

Plan for the Northwest Planning Area in Deerfield Beach, Florida



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Executive Summary

The Northwest Planning Area, located in the Northwest corner of Deerfield Beach, Florida, was identified by Deerfield Beach city staff as a segment of the city that could benefit from a small area plan. Partnering with the City of Deerfield Beach, graduate students from Florida Atlantic University's School of Urban and Regional Planning prepared a plan for the area from August 2020 to December 2020. This report includes plan recommendations for the Northwest Planning Area, in addition to a comprehensive summary of background research, site visits, and community engagement. Background research for the Northwest Planning Area focused on existing plans and existing socioeconomic, transportation, and real estate conditions. In conjunction, interviews were conducted with area stakeholders to gather information from individuals with direct knowledge of the northwest area of the city. The information gathered through research, stakeholder interviews, and site visits was presented in a community workshop, held virtually, in October 2020. The intent of the first community workshop was to inform the community of the plan in-progress, and, most significantly, to engage with residents and learn what enhancements they would like to see in their community.

Upon completion of the first community workshop, resident feedback and research were compiled to put forth a series of recommendations for the Northwest Planning Area that were presented for feedback in the second community workshop held in November 2020. After receiving resident feedback on the first round of recommendations, four major themes in which improvements can be made were identified, including economic development, placemaking and community identity, transportation and connectivity, and sustainability and community health. The recommendations pertaining to economic development were derived from employment and income disparities that exist within the study area, the limited and primarily low-pay jobs within the study area, and resident concerns citing a lack of retail and eclectic dining options. In response, recommendations include incorporating an "Economic Empowerment Element" within the city's comprehensive plan, redeveloping existing commercial uses and incorporating mixed-use development, providing mixed commercial-industrial land uses to attract a wider range of employers, and leveraging unique assets such as Quiet Waters Park to attract investment.

The second area of recommendations, placemaking and community identity, relates to physical and social characteristics of the area. The arterial roads of Hillsboro Boulevard and Powerline Road divide the Northwest Planning Area into four quadrants that lack cohesion and a community identity. Recommendations to create a sense of community and sense of place include branding the area as 'Deerfield Crossing', expanding programming for all ages, activating Quiet Waters Park, and implementing design standards for all new development, redevelopment, and refurbishment projects in commercial districts. Public transportation and connectivity, the third set of recommendations, address the overall difficulty to traverse the study area. Currently, to travel from one use to another in the planning area, most people will choose to drive rather than walk, bike, or take public transportation. This is due to the urban fabric of the area, with long blocks, poor quality bus stations, and minimal streetscape. Means to improve these shortcomings include the creation of new bike lanes, sidewalks and pedestrian crossings, breaking blocks into smaller segments, planting street trees, and providing shelters and trash receptacles at public transportation stations. Lastly, sustainability and community health



recommendations aim to secure and sustain funding for the future of Deerfield Crossing and to ensure a diversity of housing options for residents to guarantee housing opportunity for all.

The discussed recommendations in this report, which are followed by an implementation plan, can help transform the Northwest Planning Area of Deerfield Beach into Deerfield Crossing, a lush and eclectic district of Deerfield Beach where residents can live, work, and play. Diverse programming at community gathering places will activate public spaces, improved maintenance will ensure parks and public facilities stay beautiful for years to come, and newly redesigned local roadways make pedestrian safety and comfort a priority. The Northwest Area Plan is to be presented to the community of Deerfield Beach by Florida Atlantic University graduate students on December 14, 2020. As the Fall 2020 semester concludes, the City of Deerfield Beach will review the plan and administer as they see fit.

Introduction

The Northwest Planning Area was identified by the City of Deerfield Beach, Florida as a segment of Deerfield Beach that could benefit from a small area plan. The Northwest Planning Area is located in the Northwest Corner of Deerfield Beach, Florida. Boundaries of the area, depicted in *Figure 1*, include the Gulf Stream Canal to the North, Southwest 10th Street to the South, Florida's Turnpike to the West, and Military Trail to the East.

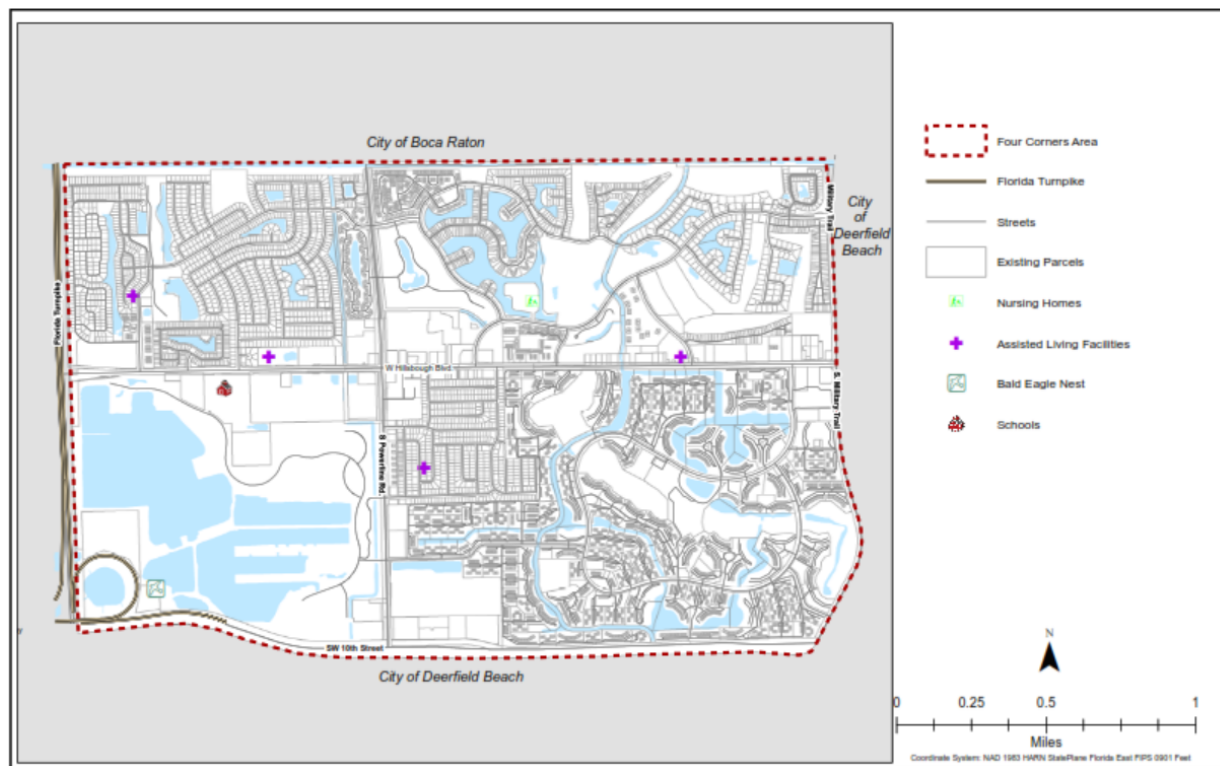



Figure 1: Map of Study Area (ESRI, 2020)

The Northwest Planning Area is home to 17,871 residents comprising 8,912 households. The area is largely residential and suburban in nature. Two high-traffic corridors, Powerline Road (North-South) and Hillsboro Boulevard (West-East) intersect at the center of the Northwest Planning Area. This intersection serves as the primary hub of commercial activity and defines four quadrants within the area. Although each quadrant of the study area has identifiable characteristics, such as neighborhoods, parks, and schools, the Northwest Planning Area lacks an overall community identity and sense of place, a concern voiced by Deerfield Beach City staff and residents alike.

In response, graduate students from Florida Atlantic University's School of Urban and Regional Planning partnered with the City of Deerfield Beach to create an unofficial small area plan for the Northwest Planning Area. Beginning in August of 2020, students engaged in background research, site-visits, stakeholder interviews, and community meetings to identify issues and opportunities within the Northwest Planning Area. Two community workshops, held in October and November of 2020, were integral in developing the small area plan. The final draft plan will be presented to the community on December 14, 2020 and is detailed in this



report, providing a comprehensive overview and analysis of existing conditions, a summary of the planning processes, and recommendations to enhance the Northwest Area of Deerfield Beach.

Background Research

Existing Plans (Comprehensive Plan Elements)

The Comprehensive Plan for the City of Deerfield Beach is a framework for future growth and development. The elements that make up the City's Comprehensive Plan include Future Land Use, Conservation, Recreation and Open Space, Public School Facilities, Housing, Intergovernmental Coordination, Capital Improvements, Utilities, Transportation, and Coastal Management. In addition, the City has developed a Sustainability Plan document to address initiatives and programs. For the purposes of this area plan, it was determined that the Coastal Management Element did not apply to this project, therefore it is not included. Each element of the plan determines specific goals, objectives, and policies the City aims to apply for policy makers to guide the community in long-term improvement for its citizens.

Future Land Use

The purpose of the Future Land Use Element (FLU) of the Deerfield Beach Comprehensive Plan is to designate the future land use patterns of the city as reflected by the goals and objectives set forth in the Comprehensive Plan. The City of Deerfield Beach wants to ensure that new developments and redevelopments create a functional mixed use of residential, commercial, industrial and recreational land uses. To accomplish this goal, the city wants to establish developments and redevelopment programs that will allow its residents to work, live and play in close proximity. To further develop the city's vision, Deerfield Beach has to be consistent with the Broward County Land Use Plan. To do so, the city has to promote land development patterns to combine residential and non-residential developments to create an attractive, well integrated, pedestrian and transit friendly environment. Another goal of the city of Deerfield Beach is to provide plenty of recreational and leisure activities to serve its demographics. The city envisioned plenty of parks nearby every residential area. Finally, the City of Deerfield Beach wants to implement appropriate land uses and development patterns by utilizing the principles of Smart Growth in order to improve the health, safety and welfare of the community.

Principles of Smart Growth include:

1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.

9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

Deerfield Beach has and plans to implement the principles of Smart Growth. The FLU map of the study area, shown in *Figure 2*, illustrates the functional mixed uses of land, and the preservation of open spaces.

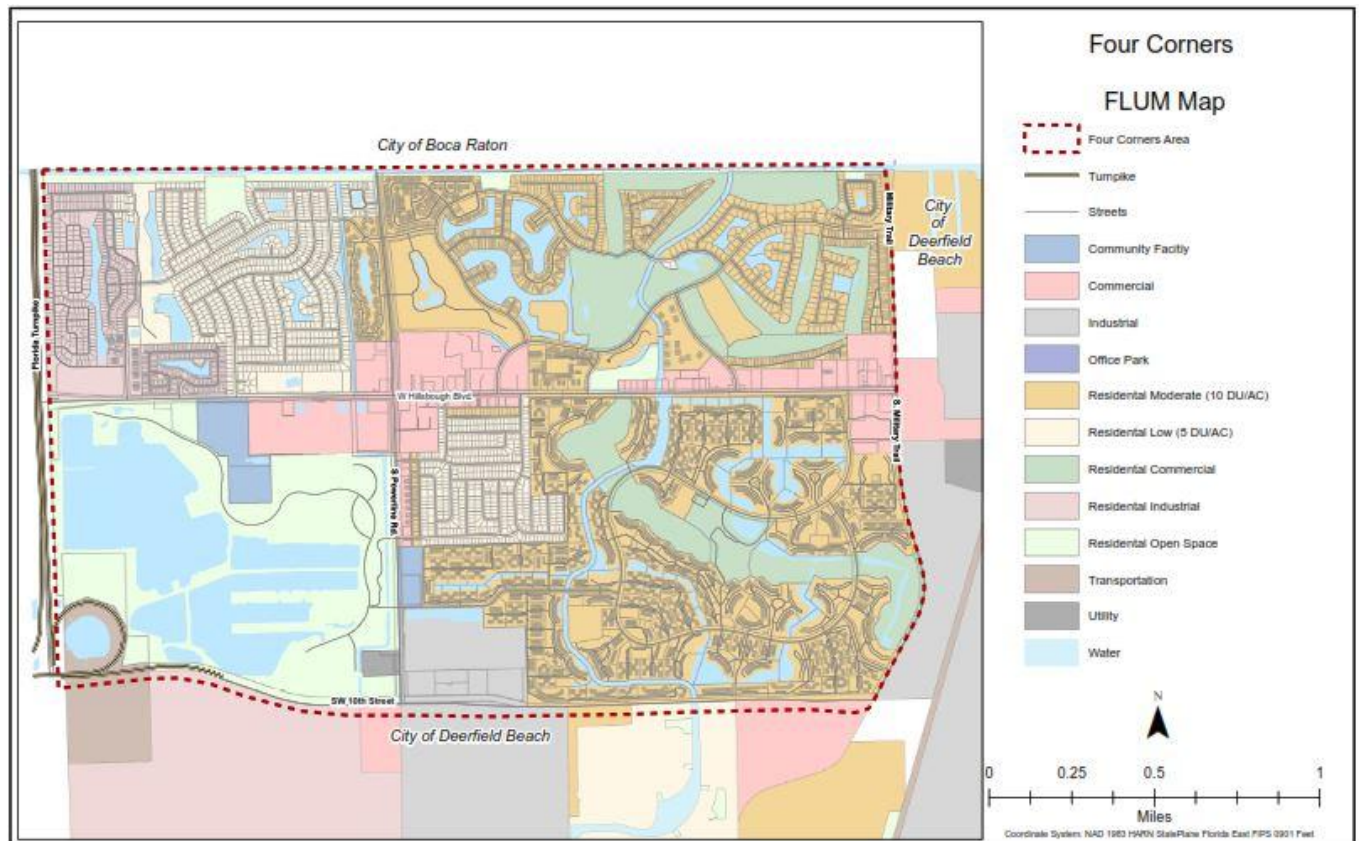


Figure 2: Future Land Use Map for Area (ESRI, 2020)

Conservation

The Conservation Element is an elaboration of the FLU map goal to promote and protect the ecosystems and natural resources of the City of Deerfield Beach. In this element, the City of Deerfield Beach builds upon issues concerning conservation of natural resources and are also addressed throughout the Comprehensive Plan. The Conservation Element elaborates on the air, water and environmental quality to be met in the City of Deerfield Beach. The city has to be in communication with different departments in Florida to ensure that these qualities are met and that the minerals, soils and wildlife of the city are protected.

Recreation and Open Space

The purpose of the Recreation and Open Space (ROS) Element is to identify the future recreation areas, facilities and program needs of the City as reflected by the goals and objectives set forth in the Plan. This element was prepared by surveying the existing parks, facilities and programs; conducting a parks and recreation needs assessment, including a citywide telephone survey; analyzing the derived data; and developing/establishing goals, objectives and policies accordingly.



Figure 3: Community Garden at Constitution Park

By 2025, the city wants all public recreation facilities to have operational automobile, bicycle and pedestrian access facilities. Deerfield Beach wants to provide an equitable system of parks and recreation to its residents. The study area has multiple parks and recreation areas to which this section of the ROS Element would apply. Many of the parks already have pedestrian, automobile and bicycle access to them. These parks are located in close proximity to residential areas and provide great accessibility to and from adjacent neighborhoods.



Figure 4: Rentable paddle boats at Quiet Waters Park, one of many amenities offered at this 430-acre facility

Intergovernmental Coordination

The Intergovernmental Coordination Element of the Comprehensive Plan aims to find and settle incompatible aspirations in local government comprehensive plans and to establish and respond to the needs for coordination processes and procedures with neighboring local governments, and regional as well as state agencies. Intergovernmental Coordination is achieved through interlocal agreements and service agreements, joint planning agreements and special legislation and joint meetings or work groups. It is imperative for the City of Deerfield Beach to maintain and improve upon the level of services provided to the residents. In order to do so, the City must make a coordinated effort in mitigating any unwarranted impacts from development with the surrounding municipalities, in this case potentially Broward and Palm Beach Counties and the City of Boca Raton. The City of Deerfield Beach can do this by reviewing the Comprehensive Plans for the surrounding municipalities for existing and proposed developments.



Figure 5: Deerfield Beach City Hall

The City of Deerfield Beach will also need to coordinate standards for public facilities within the area plan. This would include the Quiet Waters Elementary School, which is under operational and maintenance responsibility of Broward County. In addition, such transportation facilities must be coordinated with Broward County, and District IV of Florida Department of Transportation (FDOT) in order to best estimate the population and traffic data for the area. Both the City of Boca Raton and Palm Beach County border the northern boundary for the City of Deerfield Beach, which is separated by the Hillsboro Canal. It is predominately Palm Beach County that is within the scope of this Plan Area, as can be seen from *Figure 6*. The portions of Palm Beach County that are along the border of the city consist of medium- and high-density residential land uses. The city's land uses are low and moderate residential. Therefore, the land uses between each municipality are compatible. Thus, there would not be an immediate need for additional planning coordination for this area.

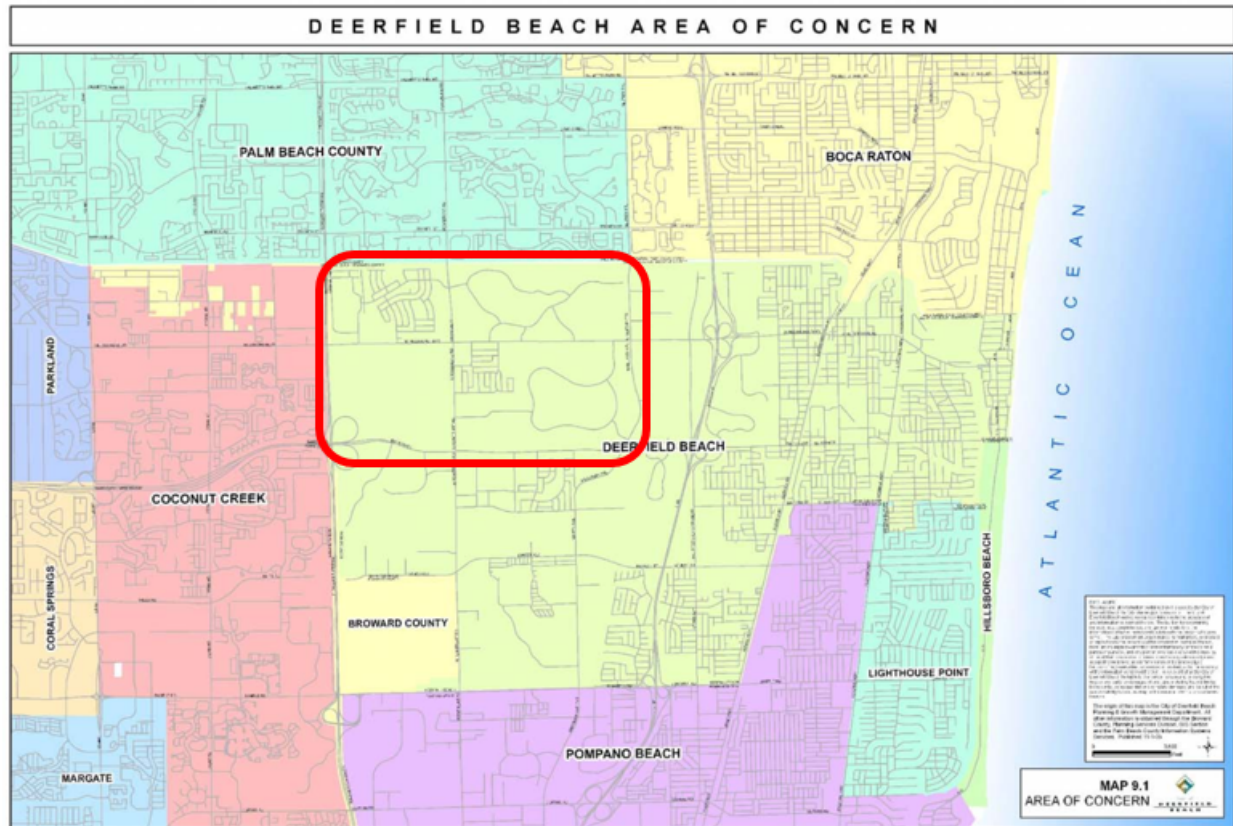



Figure 6: Area of Concern, Capital Improvements Element (City of Deerfield Beach, 2015)

Capital Improvements

Local governments in the state are required “to plan for the availability of public facilities and services to support development simultaneous with the impact of such development.” The Capital Improvements Element aims to safeguard that assumed Level of Service (LOS) Standards are reached and upheld for concurrency related facilities (such as sanitary, sewer, solid waste, drainage, potable water, parks and recreation, schools and transportation facilities). In addition, this element reviews costs of improvements, examines the capacity to fund such improvements, and adopts financial policies towards funding of improvements. The most likely land use scenario in the future is to see redevelopment of underutilized residential parcels at higher densities, redevelopment of blighted commercial areas into new residential, commercial or mixed-use projects, and development of vacant land at the highest density and intensity permitted or as mixed use. This combination of land uses will accommodate the projected population growth and land use needs.

Capital improvements are made within the city in order to correct existing deficiencies, to accommodate proposed growth, and to replace existing facilities that are outdated or worn out. These improvements must meet certain standards and are typically presented to the City Commission by the City Manager when warranted. Such standards include, but are not limited to maintaining the outlined level of service standards, it protects the health, safety and wellbeing of the community, it reduces future improvement costs, or it provides service to developed areas lacking full service. In addition, the city will continue to provide to the public any facilities



needed to support development, through development orders and permits, if such development is supported by the land development regulations. The city will utilize LOS standards in reviewing the impacts of new development and redevelopment upon public facilities (see Table 1 within the Utilities Element section).

There are a number of other elements of the city's Comprehensive Plan that coincide with the Capital Improvements Element, which are the Utilities, Transportation, Recreation and Open Space, as well as the FLU Element. In 2005, the city conducted an assessment of its Five-Year Schedule of Capital Improvements Plan. This assessment took into account the ability to meet the demands of growth on infrastructure, maintain LOS standards, provide public services and facilities, concurrency management and financial feasibility throughout the 2025 planning period. The assessment supported that the city is meeting all of the LOS standards, and will continue to meet such standards throughout the 2025 planning period.

If there is a development proposal that might increase the density or intensity of use in the city, a land use amendment would be required and would be reviewed by Broward County's Planning Council. An expected land use scenario in the future would be a:

- Proposal for redevelopment of underutilized residential parcels at higher densities
- Redevelopment of blighted commercial areas into residential, commercial or mixed-use projects
- Development of vacant land at the highest density and intensity permitted or as mixed use

Combinations of land uses will accommodate anticipated population increases and land use needs.

Utilities

There are a number of sub-elements within the Utilities Element of the city's Comprehensive Plan. The sub-elements include sanitary water, solid waste, stormwater management, potable water, and natural groundwater aquifer recharge. In this section the LOS for water utilities has been summarized in *Table 1*, which is what customers and employees in the city can expect. The LOS will quantify the types and amount of service customers will receive.

Table 1: Area of Concern, Capital Improvements Element (City of Deerfield Beach, 2015)

Concurrency Related Facilities	Level of Service (LOS) Standards
Sanitary Sewer	<ul style="list-style-type: none"> • 126 gallons average annual daily flow per capita of permanent population.
Solid Waste	<ul style="list-style-type: none"> • 5.4lbs per capita per day for collection, and • 7.0lbs per capita per day for disposal.
Stormwater Management (Drainage)	<ul style="list-style-type: none"> • LOS is based on the quantity of drainage a development can handle for a storm for a given period of time. • This is determined by the SFWMD, EPD, and the City Code and Florida Building Code.
Potable Water	<ul style="list-style-type: none"> • 175 gallons per person per day for average annual residential services, • 24 gallons per person per capita day (GPCD) on an average day basis, and • 265 gallons per person per day for maximum daily flow for system-wide service, including non-residential demands. • Water pressures will be maintained at a minimum of 20 psi during firefighting activities, and • Minimum of 40 psi under normal operating conditions.
Parks and Recreation	<ul style="list-style-type: none"> • Provide a minimum of three (3) acres of community and/or regional parks within the city limits for every 1,000 permanent residents.
Schools	<ul style="list-style-type: none"> • 110 % of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.
Transportation	<ul style="list-style-type: none"> • City collector roadways: LOS D for peak hour travel; • State and county arterial roadways: Shall comply with the County's transit-oriented concurrency (TOC) standards for the Northeast District. • Issuing development orders and permits are to: <ul style="list-style-type: none"> ○ Achieve 30 minutes or less on 90% of routes; ○ Establish at least one neighborhood transit center; ○ Establish at least one additional community bus route; ○ TOC districts shall increase the number of bus stop shelters by 30%; ○ Maintain the maximum service volumes on arterial roadways within the NE District as stated in Table 2.

In order for the city to prepare for future growth, every proposed FLU map amendment is to provide data and analysis showing the enough public facilities will be available to serve the proposed modifications. There are two water services areas within the city, one is the city's Water Service Area and the other the Broward County Water and Wastewater Services (BCWWS) District 2. Combined these two service areas serve an estimated 75,039 people, encompassing 16.27 square miles. As seen with *Table 2*, the water service area population for the city is shown in comparison to the city's total population. The city's water service area is anticipated to increase from 53,654 in 2010 to 58,680 by 2030.

Table 2: City of Deerfield Beach Water Service Area Population and City Population (Deerfield Beach 10-year Water Supply Facilities Work Plan, 2015)

Year	City's Water Service Area Population	Total City Population	BCWWS Area Population
2010	53,654	75,039	21,385
2015	55,462	77,263	21,801
2020	56,493	78,232	21,739
2025	56,923	78,567	21,644
2030	58,690	80,856	22,166

The city is permitted by the South Florida Water Management District (SFWMD) a maximum allocation of monthly raw water withdrawal of 525 MG. This would be a combination of withdrawals between the Biscayne Aquifer and the Floridan Aquifer. A crucial impact of the city's raw water supply system takes into account the effectiveness of the treatment processes in generating finished water. The city operates 13 wells in the Biscayne Aquifer, and 2 production wells in the Upper Floridan Aquifer for a total pumping capacity of 36.8 mgd. This shows the city's raw water pumping system meets the required capacity to meet current and prospective demands. The city's complete treatment capacity is with the West Water Treatment Plant (just east of Military Trail, and South of Hillsboro Boulevard).




Figure 7: Deerfield Beach Water Tower (City of Deerfield Beach, 2015)

Deerfield Beach is well prepared to address future growth with the water system currently in operation. The city utilizes the wells installed in the Floridan Aquifer System to support their capacity in the Biscayne Aquifer. At the same time, moving the raw water capacity to the West Wellfield enables the city to adequately meet future demands without producing any potential saltwater intrusion concerns. The average per capita water demand for the population in the city's Water Service Area was estimated at 177 gallons per day (GPD) based on the 2010 census data. By viewing *Table 3*, it can be seen that with the growing population and projected increases in water demand, the city will stay well below the maximum limits (525 mg per month for raw water).

Table 3: Projected Water Demands for the City from 2015 to 2030 (Deerfield Beach 10-year Water Supply Facilities Work Plan, 2015)

Year	City's Water Service Area Population	Projected Average Day Water Demands (mgd)	Projected Maximum Month Demand (MGM)
2010	53,315	9.44	353.97
2015	56,090	9.93	372.40
2020	56,551	10.01	375.46
2025	58,886	10.42	390.96
2030	58,491	10.35	388.34



Water conservation is important for the city's water demands, particularly in terms of anticipated growth of the population. Implementing conservation measures can optimize water supply for the city. Some of these measures include water restrictions, which involves reducing time permitted for irrigation, washing cars and outdoor surfaces, operation of fountains, limitations on filling and use of swimming pools, among many other restrictions. Based on the data available from 200 to 2010, the city's conservation measures appear to have been successful at reducing the per capita water usage.

Housing

The purpose of the Housing Element is to provide guidance in developing appropriate plans and policies necessary to meet identified, or projected, deficiencies in the supply of housing for all income-level households, group homes, foster care facilities, and households with special housing needs. The City of Deerfield Beach must supply sufficient and reasonably priced housing, not only for existing residents, but also for future residents of the city. For any potential development that might include affordable housing the city intends to streamline this review process, which would minimize the unwanted impacts such processes have on housing costs. The purpose of this policy is to provide enough safe and quality housing which is affordable to all income groups within the city. Such housing shall include mixed densities. To that end, this element of the Comprehensive Plan intends to promote mixed-use development where housing is located in close vicinity to urban services, transit stations, or transit corridors. The city will also support infill development on empty or underutilized areas within residential regions.

The housing needs through the last few decades have increased, but with the increases in population the amount of housing units has also increased. Most of the land in the study area is built out and consists mostly of single family and multifamily dwellings units. Because affordable housing is more of a regional problem and not a local. The city has goals to provide various outreach and financial programs geared towards improving housing conditions and neighborhoods such as Community Development Block Grant, First Time Homebuyers Program, and State Initiative Partnership Programs. The city also has goals to foster and implement various programs such as high density and mixed-use development along the major corridors, which includes Powerline Road and Hillsboro Boulevard.

Transportation

Transportation concurrency is described in the document as follows. City collectors should have a LOS rating of D of peak hour travel. State and county arterial roadways shall comply with Broward County's transit-oriented concurrency (TOC) standards for the Northeast District. Within the Northeast Concurrency District, the transportation LOS standard for the purpose of issuing development orders and permits are to achieve and maintain the following by FY 2009:

- Achieve headways of 30 minutes or less on 90% of routes.
- Establish at least one neighborhood transit center.
- Establish at least one additional community bus route.
- Overall TOC districts shall increase the number of bus stop shelters by 30 percent.
- Maintain the maximum service volumes on arterial roadways within the Northeast District, as stated in *Table 4*.

