

LAND USE ELEMENT



Prepared by

the Office of Planning and
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City of Hollywood

Hollywood, Florida

December 1989

Revised: March 1991

December 1991

November 1995

November 1997

April 1999

February 2004

July 2006

EAR-Based Amendments January 2008

LAND USE ELEMENT

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I. INTRODUCTION

As the traditional keystone of the Comprehensive Plan, the Land Use Element sets forth the physical plan for the future development of the City. The Land Use Element describes the appropriate location for future land uses and promulgates the policies regulating the location and development of all land uses. The Land Use Element sets forth not only the density and intensity of land uses appropriate for all locations, but also considers other factors affecting land use development, such as timing, cost, and current development trends.

The overriding goal of the Land Use Element is to provide a framework for rational decision-making regarding the uses and re-use of land in a mature community characterized by infill on previously passed over parcels and by intensification of use of land through redevelopment and rehabilitation.

Objectives for land use planning are often so broad as to be meaningless; for example, "To provide a beneficial physical environment for human activities." However, some statements should be made which clarify broadly how the plan is to be used as a decision-guide in Hollywood. The land use plan should 1) provide framework for programming capital improvements which affect or are affected by land use decisions and activities, 2) provide a useable development guide for land use activities of all parties, public and private, 3) provide a continuity and rationalization for land use decisions and actions, 4) show how to maximize existing public investment, 5) show maximum consideration of natural constraints and existing character and identity of established, viable residential neighborhoods.

The Existing Land Use Map included as part of this Element describes the location and distribution of land uses in Hollywood in 2007. The Future Land Use Map (also included in this Element) is the focus of the Comprehensive Plan. It indicates the proposed location and distribution of land uses for the next five to ten years. All policies contained within this plan must be consistent with the Future Land Use Map. Apparent inconsistencies among policies are resolved by the Future Land Use Map itself or at the more detailed scale of project planning and in specific development proposals. All land development regulations in effect subsequent to the adoption of this plan must be consistent with the Future Land Use Map.

This Land Use Element is prepared pursuant to the Broward County Charter for submittal to the Broward County Planning Council for certification of conformity with the county-wide Land Use Plan. It is also prepared for submittal to the Florida Department of Community Affairs in accordance with the State Local Government Comprehensive Planning Act (LGCPA).

This is the primary element of the comprehensive plan as the policies emanating from decisions on the long range future land use pattern will significantly influence all other aspects of planning. Conversely, preparation of other elements may reveal service level problems that create constraints on future land use, necessitating later adjustments in the land use plan.

Planning Timeframes

The City of Hollywood Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a 5-Year period ending FY2012 (short term) and a 10-Year period ending FY2017 (long term).

City-Wide Master Plan

The City-Wide Master Plan (CWMP) is a compilation of policy priorities and recommendations designed to improve the appearance, appeal and economic tax base of the City. The Master Plan establishes a format for future direction and vision for the City of Hollywood. In 2001, the City adopted the CWMP and asserts the need for the public sector's intervention to generate, control and guide private energies in the process of City building. A number of general principles were utilized in the development of the CWMP. These are:

- Emphasizing the qualities of the City of Hollywood's historic urban plan and built environment.
- Maintaining and improving the natural environment.
- Preserving and enhancing single-family residential areas.
- Improving and promoting mobility, both within the City of Hollywood and the surrounding region.
- Providing for continued growth potential directed to specific and adequate areas.
- Identifying areas where to channel public investments and actions to accomplish the City's sustainability and development goals.

Master Plan Guiding Principles were also developed to be utilized in assessing the goals and objectives of the plan. The Master Plan Guiding Principles are:

- Create and maintain a safe environment and eliminate the perception of crime.
- Attract and retain businesses that will increase economic opportunities for the City while enhancing the quality of life for residents.
- Promote development that will preserve and enhance natural resources.
- Promote the highest and best use of land in each sector of the City without compromising the goals of the surrounding community.
- Preserve stable single-family neighborhoods while providing alternative housing options that will meet the needs of all residents in the City of Hollywood.
- Provide pedestrian, vehicular and public transportation linkages locally and regionally.
- Preserve and emphasize historic resources and Joseph Young's original vision for the City of Hollywood.
- Preserve, protect and enhance existing open space and recreation facilities both public and private.

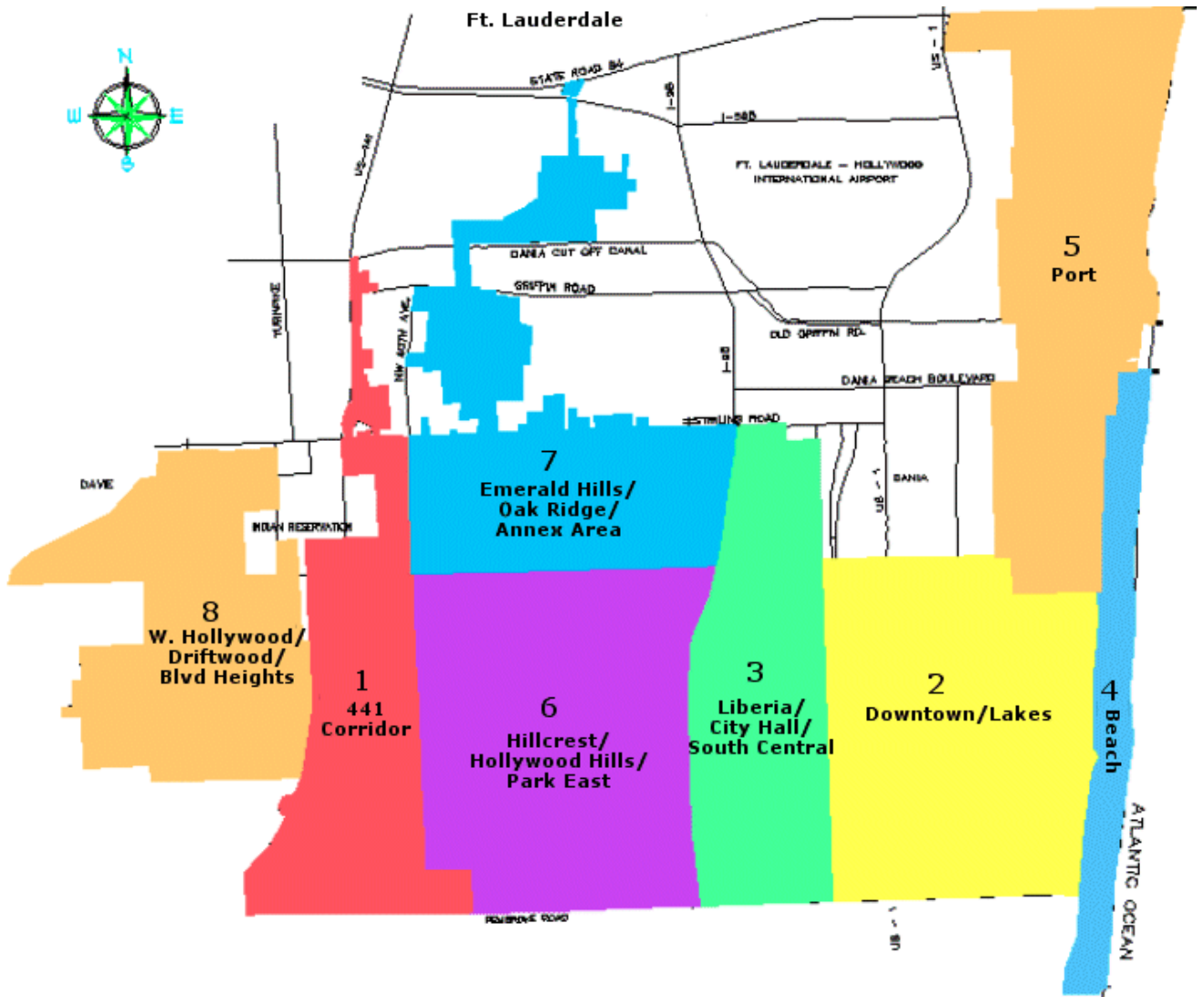
- Increase participation and promote the expansion of cultural and educational programs.
- Promote the equitable distribution of public improvements that will eliminate disparities between neighborhoods and guarantee the health, safety and welfare of all residents of the City.

The Plan includes individual plans for 8 Sub-Areas of the City as show on Map LU-1. Each individual sub-area plan includes the following:

1. *A sectional Geographic, Zoning and Land Uses Plan* - Revision of zoning and land use patterns within the City by redefining neighborhoods and development areas into larger "Planning Zones" intended to provide a clear direction for future zoning and land uses decisions
2. *An Economic Development and Redevelopment Plan* - Establish economic development priorities, and identify specific locations to attract and maintain, expanding commercial and industrial businesses to the City
3. *A Transportation Plan* - Identification of changes and improvements to the current transportation system within the City to meet the future transportation needs of residents and visitors
4. *An Environmental Conservation Plan* - Address the factors of natural resource protection, as related to the City's air, land, sea and local waterways, with recommendations for improved resource protection efforts and clear identification of environmentally sensitive areas to be protected
5. *A Public Facility and Infrastructure Improvements Plan* - Evaluate City facilities and infrastructure for condition and location, with determinations of deficiencies and viable recommendations for future improvement
6. *A Parks and Recreation Facilities and Open Spaces Plan* - Evaluate the existing distribution of parks and recreation facilities, and identify areas to be maintained as future open spaces
7. *A Housing Plan* - Develop an inventory of the current housing stock of the City and identify geographic locations where different levels of quality and affordable housing can be located in the future
8. *A Capital Improvement and Budget Plan* - Identification of facility and infrastructure improvements incorporated within each Individual Plan, including identification of funding sources for projects

The Goals, Objectives, and Policies that reflect the City-wide Master Plan are noted throughout the Comprehensive Plan.

MAP LU-1 CITYWIDE MASTER PLAN SUB AREAS



Source: City of Hollywood

II. CURRENT INVENTORY

Existing Land Use

Map LU-2 illustrates existing land uses. All land development regulations in effect subsequent to the adoption of this plan must be consistent with the Future Land Use Map.

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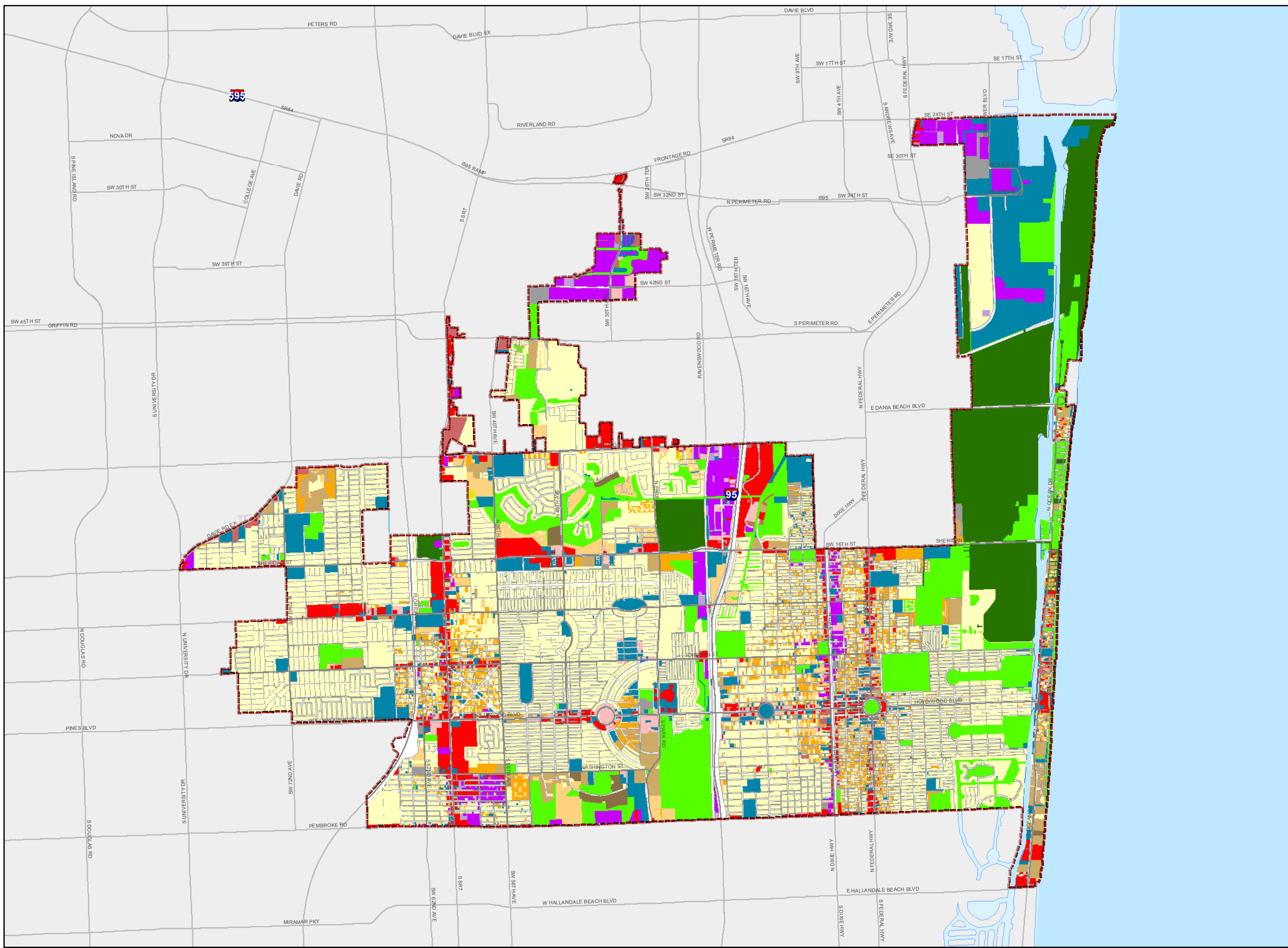
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MAP LU-2 HOLLYWOOD EXISTING LAND USES



City of Hollywood
Comprehensive Plan

Map LU-2
Existing Land Use



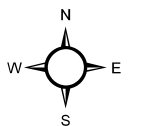
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Hollywood City Boundary

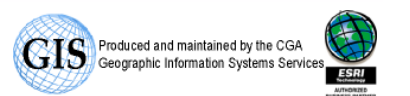
Hollywood Existing Land Use Designations

- LOW_RESIDENTIAL
- LOW_MEDIUM_RESIDENTIAL
- MEDIUM_RESIDENTIAL
- MEDIUM_HIGH_RESIDENTIAL
- HIGH_RESIDENTIAL
- COMMUNITY_FACILITY
- INDUSTRIAL
- OFFICE
- GENERAL_BUSINESS
- RIGHTS OF WAY
- UTILITIES
- PARKS AND OPEN SPACE
- CONSERVATION AREA
- VACANT COMMERCIAL
- VACANT INDUSTRIAL
- VACANT INSTITUTIONAL
- VACANT RESIDENTIAL
- Water

Printed September 11, 2007



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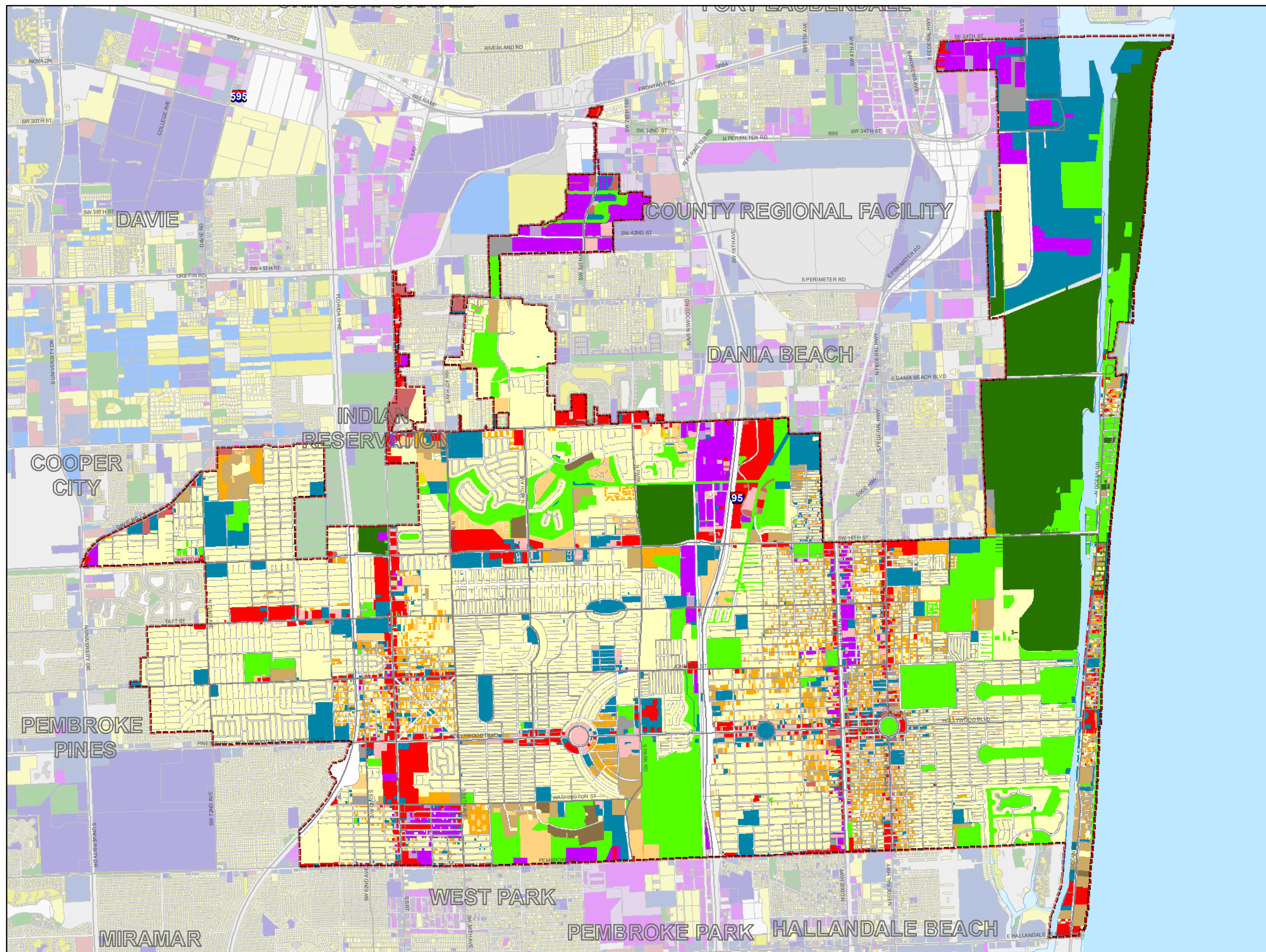


MAP LU-3 HOLLYWOOD EXISTING LAND USES WITH ADJACENT LAND USES



City of Hollywood
Comprehensive Plan
Map LU-3

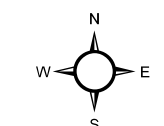
Existing Land Use
& Adjacent
Land Use



Legend

Hollywood City Boundary	Hollywood Existing Land Use Designations	Broward Existing Land Use Designations
LOW RESIDENTIAL	Parks and Open Spaces	Transportation
LOW MEDIUM RESIDENTIAL	General Business	Vacant commercial
MEDIUM RESIDENTIAL	Industrial	Vacant industrial
MEDIUM HIGH RESIDENTIAL	Vacant industrial	Institutional
HIGH RESIDENTIAL	Vacant institutional	Residential
COMMUNITY FACILITY	Vacant Residential	Agricultural
OFFICE	Rights of way	Utilities
GENERAL BUSINESS	PARKS AND OPEN SPACE	
RIGHTS OF WAY	CONSERVATION AREA	
UTILITIES	VACANT COMMERCIAL	
PARKS AND OPEN SPACE	VACANT INDUSTRIAL	
CONSERVATION AREA	VACANT INSTITUTIONAL	
VACANT COMMERCIAL	VACANT RESIDENTIAL	
VACANT INDUSTRIAL		
VACANT INSTITUTIONAL		
VACANT RESIDENTIAL		

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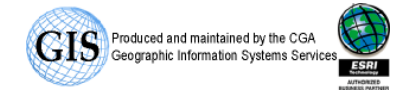


TABLE I

HOLLYWOOD TOTAL EXISTING LAND USE

Land Use	Acres	% of Total Area
LOW RESIDENTIAL (5)	6,021.11	31.68%
LOW MEDIUM RESIDENTIAL (5-10)	618.17	3.25%
MEDIUM RESIDENTIAL (10-16)	607.90	3.20%
MEDIUM HIGH RESIDENTIAL (16-25)	504.62	2.66%
HIGH RESIDENTIAL (25-50)	71.35	0.38%
COMMUNITY FACILITY	1,620.18	8.52%
INDUSTRIAL	703.10	3.70%
OFFICE	208.03	1.09%
GENERAL BUSINESS	847.55	4.46%
RIGHTS OF WAY	3,442.19	18.11%
PARKS AND OPEN SPACE	2,304.70	12.13%
CONSERVATION AREA	1,890.79	9.95%
UTILITIES	90.56	0.48%
VACANT COMMERCIAL	119.61	0.63%
VACANT INDUSTRIAL	38.80	0.20%
VACANT INSTITUTIONAL	1.14	0.01%
VACANT RESIDENTIAL	5.35	0.03%
TOTAL:	19,095.15	100.47%

Source: City of Hollywood, Broward County Property Appraiser, Calvin, Giordano and Associates

Table 1 shows that the City of Hollywood's primary existing land use is Low Residential making up nearly 32% of the total land area. Parks and Open Spaces make up 12% and Conservation areas make of nearly 10% of the total land area. General Business and Office uses are just under 5% of the total land area.

The most significant vacant areas are on SR7/441- two areas near Griffin and Sterling Road near the Seminole Tribe/Hard Rock casino area.

Land Adjacent to City Boundaries

Hollywood is surrounded on three sides by seven cities and some unincorporated area. Fort Lauderdale abuts Hollywood's northern boundary in Port Everglades (see Map LU-3: *Hollywood Existing Land Uses with Adjacent Land Uses*). The adjacent land use is industrial, with a large vacant parcel slated for a convention center development. Dania Beach adjoins Port Everglades on the west side and also extends down along Federal Highway to Sheridan Street in Hollywood. Dania Beach's abutting land uses are mixed business and residential with most of the business lining major streets. Dania also extends west along Stirling Road. The land near the railroad tracks along Stirling Road is industrial. The uses in the area on the north side of Stirling Road are mixed residential office and commercial while most of the uses on the south side in Hollywood are single family residential. Adjacent land uses are shown in Map LU-3.

The Town of Davie abuts Hollywood's northwestern corner. The uses are mixed multiple family and commercial with some vacant land and a little farm land.

Also along the western boundary of the City, lies land owned by the Seminole Tribe of Florida, including the Seminole Hard Rock Hotel and Casino.

The City of Pembroke Pines is south of Davie and Cooper City along Hollywood's western border. Most of the uses in Pembroke Pines next to Hollywood's border are residential and almost solely single family. However, North Perry Airport and Broward Community College are also in Pembroke Pines on the south side of Hollywood Boulevard.

The City of Miramar lies at the southwestern end of the City. Most of the adjacent uses in Miramar are commercial.

Along the southern border from 441 east to I-95 is the City of West Park and a section of Pembroke Park. The uses alternate between small commercial establishments and low-density residential.

Hallandale Beach is located along the rest of Hollywood's southern boundary from I-95 east to the ocean. From I-95 to U.S. 1, the uses are mixed residential commercial and light industrial. The Gulfstream Race Track is located at the southwestern corner of U.S. 1 and Pembroke Road. U.S. 1 east to the ocean is residential except for the shopping center at Hallandale Beach Boulevard and AIA. Near the Intracoastal and the ocean, the residential becomes very high density multiple family.

Historic Resources

Hollywood-by-the-Sea was founded by Joseph W. Young, an innovative developer whose vision of a planned new town was greatly influenced by the "City Beautiful Movement." Unlike many South Florida cities, Hollywood is fortunate to have a concentration of historic, well-maintained structures, many of which date back to the 1920s when much of the land within the original 18 square mile city limits was platted. Several historic architectural styles are represented in Hollywood, including Mission, Spanish Colonial, Mediterranean, Moorish, and Art Deco.

