinate with the City to make the required zoning amendments to allow for additional height and a mix of uses within the proposed Harlem Village development.
HV2	Set up a new community-based organization or a business improvement district for the Harlem Village and FADD District.
HV3	Empower the CRA to acquire properties necessary to develop publicly owned infrastructure to support development of an urban village.

HV4	Initiate discussions with FEC on the design and construction of a pedestrian bridge from Harlem Village to FADD.
HV5	Establish programs to address parking facilities such as, but not limited to, payment in lieu or shared parking.
HV6	Utilize existing preliminary design and an estimate of probable cost to provide improvements to Foster Road and Dixie Highway to include landscaping, curb and gutter and drainage upgrades.
HV7	Create and fund a façade improvement program that would apply to businesses fronting Foster Road and Dixie Highway within the Harlem Village boundaries.
HV8	Contact management of similar development projects such as Gro Wynwood, Delray Beach Artists Alley and the Wynwood Business Improvement District.
HV9	Collaborate with industrial property owners to determine their interest in promoting Public Art murals as part of the area's façade improvement program.
HV10	Initiate discussions with regional and national developers to promote the concept of Harlem Village as an attractive investment destination.
HV11	CRA to work with City to implement the required zoning and land use changes that will allow for greater height through Harlem Village.
HV12	CRA to work with property owners and investors to cleanup and redevelop substandard housing in the NW quadrant, including existing duplexes, triplexes, quadplexes and small apartment buildings.
HV13	Create additional on-street parking to serve the Harlem Village development and surrounding areas.
HV14	Establish additional landscape and canopy trees alongside roadways for shading and beautification purposes.
HV15	Create a rental assistance program as a means of reducing the potential displacement and gentrification brought forth by Harlem Village.
HV16	Work with outside organizations to develop business development programs for local residents to find opportunities for work within the Harlem Village development.
HV17	Create a workforce development program to encourage residents to take advantage of the new job opportunities brought forth by Harlem Village development.
HV18	Implement an aggressive affordable housing program geared towards local residents in order to reduce gentrification.

HALLANDALE DOWNTOWN CENTER

HDC1	Coordinate with the City to make the required zoning amendments to allow for additional height and a mix of uses within the proposed Hallandale Downtown Center development.
HDC2	Devise a land acquisition strategy and initiate discussions with affected property owners to determine their level of interest in supporting the proposed vision.
HDC3	Conduct a feasibility study for determining the requirements for the proposed performing arts center for the proposed Hallandale Downtown Center.
HDC4	Perform a traffic analysis of the Hallandale Downtown Center to determine the feasibility of incorporating traffic calming improvements.
HDC5	Apply for grants or seek available funding through SFRTA to provide for redevelopment opportunities that are compatible with the future commuter rail station planned for Hallandale Beach.
HDC6	Utilize preliminary design and estimate probable cost to provide public realm improvements around the site and to provide improvements to Federal Highway, which include circulation, landscaping, curbing and drainage upgrades.
HDC7	Solicit developers through an Expression of Interest to refine the preliminary development program and gauge the market acceptance for the proposed Hallandale Downtown Center.
HDC8	Work with the Post Office site on acquiring a developer.
HDC9	Issue an RFP for the development of the City Hall site.
HDC10	Work with other partner organization, such as Urban Land Institute (ULI), to guide new development.
HDC11	Develop a "one-stop" resource center for the dissemination of information to the community. Potential site consists of the existing City Hall and US Post Office.
HDC12	Establish programs to address parking facilities such as, but not limited to, payment in lieu or shared parking.
HDC13	Perform a market status and economic benefit study to determine the best approach to business attraction and retention in the City Center.
HDC14	Construct a multi-space parking garage.
HDC15	Create and fund a façade improvement program that would apply to businesses fronting Federal Highway, Dixie Highway and Hallandale Beach Boulevard.
HDC16	Work with developers to find ways to provide incentives for redevelopment of the existing City Hall site.



13.3 REDEVELOPMENT IMPLEMENTATION STRATEGIES, BY QUADRANT

TABLE 13.7: NW QUADRANT IMPLEMENTATION STRATEGIES

NW QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
NW1	Harlem Village: The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support the development of Harlem Village.
NW2	Start design work for continuing NW 3rd Street to NW 8th Avenue.
NW3	Install a crosswalk from Harlem Village to FADD.
NW4	Work with FEC on the design and construction of a pedestrian bridge from the Harlem Village to FADD.
NW5	Promote home ownership with affordable housing programs and home improvement funds developed by the CRA.
NW6	Issue an RFP to upgrade the NW Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
NW7	Develop a workforce recruitment 'Hire Local' initiative through the Harlem Village development to ensure that there is a commitment to creating jobs for local residents.
NW8	Ensure funding is utilized strategically and RFPs are awarded through fair process to ensure local businesses are involved in the development process.
NW9	Work with the City to rezone properties within the quadrant, specifically those required for Harlem Village, to allow additional density, a mix of uses and a modern built form.
NW10	Coordinate quarterly night-time safety walks with local police and residents to help build police-resident relations.
NW11	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
NW12	Establish traffic calming as required throughout the quadrant, especially along the Foster Road Commercial Corridor.
NW13	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors
NW14	Continue to work with local artists to establish a strong sense of place in the NW Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the NW Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
NW15	Improve pedestrian connectivity by connecting the NW Quadrant to major community destinations through the Arts Trail.
NW16	Create a community garden for residents within the quadrant and initiate a regular farmer's market to sell local foods and goods.
NW17	Develop a safe crosswalk from the proposed Harlem Village development to the Fashion, Arts, Design District (FADD).
NW18	Rehabilitate Chaves Lake to provide an enjoyable and healthy outdoor environment for residents of the NW Quadrant.
NW19	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
NW20	Redevelop Foster Road as a commercial corridor for the quadrant and broader CRA.
NW21	Develop gateway features and unique signage to signify entry into the NW Quadrant.
NW22	Enhance public transportation and first-last mile connectivity.
NW23	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
LONG TERM IMPLEMENTATION STRATEGIES	
NW24	Harlem Village: Develop a cultural/entertainment center, inclusive of restaurants, hotels, entertainment, a performing arts center, and community spaces.
NW25	Foster Road: Redevelop the corridor as a commercial zone, incentivizing local business, together with roadway and streetscape improvements.
NW26	Explore the opportunity to develop an Olympic swimming facility for the Quadrant's residents.
NW27	Develop a bridge connecting Harlem Village with FADD.
NW28	Explore the potential development of a STEM/Vocation/Innovation/IT/Fashion School or University/College satellite campus.
NW29	Acquire and redevelop industrial lands as new residential communities and affordable housing.
NW30	Establish new affordable housing units, including single-family homes for senior residents.
NW31	Support and help to develop the new downtown arts, residential and municipal complex.
NW32	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.
NW33	Explore the potential to develop a hospital or urgent care facility for the quadrant.

TABLE 13.8: SW QUADRANT IMPLEMENTATION STRATEGIES

SW QUADRANT

IMMEDIATE IMPLEMENTATION STRATEGIES

SW1	Coordinate with Broward County to reprogram the traffic light at SW 10th Terrace and Hallandale Beach Boulevard to provide more efficient traffic movement.
SW2	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors (SW 8th Avenue and SW 11 Street).
SW3	Beautification and landscaping along SW 11 Street Countyline wall.
SW4	Sidewalk and streetscape improvements along SW 11 Street.
SW5	Establish traffic calming as required throughout the quadrant, especially along SW 8th Avenue and SW 11th Street.
SW6	Promote home ownership with affordable housing programs and home improvement funds developed by the CRA.
SW8	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
SW9	Issue an RFP to upgrade the SW Quadrant’s street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, the addition of a curb to the roadway, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
SW10	Continue to work with local artists to establish a strong sense of place in the SW Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the SW Quadrant.

MEDIUM TERM IMPLEMENTATION STRATEGIES

SW11	Explore the potential to acquire the vacant lot located on SW 9th street for use as a community park and garden space.
SW12	Extend the Arts Trail around the lake near Hallandale Elementary School.
SW13	Enhance school safety around Hallandale Elementary School through traffic calming measures and enhanced pedestrian facilities.
SW14	Upgrade lighting throughout the quadrant to enhance neighborhood safety and explore smart lighting opportunities.
SW15	Beautify the SW 11th Street wall by providing a visual buffer such as street trees, shrubbery or ivy.
SW16	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
SW17	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
SW18	Enhance public transportation and first-last mile connectivity.

LONG TERM IMPLEMENTATION STRATEGIES

SW19	Explore the opportunity to develop additional rental housing and townhomes within the quadrant.
SW20	Reconfigure traffic circulation along SW 11th Street.
SW21	Work to encourage the creation of a train station in the CRA.
SW22	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.
SW23	Support and help to develop the new downtown arts, residential and municipal complex.



TABLE 13.9: NE QUADRANT IMPLEMENTATION STRATEGIES

NE QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
NE1	Establish traffic calming measures, where necessary, throughout the quadrant, particularly along Atlantic Shores Boulevard.
NE2	Start design work for continuing NW 3rd Street to NW 8th Avenue.
NE3	Issue an RFP to upgrade the NE Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, the addition of a curb to the roadway, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
NE4	Provide charging ports for wheelchairs throughout the quadrant.
NE5	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
NE6	Establish traffic calming as required throughout the quadrant.
NE7	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors.
NE8	Continue to work with local artists to establish a strong sense of place in the NE Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the NE Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
NE9	Improve pedestrian connectivity by connecting the NE Quadrant to major community destinations through the Arts Trail.
NE10	Work with the City and County to improve FDOT light signalization.
NE11	Create a community garden for residents within the quadrant and initiate a regular farmer's market to sell local foods and goods.
NE12	Create a noise reduction strategy along the FEC corridor by providing buffering to the adjacent businesses and residential neighborhoods.
NE13	Implement low-impact development (LID) features to mitigate stormwater drainage issues.
NE14	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
NE15	Implement ADA standards in public places and civic plazas.
NE16	Develop gateway features and unique signage to signify entry into the NE Quadrant.
NE17	Reconfigure the roadways to include u-turns at regular intervals.
NE18	Reduce traffic congestion by providing enhanced multimodal facilities to encourage active transportation, such as the construction of the Arts Trail through the quadrant.
NE19	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
NE20	Create a multi-space parking facility and additional on-street parking to better serve the Hallandale Downtown Center.
NE21	Reconfigure the ingress-egress into FADD.
NE22	Explore developing the Big Easy parking lot into a flexible flea market space.
LONG TERM IMPLEMENTATION STRATEGIES	
NE23	Hallandale Downtown Center: Develop a new civic hub for the CRA in phases, starting with the new City Hall.
NE24	FADD: The CRA shall be empowered to acquire properties necessary to develop publicly owned infrastructure to support the development of a restaurant and art district.
NE25	Underground services throughout the quadrant.
NE26	Establish new affordable housing units and home ownership assistance programs to increase the affordability of housing within the quadrant.
NE27	Support and help to develop the new downtown arts, residential and municipal complex.
NE28	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.



TABLE 13.10: SE QUADRANT IMPLEMENTATION STRATEGIES

SE QUADRANT	
IMMEDIATE IMPLEMENTATION STRATEGIES	
SE1	Establish traffic calming measures, where necessary, throughout the quadrant, particularly along Hallandale Beach Boulevard.
SE2	Create and fund a facade improvement program that supports local businesses.
SE3	Issue an RFP to upgrade the SE Quadrant's street network to embody complete streets. Upgrades should include the addition of and repairs to sidewalk infrastructure, the addition of landscaping and street trees, the addition of bike lanes, the addition of a curb to the roadway, intersection upgrades, traffic calming measures, wayfinding and signage, street lighting and on-street parking.
SE4	Develop a workforce recruitment 'Hire Local' initiative through the Hallandale Downtown Center development to ensure that there is a commitment to creating jobs for local residents.
SE5	Utilize existing preliminary design and estimates of probable cost to provide improvements to Federal Highway, which include circulation, landscaping, curbing and drainage upgrades.
SE6	Provide charging ports for wheelchairs throughout the quadrant and Hallandale Downtown Center development.
SE7	Create an expanded marketing initiative for activities at Gulfstream Park.
SE8	Rezone the greyhound facilities formerly housed at Gulfstream Park.
SE9	Work with the City to rezone properties within the quadrant, specifically those required for Hallandale Downtown Center, to allow additional density, a mix of uses and a modern built form.
SE10	Work with the Post Office site on acquiring a developer and issue an RFP for the development of the City Hall site.
SE11	Explore public-private partnership (P3) arrangements to assist in funding the Hallandale Downtown Center publicly-owned lands.
SE12	Create an expanded marketing initiative for activities at Gulfstream Park.
SE13	Create job training programs and economic development incentives to assist residents in finding employment and expanding their businesses within the CRA.
SE14	Establish traffic calming as required throughout the quadrant, especially within the proposed Hallandale Downtown Center development.
SE15	Install solar powered lighting throughout, especially within neighborhoods and roadway corridors
SE16	Continue to work with local artists to establish a strong sense of place in the SE Quadrant through an Art-in-Public-Places Program, which encourages arts and cultural initiatives such as murals to beautify and create a sense of arrival into the SE Quadrant.
MEDIUM TERM IMPLEMENTATION STRATEGIES	
SE17	Improve pedestrian connectivity by connecting the SE Quadrant to major community destinations through the Arts Trail.
SE18	Work with the City and County to improve FDOT light signalization.
SE19	Create a community garden for residents within the quadrant and initiate a regular farmer's market to sell local foods and goods.
SE20	Create a noise reduction strategy along the FEC corridor by providing buffering to the adjacent businesses and residential neighborhoods.
SE21	Implement low-impact development (LID) features to mitigate stormwater drainage issues.
SE22	Develop a job training program and incubator center to help start-ups become established within the quadrant and to support local businesses.
SE23	Develop gateway features and unique signage to signify entry into the SE Quadrant.
SE24	Reconfigure the roadways to include u-turns at regular intervals.
SE25	Reduce traffic congestion by providing enhanced multimodal facilities to encourage active transportation, such as the construction of the Arts Trail through the quadrant.
SE26	Develop a comprehensive Public Safety and Crime Reduction Action Plan and explore the potential creation of a task force focused on gang activity within the CRA.
SE27	Create a multi-space parking facility and additional on-street parking to better serve the Hallandale Downtown Center.
LONG TERM IMPLEMENTATION STRATEGIES	
SE28	Explore the potential development of a STEM/Vocation/Innovation/IT/Fashion School or University/College satellite campus within the quadrant.
SE29	Underground services throughout the quadrant.
SE30	Establish new affordable housing units and home ownership assistance programs to increase the affordability of housing within the quadrant.
SE31	Hallandale Downtown Center: Develop a new civic hub for the CRA in phases, starting with the new City Hall.
SE32	Support and help to develop the new downtown arts, residential and municipal complex.
SE33	Partner with other agencies for the development of a Business Development and Entrepreneurship Program.



14

FINANCIAL ANALYSIS

ORDER OF MAGNITUDE
COSTING

FINANCIAL ANALYSIS



14.1 ORDER OF MAGNITUDE COSTING

This section illustrates how the Hallandale Beach redevelopment plan modification translates to a phased series of implementation projects and breaks down anticipated costs for design and construction of capital projects.

The City has done an outstanding job in securing funds to pay for improvements to Bluesten Park. Combined with ongoing construction activity for streetscape and community facilities and the potential first phase development of Harlem Village and other private sector redevelopment projects, the community will be experiencing a significant amount of new construction activity in the next few years. This construction activity will stimulate excitement for area residents and investors with anticipation of the future improvements expected.

The community should understand that the City, working with other government entities, will be pursuing multiple elements of the Plan simultaneously. It is important to note that the following opinion of cost is flexible in nature. It is the best estimate of project costs based on a measure of the order of magnitude for projects in relation to anticipated revenues. As a matter of practice, the City will continue to prepare annual budgets as well as establishing one, three and five-year work programs for budgetary and administrative purposes. Ultimately, project costs will be refined during the design and construction phase of any given project.

The Opinions of Probable Costs are used for short-term, and long range planning purposes. They are not a guarantee of expenditure of funds on a given project in a given year. Actual funding allocations will be determined annually through the City and CRA budget process. As priorities change, the capital improvement strategies are amended. Managed correctly, funds from the City and CRA can be leveraged through grants and commercial financing to accomplish a substantial number of capital improvements and planning activities. When successful, the City should see a substantial increase in the tax base and realize a healthy return on its investment through increased ad valorem revenues, sales tax receipts and other formulated revenue sharing programs.

The following costs provide an understanding of the capital costs required to implement the neighborhood-level design interventions by quadrant. The investment value of the Hallandale Downtown Center and Harlem Village catalytic projects, including land value, are estimated to derive the taxable value of the

redevelopment projects proposed. For a full breakdown of cost estimates, please refer to **Appendix D: Cost Estimate Matrices**.

CAPITAL COSTS BY QUADRANT

NW QUADRANT

\$22,360,840

SW QUADRANT

\$13,260,420

NE / SE QUADRANT

\$12,490,815

ARTS TRAIL

\$2,860,485

** Arts Trail, excluding the section outside of the CRA boundary.*

CATALYTIC PROJECT MARKET VALUE

HARLEM VILLAGE

\$1,700,675,270

*HALLANDALE DOWNTOWN CENTER

\$538,220,360

** HDC market value includes only the publicly-owned buildings.*

TOTAL VALUE

\$2,290,458,000

** Values are approximate and have been rounded.*

*** Includes Land Value*

**** Excludes Public Uses (ie. open space)*

*****The CRA should seek a short term loan in order to immediately begin the implementation process for the projects proposed in this redevelopment plan modification, where possible.*

14.2 FINANCIAL ANALYSIS

The majority of the CRA's revenue is derived from tax increment revenues (ad valorem or property taxes) received from four sources: the City of Hallandale Beach, Broward County, South Broward Hospital District and the Children's Services Council of Broward County. The CRA prepared its Financing and Implementation Plan for 2020-2027. The CRA is to sunset at the end of the 2027 fiscal year.

The revenue analysis was based on a declining assumed annual ad valorem (property) growth rate of 3 percent for 2021 and 2022 and 2.5 percent for the remaining years. It should be noted that the 2020 growth rate was 11 percent. The Analysis then estimated the added values of newly approved and committed development projects of the time period of FY 2021-2024. No attempt was made to calculate the \$1 billion worth of approved and/or currently planned development. Further, none of the new developments defined in this redevelopment plan had been included.

Based on the 2020-2027 Financing and Implementation Plan, the CRA is forecasted to receive \$146 million TIF revenues.

