

9.0 CAPITAL IMPROVEMENTS ELEMENT

9.1 INTRODUCTION

9.2 GOALS, OBJECTIVES, POLICIES

9.2.1 Introduction

The Capital Improvements Element presents goals, objectives, and policies to be adopted and implemented by the City of Hallandale Beach. These goals, objectives, and policies incorporate the use of sound fiscal principles to efficiently provide and maintain public services and facilities.

These statements present the City's approach toward implementing expansions and improvements to its public services and facilities. This approach ensures that Level of Service standards established in other elements of this comprehensive plan are not compromised by new development, inaction, or neglect.

GOAL 1: The City of Hallandale Beach shall plan and manage its fiscal responsibilities to ensure the timely and efficient provision of capital projects that adequately serve its existing and projected needs.

OBJECTIVE 1.1: A five-year schedule of Capital improvements will be maintained. The schedule will be oriented toward implementation of concurrency requirements of Chapter 163.F.S. that require public facilities and services be available, at levels of service consistent with those adopted in the Comprehensive Plan, when the impacts of development occur.

POLICY 1.1.1: The City will annually adopt a budget that contains funding for Capital improvements from the 5-year schedule of improvements.

POLICY 1.1.2: The City shall determine the status and capabilities of existing and proposed facilities (including wastewater, solid waste, traffic, stormwater, and recreation/open space) to accommodate current, new, and redevelopment demands. Required improvements will be added to the 5-year Capital Improvements Plan. Future water supply needs and water requirements will be addressed in the City of Hallandale Beach 10-Year Water Supply Facilities Work Plan. The City shall update the Work Plan at least every 5 years, within 18 months after the Governing Board of the water management district approves an updated regional water supply plan which shall be adopted as part of the City's Comprehensive Plan.

POLICY 1.1.3: The Capital Improvements Plan shall be updated annually to include those projects identified in the first five years of the Water Supply Facilities Work Plan to ensure the potable water Level of Standard is maintained.

POLICY 1.1.4: Capital improvements needs for each individual element of the Comprehensive Plan will be aggregated and listed within the Capital Improvements Element (see Table 9-1). Prioritization of capital improvements projects will be based on their relative importance to achievement of the goals and objectives and implementation of the policies of the Comprehensive Plan. In particular, projects involving public safety and health issues will be of a higher priority than other projects. The five-year Schedule of Improvements will include funding for capital improvements which do not exceed the City's financial capacity to support such expenditures. Funding priorities will be reflected in the annual Five-Year Schedule of Improvements through the year in which they appear in the Schedule.

POLICY 1.1.5: Prioritization of funding capital improvements shall include consideration of the following criteria: eliminating public hazards; elimination of existing capacity deficits; City budget impacts; locational needs based on projected growth areas; accommodation of new development and redevelopment facility demands; and financial feasibility.

POLICY 1.1.6: Prioritization of funding improvements shall involve coordination with the comprehensive plans of adjacent incorporated communities, in addition to those of Broward County, South Florida Regional Planning Council, State, the Florida Department of Transportation, the South Florida Water Management District, and any other state agencies that provide public facilities in the City of Hallandale Beach.

POLICY 1.1.7: The City of Hallandale Beach will manage its long-term debt in such a manner that the ratio of the debt service millage to the City millage does not exceed 30 percent.

POLICY 1.1.8: Prioritization of capital improvements projects will consider the policies of the other comprehensive plan elements.

OBJECTIVE 1.2: Construction, improvement, or replacement of public facilities shall be provided at a level that maintains Level of Service standards as adopted in the Comprehensive Plan. Facilities necessary to maintain level of service will be included annually in the five-year Capital Improvement Plan.

POLICY 1.2.1: The Development Services Department shall evaluate impacts resulting from new developments to ensure that adequate facilities are either in place or planned so that Level of Service standards are not reduced.

POLICY 1.2.2: Land use decisions that impact the provision of public services or facilities shall be based upon the City's capability to maintain adequate service levels as described in the elements of the Comprehensive Plan.

POLICY 1.2.3: The City shall provide public facilities and services to serve developments for which development orders were issued prior to adoption of the City's Comprehensive

Plan. The ability of facilities to serve new development at levels of service at or above adopted levels shall be established prior to issuance of a development order or permit.

POLICY 1.2.4: The City shall ensure that developments that benefit from the extension or provision of services or facilities shall share a cost of the extension of such service or facility, or make contributions to the City to offset the cost of that service or facility.