Recognizing the importance of preserving links to its historic heritage for future generations, Hollywood has designated four historic districts:

- Historic Hollywood Business District
- Harrison / Tyler Historic District
- Hollywood Lakes Historic Multiple Property Resource Listing
- Hollywood Beach Historic District

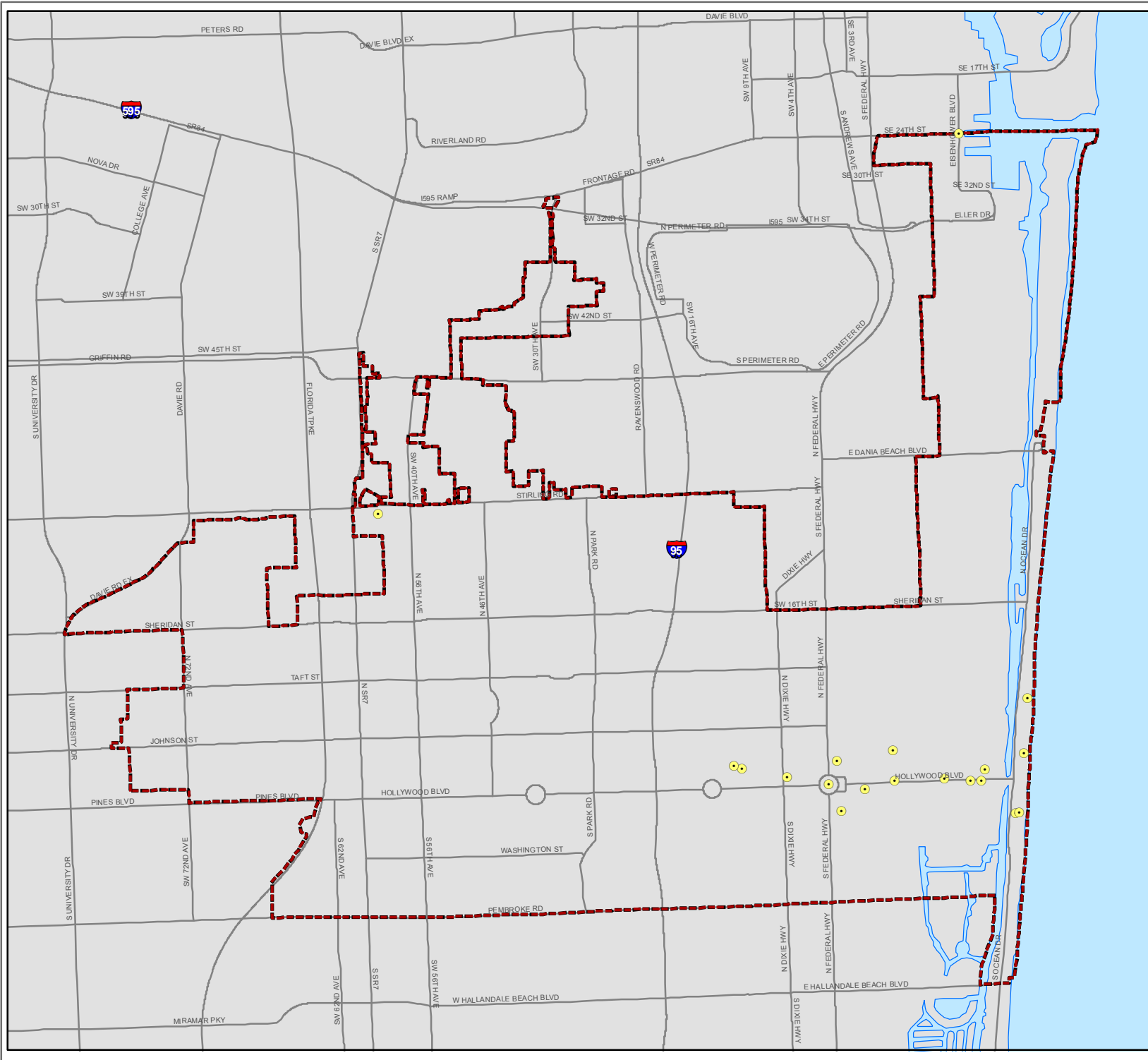
These historic areas are shown on Map LU-4: *Historic Sites* and Map LU-5: *Historic Districts and Sites*.

It should be noted that most historic buildings in Hollywood continue to have viable use. Historic designation ensures that the present use of a building is not detrimental to its original form. It results in the sensitive renovation and rehabilitation of older structures to maintain their historic architecture. The City has adopted the national registry guidelines for building, additions, and safety (Standards for Rehabilitation and Guidelines of Rehabilitating Historic Buildings, U.S. Department of Interior National Parks Service, 1983). The City's Historic Preservation Board has the responsibility for reviewing requests for demolition, new construction, and building rehabilitation.

Following is a chronology of the major milestones with regard to historic preservation in Hollywood:



- 1980 Comprehensive Historic Site Survey by Marlyn Kemper, Director, Historic Broward County Preservation Board.
- 1991 Completion of the Historic Preservation Plan.
- 1994 Establishment of an Historic Preservation Board to review requests for demolition, new construction and building rehabilitation.
- 1995 City obtained "Certified Local Government" status from Florida Department of State Bureau of Historic Preservation.
- 1996 Designation of the first historic districts in the City of Hollywood.
- 2007 Designation of the Hollywood Beach Historic District.

MAP LU-4 HISTORIC STRUCTURES



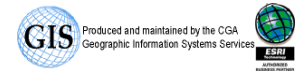
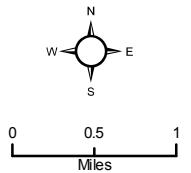
City of Hollywood Comprehensive Plan Historic Structures

Map LU-4

-  City Designated Historic Sites
-  Hollywood City Boundary

Printed September 10, 2007

Data Source: Florida Bureau of Historic Preservation, 2007








MAP LU-5 HISTORIC DISTRICTS



City of Hollywood Comprehensive Plan Historic Districts

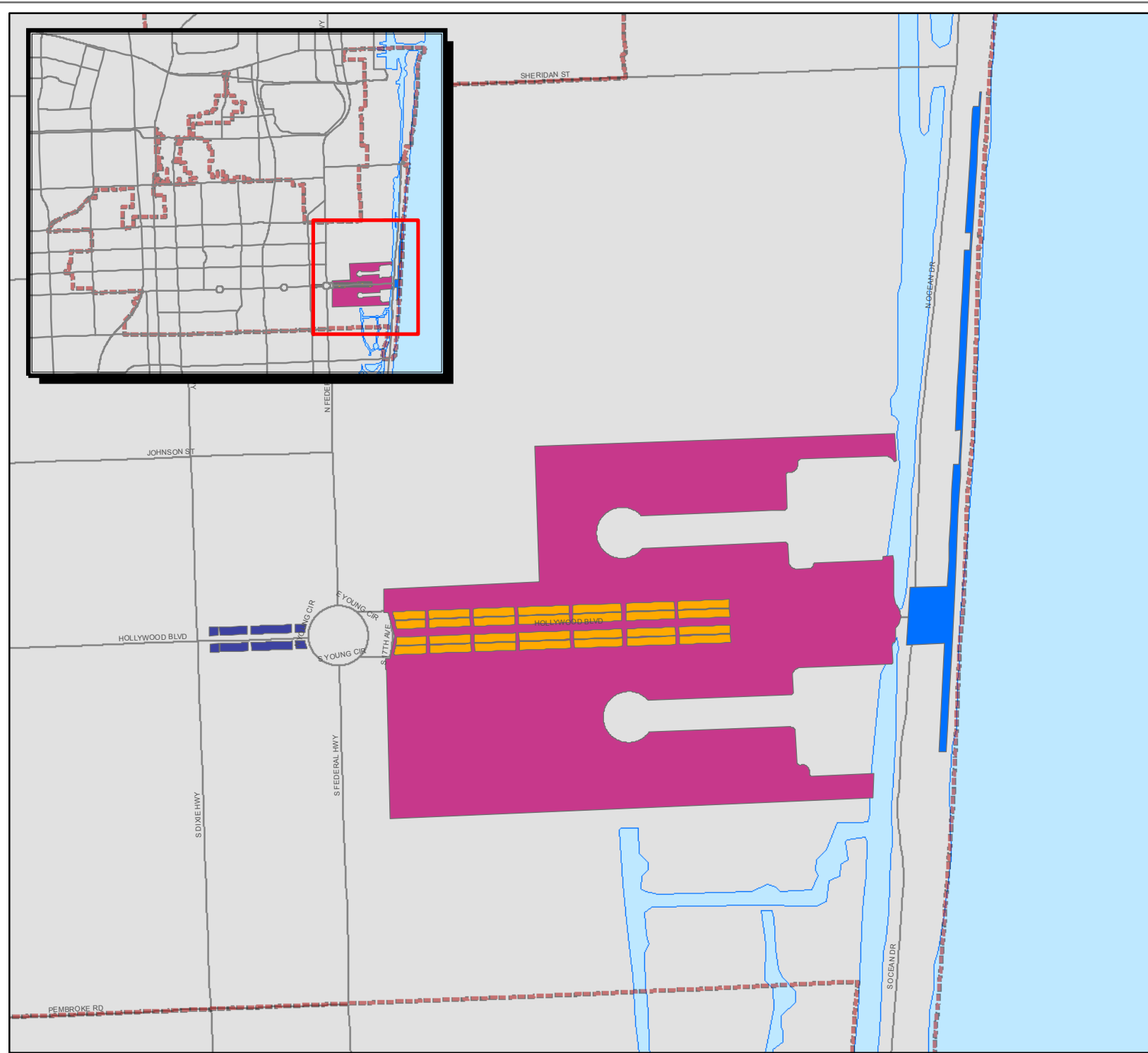
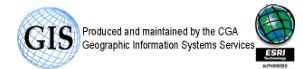
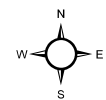
Map LU-5

Legend

-  Hollywood City Boundary
-  Hollywood Beach Historic District
-  Historic Hollywood Business District
-  Harrison/Tyler Historic District
-  Hollywood Lakes Historic Multiple Property Resource Listing

Printed October 2, 2007

Data Source: Florida Division of Historical Resources, July 2007



Facilities

Transportation

The existing transportation system consists of an existing roadway system grid, the port, airport, rail lines, and transit.

Broward County manages the Concurrency Management System (CMS) for transportation in the County and for the City of Hollywood. The CMS is the procedures and processes employed by Broward County to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

According to the Broward County Comprehensive Plan's Transportation Element, the City of Hollywood is comprised of three concurrency Districts. The majority of the City is located within the Southeast Concurrency District. A small portion to the west is located within South Central District, and the Airport has its own District. The South East, South Central and Airport are Transit Oriented Concurrency Districts. According to Broward County, a Transit Oriented Concurrency District shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An area-wide level of service standard shall be established for each such District, for the purpose of issuing development orders and permits, based on the quality of transit services within the District.

Interstate 95 and Florida's Turnpike are two significant corridors recognized in the Strategic Intermodal System. I-95, a north-south facility, provides access to the east coast of Florida and the United States; Florida's Turnpike, a north-south toll facility, provides statewide access and is an alternate to I-95. The SIS also consists of existing or planned intermodal connectors that connect hubs and corridors. The Hollywood Amtrak/Tri-Rail station is the only SIS connector located within the City of Hollywood.

The Level of Service (LOS) standard adopted by the City for most roadways is D. The LOS standard for the SIS/FIHS and TRIP funded facilities are established per the Florida Administrative Code. Appendix A of the Transportation Element shows the Level of Service for all State and County roadways.

The existing transit system in the City of Hollywood consists of fixed route buses and demand response service provided by Broward County Transit. Special needs of the transportation disadvantaged are documented in a Plan for Complementary Paratransit Mass Transit Service for Persons with Disabilities for Broward County, Florida and in Broward County Transportation Disadvantaged Service Plan, 1996. Tri-Rail, a premium transit corridor, provides rail transit from Palm Beach County to Miami-Dade County. The Hollywood Boulevard Tri-Rail station was included in Segment 5 of the Double Track Corridor Improvement Project System, and the Sheridan Street Station was included in Phase VII. The City of Hollywood

coordinated with Tri-Rail and FDOT's South Florida Rail Office to coordinate the timing of the double tracking project in conjunction with proposed improvements to the Hollywood Boulevard Tri-Rail passenger facility (Hollywood Boulevard Intermodal Station). Future premium transit corridors include bus rapid transit on SR 7/441, a rapid bus on Hollywood Boulevard, and the addition of passenger service on the FEC corridor.

Port Everglades and the Fort Lauderdale/Hollywood International Airport are managed by Broward County. Part of Port Everglades falls within the boundary of the City of Hollywood. The airport lies adjacent to some properties within the City of Hollywood boundary.

Utilities/Infrastructure

Sanitary Sewer

Sanitary Sewer services are provided by the City of Hollywood regional facility. The regional service boundary for the City of Hollywood treatment facility includes the South Broward Drainage Districts 3A and 3BC, which comprises Dania Beach, portions of Fort Lauderdale, Pembroke Pines, Miramar, West Park, and portions of unincorporated Broward County. The wastewater treatment facility also treats the effluent from the Town of Davie, City of Cooper City, and City of Hallandale Beach.

The City of Hollywood currently maintains a Level of Service of 315 gallons per day per Equivalent Residential Unit for sewer customers. The Average Daily Flow (ADF) is approximately 42.0 MGD. The Wastewater Treatment Plant (WWTP) has a rated capacity of 48.75 MGD flow, with a projected build-out capacity of 60 MGD for 2025 to meet the projected 2025 demand of 59.3 MGD.

The City of Hollywood is planning improvements and expansions to the Wastewater Treatment Plant for the next 20 years to accommodate the growing demand and population serviced. There will be sufficient capacity to maintain the Levels of Service standards until the year 2025.

Potable Water

The capacity of the City of Hollywood potable water treatment plant is 35.7 MGD, with 11 million gallons of on-site storage and two 1 million gallon storage tanks located in the city. The Water Treatment Plant (WTP) collects its raw water in three ways. They have a Consumptive Use Permit for 20.67 MGD to draw water from the Biscayne Aquifer. The Floridan Aquifer wells producing 0.58 MGD, and currently 5.23 MGD is purchased from other sources. The raw water is treated by either the lime softening or membrane softening process, and the water from the Floridan is treated using reverse osmosis.

The current LOS provides Hollywood's customers with 350 gallons per day per

Residential Unit. The LOS standard is that of the Florida Department of Environmental Protection (FDEP) permitted capacity for the facility and is measured by the maximum daily flow. The city uses the flow information contained FDEP permit application to access adequacy of service and concurrency.

The current production ability of the water treatment plant is capable of meeting current but not future demands. Upgrades and expansions to a capacity of 55.3 MGD is planned for the design year of 2025. Current plans involve the relocating of some wells to the Chaminade High School well field, expanding the reverse osmosis treatment system, and some expansion to the membrane and lime softening processes. These improvements will accommodate the 2025 demand of the City of Hollywood and its service area, which includes portions of unincorporated Broward County, Dania Beach, Pembroke Park, West Park, and the Seminole Hollywood Reservation.

Solid Waste

The City's Department of Environmental Services is responsible for all solid waste disposal. Garbage generated by the City is currently transported and landfilled at the Broward County Interim/Contingency Sanitary Landfill. The City currently has a LOS per Residential unit of 8.9 lbs. per unit per day. The BCICS landfill has an available capacity to meet future demand. Recycling is also strongly suggested and practiced in the City of Hollywood.

Drainage

The City maintains its own drainage lines and swales within its municipal boundaries, and also services the South Broward Drainage District. The current conditions of the drainage system require periodical maintenance and replacement with a 20 to 25 year life span on the system. The drainage system has a two-fold purpose: 1) to protect persons, property from flood damage by draining excess waters into the Atlantic Ocean, and 2) recharge the aquifer with Stormwater of good quality.

Current Level of Service standards include:

- 1) Private Property: retain property and dispose of ½ inch of storm runoff during any five minute period.
- 2) Single Family: maintain minimum of 30% pervious area on site
- 3) Buildings: To have the lowest floor elevation no lower than the elevation for the respective area depicted on the National Flood Insurance Rate Map (FIRM) by Federal Emergency Management Agency (FEMA) for flood hazard areas based on 100 year flood elevation

The current LOS standards adopted by Broward County is also used by the City of

Hollywood.

The existing surface water management system design is adequate to meet the current demand generated by the ongoing development within the City. In order to meet drainage requirements generated by future development within the City, a series of improvements are planned. These improvements will meet or exceed required storage and runoff criteria.

Land use regulation, development practices, strong support for vegetation, mitigation, and landscaping all provide for a high degree of valuable and effective Stormwater infiltration and provide groundwater recharge.

Parks and Recreation

Recreation and open space lands located within the City of Hollywood are diverse and support a wide range of facilities and amenities. The City maintains approximately 785 acres of park and open space comprised of fifty-six (56) parks, including thirteen (13) community centers, five (5) sports complexes, three (3) golf courses, one (1) tennis center, one (1) community pool, and three (3) outdoor amphitheaters. Additionally, there are approximately 2,039 acres of County and State-owned and operated recreational facilities available to the public as well as four (4) privately-owned golf courses open to the public totaling 393 acres. In addition, the City has immediate access to countless acres of natural water features such as West Lake, the Intracoastal Waterway, and the Atlantic Ocean.

Using the criteria set forth in the Broward County Land Use Plan, Hollywood has approximately 633 acres of park space that may be used to meet the Level of Service requirement of 3 acres of park space per 1,000 population. With a 2006 population of 144,431 residents, Hollywood currently has approximately 4.4 acres for every 1,000 residents. A total of 433 acres of park lands are needed to maintain the 3 acres per 1,000 population LOS. This analysis indicates the City will be able to uphold its LOS standard through this Comprehensive Plan's short term (5 year) and long term (10 year) planning periods.

Regional Facilities

Fort Lauderdale/Hollywood International Airport (FLL)

FLL is a regional facility that serves international and domestic air carriers, and attracts passengers from Broward, north Miami-Dade and south/central Palm Beach counties. Broward County owns and operates the airport. It occupies a site of 1,718 acres in the southeastern part of the county, located south of I-595, some two miles west of the coastline. The airport's land is primarily in unincorporated Broward County. The airport is accessible by roadway (from I-95 and I-595, Griffin Road and US Route 1), by Tri-Rail and by a Broward County BCT bus route.

The Fort Lauderdale/Hollywood International Airport is not within the jurisdiction of the City of Hollywood. However, the airport is within close proximity of the city and airport activities do create a significant impact on the City of Hollywood's economy and development. The city has no real authority on the distribution of land uses within the airport. The City of Hollywood reviews the airport master plan for issues and any concerns which may have an impact on the city. Part of this review involves the distribution and location of land uses which are compatible within close proximity to the airport. Due to the high level of noise generated by airport activities the City of Hollywood reviews and recommends changes to the land use map to ensure compatibility with airport activities. The Broward County Aviation Department (BCAD) prepares annual noise contours to monitor the extent of noise exposure on a continuing basis. The Airport Noise Abatement Committee (ANAC) reviews and interprets the contours. The contours are prepared in a manner consistent with Part 150 Noise Exposure Map requirements.

The FAR Part 150 Noise Compatibility Study includes the development of a Noise Exposure Map and a Noise Compatibility Program. It involves analyzing existing and future noise exposure, identifying appropriate uses for land surrounding the Airport, and recommending noise mitigation programs to benefit surrounding communities.

Upon review of the 2005 and 2012 Noise Exposure Map and the City of Hollywood Land Use Map it was determined that west of I-95 only a portion of the city, north of Griffin Road, was within the noise contour lines. The land uses in this area are predominantly industrial and commercial with some open space/recreation land uses. No residential land uses fall within the existing noise contour lines. However, the City has concerns with the proposed expansion and potential negative impact on adjacent residential and park property. East of US 1 the noise contour lines fall within Port Everglades which has a future land use of Transportation and John U. Lloyd State Park which has a land use designation of Open Space / Recreation. There are no conflicting land uses that could be identified and that would require a change in land use to the City's Future Land Use Map.

Port Everglades

The port's jurisdiction encompasses a total of 2,190 acres (887 hectares) which includes 1,742 acres of upland and 448 acres of submerged land. Upland acreage falls within the following municipalities:

- 1,242 acres or 71.3% of Port Everglades is located within the City of Hollywood.
- 232 acres or 13.3% is located within the City of Fort Lauderdale.
- 234 acres or 13.4% is located within the City of Dania Beach.
- 34 acres or 2% is located within unincorporated Broward County.

Port Everglades is divided into three (3) areas: Northport, Midport, and Southport. The City of Hollywood's jurisdiction primarily covers Midport and Southport.

Water related transportation services are provided by private businesses operating through Port Everglades, including containerized cargo, petroleum, bulk cargo (cement, gypsum, and scrap metal), neobulk cargo (lumber, steel, and secondary fiber), and passenger cruises. Port Everglades' containerized cargo tonnage has increased 25.7 percent over the past 10 years. With 5 million tons of containerized cargo in Fiscal Year 2005, Port Everglades is the 12th busiest container port in the nation, according to the Port Import Export Reporting Service (PIERS) published by Commonwealth Business Media Inc. Port Everglades is the port of choice for more than 30 shipping lines thanks to its commitment to convenient, cost-effective transport and safe storage of containerized cargo. Port Everglades is ideal for moving products such as fruit, vegetables, automobiles and apparel to and from Central America, the Caribbean, South America and even the Far East.

The Port is rapidly expanding to meet the changing needs of its clients. For example, Port Everglades has nearly completed a multi-million dollar capital improvement program, adding a permanent container X-ray screening area and expanding container yards in Southport. In addition, the Port has slated 97 acres for future development of containers/trailers, warehousing and an Intermodal Container Transfer Facility. The Port's current facilities and planned expansions focus on transferring and storing all that waterborne commerce as smoothly and efficiently as possible.

Natural Resources

Land Cover

Map LU-6 identifies the habitat coverage within the City as mapped by the Florida Fish and Wildlife Conservation Commission (FFWC). The tables below, categorized by either Disturbed or Natural, provide acreage and list these habitats.

TABLE II

NATURAL HABITAT LAND COVERAGE

	Acreage	Percent Coverage
Upland/Mesic Habitats		
Dry Prairies	10.90	
Cypress/Pine/Cabbage Palm	10.23	
Hardwood Hammocks and Forests	41.37	
Mixed Hardwood-Pine Forests	3.11	
Pinelands	88.29	
Shrub and Brushland	12.01	
subtotal	165.91	0.9%
Freshwater Wetland Habitats		
Freshwater Marsh and Wet Prairie	40.25	
Hardwood Swamp	5.34	
Shrub Swamp	108.31	
Sawgrass Marsh	0.67	
Mixed Wetland Forest	4.23	
subtotal	158.79	0.9%
Saltwater Wetland Habitats		
Mangrove Swamp	971.64	
Salt Marsh	121.65	
subtotal	1,093.29	6.0%
Open Water		
Open Water	1,160.46	
subtotal	1,160.46	6.4%
Total Acreage Natural Habitats	2,578.45	14.2%

TABLE III

DISTURBED HABITAT LAND COVERAGE

		Acreage	Percent Coverage
Agricultural Lands			
Improved Pasture		28.47	
Other Agriculture		18.24	
	subtotal	46.70	0.3%
Urban Lands			
High Impact Urban		12,712.09	
Low Impact Urban		2,491.93	
	subtotal	15,204.02	84.0%
Disturbed Lands			
Bare soil/Clearcut		0.89	
Exotic Plants		271.54	
	subtotal	272.43	1.5%
Total Acreage Disturbed Habitats		15,523.16	85.8%

MAP LU-6 HABITATS AND LAND COVER



City of Hollywood Comprehensive Plan Habitats and Land Cover

Map LU-6

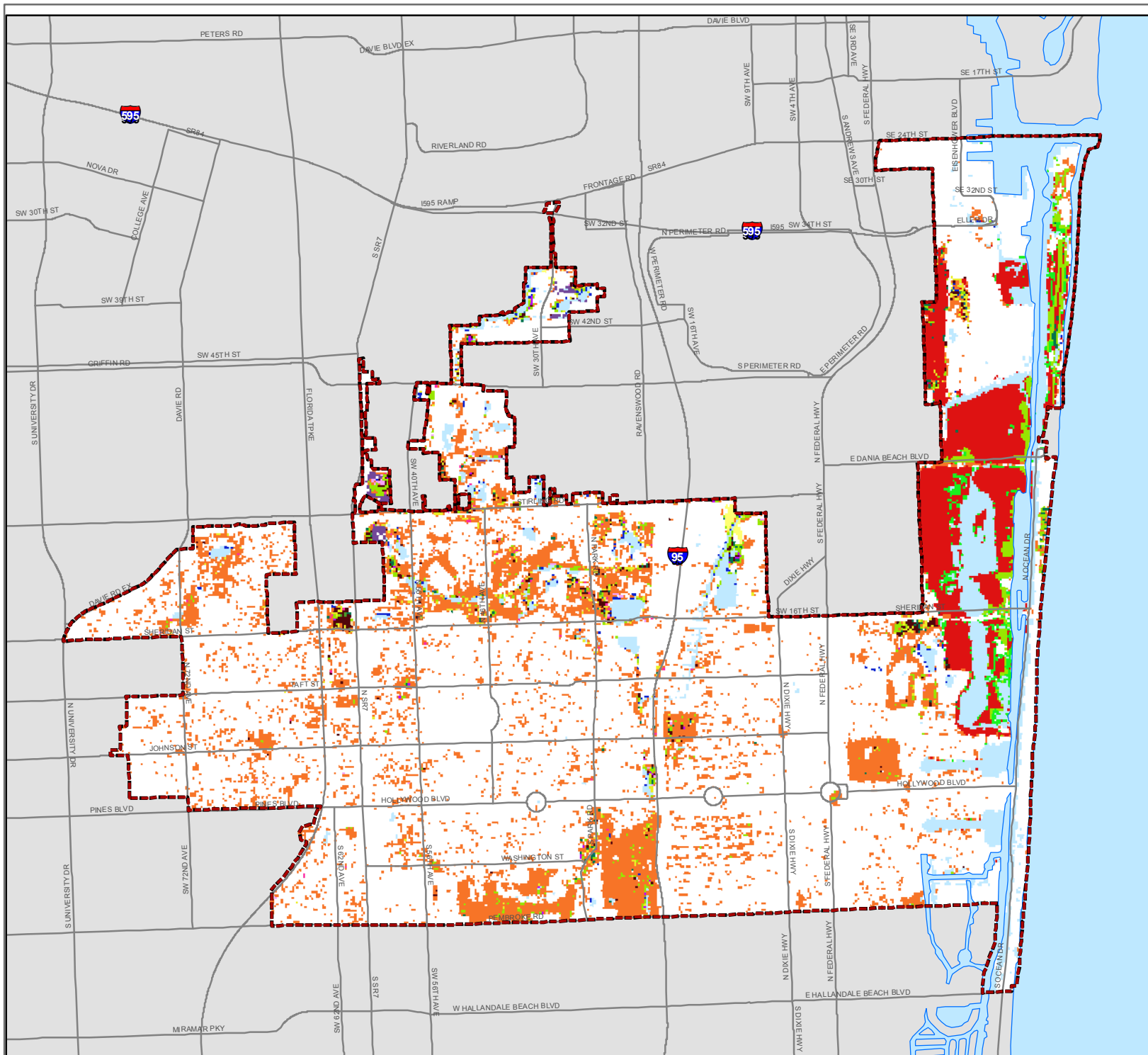
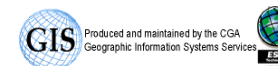
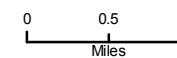
Hollywood City Boundary

Land Cover Class

- Hardwood Swamp
- Bare soil/Clearcut
- Cypress/Pine/Cabbage Palm
- Dry Prairies
- Exotic Plants
- Freshwater Marsh and Wet Prair
- Hardwood Hammocks and Forests
- High Impact Urban
- Improved Pasture
- Low Impact Urban
- Mangrove Swamp
- Mixed Hardwood-Pine Forests
- Mixed Wetland Forest
- Open Water
- Other Agriculture
- Pinelands
- Salt Marsh
- Sawgrass Marsh
- Shrub and Brushland
- Shrub Swamp

Printed August 16, 2007

Data Source: Florida Fish and Wildlife
Conservation Commission, 2004



Water Resources

Along the City's east coastline is the Atlantic Ocean, and immediately interior to the coastal barrier island is the Intracoastal Waterway. Other significant water features include West Lake Park, South Lake, North Lake and Port Everglades. Map LU-7: *Waterbodies*, identifies the water features in the City.