TABLE 14.1: CRA TIF REVENUES

Hallandale Beach Community Redevelopment Agency Financing and Implementation Plan Summary Statement (1),(2)										
Source (Revenue)	Total	Bandwidth Series 2019	Amended FY 2020	Forecasted FY 2021	Forecasted FY 2022	Forecasted FY 2023	Forecasted FY 2024	Forecasted FY 2025	Forecasted FY 2026	Forecasted FY 2027
Carryforward										
Carryforward of Project Appropriations	\$ 4,052,815	\$ -	\$ 4,052,815							
Total Estimated Carryforward Balances	\$ 4,052,815	\$ -	\$ 4,052,815							
Revenues										
Tax Increment Revenue (TIR) Allocation										
City of Hallandale Beach	\$ 77,928,488	\$ -	\$ 5,162,230	\$ 2,585,535	\$ 9,348,710	\$ 9,662,196	\$ 10,062,979	\$ 10,377,355	\$ 10,699,591	\$ 11,029,883
Broward County	\$ 81,094,989	-	6,199,101	6,730,964	7,329,282	7,915,044	7,899,250	8,135,716	8,388,344	8,647,288
South Broward Hospital District	\$ 1,600,000	-	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Children's Services Council of Broward County	\$ 5,480,475	-	874,426	804,103	857,490	879,490	707,582	729,651	752,273	775,460
Subtotal - Tax Increment	\$ 166,103,952	\$ -	\$ 16,335,757	\$ 16,120,602	\$ 17,535,491	\$ 18,116,730	\$ 18,659,811	\$ 19,442,722	\$ 20,040,208	\$ 20,652,631

Source: Hallandale Beach CRA Financing and Implementation Plan 2020-2027 Amended



SPG believes the assumptions used in the 2020-2027 Finance Plan are very conservative both in its normal annual revenue growth rates (3% to 2.5%) and the fact that no additional developments other than the nine new developments, were calculated (total value of \$97 million):

1. Atlantic Village Phase 1
2. Beacon Office Building
3. Atlantic Village Phase 2
4. Optima Office North
5. Village at Bluesten Park
6. David Posnack Jewish School
7. Hallandale Commons
8. Icebox Culinary Center
9. Hallandale City Center

These nine developments are projected to have a value of \$97 million. This figure is significantly less than the \$1 billion worth of the development potential identified by the City. The two catalytic developments (Hallandale Downtown Center and Harlem Village), identified in the redevelopment plan modification, are forecasted to generate \$3.1 billion in development value, inclusive of land values (Harlem Village- \$1.96 billion market value;

Hallandale Downtown Center- \$1.21 billion market value). Another \$620 million is projected in increase land value for a total development value of \$3.7 billion. This 3.7 billion in value will have a significant impact on future TIF revenues.

As noted in the City's 2020-2027 Finance and Implementation Plan, the CRA annual TIF revenues increased by 6.57 percent in FY 2019 and 11.05 percent in FY 2020. Since the full recovery of the CRA, property values in FY 2015 through FY 2020 have increased by 48% or an annual IRR of 7.68 percent. In order to derive more realistic revenue estimates based on the planned new developments within Harlem Village and Hallandale Downtown Center alone, SPG assumes that five percent of the projected developments could occur annually beginning in 2013 or an added \$155 million per year taxable value to the TIF. This assumes an overall 20 year development period and a background 3% growth rate starting in FY 2023. The Hallandale Downtown Center development on public land is estimated to have a market value of \$941 million and a taxable value of \$635 million.

At the CRA's sunset at the end of FY 2027, the CRA is projected to increase its TIF revenues by a cumulative \$146 million over the FY 2020 – FY 2027 period.

TABLE 14.2: FORECASTED CRA REVENUE GROWTH WITH HARLEM VILLAGE AND DOWNTOWN CENTER

Tax Roll Year	Fiscal Year	Taxable Value	Base Year	Incremental Taxable Value	0.25	City Millage	City CRA Revenue	County Millage	County CRA Revenue	South Broward					
										Hospital Revenue	Children Services Revenue	Children Services Revenue	Ad valorem Revenue	Total CRA	
2009	2010	\$1,230,110,250	-9.00%	\$377,757,750	\$852,552,500	\$809,754,575	5.9000	\$4,777,458	4.8859	\$3,958,715	0.1273	\$184,142	0.4245	\$345,571	\$9,263,861
2010	2011	\$1,018,547,470	-17.17%	\$377,757,750	\$841,059,720	\$809,035,234	5.9000	\$3,593,208	5.1021	\$5,107,359	1.2732	\$200,000	0.4698	\$288,003	\$7,186,669
2011	2012	\$1,018,148,340	-0.38%	\$377,757,750	\$837,590,590	\$808,521,061	5.9000	\$3,572,574	5.1880	\$5,140,232	0.7500	\$200,000	0.4789	\$289,954	\$7,202,791
2012	2013	\$1,009,897,210	-1.11%	\$377,757,750	\$828,139,480	\$804,832,487	5.8853	\$3,380,811	5.2578	\$5,127,391	0.8000	\$200,000	0.4902	\$291,587	\$6,999,390
2013	2014	\$1,003,918,110	-2.99%	\$377,757,750	\$820,158,360	\$803,350,442	5.8853	\$3,343,858	5.4400	\$5,291,028	0.4000	\$200,000	0.4882	\$304,320	\$7,438,034
2014	2015	\$1,108,828,880	7.25%	\$377,757,750	\$751,087,930	\$894,514,334	5.1915	\$5,805,751	5.4854	\$5,790,938	0.1885	\$200,000	0.4882	\$339,082	\$7,935,781
2015	2016	\$1,178,592,550	6.11%	\$377,757,750	\$728,537,800	\$758,595,910	5.1915	\$5,940,058	5.4741	\$4,154,272	0.1737	\$200,000	0.4882	\$370,493	\$8,664,801
2016	2017	\$1,258,592,550	6.97%	\$377,757,750	\$680,534,800	\$828,795,080	5.1915	\$4,344,482	5.4474	\$4,558,347	0.1815	\$200,000	0.4882	\$408,522	\$9,311,331
2017	2018	\$1,358,292,080	7.97%	\$377,757,750	\$978,535,310	\$929,808,645	5.3093	\$4,935,561	5.4823	\$5,077,790	0.1498	\$200,000	0.4882	\$453,834	\$10,667,185
2018	2019	\$1,445,330,030	6.36%	\$377,757,750	\$1,087,572,280	\$1,014,193,688	6.3191	\$8,408,791	5.4792	\$5,558,970	0.1414	\$200,000	0.4882	\$500,282	\$12,666,043
2019	2020	\$1,605,180,830	11.06%	\$377,757,750	\$1,227,403,080	\$1,188,032,928	7.0000	\$8,182,230	5.4792	\$8,358,928	0.1414	\$200,000	0.4882	\$574,428	\$15,325,584
2020	2021	\$1,688,515,855	5.17%	\$377,757,750	\$1,291,057,905	\$1,228,505,010	7.0000	\$8,585,535	5.4792	\$8,720,288	0.1414	\$200,000	0.4882	\$604,103	\$16,109,904
2021	2022	\$1,753,850,125	3.85%	\$377,757,750	\$1,408,822,375	\$1,338,531,258	7.0000	\$9,248,719	5.4792	\$7,317,848	0.1414	\$200,000	0.4882	\$637,492	\$17,323,852
2022	2023	\$1,908,430,754	7.00%	\$377,757,750	\$1,530,672,954	\$1,454,139,335	7.0000	\$10,178,975	5.4792	\$7,987,520	0.1414	\$200,000	0.4882	\$709,911	\$19,035,406
2023	2024	\$2,042,020,885	7.00%	\$377,757,750	\$1,664,263,135	\$1,581,049,978	7.0000	\$11,087,350	5.4792	\$8,882,889	0.1414	\$200,000	0.4882	\$771,889	\$20,702,107
2024	2025	\$2,184,982,347	7.00%	\$377,757,750	\$1,807,204,597	\$1,718,844,387	7.0000	\$12,017,911	5.4792	\$9,408,934	0.1414	\$200,000	0.4882	\$838,183	\$22,463,008
2025	2026	\$2,337,509,711	7.00%	\$377,757,750	\$1,960,151,961	\$1,882,144,388	7.0000	\$13,035,011	5.4792	\$10,203,081	0.1414	\$200,000	0.4882	\$909,099	\$24,347,171
2026	2027	\$2,501,565,391	7.00%	\$377,757,750	\$2,123,807,641	\$2,017,615,359	7.0000	\$14,128,308	5.4792	\$11,054,918	0.1414	\$200,000	0.4882	\$985,000	\$26,363,225
2027	2028	\$2,676,672,829	7.00%	\$377,757,750	\$2,298,915,079	\$2,185,969,325	7.0000	\$15,287,785	0.0000	\$0	0.0000	\$0	0	\$0	\$15,287,785
2028	2029	\$2,864,039,927	7.00%	\$377,757,750	\$2,486,282,177	\$2,381,988,068	7.0000	\$16,533,778	0.0000	\$0	0.0000	\$0	0	\$0	\$16,533,778
2029	2030	\$3,064,522,721	7.00%	\$377,757,750	\$2,686,764,971	\$2,552,428,723	7.0000	\$17,868,987	0.0000	\$0	0.0000	\$0	0	\$0	\$17,868,987

Forecast Revenue Growth with Harlem Village and Downtown Center



The major problem with forecasting future TIF revenues is determining which development will be added to the tax rolls on any given year. The forecast prior shows adding an additional \$155 million of new developments per year to the tax roll beginning in FY 2023 with a background inflation factor of 3 percent.

SPG also forecasts future TIF revenues using a straight growth annual growth rate in overall ad valorem taxes (see below). The CRA had an average 7.68 growth rate between FY 2015 and FY 2020. Using a conservative growth rate of 7 percent (which includes new developments and background inflation) the CRA

revenue stream is shown on the following table.

At the CRA's sunset at the end of FY 2027, the CRA is projected to increase its TIF revenues by a cumulative \$130 million over the FY 2020 – FY 2027 period using the percent growth factor.

It is estimated that the capital improvements needed to generate this Redevelopment Plan would cost \$47.4 million, which includes the Art Trail, but does not account for land or right of way costs.

TABLE 14.3: FORECASTED CRA TIF REVENUES USING A CONSERVATIVE GROWTH RATE

Tax Roll				Incremental		City		County		South		South		Children		Total CRA	
Year	Fiscal Year	Taxable Value	% Change	Base Year	Taxable Value	0.95	Millage	Revenue	Millage	Revenue	Hospital	Hospital	Services	Services	Revenue	Revenue	Ad valorem
2009	2010	\$1,130,110,290	-9.00%	\$377,757,790	\$852,352,500	\$809,734,875	5.9000	\$4,777,496	4.8889	\$3,958,713	0.1273	\$184,142	0.4248	\$343,571	\$9,263,861		
2010	2011	\$1,018,847,470	-17.17%	\$377,757,790	\$641,089,720	\$609,035,234	5.9000	\$3,593,308	5.1021	\$3,107,359	1.2732	\$200,000	0.4696	\$286,003	\$7,186,669		
2011	2012	\$1,015,148,340	-0.36%	\$377,757,790	\$637,390,590	\$605,521,061	5.9000	\$3,572,574	5.1860	\$3,140,232	0.7500	\$200,000	0.4789	\$289,984	\$7,202,791		
2012	2013	\$1,003,897,210	-1.11%	\$377,757,790	\$626,139,460	\$594,832,487	5.6833	\$3,380,611	5.2576	\$3,127,391	0.6000	\$200,000	0.4902	\$291,587	\$6,999,590		
2013	2014	\$1,033,916,110	2.99%	\$377,757,790	\$656,158,360	\$623,330,442	5.6833	\$3,542,688	5.4400	\$3,391,026	0.4000	\$200,000	0.4882	\$304,320	\$7,438,094		
2014	2015	\$1,108,825,680	7.23%	\$377,757,790	\$731,067,930	\$694,514,534	5.1918	\$3,605,781	5.4584	\$3,790,938	0.1863	\$200,000	0.4882	\$339,062	\$7,935,781		
2015	2016	\$1,176,595,590	6.11%	\$377,757,790	\$798,837,800	\$758,895,910	5.1918	\$3,940,096	5.4741	\$4,154,272	0.1737	\$200,000	0.4882	\$370,493	\$8,664,801		
2016	2017	\$1,258,592,590	6.97%	\$377,757,790	\$880,834,800	\$836,793,060	5.1918	\$4,344,462	5.4474	\$4,558,347	0.1615	\$200,000	0.4882	\$408,522	\$9,511,331		
2017	2018	\$1,356,291,080	7.76%	\$377,757,790	\$978,533,310	\$929,606,645	5.3093	\$4,935,561	5.4623	\$5,077,790	0.1496	\$200,000	0.4882	\$453,834	\$10,667,185		
2018	2019	\$1,445,330,030	6.56%	\$377,757,790	\$1,067,572,280	\$1,014,193,666	6.3191	\$6,408,791	5.4792	\$5,556,970	0.1414	\$200,000	0.4882	\$500,282	\$12,666,043		
2019	2020	\$1,605,160,830	11.06%	\$377,757,790	\$1,227,403,080	\$1,166,032,926	7.0000	\$8,182,230	5.4792	\$6,388,928	0.1414	\$200,000	0.4882	\$574,426	\$15,325,584		
2020	2021	\$1,668,815,635	3.97%	\$377,757,790	\$1,291,087,905	\$1,226,505,010	7.0000	\$8,585,535	5.4792	\$6,720,266	0.1414	\$200,000	0.4882	\$604,103	\$16,109,904		
2021	2022	\$1,782,580,125	6.88%	\$377,757,790	\$1,405,822,375	\$1,335,531,256	7.0000	\$9,348,719	5.4792	\$7,217,643	0.1414	\$200,000	0.4882	\$657,490	\$17,523,852		
2022	2023	\$1,908,430,734	7.00%	\$377,757,790	\$1,530,672,984	\$1,454,139,335	7.0000	\$10,178,975	5.4792	\$7,967,520	0.1414	\$200,000	0.4882	\$709,911	\$19,056,406		
2023	2024	\$2,042,020,885	7.00%	\$377,757,790	\$1,664,263,135	\$1,581,049,978	7.0000	\$11,067,330	5.4792	\$8,662,889	0.1414	\$200,000	0.4882	\$771,869	\$20,702,107		
2024	2025	\$2,184,962,347	7.00%	\$377,757,790	\$1,807,204,597	\$1,716,844,367	7.0000	\$12,017,911	5.4792	\$9,406,934	0.1414	\$200,000	0.4882	\$838,163	\$22,463,008		
2025	2026	\$2,337,909,711	7.00%	\$377,757,790	\$1,960,151,961	\$1,862,144,363	7.0000	\$13,035,011	5.4792	\$10,203,061	0.1414	\$200,000	0.4882	\$909,099	\$24,347,171		
2026	2027	\$2,501,563,391	7.00%	\$377,757,790	\$2,123,805,641	\$2,017,615,399	7.0000	\$14,123,308	5.4792	\$11,054,918	0.1414	\$200,000	0.4882	\$985,000	\$26,363,225		
2027	2028	\$2,676,672,829	7.00%	\$377,757,790	\$2,298,915,079	\$2,183,969,325	7.0000	\$15,287,785	0.0000	\$0	0.0000	\$0	0	\$0	\$15,287,785		
2028	2029	\$2,864,039,927	7.00%	\$377,757,790	\$2,486,282,177	\$2,361,968,068	7.0000	\$16,533,776	0.0000	\$0	0.0000	\$0	0	\$0	\$16,533,776		
2029	2030	\$3,064,522,721	7.00%	\$377,757,790	\$2,686,764,971	\$2,552,426,723	7.0000	\$17,866,987	0.0000	\$0	0.0000	\$0	0	\$0	\$17,866,987		





AP

APPENDIX A:
HALLANDALE
BEACH CRA
CREATION
DOCUMENTS

RESOLUTION NO. 96-15

1
2 A RESOLUTION OF THE CITY OF HALLANDALE, FLORIDA, DECLARING
3 THE AREA BOUND TO THE NORTH BY PEMERROKE ROAD, TO THE SOUTH
4 BY THE DADE-BROWARD COUNTY LINE, TO THE WEST BY INTERSTATE
5 95 AND TO THE EAST BY N.E. 14TH AVENUE AND BY THE 14TH
6 AVENUE CANAL, AS BLIGHTED AND AS AN AREA IN WHICH THERE IS
7 A SHORTAGE OF AFFORDABLE HOUSING TO RESIDENTS OF LOW OR
8 MODERATE INCOMES, INCLUDING THE ELDERLY, OR A COMBINATION
9 THEREOF; DECLARING A NEED FOR THE REHABILITATION,
10 CONSERVATION AND REDEVELOPMENT OF SUCH AREA; FINDING A NEED
11 FOR A COMMUNITY REDEVELOPMENT AGENCY; DECLARING THE CITY
12 COMMISSION OF THE CITY OF HALLANDALE TO BE THE COMMUNITY
13 REDEVELOPMENT AGENCY FOR THE COMMUNITY REDEVELOPMENT AREA;
14 PROVIDING FOR AN EFFECTIVE DATE.

15
16 WHEREAS, the City Commission of the City of Hallandale
17 on March 19, 1996 authorized staff to pursue the creation of a
18 Community Redevelopment Agency so as to facilitate
19 revitalization and rehabilitation of areas in a state of decline
20 or deterioration and to provide for expanded affordable housing
21 opportunities; and,

22 WHEREAS, pursuant to Section 163.410, Florida
23 Statutes, the Board of County Commissioners of Broward County,
24 Florida on August 13, 1996, have delegated to the City
25 Commission of the City of Hallandale, Florida, the authority to
26 create a Community Redevelopment Agency within the jurisdiction
27 of the City of Hallandale; and,

28 WHEREAS, the City Commission of the City of
29 Hallandale, Florida, hereby finds that one or more blighted
30 areas as defined in Florida Statutes Section 163.340 or areas in
31 which there is a shortage of housing affordable to residents of
32 low or moderate income including the elderly, or a combination

RESO 96-15

EXHIBIT 1

96104346

RESOLUTION 96-1874

1 A RESOLUTION OF THE BOARD OF COUNTY
2 COMMISSIONERS OF BROWARD COUNTY, FLORIDA,
3 APPROVING THE HALLANDALE COMMUNITY
4 REDEVELOPMENT AGENCY PLAN FOR THE CITY OF
5 HALLANDALE, APPROVED BY THE HALLANDALE
6 COMMUNITY REDEVELOPMENT AGENCY, HALLANDALE,
7 FLORIDA, PURSUANT TO PART III, CHAPTER 163,
8 FLORIDA STATUTES; PROVIDING FOR RATIFICATION OF
9 ACTIONS OF CITY COMMISSION AND COMMUNITY
10 REDEVELOPMENT AGENCY; AND PROVIDING FOR AN
11 EFFECTIVE DATE.