POLICY 1.2.5: The assessment of needed capital improvements shall be based on the Level of Service standards adopted in the Transportation, Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water, and Natural Groundwater Aquifer Recharge, and Recreation and Open Space Elements of the Comprehensive Plan. These Level of Service standards include:

Transportation	FIHS – As per FDOT Guidelines (2002 Manual) Arterial Roadways – Broward County adopted Level of Service for Southeast Benefit District of Transportation Concurrency Management Area (TCMA). However, for the City’s traffic impact analysis use LOS "E" for all arterial roadways. City Collector / Local Roads - Level of Service "D" for all City collector and local streets.
Sanitary Sewer	Collection and treatment capacity of 190 gallons per capita per day.
Stormwater Management	New Development: Design storm - five year frequency; one hour duration; 3.3 total inches. Existing Development: To meet Florida Building Code drainage standards.
Solid Waste	Ability to collect and dispose of 5.65 pounds of solid waste per person per day, which includes nonresidential waste.
Potable Water	Maximum day water consumption rate: 178 gallons per capita per day.
Recreation/Open Space	Park Area Ratio 3.25 acres of park and open space per 1,000 permanent residents. The inventory of publicly dedicated water bodies used to calculate this ratio shall include 28.44 acres of the Golden Isles Waterway.

OBJECTIVE 1.3: Restrict public expenditures that subsidize development that is not well suited to environmental conditions, or that would not be in compliance with any element of the Comprehensive Plan. In particular, restrict investment in coastal high hazard areas.

POLICY 1.3.1: The City shall not locate any new public facilities within coastal high hazard areas with the exception of recreational facilities and those required to maintain existing level of service standards.

POLICY 1.3.2: The City and/or property owners shall replace capital facilities which have been destroyed. This shall be accomplished in a manner which is in compliance with the Comprehensive Plan. Facilities in coastal high hazard areas that are destroyed due to natural disaster will be replaced at levels no greater than the previously existing level of service. This shall not be construed to limit the replacement and/or upsizing of antiquated facilities to meet modern design standards.

OBJECTIVE 1.4: Funding mechanisms necessary to meet the facilities requirements of the Comprehensive Plan shall be adopted and maintained.

POLICY 1.4.1: In order to adequately maintain adopted Level of Service standards, the City shall maintain an effective and appropriate schedule of user charges, such as the water and wastewater impact fees included in the City Ordinances and shall employ other appropriate means to properly collect necessary funds.

OBJECTIVE 1.5: Land use decisions and available resources will be coordinated within the five-year capital improvements plan. The Plan will be adopted annually.

POLICY 1.5.1: The City shall review changes to the land use plan for consistency with the five-year capital improvements plan.

OBJECTIVE 1.6: The City of Hallandale Beach, in coordination with the County and School Board shall ensure that public school facilities are available for current and future students consistent with available resources and the adopted level of service (LOS).

Evaluation Measure Objective 1.6: Record of public school facilities being available at the adopted level of service concurrent with construction of residential development

POLICY 1.6.1: Consistent with policies and procedures within the adopted Interlocal Agreement (ILA), the District Educational Facilities Plan (DEFP) shall contain a five (5) year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all Concurrency Service Areas (CSA) This financially feasible schedule shall be updated on an annual basis and adopted into the CIE.

POLICY 1.6.2: The uniform, district-wide LOS shall be 110 percent of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.

POLICY 1.6.3: The adopted LOS shall be applied consistently by the City of Hallandale Beach, Broward County, and the School Board, district-wide to all schools of the same type.

POLICY 1.6.4: The School Board's DEFP, as adopted and amended by the School Board on or before September 30th of each year, is hereby adopted by reference into the CIE.

9.3 EXISTING CONDITIONS

This section summarizes the characteristics of existing public facilities and services as presented in the various elements which comprise this comprehensive plan.

9.3.1 Characteristics of Major Public Facilities

9.3.1.1 Public Education Facilities

The City of Hallandale Beach is served by four Broward County public schools within the City limits. They are Hallandale High School located along Foster Road in the vicinity of N.W. 9th Avenue, Gulfstream Middle School, located on SW 4th Avenue, Hallandale Elementary School located on SW 8 Street and the South Area Alternative Center, located at 1050 NW 7 Court. In addition, there is the Hallandale Adult Community Center (Vocational, Technical, Adult Education) located on SW 3rd Street which is also administered by the Broward County Public Schools system.

9.3.1.2 Public Health Facilities

There are no major health care facilities within the City limits of Hallandale Beach. The closest hospital to the City is Aventura Hospital, just south of the City limits. The City is also served by Memorial Hospital in Hollywood and Memorial Regional South Hospital.

9.3.1.3 Transportation

Within Hallandale Beach are approximately 67 miles of public roadways. These roads can be characterized in the following manner:

59 miles of City-maintained streets and 8 miles of county and state maintained roads

57 miles of two-lane roads and 10 miles of multi-lane roads

10 miles of arterial roads, 17 miles of collector roads, and 40 miles of local roads

Public transportation consists of 3 systems. Broward County provides Hallandale Beach with 6 bus routes and a total of 264 scheduled stop times throughout the day from Monday through Friday. Broward County's Saturday and Sunday bus service offers the same 6 routes for public transit, but with less frequent stops throughout the day. Miami-Dade County maintains 2 bus routes which connect with those of Broward County. The City of Hallandale Beach maintains a minibus system with service primarily within City limits. The city's system consists of 4 minibus routes. The routes include stops at Aventura Hospital, Tri- Rail and the Memorial Health Center on Pembroke Road in Hollywood.