Table 4: Peak Hour Two-Way Maximum Service Volumes (City of Deerfield Beach, 2015)

	State and County roads
Two-lane arterials	2555
Four-lane arterials	5442
Six-lane arterials	8190
Eight-lane arterials	10605

(Maximum Service Volumes are calculated from "Generalized Peak Hour Two-way Volumes for Florida's Urbanized Areas", as Published by the Florida Department of Transportation (FDOT), as 75% above the volumes for Class II State 2-way arterials LOS D.)

The transportation LOS standards for the purpose of long-range transportation planning are per the policies of the Broward County Transportation Element as noted below:

For roadway facilities included in the Strategic Intermodal System (SIS) or the Florida Intrastate Highway System (FIHS), the Generalized Peak Hour Two-way LOS standard, established by the FDOT shall be per *Table 5*.


Table 5: Long Range Transportation Planning LOS (City of Deerfield Beach, 2015)

FIHS Roadway and SIS Corridor	Roadway Segment	LOS Standard
Florida Turnpike	Miami-Dade County line to Palm Beach County line	D
Interstate 95	Miami-Dade County Line to Palm Beach County line	E
Sawgrass Expressway	Interstate 75 to S.W. 10 th Street	D
Hillsboro Blvd.	I-95 to Deerfield Beach Tri-Rail Station	D

(For facilities not within the FIHS, the LOS standard shall be the generalized two-way peak-hour LOS "D" standard volumes depicted on Table F-1, Level of Service Manual, Florida Department of Transportation, (2002) within all Districts other than the eastern core.)

The following is stated regarding transportation capital facilities and school concurrency: "The uniform, district-wide LOS shall be 100% of gross capacity (with relocatable classrooms) for each CSA until the end of the 2018/19 school year; and commencing at the 2019/20 school year, the LOS for each CSA shall be 110% of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school." According to the Five-Year Schedule of Capital Improvement FY 2016- FY 2019 table of this document, a \$3,494,685 Hillsboro Boulevard Resurfacing plan was slated for 2016.

Funding for the city's five-year Capital Improvement Plan (CIP) is developed separately from the city's operating budget presented to the City Commission every year. Capital improvements projects are funded through the Capital Projects Funds, which apply to a variety of capital improvement projects and are financed through various governmental sources. However, debt service on borrowings for capital projects are included in the operating budget. City Commissions identify the most important projects for that year and approve funding as resources are available. The Road and Bridge fund is financed through fuel tax revenues. Florida Statutes Section 336.025 allows local governments to tax every gallon of gas sold to support its



Road and Bridge Fund. Since the tax is dependent on oil sales, this revenue source fluctuates with the economy and oil prices. These revenues only account for roughly 1% of total city revenues in Deerfield Beach. As per the 2014 Evaluation and Appraisal Report (EAR), Deerfield Beach currently and will continue to meet LOS standards throughout 2030.

Public School Facilities

Since the city is considered “built-out,” the Broward County School Board has not proposed any new school facility within the city for the next 5 years. All public schools are under their own taxing district and thus fund their own infrastructure needs. The city does not fund or operate any public school. At this time, there would be no proposed school facilities developments or redevelopment in this Plan Area.

Sustainability

The City of Deerfield Beach Planning staff utilized the data and finding in the Comprehensive Plan and researched other attributes from the sustainability goals to draft the Sustainability Management Report. The Comprehensive Plan serves as the foundation of the Sustainability Management Report and is a very important piece of the overall vision for the City of Deerfield Beach. The city has been diligent in addressing the growing concerns of climate change. The city has identified viable and local solutions which are centered around energy efficiency, coastal resiliency, environmental conservation and protection, education and outreach as well as policy development.

Existing Transportation Conditions

The existing transportation conditions profile evaluates existing infrastructure conditions of the Deerfield Beach Northwest Study Area. It provides an overview of traffic counts published by the Florida Department of Transportation (FDOT), on-going FDOT projects and studies, existing transportation policies at the city and county level, and includes maps and visuals reflecting the conditions of the major arterial roads in the study area.

Site Visit Photos

Site visit photos are intended to showcase the user experience of the major roads within the study area, being SW 10th Street to the south, Hillsboro Boulevard to the north, Powerline Road to the west, and Military Trail to the east. All images in this section were taken by a student in the course.

SW 10th Street



Figure 8: SW 10th Street, Western Portion, East-Bound



Figure 9: SW 10th Street, Eastern Portion, West-Bound

The western portion of SW 10th Street, after Florida's Turnpike, begins with seven lanes of traffic, three west-bound lanes and four east-bound lanes. This extra east-bound lane converts to a right turn lane for the Lakeview Neighborhood. Shortly to the east of Powerline Road, both

sides of the road reduce to two lanes each. At this point, and for the remainder of the study area, there are raised landscaped medians unless there is a central turn lane.

The sidewalk appears on the east-bound section of SW 10th Street at the entrance to Waterway Apartments just west of Lakeview, and extends for the remainder of the study area. On the west-bound side of SW 10th Street, there are very limited pedestrian walkways available. Bike lanes are available on both sides of the street, though the east-bound side of the road is more confined for space.

Hillsboro Boulevard



Figure 10: Hillsboro Boulevard - Western Portion, East Bound



Figure 11: Hillsboro Boulevard - Eastern Portion, West Bound

Hillsboro Boulevard remains a six-lane road for the entirety of the study area. Most of the shopping destinations within the study area are located along Hillsboro Boulevard. The westernmost portion of Hillsboro Boulevard is the study area's only School Zone. Sidewalks and bike lanes span both sides of Hillsboro Boulevard throughout the study area. Raised, landscaped medians are used in sections of Hillsboro Boulevard that are less structured around the major intersections.

Powerline Road



Figure 12: Powerline Road - Hillsboro Intersection, South Bound



Figure 13: Powerline Road - Hillsboro Intersection, North Bound

Starting from the north, Powerline Road begins as a four-lane road, with each side gaining an extra lane at the Hillsboro Boulevard intersection. This section north of the Hillsboro Boulevard intersection is bound by residential development. There is ample use of raised, landscaped medians to separate each direction of traffic. To the south of the Hillsboro Boulevard intersection, a mix of commercial, residential, and park space provided by Quiet Waters Park is on the western side of Powerline Road. Sidewalks and bike lanes span the entirety of Powerline Road within the study area. Raised, landscaped medians occur to the south of Hillsboro Boulevard, though not as much as north of the intersection.

Military Trail



Figure 14: Military Trail - South Portion - Northbound

The portion of Military Trail between SW 10th Street and Hillsboro Boulevard is bound by the Deerfield Corporate Park, and the eastern boundary of Century Village. There are no bike lanes, and the only sidewalk spans roughly half the length of this portion, exclusively on the northbound side. The quality of the pavement itself is arguably the worst among major roadways within the study area. However, the character of Military Trail is the most pleasant due to the use density, use of shade trees, and winding shape. Just before the Hillsboro Boulevard intersection, the bike lanes and sidewalks resume. Raised, landscaped medians are present along the majority of Military trail within the study area. North of the Hillsboro Boulevard intersection, Military Trail remains a four-lane road, and is bound by mostly residential uses with the exception of the plaza on the northwest corner of the intersection. Military Trail loses its pleasant character seen to the south of the intersection as the density and use of shade trees is reduced.

Traffic Counts

FDOT has resources to view up-to-date traffic counts by street within different regions. The Deerfield Beach study area was analyzed for Average Annual Daily Traffic Counts, or AADT's, as shown in *Figure 15* below.

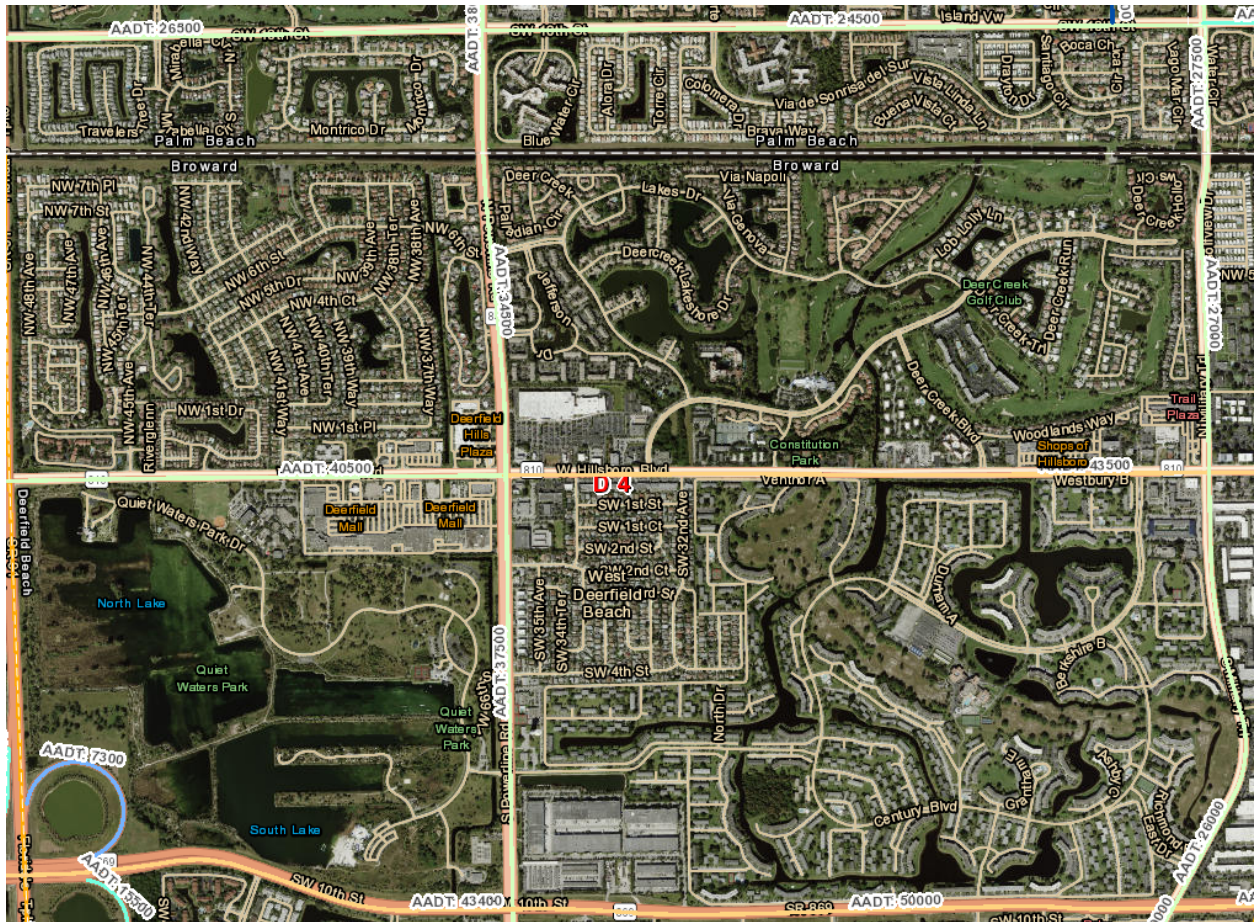


Figure 15: Florida Traffic Counts (FDOT, 2019)

A summary of the AADT counts, by road, is listed below:

Table 6: AADT's – Deerfield (FDOT, 2019)

Street	Intersection	AADT
SW 18th Street	N/A	24,500
Hillsboro Boulevard	NW 39th Ave to Powerline Rd	40,500
Hillsboro Boulevard	Powerline Rd to Military Trail	43,500
Sawgrass Expressway	From West to Powerline Rd	43,400
Sawgrass Expressway	From Powerline Rd to East	50,000
Powerline Road	From North to Hillsboro	34,500
Powerline Road	From Hillsboro to Sawgrass	37,500

Street Layout

Figures 16 and 17 highlight the current street layout at the intersection of Hillsboro Boulevard and Powerline Road. These graphics show many traffic lanes, as well as bike lanes on each road going in both directions. There is also limited buffering between the sidewalk and the road, which could potentially be a hazard to pedestrians. The bike lanes are mostly at the ends of each road, with no buffer between them and vehicular traffic, posing an additional hazard.



Figure 16: West Hillsboro Boulevard Street Layout (Church et al., 2020)



Figure 17: Powerline Road Street Layout (Church et al., 2020)

Public Transit

Figure 18 showcases the existing transportation routes in the northwest planning area. These routes are operated by different entities. There are two primary bus routes operated by Broward County Transit among the major arterials. Route 48 runs from U.S. 441 and Johnson Street to Deerfield Beach on Hillsboro Boulevard, and Route 14 runs from the Broward Central Terminal in Fort Lauderdale to Hillsboro Boulevard on Powerline Road. There is also a shuttle bus run by the City of Deerfield Beach, and this is the city's East-West route that connects the east side of the city to this area. Finally, there is a shuttle bus operated by Century Village with stops in the region every Thursday and Saturday.

Four Corners Bus Routes

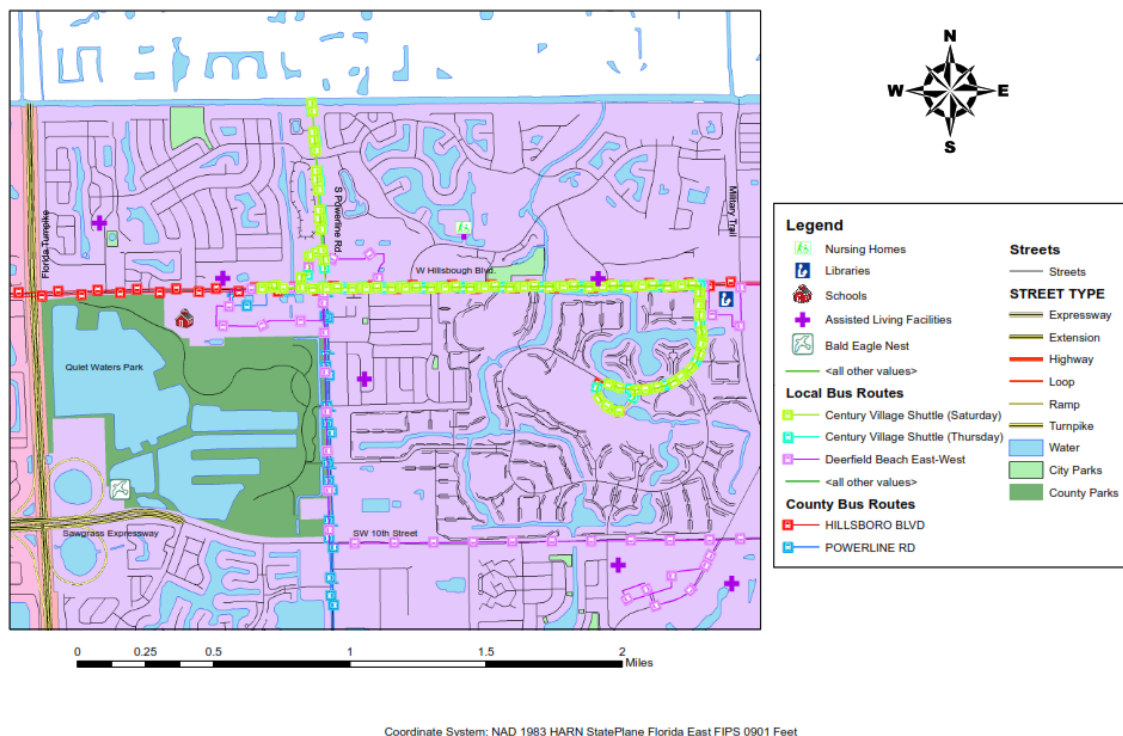


Figure 18: Powerline Road Street Layout (ArcMap, 2020)

Figure 19 showcases the bus stops in the area that have benches. All of them seem to have benches except some notable locations. It is interesting to note that there is a bus stop in front of the school with no benches. *Figure 20* is similar to *Figure 19*, except it highlights which bus stop locations have shelters. Out of all the bus stops in the area, only two have shelters: one serving the Century Village Clubhouse, and one serving the Century Village Plaza right next to the entrance of the complex. It's interesting to see how this area, which has a notable senior citizen population, only has two bus stops with shelters.

Four Corners Bus Stops Benches

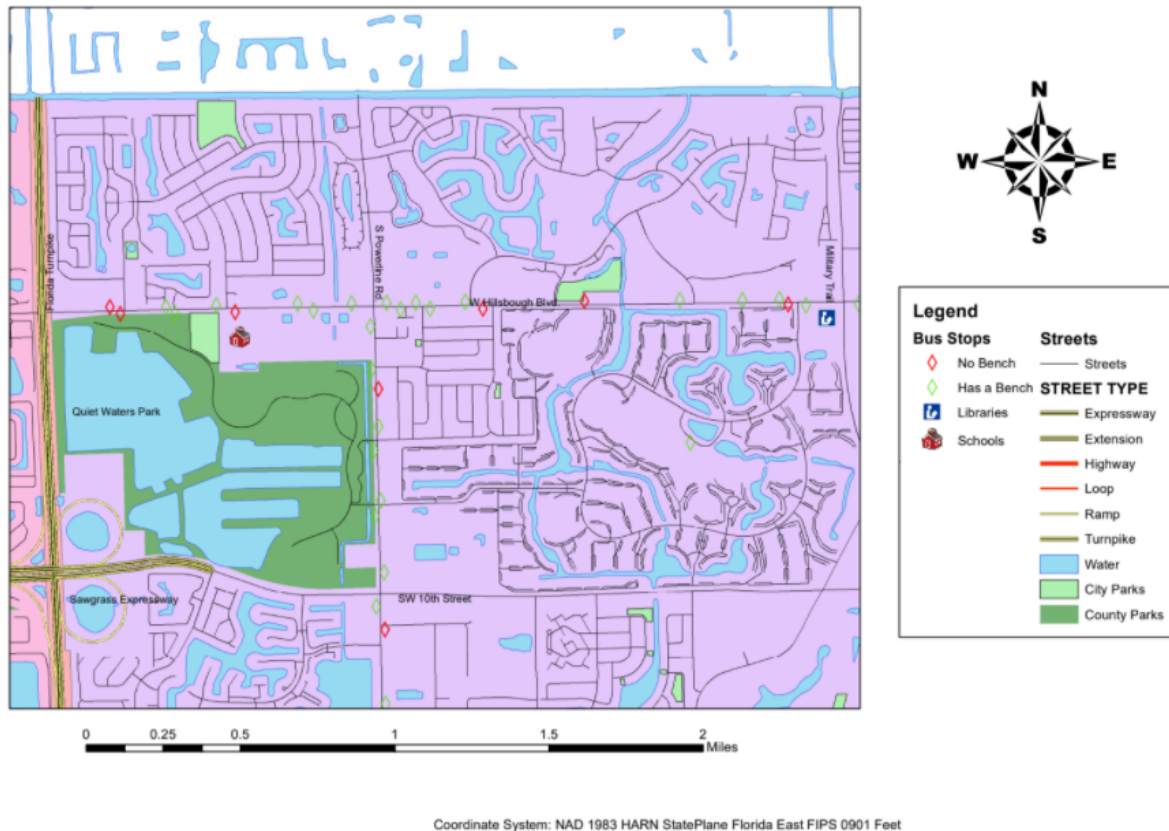


Figure 19: Four Corners Bus Stop Benches (ArcMap, 2020)

Four Corners Bus Stop Shelters

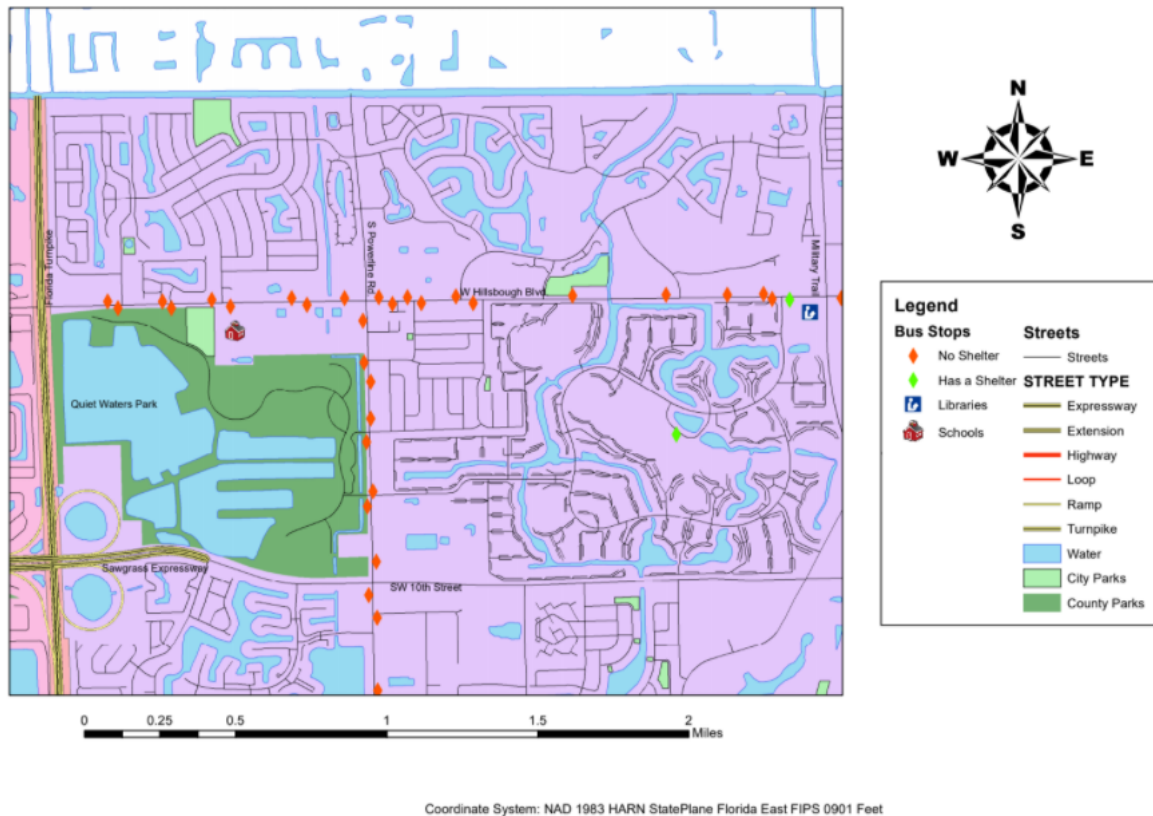


Figure 20: Four Corners Bus Stop Shelters (ArcMap, 2020)

Walk and Bike Facilities

Figure 21 showcases the area's bike lanes, which are on every major arterial, with the exceptions of the entrance to the Sawgrass Expressway and a portion of Military Trail. These lanes, as shown with the Streetmix view, are exposed to vehicular traffic.

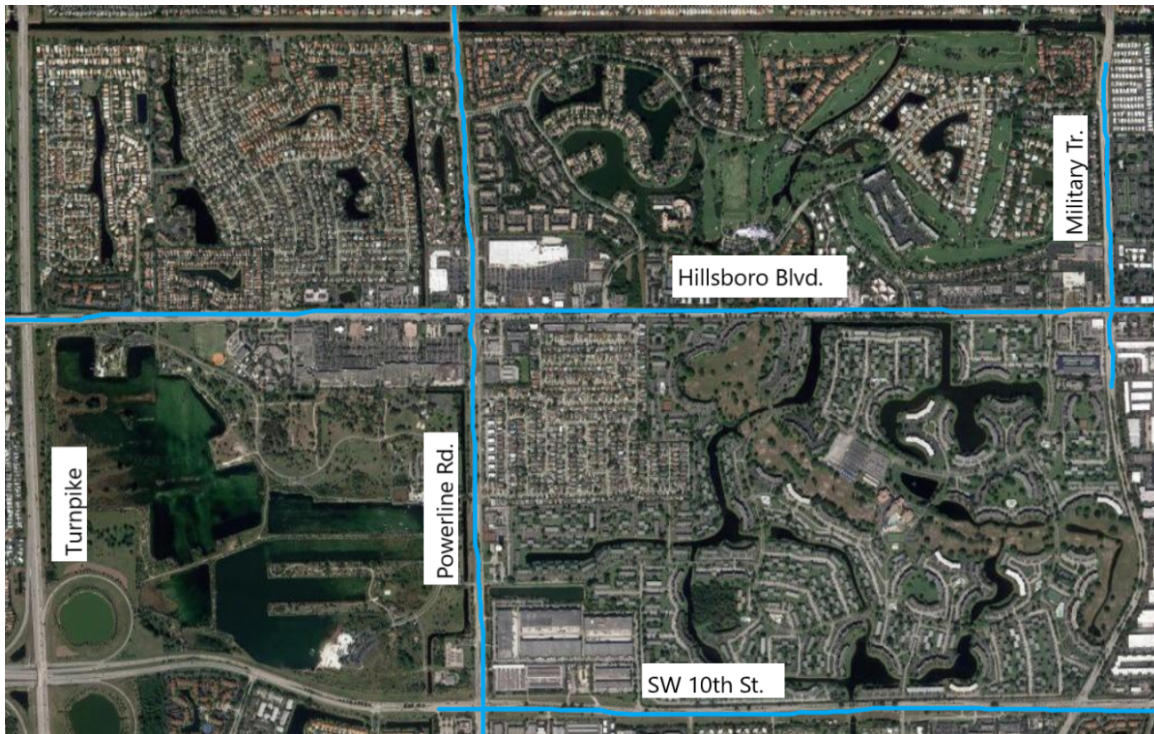


Figure 21: Four Corners Bike Lanes (FDOT, 2020)

Transportation Policies

Broward 2045 Metropolitan Transportation Plan

Commitment 2045 is the latest plan developed by the Broward Metropolitan Planning Organization (MPO) to comply with the US Department of Transportation requirements (DOT). This plan includes the transportation needs of the Broward region, the plan development process, and funding sources. The main goals of the plan are to move people and goods, create jobs, and strengthen communities. Broward MPO has created partnerships with Broward County, all of the Broward County's municipalities, FDOT, Broward Schools, Port Everglades, Ft. Lauderdale-Hollywood International Airport, and others to implement these goals. Commitment 2045 includes maps to display Broward's Existing Transportation Conditions and the Broward County Planning Council FLU Map. The figure below displays the existing road and transit network.

- Express Bus Stations
- Brightline/Virgin Trains Station
- Tri-Rail Stations
- Express Bus Operated by Miami-Dade Transit
- SPRTA Shuttle Routes
- Express Bus Operated by Broward County Transit
- Tri-Rail and Amtrak
- Brightline/Virgin Trains
- Major Roads
- Interstates

This map is for informational purposes only. For complaints, questions, or concerns about civil rights or nondiscrimination or for special requests under the Americans with Disabilities Act, please contact Erica Lychak, Communications Manager/Title VI Coordinator, at (954) 876-0058 or Lychake@browardmpo.org.

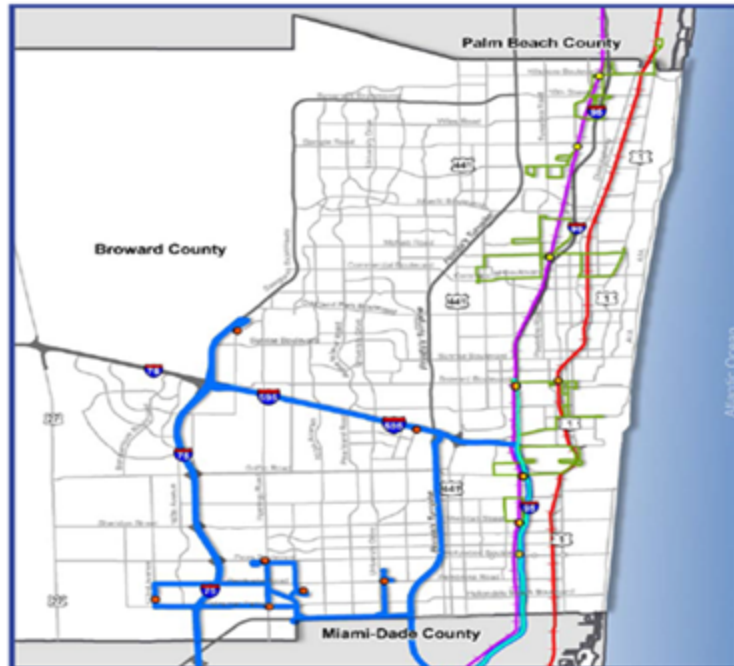


Figure 22: Broward County Existing Road & Transit Network (2045 Metropolitan Transportation Plan, 2019)

Broward MPO has also created projections for population, employment, school enrollment, and real estate. Broward MPO also conducted a survey with the public, which indicated most road users are interested in maintaining and improving the current roadway system and improving traffic congestion. Other users also mentioned the lack of transportation options and the need for improvements among existing public transportation options, including additional rail lines.