12 WHEREAS, the Board of County Commissioners of Broward County, Florida, (the
13 "Board"), as the governing body of Broward County, a charter county, pursuant to Section
14 163.410, Florida Statutes adopted Resolution No. 96-0698 on August 13, 1996, delegating
15 to the City Commission of the City of Hallandale (the "City"), the authority to exercise all
16 powers conferred upon local governments by Part III, Chapter 163, Florida Statutes, as
17 amended, (the "Redevelopment Act") subject to the Board's review and approval of the
18 City's Community Redevelopment Agency Plan and the establishment of a Redevelopment
19 Trust Fund pursuant to Section 163.387, Florida Statutes; and

20 WHEREAS, on September 17, 1993, pursuant to Resolution 96-15, the City
21 Commission found that the Hallandale Community Redevelopment Area (HCRA), within
22 the corporate limits of the City was a blighted area, such area being defined as the area
23 bounded to the North by Pembroke Road, to the South by the Dade-Broward County Line,
24 to the West by Interstate 95 and to the East by N.E. 14th Avenue and the 14th Avenue
25 Canal, and declared itself to be the Community Redevelopment Agency for the Hallandale
26 Community Redevelopment Area; and

27 WHEREAS, pursuant to motion duly approved by the Hallandale Community
28 Redevelopment Agency on November 5, 1996, the Hallandale Community Redevelopment
29 Agency approved a Community Redevelopment Agency Plan for the HCRA pursuant to
30 the Redevelopment Act; and

31 WHEREAS, the Board, having reviewed the Community Redevelopment Agency
32 Plan as approved by the Hallandale Community Redevelopment Agency on November 5,
33

PAGE 21

96104347

1996, desires to approve said Community Redevelopment Agency Plan and the establishment of Redevelopment Trust Fund pursuant to Section 163.387, Florida Statutes,

NOW, THEREFORE,

1 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF
2 BROWARD COUNTY, FLORIDA:

3
4 1. That the Board hereby approves the Hallandale Community Redevelopment Agency
5 Plan for the Hallandale Community Redevelopment Area as approved by the Hallandale
6 Community Redevelopment Agency by motion approved November 5, 1996, which
7 shall be consistent with the Broward County Land Use Plan.

8
9 2. That any and all actions heretofore taken by the Hallandale City Commission or the
10 Hallandale Community Redevelopment Agency pursuant to and in accordance with the
11 Redevelopment Act and in furtherance of the adoption of the Community Redevelopment
12 Agency Plan and establishment of a Redevelopment Trust Fund for the HCRA are hereby
13 ratified and confirmed.

14
15 3. That any substantive amendments to the Community Redevelopment Agency Plan
16 for the HCRA shall be reviewed and approved by the Board.

17 4. That this Resolution shall take effect immediately upon its adoption.

18
19 ADOPTED this 26 day of Nov., 1996.
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EXHIBIT 2

ORDINANCE NO. 96-25

1 AN ORDINANCE OF THE CITY OF HALLANDALE, FLORIDA
2 PROVIDING FOR THE ESTABLISHMENT AND FUNDING OF A
3 REDEVELOPMENT TRUST FUND PURSUANT TO SECTION 163.387,
4 FLORIDA STATUTES, TO FINANCE AND REFINANCE COMMUNITY
5 REDEVELOPMENT WITHIN THE HALLANDALE COMMUNITY
6 REDEVELOPMENT AGENCY AREA; PROVIDING FOR
7 ADMINISTRATION OF THE REDEVELOPMENT TRUST FUND;
8 DETERMINING THE TAX INCREMENT TO BE DEPOSITED IN THE
9 REDEVELOPMENT TRUST FUND; ESTABLISHING THE BASE YEAR
10 FOR DETERMINING ASSESSED VALUES OF PROPERTY IN THE
11 COMMUNITY REDEVELOPMENT AREA FOR TAX INCREMENT
12 PURPOSES; PROVIDING FOR THE ANNUAL APPROPRIATION OF
13 THE TAX INCREMENT BY ALL APPLICABLE TAXING AUTHORITIES
14 IN THE COMMUNITY REDEVELOPMENT AREA; APPOINTING THE
15 AGENCY BOARD OF DIRECTORS AS THE TRUSTEE OF THE
16 REDEVELOPMENT TRUST FUND; AND PROVIDING AN EFFECTIVE
17 DATE.

18 WHEREAS, a redevelopment trust fund shall be
19 established for each community redevelopment agency created
20 under section 163.356, Florida Statutes; and,

21 WHEREAS, it is found and declared that the
22 preservation or enhancement of the tax base from which a taxing
23 authority realizes tax revenues is essential to its existence
24 and financial health; and,

25 WHEREAS, tax increment financing is an effective
26 method of achieving such preservation and enhancement in
27 community redevelopment areas in which increased tax revenues
28 result from community redevelopment activities; and,

29 WHEREAS, the City Commission of the City of Hallandale
has approved a Community Redevelopment Plan for the Hallandale
Community Redevelopment Agency Area; and,

1 WHEREAS, the City Commission finds and declares that
2 it is appropriate to establish and fund a Redevelopment Trust
3 Fund for the duration of the Hallandale Community Redevelopment
4 Agency Area Plan;

5 NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION
6 OF THE CITY OF HALLANDALE, FLORIDA:

7 SECTION 1. There is established and created in
8 accordance with the Florida Statutes a redevelopment trust fund
9 for the Hallandale Community Redevelopment Agency (HCRA) Area,
10 which Trust Fund shall be utilized and expended for the purposes
11 of and in accordance with the Hallandale Community Redevelopment
12 Plan, including any amendments or modifications thereto approved
13 by the Agency Board of Directors and the City Commission.

14 SECTION 2. That the monies allocated to and
15 deposited into the Trust Fund shall be used to finance community
16 redevelopment within the HCRA Area, which shall be appropriated
17 by the Agency Board of Directors. The Agency shall utilize the
18 funds and revenues paid into and earned by the Trust Fund for
19 community redevelopment purposes as provided in the Plan and as
20 permitted by law. The Trust Fund shall exist for the duration
21 of the community redevelopment undertaken by the Agency pursuant
22 to the Plan. Monies shall be held in the Trust Fund by the City
23 of Hallandale for and on behalf of the Agency, and disbursed
24 from the Trust Fund by the City Manager or designee in
25 accordance with annual appropriations by the Agency Board of
26 Directors.
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29



1 SECTION 3. That there shall be paid into the Trust
2 Fund each year by each applicable taxing authority levying ad
3 valorem taxes within the HCRA Area, a sum equal to ninety-five
4 percent (95%) of the incremental increase in ad valorem taxes
5 levied each year by that taxing authority, as calculated in
6 accordance with Section 5 of this Ordinance, based on the base
7 tax year established in Section 4 of this Ordinance (such annual
8 sum being hereinafter referred to as the "tax increment").

9 SECTION 4. That the most recently approved tax roll
10 prior to the effective date of this Ordinance used in connection
11 with the taxation of real property in the HCRA Area as provided
12 for in Section 163.387, Florida Statutes, shall be the ad
13 valorem tax roll of Broward County, Florida, filed by the
14 Property Appraiser of Broward County, Florida, with the State
15 Department of Revenue on or before July 1, 1996, pursuant to
16 Section 193.1142, Florida Statutes, reflecting valuation of real
17 property for purposes of ad valorem taxation as of January 1,
18 1996 (the "base year value"), and all deposits into the Trust
19 Fund shall be the amount of tax increment calculated as provided
20 in Section 5 herein based upon increases in valuation of taxable
21 real property from the base year value.

22 SECTION 5. That the tax increment shall be
23 determined and appropriated annually by each applicable taxing
24 authority as provided in the Florida Statutes, and shall be an
25 amount equal to ninety-five percent (95%) of the difference
26 between:
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(a) The amount of ad valorem taxes levied each year by each applicable taxing authority on taxable real property contained within the geographic boundaries of the HCRA Area; and,

(b) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for each applicable taxing authority upon the total of the assessed value of the taxable real property in the HCRA Area as shown on the assessment roll used in connection with the taxation of such property by each taxing authority prior to the effective date of this Ordinance.

SECTION 6. That pursuant to Section 163.387(2), Florida Statutes, each applicable taxing authority shall annually appropriate and pay by January 1 of each year a sum which is no less than the tax increment as defined and determined by the applicable Florida Statutes and Section 5 of this Ordinance. The obligation of each taxing authority to annually appropriate the tax increment for deposit in the Trust Fund shall commence on the effective date of this Ordinance and continue to an extent permitted by the Florida Statutes until all loans, advances and indebtedness, if any, and interest thereon, as well as project expenses incurred by the Agency per annual plan budgetary appropriations have been paid.

1 SECTION 7. That the Trust Fund shall be established
2 and maintained as a separate trust fund by the Agency pursuant
3 to the Florida Statutes and this Ordinance, and shall be
4 promptly and effectively administered and utilized by the Agency
5 without undue delay. The Agency shall authorize and direct the
6 City of Hallandale to administer the Trust Fund on behalf of the
7 Agency in accordance with this Ordinance and the governing
8 Florida Statutes.

9 SECTION 8. That the obligation of the City
10 Commission of the City of Hallandale to fund the Trust Fund
11 annually shall continue only to the extent that the tax
12 increment described in Section 4 of this Ordinance accrues. The
13 obligation of the City Commission to fund the Trust Fund shall
14 not be construed to make the City of Hallandale a guarantor of
15 the obligations of other taxing authorities under this Ordinance
16 nor shall it be construed to require the exercise of the taxing
17 power of the City of Hallandale or the payment to the Trust Fund
18 from any other funds of the City of Hallandale other than the
19 incremental revenue provided for in Section 4.

20 SECTION 9. That the City Commission or the
21 Hallandale Community Redevelopment Agency Board of Directors
22 may, in their respective discretion, authorize the deposit of
23 such other legally available or awarded funds into the Trust
24 Fund as may be approved by motion or resolution on or after the
25 effective date of this Ordinance.
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SECTION 10. That the Hallandale Community
Redevelopment Agency Board of Directors shall be the trustee of
the Trust Fund and shall be responsible for the receipt,
custody, disbursement, accountability, management, investments,
and proper application of all monies paid into the Trust Fund.
The Agency Board of Directors may delegate the routine program
and fiscal management and operation of the Agency to the City
Manager or designee.

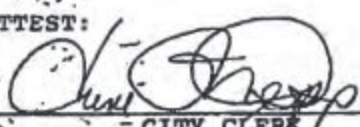
SECTION 11. That if any provision of this Ordinance
or the application thereof to any person or circumstance is held
invalid, such invalidity shall not affect other provisions or
applications of this Ordinance that can be given effect without
the invalid provision or application, and to this end the
provisions of this Ordinance are declared to be severable.

SECTION 12. That all ordinances or parts of
ordinances in conflict herewith are hereby repealed.

SECTION 13. That this Ordinance shall be in full
force and effect immediately upon and after its final passage.
PASSED FIRST READING this 3rd day of December, 1996.
PASSED SECOND READING this 17th day of December, 1996.
EFFECTIVE DATE December 27, 1996



MAYOR-COMMISSIONER

ATTEST:


CITY CLERK

	AYE	NAY
A. Larner	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Ross	<input checked="" type="checkbox"/>	<input type="checkbox"/>
H. Cohan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A. Rosenberg	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. Stein	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AB-Absent		

ORD NO: 96-25

*Abstain-Conflict of Interest
forms to be filed.

A tall, modern, curved high-rise building with a fountain in the foreground and a green landscape. The building has a distinctive curved facade and a prominent archway at the top. The foreground features a lush green lawn and a small pond with a fountain. The sky is clear and blue.

AP

**APPENDIX B:
FLORIDA HOUSE OF
REPRESENTATIVES
CS/HB (2019)
LEGISLATIVE
CHANGES**

ENROLLED

CS/HB9, Engrossed 1

2019 Legislature

1
 2 An act relating to community redevelopment agencies;
 3 amending s. 112.3142, F.S.; requiring ethics training
 4 for community redevelopment agency commissioners;
 5 specifying requirements for such training; amending s.
 6 163.356, F.S.; revising reporting requirements;
 7 deleting provisions requiring certain annual reports;
 8 amending s. 163.363, F.S.; requiring ethics training
 9 for community redevelopment agency commissioners;
 10 amending s. 163.370, F.S.; requiring a community
 11 redevelopment agency to follow certain procurement
 12 procedures; creating s. 163.371, F.S.; requiring a
 13 community redevelopment agency to publish certain
 14 digital boundary maps on its website; providing annual
 15 reporting requirements; requiring a community
 16 redevelopment agency to publish the annual reports on
 17 its website; creating s. 163.3755, F.S.; providing
 18 termination dates for certain community redevelopment
 19 agencies; creating s. 163.3756, F.S.; providing
 20 legislative findings; requiring the Department of
 21 Economic Opportunity to declare inactive community
 22 redevelopment agencies that have reported no financial
 23 activity for a specified number of years; providing
 24 hearing procedures; authorizing certain financial
 25 activity by a community redevelopment agency that is

ENROLLED

CS/HB 3, Engrossed

2019 Legislature

26 declared inactive; providing applicability; providing
 27 construction requiring the department to maintain a
 28 list on its website identifying all inactive community
 29 redevelopment agencies; amending s. 163.327, F.S.;
 30 specifying the level of tax increment financing that a
 31 governing body may establish for funding the
 32 redevelopment trust funds; effective on a specified
 33 date, revising requirements for the use of
 34 redevelopment trust fund proceeds; limiting allowed
 35 expenditures; revising requirements for the annual
 36 budget of a community redevelopment agency; revising
 37 requirements for use of moneys in the redevelopment
 38 trust fund for specific redevelopment projects;
 39 revising requirements for the annual audit; requiring
 40 the audit to be included with the financial report of
 41 the county or municipality that created the community
 42 redevelopment agency; amending s. 218.12, F.S.;
 43 revising criteria for finding that a county or
 44 municipality failed to file a report; requiring the
 45 Department of Financial Services to provide a report
 46 to the Department of Economic Opportunity concerning
 47 community redevelopment agencies reporting on
 48 revenues, expenditures, or debts; providing an
 49 effective date.

50

ENROLLED

CSHB9, Engrossed 1

2019 Legislature

51 Be It Enacted by the Legislature of the State of Florida:

52

53 Section 1. Section 112.3142, Florida Statutes, is amended
54 to read:

55 112.3142 Ethics training for specified constitutional
56 officers, ~~and~~ and elected municipal officers, and commissioners.—

57 (1) As used in this section, the term "constitutional
58 officers" includes the Governor, the Lieutenant Governor, the
59 Attorney General, the Chief Financial Officer, the Commissioner
60 of Agriculture, state attorneys, public defenders, sheriffs, tax
61 collectors, property appraisers, supervisors of elections,
62 clerks of the circuit court, county commissioners, district
63 school board members, and superintendents of schools.

64 (2)(a) All constitutional officers must complete 4 hours
65 of ethics training each calendar year which addresses, at a
66 minimum, s. 8, Art. 11 of the State Constitution, the Code of
67 Ethics for Public Officers and Employees, and the public records
68 and public meetings laws of this state. This requirement may be
69 satisfied by completion of a continuing legal education class or
70 other continuing professional education class, seminar, or
71 presentation if the required subjects are covered.

72 (b) ~~Beginning January 1, 2015,~~ All elected municipal
73 officers must complete 4 hours of ethics training each calendar
74 year which addresses, at a minimum, s. 8, Art. 11 of the State
75 Constitution, the Code of Ethics for Public Officers and

Page 3 of 17

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

hb0009-03-er

F L O R I D A H O U S E O F R E P R E S E N T A T I V E S

ENROLLED

CSHB9, Repealed 1

2019 Legislature

76 Employees, and the public records and public meetings laws of
77 this state. This requirement may be satisfied by completion of a
78 continuing legal education class or other continuing
79 professional education class, seminar, or presentation if the
80 required subjects are covered.

81 (c) Beginning January 1, 2020, each commissioner of a
82 community redevelopment agency created under part III of chapter
83 160 must complete 6 hours of ethics training each calendar year
84 which addresses, at a minimum, s. 8, Art. II of the State
85 Constitution, the Code of Ethics for Public Officers and
86 Employees, and the public records and public meetings laws of
87 this state. This requirement may be satisfied by completion of a
88 continuing legal education class or other continuing
89 professional education class, seminar, or presentation, if the
90 required subject material is covered by the class.

91 (d) The commission shall adopt rules establishing minimum
92 course content for the portion of an ethics training class which
93 addresses s. 8, Art. II of the State Constitution and the Code
94 of Ethics for Public Officers and Employees.

95 ~~(e)~~ The Legislature intends that a constitutional
96 officer or elected municipal officer who is required to complete
97 ethics training pursuant to this section receive the required
98 training as close as possible to the date that he or she assumes
99 office. A constitutional officer or elected municipal officer
100 assuming a new office or new term of office on or before March

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F L O R I D A H O U S E O F R E P R E S E N T A T I V E S

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CS/HB 9, Engrossed 1

2019 Legislature

101 31 must complete the annual training on or before December 31 of
102 the year in which the term of office began. A constitutional
103 officer or elected municipal officer assuming a new office or
104 new term of office after March 31 is not required to complete
105 ethics training for the calendar year in which the term of
106 office began.

107 (3) Each House of the Legislature shall provide for ethics
108 training pursuant to its rules.

109 Section 2. Paragraphs (c) and (d) of subsection (3) of
110 section 163.356, Florida Statutes, are amended to read:

111 163.356 Creation of community redevelopment agency.

112 (3)

113 (c) The governing body of the county or municipality shall
114 designate a chair and vice chair from among the commissioners.
115 An agency may employ an executive director, technical experts,
116 and such other agents and employees, permanent and temporary, as
117 it requires, and determine their qualifications, duties, and
118 compensation. For such legal service as it requires, an agency
119 may employ or retain its own counsel and legal staff.

120 (d) An agency authorized to transact business and exercise
121 powers under this part shall file with the governing body the
122 report required pursuant to s. 163.371(1); ~~on or before March 31~~
123 ~~of each year, a report of its activities for the preceding~~
124 ~~fiscal year, which report shall include a complete financial~~
125 ~~statement setting forth its assets, liabilities, income, and~~

F L O R I D A H O U S E O F R E P R E S E N T A T I V E S

ENROLLED

CSHB9, Engrossed 1

2019 Legislature

125 ~~operating expenses as of the end of such fiscal year. At the~~
127 ~~time of filing the report, the agency shall publish in a~~
128 ~~newspaper of general circulation in the community a notice to~~
129 ~~the effect that such report has been filed with the county or~~
130 ~~municipality and that the report is available for inspection~~
131 ~~during business hours in the office of the clerk of the city or~~
132 ~~county commission and in the office of the agency.~~

133 ~~(e)~~ At any time after the creation of a community
134 redevelopment agency, the governing body of the county or
135 municipality may appropriate to the agency such amounts as the
136 governing body deems necessary for the administrative expenses
137 and overhead of the agency, including the development and
138 implementation of community policing innovations.

139 Section 3. Subsection (1) of section 163.367, Florida
140 Statutes, is amended to read:

141 163.367 Public officials, commissioners, and employees
142 subject to code of ethics.—

143 (1) The officers, commissioners, and employees of a
144 community redevelopment agency created by, or designated
145 pursuant to, s. 163.356 or s. 163.357 are ~~shall be~~ subject to
146 the provisions and requirements of part III of chapter 112, and
147 commissioners also must comply with the ethics training
148 requirements as imposed in s. 112.3141.