Sidewalks run along both sides of major roads within the City. There are designated bikeways on US1 and Hallandale Beach Boulevard east of US1. There are continuous undesignated bikeways on Hallandale Beach Boulevard from I-95 to US-1. Sidewalks and bikeways within the City of Hallandale Beach will be analyzed through the completion of a Basis of Design for a city-wide Complete Streets Master Plan.

One rail system, the FEC Railroad, passes through the City. The South Florida Rail Corridor (formerly CSX Railroad) runs adjacent to the west City limits (west of I-95 in the Town of Pembroke Park). There are no seaports or airports within City limits.

9.3.1.4 Sanitary Sewer Facilities

The City of Hallandale Beach's sanitary sewer system consists of collection facilities. The present collection system is composed of 71.6 miles of gravity sewer mains and 15 lift stations.

In 1966, Hallandale Beach entered into agreement with the City of Hollywood for wastewater treatment services. As a result of the agreement, Hallandale Beach abandoned its 1.0 million gallon per day capacity treatment plant in 1974 and began sending its wastewater to Hollywood's Southern Regional Wastewater Treatment Plant. This treatment plant has a capacity of 50.00 million gallons per day, of which 7.85 million gallons per day are reserved for Hallandale Beach. Wastewater flows from Hallandale Beach to the treatment facility averaged 7.0 million gallons per day. The treatment facility has a service area of 139,802 acres and provides service to several other municipalities. Treatment is accomplished utilizing an activated sludge secondary treatment process. Effluent disposal is accomplished through an ocean outfall located approximately 2 miles offshore at a depth of 90 feet, through deep well injection, and through reuse water. Under Florida law all existing ocean outfalls must cease operation by 2025.

9.3.1.5 Potable Water Facilities

The City of Hallandale Beach's potable water supply system consists of water supply wells (two of which are authorized for daily use), a raw water supply connection from Broward County, a water treatment plant consisting of both a lime-softening treatment component and a nanofiltration membrane treatment component, pumping facilities, and elevated and ground storage facilities. The city's water distribution system consists of 78 miles of pipelines which provide potable supplies to all areas of the City.

The City's sources of water are its two operating wells, purchases of treated water from the City of North Miami Beach, and linkage with Broward County's Southern Regional Wellfield for supply of untreated well water. Demands for potable water are estimated to be 5.4 million gallons per day. Since the City's wells are limited to a production limit of 3.5 million gallons per day, Hallandale Beach's water supply agreement with Broward County provides the additional required capacity.

Previously, Hallandale Beach operated a wellfield consisting of 6 wells located at the City's DPW compound. With the exception of two wells, the wellfield was shut down following concerns expressed by the South Florida Water Management District about saltwater intrusion. Two additional wells can be utilized in emergency situations.

Currently, plans are underway to revitalize the City's existing wellfield. One aspect of this project entails the investigation of establishing a salinity barrier.

Hallandale Beach's water facilities are designed to provide treatment consisting of lime softening, filtration, and chlorination. Storage facilities consist of two 1.0 million-gallon and one 2.0 million-gallon ground level concrete tanks, and one 200,000 gallon and one 500,000 gallon elevated storage tanks.

9.3.1.6 Stormwater Drainage Facilities

There are no distinguishable drainage basins within the City limits. Flood maps reveal that large areas of the City are subject to flooding during 100-year storm events. Hallandale Beach has undergone a high level of urbanization. Development activity has, over the years, resulted in a large amount of land paved with impermeable material. As well as reducing the land's natural drainage capability, this paving results in greater stormwater flows associated with each rainfall event and a need for a larger and more extensive stormwater drainage system than might otherwise be required.

In addition to roadside swales, the City of Hallandale Beach uses two primary systems for controlling stormwater runoff. The positive drainage system is composed of drainage lines that channel stormwater directly to nearby waterways, canals, and lakes. This system is utilized extensively in the eastern sector of the City. The French drain filter bed system collects stormwater runoff and allows it to either drain slowly through perforated pipes or drainage wells where the water percolates into the ground.

A third system for controlling stormwater runoff is the use of stormwater injection wells. Several injection wells were installed within the past 15 years. Currently, there is a construction project to install major injection well systems in the Northeast Quadrant of the City to vastly improve the stormwater drainage in this area. This project is estimated to be completed in FY 2013/2014. In addition, there are plans underway to perform a similar project in the Southwest Quadrant .

9.3.1.7 Solid Waste Collection Facilities

The City of Hallandale Beach provides solid waste collection services, and through contract with a private company for disposal service for most City residents. The City Sanitation Division collected 24, 433 tons of solid waste, 1,977 tons of trash, and 1,038 tons of recycling material in FY 2013.