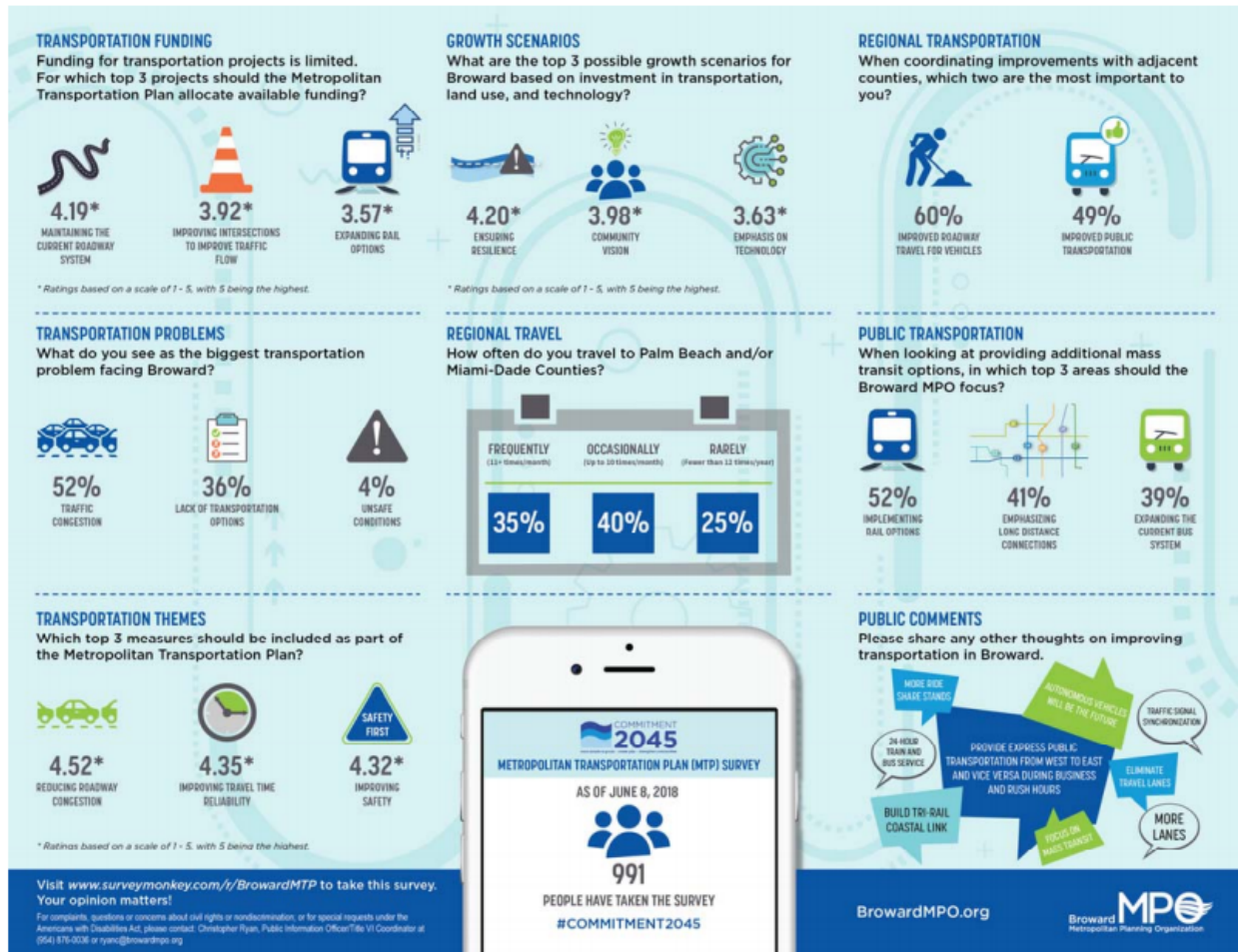


Figure 23: Broward MPO Survey Results (2045 Metropolitan Transportation Plan, 2019)

The Complete Streets Master Plan Program and the Complete Streets and Localized Initiatives Program are part of the Broward MPO 2045 Commitment Plan and receive federal, state, and local transportation revenues to complete its projects. Three of the proposed road projects are within our study area, depicted in *Table 7* below. Broward MPO divides these projects into several years to be able to complete the implementation process with the secured funding. The 2045 Metropolitan Transportation Plan is a thorough and complete plan based on a needs assessment and available funding opportunities. It is a macro view of Broward and includes projects for the areas deemed in most need across the county. Projects are focused on maintaining and improving existing infrastructure, creating new roads to improve connectivity, new railroad, and transit infrastructure. The plan also includes the complete streets plans which include detailed and localized efforts to improve transportation issues and promote economic activity.

Table 7: Roadway Projects within Study Area (2045 Metropolitan Transportation Plan, 2019)

Sponsor	Project Name	Limits	Description	Cost	Timeframe
State SIS	SW 10 th St	W of Powerline Rd to W of Military Trail	Add managed lanes	\$538,357	2025-2030
Broward MPO	FEC Rail Corridor @ SE 10 th St		Construct grade separation at the railroad crossing.	\$52,458,600	Unfunded
Deerfield Beach	Century Village		Improve turn lanes at entrance/exit to Century Village	\$2,407,609	Unfunded

Broward Complete Streets Plan

The Broward Complete Streets Plan was originally created by the Broward MPO, and localized plans have been created since. The Broward County Complete Streets Initiative focuses on “understanding the importance of creating a transportation system that addresses the needs of all users of the road, including the needs of people who walk, bike, and utilize transit.” As the Complete Streets project promotes economic vitality, the measures of effectiveness of the program are employment and land value. Both employment and land value are expected to increase in the area around Complete Street projects. Under this initiative, the design for pedestrian facilities must include sidewalks, curb ramps, crosswalks, signals, and bus stops. Also placing an emphasis on economic vitality, the 2014 Long-Range Transportation Plan for the area creates a future transportation network with the intent of job creation, strengthening communities, and moving people.

Additionally, Broward MPO completed a pedestrian and bicycle supply and demand analysis and equity analysis. Key findings of the analysis include:

- Higher transportation infrastructure needs for the population under 18 and over 65 years. These populations have less access to motor vehicles.
- Households at or below 200% of the Federal Poverty Level have limited access to transportation. This population is 39% of all Broward County households.
- Households with Limited English Proficiency (LEP) tend to rely more on public transportation. This population is approximately 7%, but there are some census tracts with more than 50% of these households.
- Racial or ethnic minorities are more likely to live in areas with limited active transportation facilities and be more dependent on transit.
- People without high school diplomas have the highest rates of walking and the second highest rates of bicycling. Twelve (12%) percent of Broward County's population does not have a high school diploma.
- Eight (8%) of households in Broward County do not have access to a vehicle.

The Broward MPO Plan provides an Infrastructure Toolkit with a list of transportation “Tools” that can be implemented to improve the existing infrastructure. These “tools” are:

- Conventional Bicycle Lanes
- Buffered Bicycle Lanes
- Separated Bicycle Lanes
- Raised Separated Bicycle Lanes
- Bike Box
- Pedestrian Lighting
- Pedestrian Crossings
- Sidewalk with Furnishing Zone
- Traffic Calming

Broward MPO identified areas that qualified for Bundles projects based on a need criterion specified in the Plan. Our subject area was not included within these areas. Funding is subject to availability and jurisdictions need to meet the requirements established in the plan to be eligible for funding. The Bundle Areas with the highest necessity will receive funds first. According to these requirements, the City of Deerfield Beach Complete Streets Plan meets the criteria.

The Broward County MPO Plan is based on a detailed and thorough analysis of several variables to identify areas in Broward county with the greatest need for transportation improvements. The improvements are based on existing conditions and the Broward MPO Complete Streets Guidelines. The goals of the plan focus on improving walkability, pedestrian facilities, the addition of transit stops, and enhanced safety. The Complete Streets guidelines also include landscaping as part of the streetscape improvements, which provides a more aesthetically pleasing appearance and shade for pedestrians. The plan does not discuss the connection between more walkable streets and transit stops with more economic activity. The focus seems to be on improving the active transportation infrastructure for the communities that use them, rather than focusing on attracting more users. The study area could benefit from these guidelines as there is a demand for improved pedestrian and bike facilities, and traffic calming initiatives.

The goals of these guidelines include:

- Provide transportation options
- Encourage people to ride bicycles and walk more while driving less
- Enhance safety and security
- Create livable neighborhoods
- Reduce greenhouse gases and energy consumption
- Reduce street water runoff
- Promote the economic well-being of businesses and residents

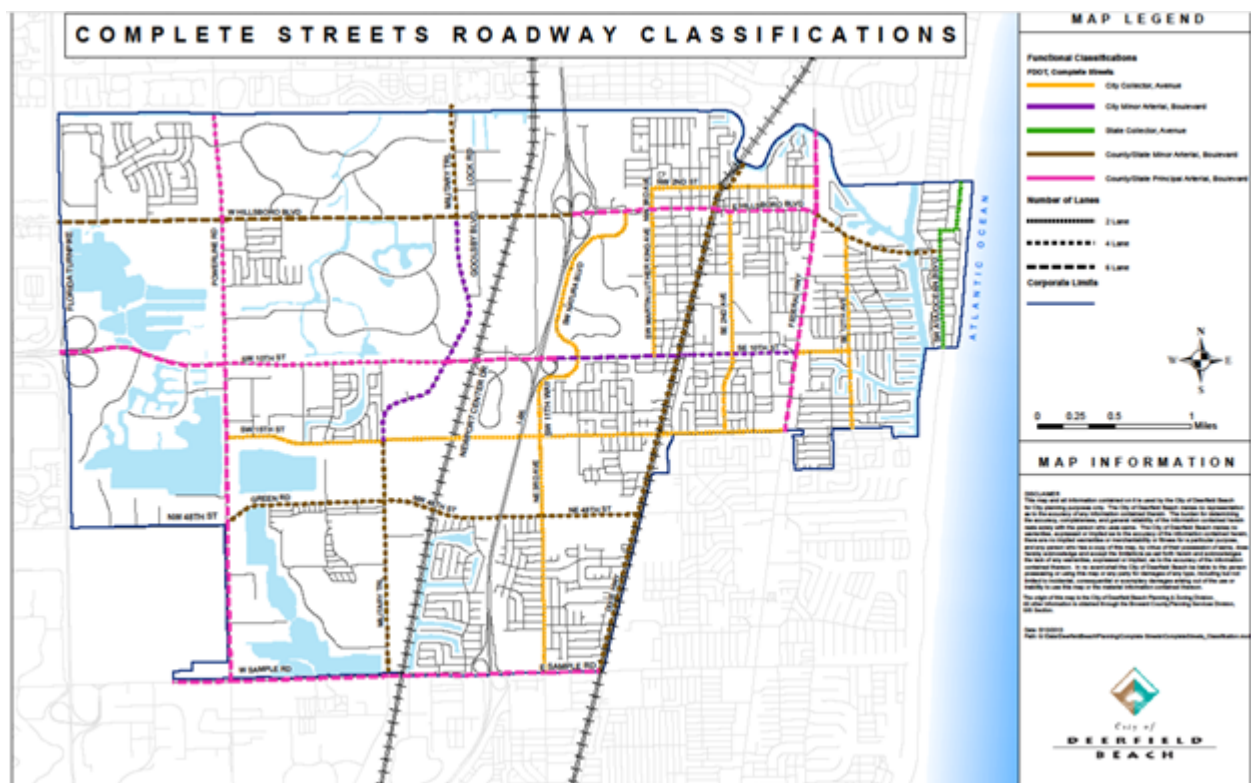


Figure 24: Complete Streets Classification (Deerfield Beach Complete Streets Guidelines, 2015)

Strategies proposed:

- Street network and design: provides a hierarchy for the streets and regulates block size, density, street connections, speed limits, parking types, intersection design, and traffic movement. Promotes the creation of bicycle and pedestrian facilities.
- Bicycle accommodations promote the creation of bicycle lanes, shared-use paths, shared streets, bicycle parking, bike boxes, and integration with the street system.
- Transit accommodations: Improvements such as multi-modal routes, coordination of transit corridors to land use, design high-quality, attractive, safe, comfortable, and convenient transit use. New transit facilities design that includes benches, trash receptacles, shading louvers, and means to display advertising.
- Traffic calming: implements policies to reduce automobile speeds.
- Streetscape Design: promotes aesthetic designs that include landscaping, street “furniture,” signs, lighting, public art, and sidewalk dining.
- Public Space and “Re-Place” the Streets: approach to change the existing view of the streets from means to move our vehicles to public places to be in. Streets can be places for recreation, commerce, and social connectivity.
- Land Use Design: re-design land use along with the use of the streets and increase compatibility.
- Improve streets in the Suburbs to promote smart growth, alternative transportation choices, streetscape, sidewalks, and moderate traffic speeds.



Figure 25: Complete Street Example from Broward MPO (Broward MPO, 2019)

Deerfield Beach created the Complete Streets Plan to redesign their streets for smart growth, health, safety, livability, and sustainability. The city defines Complete Streets as: “streets that accommodate safe movement of all travel modes along and across the roads.” The National Complete Street Coalition (NCSC) defines complete streets as a street where the entire right-of-way is planned, designed, and operated for all modes of transportation”. The Complete Streets

Plan envisions a city where people can walk, bike, or take transit to work safely and comfortably the entire journey.

As the city considers that many of their streets are incomplete and primarily designed for cars, they designed a Complete Street Guidelines Manual that was approved in 2013. Following these guidelines, they created the Complete Street Implementation Plan, applying elements from their Guidelines in specific locations. One of the locations included in Phase 1 of this plan, west Hillsboro Boulevard is within our study area. The purpose of this review is to study the existing conditions of this corridor and evaluate the policy recommendations to see what is being proposed.

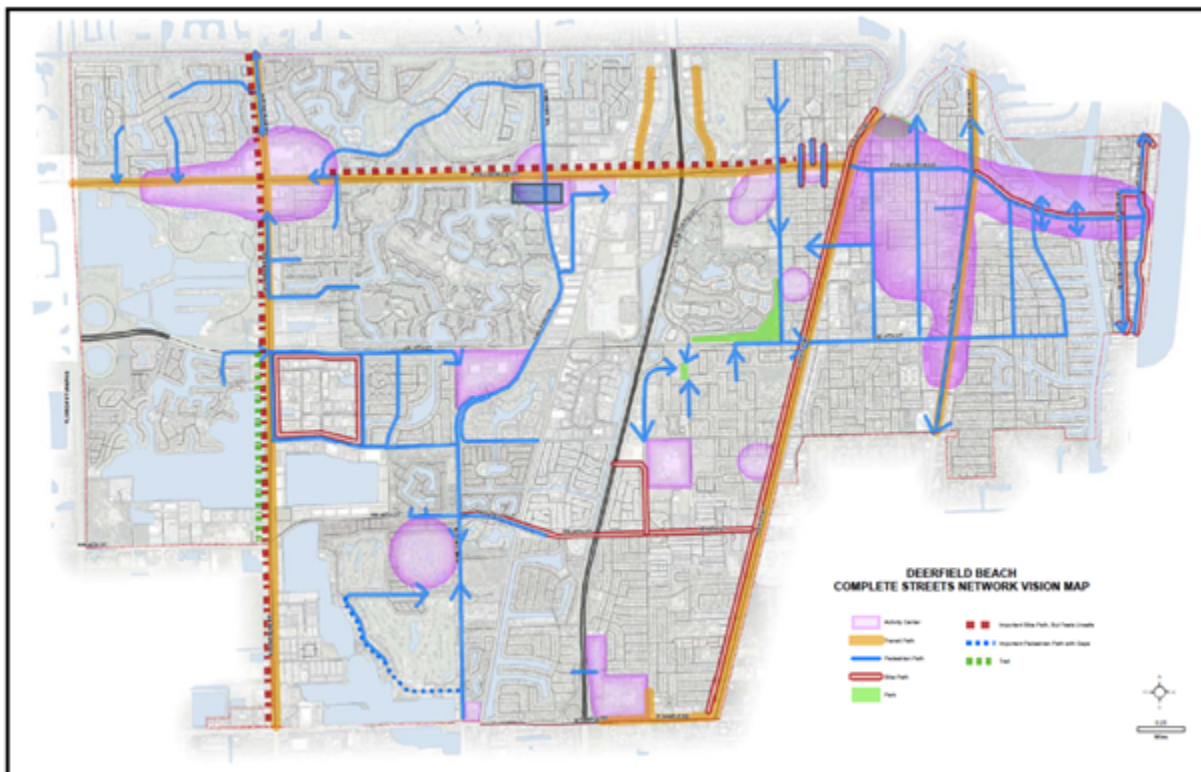


Figure 26: Network Vision Map (City of Deerfield Beach, 2015)

Our study area includes one (1) Transit Path, three (3) Activity Centers, two (20) Unsafe Bike Paths and several Pedestrian Paths. West Hillsboro Boulevard and South Military Trail are Key Multimodal corridors included in this plan. The Complete Streets Plan of the City of Deerfield Beach addresses the existing conditions of some corridors in most need of improvement according to a careful analysis. The recommendations address issues like pedestrian and bike rider safety, transit patrons' comfort, and more walkable streets. In their guidelines report, they include goals that go further than just safety and walkability, but healthy commerce, active lifestyles, engaging architecture, connectivity, intramodality, and sustainability. Besides safety, streets should add to the neighborhood character while attracting new development and economic activity. For a street to be walkable, the user needs a destination to go to. When users decide to walk or ride a bike, instead of driving, they need an attractive corridor with interesting places to visit. If there is nothing to see and the only purpose of the

street is to connect you to a destination that is farther away, the car seems like a more convenient option.

The Deerfield Beach Complete Streets Guidelines serve as a base for plan creation to mitigate existing transportation issues in Deerfield Beach. The guidelines cover transportation issues extensively addressing traffic congestion, alternative transportation modes, infrastructure, while providing strategies to redevelop streets that promote economic and community activity. The guidelines itself are a manual and not an implementation plan. The actual Deerfield Beach Complete Streets Plan discussed above implements some parts of the guidelines to reduce existing issues in four sections within the city.

Walkable Urban Thoroughfares

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach aims to provide guidelines for maximizing the effectiveness of urban mobility, while balancing community character (ITE & CNU, 2010). Traditionally, urban streets are not just a means for travel between two points, but also serve as a connection to social and economic functions. Walkable communities often include a dense mix of land uses, building entrances located directly on walkways, pedestrian scale building and landscape design, thoroughfares designed to serve the activities generated by the adjacent context, and a highly connected multimodal transportation network. In short, the principles for walkable communities are as follows:

- Accommodating several modes of transportation based on the urban context of the thoroughfares.
- Providing a mixed-use environment of urban buildings and public spaces that support walking through the built environment.
- Achieving system-wide transportation capacity by connecting the multimodal transportation network while implementing appropriately sized components for all modes.
- Creating a supportive relationship between thoroughfare and context by designing thoroughfares that will change as the surroundings vary in urban character.

These characteristics are most often achieved through the use of traditional street networks, which are characterized by patterns of short blocks and straight streets with many intersections, rather than a hierarchical pattern. While the traditional network promotes improved connectivity and walkability, the study area's current hierarchical system concentrates traffic on a few routes, reduces neighborhood through traffic, and increases the perception of neighborhood security. The role of the planner is to balance these networks based on context. When designing networks for walkable areas, the system of arterials should be continuous and networked in a series of straight lines. In the conventional suburban context, arterial spacing up to one mile may be appropriate provided six lanes of traffic are acceptable. The arterial thoroughfares should be supplemented by other thoroughfares spaced up to one half mile apart, which are often placed between mixed use walkable activities. Travel forecasting models can be used to determine the minimum spacing outlined above. Bicycle lanes should also be considered.

Identifying context zones is important in determining what is an appropriate transportation strategy for each zone. *Figure 27*, pictured below, provides a visual for what these

zones often look like in terms of urban form. When identifying context zones, it is important to consider existing conditions, as well as future plans for land use and development. This can be done through existing and future local planning documents. Additional considerations include predominant land use patterns, building types, land uses, residential densities, current pedestrian and land use levels as well as their future estimations, and existing and possible future design characteristics.

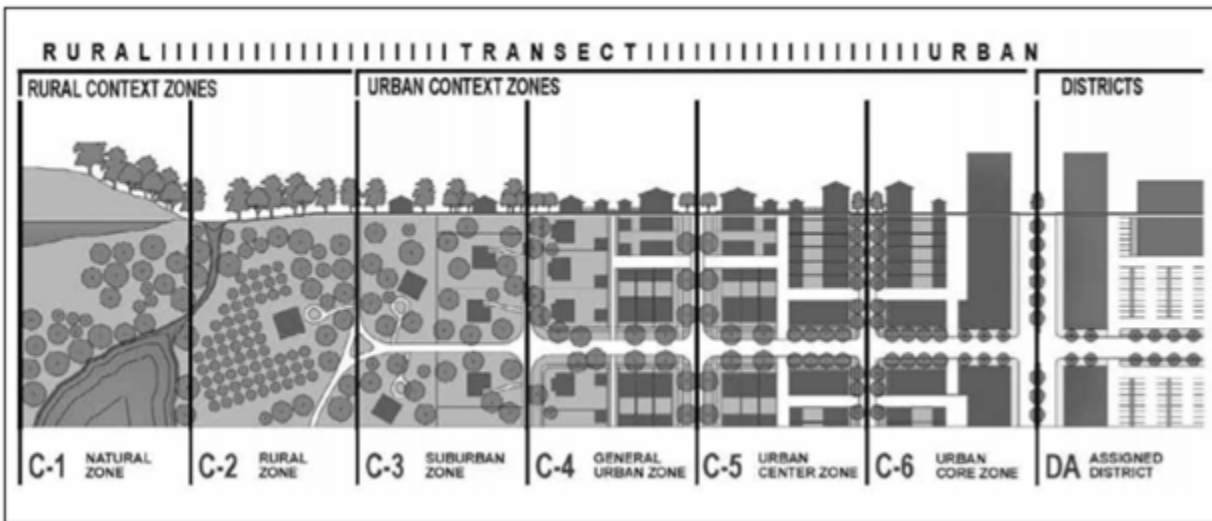


Figure 27: Illustration of Gradient Development Patterns (ITE & CNU, 2010)

Functional Classification determines the role a thoroughfare plays within the transportation network. A road's classification (freeway, rural highway, boulevard, avenue, street, rural road, or alley) indicates the types of places the road connects, the purpose and lengths of trips accommodated by the thoroughfare, level of land access and access management, type of freight service, and types of public transit services. All major roads within the study area of Deerfield Beach are either principal arterial roads or minor arterial. As these roads currently exist, the only thoroughfare type that can be designed for these roads are boulevard, avenue, and street. The only major thoroughfare in the study area that cannot be a boulevard currently is Military Trail, as it is a minor arterial road.

Each design element of thoroughfare types has its own guidelines for how they should be designed. . Main Streets can be located in any context zone, but are mostly located in suburban (C-3), general urban (C-4), and urban center (C-5) contexts. Generally, they are short and very walkable segments of arterial or collector roads, and are interconnected with local streets serving the commercial center. Traveled way considerations include speed, width, and parking. Target speeds should be between 25 and 30 MPH in main street segments. Reducing the number and width of lanes within these walkable sectors reduces the mental barrier of pedestrians to cross the street. The inclusion of angled on-street parking may also slow traffic. Streetside design elements for walkable thoroughfares are especially applicable on main streets. At minimum, pedestrian throughways should be wide enough for two people to walk side by side. This is where pedestrian window shopping, seating, displays, and building entrances will occur. Intersections should emphasize slow speeds and improved visibility. In the context of balancing walkable mixed use or residential areas with high traffic demands, multiway boulevards may be

implemented. Multiway boulevards include a central roadway that emphasizes through traffic, access lanes that emphasize local interface with adjacent land uses, raised median islands that separate central roadways and access lanes, and highly pedestrian-friendly streetside elements.

Ongoing Studies

SW 10th Street Corridor Project

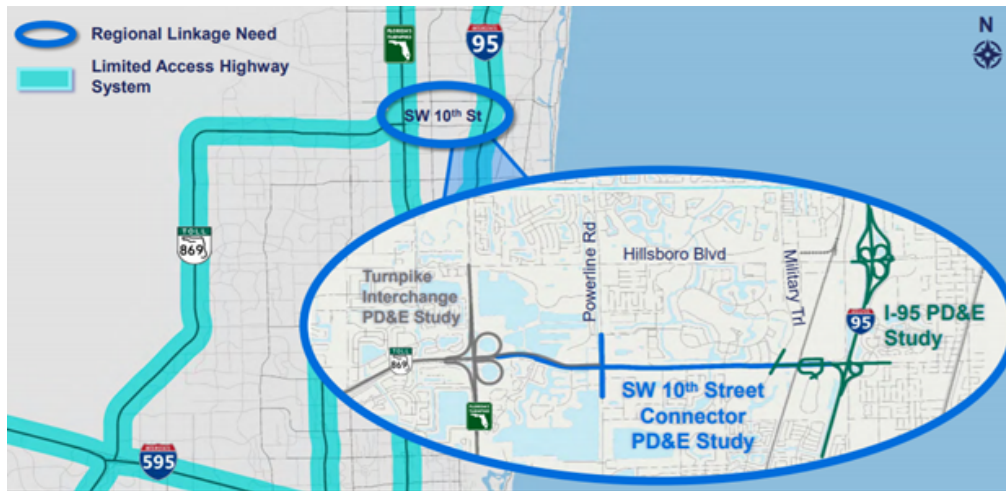


Figure 28: SW 10th Street Corridor Project (FDOT, 2019)

FDOT has been performing a Project Development and Environment (PD&E) study regarding a connection between Interstate-95 (I-95), Sawgrass Expressway and Florida's Turnpike via SW 10th Street. The study is to determine what, if any, may be the best way to improve safety and provide a connection to the major roadways. Florida's Turnpike, Sawgrass Expressway, I-95 and SW 10th Street are part of the state's Strategic Intermodal System (SIS). "SIS facilities are those that are critical to statewide mobility and economic development." The link between Florida's Turnpike and I-95, via SW 10th street is a missing link in the existing and planned regional express lanes system network, as well, it is designated as an evacuation route. Traffic volumes have continuously increased in these areas over the last 15 years and are projected to grow. Traffic flow has increased enough to overwhelm the roadway system during peak hours, causing delays, safety and operational issues along the corridor. For these reasons, FDOT has decided to review two possible options:

1. A regional connection between adjacent Strategic Intermodal System (SIS) facilities; the Turnpike / Sawgrass Expressway and I-95. The committee believes this will improve mobility and economic vitality of Southeast Florida.
2. A lower-speed, local roadway to address business and community needs. This includes an improved local SW 10th Street facility that will address existing operational and safety deficiencies along SW 10th Street between Florida's Turnpike/Sawgrass Expressway and SR 9/I-95.

FDOT's website for this project lists five purposes for the connector:

1. Provide improved connectivity of the regional transportation network and adjacent limited access facilities, SIS facilities.
2. Address local transportation needs for businesses and communities along SW 10th Street.
3. Provide multimodal, bike and pedestrian facilities.
4. Allow for future express bus service.
5. Increase capacity and eliminate various existing operational and safety deficiencies along SW 10th Street.

The report released for the study discussed regional travel statistics in the proposed area, emphasizing the need for possible road improvements. *Figure 29* shows a diagram of the Daily Trips. Regional weekday trips from Broward, west of the turnpike to/from Palm Beach, East Interstate-95 is 51,000 daily trips. From Palm Beach, west of the turnpike to/from Broward, East Interstate-95 is 23,000 daily trips. *Figure 30* shows the project schedule from FDOT with anticipated completion in 2027/2028.

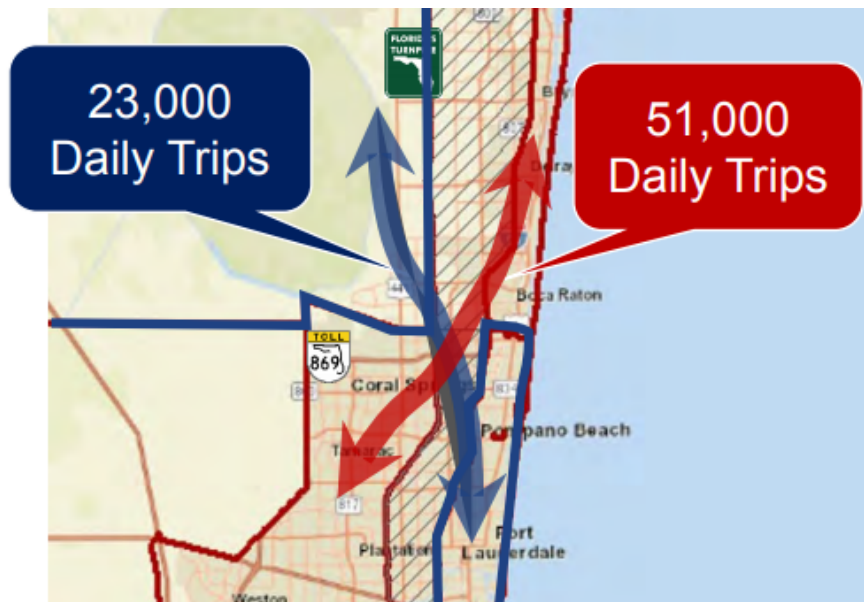


Figure 29: Regional Weekday Trip Flows (FDOT, 2019)

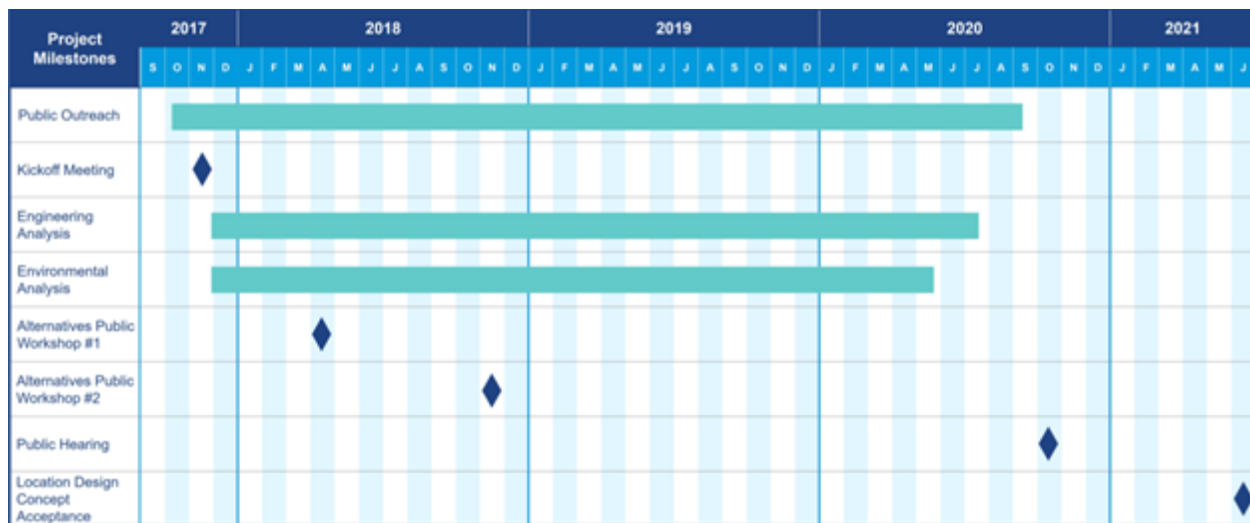


Figure 30: SW 10th Street Connector Schedule (FDOT, 2019)

State Road 9 / I-95 PD&E Study

FDOT has begun a PD&E Study for the roadways along State Road 9 and I-95 from SW 10th Street to Hillsboro Boulevard. *Figure 31* displays a map of this study area. The purpose of this study is to review the current travel corridor and remove any “operational and safety deficiencies along I-95 between and including interchanges at SW 10th Street and Hillsboro Boulevard and also on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95.”