Living marine resources are oceanic or estuarine plants and animals, such as mangroves, seagrasses, algae, coral reefs, fish, shellfish, crustacean, fisheries, sea turtles, and marine mammals. Living marine resources adjacent to the Broward County coast include at least fifteen families of cartilaginous fishes such as sharks and rays and 55 families of bony fishes such as tarpon, herring, snook, snapper and species typically inhabiting the coral reefs of southeast Florida.

Since 1967, Broward County has conducted an artificial reef program to provide habitat for marine species and expand recreational diving and fishing opportunities. Very little commercial fishing takes place in Broward County waters. Netting, fish traps and bottom longlines are prohibited by the State. However, recreational fishing is one of the most important activities off the Broward County coast. The Florida Fish and Wildlife Conservation Commission (FWCC) regulates fresh and saltwater fishing in the City of Hollywood.

The Intracoastal Waterway runs through the City of Hollywood between the barrier island and the mainland. It is a small portion of the 3,000 mile recreational and commercial waterway along the Atlantic and Gulf coasts of the U.S. The Intracoastal is maintained by the U.S. Army Corps of Engineers. The Florida Inland Navigation District is a special state taxing district for the continued management and maintenance of the Atlantic Intracoastal Waterway.

West Lake Park is a coastal mangrove wetland located in the City of Hollywood between the barrier island and the mainland. From 1924 to 1926, the original freshwater ecosystem of this area was dredged, filled and divided for development. As part of a wetlands mitigation program, the land was purchased, and between 1985 and 1993, a multi-agency effort re-created 203 acres of mangroves, mudflats and tidal pools. Today, West Lake Park is a 1,500-acre restored mangrove preserve that is about 1 mile in width.

North Lake and South Lake were first envisioned by Joseph Young in the 1920s. His initial vision included a wide boulevard extending from the ocean westward to the edge of the Everglades with these man-made lakes paralleling each side of the roadway. One end of each lake empties into the Intracoastal Waterway and the other serves as a turning basin for private yachts.

Joseph Young also envisioned a seaport at what was once a shallow lake. Port Everglades, through its entrance channel, serves as the primary access to the Atlantic Ocean for marine interests in Broward County, including commercial carriers

and recreational boaters. The Port was established in 1928 when a permanent inlet was created between Lake Mabel and the ocean. Prior to the opening of the channel, Lake Mabel was a freshwater lake system. The creation of Port Everglades' ocean inlet, together with the completion of the Intracoastal Waterway, completely transformed this freshwater habitat to its current brackish/marine wetland environment.






Map LU-7 Waterbodies



City of Hollywood Comprehensive Plan

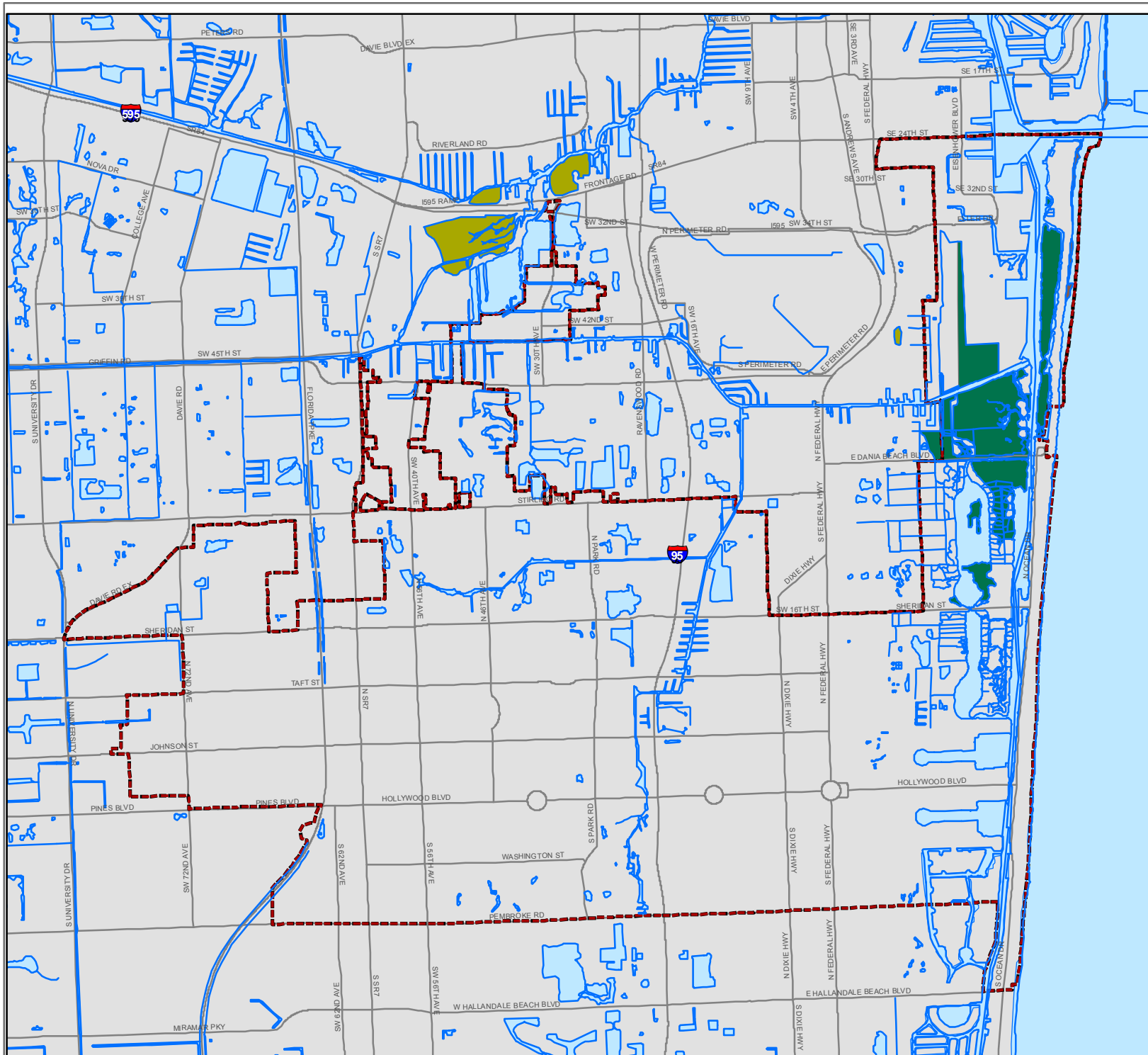
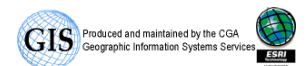
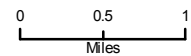
Water Bodies

Map LU-7

-  Hollywood City Boundary
-  Bays, estuaries, ocean, canals, lakes, streams or rivers
-  Flats (tidal, mud, sand, gravel)
-  Mangrove area
-  Marsh, wetland, swamp, bog

Printed August 16, 2007

Data Source: United States Geological Survey, 2003



Ground Water / Wellfield Protection Areas

The principal ground water resources for the Lower East Coast (LEC) Planning Area are the Surficial Aquifer System, including the Biscayne aquifer, and the Floridan Aquifer System. The Surficial and Biscayne aquifers provide most of the fresh water for public water supply and agriculture within the LEC Planning Area. Due to the regional importance of the Biscayne aquifer, it has been designated as a sole source aquifer by the U.S. Environmental Protection Agency (EPA) under the Safe Drinking Water Act and is, therefore, afforded stringent protection. This designation was made because it is a principal source of drinking water and is highly susceptible to contamination due to its high permeability and close proximity to land surface in many locations. Major sources of contamination are saltwater intrusion and infiltration of contaminants from canal water.

Water resource protection tools under the Florida Statutes are used to protect water supplies for natural systems and human needs. In addition to minimum flows and levels, other resource protection tools include consumptive use permitting, water shortage declarations and the reservation of water.

The water supply is vulnerable to the introduction of chemicals from business and residential uses. In order to provide protection to the water supply, Broward County established zones of influence around each wellfield. The Broward County Environmental Protection Department began the Wellfield Protection Program in 1990. This program regulates activities in Wellfield protection areas including the storage, handling, use, and production of regulated substances at hazardous material facilities. Zones are delineated by the theoretical time it takes for contaminants to travel from the point they enter the ground water to the wellfield. Broward County has three delineated protective zones; Zone 1, Zone 2, and Zone 3. Restrictions are highest in Zone 1. These protected areas act as safety buffers against accidental contaminant releases wherein known contaminants can be reduced before they reach the public supply well. Zone 1 provides a ten day buffer around the wellfield; Zone 2 provides a thirty day buffer and Zone 3 provides a 210 day buffer. Map LU-8 identifies the wellfield protection zones in the City of Hollywood.


The Biscayne Aquifer, the Surficial Aquifer System and surface water are dependent upon rainfall for recharge. The average annual rainfall in the LEC Planning Area is about 53 inches. Annually, 75 percent of this occurs during the wet season months. In addition to seasonal variation, rainfall varies significantly from year to year with historic annual amounts ranging from 37 inches to 106 inches in the planning area. The amount of rainfall also varies regionally within the LEC Planning Area. Rainfall also varies greatly, with rainfall amounts generally decreasing from east to west.

MAP LU-8 WELLFIELD PROTECTION AREAS



City of Hollywood Comprehensive Plan Wellfield Protection Zones

Map LU-8

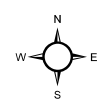
 Hollywood City Boundary

Zones

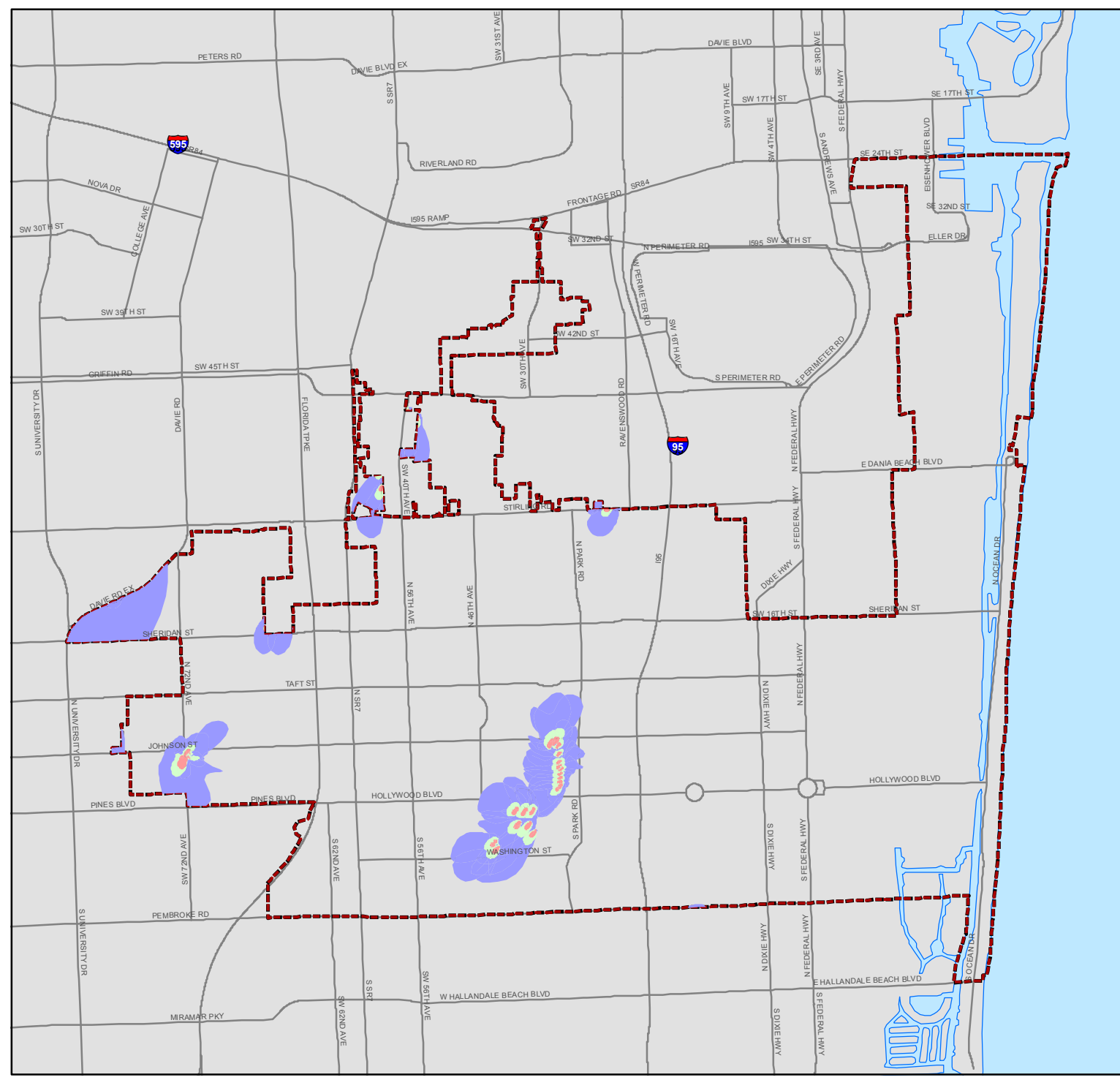
-  1
-  2
-  3

Printed August 01, 2007

Data Source: Broward County Department
of Environmental Protection, 2001



0 0.5
Miles



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Geographic Information Systems Services 

Soils

The general distribution of soils shown in Map LU-9 is based on the soil survey of Broward County conducted by the U.S. Department of Agriculture. Table IV lists the soils identified in the soil survey for the City.

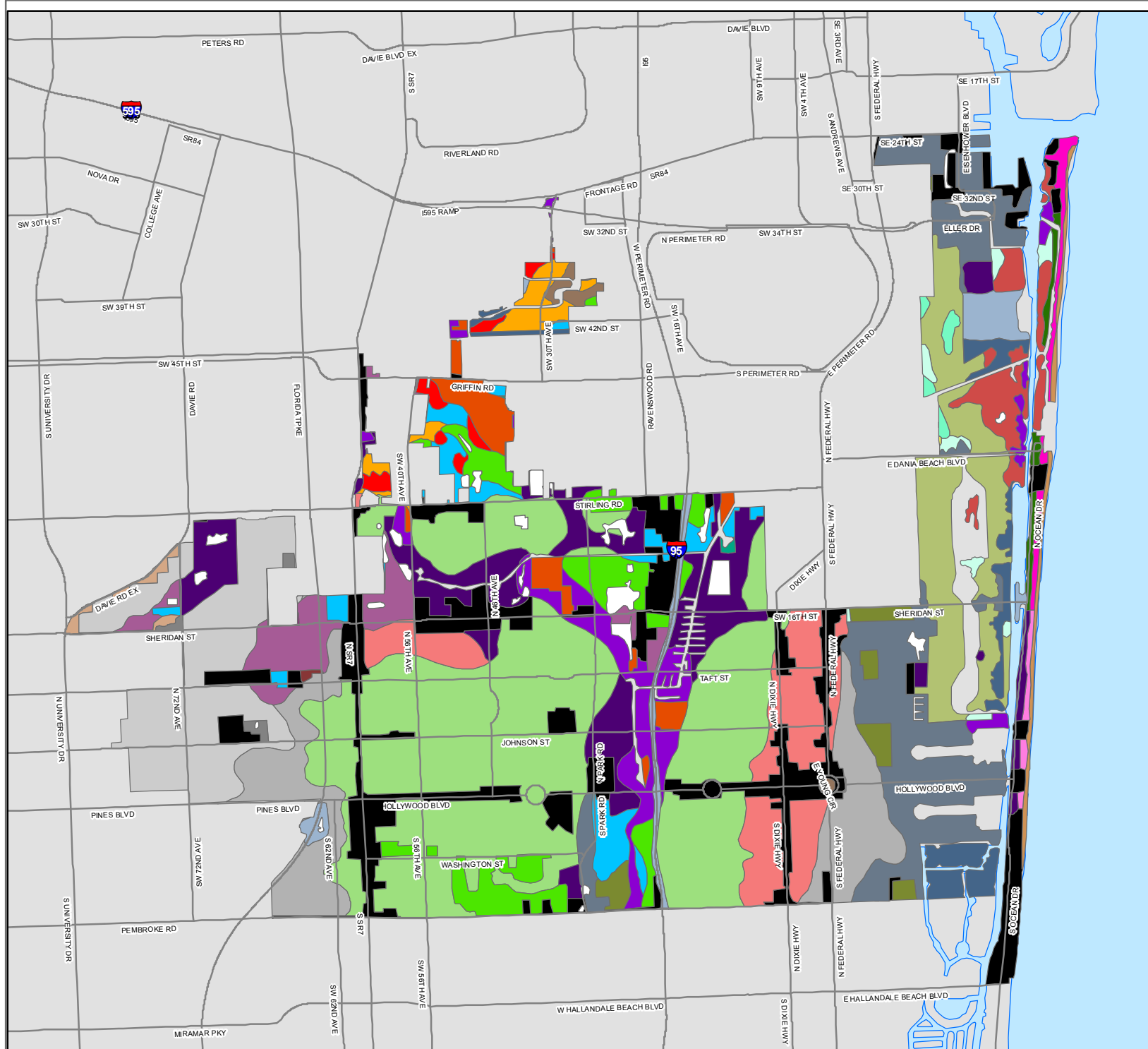
TABLE IV
SOILS WITHIN THE CITY

Arent-Urban Land Complex	Okeelanta Muck
Arents, Organic substratum-Urban Land Complex	Palm Beach Sand
Basinger Fine Sand	Palm Beach-Urban Land Complex
Beaches	Pennsuco Silt Clay Loam
Canaveral-Urban Land Complex	Pennsuco Silt Clay Loam, Tidal
Dade Fine Sand	Perrine Silty Clay Loam
Dade-Urban Land Complex	Perrine Variant Silt Loam
Duette-Urban Land Complex	Plantation Muck
Hallandale Fine Sand	Pomello Fine Sand
Immokalee Fine Sand	Pompano Fine Sand
Immokalee-Urban Land Complex	Sanibel Muck
Immokalee, Limestone Substratum-Urban Land Complex	Terra Ceia Muck, Tidal
Lauderhill Muck	Udorthents
Margate Fine Sand	Udorthents, Shaped
Matlacha Gravelly Sand, Limestone Substratum	Udorthents Marly Substratum-Urban Land Complex
Matlacha Gravelly Sand, Limestone Substratum	Urban Land
Matlacha Limestone Substratum-Urban Land Complex	

MAP LU-9 SOILS



City of Hollywood Comprehensive Plan Soils Map LU-9



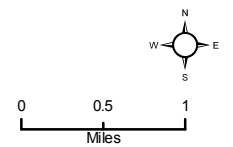
Hollywood Soils

- ARENTS-URBAN LAND COMPLEX
- ARENTS/ORGANIC SUBSTRATUM-URBAN LAND COMPLEX
- BASINGER FINE SAND
- BEACHES
- CANAVERAL-URBAN LAND COMPLEX
- DADE FINE SAND
- DADE-URBAN LAND COMPLEX
- DUETTE-URBAN LAND COMPLEX
- HALLANDALE FINE SAND
- IMMOKALEE FINE SAND
- IMMOKALEE LIMESTONE SUBSTRATUM-URBAN LAND COMPLEX
- IMMOKALEE-URBAN LAND COMPLEX
- LAUDERHILL MUCK
- MARGATE FINE SAND
- MATLASHA GRAVELLY SAND, LIMESTONE SUBSTRATUM
- MATLASHA LIMESTONE SUBSTRATUM-URBAN LAND COMPLEX
- OKEELANTA MUCK
- PALM BEACH SAND
- PALM BEACH-URBAN LAND COMPLEX
- PENNSUCO SILTY CLAY LOAM
- PENNSUCO SILTY CLAY LOAM/TIDAL
- PERRINE SILTY CLAY LOAM
- PERRINE VARIANT SILT LOAM
- PLANTATION MUCK
- POMELLO FINE SAND
- POMPANO FINE SAND
- SANIBEL MUCK
- TERRA CEIA MUCK/TIDAL
- UDORTENTS
- UDORTENTS MARLY SUBSTRATUM-URBAN LAND COMPLEX
- UDORTENTS SHAPED
- URBAN LAND
- WATER

Hollywood City Boundary

Printed August 16, 2007

Data Source: US Department of Agriculture, 1990



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Produced and maintained by the CGA
Geographic Information Systems Services

The Department of Agriculture describes these soils as follows:

Arents consists of nearly level or gently sloping soils made up of heterogeneous overburden material that has been removed from other areas of other soils and used primarily for land leveling as fill. This material is mixed sand or fine sand and fragments from the soil from which the Arents were removed. Permeability and available water capacity are variable, but permeability is generally rapid and available water capacity is generally low to very low. The Arent-Urban Land Complex map unit is characterized by approximately 50-70% open areas of Arents with 30-50% urban land coverage. Urban land is considered parking lots, large buildings, streets, sidewalks, and other structures where the soil is covered and can not be readily observed. The Arents, Organic substratum-Urban Land Complex map unit consist of about 50-70% open areas of Arents, organic substratum with a 30-50% urban land coverage.

The Basinger series consists of nearly level, poorly drained soils in broad sloughs and flats. These soils formed in unconsolidated marine sediment. The Basinger Fine Sand map unit consists of deep, poorly drained sandy soil within broad sloughs and flats.

The Beaches map unit is the nearly level to sloping, narrow, sandy strip along the Atlantic Ocean. Seawater regularly overwashes the larger part of the beach at high tide, and this area is barren. Beaches are fine to coarse sand mixed with multicolored shells and shell fragments.

The Canaveral series consists of nearly level and gently sloping, moderately well drained to somewhat poorly drained, soils on the barrier island along the coast. These soils formed in thick deposits of marine sands and shell fragments and are on gentle lower slopes on the western side of the dune ridge. The Canaveral-Urban Land Complex map unit consists of about 50-70% open areas of Canaveral soil with 30-50% urban land coverage.