149 Section 4. Subsection (5) is added to section 163.370,
150 Florida Statutes, to read:

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hb0009-03-er

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CS/HB 3, Engrossed 1

2019 Legislature

151 163.379 Powers; counties and municipalities; community
152 redevelopment agencies.—

153 (5) A community redevelopment agency shall procure all
154 commodities and services under the same purchasing processes and
155 requirements that apply to the county or municipality that
156 created the agency.

157 Section 3. Section 163.379, Florida Statutes, is created
158 to read:

159 163.379 Reporting requirements.

160 (1) By January 1, 2020, each community redevelopment
161 agency shall publish on its website digital maps that depict the
162 geographic boundaries and total acreage of the community
163 redevelopment agency. If any change is made to the boundaries or
164 total acreage, the agency shall post updated map files on its
165 website within 60 days after the date such change takes effect.

166 (2) Beginning March 31, 2020, and not later than March 31
167 of each year thereafter, a community redevelopment agency shall
168 file an annual report with the county or municipality that
169 created the agency and publish the report on the agency's
170 website. The report must include the following information:

171 (a) The most recent complete audit report of the
172 redevelopment trust fund as required in s. 163.357(k). If the
173 audit report for the previous year is not available by March 31,
174 a community redevelopment agency shall publish the audit report
175 on its website within 45 days after completion.

F L O R I D A H O U S E O F R E P R E S E N T A T I V E S

ENROLLED

CS/HB 9, Engrossed 1

2019 Legislature

176 (b) The performance data for each plan authorized,
177 administered, or overseen by the community redevelopment agency
178 as of December 31 of the reporting year, including the:

179 1. Total number of projects started and completed and the
180 estimated cost for each project.

181 2. Total expenditures from the redevelopment trust fund.

182 3. Original assessed real property values within the
183 community redevelopment agency's area of authority as of the day
184 the agency was created.

185 4. Total assessed real property values of property within
186 the boundaries of the community redevelopment agency as of
187 January 1 of the reporting year.

188 5. Total amount expended for affordable housing for low-
189 income and middle-income residents.

190 (c) A summary indicating to what extent, if any, the
191 community redevelopment agency has achieved the goals set out in
192 its community redevelopment plan.

193 Section 6. Section 163.3755, Florida Statutes, is created
194 to read:

195 163.3755 Termination of community redevelopment agencies.—

196 (1) A community redevelopment agency in existence on
197 October 1, 2019, shall terminate on the expiration date provided
198 in the agency's charter on October 1, 2019, or on September 30,
199 2019, whichever is earlier, unless the governing body of the
200 county or municipality that created the community redevelopment

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CS/HB9, Engrossed 1

2019 Legislature

201 agency approves its continued existence by a majority vote of
 202 the members of the governing body.

203 (2) (a) If the governing body of the county or municipality
 204 that created the community redevelopment agency does not approve
 205 its continued existence by a majority vote of the governing body
 206 members, a community redevelopment agency with outstanding bonds
 207 as of October 1, 2019, that do not mature until after the
 208 termination date of the agency or September 30, 2039, whichever
 209 is earlier, remains in existence until the date the bonds
 210 mature.

211 (b) A community redevelopment agency operating under this
 212 subsection on or after September 30, 2019, may not extend the
 213 maturity date of any outstanding bonds.

214 (c) The county or municipality that created the community
 215 redevelopment agency must issue a new finding of necessity
 216 limited to timely meeting the remaining bond obligations of the
 217 community redevelopment agency.

218 Section 7, Section 163.3756, Florida Statutes, is created
 219 to read:

220 163.3756 Inactive community redevelopment agencies.

221 (1) The Legislature finds that a number of community
 222 redevelopment agencies continue to exist, but do not report any
 223 revenues, expenditures, or debt in the annual reports they file
 224 with the Department of Financial Services pursuant to s. 209.32.

225 (2) (a) A community redevelopment agency that has reported

F L O R I D A H O U S E O F R E P R E S E N T A T I V E S

ENROLLED

CS/HB9, Enrolled 1

2019 Legislature

226 no revenue, no expenditures, and no debt under s. 189.066(9) or
227 s. 218.52 for 6 consecutive fiscal years beginning no earlier
228 than October 1, 2016, must be declared inactive by the
229 Department of Economic Opportunity, which shall notify the
230 agency of the declaration. If the agency does not have board
231 members or an agent, the notice of the declaration of inactive
232 status must be delivered to the county or municipal governing
233 board or commission that created the agency.

234 (b) The governing board of a community redevelopment
235 agency that is declared inactive under this section may seek to
236 invalidate the declaration by initiating proceedings under s.
237 189.062(5) within 30 days after the date of the receipt of the
238 notice from the Department of Economic Opportunity.

239 (3) A community redevelopment agency that is declared
240 inactive under this section may expend funds from the
241 redevelopment trust fund only as necessary to service
242 outstanding bond debt. The agency may not expend other funds in
243 the absence of an ordinance of the local governing body that
244 created the agency which consents to the expenditure of such
245 funds.

246 (4) The provisions of s. 189.062(2) and (4) do not apply
247 to a community redevelopment agency that has been declared
248 inactive under this section.

249 (5) The provisions of this section are cumulative to the
250 provisions of s. 189.062. To the extent the provisions of this

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CS/HB 9, Engrossed 1

2019 Legislature

251 section conflict with the provisions of s. 189.062, this section
 252 prevails.

253 (6) The Department of Economic Opportunity shall maintain
 254 on its website a separate list of community redevelopment
 255 agencies declared inactive under this section.

256 Section 8, Paragraph (a) of subsection (1); subsection
 257 (6), paragraph (a) of subsection (7), and subsection (d) of
 258 s. 163.387, Florida Statutes, are amended to read:

259 163.387 Redevelopment trust fund.—

260 (1)(a) After approval of a community redevelopment plan,
 261 there may be established for each community redevelopment agency
 262 created under s. 163.356 a redevelopment trust fund. Funds
 263 allocated to and deposited into this fund shall be used by the
 264 agency to finance or refinance any community redevelopment it
 265 undertakes pursuant to the approved community redevelopment
 266 plan. No community redevelopment agency may receive or spend any
 267 increment revenues pursuant to this section unless and until the
 268 governing body has, by ordinance, created the trust fund and
 269 provided for the funding of the redevelopment trust fund until
 270 the time certain set forth in the community redevelopment
 271 as required by s. 163.362(10). Such ordinance may be adopted
 272 only after the governing body has approved a community
 273 redevelopment plan. The annual funding of the redevelopment
 274 trust fund shall be in an amount not less than that increment in
 275 the income, proceeds, revenues, and funds of each taxing

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276 authority derived from or held in connection with the
277 undertaking and carrying out of community redevelopment under
278 this part. Such increment shall be determined annually and shall
279 be that amount equal to 95 percent of the difference between:

280 1. The amount of ad valorem taxes levied each year by each
281 taxing authority, exclusive of any amount from any debt service
282 millage, on taxable real property contained within the
283 geographic boundaries of a community redevelopment area; and

284 2. The amount of ad valorem taxes which would have been
285 produced by the rate upon which the tax is levied each year by
286 or for each taxing authority, exclusive of any debt service
287 millage, upon the total of the assessed value of the taxable
288 real property in the community redevelopment area as shown upon
289 the most recent assessment roll used in connection with the
290 taxation of such property by each taxing authority prior to the
291 effective date of the ordinance providing for the funding of the
292 trust fund.

293

294 However, the governing body of ~~any county as defined in s.~~
295 ~~125.011(1)~~ may, in the ordinance providing for the funding of a
296 trust fund established with respect to any community
297 redevelopment area ~~created on or after July 1, 1994~~, determine
298 that the amount to be funded by each taxing authority annually
299 shall be less than 95 percent of the difference between
300 subparagraphs 1. and 2., but in no event shall such amount be

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301 less than 50 percent of such difference.

302 (6) Effective October 1, 2019, moneys in the redevelopment
 303 trust fund may be expended from time to time for undertakings of
 304 a community redevelopment agency as described in the community
 305 redevelopment plan only pursuant to an annual budget adopted by
 306 the board of commissioners of the community redevelopment agency
 307 and only for the following purposes specified in paragraph (c),
 308 including, but not limited to:

309 (a) Except as otherwise provided in this subsection, a
 310 community redevelopment agency shall comply with the
 311 requirements of s. 189.016.

312 (b) A community redevelopment agency created by a
 313 municipality shall submit its annual budget to the board of
 314 county commissioners for the county in which the agency is
 315 located within 10 days after the adoption of such budget and
 316 submit amendments of its annual budget to the board of county
 317 commissioners within 10 days after the adoption date of the
 318 amended budget. Administrative and overhead expenses necessary or
 319 incidental to the implementation of a community redevelopment
 320 plan adopted by the agency.

321 (c) The annual budget of a community redevelopment agency
 322 may provide for payment of the following expenses:

323 1. Administrative and overhead expenses directly or
 324 indirectly necessary to implement a community redevelopment plan
 325 adopted by the agency.

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326 2.~~4b~~ Expenses of redevelopment planning, surveys, and
327 financial analysis, including the reimbursement of the governing
328 body or the community redevelopment agency for such expenses
329 incurred before the redevelopment plan was approved and adopted.

330 3.~~4c~~ The acquisition of real property in the
331 redevelopment area.

332 4.~~4d~~ The clearance and preparation of any redevelopment
333 area for redevelopment and relocation of site occupants within
334 or outside the community redevelopment area as provided in s.
335 163.370.

336 5.~~4e~~ The repayment of principal and interest or any
337 redemption premium for loans, advances, bonds, bond anticipation
338 notes, and any other form of indebtedness.

339 6.~~4f~~ All expenses incidental to or connected with the
340 issuance, sale, redemption, retirement, or purchase of bonds,
341 bond anticipation notes, or other form of indebtedness,
342 including funding of any reserve, redemption, or other fund or
343 account provided for in the ordinance or resolution authorizing
344 such bonds, notes, or other form of indebtedness.

345 7.~~4g~~ The development of affordable housing within the
346 community redevelopment area.

347 8.~~4h~~ The development of community policing innovations.

348 9. Expenses that are necessary to exercise the powers
349 granted under s. 163.370, as delegated under s. 163.358.

350 (7) On the last day of the fiscal year of the community

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351 redevelopment agency, any money which remains in the trust fund
 352 after the payment of expenses pursuant to subsection (6) for
 353 such year shall be:

354 (d) Appropriated to a specific redevelopment project
 355 pursuant to an approved community redevelopment plan. The funds
 356 appropriated for such project may not be changed unless the
 357 project is amended, redesigned, or delayed, in which case the
 358 funds must be reappropriated pursuant to the next annual budget
 359 adopted by the board of commissioners of the community
 360 redevelopment agency which project will be completed within 3
 361 years from the date of such appropriation.

362 (8) (a) Each community redevelopment agency with revenues
 363 or a total of expenditures and expenses in excess of \$100,000,
 364 as reported on the trust fund financial statements, shall
 365 provide for a financial audit of the trust fund each fiscal
 366 year and a report of such audit to be prepared by an independent
 367 certified public accountant or firm. Each financial audit
 368 conducted pursuant to this subsection must be conducted in
 369 accordance with rules for audits of local governments adopted by
 370 the Auditor General.

371 (b) The audit report must:

372 1. Describe the amount and source of deposits into, and
 373 the amount and purpose of withdrawals from, the trust fund
 374 during such fiscal year and the amount of principal and interest
 375 paid during such year on any indebtedness to which increment

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376 revenues are pledged and the remaining amount of such
377 indebtedness.

378 2. Include financial statements identifying the assets,
379 liabilities, income, and operating expenses of the community
380 redevelopment agency as of the end of such fiscal year.

381 3. Include a finding by the auditor as to whether the
382 community redevelopment agency is in compliance with subsections
383 (6) and (7).

384 (a) The audit report for the community redevelopment
385 agency must accompany the annual financial report submitted by
386 the county or municipality that created the agency to the
387 Department of Financial Services as provided in s. 218.32,
388 regardless of whether the agency reports separately under that
389 section.

390 (b) The agency shall provide ~~by registered mail~~ a copy of
391 the audit report to each taxing authority.

392 Section 9. Subsection (3) of section 218.32, Florida
393 Statutes, is amended to read:

394 218.32 Annual financial reports; local governmental
395 entities.—

396 (3)(a) The department shall notify the President of the
397 Senate and the Speaker of the House of Representatives of any
398 municipality that has not reported any financial activity for
399 the last 4 fiscal years. Such notice must be sufficient to
400 initiate dissolution procedures as described in a.

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401 163.351(1)(a). Any special law authorizing the incorporation or
402 creation of the municipality must be included within the
403 notification.

404 (b) Failure of a county or municipality required under s.
405 163.387(8) to include with its annual financial report to the
406 department a financial audit report for each community
407 redevelopment agency created by that county or municipality
408 constitutes a failure to report under this section.

409 (c) By November 1 of each year, the department must
410 provide the Special District Accountability Program of the
411 Department of Economic Opportunity with a list of each community
412 redevelopment agency that does not report any revenues,
413 expenditures, or debt for the community redevelopment agency's
414 previous fiscal year.

415 Section 10. This act shall take effect October 1, 2019.



**APPENDIX C:
COMMUNITY
ENGAGEMENT**

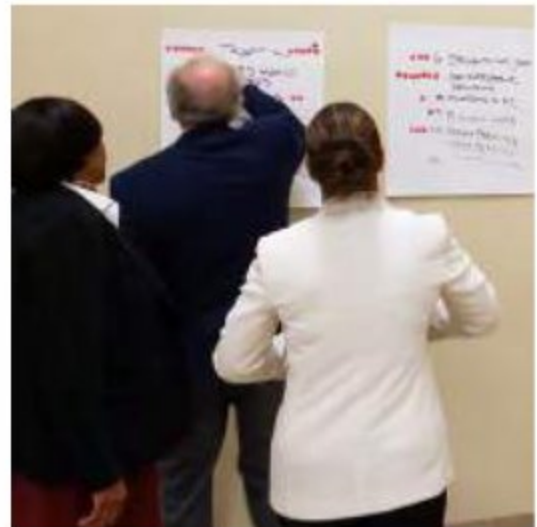


APPENDIX C: COMMUNITY ENGAGEMENT

Public engagement has been an important component of the planning process undertaken during the preparation of the HBCRA redevelopment plan modification. The community and the City's leadership laid the foundation for the redevelopment improvements proposed through an elaborate citizen-driven visioning process and a well orchestrated public involvement effort. The purpose of the citizen-led effort was to obtain insight into the issues and concerns of the City, residents, business owners and property owners relating to the community's assets, critical issues associated with the project, existing planning efforts and proposed projects that would help define a clear scope for the initiative and to determine their vision for the community. The following public engagement workshops were conducted:

1. **Kick-off meeting**- to inform the stakeholders of the project and obtain insight into their issues and concerns.
2. **Workshop #1**- to inform stakeholders of the details about the CRA & obtain meaningful feedback on existing conditions in the Planning Area, while formulating objectives & priority stages.
3. **Workshop #2**- to receive input on the project's strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan's recommendations and missing information that needed attention.

More than one hundred stakeholders participated in the visioning process to explore new concepts and opportunities for the growth of the redevelopment area. Among the most innovative aspects of this process was the diverse range of community involvement techniques utilized to reach an initial consensus related to the redevelopment area's future. The following section provides a brief summary of the four sessions conducted during the visioning process, highlighting the different techniques used.



KICK-OFF MEETING

OVERVIEW

The Kick-off meeting was held on February 22nd, 2019 between 2:00 – 4:00 pm. The purpose of this meeting was to inform the stakeholders of the project and obtain insight into their initial issues and concerns. The following handouts were distributed:

- Meeting Agenda;
- Dania Beach CRA Master Plan
- Project Background;
- Base Map with Study Area Boundary;
- Questionnaire; and
- PowerPoint Presentation.



SUGGESTIONS/INPUTS

- Comprehensive collection and review of HBCRA base data and issues related to connectivity in the HBCRA should be included as part of the development program
- An option was discussed where the city can take reference from Dania Beach. The term “road diet” was suggested as a methodology for improving multi-modal capability.
- The plan needs to focus on reducing the headway of 60-90 minutes to a minimum of 10 minutes, as well as other connectivity options to supplement the proposed tri-rail station.
- Fashion (Food) & Arts Design District (FADD), located along NE 1st Avenue corridor with N Dixie Highway (adjacent to rail corridor) to the west and NE 2nd Ave (or residential) to the east, extending north from NE 5th and south to Hallandale Beach Blvd., is considered significant and should be highlighted, improved and enhanced.
- There are three Opportunity Zone tracts that need to be included as a critical component of the master plan.
- Several developers have introduced plans to the HBCRA, and these should be a part of the master plan.
- Area outside the HBCRA is limited (i.e. about 24%) and should only be addressed as a “visioning” exercise.
- Include form-based development as a method for redeveloping property.
- Concepts like HBCRA “Green” that develop resilience and provisions for sea level rise, water and energy conservation and sustainability require an awareness of new and emerging technologies and Smart City building. These include 5G telecommunications and “smart phone” applications, which can contribute greatly to the plan.
- Streetscape for the Foster Road corridor should match the form & texture of NE 3rd, including on-street parking.
- Methods for retrofitting or embellishing existing signs, without removing them, will allow for a more impactful Hallandale Beach brand.
- The Southern city boundary with Aventura is excellent. However, it needs a gateway as most of the existing gateways are too small. Some changes can be suggested for the existing gateway monument graphics.
- The I-95 Hallandale gateway, located to the south, is in bad condition. The Hollywood sign is more visible.

WORKSHOP #1

Workshop #1 was held from May 6th, 2019 to May 8th, 2019 from 6:30pm-8:30pm. The purpose of this workshop was to inform stakeholders about the CRA and obtain meaningful feedback on existing conditions in the Planning Area, while formulating objectives and priority stages. With a group of more than 130 participants, the workshop started off by providing the community with a broad project overview.

ACTIVITY#1: "DO-IT-YOURSELF"

Over 130 community members participated and there was a great diversity in their ages, relationship to the area, and spatial distribution. These answers helped the team to understand the demographics of the community, including their favorite activities, primary way of travel and which incentives would encourage the community to become more transit oriented.