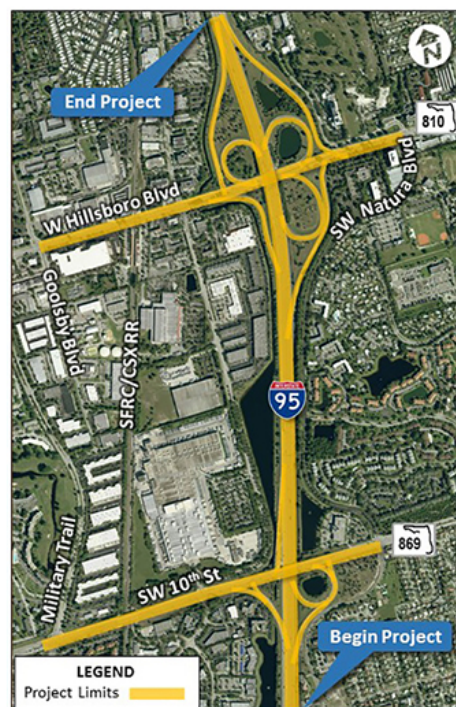


Figure 31: Project Limits for State Road 9 and I-95 PD&E Study (FDOT, 2019)

This project reviews the feasibility and benefits of adding two express lanes on each direction of I-95 mainline between the corridors at SW 10 Street and Hillsboro Boulevard. The current study is evaluating any potential modifications to the existing merge and diverge ramp areas at SW 10th Street and Hillsboro Boulevard interchanges. All decisions on this study will be coordinated and considered as part of the SW 10th Street Connector study that the FDOT is performing, as mentioned above.

Existing Conditions Map

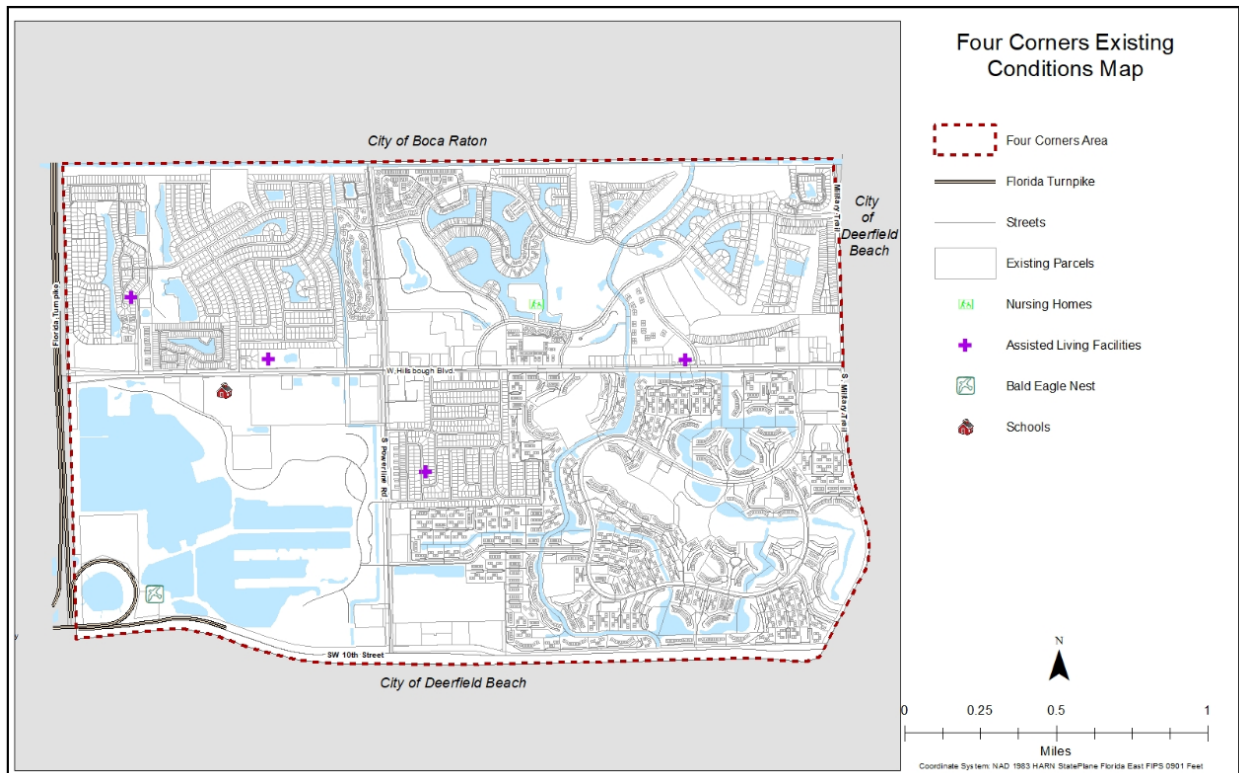


Figure 32: Existing Conditions Map of Study Area (ESRI, 2020)

Socioeconomic Conditions

The socioeconomic conditions of the study area are presented, with special attention paid to population, household and family, school enrollment, employment, and economic characteristics. Furthermore, the socioeconomic conditions of the study area are compared to the City of Deerfield Beach. The socioeconomic data was primarily obtained from the U.S. Census Bureau and was collected at the census tract level. The study area is composed of four census tracts that have been named for reference purposes. The four tracts, displayed below in *Figure 33*, are: Tract 103.08 (Deer Creek) in the northeast, Tract 104.01 (Hillsboro Park) in the northwest, Tract 104.02 (Quiet Waters) in the southwest, and Tract 104.03 (Century Village) in the southeast. It is important to note that Tract 104.03 extends slightly beyond Military Trail, the eastern boundary of the study area.

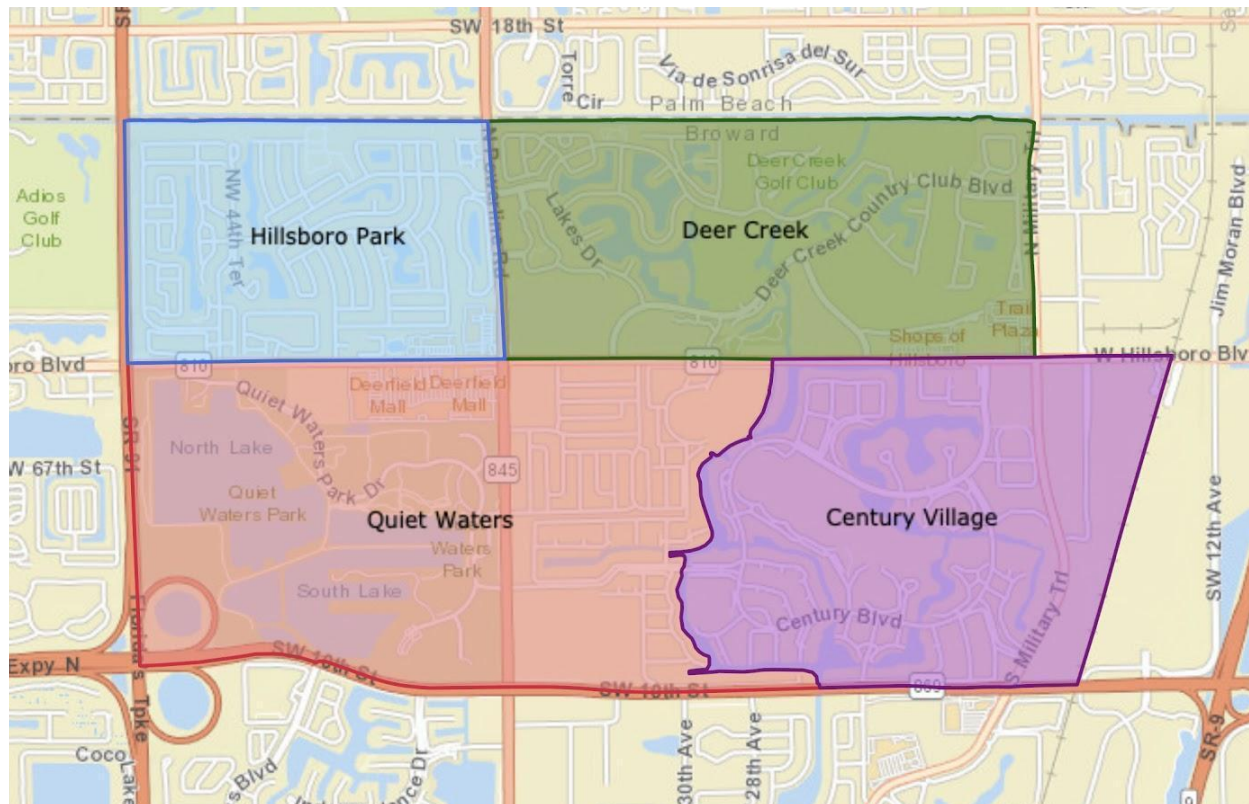


Figure 33: Study Area (ESRI, 2020)

Neighborhood Profiles

Socioeconomic information for each tract is presented in the form of a neighborhood profile, followed by a comprehensive overview of the study area as a whole.

Hillsboro Park

The northwest corner of the study area is identified below in *Figure 34*, and is referred to as the Hillsboro Park area.

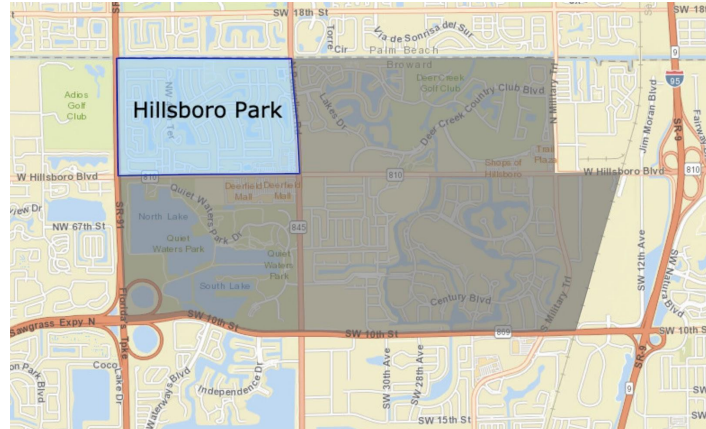


Figure 34: Hillsboro Park Area (ESRI, 2020)

Demographics

The population of the Hillsboro Park area is 4,810 (U.S. Census Bureau, 2018). The median age is 38.6, and the population is 50.2% male and 49.8% female. Pertaining to race, the Hillsboro Park area's population is 80.0% White alone, 9.0% Black or African American, 3.0% Asian alone, 6.0% Some other race, and 2.0% Two races or more (including or excluding Some other race). In terms of educational attainment, 5.0% of Hillsboro Park's population have less than a high school diploma, 27.0% have a high school diploma or equivalent, 36.0% have some college or Associate's degree, 22.0% have a Bachelor's degree, and 10.0% have a Graduate or professional degree.

Households and School Enrollment

The Hillsboro Park area holds the highest average household size (2.75), number of total families (1,230), and family size (3.33), although it has the lowest number of total housing units (1,893). The Hillsboro Park area is primarily composed of married couples (51.2%), followed by non-family households (29.0%), and single-parent households (19.8%). Out of these total households, 9.8% are 65+ householders living alone. Compared to the rest of the study area, Hillsboro Park has the highest number and percentage of married-couple and single-parent households, as well as the lowest number and percentage of nonfamily and lone elderly households. The Hillsboro Park Area has a poverty rate of 12.2%, which is the second lowest poverty rate within the study area and nearly five percentage points lower than the 17.0% poverty rate of Deerfield Beach. In terms of school enrollment, the Hillsboro Park area has the largest number of students enrolled in school. There are a total of 1,253 students enrolled, with 86.9% being enrolled in public schools, and 13.1% being enrolled in private schools.

Local Economy

In the Hillsboro Park area, there are 2,410 workers. The majority of workers, 1,053, are in management, business, science and arts occupations, as depicted in *Table 8*. The second highest number of workers, 548, are in sales and office occupations. The Hillsboro area has the

highest labor participation rates within the total study area. The labor participation rate is 77.0%, while the unemployment rate is 4.1%. The median family income in the Hillsboro Park area is \$75,536, and the mean family income is \$84,460. In comparison, the City of Deerfield Beach's median family income is \$56,364, with a mean family income of \$75,051.

Table 8: Occupation by Industry in Deerfield Beach and the Hillsboro Park Area (U.S. Census Bureau, 2014-2018)

Occupation	Deerfield Beach	Hillsboro Park Area
Total	38,820	2,410
Management, business, science, and arts	10,575	1,053
Service occupation	10,680	394
Sales and office occupation	8,772	548
Natural resources, construction, and maintenance occupations	4,879	213
Production, transportation, and material moving occupations	3,914	212

Deer Creek

The northeast corner of the study area is identified below in *Figure 35*, and is referred to as the Deer Creek area.

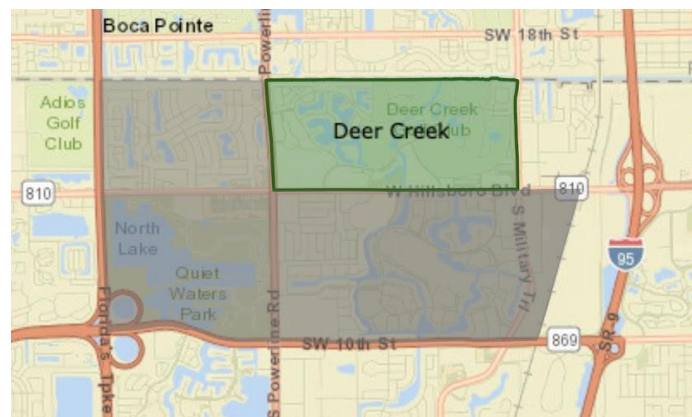


Figure 35: Deer Creek Area (ESRI, 2020)

Demographics

The population of Deer Creek is 5,040. The median age is 47.7 years, and the population is 38.8% male and 61.2% female. Pertaining to race, the area's population is 82.0% White alone, 12.0% Black or African American, 2.0% Some other race, and 4.0% Two races or more (including or excluding Some other race). Regarding educational attainment, 7.0% of Deer Creek's population have less than a high school diploma, 31.0% have a high school diploma or equivalent, 25.0% have some college or associate's degree, 23.0% have a bachelor's degree, and 14.0% have a graduate or professional degree.

Households and School Enrollment

Deer Creek contains 2,214 households, 2,671 total housing units, an average household size of 2.18, 1,048 total families, and an average family size of 3.12. Out of 2,214 total households within the Deer Creek area, an estimated 33.0% are married-couple households, 14.3% comprise single-parent households, and 50.4% are non-family households. Out of all households, 23.9% are 65+ householders living alone. The Deer Creek area contains the largest number of non-family households compared to the Hillsboro Park, Quiet Waters, and Century Village tracts. Additionally, Deer Creek has the lowest poverty rate (0.0%) and ratio of tract median income to tract income limit (0.602). In terms of school enrollment, the area has the largest percentage of its population aged three and older enrolled in private school, and the lowest percentage enrolled in public school. Out of the total 1,137 students enrolled in school, only 72.0% are enrolled in public school, while 28% are enrolled in private schools.

Local Economy

There are 2,673 workers within Deer Creek. The majority of workers, 925, are in management, business, science and arts occupations, as depicted in *Table 9*. The second highest number of workers, 815, are in sales and office occupations. The Deer Creek Area has the second-highest labor participation rates within the total study area. The labor participation rate is at 57.8%, while the unemployment rate is at 8.6%. Deer Creek also has the highest median income (\$69,340) within the study area.

Table 9: Occupation by Industry in Deerfield Beach and the Deer Creek Area (U.S. Census Bureau, 2014-2018)

Occupation	Deerfield Beach	Deer Creek Area
Total	38,820	2,673
Management, business, science, and arts	10,575	926
Service occupation	10,680	642
Sales and office occupation	8,772	815

Natural resources, construction, and maintenance occupations	4,879	71
Production, transportation, and material moving occupations	3,914	219

Quiet Waters

The southwest corner of the study area is identified below in *Figure 36* and is referred to as the Quiet Waters area.

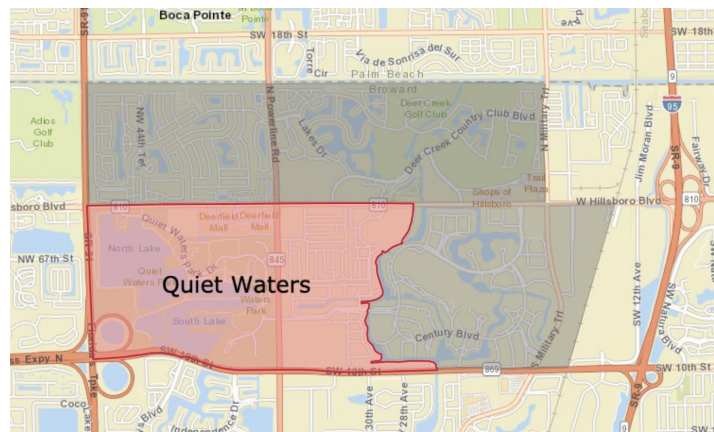


Figure 36: Quiet Waters Area (ESRI, 2020)

Demographics

The population of Quiet Waters is 3,408. The median age is 60.2 years, and the population is 45.5% male and 54.5% female. Pertaining to race, the area's population is 88.0% White alone, 5.0% Black or African American, 2.0% Asian alone, 3.0% Some other race, and 1.0% Two or more races (including or excluding some other race). In terms of educational attainment, 9.0% of the Quiet Waters' population have less than a high school diploma, 36.0% have a high school diploma or equivalent, 30.0% have some college or Associate's degree, 15.0% have a Bachelor's degree, and 10.0% have a Graduate or professional degree.

Households and School Enrollment

Quiet Waters is home to 1,676 households, 2,812 total housing units, with an average household size of 2.03, 738 total families, and an average family size of 3.13. The area is composed of 36.8% married households, 7.2% single-parent households, and 56.0% non-family households. Out of these total households, 38.4% are 65+ householders living alone. Quiet Waters has a poverty rate of 14.8%, which is the third highest within the four-tract study area. Regarding school enrollment, the Quiet Waters area has 715 students enrolled and the third-highest percentage of its population aged three and over enrolled in public school (90.9% public, 9.1% private).

Local Economy

In the Quiet Waters area, there are 1,131 workers. The majority of workers, 327, are in management, business, science and arts occupations, as depicted in *Table 10*. The second highest number of workers, 291, are in service occupations. The Quiet Waters Area has the third-highest labor participation rate within the total study area (44.8%), and the unemployment rate is the second highest within the total study area at 11.4%. Additionally, Quiet Waters has the third-lowest median income of \$36,739 within the study area.

Table 10: Occupation by Industry in Deerfield Beach and the Quiet Waters Area (U.S. Census Bureau, 2014-2018)

Occupation	Deerfield Beach	Quiet Waters Area
Total	38,820	1,131
Management, business, science, and arts	10,575	327
Service occupation	10,680	291
Sales and office occupation	8,772	238
Natural resources, construction, and maintenance occupations	4,879	107
Production, transportation, and material moving occupations	3,914	168

Century Village

The southeast corner of the study area is identified below in *Figure 37* and is referred to as the Century Village area.

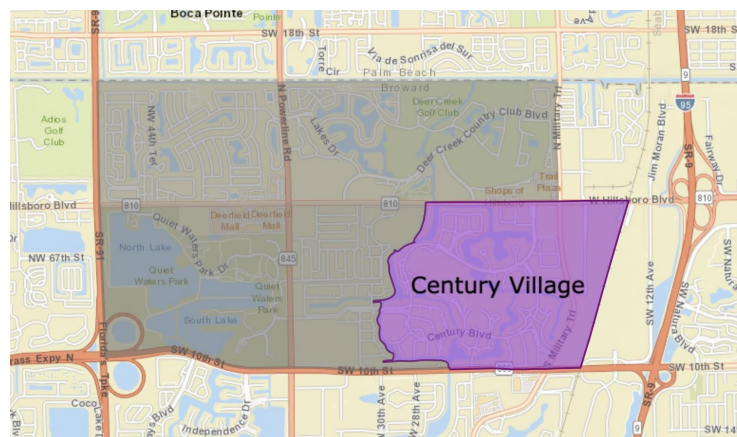


Figure 37: Century Village Area (ESRI, 2020)

Demographics

The population of Century Village is 4,613. The median age is 74.1 years, and the population is 41.9% male and 58.0% female. Pertaining to race, the population of the area is 94.0% White alone, 4.0% Black or African American, and 2.0% is either Some other race or Two or more races (including or excluding some other race). Regarding educational attainment, 9.0% of Century Village's population have less than a high school diploma, 27.0% have a high school diploma or equivalent, 29.0% have some college or Associate's degree, 20.0% have a Bachelor's degree, and 15.0% have a Graduate or professional degree.



Figure 38: Century Village Entrance

Households and School Enrollment

Century Village has the highest number of households (3,290) and the highest number of housing units (6,223), but the lowest household size (1.4) within the study area. Out of 3,290 total households within the area, as estimated 25.1% are married-couple households, 3.2% are single-parent households, and 71.7% are non-family households. Out of these households, 1,931 or 58.7% are 65+ householders living alone, the highest concentration of elderly households within the study area. Century Village has the highest poverty rate within the study area. At 18.4%, the area's poverty rate is higher than the City of Deerfield's poverty rate of 17%. In terms of school enrollment, there are no children within the Century Village tract that are enrolled in K-12 school.

Local Economy

Century Village's economy supports 858 workers. The majority of workers, 381, are in management, business, science and arts occupations, as depicted in *Table 11*. The second-highest number of workers, 166, are in sales and office occupations. Century Village has the lowest labor participation rate (17.7%) and the highest unemployment rate (14.1%) within the total study area. Additionally, the area also has the lowest median income of \$28,681.

Table 11: Occupation by Industry in Deerfield Beach and the Century Village Area (U.S. Census Bureau, 2014-2018)

Occupation	Deerfield Beach	Tract 104.03
Total	38,820	858
Management, business, science, and arts	10,575	381
Service occupation	10,680	151
Sales and office occupation	8,772	166
Natural resources, construction, and maintenance occupations	4,879	75
Production, transportation, and material moving occupations	3,914	85

Northwest Study Area Socioeconomic Conditions Report

Population

The study area's population is 17,871. Below, *Table 12* displays the distribution of population by census tract. Deer Creek is the most populated tract with 5,040 people, and Quiet Waters is the least populated with 3,409 people. Overall, the study area represents 2.2% of Deerfield Beach's total population of 81,070. Since 2010, the City of Deerfield Beach's population has increased by 8.1%.

Table 12: Study Area Population (U.S. Census Bureau, 2018)

Location	Deer Creek	Hillsboro Park	Quiet Waters	Century Village
Population	5,040	4,810	3,408	4,613
Total Population	17,871			

Age Distribution

The average median age for the study area is 55.2 years old, and the median age for Deerfield Beach is 46.4 years old. The median age per census tract varies, and is displayed below in *Table 13*. The median ages for the northern tracts are less than the median ages for the

southern tracts, with the greatest range being 35.5 years between Hillsboro Park and Century Village.

Table 13: Study Area Population Age Distribution by Census Tract (U.S. Census Bureau, 2018)

	Location	Tract Number	Median Age
	NE	103.08 (Deer Creek)	47.7
	NW	104.01 (Hillsboro Park)	38.6
	SW	104.02 (Quiet Waters)	60.2
	SE	104.03 (Century Village)	74.1
Total Average Median Age			55.2

A further breakdown of the study area's population by age and Deerfield Beach's population by age is provided in *Figure 39*. The greatest age group for the study area is 85 years and over, making up 10.4% of the study area's total population. In contrast, only 4.7% of Deerfield Beach's population is 85 years and over. Additionally, the study area has a larger share of 15 to 19, 20 to 24, 65 to 69, 70 to 74, and 80 to 84 year olds compared to the City of Deerfield Beach. The smallest age groups within the study area are under 5 years of age (3.1%) and 5 to 9 years (3.0%), indicating a fairly low number of children within the study area. Overall, the study area's population is predominantly older adults, with 47.4% of residents 60 and over, 28.9% of residents age 30 to 59 years, and 23.9% of residents age 29 and under. Respectively, 30.3% of Deerfield Beach residents are 60 and over, 40.5% of residents are 30 to 59 years old, and 29.2% of residents are 29 and under.

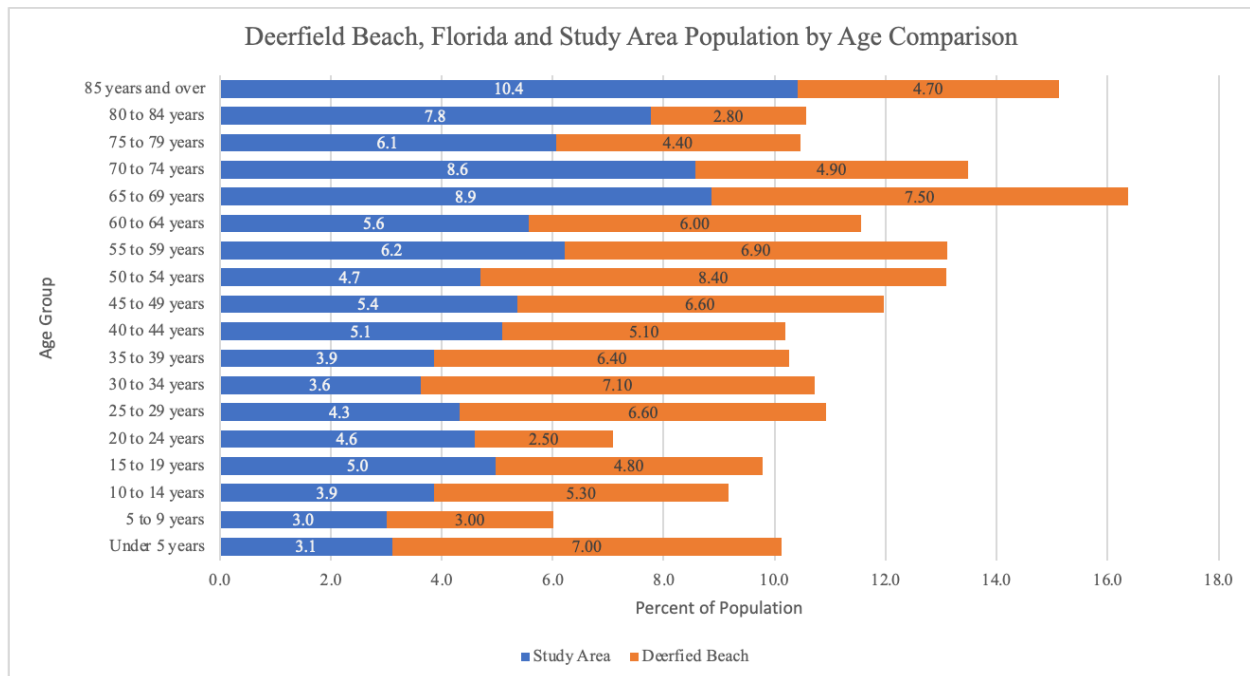


Figure 39: Deerfield Beach, Florida and Study Area Population by Age (U.S. Census Bureau, 2018)

Sex Distribution

The study area is 56.1% female and 43.9% male, whereas the City of Deerfield Beach is more evenly split, with a 51.1% female and 48.9% male population. Below, *Figure 40* provides an overview of sex distribution within the study area per census tract. Deer Creek is 61.2% female and 38.8% male, Hillsboro Park is 49.8% female and 50.2% male, Quiet Waters is 54.5% female and 45.5% male, and Century Village is 58.1% female and 41.9% male.

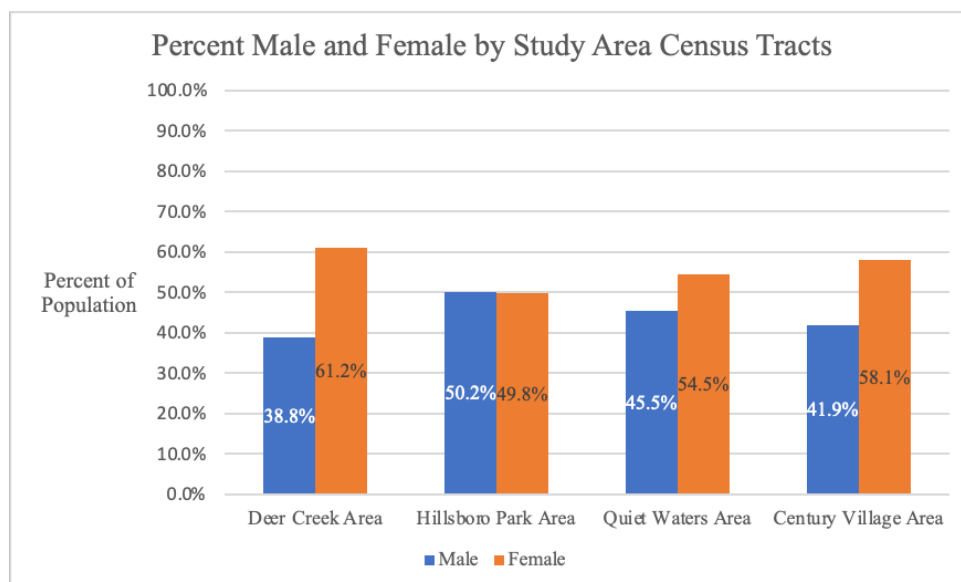


Figure 40: Sex Distribution Per Study Area Census Tract (U.S. Census Bureau, 2018)

Age and Sex Cohort

To complete an overview of age and sex for the study area, a population pyramid is presented below in *Figure 41*. The population pyramid illustrates the breakdown of the population by age group and sex simultaneously.