Collection and disposal service is also provided to some residential and commercial locations by six private companies. These private companies collected 9,739 tons of solid waste in FY 2013.

There are no public or private solid waste disposal facilities located in the Hallandale Beach's City limits.

The City is currently in the planning stages of the possible construction of a Compressed Natural Gas (CNG) fueling station. This would reduce the fueling cost in City vehicles,

primarily sanitation trucks, indefinitely. Furthermore, utilization of CNG would be beneficial to the environment.

9.3.1.8 Recreation Facilities

Publicly provided recreation facilities consist primarily of park and recreation areas owned and maintained by the City. These areas are:

Facility

- Foster Park
- O.B. Johnson Park
- B. F. James Park
- Hallandale Beach City Marina
- North City Beach
- Golden Isles Tennis Complex
- Bluesten Park
- Ingalls Park
- Golden Isles Park
- Scavo Park
- Sunset Park
- Sunrise Park
- Hallandale High School athletic fields
- Historical Curci House
- Public Waterways
- Hallandale Adult Center athletic fields
- South City Beach
- Hallandale Beach Cultural Community Center
- North Beach Community Center
- Hallandale Beach Teen Center

The aforementioned public parks and recreation areas offer a wide range of facilities that include: swimming pools, baseball fields, bocce ball, tennis courts, an audinasium, paddleball courts, roller-skating, track event areas, volleyball fields, football fields, ping pong areas, historic preservation, and arts and crafts areas.

During FY 2011-12, the City adopted a City Wide Parks Master Plan which provides park and rrecreation development polices, programs, specific park designs, an inventory of recreation lands and facilities a need assessment, development options and a phasing and financial plan.

Joseph Scavo Park, B. F. James Park and South Beach Park were selected as early action sites. Scavo Park reopened April 2014, and BF James Park followed with an opening in July 2014. Construction costs for both parks was \$7.6 Million. South Beach Park is currently in the design phase with an estimated construction cost of \$3.5 million.

9.3.2 Levels of Service Provided by Major Public Facilities

This section summarizes results of the analyses of public facilities and services that were performed in the elements of the Comprehensive Plan. This information provides the basis for requirements and priorities of the City to ensure that its goals, objectives, and policies, and its Level of Service standards are reached and maintained.

9.3.2.1 Transportation

Several existing problems were identified regarding traffic circulation within the City. These include:

- o Hallandale Beach Boulevard's and Pembroke Road's predominant function is as regional arterial roadways serving north Miami-Dade County and south Broward County. However, the roads lack a well defined, sufficient support system of collector streets.

This deficiency forces Hallandale Beach Boulevard and Pembroke Road to provide property access and to support local circulation, numerous pedestrian crossings and bus and minibus routes. These additional uses of Hallandale Beach Boulevard and Pembroke Road are inconsistent with their primary role and inhibit their ability to function efficiently as regional arterial roadways.

- o The types and frequency of traffic barriers within the City adversely affect traffic circulation, resulting in inadequate access and hindering continuous flow of traffic. These traffic barriers include bodies of water, railroad crossings, Interstate 95, large land areas, and political boundaries. In efforts to overcome these barriers, traffic is forced onto Hallandale Beach Boulevard and Pembroke Road adding to their problems as presented above.
- o Traffic circulation is subject to delays caused by events at Gulfstream Racetrack and Casino and Mardi Gras Racetrack and Gaming Center, trains crossing roadways intersecting the FEC and CSX railroad tracks, and the opening of the Intracoastal Waterway Bridge to accommodate boat traffic.
- o Land use within the cities of Hallandale Beach, Hollywood and Golden Beach is predominantly residential. Residents west of the Intracoastal Waterway in these communities must commute across the Intracoastal Waterway for many activities including shopping, employment, and medical care.

These traffic circulation problems within the City of Hallandale Beach combine to create effects including congestion, excessive delays, and safety hazards to motorists and pedestrians.

Hallandale Beach currently meets or exceeds Level of Service D on all City roads except SW 8th Avenue, just south of Hallandale Beach Boulevard (LOS E), and NE 14th Avenue just north of Hallandale Beach Boulevard (LOS E). The congested intersections of Hallandale Beach Boulevard with US-1 and near I-95 sometimes fall to Level of Service F. A Master Transportation Plan has been adopted that includes recommendations for traffic improvements.

9.3.2.2 Sanitary Sewer Facilities

Although there are no problems at present regarding the capacity of the sanitary sewer facilities used by Hallandale Beach to collect, treat, and dispose of the wastewater it generates, capacity will become an issue with future redevelopment.

The City is aware of infiltration/inflow in its wastewater collection system. The City has taken actions to reduce infiltration/inflow rates by initiating repairs, purchasing necessary equipment, and funding studies to determine locations of significant flows through the Capital Improvement Project that is funded on an annual basis. Efforts are underway to apply for a State Revolving Fund Loan to further strengthen this program.