The Dade series consists of nearly level well-drained soils on slightly elevated flatlands in the southeast part of the County. These soils formed in sandy marine deposits of variable thickness over soft porous limestone. The Dade Fine Sand map unit has well drained sandy soil at depths of 20-40 inches over the limestone. The Dade-Urban Land Complex map unit is comprised of 50-70% open areas of Dade fine sand with 30-50% urban land coverage.

The Duette series consists of nearly level, moderately well-drained, rapidly permeable soils on low ridges and knolls. These formed in deep deposits of marine sand. The Duette-Urban Land Complex map unit consists of 50-70% open areas of Duette soils with a 30-50% urban land cover.

The Hallandale series consists of nearly level, poorly drained, sandy soils in broad flats east of the Everglades and west of the Atlantic Ridge. These soils formed in sandy marine sediment over limestone. The Hallandale Fine Sand map unit consists of poorly drained, sandy soil underlain by limestone at a depth of 7–20 inches.

The Immokalee series consists of nearly level, poorly drained soils on broad, low ridges in the eastern part of the County. These formed in unconsolidated marine sediment. The Immokalee Fine Sand map unit consists of a sandy soil that has a layer well coated with organic matter at a depth of 30 inches or more. The Immokalee-Urban Land Complex map unit is about 20–45% open areas of Immokalee fine sand with the remaining area urban land coverage. The Immokalee, Limestone Substratum-Urban Land Complex map unit contains 40-70% urban land cover with most areas of this unit covered by 4-20 inches of gravelly sand fill materials.

The Lauderhill series consists of nearly level, very poorly drained soils in broad flats in the Everglades. These soils formed in hydrophytic plant remains mixed with a small amount of mineral material. The Lauderhill Muck map unit is very poorly drained, organic soils, underlain by limestone at a depth of 20-40 inches.

The Margate series consists of nearly level, poorly drained soils on low terraces between the Everglades and the Atlantic Coast. These soils formed in sandy marine sediment over limestone. The Margate Fine Sand map unit consists of poorly drained, sandy soil that is underlain by limestone at a depth of 20-40 inches but has solution holes as deep as 60 inches.

The Matlacha map units are formed in material produced by dredging, filling, and earthmoving operations. Most of these soils are used for urban development. They consist of somewhat poorly drained, moderately rapid to rapidly permeable soils on filled and disturbed sloughs, flats, and depressions.

The Okeelanta series consists of nearly level, very poorly drained organic soils in narrow to broad drainage-ways and swamps. The Okeelanta Muck map unit consists of very poorly drained organic soil that is underlain by sand at a depth of 16–40 inches.

The Palm Beach series consists of nearly level to sloping, excessively drained soils on long narrow ridges that are generally parallel to the coast. These soils formed in thick deposits of marine sand and shell fragments. The Palm Beach Sand map unit has a profile typical of this soil series with slopes of 0 to 8 percent. The Palm Beach-Urban Land Complex map unit is characterized by open areas of 50–70% Palm Beach soils with 30-50 % urban land coverage.

The Pennsuco series consists of nearly level, poorly and very poorly drained soils on coastal lowlands and in tidal swamps. These soils formed in calcareous, loamy sediment of marine or freshwater origin over porous limestone. The Pennsuco Silt Clay Loam map unit is underlain by limestone at a depth of more than 40 inches and is primarily on coastal lowlands east of the Atlantic Coastal Ridge. The Pennsuco Silt Clay Loam, Tidal map unit is found in tidal swamps from Port Everglades southward.

The Perrine series consists of nearly level, poorly drained soils on coastal lowlands. These soils formed in calcareous, loamy sediments of marine or freshwater origin over limestone, which is at a depth of 20-40 inches. The Perrine Silty Clay Loam map unit has a profile typical of this series and the Perrine Variant Silt Loam map unit has 18-48 inches of calcareous silt loam (marl) over well decomposed organic materials.

The Plantation series consists of nearly level, very poorly drained soils in broad flats along the eastern edge of the Everglades. These soils formed in unconsolidated sandy marine sediment. The Plantation Muck map unit has a muck surface layer over sandy mineral material. The organic surface layer is subject to oxidation, which decreases its amount of organic material each year.

The Pomello series consists of nearly level to gently sloping, moderately well-drained soils on low ridges east of the Everglades. These soils formed in unconsolidated marine sands. The Pomello Fine Sand map unit is sandy soil that has a layer well coated with organic matter at depth of 30–50 inches. It is on low ridges with slopes of 0-5 percent.

The Pompano series consists of nearly level, poorly drained soils in sloughs and broad flats. These soils formed in thick beds of marine sand. The Pompano Fine Sand map unit has a profile typical of this series.

The Sanibel series consists of nearly level, very poorly drained soils in ponds, drainage-ways and low, broad flats. These soils formed in thick beds of sand beneath a thin mantle of organic material. The Sanibel Muck map unit is a deep, very poorly drained soil that has a muck surface layer over sandy mineral material.

The Terra Ceia series consists of nearly level, very poorly drained organic soils in coastal swamps. These soils formed in thick deposits of hydrophytic plant remains. The Terra Ceia Muck, Tidal map unit is very poorly drained, organic soils, in tidal mangrove swamps near the coast. This soil has organic materials more than 51 inches thick and is subject to daily or periodic tidal flooding.

The Udorthents consist of unconsolidated or heterogeneous geologic materials removed in the excavation of canals, lakes and ponds. It is commonly piled along banks. The Udorthents, Shaped map unit consists of a mixture of soil and geologic soil materials that has been shaped and contoured, mainly for golf courses and highway. The Udorthents Marly Substratum-Urban Land Complex map unit is characterized by 50–75% open areas of Udorthents, marly substratum with 25–50% urban land coverage.

The Urban Land map unit consists of areas that are more than 70 percent covered by airports, shopping centers, parking lots, large buildings, streets and sidewalks, and other structures, so that the natural soil is not readily observable.

Commercially Valuable Minerals

The City has no identifiable commercially valuable minerals nor are there any active mining operations.

Topography

The City, located in southern Broward County, is an Atlantic ocean coastal community composed of a barrier island, estuarine lagoon and mainland component. The natural elevations within the City of Hollywood ranges from sea level to 15 feet.

The U.S. Fish and Wildlife Service (FWS) recognizes the City as a part of the Lower East Coast sub-region, which extends approximately 160 km (99 mi) north to south through large coastal portions of Palm Beach, Broward, and Miami-Dade counties. The major topographic feature of this Lower East Coast sub-region is the Atlantic Coastal Ridge. This limestone ridge, consisting of relic dune ridges formed by wind and wave action, parallels and extends the length of the Atlantic Coast.

Three major estuaries and marine systems occur in this sub region: Lake Worth Lagoon in Palm Beach County, Biscayne Bay in Miami-Dade County, and West Lake in the City of Hollywood. The part of the City from approximately Federal Highway west to Hollywood Hills is a part of the Atlantic Coastal Ridge. Prior to the 1900, most of Broward County west of the Atlantic ridge was previously part of the Everglades. The Barrier Island is historically coastal beach strand with dune systems and maritime hammock communities.

The Lower East Coast sub-region is the most highly urbanized area in Florida, containing 30 percent of the State's residents. Most urbanization occurs along the coastal portion of the sub-region with substantial agriculture present south and west of the Atlantic Coastal Ridge.

Hazard Mitigation

With each new hurricane season, the South Florida region remains vulnerable to the threat of a hurricane strike. The region must be prepared to evacuate highly vulnerable populations on critical routes. There is local public shelter capacity and inland hotel/motels are also available. There are limited route choices to leave the region. Map CM-20 in the Coastal Element identifies the locations of the hurricane shelters nearest to the City of Hollywood. The Broward County Human Services Department provides the special needs community with registration assistance for special needs shelters and transportation services.

Because hurricanes impact large areas, the evacuation data presented in the Coastal Element is the data specific to Broward County from the *2006 South Florida Regional Hurricane Evacuation Traffic Study*. This study was prepared by the South Florida Regional Planning Council. The South Florida Region includes Broward, Miami-Dade and Monroe Counties.

During a hurricane evacuation, a significant number of vehicles will have to be moved across the local and regional road network. The quantity of evacuating vehicles will vary depending upon the magnitude of the hurricane, publicity and warnings provided about the storm and particular behavioral response characteristics of the vulnerable population.

Floodplains

The National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA) has identified the following flood zones within the City of Hollywood:

TABLE V

FEMA FLOOD ZONES

Zone	Description
AE	An area inundated by 100-year flooding.
AH	An area inundated by 100-year flooding (usually an area of ponding) flood depths range from 1 – 3 feet.
AO	An area inundated by 100-year flooding (usually sheet flow on sloping terrain); flood depths range from 1 to 3 feet.
VE	An area inundated by 100-year flooding with velocity hazard (wave action).
X	An area that is determined to be outside the 100- and 500 year flooding.
X500	An area inundated by 500 year flooding; an area inundated by 100-year flooding with averaged depths of less than 1 foot or with drainage areas less than one square mile; or an area protected by levees from the 100-year flooding.

Map LU-10 identifies the flood zones within the City. Land use, as it relates to the discharge of stormwaters and the use of natural drainage, is regulated through the South Florida Water Management District. The Florida Building Code regulates construction as it relates to flood zones.

Coastal High Hazard Area

The “Coastal High Hazard Areas” (also referred to as the high-hazard coastal areas) means the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Map CM-14 in the Coastal Element identifies the Coastal High Hazard Area (CHHA) within the City. Map CM-15 identifies the hurricane surge zones and evacuation routes.

MAP LU-10 TOPOGRAPHIC CONTOURS & FEMA FLOOD ZONES



City of Hollywood
Comprehensive Plan

Topographic Contours
&
FEMA Flood Zones
MAP LU-10

Legend

Hollywood City Boundary

Topographic Contours

ELEV

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 35

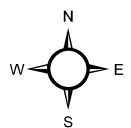
Hollywood_FEMA_Zones3

Zone Designation

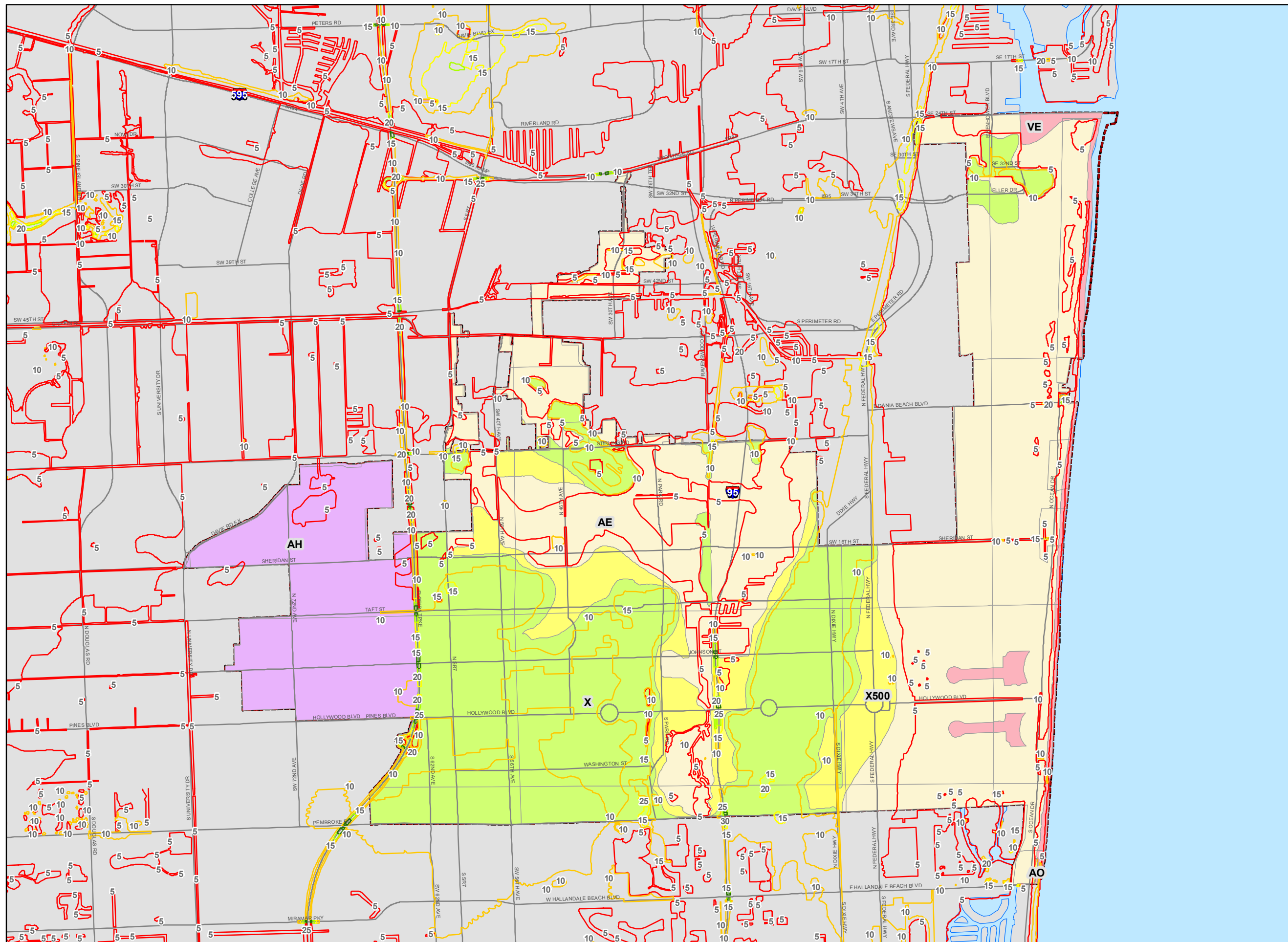
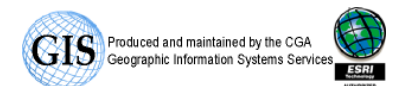
- AE
- AH
- AO
- D
- VE
- X
- X500

Data Source: Federal Emergency Management Agency, 2006

Printed July 18, 2007



0 0.5
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Miles



Population and Housing

With an estimated 2006 population of 144,431, the City of Hollywood has achieved build-out. The City is undergoing redevelopment throughout its neighborhoods and around its major roadway corridors. This consists of both small, infill development and large, mixed-use projects to provide spaces for people to live, work and play.

Hollywood has responded to its Housing Element by meeting its fair share of affordable housing and providing strategies for investing in public improvements and programs that have acted as a catalyst for private investment and redevelopment in the City.

With an expected population increase between now and 2025, demand for affordable housing will grow proportionally. The County's unmet demand may rise to over 300,000 households by 2025. The City will rely on public and/or private partnerships to continue to meet future affordable housing needs. Also, with an aging housing stock and infrastructure system, the City will face the challenge of protecting existing neighborhoods and preserving the housing stock. Additionally, the expansion of mixed-use areas such as the Regional Activity Center (RAC) will help to alleviate these demands.

Based on data compiled by the City, as part of the expansion of the RAC designation, it is anticipated there will be construction of 12,100 additional residential units by 2020 within this area (1,486 acres) of the City alone. A review of recent housing developments within the City suggests the construction of 3,867 affordable housing units over the next 10 years is viable to accommodate the current and future demand of affordable housing.

The City of Hollywood's population and housing projections are based on the projections provided by the Planning Services Division of the Broward County Urban Planning and Redevelopment Department. An analysis of these projections indicates that the number of persons per household (PPH) in 2006, is approximately 2.35. This figure is slightly lower than Broward County's figure of 2.53. Table VI provides projections of housing need from 2006 through 2030.

TABLE VI
HOUSING NEED PROJECTIONS 2006-2030

	2006	2010	2015	2020	2025	2030
Population	144,431	150,098	159,974	169,943	182,616	191,481
Housing Units	71,657	73,241	75,514	78,339	82,074	84,700
Households	61,342	63,302	66,093	69,464	73,816	77,095

Source: *Municipal population, dwelling unit, household forecasts through 2030* prepared by the Broward County Urban Planning and Redevelopment Department, Planning Services Division, 2006

Redevelopment

Downtown District of Hollywood's Community Redevelopment Agency

The Downtown District of Hollywood's Community Redevelopment Agency (CRA) was created in 1979 in order to redevelop Downtown Hollywood as a dynamic place to invest, work, live and play. The CRA Board consists of seven (7) members who also serve as the Mayor and City Commission.

The Downtown District CRA area is bounded by Johnson Street to the north, N. 14th Avenue to the east, Washington Street to the south, and the properties west and adjacent to Dixie Highway. This area offers many highlights including the newly renovated Arts Park at Young Circle, new and modern mixed use developments currently under construction and Hollywood's signature downtown district which includes a diverse mix of boutiques, shops, restaurants, and commercial establishments. The Hollywood Downtown is also in the National Register of Historic Places which adds to its uniqueness and prestige.

The Downtown District CRA has been actively involved with the public in the creation of the downtown master plan and overall redevelopment of the area. The Downtown District CRA Plan was adopted in 1981 and has since then been amended and has evolved to encompass additional sections of downtown and the changing conditions and economies of the area. The guiding principles behind the CRA plan include the creation of a unique sense of place, increase tax based revenues, and the creation of a quality image described as "exciting, fun, progressive, and successful". The plan also defines urban design principles for the downtown area which center around formal axial geometries reinforced by landscaping, low rise building frames, orientation towards young circle, compatible land uses, pedestrian and traffic circulation and parking, and reduced setbacks. The CRA program aims at creating strategies to assist developers in bridging project financial gaps and making public participation a part of the private redevelopment process.

The CRA's continuous effort to revitalize downtown has lead to numerous programs and initiatives including the Storefront Improvement Grants (grants property owners up to \$25,000 to freshen up their commercial facades), the Property Improvement Program (provides funds for on-site improvements to structures and to eliminate slum and blighting influences within the Hollywood Beach and Downtown Districts), and continued redevelopment of major commercial corridors which include Hollywood Blvd., U.S. Highway 1 and Dixie Highway.

Beach District of Hollywood's Community Redevelopment Agency

The Beach District of Hollywood's Community Redevelopment Agency (CRA) was created in 1997 in order to redevelop Hollywood Beach as a dynamic place to invest, work, live and play. The Hollywood Beach Community Redevelopment consists of 293 acres from Sherman Street south to the south property line of the Westin Diplomat Resort and Spa, and from the Intracoastal Waterway to the Atlantic Ocean.

The Hollywood Beach CRA has ambitious goals and clear objectives which are focused on beautifying and restoring Hollywood Beach to its pedestrian-friendly, 1920s stylized neighborhood roots. Amongst these are:

- Promote redevelopment and eliminate the causes of physical and economic blight;
- Ensure sanitary and safe conditions through infrastructure improvements;
- Improve circulation for pedestrians, bicyclists and motorists;
- Encourage and provide alternate modes of transportation; to increase public parking;
- Enrich the visual and functional quality of the streetscape for all user groups;
- Enhance Hollywood Beach as a tropical destination;
- Preserve and maintain natural resources;
- Upgrade existing public recreation facilities and expand recreation opportunities;
- Re-establish tourism as a vital industry;
- Develop the Johnson Street beach property as the village center of Hollywood Beach;
- Create opportunities and incentives that facilitate redevelopment of private properties.

With these objectives as guiding principle the Beach District CRA has been involved in the creation and implementation of many public projects and programs including Hollywood Beach CRA Master Plan (includes zoning recommendations and District design standards to supplement the City of Hollywood code), the Hollywood Broadwalk (over two-miles long, featuring a thirty-foot wide landmark pedestrian promenade that combines dramatic coastal views of Hollywood Beach with the nostalgic feel of a Main Street thoroughfare), the Hotel Improvement program (use of tax increment funds to induce private investment that results in quality improvements and enhancements to small lodging business), Property Improvement Program (provides funds for on-site improvements to structures and to eliminate slum and blighting influences within the Hollywood Beach and Downtown Districts).





The Hollywood Beach CRA is investing millions in public and aesthetic improvements to the beach, Broadwalk, street ends, and Hollywood Boulevard bridge. New water and sewer lines are being installed throughout the beach and Broadwalk area and trenching is currently underway to move the utility lines underground. Broadwalk improvements, scheduled to be complete in April 2007, include a complete makeover of the 2.5 mile Broadwalk. The existing concrete is being replaced with colorful pavers and a low decorative wall is being added to separate the Broadwalk from the sand. Finishing touches will include old fashioned-style lighting, benches and pocket parks with public art and water features.

MAP LU- 11 COMMUNITY REDEVELOPMENT AREAS

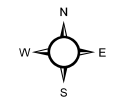


City of Hollywood
 Comprehensive
 Plan
 Map LU-11
 Community
 Redevelopment
 Areas

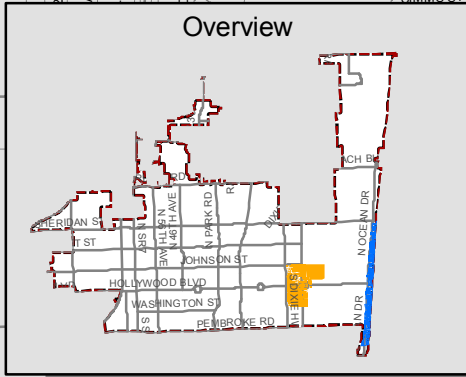
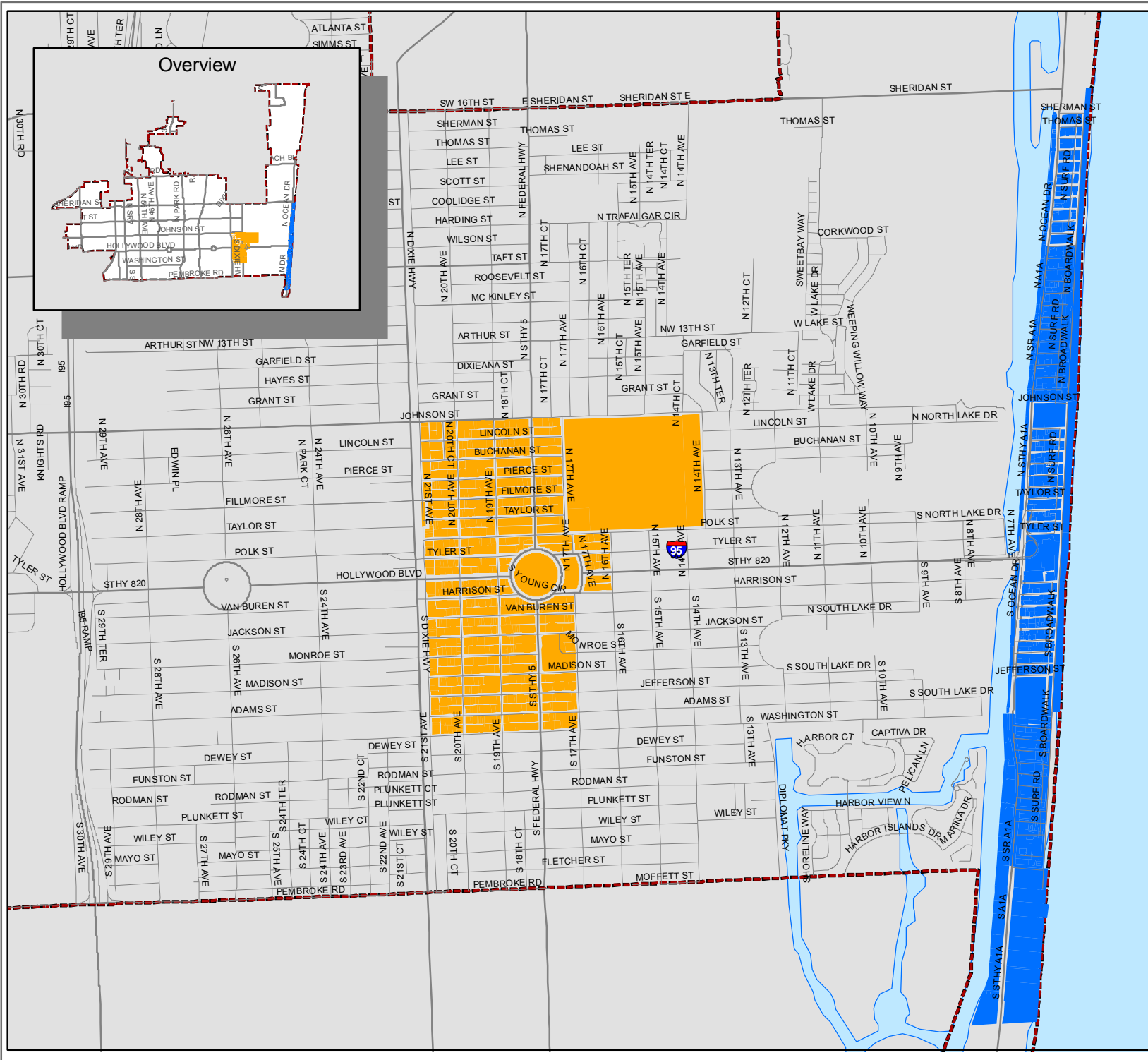
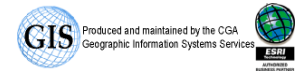
Legend