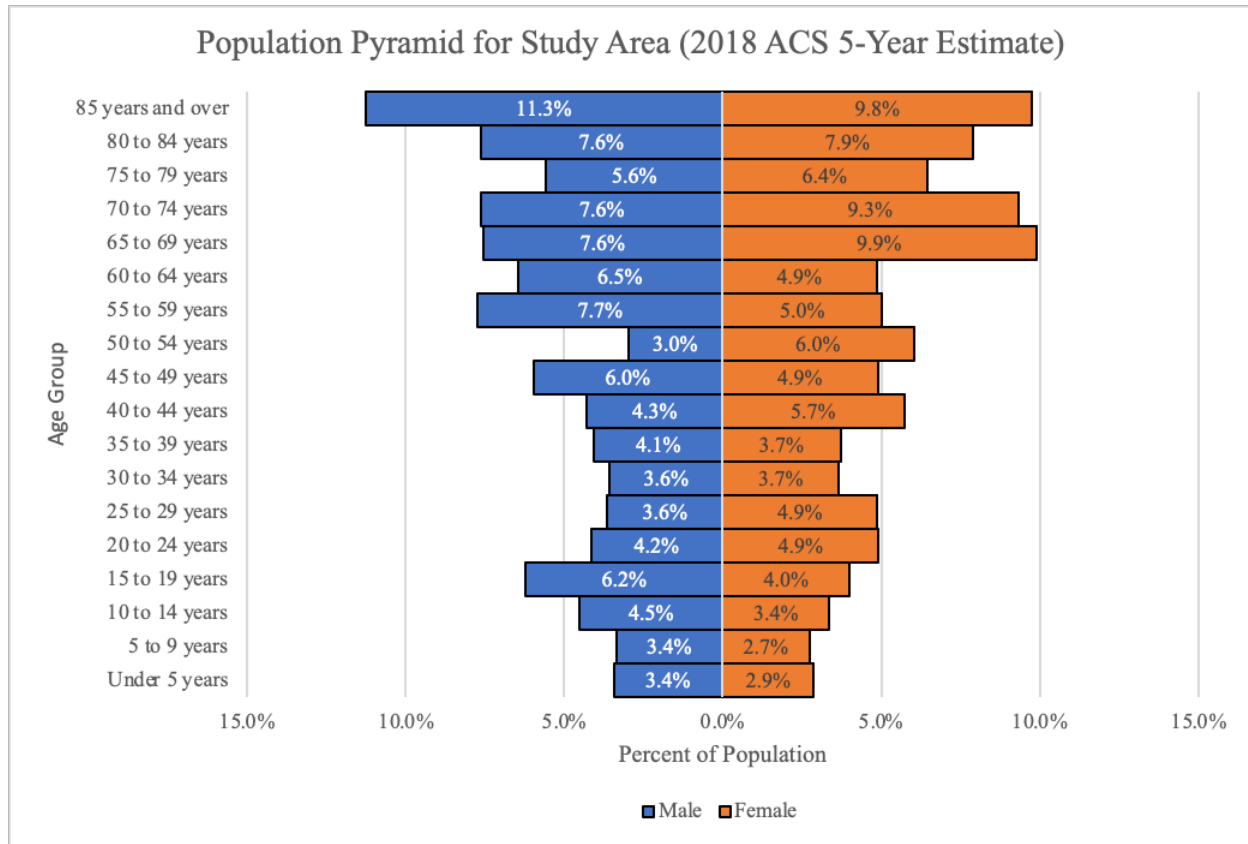


Figure 41: Population Pyramid for Study Area (U.S. Census Bureau, 2018)

Racial Distribution

Figures 42 and 43 depict the racial distribution of the population in the study area and the City of Deerfield Beach. Deerfield Beach is 65.5% White alone and 24.2% Black or African American, whereas the study area is 86.0% White alone and 7.8% Black or African American. Thus, the study area is predominantly White alone, and is less racially diverse than the City of Deerfield Beach.

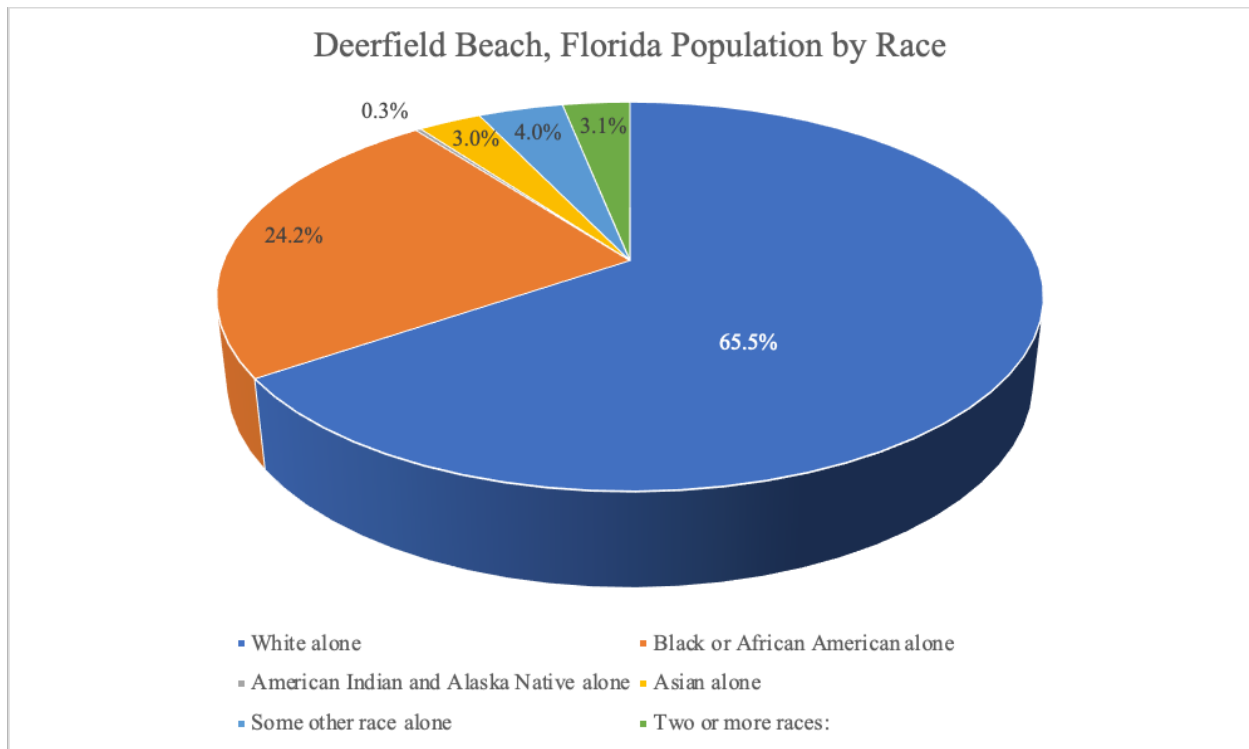


Figure 42: Deerfield Beach, Florida Population by Race (U.S. Census Bureau, 2018)

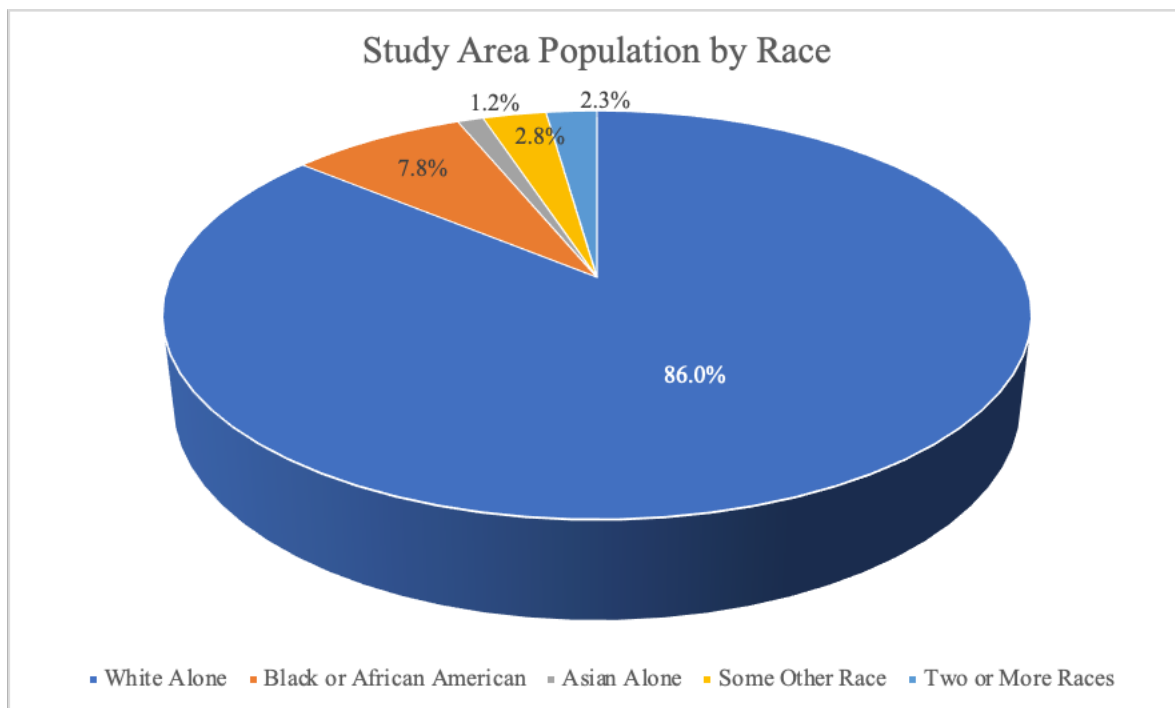


Figure 43: Study Area Population by Race (U.S. Census Bureau, 2018)

Diversification Trends

Table 14 displays the study area's population by race for 2010 and 2018, indicating percent change over time. From 2010 to 2018, the White alone population decreased by 1.8%, and Asian alone population decreased by 1.0%. The Black or African American population increased by 1.3%, and Some Other Race and Two or More Races population increased by 2%. Overall, the area has diversified by race slightly. American Indian and Native Hawaiian populations were omitted, as their race categories represented less than 1.0% of the population.

Table 14: Diversification Trend Percent Change 2010-2018 for Study Area (U.S. Census Bureau, 2010-2018)

Race	2010	2018	Percent Change (%)
White Alone	87.8%	86.0%	-1.8%
Black or African American	6.5%	7.8%	1.3%
Asian Alone	2.2%	1.2%	-1.0%
Some Other Race and Two or More Races	3.1%	5.1%	2.0%

Origin and Foreign-Born Status

The City of Deerfield Beach's population is 18.6% Hispanic or Latino. In comparison, the study area's population is 19.8% Hispanic or Latino. Regarding foreign-born status, 35.5% of Deerfield Beach's population is foreign-born, whereas 29.6% of the study area's population is foreign-born.

Educational Attainment

As displayed in *Figure 44*, 8.0% of the study area's population aged 25 and over have less than a high school diploma or equivalent, 30.0% have a high school diploma or equivalent, 30.0% have completed some college or an associate's degree, 20.0% have a bachelor's degree, and 12.0% have a graduate or professional degree. Thus, 92.0% of the study area's 25 and over population have a high school diploma or higher, compared to 86.0% of Deerfield Beach's population. Whereas only 25.0% of Deerfield Beach's 25 and over population hold a bachelor's degree or higher, 32.0% of the study area's 25 and over population possess a bachelor's degree or higher, indicating higher levels of educational attainment in the study area compared to the City of Deerfield Beach as a whole.

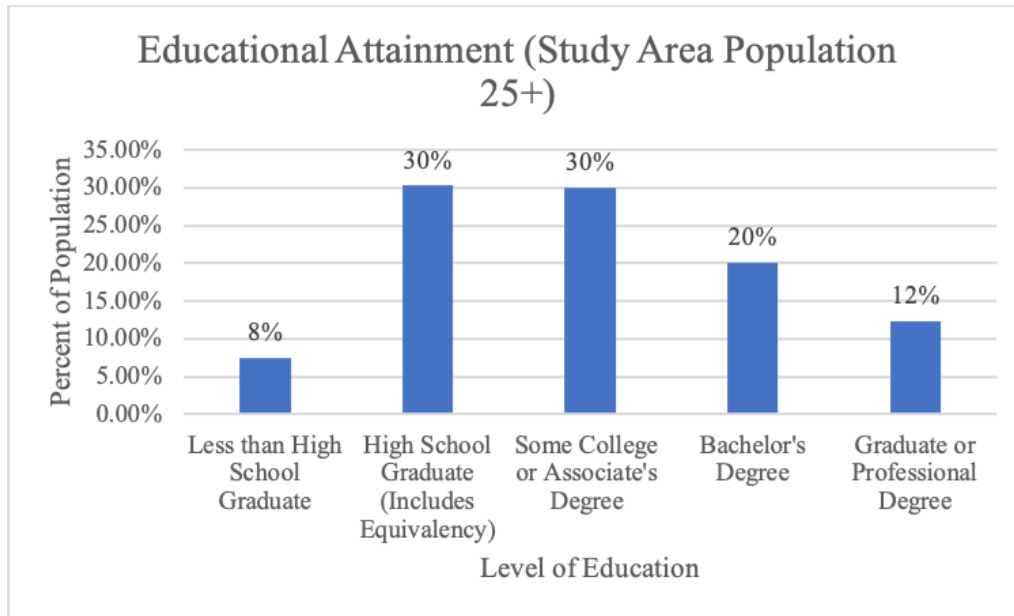


Figure 44: Educational Attainment of Study Area Population Age 25 and Over (U.S. Census Bureau, 2014-2018)

Households and Families

General Household Information

Table 15 illustrates a general comparison of household and family statistics between the four tracts within the study area and the City of Deerfield Beach. While Century Village contains the highest number of households and housing units, it has the lowest average household size and average family size. It is important to remember that this tract is the one which extends beyond the study area, so those figures might not be wholly representative of the portion of the study area that is within that tract. Hillsboro Park holds the highest average household size, number of total families, and family size, although it has the lowest number of total housing units. Excluding the potential outlier that is Century Village, Deer Creek would have the highest number of total households, and Quiet Waters would have the lowest average household size and highest number of total housing units. Quiet Waters also contains the lowest number of total families. Hillsboro Park has a higher average household size compared to the City of Deerfield Beach, but Deerfield Beach has a higher average family size than all the tracts in the study area.

Table 15: General Household and Family Statistics Per Tract (U.S. Census Bureau, 2018)

	Deerfield Beach	Deer Creek	Hillsboro Park	Quiet Waters	Century Village
Total Households	31,863	2,214	1,732	1,676	3,290
Average Household Size	2.46	2.18	2.75	2.03	1.40
Total Housing Units	41,609	2,671	1,893	2,812	6,223
Total Families	16,783	1,048	1,230	738	932
Average Family Size	3.34	3.12	3.33	3.13	2.15

Household Family Composition

Table 16 compares the household family composition between the four tracts within the study area. The last category, Age 65 and Over Householder Living Alone, is a subcategory of Nonfamily households, and its percentages are proportional to the total population within each tract. Hillsboro Park contains the highest number and percentage of married-couple and single-parent households of the four tracts, as well as the lowest number and percentage of nonfamily and lone elderly households. Century Village contains the largest number and percentage of nonfamily and lone elderly households, along with the lowest percentage of married-couple households. Within the single-parent households, Century Village also contains the lowest number and percentage for that category, all of which are female heads-of-household. Out of 31,869 total households within the City of Deerfield Beach, an estimated 34.8% are married-couple households, 17.9% comprise single-parent households, 47.3% are nonfamily households, and 19.5% are lone elderly households. These estimates fall in between the percentage estimates for the four tracts.

Table 16: Household Family Composition Per Tract (U.S. Census Bureau, 2018)

	Deer Creek		Hillsboro Park		Quiet Waters		Century Village	
	Total	Total (%)	Total	Total (%)	Total	Total (%)	Total	Total (%)
Married-couple	732	33.0%	887	51.2%	617	36.8%	827	25.1%
Single-parent	316	14.3%	343	19.8%	121	7.2%	105	3.2%
Nonfamily	1,116	50.4%	502	29.0%	938	56.0%	2,358	71.7%
Age 65+ Householder Living Alone	529	23.9%	170	9.8%	644	38.4%	1,931	58.7%

Poverty Status

The poverty status per tract compared to the City of Deerfield Beach is displayed in Table 17. Deer Creek has both the lowest poverty rate and ratio of tract median income to tract income limit. Century Village has both the highest poverty rate and ratio of tract median income to tract income limit. The ratios of tract median income to tract income limit for Quiet Waters and Century Village are double those of Deer Creek and Hillsboro Park. The poverty rate for the City of Deerfield Beach lies within the range provided for the four tracts.

Table 17: Poverty Status Per Tract (U.S. Department of Housing and Urban Development, 2020)

	Deerfield Beach	Deer Creek	Hillsboro Park	Quiet Waters	Century Village
Poverty Rate (%)	17.0%	0.0%	12.2%	14.8%	18.4%
Ratio of Tract Median Income (TMI) to Tract Income Limit (TIL)	N/A	0.602	0.616	1.234	1.323

According to the United States Department of Housing and Urban Development (HUD), none of the census tracts within this area are considered 2020 IRS Section 42(d)(5)(B) Qualified Census Tracts, however, the zip code of 33442 for this area is considered a 2020 IRS Section 42(d)(5)(B) Metropolitan Difficult Development Area within the Fort Lauderdale, FL HMFA.

As defined by HUD, “Low-Income Housing Tax Credit Qualified Census Tracts must have 50 percent of households with incomes below 60 percent of the Area Median Gross Income (AMGI) or have a poverty rate of 25 percent or more. Difficult Development Areas (DDA) are areas with high land, construction and utility costs relative to the area median income and are based on Fair Market Rents, income limits, the 2010 census counts, and 5-year American Community Survey (ACS) data” (HUD User, 2020).

A map from HUD showing that all four census tracts in the study area are considered 2020 Small DDAs is shown below in *Figure 46*, with the legend for it available in *Figure 45*. The general study area is outlined with a white border. Tract 103.07 directly to the right is considered a 2020 Qualified Census Tract (meaning it qualifies for the low-income housing credit), and a portion of it is also considered a 2020 Small DDA. The tracts above our study area are considered Part DDAs, and the tracts to the left, bottom, and (partial) right of the study area are considered Small DDAs as well.



Figure 45: Difficult Development Areas Legend (U.S. Department of Housing and Urban Development, 2020)

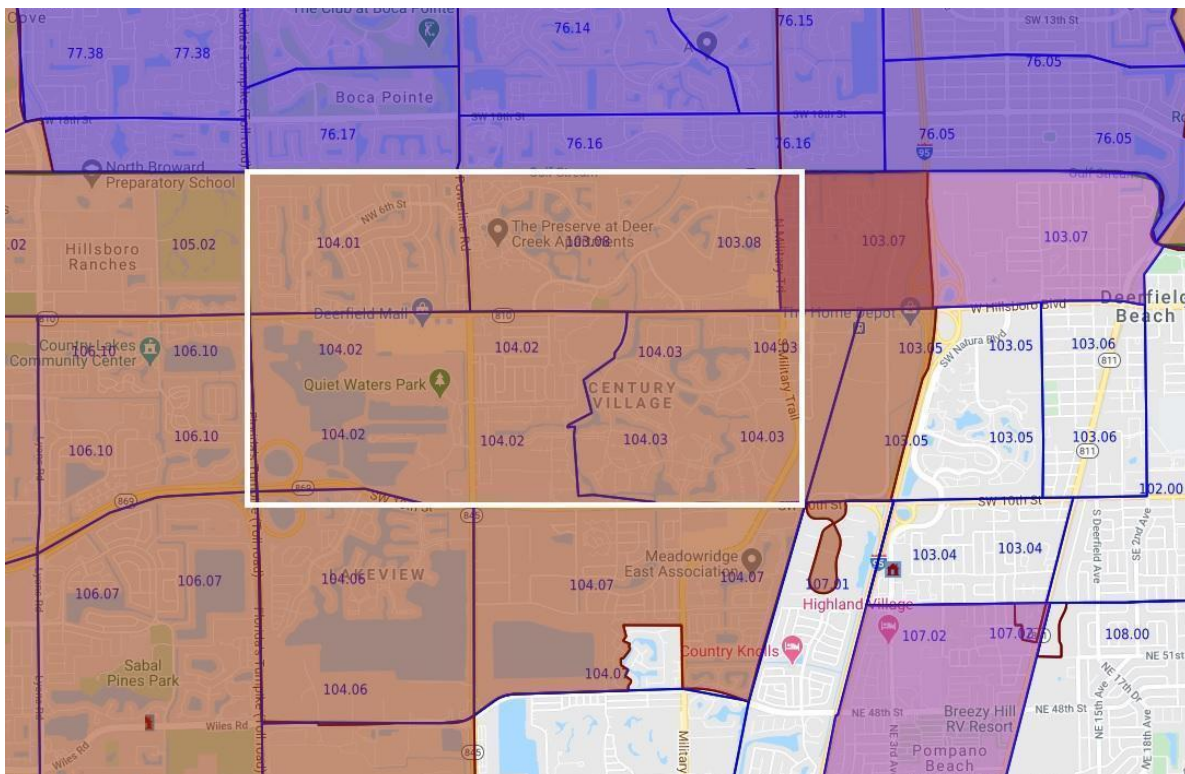


Figure 46: Difficult Development Areas in Study Area Vicinity (U.S. Department of Housing and Urban Development, 2020)

School Enrollment

School enrollment data divided into public or private schooling per tract compared to the City of Deerfield Beach is available in *Table 18*. As can be seen from the table, Hillsboro Park has the largest number of students enrolled in school, while Century Village has the least. Deer Creek has the largest percentage of its population aged three and up enrolled in private school, while Quiet Waters has the least. Given this, Quiet Waters thus has the largest percentage of the population aged three and up enrolled in public school, while Deer Creek has the smallest percentage. The Deerfield Beach data falls within the range provided by the four tracts within the study area.

Table 18: School Enrollment Type Per Tract (U.S. Census Bureau, 2018)

	Deerfield Beach		Deer Creek		Hillsboro Park		Quiet Waters		Century Village	
Population Age 3+ Enrolled in School	Public (%)	Private (%)	Public (%)	Private (%)	Public (%)	Private (%)	Public (%)	Private (%)	Public (%)	Private (%)
	17,263		1,137		1,253		715		74	
	82.6 %	17.4%	72.0 %	28.0%	86.9 %	13.1%	90.9 %	9.1%	82.4 %	17.6%

Table 19 features an in-depth enrollment breakdown per tract according to grade level. Century Village only has students enrolled in college and graduate or professional school, thus it has the lowest values for enrollment in grades Pre-K through 12, and the highest percentage values for enrollment in college and graduate or professional schools. Hillsboro Park holds the highest number and percentage of students enrolled in nursery school or preschool, kindergarten, grades 5-8, and the lowest values for students enrolled in college. Quiet Waters has the highest percentage of students enrolled in grades 9-12, and the lowest values for students enrolled in graduate or professional school. Deer Creek also ties with Century Village for having the lowest values for students enrolled in kindergarten and has the highest percentage of students enrolled in grades 1-4. Looking at the population aged 18-24 enrolled in college or graduate school, it appears that Deer Creek has the highest values, while Hillsboro Park has the lowest percentage and Century Village has the lowest number of students enrolled in that category.

Table 19: School Enrollment Breakdown Per Tract (U.S. Census Bureau, 2018)

	Deer Creek		Hillsboro Park		Quiet Waters		Century Village	
	Total	Total (%)	Total	Total (%)	Total	Total (%)	Total	Total (%)
Nursery school, Preschool	19	1.7%	70	5.6%	26	3.6%	0	0.0%
Kindergarten	0	0.0%	67	5.3%	17	2.4%	0	0.0%
Grades 1-4	216	19.0%	222	17.7%	41	5.7%	0	0.0%
Grades 5-8	136	12.0%	332	26.5%	148	20.7%	0	0.0%
Grades 9-12	297	26.1%	305	24.3%	236	33.0%	0	0.0%
College, Undergraduate	378	33.2%	205	16.4%	232	32.4%	61	82.4%
Graduate, Professional School	91	8.0%	52	4.2%	15	2.1%	13	17.6%
Population Age 18-24 Enrolled in College or Graduate School	330 (Out of 422)	78.2%	113 (Out of 243)	46.5%	152 (Out of 279)	54.5%	61 (Out of 91)	67.0%

The public schools which the study area is districted to include Quiet Waters Elementary School, Lyons Creek Middle School, Deerfield Beach High School, and Monarch High School. The boundary maps for each are shown in *Figures 47-50*.