9.3.2.3 Potable Water Facilities

There are no significant problems associated with the City's potable water facilities. Hallandale Beach's agreement with Broward County provides water which supplements the supplies from its two operating wells. In addition, the City has computerized and upgraded its water treatment plant.

The City completed construction of its new 6 MGD membrane softening water treatment plant. Construction was completed in February 2008 and the plant is operational. Water from this facility is combined with water from the City's lime softening plant to provide potable water to the whole community.

The City is currently working on the installation of a new water main along SR A1A. With the completion of a water distribution upgrade in the Golden Isles area in 2011, there are currently no areas of the City with insufficient water pressure.

9.3.2.4 Stormwater Drainage Facilities

Over two-thirds of the City's area is designated by the National Flood Insurance Program as special flood hazard areas. These areas are statistically subject to flooding more frequently than once every 100 years. New flood maps in Broward County are currently being adopted. These maps significantly reduce the size of the special flood hazard areas in Hallandale Beach. To eliminate areas where severe ponding of water has occurred following more usual storm events, the City has over the past several years installed storm drains and drainage wells. Presently, almost all of the previously identified problem areas have had storm drains or other drainage structures installed. The City's stormwater drainage facilities are not designed, however, to accommodate rainfalls, storm surges, or storm tides of major intensities. Additionally, the City typically enhances its swales whenever it implements drainage improvements. This increases stormwater drainage capacity and decreases the potential for flooding.

Currently, there is a construction project to install major injection well systems in the Northeast Quadrant of the City to vastly improve the stormwater drainage in this area. This project is estimated to be completed in FY 2013/2014. In addition, there are plans underway to perform a similar project in scope to the Southwest Quadrant.

9.3.2.5 Solid Waste Collection Facilities

The City currently provides collection and disposal service for most of the City's residents.

9.3.2.6 Recreation/Open Space

The City of Hallandale Beach contains 134.6 acres of waterways and 63.61 acres of Parks. The combination provides about 5.36 acres per thousand permanent residents for recreation and open space based upon the City's 2010 US Census population figure of 37,113.

9.3.3 Existing Revenue Sources

Revenues to the City's General Fund come from five primary sources. Ad Valorem taxes supply the largest single portion, about 36.0% of total General Fund revenues. Franchise and Utility Taxes supply about 19.1% of the total. Fire special assessments are 10.8% of the total; State & County Revenues and Charges for Services supply about 8.5% and 13.2% respectively. six other line items make up the remaining revenues.

City staff expects Ad Valorem revenues to increase as a percent of total General Fund revenues to about 37% by FY 2018-2019. Other sources of revenue are expected to decrease as a percent of the total. Total General Fund revenues are projected to increase from about \$ 59,544,284 in FY 2014-2015 to about \$ 65,374,212 in FY 2018-2019.

Sewer Fund revenues are anticipated to decrease from about \$13,190,489 in FY 2014-2015 to approximately \$ 12,060,000 in FY 2018-2019. User charges are expected to provide about 99.6% of the total in FY 2014-2015 and about 99.5% of the total in FY 2018-2019.

Water Fund revenues are anticipated to decrease from about \$11,723,936 in FY 2014-2015 to approximately \$12,313,534 in FY 2018-2019. User charges are expected to produce 92.8% of the total in FY 2014-2015 and 93.2% in FY 2018-2019.

9.3.4 Local Policies and Practices

Hallandale Beach analyzes its capital improvements needs every year as a part of its annual budgeting process. Departments of City government indicate their needs and a citywide Capital Improvements Plan is developed. A five-year capital outlay schedule is used to provide long-term direction and coordination.

Level of Service standards are adopted in this Comprehensive Plan to provide additional guidance in the determination of the need for and timing of capital improvements. The level of service standards may affect the timing and location of development or redevelopment if there is a delay in the provision of necessary facilities and services.

9.3.5 Need For and Timing of Capital Improvements

Capital improvements needs identified in the other elements of this comprehensive plan are listed in Table 9-1. Funds are expected to be spent during the year or years specified

for each project. The table also indicates whether the project will remedy an existing deficiency, produce additional capacity, or replace current capital assets. The suggested source of funds is also indicated for each project.

The capital improvements identified in the other elements and summarized in this element are designed to support efficient land use in the City of Hallandale Beach as presented in the Future Land Use Element, although most of the capital improvements are not closely related to future land development. Scheduled capital improvements are designed to address the needs of the current population, as well as new residents and businesses resulting from redevelopment.