-  Hollywood City Boundary
-  DOWNTOWN CRA
-  BEACH CRA
-  Hollywood Streets

Printed August 16, 2007



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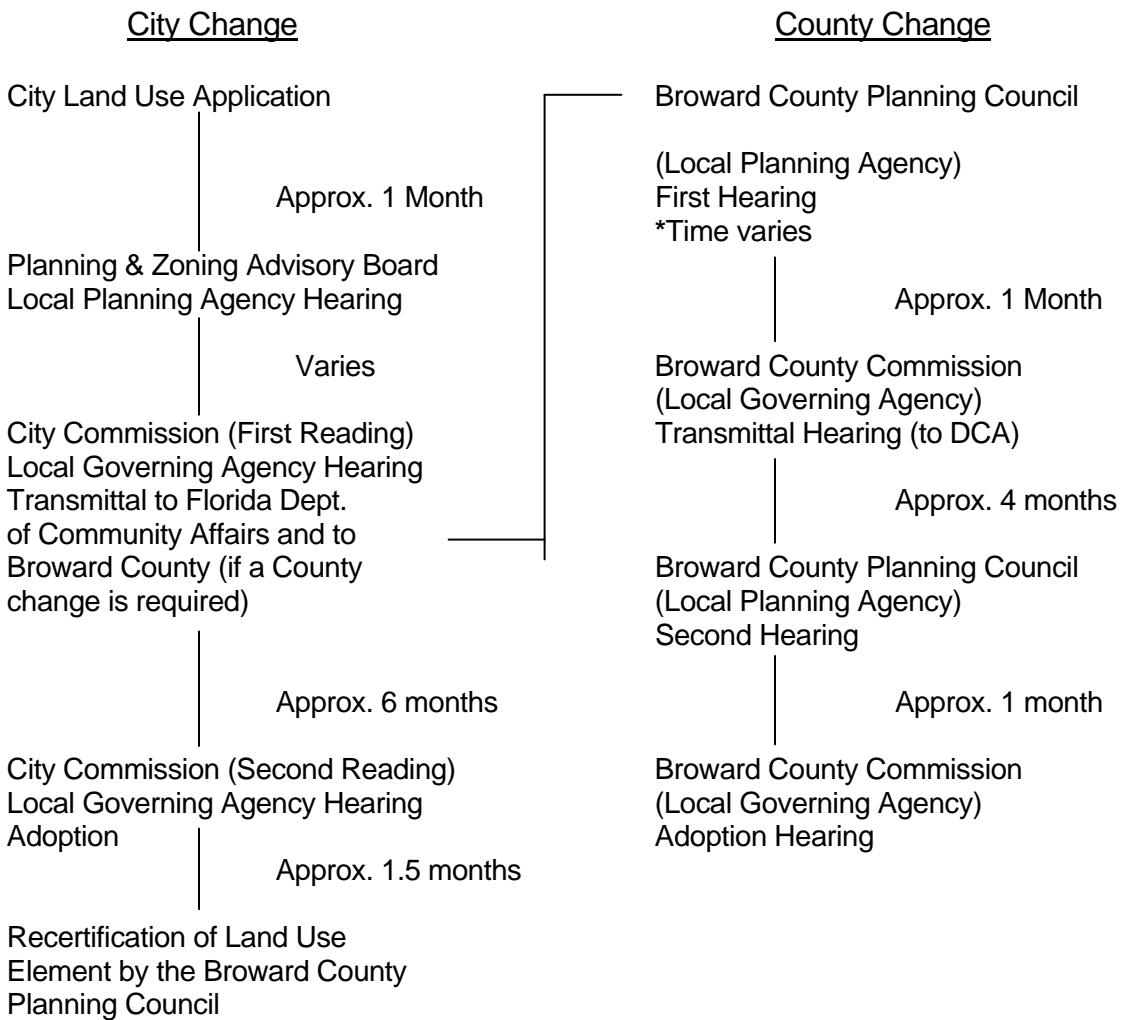
Other Special Plans

SR 7/US 441

The City of Hollywood has signed a Joint Participation Agreement with the City of Miramar, City of West Park, Town of Davie, Seminole Nation, FDOT, SFRPC, and Broward County to address economic redevelopment issues related to the proposed widening of SR 7 to six lanes. Transit supportive land use and urban design policies have been put in to place to encourage transit-oriented development and redevelopment along the corridor. The SR 7 corridor has also been identified as a transportation corridor of regional significance.

III. COMPREHENSIVE PLAN AMENDMENT PROCEDURES

The procedure for comprehensive plan amendments is specified by Chapter 163, s. 163.3184 of the Florida Statutes and Rule 9J-11 of the Florida Administrative Code. These amendments may be either text changes or map changes and may involve changes to the City's Comprehensive Plan, the County's Comprehensive Plan, or both. A summarized step-by-step process is as follows:



Approximate City time: 9 months

Approximate County time: 9 months

Local Governing Agencies (LGA) can adopt comprehensive plan amendments only twice each year, usually in the Spring and Fall. The City of Hollywood coincides its adoption and DCA submittal dates with Broward County in order to minimize the review time at the State and County level.

IV. IMPLEMENTATION REGULATIONS AND PROCEDURES

The City must include, in its Land Use Element, Implementation Regulations and Procedures consistent with Section IV.D of the Broward County Land Use Plan (BCLUP). The Implementation Regulations and Procedures have been provided as follows:

Development Review Requirements

The City of Hollywood's Land Use Element is prepared pursuant to the Broward County Charter for submittal to the Broward County Planning Council. The City of Hollywood will implement the Broward County Land Use Plan by incorporating and enforcing the appropriate local regulations regarding the development of lands and waters within the jurisdiction of the City of Hollywood. Therefore, no public or private development will be permitted by the City unless it is in compliance with the certified City Land Use Plan and the Broward County Land Use Plan.

The City of Hollywood may grant an application for a development permit consistent with the Broward County Land Use Plan or certified City Land Use Plan when the City has determined that the following requirements are fulfilled via the City's Concurrency Management System:

Transportation, recreational, drainage and flood protection, potable water, solid waste, and sanitary sewer public facilities and services will be available to meet established level of service standards consistent with Chapter 163.3202(g) Florida Statutes and the concurrency management policies included with Goal 8.00.00 of the Broward County Land Use Plan.

In addition to the concurrency management requirements, the City's land development regulations require the following:

- A. Local streets and roads will provide safe, adequate access between buildings within the proposed development and the trafficways identified on the Broward County Trafficways Plan prior to occupancy.
- B. Fire protection service will be adequate to protect people and property in the proposed development.
- C. Police protection service will be adequate to protect people and property in the proposed development.
- D. School site and school buildings will be adequate to serve the proposed development.
- E. Development does not include a structure, or an alteration thereof, that is subject to the notice requirements of Federal Aviation Regulations (FAR) Part 77, Subpart B, unless the Federal Aviation Administration issues, or has issued within the previous ninety days, a written acknowledgement that said structure or alteration would not constitute a hazard to air navigation and does not require increases to minimum obstruction clearance altitudes, or any other operational modifications at any existing airport or heliport or any planned or proposed airport as described in FAR Part 77.21(c)(2).

Platting Requirements

The City of Hollywood will not grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat including the parcel or parcels of land has been approved by the Broward County Commission and recorded in the official records of Broward County subsequent to June 4, 1953. However, this will not apply to an application for a building permit which meets any of the following criteria:

- A. Construction of one single family dwelling unit or duplex unit on a lot or parcel which was of record as such in the official records of Broward County as of March 1, 1989; or
- B. Construction on any multi-family or non-residential lot or parcel which is less than five acres in size and specifically delineated on a plat recorded on or before June 4, 1953.

If the parcel or parcels meet the above criteria, the issuance of a building permit shall also meet all of the following criteria:

- A. Compliance with the applicable land development regulations;
- B. Any land within the lot or parcel which is necessary to comply with the Broward County Trafficways Plan has been conveyed to the public by deed or grant of easement.

All parcels proposed for platting must be in compliance with the City of Hollywood's Land Use Plan and the Broward County Land Use Plan in order to be approved by the Broward County Board of County Commissioners and recorded in the Official Records.

No public or private development may be permitted except in compliance with the certified City Land Use Plan.

V. ANALYSIS AND ISSUES

Vacant Land and Land Needed for the Projected Population

The city currently has a total of 160.31 acres of land which are identified as vacant by Broward County Property Appraiser. Table VII shows the total vacant land by land use category. Of the total number, 33.19 acres are classified for residential use.

TABLE VII

VACANT ACREAGE BY LAND USE

Land Use	Acreage	% of total vacant area
LOW RESIDENTIAL (5)	1.10	0.68%
LOW MEDIUM RESIDENTIAL (5 – 10)	6.83	4.26%
MEDIUM RESIDENTIAL (10 – 16)	0.56	0.35%
MEDIUM HIGH RESIDENTIAL (16 – 25)	0.45	0.28%
HIGH RESIDENTIAL (25 – 50)	1.14	0.71%
REGIONAL ACTIVITY CENTER	23.11	14.42%
GENERAL BUSINESS	79.36	49.51%
INDUSTRIAL	34.14	21.30%
PARKS AND OPEN SPACE	0.21	0.13%
COMMUNITY FACILITY	2.29	1.43%
TRANSPORTATION	11.12	6.94%
TOTAL	160.31	100.00%

The amount of land needed for the projected population is a function of Person Per Household and the density of vacant and re-developable pieces of land. Per the 2006 County produced demographic data, the average household size in the City of Hollywood is 2.35. Table VIII shows the potential population to be housed in Hollywood based on the land use designation and vacant acreage. The analysis includes the expectation that allowable remaining residential units in the RAC will be built by 2020. The RAC designation allows 16,100 dwelling units of which approximately 4,000 units have already been built as of 2007 per the City of Hollywood Office of Planning.

A careful study of existing zoning and plans for vacant properties, combined with current and projected infill and redevelopment activity indicates that there will be enough land to accommodate the currently projected population through the year 2020.

TABLE VIII

POTENTIAL POPULATION TO BE HOUSED IN FUTURE

Land Use Classification	Acres	Potential # of Dwelling Units	Population to be Accommodated
LOW RESIDENTIAL (5)	1.10	5.5	12.9
LOW MEDIUM RESIDENTIAL (5 – 10)	6.83	68.3	160.5
MEDIUM RESIDENTIAL (10 – 16)	0.56	8.96	21
MEDIUM HIGH RESIDENTIAL (16 – 25)	0.45	11.25	26.4
HIGH RESIDENTIAL (25 – 50)	1.14	57	133.9
REGIONAL ACTIVITY CENTER		12,100	28,435
TOTAL		12,151	28,790

Population projections for 2006 puts the City of Hollywood population at 144,431. The addition of 12,151 units would accommodate a population of approximately 28,790. This would meet the housing demand for the city of Hollywood to the year 2020. The current land use scenario indicates that most of this housing demand will be met through the Regional Activity Center (RAC).

Methodology

Vacant lands were determined using base data on existing uses from the Broward County Property Appraiser. The data was compared with aerial photography to ensure accuracy. City planning staff compared vacant parcels with committed developments. Parcels with committed developments were not marked as vacant.

MAP LU-11.A VACANT LAND WITH FUTURE LAND USE



City of Hollywood
Comprehensive Plan

Map LU - 11A

Vacant Lands with Future Land Use

Legend

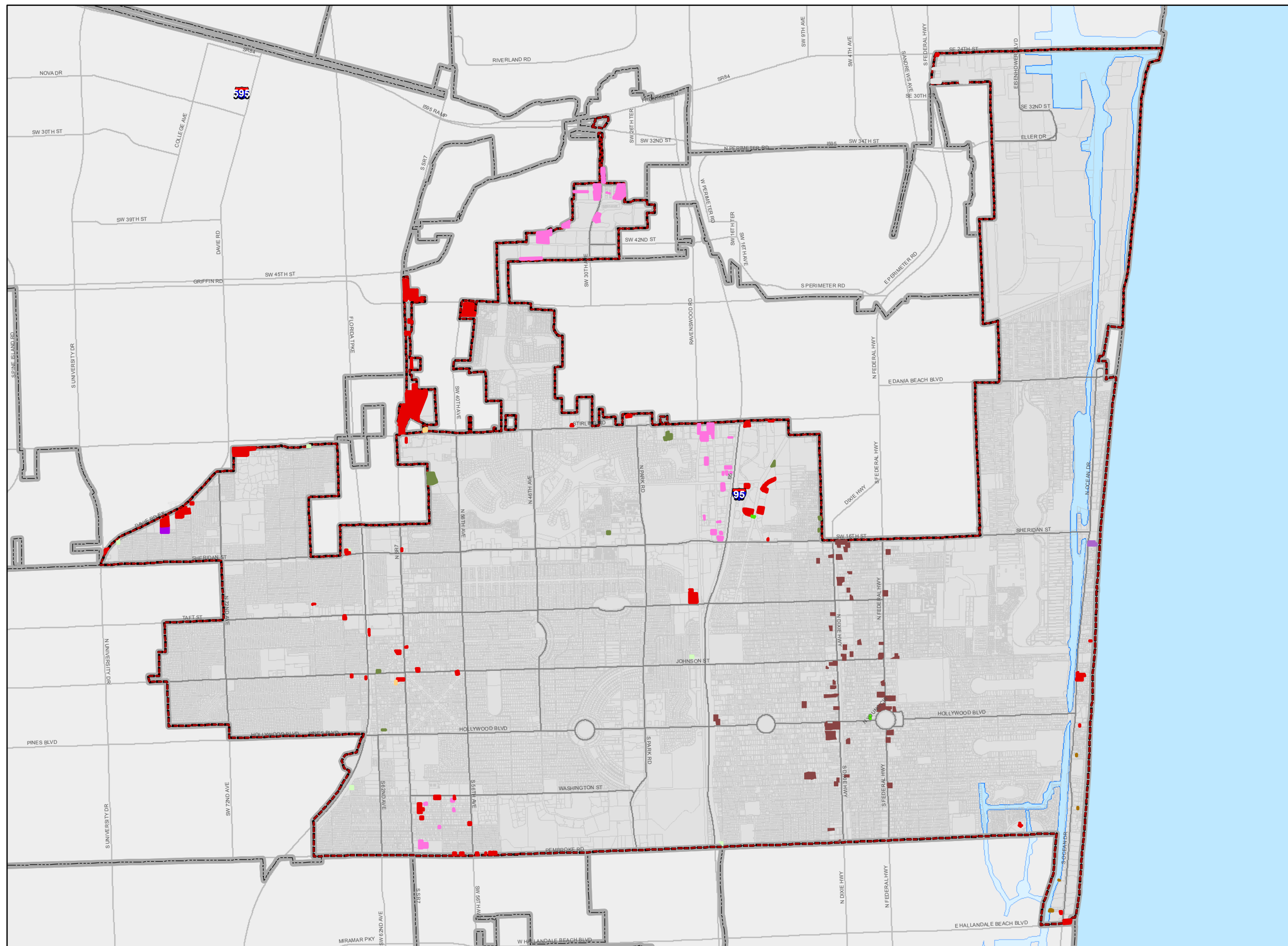
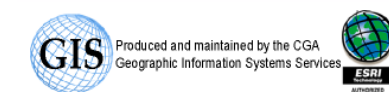
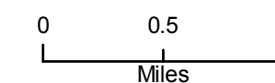
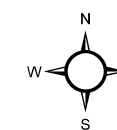
Hollywood City Boundary

Hollywood Vacant Lands

Future Land Use Designations

- LOW RESIDENTIAL
- LOW MEDIUM RESIDENTIAL
- MEDIUM RESIDENTIAL
- MEDIUM HIGH RESIDENTIAL
- HIGH RESIDENTIAL
- COMMUNITY FACILITY
- INDUSTRIAL
- OFFICE
- GENERAL BUSINESS
- TRANSPORTATION
- UTILITIES
- RAC ZONE
- PARKS AND OPEN SPACE
- CONSERVATION AREA
- RIGHTS OF WAY
- TOC (NO SITE DESIGNATED)
- TOD (NO SITE DESIGNATED)

Printed October 2, 2007



Future Land Use Categories

The Future Land Use Map (Map LU-13) is a generalization of the desired future development pattern for the City of Hollywood. As most areas of the City are already completely developed, the existing land use and zoning provide much of the basic structure for the future land use plan.

The Future Land Use Map use categories only provide general guidelines and limits. The boundaries of use categories on the Land Use Map are also general and should not be considered to be zoning boundaries. In all cases, the applicable zoning ordinances and zoning map must be consulted in order to determine specific use and development regulations for any parcel. Zoning will, however, conform to the plan.

The following table shows total acreage for each Future Land Use designation.

TABLE IX
FUTURE LAND USE DESIGNATIONS

Land Use	Acres	% of Total Area
LOW RESIDENTIAL	4,744.24	24.85%
LOW MEDIUM RESIDENTIAL	907.6	4.83%
MEDIUM RESIDENTIAL	988.61	5.18%
MEDIUM HIGH RESIDENTIAL	354.80	1.86%
HIGH RESIDENTIAL	150.19	0.79%
COMMUNITY FACILITY	546.11	2.86%
INDUSTRIAL	567.62	3.06%
GENERAL BUSINESS	1,065.92	5.58%
RIGHTS OF WAY	3,227.80	16.90%
OFFICE	80.49	0.42%
TRANSPORTATION	1,504.63	7.88%
UTILITIES	71.18	0.37%
REGIONAL ACTIVITY CENTER (RAC)	1,125.07	5.89%
PARKS AND OPEN SPACE	2,395.86	12.55%
TRANSIT ORIENTED DEVELOPMENT	32.6	0.01%
CONSERVATION AREA	1,332.42	6.98%
TOTAL	19,095.15	100.00%

Source: City of Hollywood, Calvin, Giordano and Associates

The following is a description of each of the broad categories of land use shown on the plan map and a listing of the types of uses that may be permitted in each category.

Map LU-12 HOLLYWOOD FUTURE LAND USE











City of Hollywood Comprehensive Plan

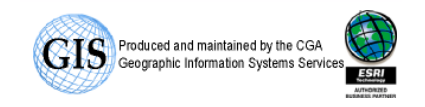
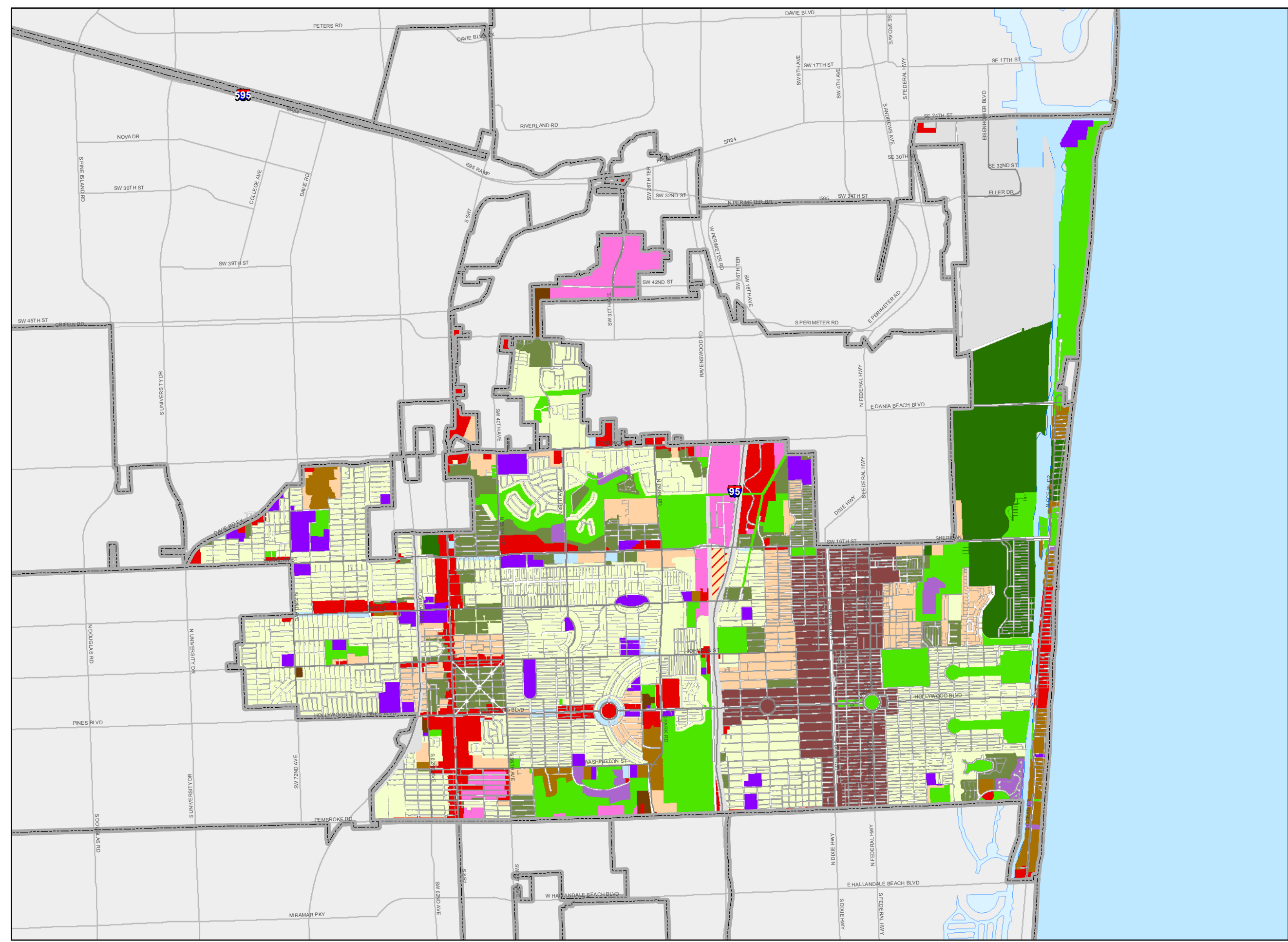
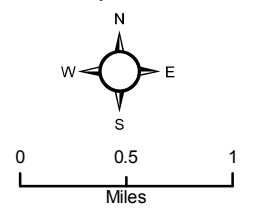
Map LU-12

Future Land Use

Legend

-  Hollywood City Boundary
- Hollywood Future Land Use F.L.U. Designations**
-  LOW RESIDENTIAL
-  LOW MEDIUM RESIDENTIAL
-  MEDIUM RESIDENTIAL
-  MEDIUM HIGH RESIDENTIAL
-  HIGH RESIDENTIAL
-  COMMUNITY FACILITY
-  INDUSTRIAL
-  OFFICE
-  GENERAL BUSINESS
-  RIGHTS OF WAY
-  TRANSPORTATION
-  UTILITIES
-  RAC ZONE
-  PARKS AND OPEN SPACE
-  CONSERVATION AREA
-  TOD
-  TOC (NO SITE DESIGNATED)