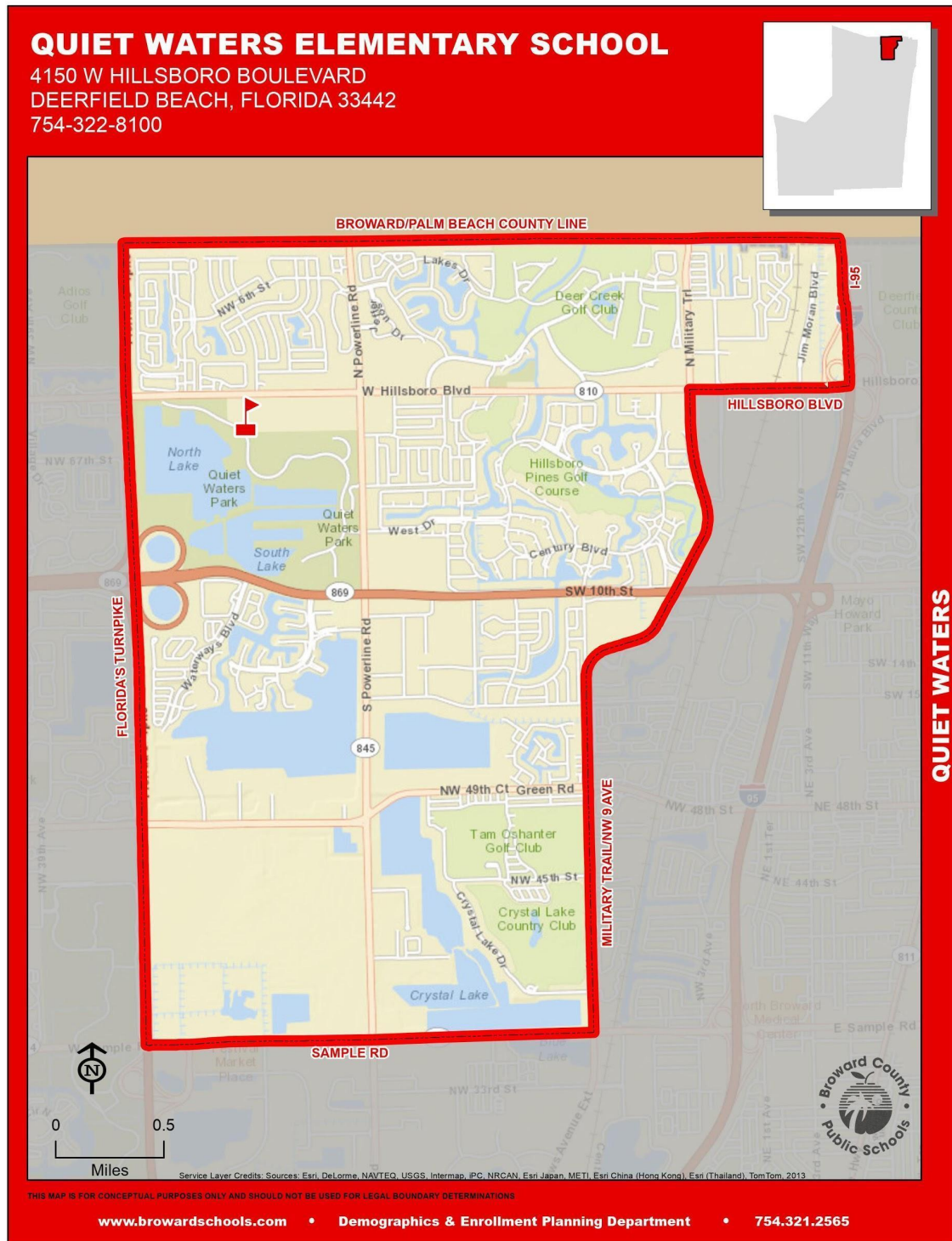


Figure 47: Quiet Waters Elementary School District Map (Broward County Public Schools, 2020)

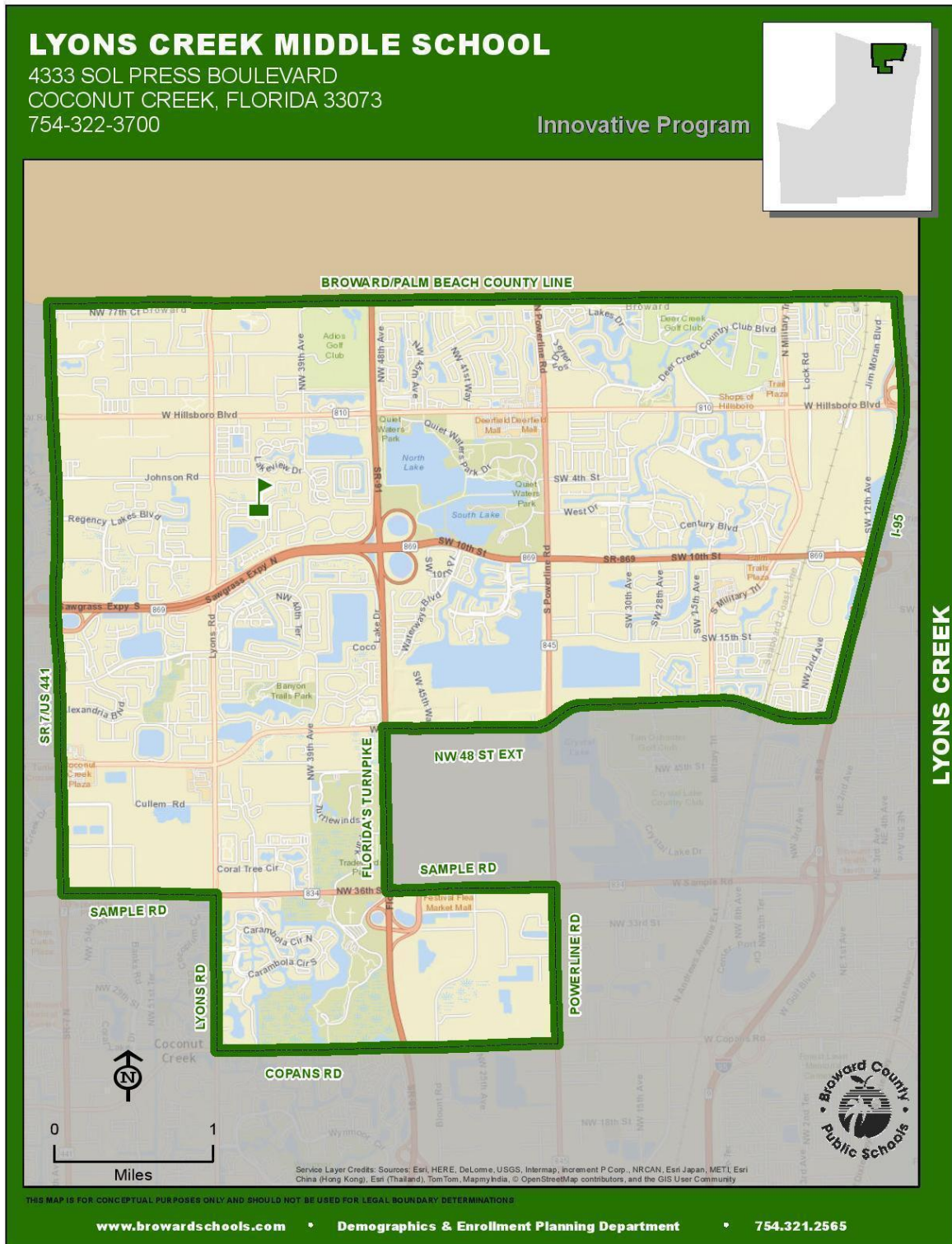


Figure 48: Lyons Creek Middle School District Map (Broward County Public Schools, 2020)

DEERFIELD BEACH HIGH SCHOOL

910 SW 15 STREET
DEERFIELD BEACH, FLORIDA 33441
754-322-0650

Innovative Program
Magnet School

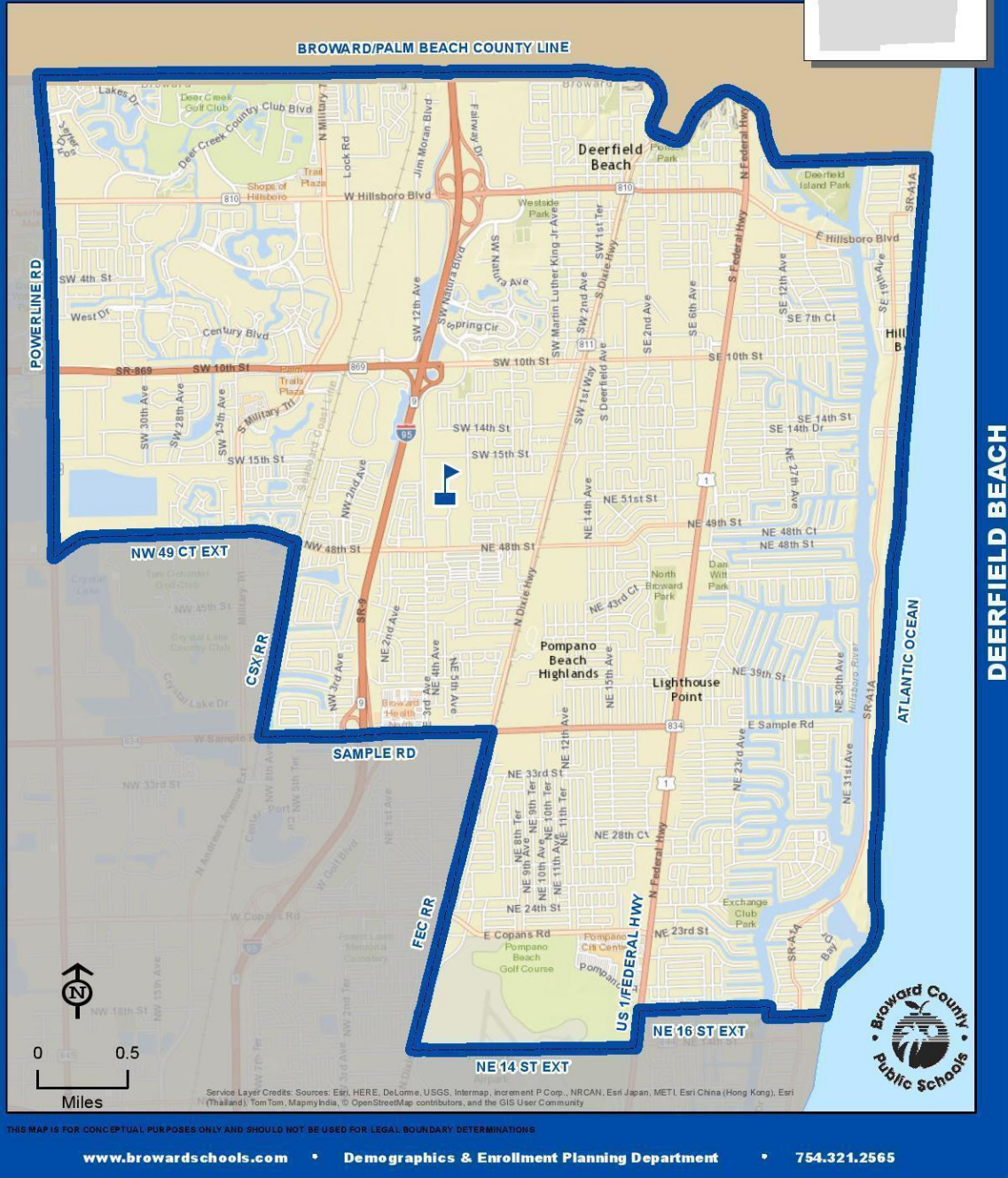
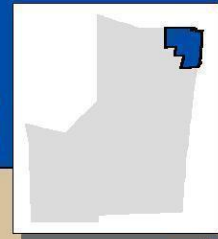


Figure 49: Deerfield Beach High School District Map (Broward County Public Schools, 2020)

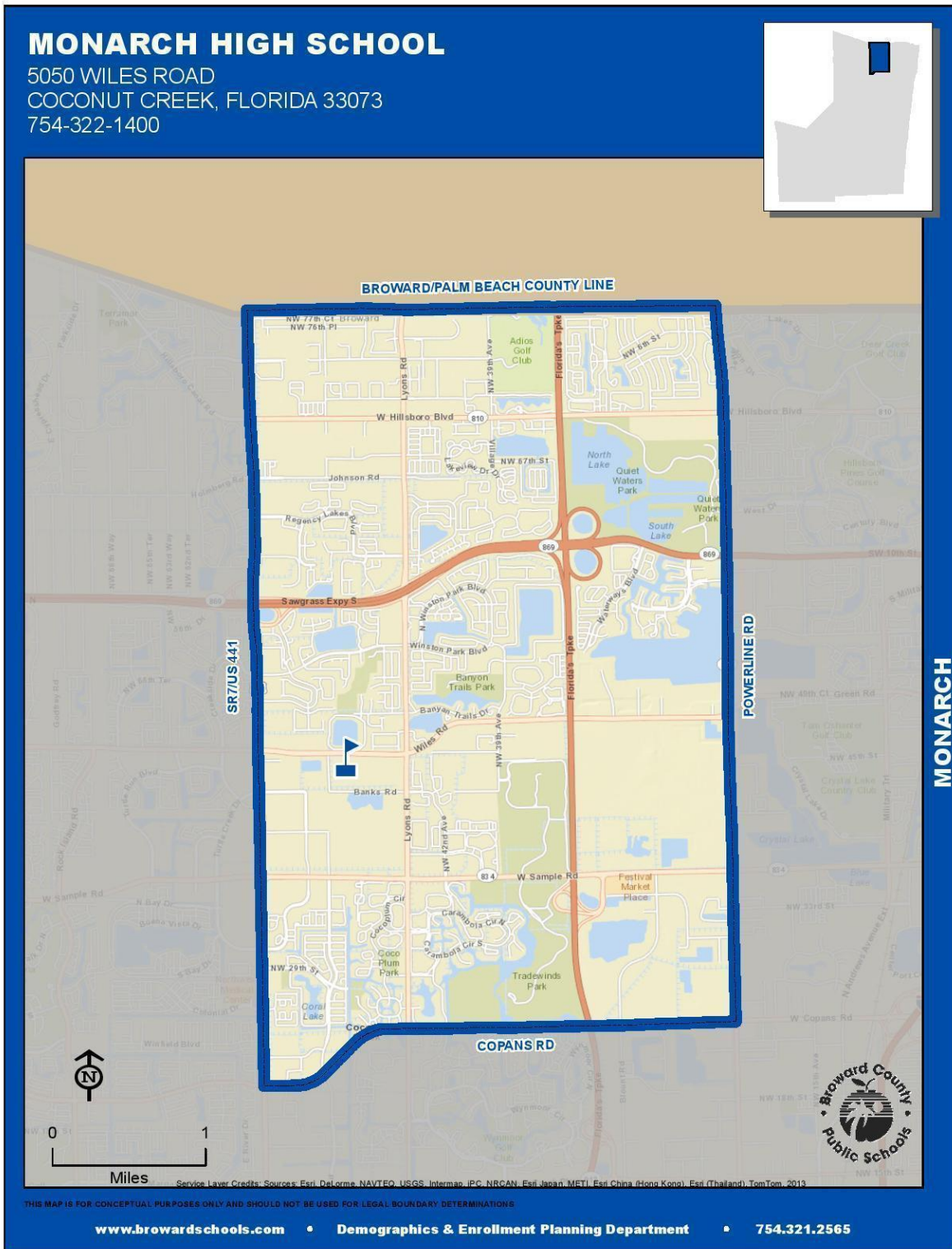


Figure 50: Monarch High School District Map (Broward County Public Schools, 2020)

The racial distribution per school, as provided by Broward County Public Schools, is exhibited in Figures 51-54. Quiet Waters Elementary School has a predominantly White student

body, followed by smaller Black and Multiracial student populations. Lyons Creek Middle School also displays the same pattern, although the Asian student body closely matches the size of the Multiracial student population. Over half of the student body at Deerfield Beach High School is Black, followed closely by a White student body, with only seven percent of the school population consisting of Multiracial, Asian, Native American or Indian, and Native Hawaiian or Pacific Islander students. Nearly seventy percent of Monarch High School students are White, with the lowest Black student population out of all four schools at twenty-one percent, and an equal portion of Multiracial and Asian students. Looking at *Table 20*, it is apparent that the gender distribution is fairly even across all four schools. Both Quiet Waters Elementary and Lyons Creek Middle have student bodies who are ethnically diverse, with over forty percent of students being Hispanic. In comparison, Deerfield Beach High and Monarch High have over thirty percent of students who are Hispanic. Overall, it appears that the majority of the student population in these four public schools which are districted for the study area are White. Students who fall under the ethnicities of Native American or Indian and Native Hawaiian or Pacific Islander are severely lacking. Deerfield Beach High School has the lowest percentage of Multi-Racial and Asian students, while the percentages of those students are nearly equal at all three other schools, however they are still lacking as well. Overall, the student bodies represented by these four schools are significantly more diverse than for the study area overall.

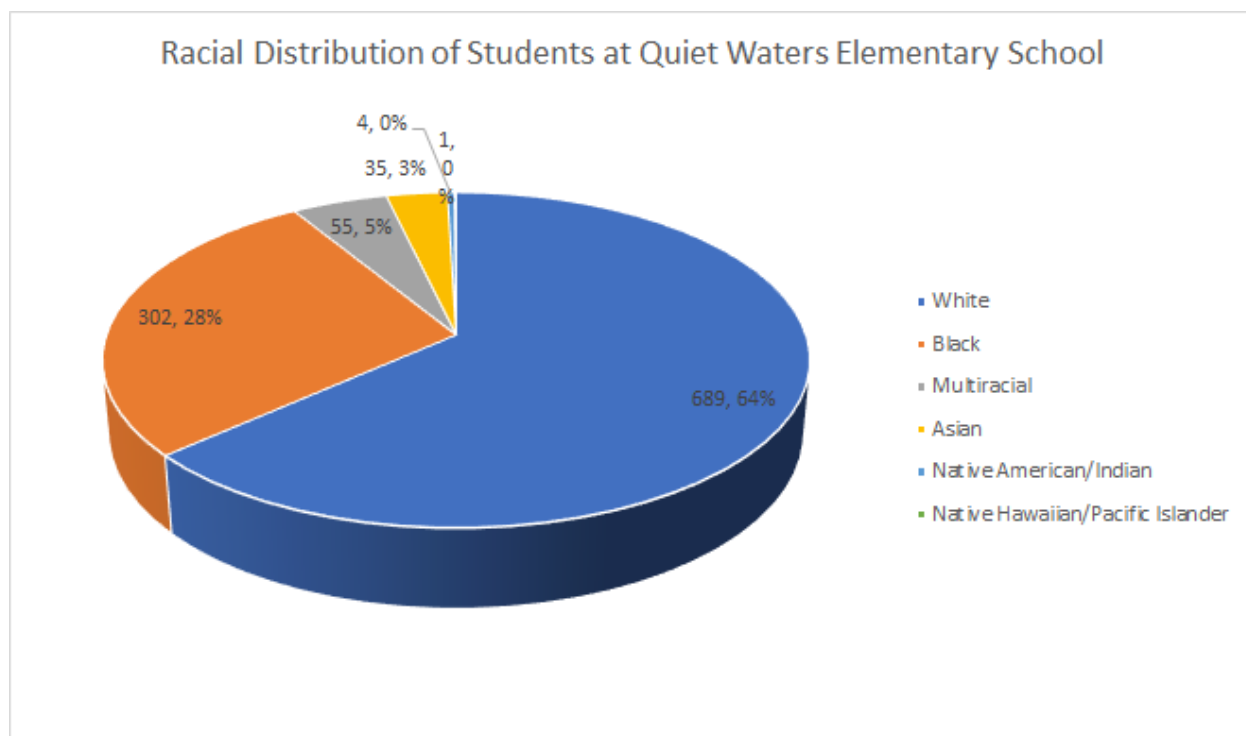


Figure 51: Racial Distribution of Students at Quiet Waters Elementary School (Broward County Public Schools, 2020)

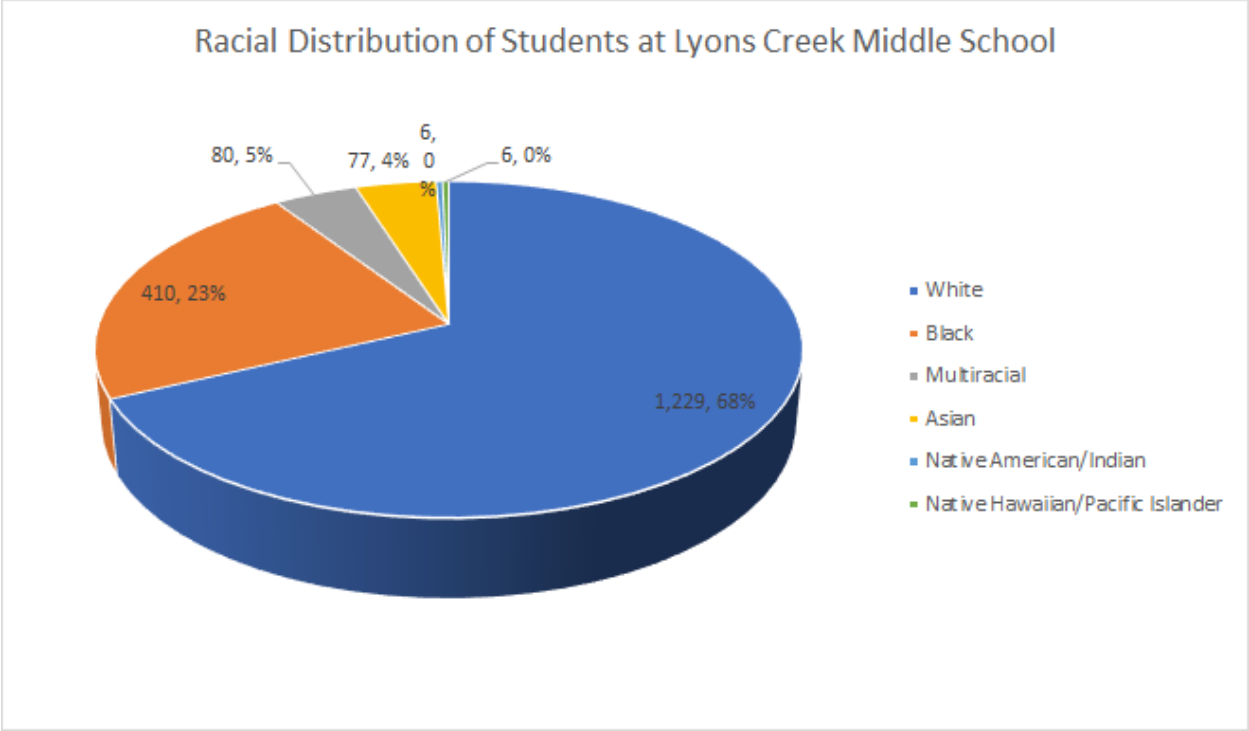


Figure 52: Racial Distribution of Students at Lyons Creek Middle School (Broward County Public Schools, 2020)

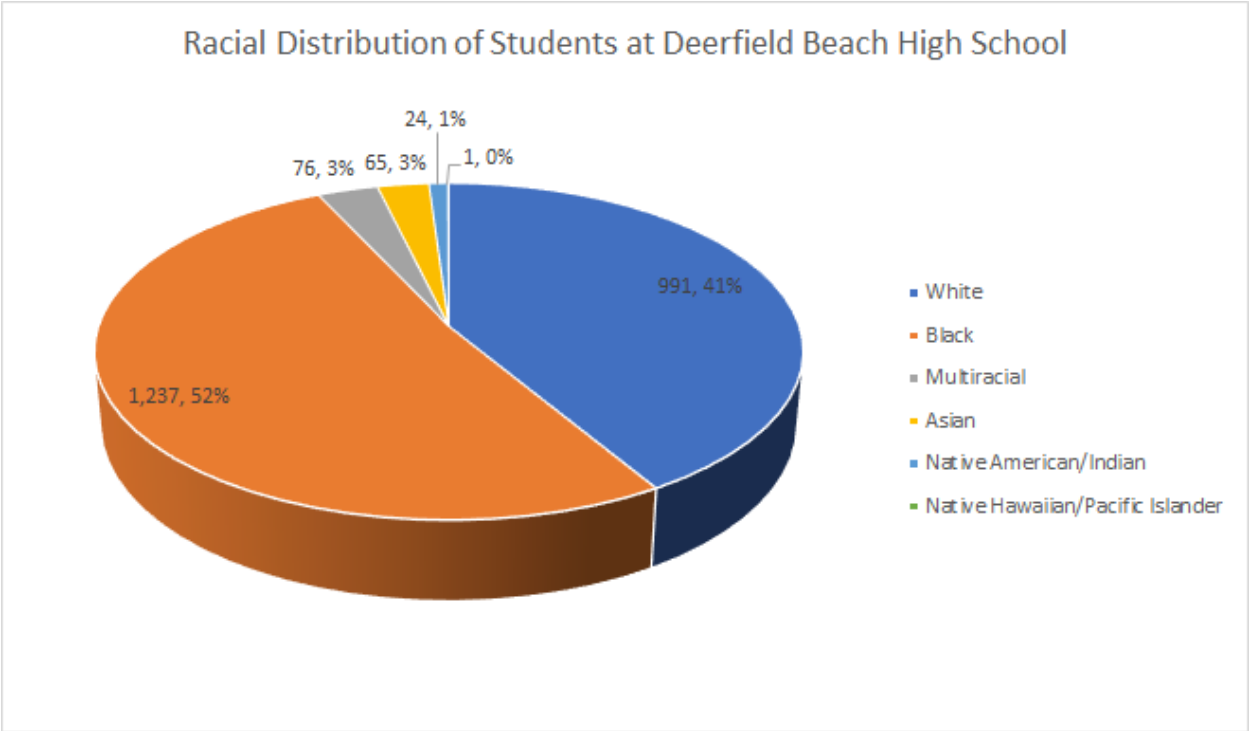


Figure 53: Racial Distribution of Students at Deerfield Beach High School (Broward County Public Schools, 2020)

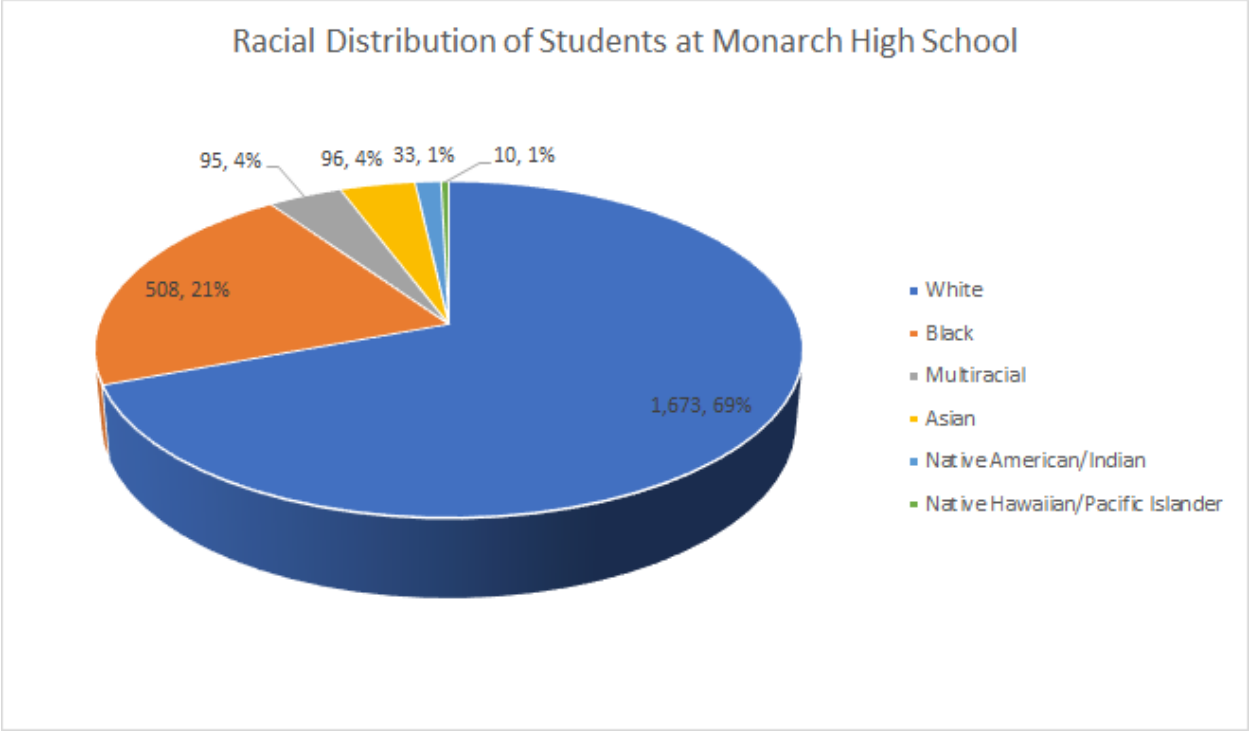


Figure 54: Racial Distribution of Students at Quiet Monarch High School (Broward County Public Schools, 2020)

Table 20: Diversity Characteristics Per School (Broward County Public Schools, 2020)

	Quiet Waters Elementary		Lyons Creek Middle		Deerfield Beach High		Monarch High	
	Total	Total (%)	Total	Total (%)	Total	Total (%)	Total	Total (%)
Male	585	53.9%	906	50.1%	1,226	51.2%	1,256	52.0%
Female	501	46.1%	902	49.9%	1,168	48.8%	1,159	48.0%
Ethnically Hispanic	496	45.7%	729	40.3%	730	30.5%	954	39.5%
English Language Learner (ELL)	342	31.5%	216	11.9%	306	12.8%	214	8.9%
Exceptional Student Education (ESE)	131	12.1%	260	14.4%	342	14.3%	334	13.8%
Free or Reduced Lunch	729	67.1%	1,080	59.7%	1,864	77.9%	1,394	57.7%

Figure 55 displays a majority of the private schools near the study area, with the study area highlighted in orange. The closest private schools to the area are North Broward Preparatory School (Pre K-12) to the northwest, followed by The French International School of Boca Raton Le Petit Prince (Pre K-6) to the north, Donna Klein Jewish Academy (K-12, off-map) to the far northwest, Boca Prep International School (Pre K-12, off-map) to the far northwest, The Learning Experience - Deerfield Beach (Pre K) to the east, Highlands Christian Academy (Pre K-12) to the southeast, St. Ambrose Catholic School (Pre K-8) to the far east, Steeple on the Beach Montessori School (Pre K) to the far east, First Christian Day School (Pre K) to the far southeast, St. Joan of Arc Catholic School (Pre K-8) to the northeast, Sea Star Waldorf School (K-8) to the northeast, St. Paul Lutheran Church & School (Pre K-8) to the northeast, Boca Raton Christian School (Pre K-12) to the northeast, and Pine Crest School (Pre K-12) to the far north.

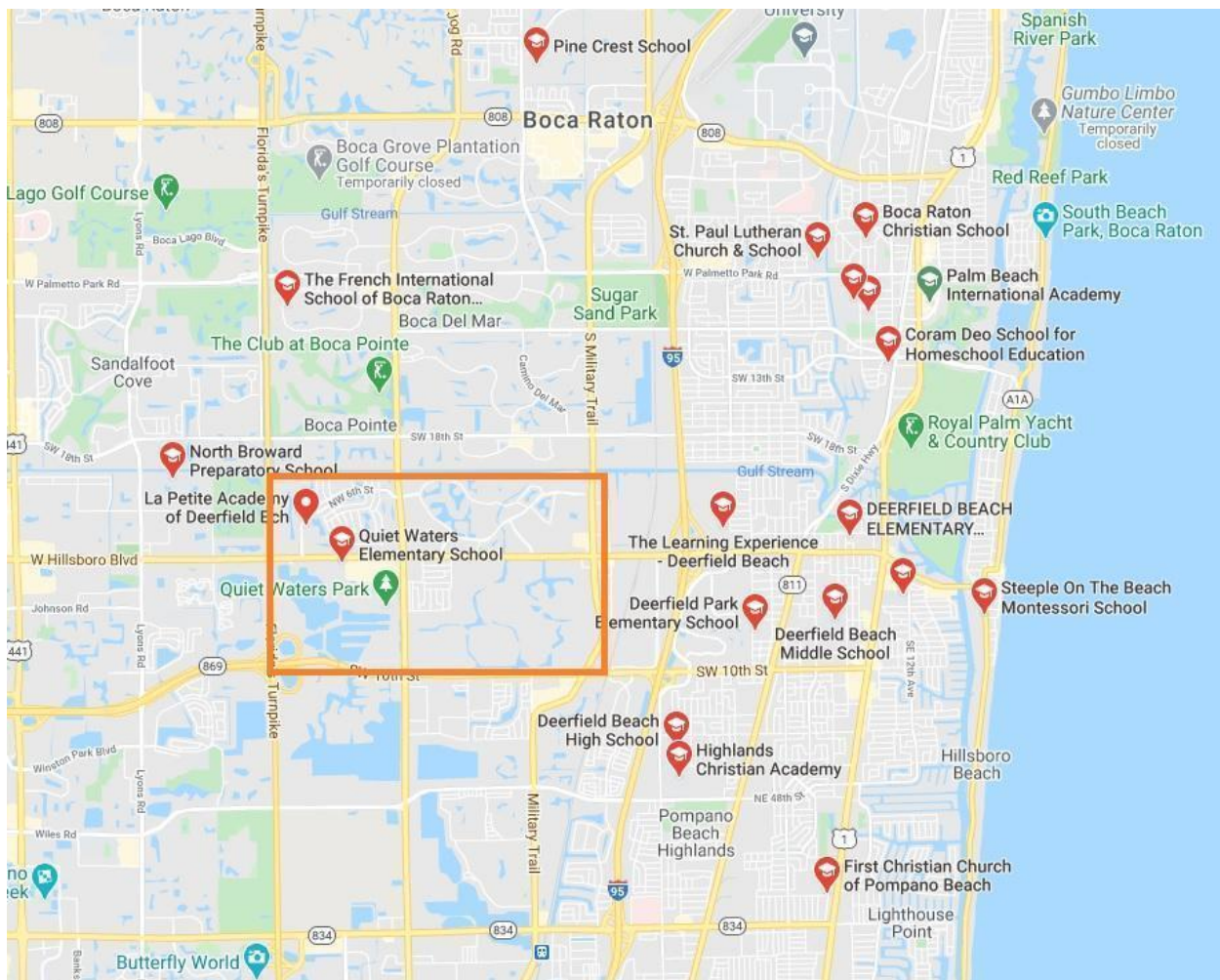


Figure 55: Map of Private Schools in the Vicinity of the Study Area (Google Maps, 2020)

Figure 56 displays the charter schools located near the study area. To the far northwest is SLAM! Boca Raton (6-12), Olympus International Academy (K-8) to the far northwest, Somerset Academy Boca (K-8) to the far northeast, Somerset Academy Key Charter School (6-12) to the far east, Somerset Pines Academy (K-5) to the far southeast, Somerset Academy Pompano (K-5) to the south, Renaissance Charter School at Coral Springs (K-8) to the far southwest, and Broward Math and Science Schools (K-12) to the far southwest.