Florida Department of Transportation (FDOT) is the only state agency planning to provide additional public facilities in Hallandale Beach. One major FDOT project in FY 2014 entails improvements to State Road A1A, including resurfacing of asphalt, sidewalk repair, and curb enhancements. FDOT recently completed a study of lane modification at Hallandale Beach Boulevard and Dixie Highway which has improved traffic flow on Hallandale Beach Boulevard. FDOT is in the process of making these improvements permanent. Installation of sidewalks along Ansin Boulevard are planned by the City for FY 2013. Landscaping enhancements on A1A were completed in FY 2012. The City proposes to continue with its crosswalk enhancement program along Hallandale Beach Boulevard and Federal Highway. The South Florida Water Management District has no major facilities within Hallandale Beach, and has no plans to construct any in the future.

9.3.6 Fiscal Implications of Existing Public Facility Deficiencies, Priorities of Need, and Costs of Mitigating Deficiencies

Hallandale Beach intends to finance its Capital Improvements Plan using retained earnings, developer contributions, grants, loans and future operating revenues. The CIP will not place an excessive burden on the City's revenue generation capabilities. The City does not expect to increase ad valorem tax rates during each of the next five years to finance the 5-Year CIP. If this expectation is not met, the City will consider the removal of low priority projects from the 5-Year CIP, and the possibility of either debt financing or raising the millage rate.

The prioritization of the capital improvements is based on their relative importance to implementing the goals, objectives, and policies of the comprehensive plan. High priority improvements are to be funded earlier and lower priority improvements are to be funded in later years.

Capital improvement needs identified in each element of the Comprehensive Plan will be evaluated. If budget or other constraints exist, capital improvement needs identified in elements pertaining to public safety and welfare will be given priority over needs relating to local amenities, such as parks and recreation. The evaluation of capital improvement projects will include consideration of the following items: the elimination of public hazards and existing capacity deficits; the impact on the City's budget; financial feasibility; the demands created by any development or redevelopment, including related locational needs; and the plans of state agencies and the South Florida Water Management District.

9.4 ANALYSIS OF EXISTING CONDITIONS

9.4.1 Necessity for a Capital Improvements Plan to Provide Required Levels of Service

Most components of the capital improvements plan presented in section 9.5 of this element are not necessary to provide required levels of service in Hallandale Beach. Most projects in the plan are designed to enhance the quality of the services provided for City residents, such as the proposed construction of a new fire station to replace the existing outdated Main Fire Station on SW 3 Street and SW 2 Avenue.

9.4.2 City's Ability to Finance Capital Improvements

Hallandale Beach's legal debt limit is 10 percent of the total assessed value of all real property in the City. At the end of fiscal year 2012-13, the debt margin totaled \$ 444,411,395 as detailed below:

Net Assessed Value	\$3,873,147,661
Plus Exempt Property	\$570,966,288
Total Assessed Value	\$4,44,113,949
Debt Limit (10% of total assessed Value)	\$444,411,395
Total Debt	\$ _ 0
	=====
Legal Debt Margin	\$444,411,395

Source: Broward County Form DR 403-AM FY 2012-2013.

The City's estimate of the net assessed value of all real property in the City for FY 20132014 is \$ 3,873,147,661 which represents an increase of about 6.7% over FY 20122013.

The City contains very little land which could support new development. In addition, the current economic downturn has negatively impacted redevelopment and property values in general. This figure is estimated to increase at a very low rate, and Hallandale Beach's projected debt capacity is expected to be only slightly higher than the current year, as follows:

Fiscal Year Ending	Debt Capacity
2015	\$457,743,737
2016	\$471,476,049
2017	\$485,620,330
2018	\$500,188,940

2019

\$515,194,608

The City's long-term debt at September 30, 2013 consists of: Revenue Bonds Series 2005A, Revenue Bonds Series 2007A and Revenue Note Series 2012.

The Revenue Bonds, Series 2001A had been issued for the purpose of financing the acquisition and construction of a new membrane water treatment plant, construction and improvements to the stormwater drainage system and the sewer system. The bonds bore interest at rates ranging from 5.0 – 5.25%. The bonds were current refunded on August 3, 2012 through the issuance of a revenue note from JPMorgan Chase in the amount of \$2,770,000 at 1.5% interest. The note matures on November 1, 2021.

The Revenue Bonds, Series 2005A were issued for the purpose of financing the acquisition and construction of a new membrane water treatment plant, construction and improvements to the stormwater drainage system, and construction and improvements to the sewer system. The bonds are not general obligation bonds of the City, bear interest at rates ranging from 3.25-5.0% and are to be repaid solely from water, sewer and stormwater fund net revenue. Principal is payable annually and the bonds mature on February 1, 2025.

The Revenue Bonds, Series 2007A were issued for the purpose of financing the acquisition of park land. The bonds are not general obligation bonds of the City, bear interest at rates ranging from 4.25-5.00% and are to be repaid solely from non-ad valorem revenue. Principal is payable annually and the bonds mature on October 1, 2027.

The Revenue Note, Series 2012 for \$5,050,000 was issued for the purpose of financing the purchase of 63 vehicles. The note is not a general obligation of the City, bears interest at 1.31% and is to be repaid solely from non-advallorem revenue. Principal is payable annually, and the note matures on October 1, 2019.