The participants were split into small groups with a large map of the Planning Area. All the teams were asked to highlight the Pains & Gains of the area in addition to any suggestions they had for the area. Some of the important points highlighted from the meeting are listed as follows:

NE/SE QUADRANT:

Pains:

- Crime
- Noise pollution due to FEC
- Beach Parking
- Entertainment Center
- Traffic Control
- Atlantic Shores Traffic Calming
- Water Drainage Issues
- Congestion

Suggestions:

- Affordable Housing
- Charging ports for wheelchairs (ADA)
- Technology (Smart Cities – Smart Buildings)
- Entertainment Center
- Marketing of Gulfstream activities
- Power Resilience
- Stormwater Drainage
- Underground Services
- Application of Smart Technologies
- More Green Parks
- Providing "U turns" in regular intervals

NW QUADRANT:

Gains:

- Infrastructural Branding
- Economic Development
- Social Security
- Educational Facilities
- Housing

Suggestions:

- Historical markers
- Better exercise equipment
- Better fencing for Glendale Estates
- Billboard/Water Park/seating and staging
- Better grave markers
- Pedestrian connectivity
- Olympic swimming facility
- Crosswalk from Harlem Village to FADD

SW QUADRANT:

Pains:

- Poor lighting
- Traffic
- Sidewalks conditions

Suggestions:

- Safe neighborhood
- Affordable housing
- Beautification and Streetscaping

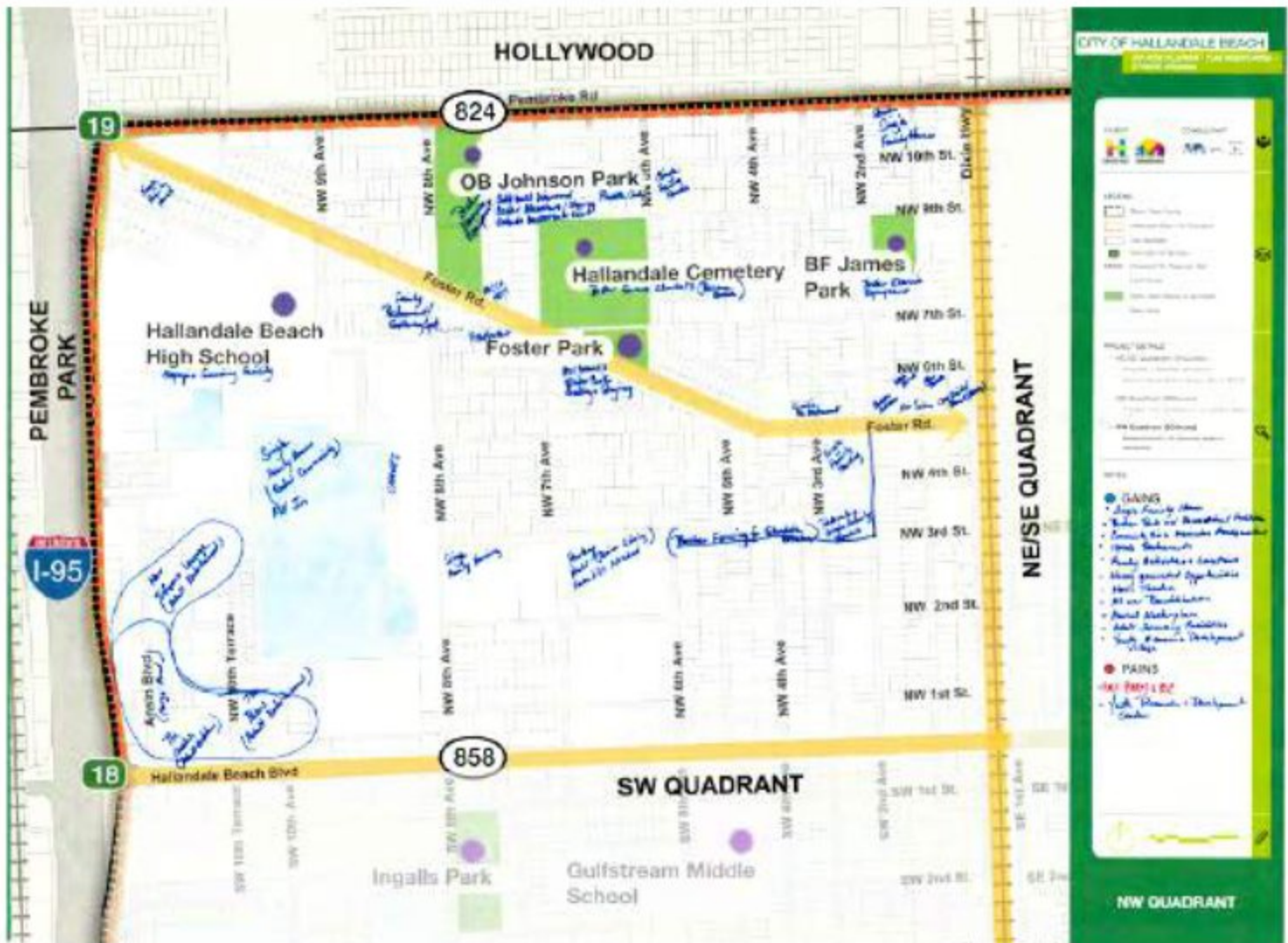


●●● 6. BRIGHTLINE SPD
 ●●● 7. AFFORDABLE HOUSING
 ● 8. PLACING IN NZ
 ● 9. BICYCLE LANES
 ●●● 10. BEACH PARKING (PROV. PASS W)
 FL DUNE PROTECTION

●●● 20. TECHNOLOGY (SMART CITIES) (SMART BUSES)
 ●● 22. FOCUS ON PROVISION
 ●●● 23. ENTERTAINMENT CENTER
 ●●● 24. TRAFFIC CONTROL
 ●●● 25. FLEA MARKET

CHARGING PORTS FOR WORKING (SOA)
 ●● INCENTIVES FOR NEW BUSINESS
 ●● INFRASTRUCTURE (LANEWAYS)
 ●● WORK W/ UNIVERSITY (REAL APP)

●● 26. GULFSTREAM MARKETING
 ●● 27. STATUS OF MEDICAL CTR
 ●●● 28. ATLANTIC SHORES TRAFFIC CALMING
 ●●● 29. FLOOD PROOFING COAST



WORKSHOP #2

Workshop #2 was held on June 24th – 26th, 2019 at 6:00pm. This workshop was formed on the basis of Workshop #1's stakeholder feedback, which shaped the design of five guiding principles. The event started by familiarizing the participants with the project vision and these guiding principles.

This workshop was used to receive input on the project's strategic framework, priorities, and concept plans for the station area, as well as to obtain community feedback on the Plan's recommendations and missing information that needed attention. All the feedback received was used in the next stages to finalize solutions for enhanced mobility options and to support the desired plan in the City of Hallandale Beach.

From the presentation shown at the community workshop, the following inputs were received from the stakeholders:

NE/SE QUADRANT – June 24, 2019

- Traffic-related issues
- SE 1st Ave showed traffic flow to south not north, which caused confusion, as it was interpreted as a two-way street. This was desired but not possible, as per the MPO.
- Slide did not show FADD expansion to east when it should have been in an inverted L-shape.
- Hotel/parking to be moved south and opposite hotel, etc. in Harlem Village.
- Issues with Hallandale Blvd. going east and Dixie. A stakeholder mentioned: "used to be able to make left turn, now must go past and work around the streets," which impacts stores on north side of Hallandale.
- "New Downtown" project, to be called Hallandale Center or Hallandale Town Center.

SW QUADRANT – June 25, 2019

- Some did not like widening the sidewalk on 11th street. Instead, suggested connecting bike/pedestrian access to north of the Trail.
- Bush/trees against 11th wall; would accept ivy.
- New School to donate \$25,000 for landscaping on 11th Street.
- Discussed that the southern half of 11th is in County, which means CRA funds cannot be used on that part of the ROW.
- For the train station, two views were received: 1) Did not want it, due to the chances of being displaced by new developments and 2) Wanted it for new economic opportunities for the city.

- Basic view was to keep SW residential, but improve its facilities.
- Existing vacant properties in the SW area of the SW Quad were reviewed for possible open space.
- Some wanted more prioritization of economic and infrastructural development.
- Discussion on rental housing and townhouses.
- Suggested more facilities near the tri-rail station to provide scope for small businesses and economic development.
- Provision of curb along the roadway and more safety measures.
- Concerned about the maintenance of the sidewalk and roadways.
- Provide traffic calming element that specifically addresses 11th St & 8th Ave.

NW QUADRANT – June 26, 2019

- Liked iconic concepts, specifically arched Train Bridge.
- Encouraged modernization of the area.
- Most of the conversation concerned how to ensure NW residents get jobs as a result of Harlem Village development.
- Discussed RFP process, "Hire Local" and process to ensure long term commitment to local hires and affordable housing.
- Wanted proper utilization of the funds and fair processes.
- Suggestion for better relocation process to ensure residents that sold parcels could remain in NW.
- Expressed need for zoning changes.
- Continuation proposed for facilities like sidewalk and lighting along 3rd Street to 8th Ave.

SUMMARY- NE/SE QUADRANTS



FADD:
 Ingress-egress into FADD, Parking, Expand the area for FADD, more pedestrian friendly design, create community area – i.e. Park

ENTERTAINMENT CENTER
 Flea Market at “Big Easy” parking lot, Marketing Gulfstream – activities, Amusement Park



TRAFFIC CONGESTION AND PARKING



AFFORDABLE HOUSING



SMART CITIES – SMART BUILDINGS

TRAFFIC AND TRANSPORTATION

- Public transportation
- Parking on beach
- Traffic calming measures
- Signage provisions
- DOT light sync signalization
- Providing “U turns” in regular intervals
- Noise reducing measures

INFRASTRUCTURE

- Affordable housing
- Power Resilience
- Storm water drainage
- Underground services
- Application of smart technologies
- More green parks

ECONOMY

- Incentivising small and medium entrepreneurs
- City finances

ECONOMIC DEVELOPMENT

ENTERTAINMENT

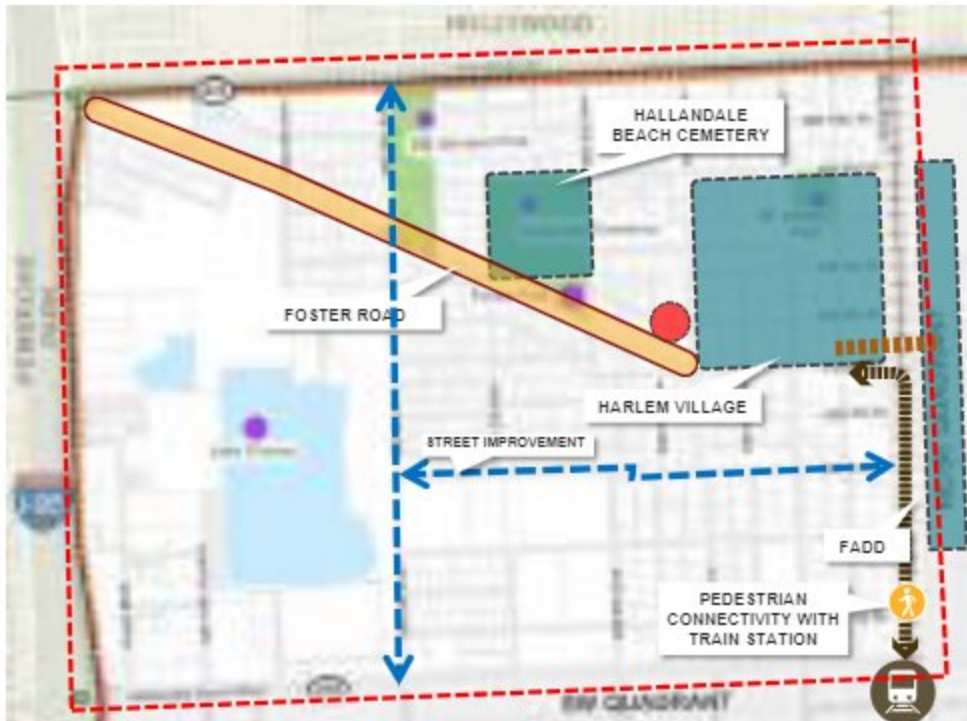
- “Big Easy” parking lot at Flea Market
- Casino
- Marketing of Gulfstream activities
- Simple Amusement Park
- Entertainment Center

PLACE MAKING

- Complete streets
- Landscape beautification
- ADA for public places
- Branding of streets
- Drinking water



SUMMARY- NW QUADRANT



HARLEM VILLAGE:
 Restaurants, hotels, music entertainment, performing arts center, and other business development. Harlem Village will encourage African-American restaurants.
 Future uses include; STEM/Vocational/Innovation IT School, African American Business Incubator, public park space, sky bridge from Harlem Village to Fashion District

FOSTER ROAD:
 Incubator centers for start-ups, commercial development and upscale African American restaurants

HALLANDALE BEACH CEMETERY:
 Better grave markers, repair fencing, add proper lighting, & enhance landscape

Pedestrian Connectivity with Train Station
 Historical markers, Gateways and Signage

ECONOMIC DEVELOPMENT

FOOD

- Upscale Restaurant featuring Jazz/Gospel Entertainment
- Farmer's Market

ENTERTAINMENT

- Wine Club
- Theater/Arts Culture Center

RETAIL

- Clothing Stores
- Health & Beauty Stores

BUSINESS

- Hotel Chain
- Black Owned Bank

EDUCATION/SOCIAL EMPOWERMENT

- Hallandale Community Civic Association
- Community Offices
- STEM/Vocational/Innovation IT School
- STS Logistics Office
- Black Business Incubator
- Fashion Design District for College Student(NYC)
- University/Community College Satellite Campus
- Private Training Center

HOUSING & PUBLIC SAFETY

- Redevelopment of industrial areas to residential.
- Senior Single Family Homes
- Quality Affordable Housing
- Better Community Police Relations
- Quarterly Safety Walks at Night to Include Residents
- Street lights



SUMMARY- SW QUADRANT



PEDESTRIAN IMPROVEMENTS:
 Traffic calming for SW 8th Avenue & SW 11th Street
 Street lighting program for selected corridors
 Branding of streets

PRESERVE HOUSING:
 Need for quality affordable housing
 Promote home ownership with programs supported by CRA
 Promote home improvement grant program

ADDITIONAL PARK SPACE:
 Acquire vacant lots located on SW 9th Street for park space
 Extend Hallandale "ribbon" trail around the lake near Hallandale Elementary School

Pedestrian Connectivity with Train Station

School Safety

An architectural rendering of a modern building with a large golden sculpture in the foreground. Two people are sitting on a wooden bench in the courtyard, looking at a tablet. The scene is set during sunset or sunrise, with palm trees and birds in the sky. A large teal vertical bar is on the left side of the image, containing the text 'AP' and 'APPENDIX D: COST ESTIMATE MATRICES'.

AP

APPENDIX D: COST ESTIMATE MATRICES

STREET LIGHTING ONLY		NW QUAD			
Undergrounding Electric Power Lines		Quantity	Unit	Unit Costs	
Appurtenances		25,000	LF	25.00	\$625,000
Fixture & Appurtenances		Quantity	Unit	Unit Costs	
Light Poles & Fixtures Installed		378	EA	3,300.00	\$1,247,400
Subtotal					\$1,872,400
Mobilization / General Conditions, bonding, insurance @				0.07	\$131,068
Contingency @				0.20	\$374,480
SUB-TOTAL					\$2,377,948

NEW SIDEWALKS		NW QUAD			
		Quantity	Unit	Unit Costs	
Labor and Materials		58,495	LF	1.00	\$58,495
		Quantity	Unit	Unit Costs	
Concrete (4" with mesh)		292,475	LF	20.00	\$5,849,500
Subtotal					\$5,907,995
Mobilization / General Conditions, bonding, insurance @				0.07	\$413,560
Contingency @				0.20	\$1,181,599
SUB-TOTAL					\$7,503,154

CANOPY TREES		NW QUAD			
		Quantity	Unit	Unit Costs	
Canopy Tree (14' Hgt./3" Cal.)		1,037	EA	1,000.00	\$1,037,000
Subtotal					\$1,037,000
Mobilization / General Conditions, bonding, insurance @				0.07	\$72,590
Contingency @				0.20	\$207,400
SUB-TOTAL					\$1,316,990

BICYCLE LANES		NW QUAD			
Labor & Materials		Quantity	Unit	Unit Costs	
Flexible Barriers		6,100	LF	10.00	\$61,000
Roadway		Quantity	Unit	Unit Costs	
'Greenpave' Surface Treatment		138,272	SF	3.50	\$483,952
Right of Way		Quantity	Unit	Unit Costs	
Striping & Signage		10	LS	100.00	\$1,000
Subtotal					\$544,952
Mobilization / General Conditions, bonding, insurance @				0.07	\$38,147
Contingency @				0.20	\$108,990
SUB-TOTAL					\$692,089

ON-STREET PARKING		NE QUAD			
Labor & Materials		Quantity	Unit	Unit Costs	
Concrete curbing		0	LF	20.00	\$20
Roadway		Quantity	Unit	Unit Costs	
New Pavement		57,087	SF	36.00	\$2,055,132
Right of Way		Quantity	Unit	Unit Costs	
Striping & Signage		15	EA	1,500.00	\$22,500
Subtotal					\$2,055,152
Mobilization / General Conditions, bonding, insurance @				0.07	\$143,861
Contingency @				0.20	\$411,030
SUB-TOTAL					\$2,610,043