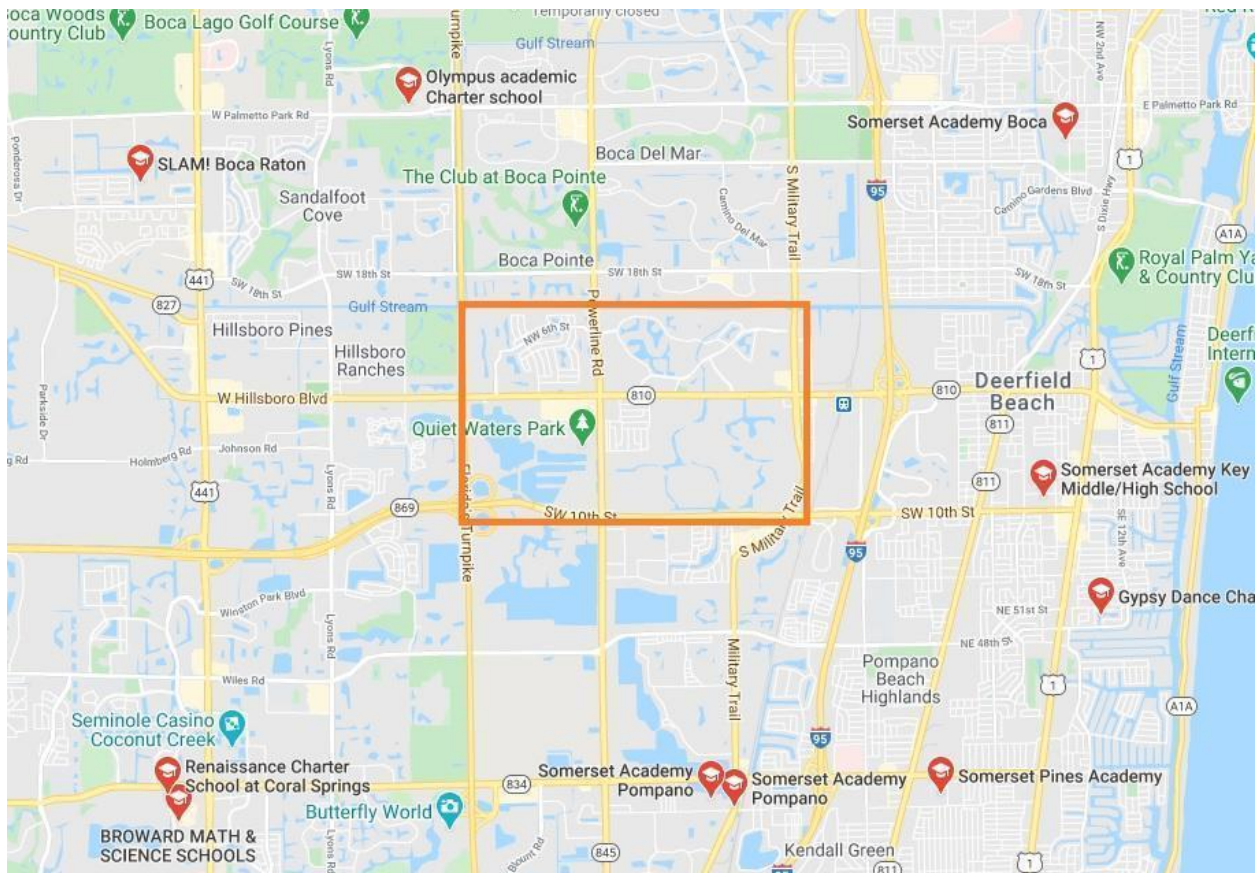


Figure 56: Map of Charter Schools in the Vicinity of the Study Area (Google Maps, 2020)

Local Economy

The economic profile for the study area includes variables such as employment status, occupation, industries, income, and the number of business establishments by industry. The subject area displays disparities in income and employment status, but residents seem to work predominantly in the same type of occupations.

Occupations and Employment Status

Management, business, science, and arts occupations are the most common in the study area, while Service occupations are predominant in the City of Deerfield Beach, as *Table 21* indicates below. Between all of the census tracts, Hillsboro Park contains the highest concentration of residents employed in Management, business, science, and arts occupations.

Table 21: Comparison of Occupation by Industry Per Census Tract (U.S. Census Bureau, 2014-2018)

Occupation	Deerfield Beach	Deer Creek	Hillsboro Park	Quiet Waters	Century Village
Total	38,820	2,673	2,410	1,131	858
Management, business, science, and arts	10,575	926	1,053	327	381
Service occupation	10,680	642	394	291	151
Sales and office occupation	8,772	815	548	238	166
Natural resources, construction, and maintenance occupations	4,879	71	213	107	75
Production, transportation, and material moving occupations	3,914	219	212	168	85

The study area displays a wide variety of labor participation and employment rates between the four tracts, as detailed in *Table 22*. Quiet Waters and Century Village have the highest unemployment rate, while Deer Creek and Hillsboro Park have the highest labor participation rate. Century Village and Quiet Waters display high unemployment rates.

Table 22: Labor Participation and Unemployment Per Study Area Census Tract (U.S. Census Bureau, 2014-2018)

Study Area Sector	Deer Creek	Hillsboro Park	Quiet Waters	Century Village
Labor Participation (%)	57.4	77	44.8	17.7
Unemployment (%)	8.6	4.1	11.4	14.1

Industries

The subject area contains a multitude of various industries. The highest number of establishments for the study area lie within the Professional, scientific, and technical services. *Figure 57* reveals the difference between the number of business establishments that were active in 2012 versus the number of establishments in 2016. Industries that were more active in 2012 include Retail trade and Management of companies and enterprises. In 2016, the Professional, scientific and technical services and Wholesale trade establishments were more active than in 2012. Construction is one of the industries that was nearly non-existent in this area during 2012 but developed into a stronger industry by 2016.

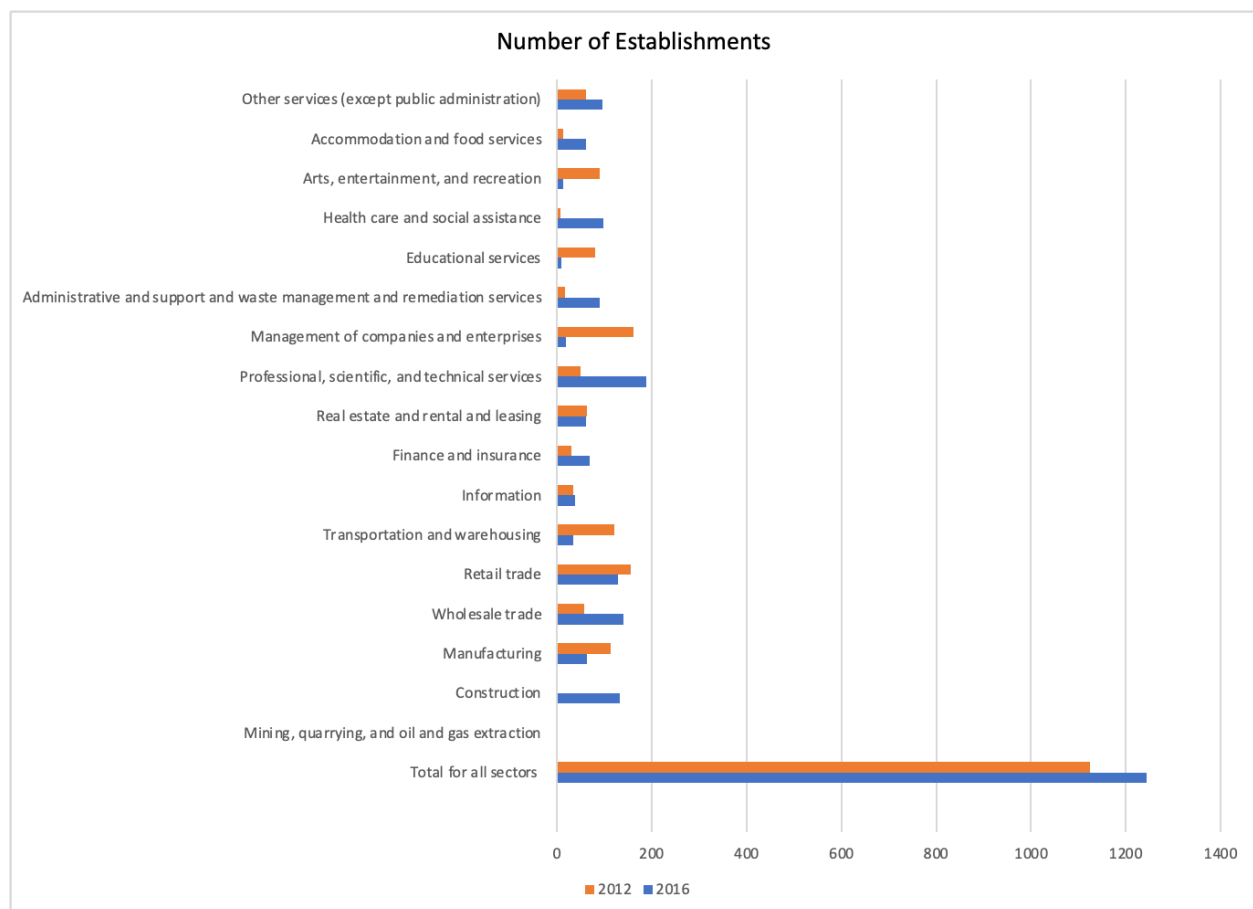


Figure 57: Number of Business Establishments in 2012 vs. 2016 (U.S. Census Bureau, 2012-2016)

Figure 58 below displays the employment per industry and compares the difference between 2010 and 2018. In 2010, the largest employer was the Professional, scientific, and management, administrative, and waste management services industry, whereas in 2018, the largest employer was Educational services, healthcare, and social assistance. Retail trade, Finance and insurance, real estate and rental/leasing, and Arts, entertainment, and accommodation industries decreased. Currently, the Professional, scientific, and management,

administrative, waste management services industry and Educational services, healthcare, and social assistance are the most prominent industries for residents in the area.

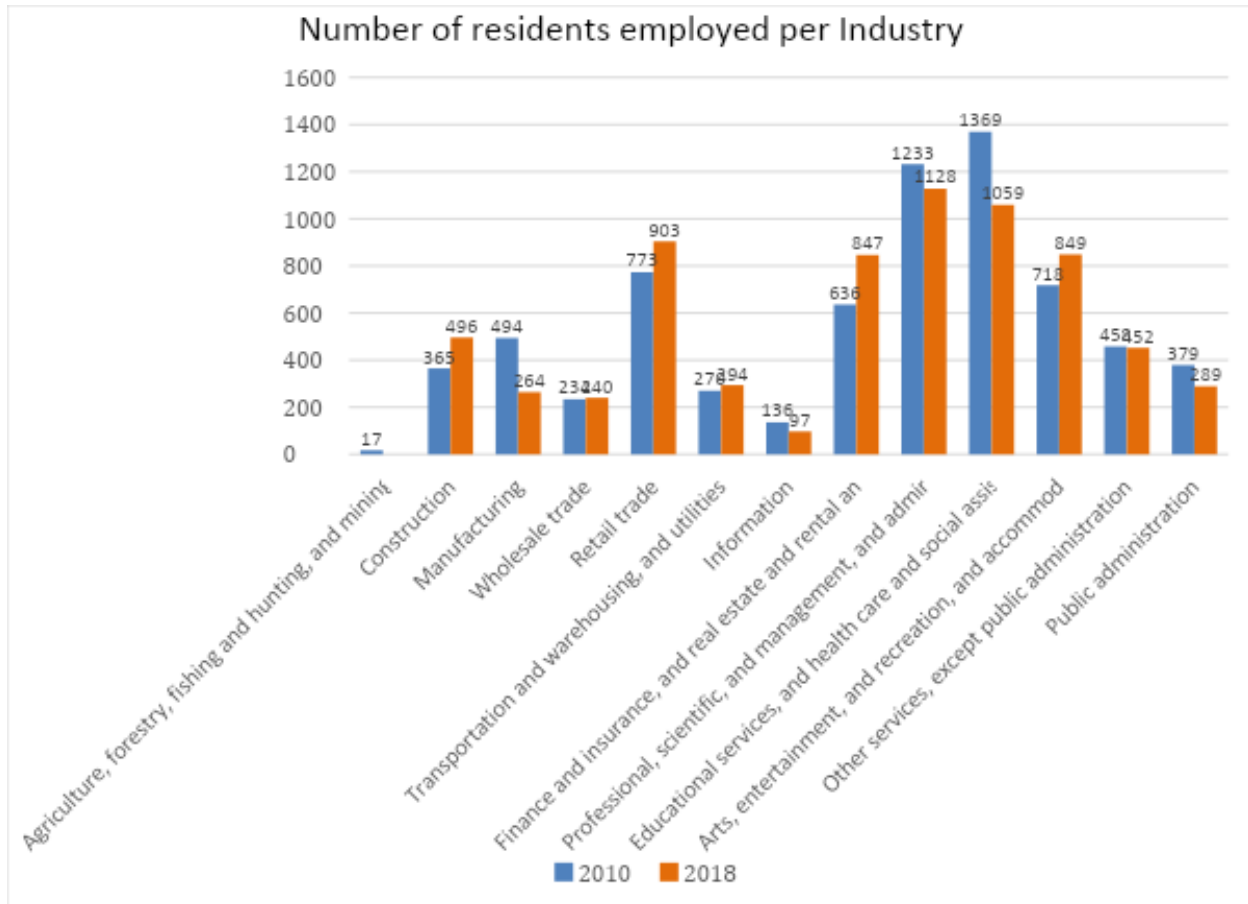


Figure 58: Employment per Industry (U.S. Census Bureau, 2014-2018)

Income

Out of all census tracts within the study area, *Figure 59* indicates that Tract Deer Creek has the highest income. Quiet Waters contains the lowest per capita income, while Century Village holds the lowest median family income. The difference between the median income and the median household income for Deer Creek might be due to the fact that most incomes are higher than average. For Hillsboro Park and Quiet Waters, the difference is slightly lower.

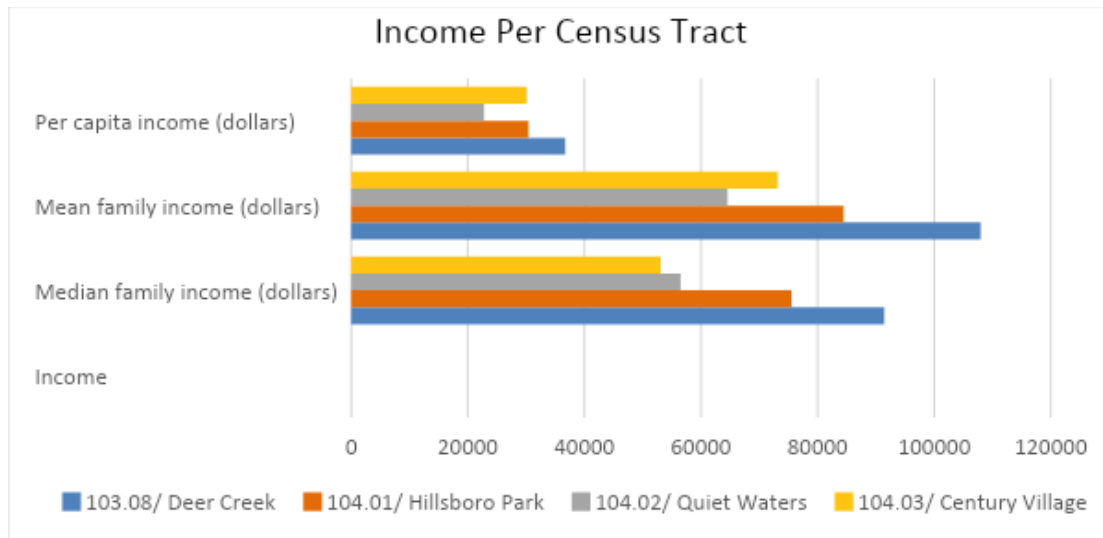


Figure 59: Income Per Census Tract (U.S. Census Bureau, 2014-2018)

Figure 60 shows the income bracket distribution for every census tract. As seen in the figure, most households in Deer Creek have incomes between \$75,000 to \$99,000, whereas the majority of the incomes in Century Village are between \$35,000 to \$49,999. Hillsboro Park and Quiet Waters seem to fall in the middle. Deer Creek disappears as the income decreases. This indicates that most residents in this area make an average or above average income.

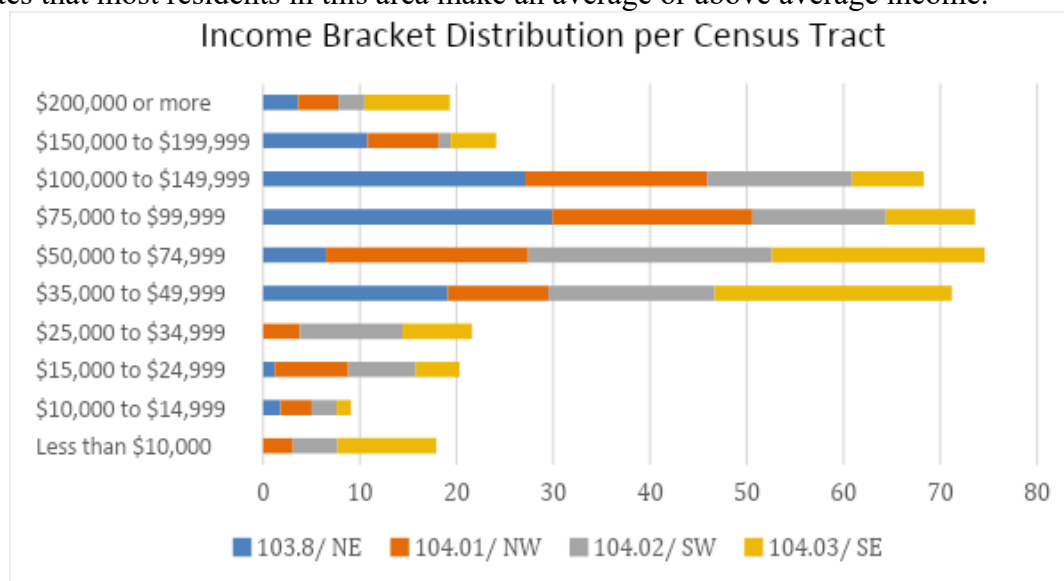


Figure 60: Income Bracket Distribution Per Census Tract (U.S. Census Bureau, 2014-2018)

Figure 61 illustrates the income comparison between the study area and City of Deerfield Beach. Overall, the study area has a higher median family income, mean family income, and per capita income than the City of Deerfield Beach. Even though there are households making lower than average in the study area, it is still more than the rest of Deerfield Beach when calculating the entire population of the study area.

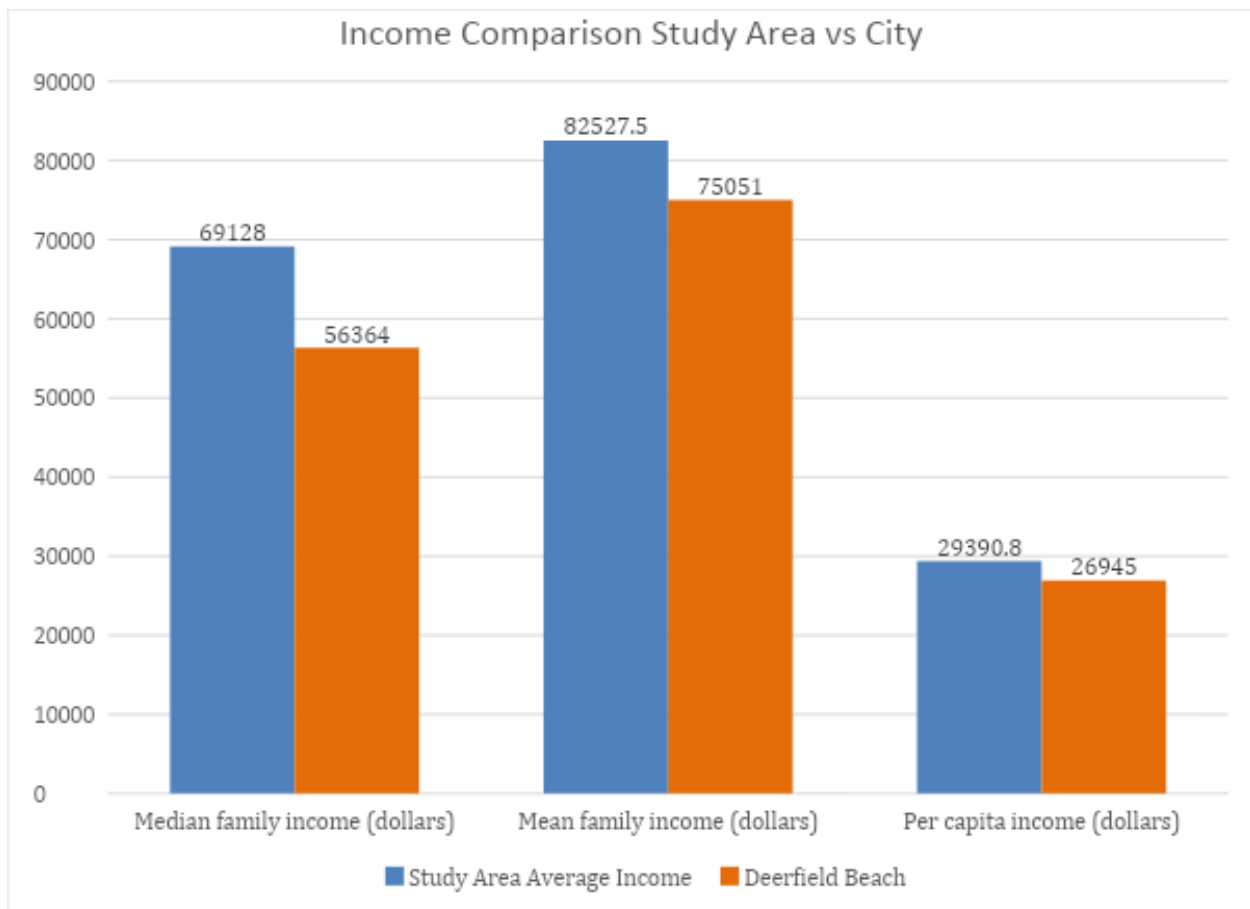


Figure 61: Income Comparison Between Study Area and Deerfield Beach, Florida (U.S. Census Bureau, 2014-2018)



Socioeconomic Conclusion

The socioeconomic analysis for the study area indicates some clear differences within the community. Compared to Deerfield Beach, the study area's population is older, has a larger share of females, higher levels of educational attainment, and less racial diversity. With regards to households and families, the City of Deerfield Beach has a higher average family size than all the tracts in the study area, but its average household size, family composition, and poverty rate estimates fall within the range provided within the data for the study area. Over half of the City of Deerfield Beach contains some kind of Difficult Development Area or 2020 IRS Section 42(d)(5)(B) Qualified Census Tract. With regards to school enrollment, the percentages of the population enrolled in public or private school falls within the range provided by the data for the study area's census tracts as well. From an economic standpoint, residents in Century Village and Quiet Waters are disadvantaged compared to the residents from Hillsboro Park and especially Deer Creek. Income levels and labor participation are visibly higher in the northern quadrants of the study area. These findings may be related to the median age for each census tract. The northern quadrants containing Deer Creek and Hillsboro Park have median ages of 47.7 and 38.6, whereas the median ages for the southern quadrants containing Quiet Waters and Century Village are 60.2 and 74.1. The residents in Deer Creek and Hillsboro Park are of a younger working age, whereas the residents from Quiet Waters and Century Village may be retired or underemployed. Most incomes for the study area tend to be higher than the rest of Deerfield Beach, specifically in Deer Creek. The most prevalent industry seems to be Professional, scientific and technical services, as it has the higher number of establishments.

Planning Process

Interviews


The following is a compilation of information gathered from local stakeholders invested in the Plan Area in the City of Deerfield Beach. The local stakeholders are made up of residents and business owners who live and work in the Plan Area. By gathering information from people with direct knowledge of the northwest area of the City of Deerfield Beach, better decisions and proposals can be put forth to provide to the City. Contact information of stakeholders was provided by the City of Deerfield Beach, which consisted of Homeowners Associations and neighborhood contacts. Initial contact with each stakeholder was done through an email introduction, or phone call.

From the list of contacts provided, our team was able to interview two City of Deerfield Beach District Commissioners who also live within the Plan Area, a council member for the Economic Development Council of Deerfield Beach, one business owner, and seven residents living within the various quadrants of the Plan Area. The questions presented to each stakeholder were open ended to obtain thorough answers from interviewees that could build throughout the conversation. Such questions include: What is your ideal outcome for this project? What are the problems in this area we should be addressing? What attracted you to this area? Such questions allowed for more conversation to occur and further understanding from the interviewee's perspective. After compiling each interview into a summary, the most important concerns the residents and business owners discussed were identified. Below, are the summaries of resident, commissioner, and business owner stakeholder interviews.

Resident Interviews

While all community members are “stakeholders” in the city’s long-term future, one-on-one interviews with individual residents representing a spectrum of interests and organizations were conducted to explore issues and needs within the Plan Area. The structure of the interviews enabled the residents to be more candid, in-depth, and allowed questions to be focused on topics most important to them and the community. Various perspectives from residents within each quadrant were captured. Residents from the Gates of Hillsboro (the northwest quadrant), the Deer Creek community (the northeast quadrant), and also Deer Run (the southeast quadrant) provided us with a small amount of their time to discuss their ideas, opinions, and reactions to what this Area Plan might mean for the city. Most residents were open and appreciative of the opportunity to provide input, and there were a few residents who supplied some information, but were apprehensive about this prospect.

The major concerns primarily focused on maintaining the neighborhood image, characteristics, and community connectedness. This was important to their vision of the community. Most of the images of the small study areas expressed by the residents were mainly positive. They described the communities as “well-kept,” “clean,” “quiet,” and “safe”. The residents also identified the study area as family friendly. A few residents expressed interest in the city providing more events for the community within the area. This portion of the city has several parks that are being underutilized, and some residents hinted at the notion that some people may not know they exist. The parks and green spaces are the hidden gems of the area. At one time, the northwest quadrant of the area had organized picnics for community residents that



included music and vendors for all to enjoy. This event ultimately stopped occurring due to lack of organizers and funding. Constitution Park and Quiet Waters Park each have one noted event that occurs annually, but the residents have expressed interest in more events being offered. Community connectivity, as well as providing programs for the local teenagers, was a major concern for residents.

Traffic was also a concern that came up repeatedly throughout resident interviews. Residents reported experiencing traffic at intersections, mostly along the Hillsboro Boulevard arterial roadway. In addition to the traffic, the western portion of Hillsboro Boulevard also has speeding. There is an elementary school at this area of the roadway, so it is important to the residents that this is addressed. Furthermore, the restaurants, retail, and commercial areas in this portion of the city are described by the residents as lacking, outdated and ugly. They wished for more sit-down dining options. Most residents in the area will travel to other cities, such as Boca Raton, to go out to eat. Additionally, the area lacks retail options for the community, specifically the NW commercial shopping plaza, which was described as outdated. Some suggestions from residents included adding more landscaping and aesthetics options for beautifying the area. There are also some vacant buildings, as noted by the residents, that could provide for more redevelopment opportunities.

Commissioner Interviews

The study area includes two out of four city districts, which are District 3 (Bernie Parness) and District 4 (Todd Drosky). Both of the District commissioners within the Plan Area also reside in the area. Our team was afforded the opportunity to interview the commissioner for each of these districts. Each commissioner is elected by the district they serve and are the governing body of the city. Their responsibilities include developing city policies, enacting city ordinances and resolutions, supervising special programs, adopting the annual budget, approval of tax rates, and selection of the City Manager, City Attorney, and members of advisory committees. Commissioners have a significant role in representing each of the districts within the city.