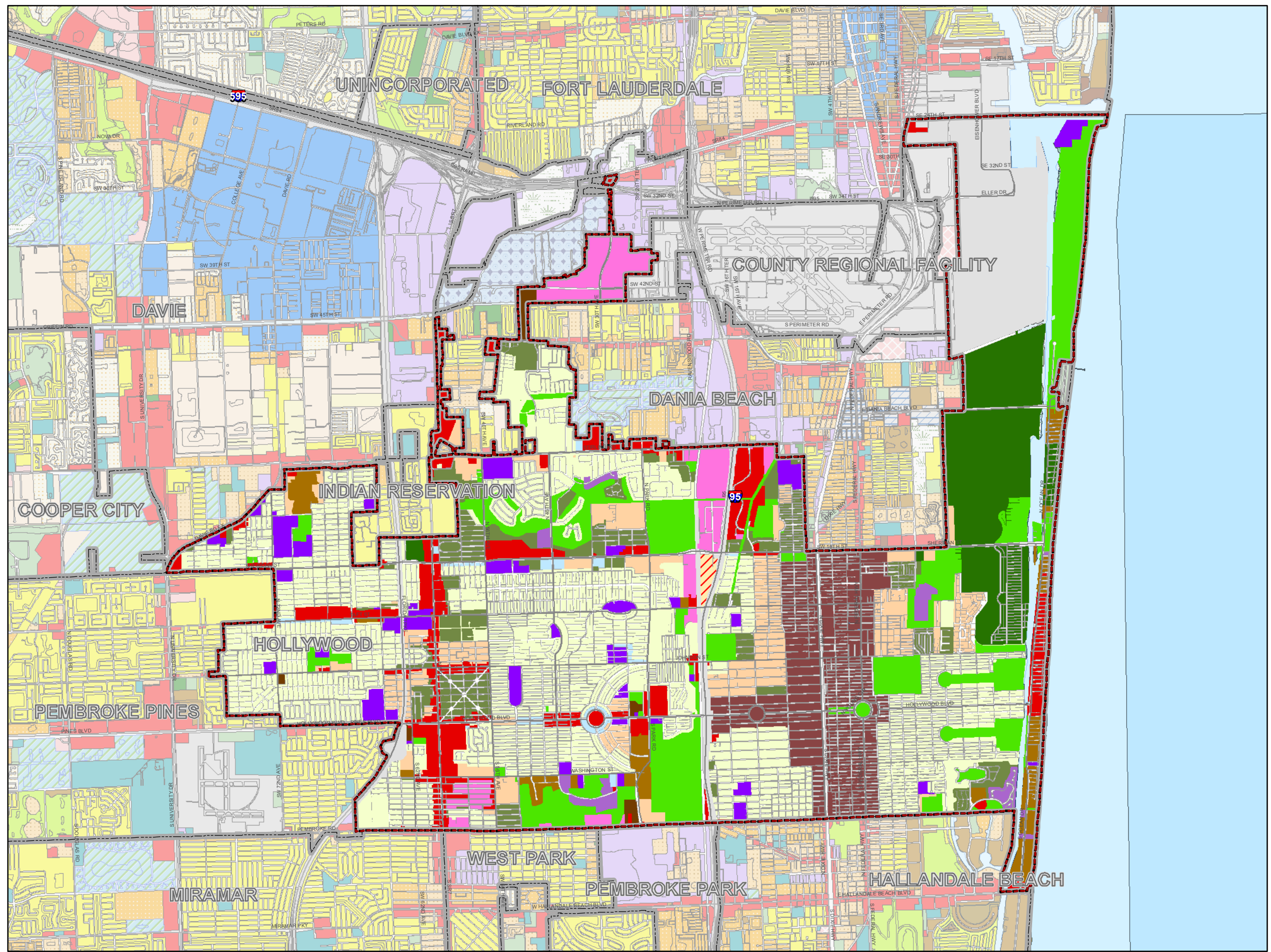
Printed September 13, 2007



Map LU-13 HOLLYWOOD ADJACENT GOVERNMENTAL ENTITIES AND
SURROUNDING LAND USES



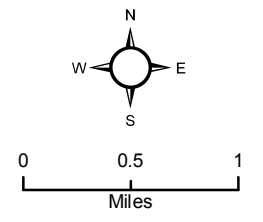
City of Hollywood
 Comprehensive Plan
 Map LU-13
 Future Land Use and
 Adjacent Future Land Use



Legend

- | | |
|--|-------------------------------------|
| Hollywood City Boundary | Estate (1) Residential |
| Hollywood Future Land Use Designations | Low (2) Residential |
| LOW RESIDENTIAL | Low (3) Residential |
| LOW MEDIUM RESIDENTIAL | Low (5) Residential |
| MEDIUM RESIDENTIAL | Low-Medium (10) Residential |
| MEDIUM HIGH RESIDENTIAL | Medium (16) Residential |
| HIGH RESIDENTIAL | Medium-High (25) Residential |
| COMMUNITY FACILITY | High (50) Residential |
| INDUSTRIAL | Agricultural |
| OFFICE | Commercial |
| GENERAL BUSINESS | Commercial Recreation |
| RIGHTS OF WAY | Community Facilities |
| TRANSPORTATION | Residential in Irregular Areas |
| UTILITIES | Conservation - Natural Reservations |
| RAC ZONE | Reserve Water Supply Areas |
| PARKS AND OPEN SPACE | Electrical Generation Facilities |
| CONSERVATION AREA | Employment Center - Low |
| TOC (NO SITE DESIGNATED) | Employment Center - High |
| TOD | Industrial |
| | Local Activity Center |
| | Mining |
| | Office Park |
| | Recreation & Open Space |
| | Regional Activity Center |
| | Transportation |
| | Utilities |
| | Right of Way |
| | Water |
| | FL_Coastal_Water |

Printed January 30, 2008



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

Produced and maintained by the CGA
Geographic Information Systems Services

Permitted Uses in Areas Designated Residential

The following uses are allowed within residential areas to the degree and extent permitted by the applicable zoning regulations.

1. Dwelling units and accessory uses and structures subject to density limitations as expressed by the Future Land Use Map, applicable ordinances, and the following sub-section, "Density."
2. Hotels, motels, and lodgings for transients including recreational vehicle parks subject to density limitations as expressed by the Future Land Use Map, applicable ordinances and the following subsection, "Density." (R.V. parks limited to areas shown at Low-Medium (10) density or higher).
3. Parking lots as specifically limited by Zoning and Land Development Regulations.
4. Parks, golf courses, and other outdoor recreational facilities, and recreational, civic, or cultural buildings ancillary to the primary outdoor recreational use of the site.
5. Community facilities designed to serve the residential area such as schools, day care centers, churches, clinics, nursing homes, rehabilitation centers, governmental administration, police and fire protection facilities, libraries and civic centers, hospitals, cemeteries.
6. Public utilities, including water and wastewater treatment plants, pumping stations, power plant substations and transmission facilities and solid waste disposal and transfer stations.
7. Streets and other transportation corridors.
8. Telecommunication facilities such as broadcasting towers, relay stations and cables.
9. Agriculture.
10. Offices, including banks and savings and loan institutions, medical offices and clinics, services and retail sales of merchandise, subject to the following limitations and provisions:
 - a) No contiguous area used for retail sales, services, offices, banks, clinics or mix of these uses may exceed ten acres. For the purpose of this provision, contiguous is defined as: attached; located within 500 ft.; or separated only by streets and highways, canals and rivers, or easements.
 - b) No more than a total of 5% of the area designated for residential use within a flexibility zone on the City's Land Use Map may be used for office and/or retail sales of merchandise or services.
 - c) Regardless of constraints in (a) and (b) above, space within residential buildings in areas designated for medium-high or high residential density may be used for service, retail, and office uses as long as no more than 50% of the floor area is used for such uses.

- d) Regardless of constraints in (a) and (b) above, space within residential buildings in areas designated medium residential density may be used for offices, as long as no more than 50% of the floor area is used for offices.
11. Special Residential Facilities in the low-medium to high ranges and subject to density requirements.

A maximum of 100 "Bonus" sleeping rooms may be allocated that are permanently dedicated to the Special Residential Facility use without allocating density.

Special Residential Facilities should be defined as follows:

SPECIAL RESIDENTIAL FACILITY, CATEGORY (1) - means a housing facility which is licensed by the State of Florida for no more than eight (8) individuals who require treatment, care, rehabilitation, or education. The facility is usually referred to as a group home. This includes individuals who are elderly, dependent children, physically disabled, developmentally disabled, or individuals not overtly of harm to themselves or others. The facility provides a family living environment including supervision and care necessary to meet the physical, emotional, and social needs of the individuals. It may or may not provide education or training. There may be more than one kitchen within the housing facility. There may be more than one Special Residential Facility Category (1) development on a parcel. A Special Residential Facility Category (1) development shall count as one (1) dwelling unit each.)

SPECIAL RESIDENTIAL FACILITY, CATEGORY (2) - means a housing facility which is licensed by the State of Florida for nine (9) to sixteen (16) non-elderly individuals who require treatment, care, rehabilitation, or education. This includes individuals who are dependent children, physically disabled, developmentally disabled, or individuals not overtly of harm to themselves or to others. The facility provides a family living environment including supervision and care necessary to meet the physical, emotional, and social needs of the individuals. It may or may not provide education or training. There may be more than one kitchen within the housing facility. There may be more than one Special Residential Facility Category (2) development on a parcel. A Special Residential Category (2) development shall count as two (2) dwelling units each.

SPECIAL RESIDENTIAL FACILITY, CATEGORY (3) - means

- a) Any housing facility licensed by the State of Florida for more than sixteen (16) non-elderly individuals who require treatment, care, rehabilitation, or education. This includes individuals who are dependent children, physically disabled, developmentally disabled, or individuals not overtly of harm to themselves or to others; or

- b) Any housing facility licensed by the State of Florida for more than eight (8) unrelated elderly individuals; or
- c) Governmentally subsidized housing facilities entirely devoted to care of the elderly, dependent children, physically handicapped, developmentally disabled, or individuals not overtly of harm to themselves or to others; or
- d) Any not-for-profit housing facility for unrelated elderly individuals; or
- e) Any housing facility which provides a life-care environment. A life-care environment shall include, but is not limited to, creation of a life estate in the facility itself and provision of off-site or on-site medical care; or
- f) Special Residential Facility Category (3) development shall count as one (1) dwelling unit per every two (2) sleeping rooms regardless of the number of kitchens or baths.

Residential Density

Maximum limits on the density of residential development are set by the Future Land Use Map according to the following schedule:

<u>Range Title</u>	<u>Dwelling Units Per Gross Acre</u>
Low	5 or fewer
Low-medium	5 to 10
Medium	10 to 16
Medium-high	16 to 25
High	25 to 50

There are a few areas of the City which have been given an "irregular" designation as they don't fall clearly into one of the above categories. For each of these areas the maximum dwelling units per acre allowable is indicated by the number in a circle inside the dashed line. The color used on these areas is only an approximation and is not controlling.

All references to density in the plan refer to gross density allowable. The gross acreage of any area means the total number of acres in the area, including acreage used or proposed for streets, lakes, waterways, and property to the centerline of any abutting street or road right-of-way. Credit towards density is not given for North and South Lakes nor any canals of the primary drainage system.

Any arrangement of dwelling units on a parcel of land designated for residential use is compatible with the Land Use Plan as long as the maximum number of dwelling units permitted within the parcel is not exceeded. For example, the Land Use Plan does not regulate whether a developer uses 10 acres of land designated for Low (5) Residential

density to build 50 single family homes or whether the same 10 acres are used to build a 50 unit high-rise structure, with the balance of the land maintained as permanent open space. The distribution of units will be determined by zoning and land development regulations.

Hotels, motels, and similar lodgings for transients are not subject to the same density limits as dwelling units designed for year-round occupancy. The number of tourist units permitted in any parcel indicated for residential land use is double the maximum number of dwelling units designated for that parcel. In all other cases, the maximum number of units allowed on a parcel refers to actual dwelling units, regardless of number of bedrooms or bathrooms in any one unit. Specific provisions of zoning ordinances and the City's density ordinance will further limit the amount and type of dwelling units which can actually be constructed on a parcel.

Flexibility and Reserve Units

"Flexibility units" means the difference between the number of dwelling units permitted within a flexibility zone in Broward County's Land Use Plan and the number of units permitted within a flexibility zone in Hollywood's Land Use Plan. Since the certified Hollywood Plan may be more restrictive than the Broward County Land Use Plan, extra dwelling units may be available for rearranging within flexibility zones by amending the City's Land Use Plan Element. The maximum number of dwelling units permitted in the Hollywood Land Use Plan may not (except for "reserve units") exceed the number of dwelling units permitted in the Broward County Land Use Plan.

"Reserve units" mean additional permitted dwelling units equal up to 2% of the total number of units permitted within a flexibility zone by the Broward County Land Use Plan. Allocation of reserve units will not require amendment of the City's land use plan. The number of reserve units assigned to a residential parcel on the City's land use plan may not exceed 100% of the maximum number of dwelling units indicated for the parcel by the City's land use plan map. The local land use plan, the zoning, and the applicable land development regulations shall not permit any density higher than 50 dwelling units per gross acre.

Permitted Uses in Areas Designated Office

The following uses are allowed within Office areas to the degree and extent permitted by the applicable zoning regulations.

1. Administrative, professional, research, and financial offices.
2. Laboratories.
3. Funeral homes.
4. Public and semi-public facilities, institutions, private clubs.
5. Limited retail (including restaurant), service uses, and parking lots which are accessory to the primary office uses.

6. Residential uses are permitted in the same structure as an office use, provided that the residential floor area does not exceed 50% of the total floor area of the building and provided any residential use comes from reserve or flexibility units available in that flexibility zone. No more than 20% of the office in any one flexibility zone may be converted to residential use. Areas designated for office and general business on the Future Land Use Plan may be decreased by up to 20% within a flexibility zone.
7. Special residential facilities categories 2 and 3, as described and defined in permitted use #11 in the Residential land use category, subject to Zoning and Development regulations.

Permitted Uses in Areas Designated General Business

The following uses are allowed within General Business areas to the degree and extent permitted by the applicable zoning regulations.

1. Neighborhood, community, regional and highway retail uses, including shopping centers.
2. Office and business uses.
3. Commercial uses, including wholesale, light fabricating, storage and warehouse uses, parking lots.
4. Hotels, motels and other tourist accommodations subject to the following:
 - a) In that portion of the CHHA east of the Intracoastal Waterway and north of Sheridan Street (North Beach Barrier Island), hotels and motels shall not exceed 50 hotel rooms per acre.
 - b) In that portion of the CHHA west of the Intracoastal Waterway, hotels and motels shall not exceed 50 hotel rooms per acre.
 - c) In that portion of the CHHA east of the Intracoastal Waterway between Sheridan Street and Hollywood Boulevard (Central Beach Barrier Island), hotels and motels shall not exceed 50 hotel rooms per acre. Provided however, the City Commission may approve up to an additional 50 rooms per acre (for a maximum of 100 rooms per acre) from the "Hollywood Beach Hotel Room Pool" containing no more than 1000 rooms.
 - d) In that portion of the CHHA east of the Intracoastal Waterway and south of Hollywood Boulevard (South Beach Barrier Island) hotels and motels shall not exceed 150 hotel rooms per acre). Provided however, the City Commission may approve up to an additional 150 rooms per acre (for a maximum of 300 rooms per acre) from the "Hollywood Beach Hotel Room Pool: containing no more than 1000 rooms.
5. Parks, recreation, open space, cemeteries, and commercial recreation uses.
6. Public and semi-public facilities, institutional uses, private clubs.
7. Utilities, transportation, communication facilities, and easements.
8. Non-residential Agricultural uses (permitted until the area is converted to an urban use).

9. Residential uses are permitted in areas designated for general business in the following specific instances:
 - a) Only in the same structure as a commercial use provided that the residential floor area does not exceed 50% of the total floor area of the building, and the flexibility and reserve units are available. Otherwise, amendment of the City's *Land Use Element* is required.
 - b) In the Central City Business (CCB) zoning district in the downtown Hollywood Regional Activity Center Area as permitted by Broward County Plan Amendment PCT 90-2.
 - c) In the C-1 zoning district in the Hollywood Beach area as permitted by County Plan Amendment.
 - d) For mixed commercial/residential developments greater than 20 acres in size, mixed commercial/residential structures where the first floor of such structure is totally confined to commercial uses and free standing multi-family residential uses are permitted, provided that residential density does not exceed 40 units per gross acre and the area of the site upon which the free standing residential development and mixed commercial/residential structures are constructed do not exceed 40% of the total gross acreage of the commercially designated parcel, and the flexibility and reserve units are available.

10. Special Residential Facilities categories 2 and 3, as described and defined in permitted use #11 in the Residential land use category, subject to the Zoning and Development regulations.

No more than 20% of the General Business area in any one flexibility zone may be converted to residential use. Areas designated for General Business on the Future Land Use Plan Map may be decreased by 20% within a flexibility zone. On any of these, conversion requires an amendment of the City Land Use Plan.

Permitted Uses in the Area Designated Regional Activity Center

The Regional Activity Center land use designation encourages redevelopment or development of areas that are regionally significant. The major purposes of this designation are to facilitate multi-use and mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form.

Hollywood's Downtown Regional Activity Center will:

1. Focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful regional downtown area;
2. Encourage a pedestrian oriented core;
3. Promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with I-95, the airport, the Port, Tri-Rail, Central Beach and the rest of Hollywood Blvd;
4. Encourage historic preservation;
5. Promote creative siting of buildings, transportation routes, and open space to create vistas that will pull the downtown together, link the downtown with the rest of Hollywood Boulevard, let in light, and discourage crime; and
6. Total densities and intensities of development within the Downtown Regional Activity Center shall be as follows:
 - Residential Land Uses 16,100 dwelling units (includes 1,000 units allocated from Flex Zone 87)
 - Commercial Land Uses 3,280,000 square feet
 - Office Land Uses 1,500,000 square feet
 - Community Facilities 390,000 square feet
 - Open Space/ Recreation Uses Approx. 47.44 acres

The Open Space/Recreation Uses listed above shall preserve those open space and recreation land uses existing within the RAC designated area at the time of the effective date of this amendment, including Young Circle park.

The Office and Commercial intensities listed above shall be convertible from Office to Commercial (or vice versa) based on equivalence of traffic impacts (PM peak hour) as calculated by the current edition of the ITE Traffic Generation Manual. Conversions from Office to Commercial (or vice versa) shall be implemented administratively by the City, and shall be reported at least annually to the Broward County Planning Council as part of the City's RAC monitoring obligation. The total number of PM peak hour trips generated (as calculated by the current edition of the ITE Traffic Generation Manual) by the Office and Commercial intensities within the RAC area shall not exceed 8,026 PM peak hour trips.

In order to begin implementation of the requirements of paragraph 7(B) below, the City shall take those steps which may be necessary to permit the assignment of the 1,000 units allocated from Flexibility Zone 87 to the portion of the RAC area located outside the boundaries of the Downtown Community Redevelopment area existing as of the effective date of this amendment.

7. In its implementation of development and redevelopment within the RAC area, the City shall:

A) Direct development and redevelopment proposals, as appropriate, to areas adjacent to major transportation corridors within the RAC area: Hollywood Boulevard, US 1 and Dixie Highway; and

B) Direct development and redevelopment, as appropriate, to areas outside the boundaries of the City's Downtown Community Redevelopment Area (CRA) existing as of the effective date of this amendment. The intent of this provision is to permit an aggregate minimum total of 9,100 dwelling units to be developed outside the boundaries of the CRA -- representing; an approximate 2,000 dwelling units increase above existing built intensity outside of the CRA; and

(C) Within one year of the effective date of this amendment, the City shall adopt land development regulations which shall protect existing residential areas. These land development regulations will require City Commission approval of any development plans or rezoning proposals on lands zoned for residential use as of the effective date of this amendment located inside the RAC area which seek either:

(i) to increase residential density to a level greater than permitted under the applicable property's zoned residential density as of the effective date of this amendment); or

(ii) to introduce a non-residential use onto lands residentially zoned as of the effective date of amendment.

The purpose and intent of these land development regulations shall be to protect established residential neighborhoods within and adjacent to the RAC area. while allowing appropriate redevelopment to take place.

(D) Continue to implement the City's historical preservation regulations to allow for protection of the City's historical/architectural resources pursuant to City regulations; and

(E) Administratively provide for the monitoring of development and redevelopment within the RAC area.

8. Development within the RAC designated area shall conform to those portions of the City's City-Wide Master Plan, as adopted into this Comprehensive Plan. The City shall complete the studies which are intended to yield further design guidelines for the Hollywood Boulevard, US 1 and Dixie Highway corridors within the RAC designated area. Within one year of the effective date of this amendment, the City shall implement the design studies recommendations, as appropriate, through amendments to land development regulations.

Permitted Uses in the Area Designated Employment Center

Employment Center areas are designated in the Future Land Use Map, to encourage non-residential development, compatible with residential and other less intensive land uses, and which would support the tourist-oriented segment of the local economy as areas of high technology and service-based activities.

Uses permitted in areas designated employment center are as follows:

1. Principal Uses:
 - a. light manufacturing
 - b. office uses
 - c. research and assembly
 - d. hotels, motels and similar services
 - e. restaurants and personal services
 - f. community facilities
 - g. communication facilities
 - h. non-residential agricultural uses
2. Accessory Uses (Limited to less than fifty percent (50%) of the site):
 - a. transportation and utilities
 - b. storage
 - c. retail within buildings devoted to principal uses
 - d. recreation and open space uses
3. Commercial and retail business uses may also be permitted as long as the total area of these uses does not consume more than 20 percent of the employment center land designated on the Future Broward County Land Use Plan Map (Series) within a flexibility zone, and as long as the location of these uses do not preclude or adversely affect the future use of surrounding areas for employment center use.

Permitted Uses in Areas Designated Industrial

The following uses are allowed within Industrial areas to the degree and extent permitted by the applicable zoning regulations.

1. Industrial uses.
2. Heavy commercial uses, including wholesaling.
3. Office.
4. Educational, medical, scientific and industrial research facilities, and laboratories.
5. Utilities, transportation and communication facilities and easements.
6. Open space and recreation, commercial recreation, cemeteries, community facilities, as long as the location of these uses does not preclude or adversely affect the future use of surrounding areas for industry.
7. Non-residential agricultural uses permitted until the area is converted to an urban use.

8. The following additional uses are permitted as long as the total area of these uses does not consume more than twenty percent of the industrial land on the City's Future Land Use Plan within a flexibility zone and as long as the location of these uses does not preclude or adversely affect the future use of the surrounding areas for industry:
 - a) Office, service and retail business uses.
 - b) Hotel, motel and other tourist accommodations.
9. Ancillary business or office uses within buildings devoted primarily to industrial uses.

Permitted Uses in Areas Designated Utilities

The following uses are allowed within Utilities areas to the degree and extent permitted by the applicable zoning regulations.

1. Water and wastewater treatment plants, pumping stations, electrical power plants and substations, solid waste disposal and transfer sites and their customary accessory uses.
2. The following uses as long as their location does not preclude or adversely affect the future use of the surrounding areas for intended utility facilities:
 - a) Recreation and open space uses.
 - b) Communication facilities.
 - c) Non-residential agricultural uses.

Permitted Uses in Areas Designated Electrical Generating Facilities

Electrical Generation Facilities Uses are designated to ensure the availability of land for electrical power plants and associated ancillary uses is adequate to meet the current and future needs of City of Hollywood's population. Uses permitted in the areas designated Electrical Generation Facilities are as follows:

1. Electrical power plants - means an electrical generating facility where electricity is produced for the purpose of supplying twenty-five mega watts (MW) or more to utility power systems.
2. Other uses determined to be ancillary to the primary uses described in (1).

The following uses may also be permitted in the areas designated electrical generation facility as long as the location of the uses do not preclude or adversely affect the future use of the surrounding areas for electrical generation facilities:

Permitted Uses in Areas Designated Transportation

The following uses are allowed within areas designated for the Transportation Land Use to the degree and extent permitted by applicable zoning regulations.

1. Airports - airports and related facilities designed primarily to serve the needs of airport users and employees, airport and aircraft operation and maintenance facilities, cargo distribution terminals and transit warehousing.
2. Railroad Facilities - railroads and supporting facilities.
3. Port Everglades - shipping and warehousing, and any other uses which may be permitted by the Port Authority other than residential uses.
4. Trafficway Rights-of-way - collector and arterial streets, highways, freeways and expressways and supporting facilities except for required parking. No principal building, nor any land use which substantially impedes the future construction of a highway are permitted.

Permitted Uses in Areas Designated Community Facilities

The following uses are allowed within Community Facilities areas to the degree and extent permitted by the applicable zoning regulations.

1. Community facilities such as schools and other educational uses, hospitals, governmental administration, police and fire stations, parking lots, libraries, nursing homes, cemeteries, jails, prisons, courts, civic centers and other public buildings and grounds, places of worship, and non-profit charitable organizations.
2. Open Space and Recreation facilities.
3. Special residential facilities categories 2 and 3, as described and defined in permitted use #11 in the Residential land use category, subject to zoning and development regulations.

Permitted Uses in Areas Designated Open Space and Recreation

The following uses are allowed within Open Space and Recreation areas to the degree and extent permitted by the applicable zoning regulations.

1. Active and passive outdoor recreation.
2. Recreational, educational, civic or cultural buildings which are ancillary or accessory to the primary recreational use.
3. Golf courses, (which are intended to remain as permanent open space).
4. Water oriented activities; such as boat docks and boat ramps.
5. Camping ground and facilities.
6. Outdoor cultural, educational and civic structures and uses.
7. Concessions only when accessory to above uses.
8. Any uses allowed in Conservation.

For a detailed discussion of the rules regarding Open Space and Recreation, see the "Open Space and Recreation" element.

Permitted Uses in Areas Designated Conservation

Allowed uses in Conservation are:

1. Passive outdoor recreational uses such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations and walkways, and Greenways as generally defined by the Florida Greenways Commission Report to the Governor, 1994, and/or the Broward Urban River Trails Organization ("BURT").
2. Uses which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with any applicable contractual agreement or management policies of the federal, state, regional, county, municipal, or non-profit agency which manages the natural reservation.

Transit Oriented Development

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit stations, through the establishment of a Transit Oriented Development (TOD) land use category within the City of Hollywood Future Land Use Element. In order for an area to qualify as a Transit Oriented Development, the following criteria must be met:

Land Use Criteria

Residential use is required as a principal component within a Transit Oriented Development. Maximum residential density must be specified for each Transit Oriented Development (TOD), or may vary in the Transit Oriented Development, and must be described in the permitted uses section of the City of Hollywood Future Land Use Element. Residential densities must be specified as both units per gross acre in geographically designated areas and maximum number of permitted units within the designated TOD. When the density of the Transit Oriented Development is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be included in the designated area as a principal use: e.g. retail, office, restaurants, personal services, hotel motel, light industrial (including "live work" buildings), research business, civic, and institutional.