Hallandale Beach CRA Master Plan Update - Cost Matrix Worksheet

OPINION OF PROBABLE COSTS WORKSHEET SW QUADRANT				HALLANDALE BEACH BLVD. (SOUTH SIDE ONLY - 5,400 l.f.)				SW 8TH AVENUE (4,000 l.f.)				DIXIE HIGHWAY (East Side Trees Only - 4,000 l.f.)				SW 11th STREET (DIXIE TO SW 8th - 3,400 l.f.)				SW QUAD TOTALS			
Streetscape Elements (Back-of-Curb to R.O.W.)				Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total
Demolition	75	SY	20.00	\$1,500.00	9,000	SY	20.00	\$180,000.00	3,300	SY	20.00	\$66,000.00	0	SY	20.00	\$0.00							
Excavation/Grading	75	SY	30.00	\$2,250.00	9,000	SY	30.00	\$270,000.00	3,300	SY	30.00	\$99,000.00	0	SY	30.00	\$0.00							
Traffic Control (Per Intersection)	0	LS	75,000.00	\$0.00	0	LS	75,000.00	\$0.00	3	LS	75,000.00	\$225,000.00	3	LS	75,000.00	\$225,000.00							
Neckout Allowance (10' x 30')	0	EA	5,000.00	\$0.00	0	EA	5,000.00	\$0.00	0	EA	5,000.00	\$0.00	0	EA	5,000.00	\$0.00							
Catch Basin Relocation/Drainage	0	LS	2,500.00	\$0.00	0	LS	2,500.00	\$0.00	20	LS	2,500.00	\$50,000.00	0	LS	2,500.00	\$0.00							
Decorative Pavers (verge)	0	SF	12.00	\$0.00	0	SF	12.00	\$0.00	12,800	SF	12.00	\$153,600.00	0	SF	12.00	\$0.00							
Concrete Walk (4" with mesh)	0	SF	6.50	\$0.00	50,000	SF	6.50	\$325,000.00	19,200	SF	6.50	\$124,800.00	0	SF	6.50	\$0.00							
12' Foot Pedestrian Light Std. (50' o.c.)	0	EA	4,500.00	\$0.00	120	EA	4,500.00	\$540,000.00	60	EA	4,500.00	\$270,000.00	0	EA	4,500.00	\$0.00							
25' Decorative Vehicular Light Std. (100' o.c.)	0	EA	3,300.00	\$0.00	10	EA	3,300.00	\$33,000.00	12	EA	3,300.00	\$39,600.00	0	EA	3,300.00	\$0.00							
Bollard Lighting	0	EA	1,000.00	\$0.00	0	EA	1,000.00	\$0.00	48	EA	1,000.00	\$48,000.00	0	EA	1,000.00	\$0.00							
Bench	12	EA	2,500.00	\$30,000.00	10	EA	2,500.00	\$25,000.00	12	EA	2,500.00	\$30,000.00	6	EA	2,500.00	\$15,000.00							
Trash Receptacle	6	EA	950.00	\$5,700.00	5	EA	950.00	\$4,750.00	6	EA	950.00	\$5,700.00	3	EA	950.00	\$2,850.00							
Bicycle Rack (Modular - Aluminum)	3	EA	500.00	\$1,500.00	5	EA	500.00	\$2,500.00	4	EA	500.00	\$2,000.00	0	EA	500.00	\$0.00							
Tree Grate (Cast Concrete)	75	EA	1,200.00	\$90,000.00	0	EA	1,200.00	\$0.00	60	EA	1,200.00	\$72,000.00	0	EA	1,200.00	\$0.00							
Canopy Tree (14' Hgt./3" Cal.)	75	EA	1,000.00	\$75,000.00	120	EA	2,500.00	\$300,000.00	60	EA	2,500.00	\$150,000.00	30	EA	2,500.00	\$75,000.00							
Brick Seating Walls	0	LF	125.00	\$0.00	0	LF	125.00	\$0.00	0	LF	125.00	\$0.00	0	LF	125.00	\$0.00							
Decorative Retaining Walls	0	SF	50.00	\$0.00	0	SF	50.00	\$0.00	0	SF	50.00	\$0.00	0	SF	50.00	\$0.00							
Movable Concrete Planters	0	EA	650.00	\$0.00	0	EA	650.00	\$0.00	12	EA	650.00	\$7,800.00	0	EA	650.00	\$0.00							
Irrigation System (Per Area)	0	EA	10,000.00	\$0.00	0	EA	10,000.00	\$0.00	0	EA	10,000.00	\$0.00	0	EA	10,000.00	\$0.00							
Gateway Monument	0	EA	25,000.00	\$0.00	0	EA	25,000.00	\$0.00	0	EA	25,000.00	\$0.00	0	EA	25,000.00	\$0.00							
Neighborhood Marker	0	EA	15,000.00	\$0.00	0	EA	15,000.00	\$0.00	0	EA	15,000.00	\$0.00	2	EA	15,000.00	\$30,000.00							
Information Kiosk	2	EA	5,000.00	\$10,000.00	0	EA	5,000.00	\$0.00	2	EA	5,000.00	\$10,000.00	0	EA	5,000.00	\$0.00							
Signage	0	LS	100.00	\$0.00	5	LS	100.00	\$500.00	5	LS	100.00	\$500.00	10	LS	100.00	\$1,000.00							
Bus Shelter (Complete w/paving, seating, etc.)	3	LS	10,000.00	\$30,000.00	3	LS	10,000.00	\$30,000.00	2	LS	10,000.00	\$20,000.00	0	LS	10,000.00	\$0.00							
ADA Retrofit Handicap Ramps	0	EA	2,000.00	\$0.00	0	EA	2,000.00	\$0.00	0	EA	2,000.00	\$0.00	0	EA	2,000.00	\$0.00							
Streetscape Elements Totals				\$245,950.00					\$1,710,750.00					\$1,374,000.00					\$348,850.00				
Undergrounding Electric Power Lines				Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total				
Labor and Materials	0	LF	500.00	\$0.00	4,000	LF	500.00	\$2,000,000.00	4,000	LF	500.00	\$2,000,000.00	4,000	LF	500.00	\$2,000,000.00							
Undergrounding Electric Power Lines Totals				\$0.00					\$2,000,000.00					\$2,000,000.00					\$2,000,000.00				
Roadways (Back-of-Curb to Back-of-Curb)				Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total				
Right of Way Acquisition	0	LS	2,000.00	\$0.00	0	LS	2,000.00	\$0.00	0	LS	2,000.00	\$0.00	0	LS	2,000.00	\$0.00							
Demolition	1,800	SY	20.00	\$36,000.00	0	SY	20.00	\$0.00	2,500	SY	20.00	\$50,000.00	0	SY	20.00	\$0.00							
Excavation/Grading	1,800	SY	30.00	\$54,000.00	0	SY	30.00	\$0.00	2,500	SY	30.00	\$75,000.00	0	SY	30.00	\$0.00							
Drainage Repair & Replacement	4	EA	3,500.00	\$14,000.00	0	EA	3,500.00	\$0.00	5	EA	3,500.00	\$17,500.00	0	EA	3,500.00	\$0.00							
Saw-Cut & Repair Existing Paving	200	SY	50.00	\$10,000.00	0	SY	50.00	\$0.00	2,500	SY	50.00	\$125,000.00	0	SY	50.00	\$0.00							
Asphalt Paving	1,800	SY	36.00	\$64,800.00	0	SY	36.00	\$0.00	2,500	SY	36.00	\$90,000.00	0	SY	36.00	\$0.00							
Curb & Gutter	1,000	LF	20.00	\$20,000.00	0	LF	20.00	\$0.00	3,000	LF	20.00	\$60,000.00	0	LF	20.00	\$0.00							
Raised Crosswalks / Textured Asphalt	4	EA	5,000.00	\$20,000.00	0	EA	5,000.00	\$0.00	3	EA	5,000.00	\$15,000.00	0	EA	5,000.00	\$0.00							
Signalized Crossings	0	EA	50,000.00	\$0.00	0	EA	50,000.00	\$0.00	2	EA	50,000.00	\$100,000.00	0	EA	50,000.00	\$0.00							
Signage & Striping for On-Street Parking	8	LS	1,500.00	\$12,000.00	0	EA	1,500.00	\$0.00	0	EA	1,500.00	\$0.00	0	EA	1,500.00	\$0.00							
ADA Handicap Ramps	0	EA	2,000.00	\$0.00	0	EA	2,000.00	\$0.00	0	EA	2,000.00	\$0.00	0	EA	2,000.00	\$0.00							
Roadways (Back-of-Curb to Back-of-Curb) Totals				\$230,800.00					\$0.00					\$532,500.00					\$0.00				
Subtotal				\$476,750.00	Subtotal				\$3,710,750.00	Subtotal				\$3,906,500.00	Subtotal				\$2,348,850.00				
0.07				\$33,372.50	0.07				\$259,752.50	Conditions, bonding, insurance @ 0.07				\$273,455.00	0.07				\$164,419.50				
0.20				\$95,350.00	0.20				\$742,150.00	Contingency @ 0.20				\$781,300.00	0.20				\$469,770.00				
SUB-TOTAL				\$605,472.50	SUB-TOTAL				\$4,712,652.50	SUB-TOTAL				\$4,961,255.00	SUB-TOTAL				\$2,983,039.50				
																			\$13,262,419.50				

STREET LIGHTING ONLY		SW QUAD			
Undergrounding Electric Power Lines		Quantity	Unit	Unit Costs	
Appurtenances		27,500	LF	25.00	\$687,500
Fixture & Appurtenances		Quantity	Unit	Unit Costs	
Light Poles & Fixtures Installed		430	EA	3,300.00	\$1,419,000
Subtotal					\$2,106,500
Mobilization / General Conditions, bonding, insurance @				0.07	\$147,455
Contingency @				0.20	\$421,300
SUB-TOTAL					\$2,675,255

NEW SIDEWALKS		SW QUAD			
		Quantity	Unit	Unit Costs	
Labor and Materials		82,512	LF	1.00	\$82,512
		Quantity	Unit	Unit Costs	
Concrete (4" with mesh)		412,560	LF	20.00	\$8,251,200
Subtotal					\$8,333,712
Mobilization / General Conditions, bonding, insurance @				0.07	\$583,360
Contingency @				0.20	\$1,666,742
SUB-TOTAL					\$10,583,814

CANOPY TREES		SW QUAD			
		Quantity	Unit	Unit Costs	
Canopy Tree (14' Hgt./3" Cal.)		1,413	EA	1,000.00	\$1,413,000
Subtotal					\$1,413,000
Mobilization / General Conditions, bonding, insurance @				0.07	\$98,910
Contingency @				0.20	\$282,800
SUB-TOTAL					\$1,794,510

BICYCLE LANES		SW QUAD			
Labor & Materials		Quantity	Unit	Unit Costs	
Flexible Barriers		13,500	LF	10.00	\$135,000
Roadway		Quantity	Unit	Unit Costs	
"Greenpave" Surface Treatment		141,540	SF	3.50	\$495,390
Right of Way		Quantity	Unit	Unit Costs	
Striping & Signage		10	LS	100.00	\$1,000
Subtotal					\$630,390
Mobilization / General Conditions, bonding, insurance @				0.07	\$44,127
Contingency @				0.20	\$126,078
SUB-TOTAL					\$800,595

ON-STREET PARKING		NE QUAD			
Labor & Materials		Quantity	Unit	Unit Costs	
Concrete curbing		0	LF	20.00	\$0
Roadway		Quantity	Unit	Unit Costs	
New Pavement		48,258	SF	36.00	\$1,737,288
Right of Way		Quantity	Unit	Unit Costs	
Striping & Signage		15	EA	1,500.00	\$22,500
Subtotal					\$1,737,308
Mobilization / General Conditions, bonding, insurance @				0.07	\$121,812
Contingency @				0.20	\$347,462
SUB-TOTAL					\$2,206,381



STREET LIGHTING ONLY		NE QUAD			
Undergrounding Electric Power Lines		Quantity	Unit	Unit Costs	
Appurtenances		1,350	LF	25.00	\$33,750
Fixtures & Appurtenances		Quantity	Unit	Unit Costs	
Light Poles & Fixtures Installed		308	EA	4,500.00	\$1,388,000
					Subtotal
					\$1,419,750
Mobilization / General Conditions, bonding, insurance @				0.07	\$99,383
Contingency @				0.20	\$283,950
					SUB-TOTAL
					\$1,803,083

NEW SIDEWALKS		NE QUAD			
		Quantity	Unit	Unit Costs	
Labor and Materials		36,141	LF	1.00	\$36,141
		Quantity	Unit	Unit Costs	
Concrete		180,705	SF	6.50	\$1,174,583
					Subtotal
					\$1,210,724
Mobilization / General Conditions, bonding, insurance @				0.07	\$84,751
Contingency @				0.20	\$242,145
					SUB-TOTAL
					\$1,537,619

CANOPY TREES		NE QUAD			
		Quantity	Unit	Unit Costs	
Canopy Trees		925	EA	1,000.00	\$925,000
					Subtotal
					\$925,000
Mobilization / General Conditions, bonding, insurance @				0.07	\$64,750
Contingency @				0.20	\$185,000
					SUB-TOTAL
					\$1,174,750

BICYCLE LANES		NE QUAD			
Labor & Materials		Quantity	Unit	Unit Costs	
Flexible Barriers		8,000	LF	10.00	\$80,000
Roadway		Quantity	Unit	Unit Costs	
"Greenpave" Surface Treatment		68,200	SF	3.50	\$238,700
Right of Way		Quantity	Unit	Unit Costs	
Striping & Signage		10	LS	100.00	\$1,000
					Subtotal
					\$318,700
Mobilization / General Conditions, bonding, insurance @				0.07	\$22,309
Contingency @				0.20	\$63,740
					SUB-TOTAL
					\$404,749

ON-STREET PARKING		NE QUAD			
Labor & Materials		Quantity	Unit	Unit Costs	
Concrete curbing		0	LF	20.00	\$20
Roadway		Quantity	Unit	Unit Costs	
New Pavement		60,741	SF	36.00	\$2,186,676
Right of Way		Quantity	Unit	Unit Costs	
Striping & Signage		15	EA	1,500.00	\$22,500
					Subtotal
					\$2,186,696
Mobilization / General Conditions, bonding, insurance @				0.07	\$153,069
Contingency @				0.20	\$437,339
					SUB-TOTAL
					\$2,777,104



STREET LIGHTING ONLY		SE QUAD			
Undergrounding Electric Power Lines	Quantity	Unit	Unit Costs		
Appurtenances	905	LF	25.00		\$22,625
Fixtures & Appurtenances	Quantity	Unit	Unit Costs		
Light Poles & Fixtures Installed @ 75' O.C.	31	EA	4,500.00		\$139,500
			Subtotal		\$162,125
			Mobilization / General Conditions, bonding, insurance @	0.07	\$11,349
			Contingency @	0.20	\$32,425
			SUB-TOTAL		\$205,899

NEW SIDEWALKS		SE QUAD			
	Quantity	Unit	Unit Costs		
Labor and Materials	30,481	LF	1.00		\$30,481
	Quantity	Unit	Unit Costs		
Concrete	152,405	SF	6.50		\$990,633
			Subtotal		\$1,021,114
			Mobilization / General Conditions, bonding, insurance @	0.07	\$71,478
			Contingency @	0.20	\$204,223
			SUB-TOTAL		\$1,296,814

CANOPY TREES		SE QUAD			
	Quantity	Unit	Unit Costs		
Canopy Trees	606	EA	1,000.00		\$606,000
			Subtotal		\$606,000
			Mobilization / General Conditions, bonding, insurance @	0.07	\$42,420
			Contingency @	0.20	\$121,200
			SUB-TOTAL		\$769,620

BICYCLE LANES		SE QUAD			
Labor & Materials	Quantity	Unit	Unit Costs		
Flexible Barriers	8,000	LF	10.00		\$80,000
Roadway	Quantity	Unit	Unit Costs		
"Greenpave" Surface Treatment	34,200	SF	3.50		\$119,700
Right of Way	Quantity	Unit	Unit Costs		
Striping & Signage	10	LS	100.00		\$1,000
			Subtotal		\$199,700
			Mobilization / General Conditions, bonding, insurance @	0.07	\$13,979
			Contingency @	0.20	\$39,940
			SUB-TOTAL		\$253,619

BRIDGE / TOWERS		SE QUAD			
Labor & Materials	Quantity	Unit	Unit Costs		
Tower Structures	1	EA	5,000,000.00		\$5,000,000
Roadway	Quantity	Unit	Unit Costs		
Bridge & Approaches	1	EA	2,000,000.00		\$2,000,000
			Subtotal		\$7,000,000
			Mobilization / General Conditions, bonding, insurance @	0.07	\$490,000
			Contingency @	0.20	\$1,400,000
			SUB-TOTAL		\$8,890,000

ON-STREET PARKING		SE QUAD			
Labor & Materials	Quantity	Unit	Unit Costs		
Concrete curbing	0	LF	20.00		\$0
Roadway	Quantity	Unit	Unit Costs		
New Pavement	11,592	SF	36.00		\$417,312
Right of Way	Quantity	Unit	Unit Costs		
Striping & Signage	15	EA	1,500.00		\$22,500
			Subtotal		\$417,312
			Mobilization / General Conditions, bonding, insurance @	0.07	\$29,212
			Contingency @	0.20	\$83,482



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Hallandale Beach CRA Master Plan Update - Cost Matrix Worksheet

OPINION OF PROBABLE COSTS WORKSHEET		Project Total			
HARLEM VILLAGE		Quantity	Unit	Unit Costs	Total
Urban Plaza Elements					
Demolition		9,000	SY	10.00	\$90,000.00
Excavation/Grading		9,000	SY	15.00	\$135,000.00
Catch Basin Relocation/Drainage		5	LS	2,500.00	\$12,500.00
Utility Systems Allowance		1	LS	20,000.00	\$20,000.00
Brick Paving		16,000	SF	15.00	\$240,000.00
Decorative Concrete Paving		16,000	SF	8.00	\$128,000.00
Specialty Lighting		1	EA	25,000.00	\$25,000.00
Bollard Lighting		16	EA	1,000.00	\$16,000.00
Site Furniture Allowance		1	LS	20,000.00	\$20,000.00
Tree Structural Systems		1	LS	50,000.00	\$50,000.00
Tree Canopy (16' Hgt./6" Cal.)		30	EA	2,500.00	\$75,000.00
Amenity Palms (25 c.t.)		15	EA	5,000.00	\$75,000.00
Decorative Landscaping		3,000	SY	50.00	\$150,000.00
Decorative Retaining Walls		0	SF	50.00	\$0.00
Large Tower		0	EA	50,000.00	\$0.00
Small Tower		0	EA	20,000.00	\$0.00
Bioretention Systems		1	LS	100,000.00	\$100,000.00
Seat Walls		100	LF	150.00	\$15,000.00
Movable Concrete Planters		20	EA	650.00	\$13,000.00
Irrigation System (Per Area)		2	LS	10,000.00	\$20,000.00
Interactive Wayfinding & Signs		2	LS	50,000.00	\$100,000.00
Interactive Fountain/Water Display		0	EA	250,000.00	\$0.00
Public Art Allowance		1	EA	10,000.00	\$10,000.00
Urban Plaza Elements Totals					\$1,294,500.00
Park Elements					
Stage / Performance Platform		1	EA	150,000.00	\$150,000.00
Public Restroom Building		1	EA	50,000.00	\$50,000.00
Park Elements					\$200,000.00
Roadways (Back-of-Curb to Back-of-Curb)					
Demolition		0	SY	10.00	\$0.00
Excavation/Grading		0	SY	15.00	\$0.00
Drainage Repair & Replacement		0	EA	3,500.00	\$0.00
Right-of-Way Acquisition		0	SY	10.00	\$0.00
Saw-Off & Repair Existing Paving		0	SY	50.00	\$0.00
Asphalt Paving		0	SY	18.00	\$0.00
Curb & Gutter		0	LF	12.00	\$0.00
Raised Crosswalks / Textured Asphalt		0	EA	5,000.00	\$0.00
Signalized Crossings		0	EA	50,000.00	\$0.00
ADA Handicap Ramps		0	EA	2,000.00	\$0.00
Charles Graves Bridge (SDOT Funding)		0	LS	275,000.00	\$0.00
Gateway Pergola (Including ramps)		0	EA	50,000.00	\$0.00
Roadways (Back-of-Curb to Back-of-Curb) Totals					\$0.00
BUILDINGS					
Building 1 - Townhome		14,400	SF	270.00	\$3,888,000.00
Building 2 - Mixed Use		197,150	SF	516.00	\$101,729,400.00
Building 3 - Townhome		24,000	SF	270.00	\$6,480,000.00
Building 4 - Mixed Use		208,400	SF	516.00	\$107,534,400.00
Building 5 - Mixed Use		40,800	SF	516.00	\$21,052,800.00
Building 6 - Mixed Use		195,300	SF	516.00	\$100,774,800.00
Building 7 - Townhome		14,400	SF	270.00	\$3,888,000.00
Building 8 - Townhome		14,400	SF	270.00	\$3,888,000.00
Building 9 - Community Center		85,400	SF	324.00	\$27,669,600.00
Building 10 - Performance Center		20,300	SF	741.00	\$15,042,300.00
Building 11 - Neighborhood Commercial		43,300	SF	267.00	\$11,561,100.00
Building 12 - Neighborhood Commercial		43,300	SF	267.00	\$11,561,100.00
Building 13 - Townhome		24,000	SF	270.00	\$6,480,000.00
Building 14 - Mixed Use		240,500	SF	516.00	\$124,098,000.00
Building 15 - Parking Garage		240,000	SF	56.00	\$13,440,000.00
Building 16 - Hotel		237,900	SF	771.00	\$183,420,900.00
Building 17 - Office Retail		258,300	SF	593.00	\$153,171,900.00
Building 18 - Office Retail		243,800	SF	593.00	\$144,573,400.00
Building 19 - Mixed Use		198,000	SF	593.00	\$117,414,000.00
Building 20 - Hotel		233,400	SF	771.00	\$179,951,400.00
Buildings					\$1,337,619,100.00
Subtotal					\$1,339,113,600.00
					0.07
					0.20
SUB-TOTAL					\$1,700,674,272.00