A summary of annual debt service requirements as of September 30, 2013 is as follows:

Year Ending September 30,	Governmental Activities			Business Type Activities				
	Revenue Bonds Series 2007A		F	Revenue Note Series 2012		Revenue Bonds Series 2005A		
	Principal	Interest	Prii	Principal	Interest	Principal	Interest	
2014 \$	1,000,000	\$ 965,000	\$ 610,000	\$ 62,159	\$ 290,000	\$ 39,375	\$ 395,000	\$ 277,390
2015	1,050,000	915,000	715,000	53,481	290,000	35,025	410,000	263,046
2016	1,105,000	862,500	725,000	44,049		300,000	30,600	425,000
	247,221							
2017	1,160,000	807,250	735,000	34,486		305,000	26,063	445,000
	230,039							
2018	1,220,000	749,250	745,000	24,791		310,000	21,450	460,000
	209,750							

2019-2023 668,875	7,030,000	2,835,875	1,520,000	19,978	1,275,000	38,737	2,685,000
2024-2027 64,750	7,015,000	898,500	-	-	-	-	1,280,000
	<u>\$ 19,580,000</u>	<u>\$8,033,375</u>	<u>\$5,050,000</u>	<u>\$ 238,944</u>	<u>\$2,770,000</u>	<u>\$191,250</u>	<u>\$6,100,000</u>
\$1,961,071							

The City has no general obligation bonded debt outstanding.

9.5 CAPITAL IMPROVEMENTS SCHEDULE

The Capital Improvements Plan presented in this section includes a listing of each project, the year or years in which the city's capital resources will be utilized to fund the improvement, sources of revenues to fund the proposed improvements, as well as the anticipated impacts of the improvements on operating costs and estimated city-wide revenues for the 5-year planning period.

This Capital Improvements Plan is primarily composed of projects that will enhance the quality of the services provided to City residents, rather than correct deficiencies in the levels of service. Currently, all specified levels of service in this comprehensive plan are being met by the City.

9.5.1 Description of the CIP, Resulting Levels of Service

Capital cost estimates for each project in Hallandale Beach's Capital Improvements Plan for each of the next five years are shown in Table 9-2.

Cost estimates are derived by using various methods which include the experience of City Staff, consultant estimates and construction cost guides. Estimates are designed to include expected future inflation. Short titles of the projects appear in Table 9-2; greater detail for each project can be found in the element which identified the need for the project.

9.5.2 Sources of Funds for Proposed Capital Improvements.

The projected expenditures for all proposed projects are aggregated in Table 9-3 by proposed source of funds. Annual projected costs of implementing the five-year CIP range from \$8,531,795 in FY 2012-13 to \$ 1,945,000 in FY 2016-17. All proposed projects were analyzed to determine their impact on the city's operating budget. The net impact of the proposed projects is a reduction in operating costs over the next five years with the notable exception of stormwater project. The largest single item is the savings expected to result from the Sanitary Sewer Rehabilitation project. This effort is expected to reduce inflow and infiltration into the wastewater system, thereby reducing flow-based treatment costs paid by to the City to Hollywood. Operating cost savings are difficult to quantify but are shown to be significant every year. Additional cost savings are being realized through reduced emergency repairs and avoidance of health and environmental damage that could occur during a major system failure.

Projections of Hallandale Beach's tax base, millage rate, and the projected ad valorem revenue which results are shown in Table 9-4. The City has experienced an increase in its tax base of approximately 6.7% in valuation from tax year 2013 to tax year 2014, after deduction of new construction.

An additional source of capital improvements funding is the Transportation Fund. Capital improvements and other operating expenditures funded by the Transportation Fund, have been greater than the fund's anticipated revenues. Additional funds have been transferred into this fund from various other funds within the City in order to maintain existing programs. Sources of the fund are the City's portion of State revenue sharing, the County's local option gasoline tax, and interest on investments.

Table 9-5 presents projected revenues for the City's General Fund for FY 2014-2015 through FY 2018-19. Operations and maintenance expense and the total cost of the capital expenditures which will be funded out of the general fund are also shown.

Table 9-6 shows projected revenues, operations and maintenance and capital expense totals, and the resulting fund balance for the Sewer Fund for FY 2014-15 to FY 2018-19.

Table 9-7 contains projected revenues, operating and maintenance, and capital expenditures, and the resulting fund balances for the Water Fund for FY 2014-15 to FY 2018-19.

Tables 9-5, 9-6, and 9-7 demonstrate Hallandale Beach's ability to meet the obligations created by the Capital Improvements Plan.

9.6 SUMMARY AND CONCLUSIONS

This Capital Improvements Element of the City of Hallandale Beach's Comprehensive Plan is intended to demonstrate the feasibility and sufficiency of the capital improvement plan. The capital improvements in the CIP are based on the analyses in each element of the plan, and are therefore, scheduled to meet the growth projected by the City, and support the goals, objectives, and policies of this plan.