Additional or expanded stand alone automobile oriented uses such as: large surface parking lots, gas stations auto repair car washes; auto dealers; self equipment storage; "big box" warehouse; single-family detached dwelling units; and drive-through facilities are discouraged unless designed in a manner to encourage pedestrian and transit usage.

Minimum and maximum FAR (Floor Area Ratio) for non-residential uses within a TOD must be specified, in the permitted uses section of this Plan and the Broward County Land Use Plan. Minimum non-residential FAR's (Gross) of 2 are encouraged. Non residential intensities may carry within the development and may be specified either as a maximum FAR in geographically designated areas and/or as

an overall maximum square footage by use [i.e. pool of square footage by perimeter use (retail, office etc.)].

Design Guidelines Principles

Shall include design features promoting and enhancing pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

- a. Integrated transit stops with shelter or station (within the TOD area).
- b. Public plazas, urban open space or green space pocket park uses accessible to the public must be provided as an integrated component within a Transit Oriented Development.
- c. Wide (5 feet shall be the minimum and should be consistent with ADA requirements) pedestrian and bicycle paths minimizing conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- d. Buildings should front the street (zero or minimal setbacks are encouraged).
- e. Vehicle parking strategies encouraging and supporting transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- f. Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).
- g. Proposed Transit Oriented Developments shall include internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Development (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

Review Process Considerations

The transportation impact analysis for a proposed Transit Oriented Development designation shall consider the modal shift provided through the provision of transit and the transit-oriented design. A proposed Transit Oriented Development shall demonstrate consistency with the goals, objective and policies and other requirements of the City of Hollywood Comprehensive Plan.

Permitted Uses in Areas Designated Transit Oriented Development

The following uses are allowed within Transit Oriented Development (TOD) areas to the degree and extent permitted by the applicable zoning regulations.

1. Residential use; (single family detached dwelling units permitted only if it encourages pedestrian and transit use.)
2. Public plazas, urban open space or green space pocket park uses accessible to the public.

3. Retail, office, restaurants and personal services, hotel motel, light industrial (including "live work" buildings), research business, civic, institutional and transit related facilities.

The TOD Land Use designation encourages redevelopment or development of significant areas served by regional transit stations. The major purposes of this designation are to facilitate multi-use and mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form. Hollywood's Transit Oriented Development will:

- Focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful Transit Oriented Development area;
- Encourage a pedestrian oriented core;
- Promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with 1-95, the airport, the Port, Tri-Rail, Hollywood Beach with the rest of the City; and
- Promote creative siting of buildings, transportation routes, and open space to create vistas linking the developments together.

Transit Oriented Corridor

Facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Corridor (TOC) land use category within the Broward County Land Use Plan. State Road 7, which is an existing transit corridor designated for high performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, is appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designed in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO's Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan.

Land Use Criteria

Specific geographic land areas must be designated as a Transit Oriented Corridor. This designation may only be applied to areas within approximately 1/4 mile on either side of the mainline transit corridor. The area may extend beyond 1/4 mile around all major intersections, activity nodes and in locations served by existing or funded community shuttle service.

Residential use is required as a principal component within a Transit Oriented Corridor. Maximum residential density must be specified, may vary along the corridor, and must be described in the permitted uses section of the City of Hollywood Land Use Element and Broward County Land Use Plan. Residential densities must be specified as both units per gross acre in geographically designated areas and maximum number of permitted units (e.g. pool of units in the "Regional Activity Center" (RAC) designation). When the density of the area is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be included in the designated area as a principal use: e.g. retail, office, restaurants and personal services, hotel motel, light industrial (including "live work" buildings), research business, civic and institutional.

Minimum and maximum FAR (Floor Area Ratio) or other measurements of intensity for non-residential uses within a TOC must be specified, in the permitted uses section of this Plan and the Broward County Land Use Plan. Minimum non-residential FAR's (gross) of 2 are encouraged. Non-residential intensities may vary within the development and may be specified either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.)].

Additional or expanded stand alone automobile oriented uses such as: large surface parking lots, gas stations auto repair car washes; auto dealers; self equipment storage; "big box" warehouse; single-family detached dwelling units; carwashes; and drive through facilities are discouraged unless designed in a manner to encourage pedestrian and transit usage.

Design Guidelines Principles

Proposed Transit Oriented Corridors shall adequately address the transition to adjacent residential development and promote connectivity to transit stations and stops. Public plazas, urban open space or green space pocket park uses accessible to the public must be provided as an integrated component within a Transit Oriented Corridor. Proposed Transit Oriented Corridors shall include design features promoting and enhancing pedestrian mobility, including connectivity to transit stops and stations, based on the following characteristics:

- a. Integrated transit stops with shelter or station (within the TOC area).
- b. Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- c. Buildings should front the street (zero or minimal setbacks are encouraged).
- d. Vehicle parking strategies encouraging and supporting transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).

- e. Streets (internal and adjacent to the TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).
- f. Proposed Transit Oriented Corridors must include internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Corridor (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

The intent of the required Design Guidelines Principles is to provide guidelines for implementation of the TOC land use category. Developments are encouraged to use some or all of the above design strategies, which accomplish the goals of using design elements to enhance pedestrian and transit mobility. County review of applications seeking TOC land use category designations will only determine whether the City of Hollywood has adopted, through plan policies, a cohesive set of implementation strategies to accomplish the design strategies sought, and will not seek to require a specific design approach or a fixed set of design approaches as a requirement for County approval of the land use designation sought.

Review Process Considerations

The transportation impact analysis for a proposed Transit Oriented Corridor designation

shall consider the modal shift provided through the provision of transit and the transit oriented design. A proposed Transit Oriented Corridor shall demonstrate consistency with the goals, objective and policies and other requirements of the City of Hollywood Comprehensive Plan.

Permitted Uses in Areas Designated Transit Oriented Corridor

The following uses are allowed within Transit Oriented Corridor (TOC) areas to the degree and extent permitted by the applicable zoning regulations.

1. Residential use; (single family detached dwelling units permitted only if it encourages pedestrian and transit use.)
2. Public plazas, urban open space or green space/pocket park uses accessible to the public.
3. Retail, office, restaurants and personal services, hotel/motel, light industrial (including "live work" buildings), research business, civic, institutional and transit related facilities.

The TOC Land Use designation encourages redevelopment or development of significant areas. The major purposes of this designation are to facilitate multi-use and mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form.

Hollywood's Transit Oriented Corridors will:

- Focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful transit oriented corridor area;
- Encourage a pedestrian oriented core;
- Promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with 1-95, the airport, the Port, Tri-Rail, Hollywood Beach with the rest of the City; and
- Promote creative situating of buildings, transportation routes, and open space to create vistas linking the corridors together.

Intensity Standards for Non-residential Land Uses

Per Section 163.3177(6)(a) of Florida Statutes, local governments are required to define in their comprehensive plan standards for the intensity of use of nonresidential land uses.

The City of Hollywood has relied on its zoning and land development regulations to control intensity of nonresidential uses, through limitations on height, lot coverage, number of permitted square feet, landscape and parking requirements. The Florida Department of Community Affairs (DCA) requires local governments to include intensity standards for nonresidential uses in the future land use element.

With the exception of land designated Regional Activity Center (RAC) all non residential uses must provide intensity standards. Lands with the RAC designation are not required to provide intensity standards because under the Broward County Land Use Plan lands with the land use designation have intensity standards given in terms of maximum square footage.

As Broward County had already set a precedent in allowing “flexibility” of allocating residential densities, as long as the overall density of a flex zone was not exceeded, the logical extension for the City of Hollywood is to apply intensity standards to City sub -areas instead of parcels. The logical sub-areas are as determined in the City-Wide Master Plan. (See details map LU-1). This system envisions the evaluation of each proposed land use amendment to determine whether approving the proposed amendment would cause the overall average of the FAR for the particular nonresidential land use or uses for that sub area to be exceeded. If not, the amendment could be deemed compatible from the perspective of intensity. The maximum FAR for nonresidential land uses in each sub area, with certain exceptions explained below, is provided in the following table.

<u>Land Use Category</u>	<u>Floor Area Ratio</u>
Office	3.0
General Business	3.0
Employment Center	3.0
Industrial	3.0
Utilities	3.0
Transportation	3.0
Community Facilities	3.0
Open Space and Recreation	3.0
Conservation	0.25
Electrical Generating Facilities	3.0
<u>Land Use Category</u>	<u>Floor Area Ratio</u>
Transit Oriented Corridor	2.0
Transit Oriented District	2.0

VI. GOALS, OBJECTIVES, AND POLICIES

GOAL:

Promote a distribution of land uses that will enhance and improve the residential, business, resort, and natural communities while allowing land owners to maximize the use of their property.

OBJECTIVE 1:

Coordinate future land uses with available public facilities, soil conditions, topography, natural resources, and endangered species.

Policy 1.1: Obtain a developer agreement to sewer the developable portion of West Lake before allowing construction.

Policy 1.2: Adopt recommendations for easing the parking and circulation problems along Central Beach before permitting expansions of business or residences as per the Beach Redevelopment Plan.

Policy 1.3: Maintain the City Code or Zoning and Development regulations to require that all new and existing unsewered development, where practical and financially feasible, including new residential units, be connected to the sewer system.

Policy 1.4: Maintain the Zoning and Development Regulations to coordinate future development, soil conditions as defined by the U.S. Soil Conservation Service consistent with the criteria and mapping of the Federal Emergency Management Administration, topography, natural resources, environmentally sensitive lands, endangered species, and water wellfields.

Policy 1.5: The City of Hollywood will maintain its Zoning and Development Regulations to ensure that land use categories subdivision regulations, signage regulations and flood ordinances are consistent with the *Land Use Element* and all other elements of the Hollywood Comprehensive Plan.

Policy 1.6: Maintain the concurrency management system to ensure that facilities and services are provided and maintained according to the adopted level of service standards, concurrent with the impacts of development and is consistent with the adopted Capital Improvements Element.

Policy 1.7 Essential community facilities (schools, hospitals, city buildings) will be exempt from intensity standards.

Policy 1.8 New development shall comply with the intensities outlined in the Comprehensive Plan. The maximum Floor Area Ratio for non-residential land uses in each sub area (as determined in the City-Wide Master Plan are as follows:

Land Use Category	Floor Area Ratio
(a) Office	3.0
(b) General Business	3.0
(c) Employment Center	3.0
(d) Industrial	3.0
(e) Utilities	3.0
(f) Transportation	3.0
(g) Community Facilities	3.0
(h) Open Space and Recreation	3.0
(i) Conservation	0.25
(j) Electrical Generating Facilities	3.0
(k) Transit Oriented Corridor	2.0
(l) Transit Oriented District	2.0

OBJECTIVE 1.1

The City shall work with and assist the Broward County Office of Urban Planning and Redevelopment and the Broward County Metropolitan Planning Organization toward increasing transit usage.

Policy 1.1 The City shall work with and assist the Broward County Office of Urban Planning and Redevelopment, Broward County Metropolitan Planning Organization, and the Florida Department of Transportation to implement strategies to increase transit ridership and alleviate travel demand on the FIHS. Among the strategies the City of Hollywood will support are:

- Reduction in bus headway time during peak hours in congested corridors.
- Provision of community and/or neighborhood bus service alternatives to provide linkage to Broward County Mass Transit and Tri-Rail Facilities.
- Provision for transit oriented design improvements (i.e. Bus turn out lanes) along congested corridors.
- Improved pedestrian access to transit facilities by incorporating walkways/sidewalks along congested corridors and in all phases of road planning, design, and construction.
- Participation with Tri-Rail, FDOT, and Broward County in the development of a multi-modal transportation facility at the

Hollywood Boulevard Tri-Rail Station, said facility to include parking, commuter rail, commuter bus, intercity bus, bicycle, pedestrian, and mixed use development.

OBJECTIVE 2:

Promote historic and natural resource preservation.

- Policy 2.1: Cooperate with the Hollywood and Broward County Historical Societies to maintain and update the list of registered historical properties, their condition, and available assistance
- Policy 2.2: The City will continue to work to preserve some or all of the habitat north of John Williams Park through purchase or developer agreement/deed restriction.
- Policy 2.3: Investigate the possibility of adopting a City water protection ordinance that would require uses that generate hazardous waste to locate at an established minimum distance from all surface water.
- Policy 2.4: Amend the zoning ordinance in multiple family, commercial, office, and industrial zones to require setbacks to water (along with the existing required setbacks next to streets and alleys), include the addition of berms or landscaping in the setbacks.
- Policy 2.5: The location of Dredge Spoil Sites shall continue to be identified in the Port Everglades Master Plan which is incorporated by reference in the Coastal Element.
- Policy 2.6: To the extent possible, preserve and maintain historically significant structures located within the City. (City Wide Master Plan (CWMP) Policy CW.5)
- Policy 2.7: Continue to update the inventory of historical structures on Hollywood Beach. (CWMP Policy 4.15)

OBJECTIVE 3:

Prohibit any increase in the number of permanent residential dwelling units on the Coastal High Hazard Area above that permitted by the adopted Comprehensive Plan (1998). Coordinate coastal area population densities with the appropriate hurricane evacuation plans.

- Policy 3.1: Continue to encourage commercial and seasonal uses along Central Beach and prohibit any increase in the number of permanent residential dwelling units above that permitted by the adopted Comprehensive Plan (1998) through the implementation of the Hollywood Beach

Redevelopment Plan, directed at safer and more efficient use of the scarce beach resources and by revising the Planning and Zoning regulations as needed pursuant to the recommendations of that plan.

- Policy 3.2: Prohibit the following uses in the Coastal High Hazard Area: additional or new special residential facilities, nursing homes, hospitals or any other facility that houses persons with special needs that will require extra time to evacuate.
- Policy 3.3: Prohibit additional special residential facilities, nursing homes, hospitals or any other facility that house persons with special needs that will take extra time to evacuate.
- Policy 3.4: In the event a catastrophic storm destroys a structure beyond 50% of its replacement cost depreciated and/or 50% of its market value, then that structure must conform to the South Florida Building Code standards and the Department of Natural Resources regulations contained therein on the Coastal Building Zone.
- Policy 3.5: Review the Zoning and Development Regulations and revise them as necessary using the Beach Redevelopment Plan as a guide to coordinate coastal area population densities with the appropriate hurricane evacuation plans.

Objective 3.1:

Assist, coordinate, and monitor Florida Department of Transportation Plans for the proposed US441/SR7 widening project and, when feasible, implement City Capital Improvement Projects and/or other City efforts necessary to supplement and enhance economic development, land use changes, and infrastructure service improvements in tandem with phased roadway widening improvements.

- Policy 3.1.1: Continue to prioritize US 441/SR 7 Corridor for redevelopment opportunities and work with the Florida Department of Transportation and other applicable agencies on design of the highway, and create innovative zoning to implement future plans. (CWMP Policy 1.1).
- Policy 3.1.2: Maintain and update the zoning Overlay District for the US 441/SR 7 Corridor. (CWMP Policy 1.2).
- Policy 3.1.3: The US 441/SR 7 Corridor Overlay District shall continue to be divided into geographic areas and specific characteristics as follows:
- North Moderate Hybrid Commercial – Intense commercial highway uses.
 - Resort/Commercial – Lands Adjacent to Seminole Lands Development and/or redevelopment of lands adjacent to Seminole lands for tourist/resort activities.

- Low Hybrid Commercial - Core Smaller businesses that deal with local neighborhoods.
- Core Commercial Area – Large corporate businesses from car dealerships to big box retail, with emphasis on new mixed use development.
- South Low Hybrid Commercial Area - Smaller businesses that deal with local neighborhoods.

Policy 3.1.4: Promote land assembly along the US 441/SR 7 Corridor to create larger development parcels for economic sustainability to offset the physical and economic loss from Florida Department of Transportation right-of-way acquisition. (CWMP Policies 1.4 and 1.39)

Policy 3.1.5: Provide increased buffering between businesses along the US 441/SR 7 Corridor and adjacent residential areas. (CWMP Policy 1.5)

Policy 3.1.6: Create development nodes at major intersections where opportunity exists for larger parcels to be assembled for redevelopment. (CWMP Policy 1.6)

Policy 3.1.7: Encourage the development of the larger parcels in the SR7 corridor as mixed-use projects. Amend the zoning code to facilitate such mixed-use development. (CWMP Policy 1.7)

Policy 3.1.8: Comprehensively examine land uses/zoning and parcel redevelopment potential for properties surrounding the Seminole Lands. (CWMP Policy 1.8)

Policy 3.1.9: Prepare and maintain the US 441/SR 7 Corridor Design Guidelines that, at minimum, would address the following components:

- Design standards regarding sign regulations, façade treatment and adequate buffers.
- Land use and zoning alternatives.
- Coordination with business owners along the US 441/SR 7 Corridor to receive their input regarding the corridor.
- A market study to determine the success of economic development strategies along the US 441/SR 7 Corridor.
- A fiscal impact study that examines the implications of Florida Department of Transportation plans along the US 441/SR 7 Corridor and on the City's tax base.
- Coordination with adjacent government plans and studies. (CWMP Policy 1.12)

Policy 3.1.10: Maintain strong administrative policies and standards regarding non-conforming land uses and variances that would have an adverse effect on the future design and economic growth of the US 441/SR 7 Corridor.

Policy 3.1.11: Through improved communication and periodic meetings, improve intergovernmental coordination and cooperation among the

Seminole Tribal Council, Metropolitan Planning Organization, SFRPC, US 441/SR 7 Collaborative, Broward County, State and City regarding the Seminole Lands projects. (CWMP Policy 1.14)

Objective 3.2:

Assist, coordinate and monitor adjacent municipalities' land development efforts along major thoroughfare corridors and, when feasible, implement plans, Capital Improvement Projects and other programs to supplement and enhance economic development, land use changes, streetscape design, and infrastructure service improvements along these corridors.

Policy 3.2.1: When feasible, provide landscape/pedestrian improvements in the Washington Park area on Plunkett Street to spur redevelopment and to buffer industrial and residential areas. (CWMP Policy 1.10)

Policy 3.2.2: Establish incentives for property owners to improve perimeter landscaping in the industrial area. (CWMP Policy 1.11)

Policy 3.2.3: Continue to implement Joseph Young's vision for Hollywood Boulevard as a "grand landscaped gateway" to the Beach. (CWMP Policy 2.1)

Policy 3.2.4: Improve the roadway landscape with incorporation of concepts such as pedestrian/greenway features on Hollywood Boulevard from the Intracoastal Waterway to 17th Avenue. (CWMP Policy 2.2)

Policy 3.2.5: In conjunction with Florida Department of Transportation improvement plans for the corridor, create an overlay district to promote uses and standards that reflect the changed character of US 1 from a primary north/south corridor to a more localized neighborhood traffic way. (CWMP Policy 2.4, 2.5)

Policy 3.2.6: Inventory and prioritize redevelopment parcels along US 1 and target parcels that provide potential for immediate success. (CWMP Policy 2.6)

Policy 3.2.7: Utilizing traffic calming techniques and other appropriate measures, limit access to side streets east and west of US 1 where traffic studies indicate a positive effect would result. (CWMP Policy 2.7)

Policy 3.2.8: Create a zoning overlay district along the Dixie Highway corridor to promote economic redevelopment, attract new commercial and light industrial/service uses to the Dixie Highway corridor that provide adequate buffering to residential neighborhoods, and include a master landscape/streetscape plan as a component of the overlay district. (CWMP Policy 3.2, 3.3, and 3.5)

- Policy 3.2.9: Encourage combining lots into larger parcels along the proposed Federal Highway overlay district. (CWMP Policy 3.4)
- Policy 3.2.10: Develop building and streetscape design criteria, with the input of professionals and community leaders, to promote quality design for the different sectors of Hollywood Beach, provided such development is compatible with existing FLUM categories. (CWMP Policy 4.10)
- Policy 3.2.11: Upgrade commercial development along Stirling Road and Sheridan Street by revising zoning regulations to accommodate mixed-use developments, which are consistent with the Land Use Plan. (CWMP Policy 6.1)
- Policy 3.2.12: Enhance the Hollywood Boulevard corridor with Presidential Circle as the focal point. (CWMP Policy 6.3)
- Policy 3.2.13: Create a greenway effect along Hollywood Boulevard, orienting development towards the pedestrian environment. (CWMP Policy 6.5)
- Policy 3.2.14: Comprehensively analyze zoning and land use patterns on the south side of Johnson Street at I-95 to determine appropriateness of existing uses and resolve land use incompatibilities. (CWMP Policy 6.6)
- Policy 3.2.15: Prepare design plans along Johnson Street to enhance the streetscape with emphasis on the pedestrian environment. (CWMP Policy 6.7)
- Policy 3.2.16: Identify parcels on Stirling Road with inappropriate land uses or are inappropriately sized or shaped and provide incentives for improvement or relocation of the uses. (CWMP Policy 7.2)
- Policy 3.2.17: Oppose any de-annexation of lands from the City of Hollywood. (CWMP Policy 7.4)
- Policy 3.2.18: Define options and develop recommendations for redevelopment, non-conformity, etc. along major transportation corridors, i.e.: Dixie Highway, US 1, Stirling Road, Griffin Road, Pembroke Road, US 441/SR 7 and Hollywood Boulevard. (CWMP Policy CW.6)
- Policy 3.2.19: Revise zoning code to incorporate new overlay district recommendations as outlined in the City-Wide Master Plan. (CWMP Policy CW.11)

OBJECTIVE 4:

Promote improved architectural and streetscape design standards, code enforcement, economic development, neighborhood planning, and public information dissemination to maintain and enhance neighborhoods, businesses, and tourist areas.

- Policy 4.1: Change the land use along Pembroke Rd. between I-95 and the Seaboard Coastline Railroad tracks from General Business to Industrial.
- Policy 4.2: Change the land use just west of I-95 and south of Taft Street from Industrial to General Business.
- Policy 4.3: Change the office and General Business categories on the block between Presidential Circle and Venture Corporate Center to Community Facilities and Office, respectively.
- Policy 4.4: Change land uses at southern end of West Lake Park as follows: from Utilities to Open Space and Recreation and from Open Space and Recreation to Low Residential (0-5 dwelling units per acre).
- Policy 4.5: Maintain the City of Hollywood Zoning Map and Zoning and Development Regulations that provide for compatibility of adjacent land uses by rezoning or strengthening buffering requirements between land uses.
- Policy 4.6: Maintain the Zoning and Development Regulations that improve requirements for drainage and stormwater management consistent with the criteria of the South Florida Water Management District, on site open space, and on site traffic flow.
- Policy 4.7: Evaluate nonconforming and grandfathered properties through proper procedures such as to include, but not be limited to: future land use map amendments and official zoning map amendments. (CWMP Policy CW.8)
- Policy 4.8: Ensure that future neighborhood plans are consistent with the City-Wide Master Plan in addition to the City's Comprehensive Plan. (CWMP Policy CW.13)
- Policy 4.9: Place a priority on protecting, preserving and enhancing residential neighborhoods while incorporating the unique characteristics of redevelopment areas. (CWMP Policy CW.15 and CW.19)
- Policy 4.10: Improve visual qualities when undertaking new construction and building rehabilitation and place utility lines underground, when feasible. (CWMP Policy CW.16)
- Policy 4.11: Review zoning district standards as they relate to buffering and uses between single-family residential and more intense uses along the traffic way corridors, to create adequate separations and to allow a deepening, where possible, of the commercial or industrial zone. (CWMP Policy CW.20)
- Policy 4.12: Where inadequacies exist, revise land development regulations to provide increased buffers between single-family areas and commercial uses. (CWMP Policy 2.21)
- Policy 4.13: Encourage mixed-use overlay districts, expanding uses and increasing

heights, as well as, more intense office, commercial and mixed-use. (CWMP Policy 3.9)

Policy 4.14: Create a pedestrian oriented corridor along Hollywood Boulevard as part of the zoning overlay regulations. (CWMP Policy 3.10)

Policy 4.15: As part of the future overlay district, create development standards to protect residential areas surrounding Hollywood Boulevard. (CWMP Policy 3.11)

Policy 4.16: Protect property values and insure the health, safety and welfare of Hollywood residents in conjunction with any expansion plans for the Fort Lauderdale/Hollywood International Airport. (CWMP Policy 5.4)

OBJECTIVE 5:

Encourage appropriate infill redevelopment in blighted areas throughout the City and economic development in blighted business and tourist areas by promoting improved architectural and streetscape design standards, code enforcement, economic development, neighborhood planning, and public information dissemination.

Policy 5.1: Change the Low Medium Residential to Low Residential in Washington Park.