Hallandale Beach CRA Master Plan Update - Cost Matrix Worksheet

OPINION OF PROBABLE COSTS WORKSHEET		HALLANDALE DOWNTOWN CENTER			Project Total		
Urban Plaza Elements		Quantity	Unit	Unit Costs	Total		
Demolition		33,000	SY	10.00	\$330,000.00		
Excavation/Grading		33,000	SY	15.00	\$495,000.00		
Catch Basin Relocation/Drainage		5	LS	2,500.00	\$12,500.00		
Utility Systems Allowance		5	LS	20,000.00	\$100,000.00		
Decorative Pavers		75,000	SF	15.00	\$1,125,000.00		
Decorative Concrete Paving		20,000	SF	8.00	\$160,000.00		
Specialty Lighting		5	EA	25,000.00	\$125,000.00		
Bollard Lighting		20	EA	1,000.00	\$20,000.00		
Site Furniture Allowance		2	LS	20,000.00	\$40,000.00		
Tree Structural Systems		1	LS	50,000.00	\$50,000.00		
Canopy Tree (16' Hgt./6" Cal.)		100	EA	2,500.00	\$250,000.00		
Amenity Palms (25' c.t.)		50	EA	5,000.00	\$250,000.00		
Decorative Landscaping		6,000	SY	50.00	\$300,000.00		
Decorative Retaining Walls		3,000	SF	50.00	\$150,000.00		
Large Tower		2	EA	50,000.00	\$100,000.00		
Small Tower		10	EA	20,000.00	\$200,000.00		
Bioretention Systems		5	LS	100,000.00	\$500,000.00		
Seat Walls		300	LF	150.00	\$45,000.00		
Movable Concrete Planters		25	EA	650.00	\$16,250.00		
Irrigation System (Per Area)		5	LS	10,000.00	\$50,000.00		
Interactive Wayfinding & Signs		2	LS	50,000.00	\$100,000.00		
Interactive Fountain/Water Display		1	EA	250,000.00	\$250,000.00		
Public Art Allowance		5	EA	10,000.00	\$50,000.00		
Urban Plaza Elements Totals					\$4,718,750.00		
Park Elements		Quantity	Unit	Unit Costs	Total		
Stage / Performance Platform		1	EA	150,000.00	\$150,000.00		
Public Restroom Building		1	EA	50,000.00	\$50,000.00		
Park Elements Totals					\$200,000.00		
Roadways (Back-of-Curb to Back-of-Curb)		Quantity	Unit	Unit Costs	Total		
Demolition		0	SY	10.00	\$0.00		
Excavation/Grading		0	SY	15.00	\$0.00		
Drainage Repair & Replacement		0	EA	3,500.00	\$0.00		
Right-of-Way Acquisition		0	SY	10.00	\$0.00		
Saw-Cut & Repair Existing Paving		0	SY	50.00	\$0.00		
Asphalt Paving		0	SY	18.00	\$0.00		
Curb & Gutter		0	LF	12.00	\$0.00		
Raised Crosswalks / Textured Asphalt		0	EA	5,000.00	\$0.00		
Signaled Crossings		0	EA	50,000.00	\$0.00		
ADA Handicap Ramps		0	EA	2,000.00	\$0.00		
Charles Graves Bridge (GDOT Funding)		0	LS	275,000.00	\$0.00		
Gateway Pergola (including ramps)		0	EA	50,000.00	\$0.00		
Roadways (Back-of-Curb to Back-of-Curb) Totals					\$0.00		
BUILDINGS		Quantity	Unit	Unit Costs	Total		
Building 1 - Transit Station - Retail		36,400	SF	\$516.00	\$18,782,400.00		
Building 2 - Office-Retail		253,200	SF	\$593.00	\$150,147,600.00		
Building 3 - Office-Retail		224,000	SF	\$593.00	\$132,832,000.00		
Building 4 - Mixed-Use		163,200	SF	\$516.00	\$84,211,200.00		
Building 5 - Mixed-Use		233,600	SF	\$516.00	\$120,537,600.00		
Building 6 - Mixed-Use		240,200	SF	\$516.00	\$123,943,200.00		
Building 7 - Neighborhood Retail		11,900	SF	\$266.50	\$3,171,350.00		
Building 8 - Neighborhood Retail		11,900	SF	\$266.50	\$3,171,350.00		
Building 9 - Neighborhood Retail		11,900	SF	\$266.50	\$3,171,350.00		
Building 10 - Neighborhood Retail		11,900	SF	\$516.00	\$6,140,400.00		
Building 11 - Mixed-Use		318,100	SF	\$516.00	\$164,139,600.00		
Building 12 - Mixed-Use		326,500	SF	\$266.50	\$87,012,250.00		
Building 13 - City Hall		152,100	SF	\$542.00	\$82,438,200.00		
Building 14 - Neighborhood Retail		10,500	SF	\$266.50	\$2,798,250.00		
Building 15 - Office-Parking Garage		317,296	SF	\$516.00	\$163,724,736.00		
Building 16 - Performing Arts Center		216,100	SF	\$822.00	\$177,634,200.00		
Building 17 - Office-Retail		333,200	SF	\$593.00	\$197,587,600.00		
Building 18 - Mixed-Use		341,200	SF	\$516.00	\$176,059,200.00		
Building 19 - Mixed-Use		212,400	SF	\$516.00	\$109,598,400.00		
Building 20 - Townhomes		57,600	SF	\$270.00	\$15,552,000.00		
Building 21 - Townhomes		38,400	SF	\$270.00	\$10,368,000.00		
Building 22 - Townhomes		28,800	SF	\$270.00	\$7,776,000.00		
Buildings		3,483,196	SF		\$1,840,796,886.00		
PUBLIC ONLY					\$423,797,136.00		
Subtotal					\$1,845,715,636.00		
0.07					\$129,200,094.52		
0.20					\$369,143,127.20		
SUB-TOTAL					\$2,344,058,857.72		



Hallandale Beach CRA Master Plan Update - Cost Matrix Worksheet

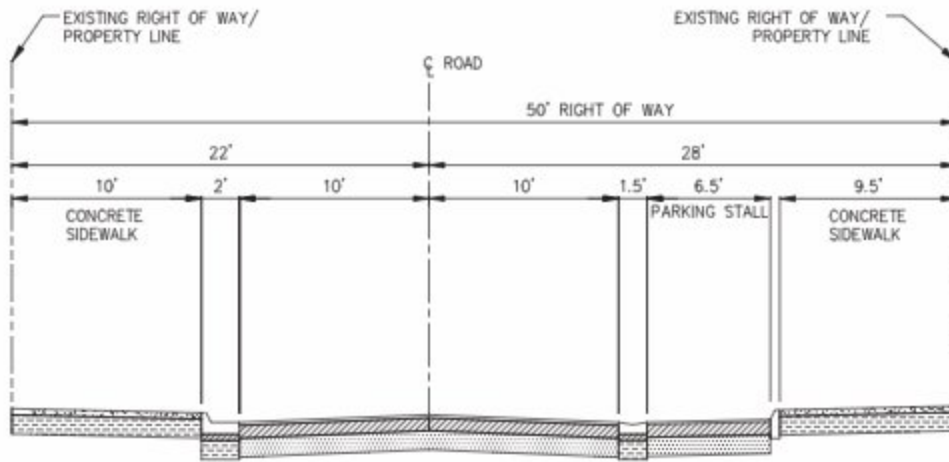
OPINION OF PROBABLE COSTS WORKSHEET ARTS TRAIL	NW				SW				NE/SE				EAST OF CRA (HALLANDALE BLVD. TO BEACH)				Project Total	
Trail Elements	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Total
Maintenance/Storage Buildings	1	EA	15,000.00	\$15,000.00	0	EA	15,000.00	\$0.00	1	EA	15,000.00	\$15,000.00	0	EA	15,000.00	\$0.00	2	\$30,000.00
Utility Systems Allowance	1,000	LF	10.00	\$10,000.00	0	LF	10.00	\$0.00	1,000	LF	10.00	\$10,000.00	0	LF	10.00	\$0.00	2,000	\$20,000.00
Trail/Interpretive Markers - small pedestrian scale	1	LS	3,000.00	\$3,000.00	1	LS	3,000.00	\$3,000.00	1	LS	3,000.00	\$3,000.00	1	LS	3,000.00	\$3,000.00	4	\$12,000.00
Conc. Sidewalk Path (10' wide w/mesh)	11,360	LF	28.00	\$318,080.00	10,390	LF	28.00	\$290,920.00	18,260	LF	28.00	\$511,280.00	5,850	LF	28.00	\$163,800.00	45,860	\$1,284,080.00
Specialized Paving	2,000	SF	12.00	\$24,000.00	0	SF	12.00	\$0.00	6,000	SF	12.00	\$72,000.00	15,000	SF	12.00	\$180,000.00	23,000	\$276,000.00
Urban LED Pavement Lighting	1	LS	50,000.00	\$50,000.00	1	LS	50,000.00	\$50,000.00	1	LS	50,000.00	\$50,000.00	1	LS	50,000.00	\$50,000.00	4	\$200,000.00
Elevated Boardwalk	1,500	LF	250.00	\$375,000.00	400	LF	250.00	\$100,000.00	0	LF	250.00	\$0.00	0	LF	250.00	\$0.00	1,900	\$475,000.00
At-grade Boardwalk 10' wide	100	LF	100.00	\$10,000.00	100	LF	100.00	\$10,000.00	0	LF	100.00	\$0.00	0	LF	100.00	\$0.00	200	\$20,000.00
Observation decks (600sf ea)	3	EA	12,000.00	\$36,000.00	0	EA	12,000.00	\$0.00	0	EA	12,000.00	\$0.00	0	EA	12,000.00	\$0.00	3	\$36,000.00
Prefabricated Bridges	1	EA	30,000.00	\$30,000.00	0	EA	15,000.00	\$0.00	0	EA	15,000.00	\$0.00	0	EA	15,000.00	\$0.00	1	\$30,000.00
Benches - 6' long (2 every 1000 feet)	18	EA	750.00	\$13,500.00	20	EA	750.00	\$15,000.00	30	EA	750.00	\$22,500.00	30	EA	750.00	\$22,500.00	98	\$73,500.00
Litter Receptacle / 1 every 1000 feet	9	EA	300.00	\$2,700.00	10	EA	300.00	\$3,000.00	15	EA	300.00	\$4,500.00	15	EA	300.00	\$4,500.00	49	\$14,700.00
Call Boxes (1 every 2500 feet)	3	EA	2,500.00	\$7,500.00	4	EA	2,500.00	\$10,000.00	6	EA	2,500.00	\$15,000.00	4	EA	2,500.00	\$10,000.00	17	\$42,500.00
Small Shelter (Gazebo)	0	EA	3,500.00	\$0.00	0	EA	3,500.00	\$0.00	0	EA	3,500.00	\$0.00	0	EA	3,500.00	\$0.00	0	\$0.00
Multi-Use Trail Elements Totals				\$894,780.00				\$481,920.00				\$703,280.00				\$433,800.00		2,513,780.00
Trailhead Elements	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Unit	Unit Costs	Total	Quantity	Total
Demolition	1,000	SY	10.00	\$10,000.00	800	SY	10.00	\$8,000.00	800	SY	10.00	\$8,000.00	0	SY	10.00	\$0.00	2,600	\$26,000.00
Excavation/Grading	1,000	SY	15.00	\$15,000.00	800	SY	15.00	\$12,000.00	800	SY	15.00	\$12,000.00	0	SY	15.00	\$0.00	2,600	\$39,000.00
Drainage Repair & Replacement (Per 1,000 SF)	1	EA	3,500.00	\$3,500.00	1	EA	3,500.00	\$3,500.00	1	EA	3,500.00	\$3,500.00	0	EA	3,500.00	\$0.00	3	\$10,500.00
Utility Systems Allowance	1	LS	20,000.00	\$20,000.00	1	LS	20,000.00	\$20,000.00	1	LS	20,000.00	\$20,000.00	0	LS	20,000.00	\$0.00	3	\$60,000.00
Trailhead Restroom/Storage	1	EA	25,000.00	\$25,000.00	0	EA	25,000.00	\$0.00	1	EA	25,000.00	\$25,000.00	0	EA	25,000.00	\$0.00	2	\$50,000.00
Area Lighting (25' pole hgt.)	2	LS	2,500.00	\$5,000.00	1	LS	10,000.00	\$10,000.00	1	LS	10,000.00	\$10,000.00	0	LS	10,000.00	\$0.00	4	\$25,000.00
Play Structure	1	EA	20,000.00	\$20,000.00	0	EA	20,000.00	\$0.00	0	EA	20,000.00	\$0.00	0	EA	20,000.00	\$0.00	1	\$20,000.00
Fit Trail system	0	LS	20,000.00	\$0.00	0	LS	20,000.00	\$0.00	0	LS	20,000.00	\$0.00	0	LS	20,000.00	\$0.00	0	\$0.00
Signage Allowance	1	LS	1,000.00	\$1,000.00	1	LS	1,000.00	\$1,000.00	1	LS	1,000.00	\$1,000.00	0	LS	1,000.00	\$0.00	3	\$3,000.00
Site Furniture Allowance (water f., benches, trash)	1	LS	5,000.00	\$5,000.00	1	LS	5,000.00	\$5,000.00	1	LS	5,000.00	\$5,000.00	0	LS	5,000.00	\$0.00	3	\$15,000.00
Landscape & Berming	1	AC	4,000.00	\$4,000.00	1	AC	4,000.00	\$4,000.00	1	AC	4,000.00	\$4,000.00	0	AC	4,000.00	\$0.00	3	\$12,000.00
Picnic Shelter	2	EA	2,500.00	\$5,000.00	0	EA	2,500.00	\$0.00	0	EA	2,500.00	\$0.00	0	EA	2,500.00	\$0.00	2	\$5,000.00
Parks & Recreation Elements Totals				\$113,500.00				\$63,500.00				\$88,500.00				\$0.00		\$265,500.00
Subtotal				\$1,008,280.00	Subtotal			\$545,420.00	Subtotal			\$791,780.00	Subtotal			\$433,800.00		\$2,779,280.00
0.07				\$70,579.60	0.07			\$38,179.40	0.07			\$55,424.60	0.07			\$30,366.00	0.07	\$194,549.60
0.15				\$151,242.00	0.15			\$81,813.00	0.15			\$118,767.00	0.15			\$65,070.00	0.15	\$416,892.00
SUB-TOTAL				\$1,230,101.60	SUB-TOTAL			\$665,412.40	SUB-TOTAL			\$965,971.60	SUB-TOTAL			\$529,236.00	TOTAL	\$3,390,721.60

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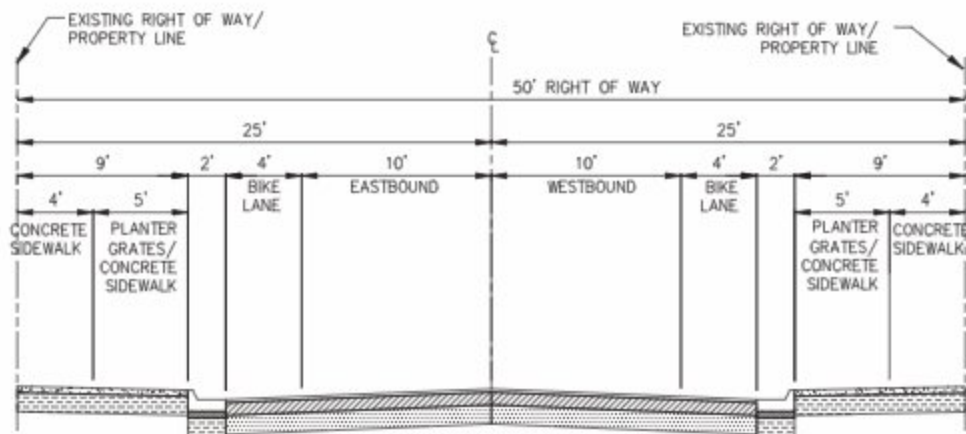


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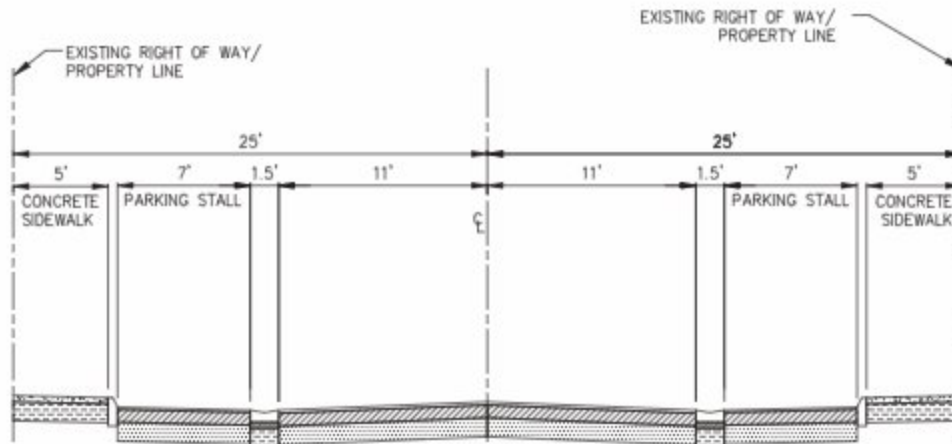
**APPENDIX E:
STREET CROSS
SECTIONS**