The City will implement the provisions in this element by adoption of the goals, objectives, and policies and execution of the capital improvements plan contained herein.

TABLE 9-2
CAPITAL IMPROVEMENTS 5-YEAR PLAN BY TYPE
CITY OF HALLANDALE BEACH: FISCAL YEAR 2016-2017 TO 2020-2021

EXHIBIT "A"

	FY16-17	FY17-18	FY 18-19	FY 19-20	FY 20-21	FUNDING SOURCES
RIGHT-OF-WAY PROJECTS						
City Complete Streets Design	\$0	\$800,000	\$800,000	\$800,000	\$800,000	CRA
ATA Bridge Improvements	\$200,000	\$0	\$0	\$0	\$0	DA
Layne Blvd. Improvements	\$50,000	\$0	\$0	\$0	\$0	TR
Crosswalk Upgrades	\$0	\$100,000	\$100,000	\$100,000	\$100,000	DA
Wal-mart Swale Area Improvement	\$100,000	\$0	\$0	\$0	\$0	TR
TOTAL	\$350,000	\$900,000	\$900,000	\$900,000	\$900,000	
FACILITIES IMPROVEMENTS						
Beach Renourishment/Revegetation	\$0	\$0	\$0	\$0	\$0	DA, GF, UT
Main Fire Station	\$0	\$0	\$0	\$0	\$0	CP
Enterprise Resource Planning	\$0	\$0	\$0	\$0	\$0	GF, UT
Municipal Complex Improvements	\$100,000	\$0	\$0	\$0	\$0	CP
TOTAL	\$100,000	\$0	\$0	\$0	\$0	
PARKS AND RECREATION IMPROVEMENTS						
O.B. Johnson Park	\$0	\$0	\$0	\$0	\$0	CRA
Bluesten Park	\$11,932,655	\$13,166,787	\$8,263,000	\$791,555	\$0	GO
Golden Isles Tennis Center and Park	\$1,045,444	\$7,455,960	\$0	\$0	\$0	GO
Ingalls Park	\$1,499,478	\$364,100	\$0	\$0	\$0	GO
Sunset Park	\$535,801	\$0	\$0	\$0	\$0	GO
Historic Village	\$707,816	\$0	\$0	\$0	\$0	GO
Chaves Lake Park	\$122,610	\$356,221	\$3,231,882	\$196,370	\$0	GO
Sunrise Park	\$86,789	\$521,000	\$2,238,000	\$345,752	\$0	GO
TOTAL	\$15,930,593	\$21,864,068	\$13,732,882	\$1,333,677	\$0	
STORMWATER IMPROVEMENTS						
CDBG 42st Year	\$50,000	\$0	\$0	\$0	\$0	SW
Hazard Mitigation - Stormwater Drainage	\$200,000	\$7,000,000	\$250,000	\$750,000	\$660,635	GR, SW,UT
NE 14th Avenue Enhanced Landscaping	\$668,578	\$0	\$0	\$0	\$0	CRA, SW,UT
TOTAL	\$918,578	\$7,000,000	\$250,000	\$750,000	\$660,635	
UTILITY IMPROVEMENTS (WATER & SEWER)						
Water Distribution Upgrades	\$150,000	\$500,000	\$500,000	\$500,000	\$500,000	UT
Public Works - Repair Operations Building	\$100,000	\$0	\$0	\$0	\$0	UT
Water Plant Filtration System Rehab	\$1,316,000	\$0	\$0	\$0	\$0	UT
Water Treatment Plant Infrastructure	\$46,144	\$0	\$0	\$0	\$0	UT
High Service Pumps and Transfer Pumps Replacement	\$1,350,000	\$1,650,000	\$1,095,000	\$0	\$0	UT
Foster Road Lift Station	\$135,000	\$0	\$0	\$0	\$0	UT
Foster Road Water Main Upgrades	\$100,000	\$400,000	\$0	\$0	\$0	UT
Hibiscus-Sunset Drive Water Main	\$25,000	\$0	\$0	\$0	\$0	UT
TOTAL	\$3,222,144	\$2,550,000	\$1,595,000	\$500,000	\$500,000	
GRAND TOTAL	\$20,521,315	\$32,314,068	\$16,477,882	\$3,483,677	\$2,060,635	

LEGEND

CD - COMMUNITY DEVELOPMENT GRANTS/GRANT FUND
 CE - CEMETERY FUND
 CP - CAPITAL PROJECTS FUND
 CRA - COMMUNITY REDEVELOPMENT AGENCY
 DA - DEVELOPER AGREEMENT

SRF - STATE REVOLVING FUND LOAN
 SW - STORMWATER DRAINAGE FUND
 TF - TRANSPORTATION FUND
 TI - THREE ISLANDS SAFE NEIGHBORHOOD DISTRICT
 UT - UTILITY FUND