Policy 5.2: Change the General Business Land use Category to Medium High Residential for the Hollywood Airport Hotel Plat Parcel.

Policy 5.3: Review the Davie Road Extension corridor to determine the intensity and types of uses appropriate for this area now that University Drive is a major commercial arterial road.

Policy 5.4: Continue redevelopment of Central Beach.

Policy 5.5: Continue redeveloping the downtown.

Policy 5.6: Simplify the Zoning and Development Regulations.

Policy 5.7: Develop a permit process handout by 2008.

Policy 5.8: Amend the Zoning and Development Regulations to include a provision for using extra units as bonus units to encourage developers to provide affordable housing.

Policy 5.9: Maintain the Zoning and Development Regulations regarding non-conforming uses and amend these regulations to reduce the impact of these uses on surrounding areas and to require maximum consistency with the Zoning and Development Regulations.

Policy 5.10: Continue landscape improvement grants or low interest loans as

incentives to encourage upgrading of properties. (CWMP Policy 3.7)

Policy 5.11: Implement a neighborhood strategy plan for Liberia that contains the following major points:

- Program to remove non-conforming uses.
- Increase code enforcement efforts.
- Evaluate drainage programs for comprehensive solution.
- Prepare a traffic circulation study which should include parking.
- Provide pedestrian friendly streets.
- Make necessary changes to make land use and zoning consistent.
- Promote commercial development on Sheridan Street between 22nd and 24th Avenues.
- Provide incentives for single-family development and revitalization.
- Improve the image of the neighborhood.
- Increase street lighting in Liberia neighborhood. (CWMP Policy 3.13)

Policy 5.12: Implement a neighborhood strategy plan for North Central that contains the following major points:

- Make recommendations on incompatible land uses and buffers.
- Implement traffic calming measures to address cut-through traffic.
- Increase code enforcement efforts.
- Improve neighborhood infrastructure: lighting, drainage sidewalks, landscaping.
- Improve the image of the neighborhood.
- Work with the residents to provide consensus on issues and goals.
- Implement beautification program for Johnson and Taft Streets.
- Improve the neighborhood parks. (CWMP Policy 3.14)

Policy 5.13: Implement the Neighborhood Strategy Plan for Highland Gardens/Parkside (formerly South Central) that contains the following major points:

- Develop strategies to facilitate and promote business development and ownership.
- Create incentives for new and existing businesses to improve or open establishments.
- Maintain affordable housing opportunities.
- Develop strategies for strengthening community pride, culture and spirit. (CWMP Policy 3.15)

OBJECTIVE 6:

Encourage multi-use areas and mixed uses concentrations of density near existing or planned major employment centers and major transportation routes in order to promote energy conservation and mass transit, preserve air quality, reduce the cost of services, encourage affordable housing, and promote economic development.

- Policy 6.1: Use Planning areas or "super flexibility zones" as boundaries within which land uses and extra units can be rearranged in order to foster concentrations of density around employment centers and major transportation routes.
- Policy 6.2: Maintain the Zoning and Development Regulations that allow more residential business mixed uses in business areas to promote affordable housing.
- Policy 6.3: Maintain the Zoning and Development Regulations that implement standards for different intensities of land use and residential densities as stated in the Future Land Use Categories of the *Land Use Element*.
- Policy 6.4: Maintain those regulations that promote increased pedestrian access between neighborhoods and commercial uses. (CWMP Policy CW.14)
- Policy 6.5: Encourage the creation of zoning mixed-use and/or special-use districts to address areas of special concern. (CWMP Policy CW.17)
- Policy 6.6: Create and expand, where appropriate, commercial and industrial zones to increase tax revenues. (CWMP Policy CW.21)
- Policy 6.7 The City shall consider inclusion of work-live units in developments with more than 75 residential dwelling units.

OBJECTIVE 7:

Achieve consistency with the Broward County Land Use Plan by adopting the following goals, objectives, and policies into the City's *Land Use Element*, by reference, from other elements of the City's Comprehensive Plan. See Exhibit A at the end of the *Land Use Element*.

- Policy 7.1: Future industrial land uses shall be located, to the maximum extent possible, with access to major transportation facilities including highways, airports, railroads, and seaports.
- Policy 7.2: Continue to provide and maintain a complete range of recreational facilities and services as well as open space sites to fulfill the recreational needs of residents and visitors of all ages by the adequate and efficient

provision of both facilities and programs through the coordination of both private and public development and the utilization of private and public resources.

- Policy 7.3: Continue to require the provision of recreation and open space sufficient to meet established level of service requirement through the development review process by the enforcement of land dedication or impact fee requirements set out in the platting regulations.
- Policy 7.4: Maintain the level of service for the City's park and open space standard of 3 acres per 1000 population to assess adequacy of service.
- Policy 7.5: Implement a park and recreation program that will conform to local needs.
- Policy 7.6: Facilitate accessibility of recreational facilities and services to all City residents.
- Policy 7.7: Adequate public access to public beaches will continue to be provided and upgraded in the City of Hollywood in accordance with recommendations set forth by the Beach Redevelopment Plan.
- Policy 7.8: Include in the Central Beach Plan a series of alternatives to improve public access to the beach area. These alternatives will include multi-modal transportation solutions.
- Policy 7.9: Implement the chosen alternative in the Central Beach Plan to improve public access to the beach area.
- Policy 7.10: The City will provide buses and/or vans equipped and staffed to handle frail seniors and the developmentally impaired to transport to and from recreational programs and facilities.
- Policy 7.11: Coordinate the City and County transportation resources for frail seniors and the physically and mentally impaired.
- Policy 7.12: Coordinate the transportation to and from recreational facilities in the central part of the City.
- Policy 7.13: Coordinate with Broward County and other agencies to improve access to park and recreational facilities which are not in the jurisdiction of the City of Hollywood.
- Policy 7.14: Continue to provide enough potable water for a year-round water supply without mining the aquifer and encouraging more saltwater intrusion.

- Policy 7.15: Coordinate with the SFWMD on any measures they take to decrease the possibility of further salt-water intrusion through their canals.
- Policy 7.16: Cooperate with the SFWMD in enforcing their emergency water conservation measures during droughts.
- Policy 7.17: Amend the City's land development regulations to protect and conserve the natural function of the City's natural areas, native vegetative communities, and wildlife habitats.
- Policy 7.18: The City will continue to enforce the Broward County regulations on "Local Areas of Particular Concern", which protect environmentally sensitive lands, and will adopt local regulations which address lands not covered by the Broward County regulations.
- Policy 7.19: Coordinate with Broward County to prevent improper development in and around cones of influence in Hollywood.
- Policy 7.20: Continue to address the protection of the functions of natural groundwater recharge areas and natural drainage features.
- Policy 7.21: The City will adopt the minimum design criteria for water management as its level of service per in the Drainage sub-element of the Utilities element.
- Policy 7.22: The City will continue to adhere to its ongoing annual maintenance program for drainage systems, and will establish priorities for correcting existing deficiencies through its drainage complaint system. Priorities for future facility needs will be based on the City's adopted level of service standards and will be enforced through its concurrency management system.
- Policy 7.23: The City will protect the functions of the natural drainage features by regulating land use to ensure that uses permitted are compatible with adjacent drainage features.
- Policy 7.24: To ensure through coordination with the South Florida Water Management District (SFWMD), the Broward County Water Resources Management Division (WRMD), and the Broward County Environmental Protection Department in the development review process to ensure that new development is required to provide adequate drainage measures to service itself and to neutralize any deficiencies which would be created by such new development.

- Policy 7.25: Maintain the existing land development regulations requiring new development to provide adequate drainage measures to service itself and to neutralize any deficiencies created by proposed projects.
- Policy 7.26: To continue to address the protection of natural groundwater recharge areas and natural drainage features.
- Policy 7.27: The City will prohibit the use of land uses which conflict with the functions of the natural drainage and natural groundwater aquifer recharge areas, and will not permit development in those areas shown as conservation areas.
- Policy 7.28: Reduce the waste stream by 23% as required by State Law.
- Policy 7.29: Continue the recycling program for the collection of metals, glass, paper, and brush.
- Policy 7.30: Create a 5-year schedule of capital improvements which will be coordinated with land use decisions, and which will ensure that the adopted level of service standards will be maintained through the correction of deficiencies and the provision of capital facilities to meet the needs of future growth.
- Policy 7.31: Proposed capital improvement projects shall be evaluated and ranked in order of priority according to the following guidelines:
- a) Whether the project is needed to protect public health and safety, to fulfill the City's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.
 - b) Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes infill development.
 - c) The City Manager shall coordinate the evaluating and ranking in order of priority projections proposed for inclusion in the Schedule of Improvements based on demand anticipated for future growth, facility life expectancy, elimination of blight, correction of existing deficiencies in service.
 - d) Whether the project implements the policies of this Comprehensive Plan.
- Policy 7.32: In order to assess adequacy of service for sanitary sewer, solid waste, drainage, potable water, roads, and recreation, the City will adopt the levels of service outlined and set forth in the goals, objectives, and policies of the Transportation, Utilities, and Open Space and Recreation elements of the Comprehensive Plan.

Policy 7.33: Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

- a) Be consistent with the Utilities Element and Coastal Management Element and not contribute to a condition of public hazard.
- b) Be consistent with the Transportation Element; Utilities Element and Recreation and Open Space Element and not exacerbate any existing condition of public facility capacity deficits.
- c) Generate public facility demands that may be accommodated by planned capacity increases.
- d) Conform with future land uses as shown on the Future Land Use Map service areas as described in the Utilities Element.
- e) Accommodate public facility demands based upon level of service (LOS) standards by provision of facilities by the developer or by the City consistent with this element.
- f) Be consistent with state agencies' and water management districts' facilities plans.

Policy 7.34: Coordinate the City of Hollywood's Comprehensive Plan with plans of Broward County, adjacent municipalities, the Broward County School Board, and other appropriate governmental agencies.

Policy 7.35: Preserve, protect, conserve, and enhance estuarine and marine environment quality, coastal wetlands, marine resources, beaches and dunes, coastal barriers and wildlife habitats.

Policy 7.36: Develop a program for rebuilding and revegetating dunes along Central and South Beach.

Policy 7.37: Review and amend the Zoning and Development Regulations to limit specific and cumulative impacts of development on coastal natural resources.

Policy 7.38: Prioritize shoreline land uses based on water use and tourism.

Policy 7.39: Review and amend the Zoning and Development Regulations and the Zoning Map as needed to give priority for using shoreline properties for land uses that are water dependent, public in nature and promote tourism.

Policy 7.40: Through its membership on the Broward County MPO, the City will encourage and support all reasonable initiatives to improve state and county roads located in Hollywood, including those projects scheduled in the Transportation Improvement Program.

Policy 7.41: Coordinate traffic circulation with future land use designations as specified by the City's Land Use Plan by reviewing traffic impacts during the development review process and by coordinating with County and State Governments.

Policy 7.42: Maintain the Zoning and Development Regulations that provide for the review of site plans by the City's traffic engineer to ensure that:

- a) The local transportation network will have the capacity to serve the proposed development at an acceptable level of service.
- b) The proposed development provides for safe and adequate ingress and egress between local streets.
- c) Subdivision access including private roads align wherever possible with existing roads to form crossover (right angle) intersections.
- d) Adequate internal circulation and turning radii for emergency and other design vehicles is provided, and that on-site circulation for motorized traffic is coordinated with parking facilities, landscape features, and non-motorized and pedestrian circulation systems.
- e) Regional transportation network impacts will be reviewed by Broward County.
- f) Trip generation figures are requested if necessary.
- g) Adequate parking is provided on site with minimal impact to local streets.

Policy 7.43: In its review of development proposals, the City will require that adequate right-of-way (as delineated in the Broward County Trafficways Plan) is preserved to accommodate planned transportation projects.

Policy 7.44: The City will in its transportation planning, coordinate with the plans and programs of the Broward County MPO, Broward County Transit, and FDOT's 5-year Work Plan.

Policy 7.45: The City shall utilize the "Generalized Daily Level of Service Maximum Volumes for Florida's Urban/urbanized (5,000+) Areas" highway capacity methodology, to determine the capacities and levels of service on the regional roadway network.

Policy 7.46: To protect existing and future rights-of-way from encroachment by permanent buildings.

Policy 7.47: The City will enforce the Broward County Trafficways Plan through its development review process by not allowing the encroachment of permanent buildings in existing and future rights-of-way.

Policy 7.48: The City will, through its development review process, require an easement for or dedication of needed right-of-way prior to the approval of building permits.

Policy 7.49: Where feasible, the City shall obtain dedication of public beach access easements in development projects which require site plan review.

OBJECTIVE 8:

Fulfill the requirements of and achieve consistency with the Broward County Land Use Plan by adopting the following new City policies. See EXHIBIT B at the end of the *Land Use Element*.

Policy 8.1: Maintain the Zoning and Development Regulations that ensure that the City's population is adequately serviced by sufficient amounts of commercial with varying intensities or service areas and to ensure that the potential adverse impacts of commercial land uses on adjacent residential areas are mitigated.

Policy 8.2: In order to ensure that sufficient amounts of industrial land are available to meet the City's future needs, those lands designated for industrial development on the City's Future Land Use Plan Map shall not be utilized for non-industrial purposes, except where in conformance with the Industrial Permitted Uses subsection of the City's *Land Use Element*.

Policy 8.3: Maintain the Zoning and Development Regulations that ensure the adequate provision of public services and facilities for tourist and seasonal populations.

Policy 8.4: Maintain the Zoning and Development Regulations that address the potentially adverse impacts of industry.

Policy 8.5: Development permits granted by the City shall be consistent with the Development Review Requirements subsection of the Implementation Regulations and Procedures section of the City's *Land Use Element*.

Policy 8.6: Land development regulations that require platting by the Implementation Regulations and Procedures of the City's Land Use Element, shall be enforced by the City.

Policy 8.7: Review and amend the Code of Ordinances or the Zoning and Development Regulations to require lakes, where feasible, to be constructed with vegetated shallow water habitats in order to promote both natural lake functions and the health, safety, welfare, and recreation of City residents.

- Policy 8.8: Review and amend the Code of Ordinances or the Zoning and Development Regulations as necessary to include floodplain protection provisions consistent with the criteria and mapping of the Federal Emergency Management Administration.
- Policy 8.9: The City shall coordinate historic resource protection activities with applicable state and federal laws.
- Policy 8.10: The City shall consider the individual and cumulative impacts of land use plan amendments on historic resources and on the existing and planned transportation facilities.
- Policy 8.11: The City will complete the State local comprehensive plan amendment review process as specified in Chapter 163, Florida Statutes and Florida Administrative Code Rule 9J-11 prior to the recertification of the City's *Land Use Element* by the Broward County Planning Council.
- Policy 8.12: The compatibility of existing and future land uses shall be a primary consideration in the review and approval of amendments to the Broward County and City land use plans.
- Policy 8.13: Review and amend the Zoning and Development Regulations as necessary to promote compatible land uses for areas surrounding existing and proposed airports/heliports consistent with the Port, Aviation, and Related Facilities Element of the Comprehensive Plan.
- Policy 8.14: Review and amend the Zoning and Development Regulations as necessary to ensure that development orders for land uses or structures that are incompatible with airport/heliport uses are not issued within areas surrounding existing or committed airports/heliports pursuant to the Development Review Requirements subsection of the Implementation Requirements section of the *Land Use Element*.
- Policy 8.15: The recommendations of the adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas.

OBJECTIVE 9:

To achieve consistency with the Broward County Land Use Plan by copying the appropriate goals, objectives, and policies from other elements of the City's Comprehensive Plan, amending, and adopting them into the City's *Land Use Element*. See EXHIBIT C at the end of the *Land Use Element*.

- Policy 9.1: The City shall to the maximum extent possible, protect Federal Aviation Administration approved and locally adopted aircraft air corridors from obstruction via zoning and other applicable land use controls.

- Policy 9.2: Review ordinances, procedures, and proposed future land use changes to ensure that the restrictions dictated by Broward County's Wellfield Protection Ordinance are being met and enforced.
- Policy 9.3: Amend the City's land development regulations to help protect the City's existing and proposed parks, natural areas, native vegetative communities, and wildlife habitats from destructive development activity other than a park or open space use.
- Policy 9.4: Where it is determined that an activity will adversely affect the survival of an endangered, threatened, or commercially exploited species of wildlife, that activity will be restricted by appropriate changes in land use, zoning, and/or other land development regulations.
- Policy 9.5: Develop a list of plant and animal species in the City that are listed as endangered, threatened, and commercially exploited by the Federal Government and the State of Florida, and utilize this list to promote public awareness.

OBJECTIVE 10:

The City of Hollywood shall encourage the centralization of commercial, governmental, retail, residential, and cultural activities within the Downtown Central Business District and Beach Community Redevelopment Agency (CRA) area in order to promote the use of existing infrastructure and to accommodate growth in an orderly, efficient, and environmentally acceptable manner.

- Policy 10.1: The City of Hollywood shall maintain a Community Redevelopment Agency to coordinate, attract, and provide technical support to the business community. Pursuant to Objective 10, The CRA shall consider and investigate the following measures:
- a) Apply for state or federal funding to provide downtown transportation service to reduce automobile emissions and automobile congestion while providing alternative transportation within the Central Business District.
 - b) Investigate and consider the acquisition and development potential of CRA-owned land in the context of private development or a public/private partnership.
 - c) Provide CRA funding and investment in public infrastructure intended to encourage and promote private investment in the Downtown Central Business District.
 - d) Provide an average of three to five low interest business loans per year, or, depending on availability, provide other financial incentives to stimulate business development and investment in the Downtown Central Business District and Beach CRA area.

- e) Encourage, promote, and provide technical support for cultural and recreational events intended to help establish and identify the Central Business District as a Cultural Regional Activity Center and a Tourist Destination.
- f) Provide CRA funding to fix existing deficiencies in public infrastructure and accommodate development consistent with the Future Land Use Map in the Beach CRA.

Policy 10.2: The City shall maintain its design review guidelines and a historic preservation district to encourage the architectural preservation and enhancement of the Central Business District and Beach CRA areas.

Policy 10.3: Encourage development of office space in the Downtown and other desired locations in the surrounding area. (CWMP Policy 2.9)

Policy 10.4: Designate and create an Urban Village District within the Downtown CRA boundaries. (CWMP Policy 2.13)

Policy 10.5: Encourage expansion of businesses and public improvements that are “family oriented” and targeted to local residents and workers. (CWMP Policy 2.14)

Policy 10.6: Implement the following aspects of the Urban Land Institute (ULI) Study for Downtown Hollywood, Florida (1998):

- Young Circle redevelopment.
- Revised traffic circulation plan.
- Creating a village center concept.
- Improved pedestrian connections around Young Circle. (CWMP Policy 2.15)

Policy 10.7: Provide a mix of businesses and events that will attract area residents to the Downtown. (CWMP Policy 2.16)

Policy 10.8: As part of the consideration of Hollywood Boulevard and US1 overlay zoning district analysis, investigate designating the area southeast of Young Circle as a Cultural Arts and Education district, including public spaces. (CWMP Policy 2.17)

Policy 10.9: Encourage businesses in the Central Business District (Downtown) to extend their business hours. (CWMP Policy 2.20)

Policy 10.10: Require mixed-uses on the perimeter of new parking structures with pedestrian orientation and architectural features, where appropriate. (CWMP Policy 4.6)

Policy 10.11: Develop administrative policies and streamline the permitting process to implement redevelopment and private development projects that further the overall goal of enhancing Hollywood Beach. (CWMP Policy 4.8)

Policy 10.12: Maintain the Beach zoning regulations, to achieve the goals and objectives of the Beach Community Redevelopment Plans while protecting the neighborhood and the quality of life for the residents. (CWMP Policy 4.11)

Policy 10.13: Maintain the sign standards for properties facing the Broadwalk to create harmonious design criteria. (CWMP Policy 4.12)

Policy 10.14: Continue to address trash dumpster issues with property owners, businesses and providers. (CWMP Policy 4.13)

OBJECTIVE 11:

The City shall participate with the Broward County Planning Technical Committee (BCPTC), the Broward County Metropolitan Planning Organization, the Broward County Department of Urban Planning and Redevelopment, the South Florida Regional Planning Council, the Florida Department of Transportation and other Broward Cities in the cooperative preparation of a County-Wide Transportation Element. Based on the data and analysis developed in the County-Wide Transportation Element, the City shall prepare and transmit a City Transportation Element to the Florida Department of Community Affairs.

Policy 11.1: City of Hollywood staff shall work with the above referenced governmental agencies toward the investigation of alternative land use scenarios intended to support public transit corridors and facilities, including but not limited to, mass transit, fixed rail, and multi-modal facilities.

Policy 11.2: The City of Hollywood shall incorporate as much of the County-Wide Transportation Element into the City Transportation Element as is appropriate for the City. This may include the adoption of county-wide goals, objectives, and policies that have local applications to the City of Hollywood.

Policy 11.2 is specifically adopted to acknowledge:

- a) the “consistency” requirement of the Broward County Land Use Plan,
- b) the requirements of the Broward County Charter as it relates to transportation planning,
- c) the City of Hollywood's limited jurisdiction over arterial and collector trafficways, mass transit, and fixed rail, and,
- d) the importance of conducting transportation planning in a coordinated regional and county-wide context.

OBJECTIVE 12:

The City of Hollywood shall cooperate with the School Board on the selection of sites for new schools, redevelopment and or expansion of existing school sites and encourage the collocation of libraries, community centers, and park and recreational facilities to the extent possible.

Policy 12.1: School Board and City of Hollywood staff will coordinate site selection for any new school or the redevelopment/expansion of an existing school to identify potential issues concerning redevelopment of the site.

Policy 12.2: Encourage the collocation of public facilities such as libraries, community centers and park and recreational facilities to the extent practical and financially feasible.

Collocation of public schools with community facilities shall be considered when:

- a) New or replacement schools are funded in the School Board's Capital Budget and are adjacent to other public facilities;
- b) New City facilities are funded in the City's Capital Improvement Plan and can be located adjacent to public schools; and/or
- c) Joint use projects are created and implemented.

Policy 12.3: When expanding or selecting new sites for schools. Sites should meet the following criteria to the extent possible.

- a) Locate school sites away from industrial uses, major arterial roadways, railroads, airports, and other uses to avoid noise, odors, dust, traffic impacts, and hazards.
- b) Provide buffers to shield impacts on schools from incompatible uses such as industrial uses, major arterial roadways, railroads, airports, and other similar land uses.
- c) Ensure that the proposed site for a new school shall be of sufficient size so that buildings and ancillary facilities and future expansions can be located away from flood plains, flood prone areas, wetlands and other environmentally sensitive areas, coastal high hazard areas, and will not interfere with historic or archaeological resources.
- d) Public utilities are readily available to the site or can be accommodated on site.
- e) Access to the site should be from a collector road (minor collector or local road for elementary schools) and avoid the need for slow down zones.
- f) Ingress and egress should not create detrimental impacts on roads adjacent to the site.
- g) Approaches to the site should be safe for pedestrians, bicycles,

cars, and buses.

h) A mass transit or bus stop should be located near the site.

Policy 12.4: The City of Hollywood shall incorporate provisions in the Zoning and Land Development Regulations which require new development, located adjacent to public schools or future public school sites, to incorporate features such as walls, solid hedges or increased setbacks to ensure compatibility with the school.

Policy 12.5: The City of Hollywood will coordinate with the School Board of Broward County, Florida on proposed comprehensive plan amendments that may affect projection of school age children, existing schools and school facilities and/or public school siting.

Policy 12.6: The City of Hollywood will coordinate population projections and other demographic, socioeconomic data with the School Board.

Objective 13:

The City of Hollywood shall prioritize infrastructure service improvements to supplement and enhance economic development and redevelopment, and streetscape and aesthetic design.

Policy 13.1: Pursue redevelopment of the City Hall complex. (CWMP Policy CW.26)

Policy 13.2: Incorporate Crime Prevention through Environmental Design (CPTED) principles into the design and construction of new public facilities and areas. When financially feasible, retrofit existing facilities and areas in order to incorporate CPTED principles. (CWMP Policy CW.33)

Policy 13.3: Maintain Beach entrance features at major Intracoastal Waterway crossings. (CWMP Policy 4.21)

Policy 13.4: Provide appropriate directional signs to the Beach on major roads. (CWMP Policy 4.22)

Policy 13.5: Improve the Broadwalk with decorative lighting, street furniture and upgraded walkway, consistent with Beach CRA plans. (CWMP Policy 4.23)

Policy 13.6: Continue programs for street end plaza/vista improvements consistent with Beach CRA plans. (CWMP Policy 4.25)

Policy 13.7: Where possible, utilize methods of retaining sand at the edge of the Broadwalk, e.g., low walls, pavers or other materials. (CWMP Policy 4.26)

Policy 13.8: Identify underutilized Beach areas and provide public parking to promote greater use of the Beach. (CWMP Policy 4.27)