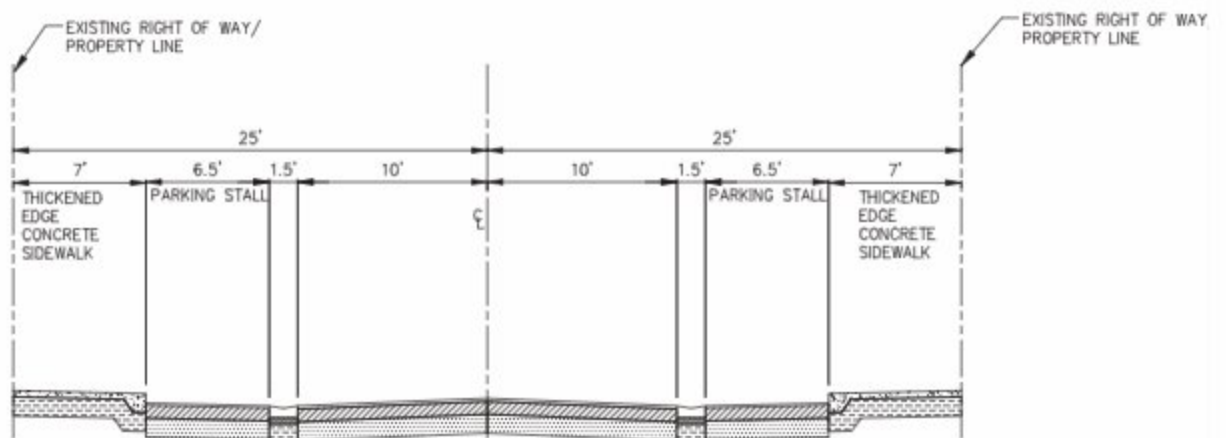
FOSTER ROAD DISTRICT (50' RIGHT OF WAY)
W/ PARKING STALL



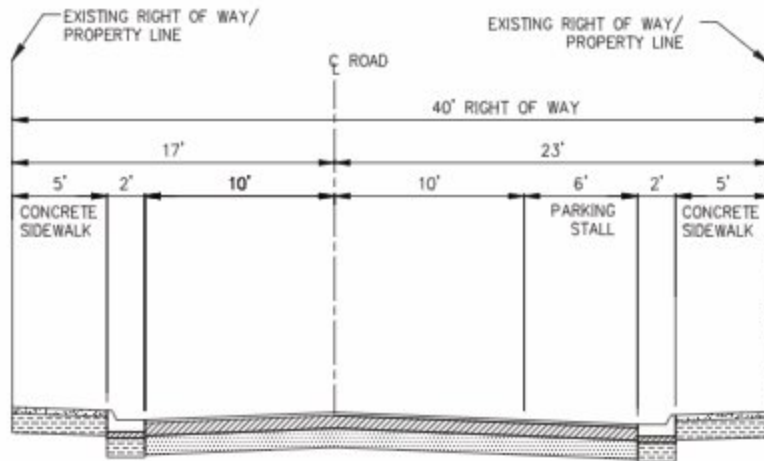
50' DOWNTOWN W/ BIKE LANE



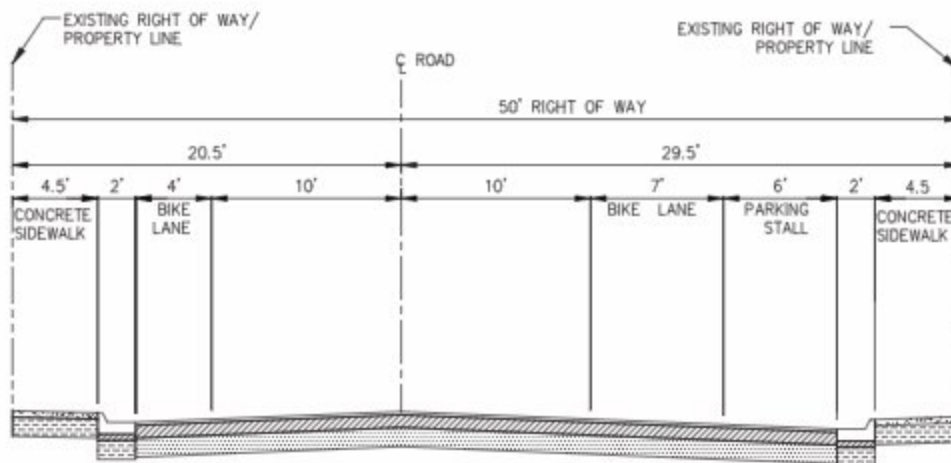
50' DOWNTOWN ON-STREET PARKING SECTION



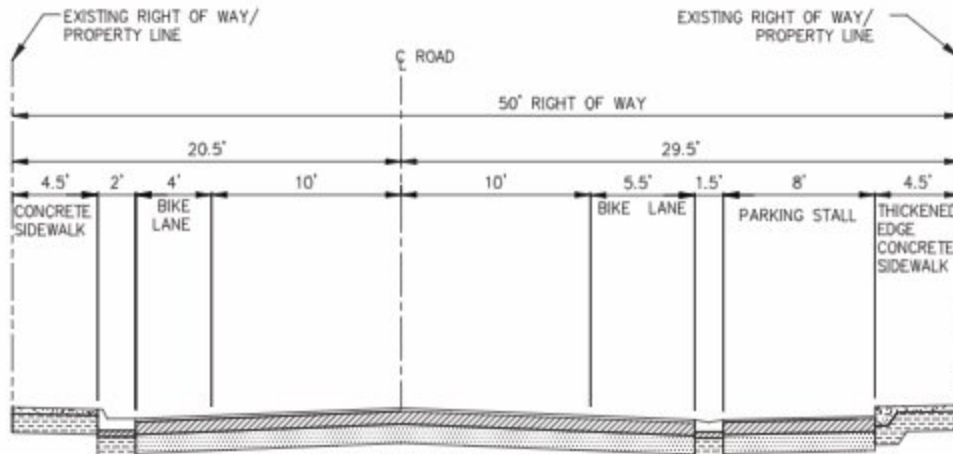
50' DOWNTOWN ON-STREET PARKING SECTION
(WIDER SIDEWALKS)



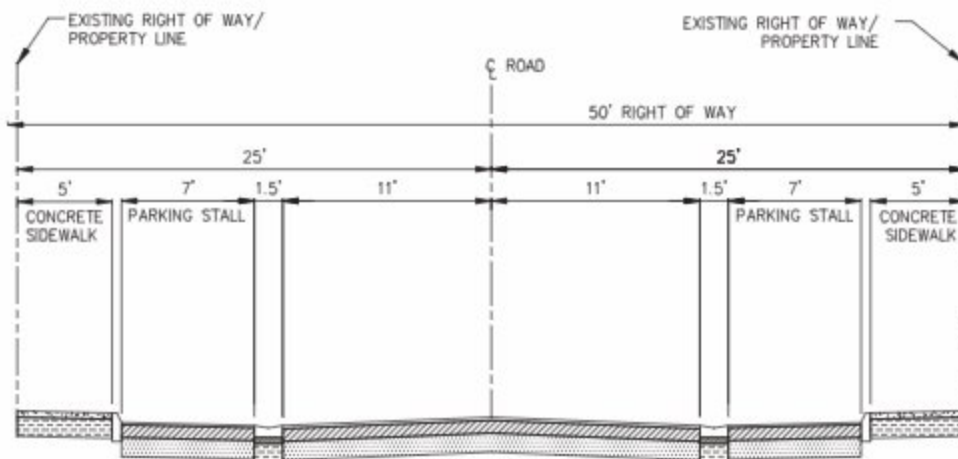
COMMERCIAL DISTRICT 40' RIGHT OF WAY W/
PARKING STALL



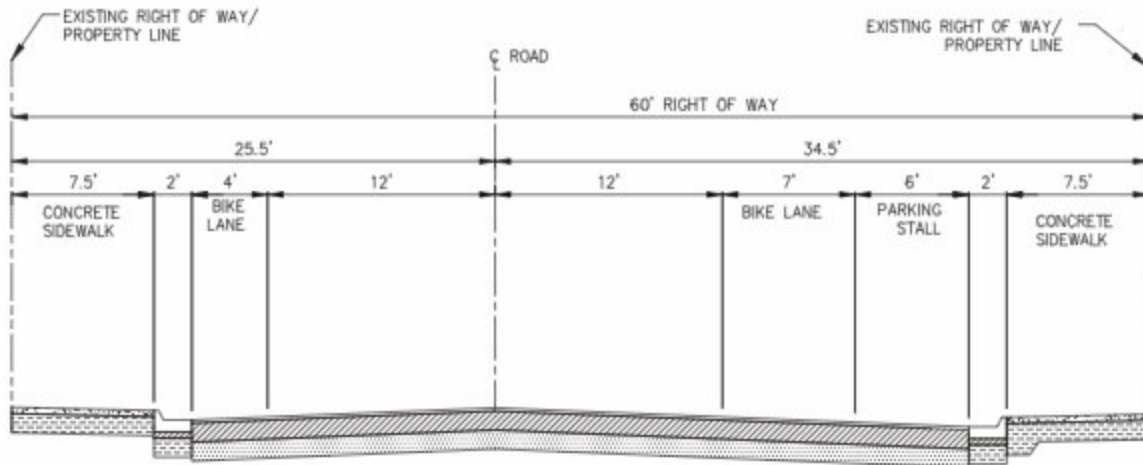
COMMERCIAL DISTRICT 50' RIGHT OF WAY W/
BIKE LANES AND PARKING STALL (OPTION 1)



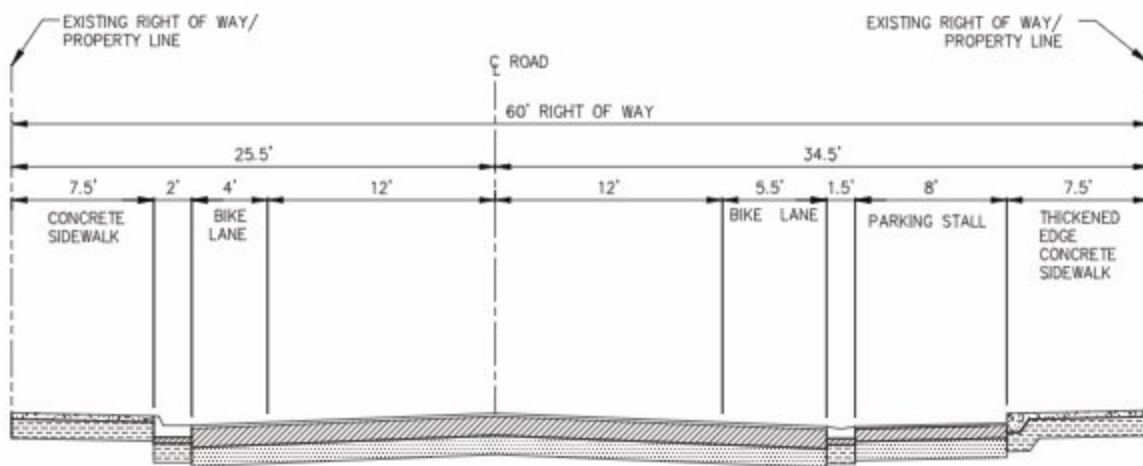
COMMERCIAL DISTRICT 50' RIGHT OF WAY W/
BIKE LANES AND PARKING STALL (OPTION 2)



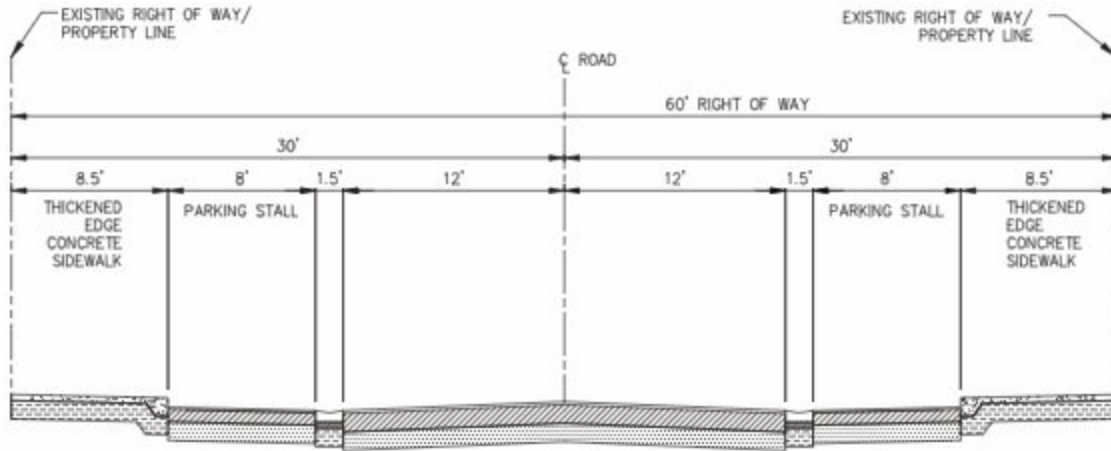
COMMERCIAL DISTRICT 50' RIGHT OF WAY W/
PARKING STALLS



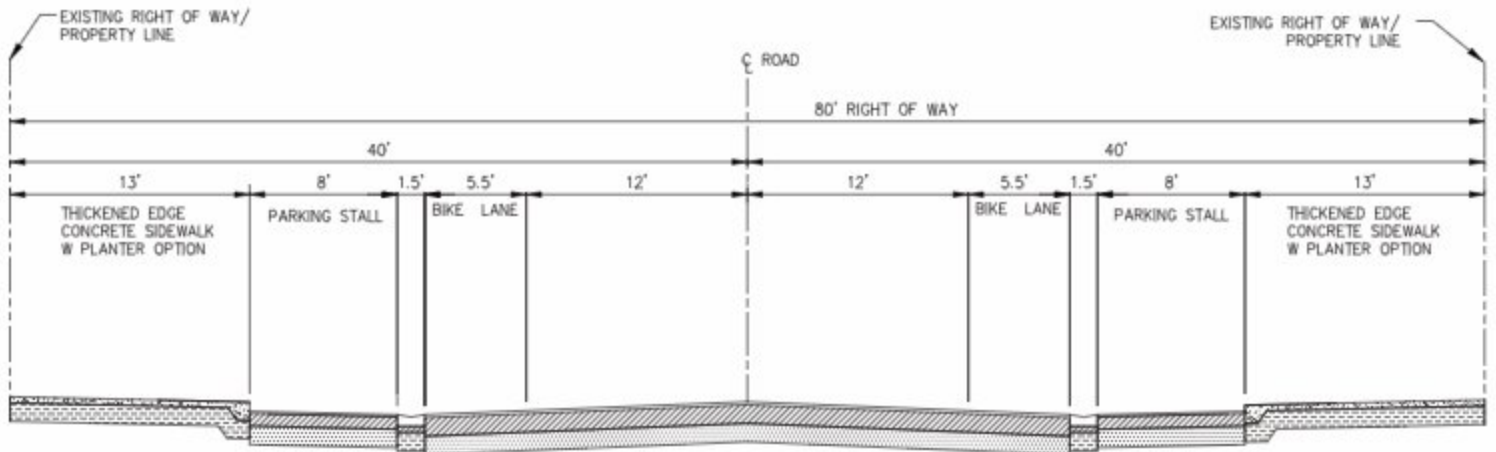
COMMERCIAL DISTRICT 60' RIGHT OF WAY W/
BIKE LANES AND PARKING STALL (OPTION 1)



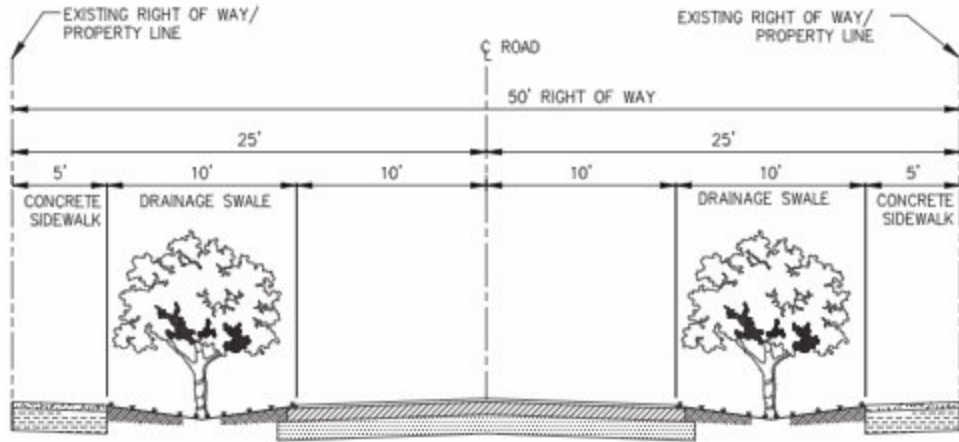
COMMERCIAL DISTRICT 60' RIGHT OF WAY W/
BIKE LANES AND PARKING STALL (OPTION 2)



COMMERCIAL DISTRICT 60' RIGHT OF WAY W/
PARKING STALLS



COMMERCIAL DISTRICT 80' RIGHT OF WAY W/
BIKE LANES AND PARKING STALLS



LOCAL 50' RIGHT OF WAY

An architectural rendering of a modern building with large glass windows and a flat roof, set against a sunset sky. A teal vertical overlay covers the left side of the image. The letters 'AP' are prominently displayed in a large, stylized font on the teal background. Below the letters, the text 'APPENDIX F: DEMOGRAPHIC DEFINITIONS' is written in white, uppercase letters, flanked by two horizontal lines. In the foreground, a man in a dark suit is walking away from the camera, and another man in a dark suit is walking towards the camera. A white car is parked in the background near the building. The overall scene is a professional architectural visualization.

AP

**APPENDIX F:
DEMOGRAPHIC
DEFINITIONS**

White Collar
Management/Business/Financial
MANAGEMENT OCCUPATIONS, INCLUDING FARMERS AND FARM MANAGERS
BUSINESS AND FINANCIAL OPERATIONS OCCUPATIONS
Professional
COMPUTER AND MATHEMATICAL OCCUPATIONS
ARCHITECTURE AND ENGINEERING OCCUPATIONS
LIFE, PHYSICAL, AND SOCIAL SCIENCE OCCUPATIONS
COMMUNITY AND SOCIAL SERVICES OCCUPATIONS
LEGAL OCCUPATIONS
EDUCATION, TRAINING, AND LIBRARY OCCUPATIONS
ARTS, DESIGN, ENTERTAINMENT, SPORTS, AND MEDIA OCCUPATIONS
HEALTHCARE PRACTITIONERS AND TECHNICAL OCCUPATIONS
Sales
SALES AND RELATED OCCUPATIONS
Administrative Support
OFFICE AND ADMINISTRATIVE SUPPORT OCCUPATIONS
Services
HEALTHCARE SUPPORT OCCUPATIONS
PROTECTIVE SERVICE OCCUPATIONS
FOOD PREPARATION AND SERVING RELATED OCCUPATIONS
BUILDING AND GROUNDS CLEANING AND MAINTENANCE OCCUPATIONS
PERSONAL CARE AND SERVICE OCCUPATIONS
Blue Collar
Farming/Forestry/Fishing
FARMING, FISHING, AND FORESTRY OCCUPATIONS
Construction/Extraction
CONSTRUCTION AND EXTRACTION OCCUPATIONS
Installation/Maintenance/Repair
INSTALLATION, MAINTENANCE, AND REPAIR OCCUPATIONS
Production
PRODUCTION OCCUPATIONS
Transportation/Material Moving
TRANSPORTATION AND MATERIAL MOVING OCCUPATIONS



SPG