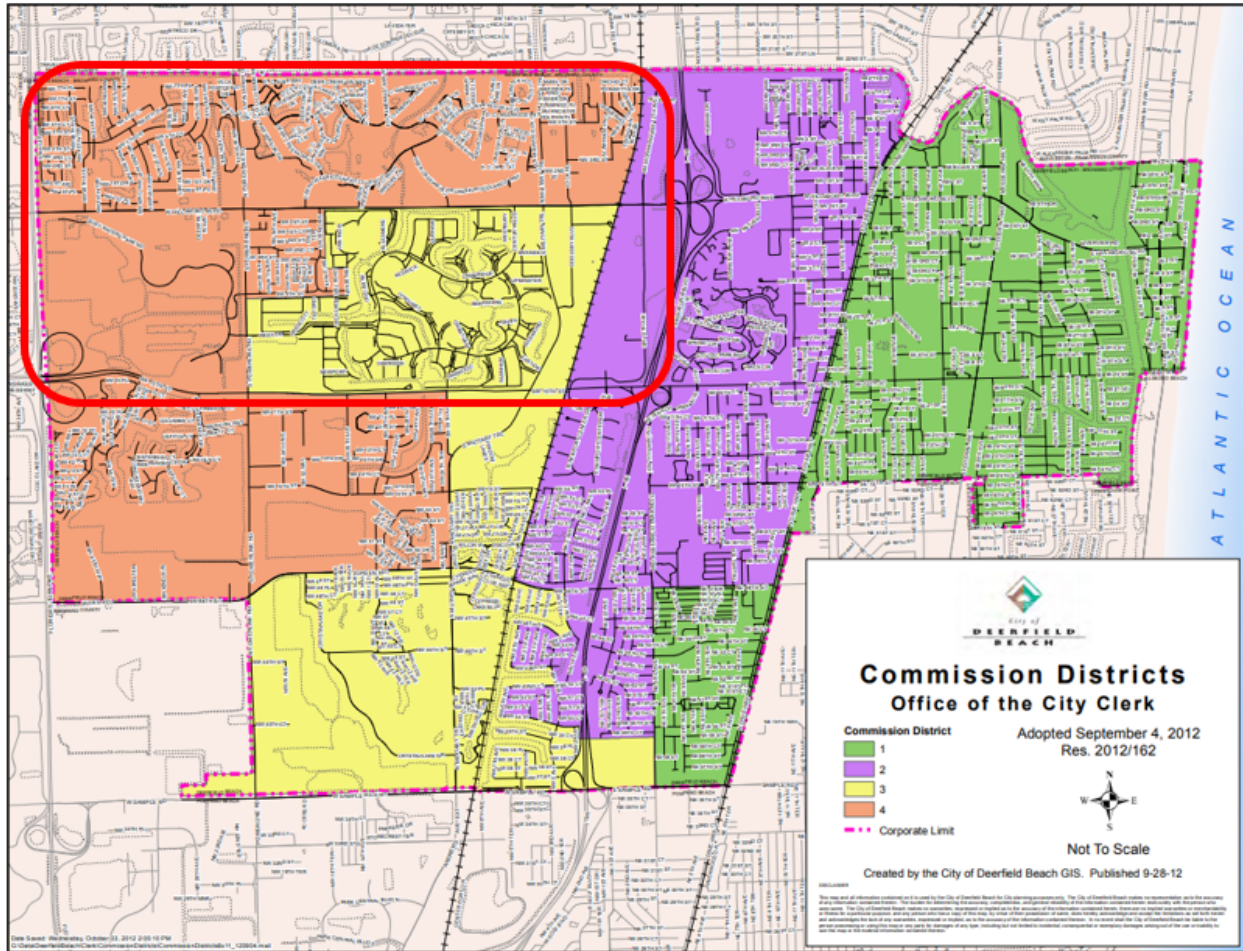



Figure 62: Commission Districts for the City of Deerfield Beach (City of Deerfield Beach, 2012)

District 3 includes most of the southeast quadrant of the Plan Area, which consists of the Century Village residential neighborhood. Century Village is a large, active adult community for residents aged 55 and older, and is the largest senior center in the city and county. The community has 350 buildings, all of which are condominiums, and when “in season” there are approximately 16,000 residents. Residents living in the community have access to 17 pools, a large clubhouse (approximately 145,000 sq.ft.), a theatre with seating for about 1500 people, as well as free bus service within the City to access shopping malls and medical facilities in the area. District 4 consists of most of the Plan Area, excluding the Century Village community. District 4 contains the majority of the commercial and residential areas of the Plan Area. During the commissioner interviews it was explained that it has been a goal to redevelop the Hillsboro Boulevard and Powerline Road area. The vision for the area is to become more of a destination for the western portion of the city. Recently, the southwest portion of the area went through redevelopment, and the northwest portion is ripe for retail and residential redevelopment. The southeast portion of the area is also in need of improvement. This section, along the east side of Hillsboro, has an older strip mall that is outdated for the area. This includes approximately 12 buildings, all of which are individually owned and may pose an issue for redevelopment as this is not under common ownership.



A main topic of the interview was the concern of connectivity for area residents. The area does not have a pedestrian-friendly feel to it. It is a rather large area of the city, and many residents jaywalk (predominantly Powerline Road) to get to a shopping center rather than walking to a crosswalk. It is important to find a way to force pedestrians to cross the street at a crosswalk for safety reasons. In addition, the portion of Hillsboro Boulevard by the elementary school is also a dangerous portion of road, especially where students will cross to get to school. The parks are another important piece of the area that should be preserved for the residents. Quiet Waters park is a nice park but having to coordinate for events with the County is likely a big reason it is underutilized by the city's residents. There are parks within each quadrant of the Plan Area, and these open spaces should be maximized to attract more families to the city.


Business Interviews

During the interview with a member of the Economic Development Council, it was discussed that although Deerfield Beach residential values are low, the area is well located. It is near the Palm Beach International Airport, Fort Lauderdale Airport, and the major highways such as I-95 and the Florida Turnpike. Many business owners drive there to work during the day yet live in other areas. The Economic Development Council is there to provide the opportunity to business owners to elect officials who can serve the retired and the underserved communities. The goals of the Economic Development Council include encouraging the private sector to get more involved in the city of Deerfield Beach, attract new businesses to Deerfield Beach, and market Deerfield Beach as a premier business destination.

To help the city be successful in long-term development plans, the Economic Development Council created some areas of focus such as Workforce development and Infrastructure and Commercial real estate development. In order to attract more businesses, the City of Deerfield Beach needs to have access to major roadways such as I-95 and the Turnpike. They would also need to enforce restriction on density in the east side and on the construction of parking garages. An interview was also conducted with a business owner who drives to Deerfield Beach and lives in Boca Raton. This business owner chose to locate her business within Deerfield Beach because of its location and proximity to Boca Raton and Pompano Beach. She has a faithful clientele willing to drive to her location. The owner of the business also informed us that she is willing to drive to the area to go to Spanish restaurants, and Quiet Waters Park, which she enjoys as is. In her opinion, the area is walkable and pedestrian friendly. Her complaint for the City of Deerfield Beach is that the plaza where she is located does not allow her to have a banner or signage at the entrance. This restriction makes it hard for customers to find her store. Also, she thinks the plaza needs a better drainage system because the parking lot gets flooded when it rains. She is also concerned about traffic on Hillsboro Boulevard and is unsure about how the city can mitigate the traffic.

Key Takeaways

For the most part, residents enjoy the living conditions within the Northwest Planning Area. Unfortunately, this space is underutilized by the community. Many residents want to see the area undergo a “facelift,” but are apprehensive about the idea of what redevelopment might look like. The commercial areas of the northwest quadrant, and along the southeast quadrant off Hillsboro Boulevard are the most in need of redevelopment within the area. Additionally, residents travel to neighboring cities for sit-down dining and shopping opportunities. Introducing



more retail and restaurant dining options, improving walkability and connectivity, and creating more cohesion within the study area are priorities for area residents.


The City of Deerfield Beach is a great business location. Specifically, our area of study is located near major highways, cities and is near the beach. People love to go to the parks and are willing to drive to Deerfield Beach to work. Although the Private Sector needs to be more involved, the Economic Development Council is there to encourage them to invest in Deerfield and create a liaison between greater Fort Lauderdale and Palm Beach.

Workshops

Florida Atlantic University Master of Urban and Regional Planning students alongside Deerfield Beach Planning staff hosted two separate Northwest Area Community Planning Workshops. The meetings, part of the Planning Project capstone class taught by Dr. Louis Merlin, came about after months of coordination with senior planning staff Eric Power and Steven Graham at the City of Deerfield Beach. Since the beginning of the Fall 2020 semester, FAU Planning Project students have been researching this subject area's existing conditions and existing planning materials with the aim of bringing this information to the community. At the first of two planned workshops held on October 5, 2020, students shared their initial findings and received invaluable feedback from the public. The first workshop was held via Zoom due to concerns over COVID-19 and attracted over 40 participants. In regard to this workshop specifically, the team's goals included: to inform the public of current findings, to facilitate group discussions with the public on these findings, and to administer surveys to better collect input on the topics discussed.

During the course of the first workshop there were several survey questions asked of the participants. The first survey question asked whether or not participants live and shop within the area, of which the vast majority of the participants either lived, shopped, or did both. The second survey attendees were asked if they would consider walking to nearby shops and amenities if it was convenient, how satisfied (1=Very Pleased – 5=Very Unpleased) they are with their community open space, and what transportation modes attendees use. According to this survey, most attendees stated they would walk if convenient, most were at least somewhat pleased with current open space, and most attendees used private vehicles or rideshare programs as their primary mode of transit. The next survey questions asked attendees to select which retailers and developments they would like to see within the subject area. Almost all attendees stated they would like to see more restaurants and grocers, while roughly 70% of attendees expressed interest in Personal Services. As for developments, most desired new shopping options, and roughly half desired new services and retail options. Office space was deemed unattractive in this workshop. According to the next survey question, none of the attendees use a bus service in the subject area, while everyone drives personal automobiles. Carpooling services (38%) and walking and bike riding (21%) were also cited as modes of travel in much lower volumes. The final question asked, generally, how pleased attendees have been with trends in the community over the last five years, with 31% of attendees at least somewhat pleased, 12% did not feel strongly either way, and 57% were at least somewhat displeased.

During the workshop, attendees were also broken up into seven groups, all headed by two students within the project team. Notable attendees included Mayor Bill Ganz, Commissioner Bernie Parness, Assistant City Manager Angelia Adediran, Dave Mirantz, Executive Director of the Deerfield Beach Economic Development Council, and Judy Wilson, a reporter for the



Deerfield Pelican, among many other esteemed members of the public from the local communities. The purpose of the groups was to gather public input on how the attendees felt about the information that was presented to them thus far, as well as hear their thoughts on the project and the community in order to have better insight into the next plan making process. The questions attendees were asked included what the team missed in the presentation, how they personally felt about the findings, and to consider the highlights and opportunities of their community.


On Monday, November 16th, 2020, Florida Atlantic University Master of Urban and Regional Planning students alongside Deerfield Beach Planning staff hosted the second Northwest Area Community Planning Workshop. The purpose of the second meeting was to then present the issues and opportunities of the site with the existing conditions and first community workshop feedback in mind. This workshop was again conducted via Zoom due to concerns over COVID-19, as was the case in the first workshop. Twenty-five members of the community were in attendance aside from the project team and Dr. Louis Merlin. The presentation's agenda covered the context of the process leading up to this workshop, the vision statement of the project, the issues and opportunities devised since the last meeting, the recommendations map, the recommendations themselves, the breakout group portion of the workshop, and the next steps to be taken after the conclusion of this meeting. The polling questions during this meeting related to the issues, opportunities, and recommendations presented throughout the presentation. These issues, opportunities, and recommendations will be discussed later on in this report in further detail. When attendees were provided with the recommendations, they were provided with the chance to respond through the polling questions.

Calming traffic and connecting people recommendations were provided, and of the eight votes counted, the majority of these recommendations were received favorably, with only the creation of streets behind commercial development and dividing blocks receiving 13% unsatisfactory votes. Recommendations were supplied for place making and community identity, and out of the eleven votes counted on these recommendations, the vast majority of voters were pleased with the recommendations, with 3% being unsatisfied with the appointing of a public space programming body, and 9% being unsatisfied with the introduction of design guidelines. Next, recommendations for economic development were given, and of the nine votes counted, the vast majority were satisfied with the recommendations, with the only negative votes seen being 11% on the issue of redeveloping existing commercial areas and introducing mixed-use zoning. The last set of recommendations given were on the topic of sustainability and community health. Of the ten votes that were counted, the polling results showed more variance across the recommendations than what was found in the previous polls. Eighty percent of the votes were positive in regard to funding park space maintenance and renovation, and fifty percent of the votes were positive in regard to promoting affordable housing policies. However, in regard to dedicating a certain percentage of new housing developments to affordable units, fifty percent of the vote was negative while only thirty percent voted positively. As for promoting housing programs from the Housing Authority and Subsidy programs, thirty percent of the votes stated there was not enough information to decide, thirty percent voted negatively, twenty percent had no opinion, and twenty percent voted positively.

Masters students working on the project split into five separate breakout groups for the second community workshop. Each breakout group addressed a main topic. These groups included Transportation, Housing & Schools, Economic Redevelopment, Recreation, and Redevelopment. Attendees stated which groups they wished to be present in based on where

their primary interest in the project thus far lies. During the breakout sessions with attendees, students also collected any comments, concerns, and answered as much about any topic as they could. The presentation closed with the mentioning of a third and final workshop to be held in December before the end of the FAU fall semester. The date of this workshop has since been scheduled on Monday, December 14, 2020.

Introduce New Uses




- Creating a diverse variety of uses in commercial, light-industrial, and mixed-use districts has been identified as a priority recommendation.
- Rezonings will require amendments to both the Deerfield Beach Zoning Code and the Comprehensive Plan to change the future land use and allocate residential density entitlements in some districts.
- Due to the ambitious scope of these proposed changes, it may be advisable to bring on a planning consultant to assist with the comprehensive plan amendments, outreach, and visioning process for the Deerfield Crossing subarea rezoning.

10

Figure 63: Workshop Slide from 12/14/2020

Vision Statement

During the 2020 Fall semester, FAU Masters Students have studied the Northwest Planning Area of Deerfield Beach, inventorying transportation infrastructure, commercial development, public spaces, the local housing market, and the existing built environment, to identify and synthesize issues and opportunities into a planning strategy for the area, which has been dubbed “Deerfield Crossing” to reflect a sense of community and activity within the district. The vision statement for the study area is as follows:



Deerfield Crossing brings a lush and eclectic entertainment district experience to Deerfield Beach, with exciting retail and unique, local dining options set amidst the city's lovely local assets. There is no need to travel far when beautiful parks set the stage for iconic views in a vibrant mixed use setting where you can live, work, and play all in your own town. Diverse programming at community gathering places activates public spaces, and improved maintenance will ensure parks and public facilities stay beautiful for years to come. Walk, run, or bike down the newly redesigned local roadways that make pedestrian safety and comfort a priority. Or simply drive or take the shuttle down one of the new tree-lined boulevards. Trees, breeze, and park front views await you! Deer goodness! Come to Deerfield Crossing!

Below are the five core planning principles which have been determined are most needed for urban repair, revitalization, and transformation of the area:

Calm Traffic:

Reduce vehicle travel speeds on local roads using informed traffic calming best practices.

Connect People:

Improve infrastructure and development patterns to facilitate pedestrian access, mass transit, and micro-mobility.

Program and Define Spaces:

Design engaging and recurring programming for underutilized spaces and fund new community services. Also, encourage community engagement and identity.

Attract Investment:

Draw new development and redevelopment by desirable sectors such as dining and retail alongside mixed-use opportunities to create a distinct downtown along major corridors.

Plan for Sustainability:

Maintain funding mechanisms for upkeeping residential, commercial and public spaces and create policies that provide the community jobs and housing access to ensure community health for generations to come.

Analysis

Real Estate Market Analysis

Issues and Opportunities

Housing Conditions

Based on 2018 reports from the U.S. Census data, the current real estate market area has a total of 13,599 housing units. Of those housing units, 8,912 are occupied, which makes up 66% of the housing market in the study area. However, this also means that 4,687 housing units, or the other 34% of the housing units in the market area, are vacant during some portion of the year, as is shown in *Figures 64 and 65*. This brings obvious issues and implies much about the current conditions of the real estate market in the study area. First, it states that people are not buying homes, as there is a high percentage of vacant housing. It also shows that many housing units are seasonal for residents who only spend the winter months in Florida and relocate to northern states during the spring, summer, and fall seasons. Out of the 4,687 vacant housing units in the study area, 81.1% (3,803) are seasonal housing units based on the 2018 5-Year projected Census data. *Figure 66* shows the distribution of the type of vacant housing units in this area. With such a large percentage of housing units vacant, it makes it difficult for the local economy to support local businesses.

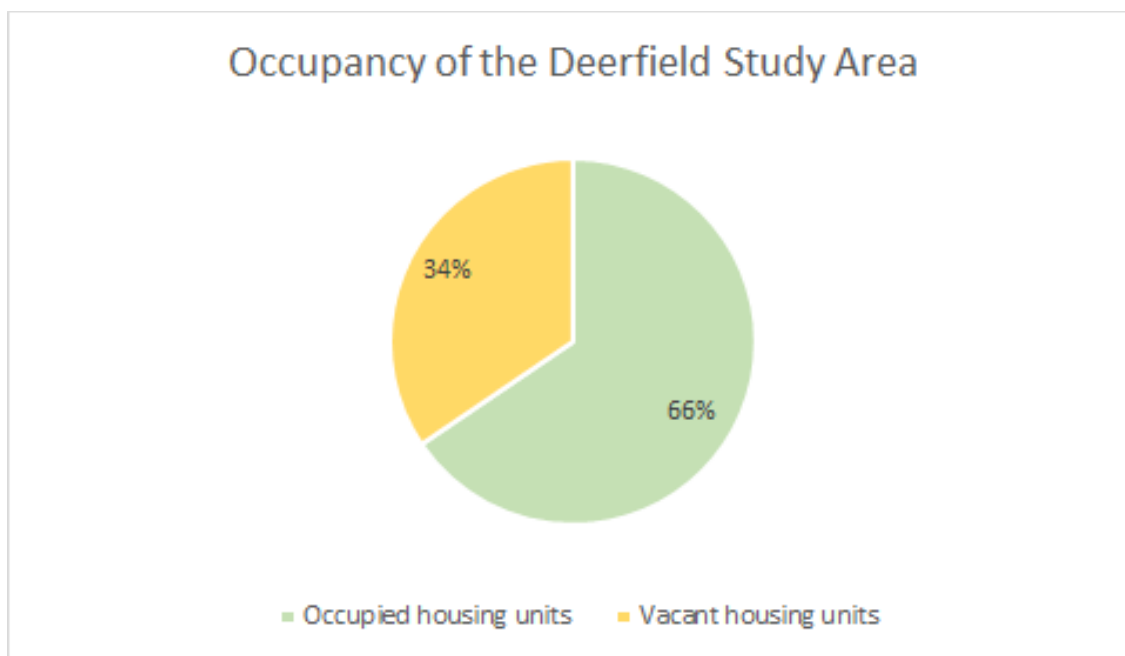


Figure 64: Occupancy of the Deerfield Study Area (U.S. Census Bureau, 2019)

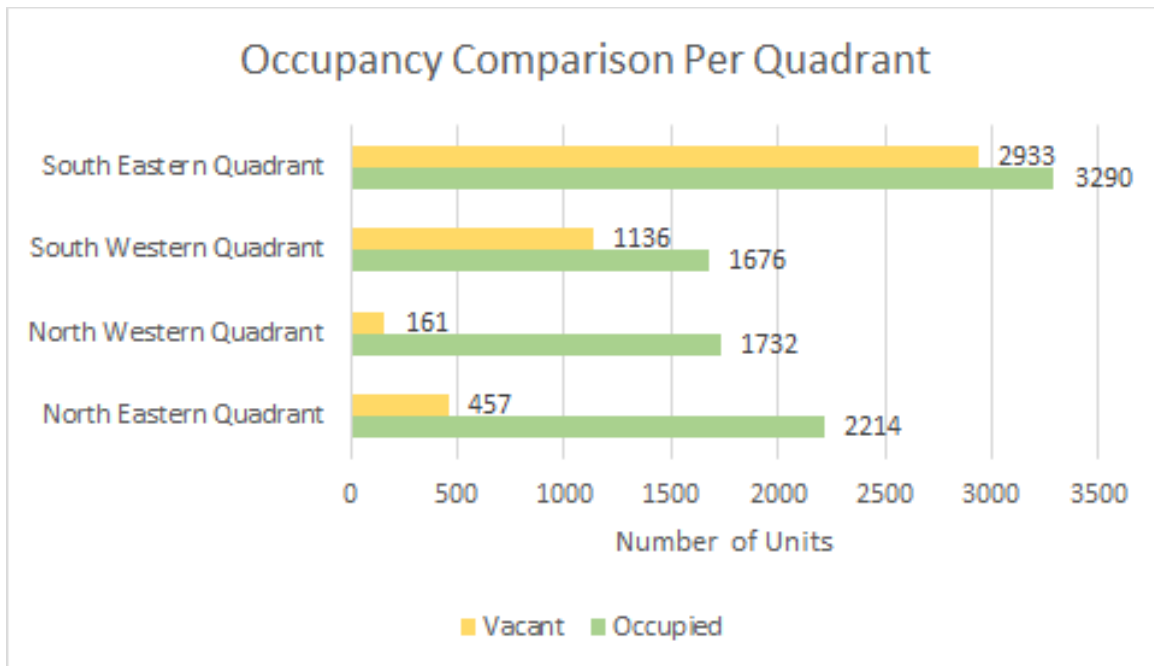


Figure 65: Occupancy Comparison Per Quadrant (U.S. Census Bureau, 2019)

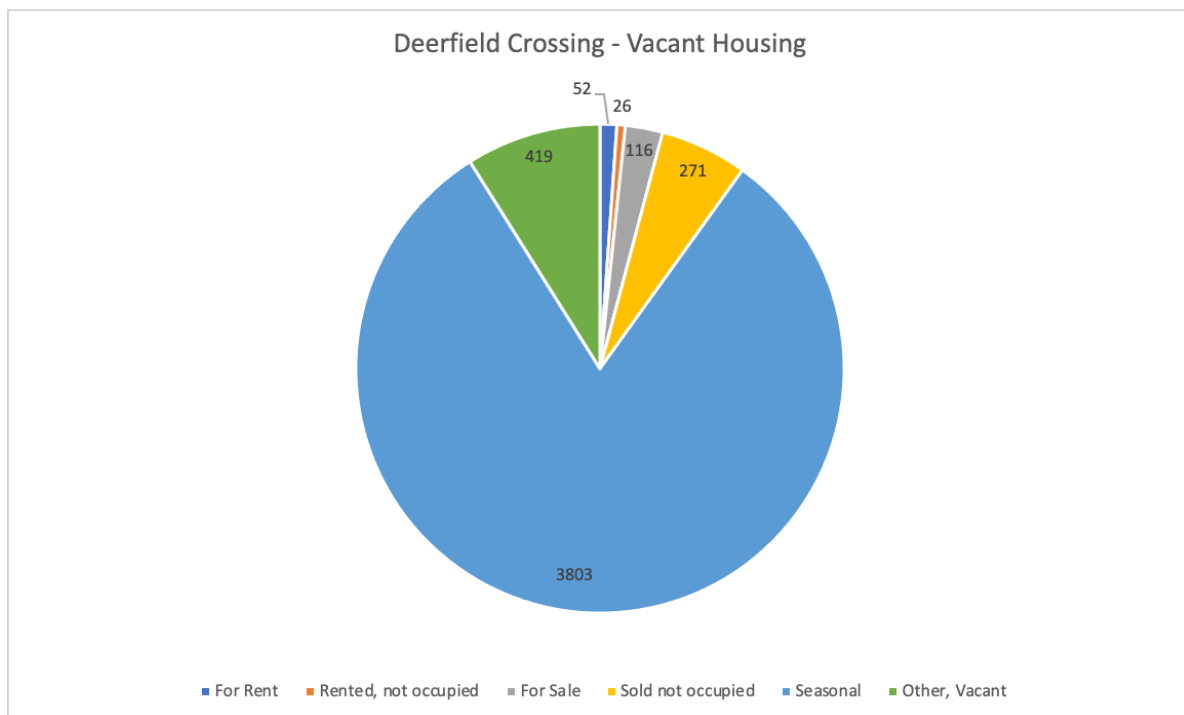


Figure 66: Deerfield Northwest Study Area - Vacant Housing (U.S. Census Bureau, 2019)

The 2018 5-Year projections from the U.S. Census data show that approximately 59% of the housing units in the study area were built between the years 1970 and 1979, while 25% were built between 1980 and 1989, meaning 84% of the area's housing stock was built between 1970

and 1989. This illustrates how the housing stock is outdated, leaving less desire for resale on the housing market. It also shows that only a few new housing developments are occurring in the study area. Relative to residential income, the cost of the area's housing is putting a strain on residents' incomes. This prevents those residents from having extra income to spend at local businesses and restaurants to help the economy. The chart below in *Figure 67* was created using the U.S. Census data for 2018 and 54% of the residents in the study area pay 35% or more of their income towards housing. If you include the 5% that pay between 30 and 34.9 % of income towards housing, there are a total of 59% of the residents in the study area who are "burdened" by housing costs. The study area of Deerfield Beach does not have many affordable and workforce housing options for residents. This is clearly identified through breakout group interviews and the city's comprehensive plan.

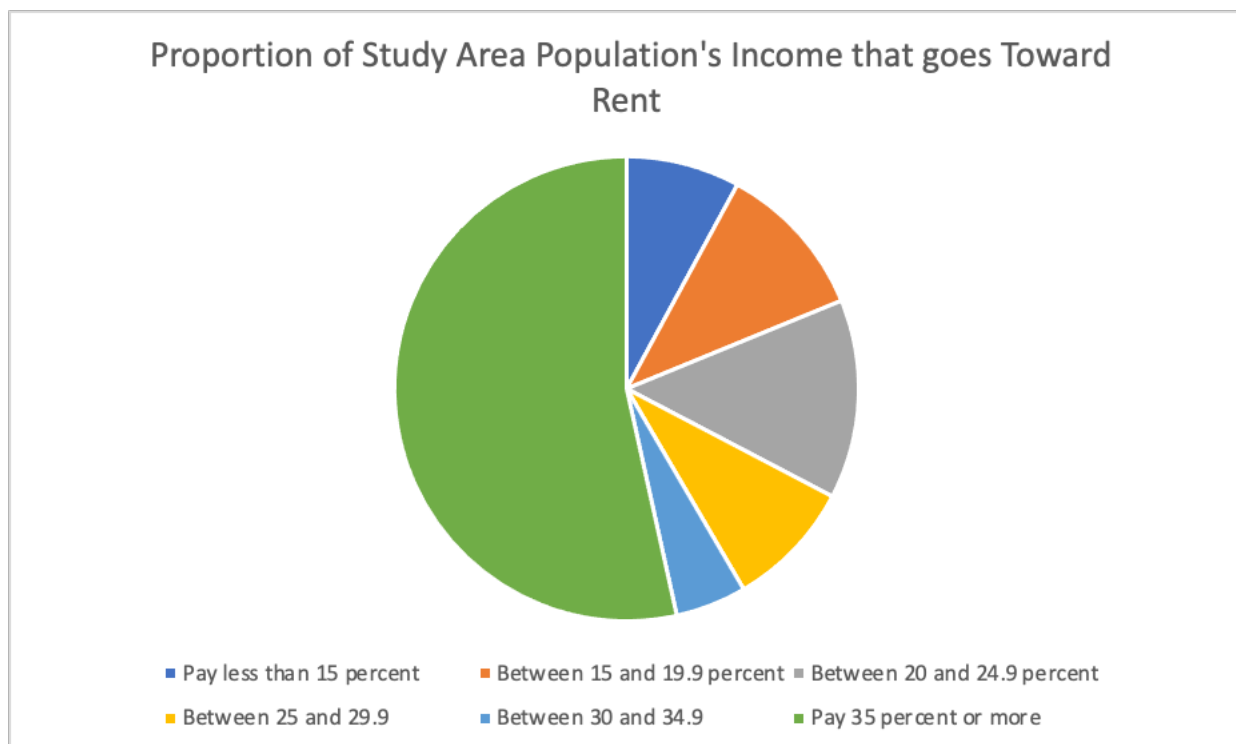


Figure 67: Proportion of Study Area Population's Income (U.S. Census Bureau, 2019)

Management of Infrastructure and Development

As mentioned previously, the housing stock is outdated, leaving a lack of character and unity in the study area. However, along with the housing stock is the utility, road, and other infrastructure that is outdated. Infrastructure located along Hillsboro Boulevard near the city center should be updated. According to the existing conditions, comprehensive plan, and zoning plans, there are not many mixed-use development projects existing or on-going. Many new renters and buyers are looking for housing that is walkable to live, work, and play activities. Mixed-use developments can fit this purpose and create more residential housing opportunities, while also addressing the lack of destination retail and restaurant enterprises that are needed in the study area. The code ordinances and future land use needs could be revised in high-traffic

areas to allow development of mixed-use communities, especially near urban and transit centers. Deerfield Beach could also promote infill development and redevelopment of underutilized land on vacant or old parcels that are not developed, which would help create more housing and retail opportunities while also promoting construction and business in the study area.

Recommendations

Housing Conditions

To address the age of housing stock, the creation of new units in mixed-used development areas and rehabilitation programs for the existing housing stock are recommended. The Deerfield Beach Planning department should grant incentives and expedited review times to developers and residential housing permits or plans to promote and jumpstart new residential housing development in the study area. Deerfield Beach should promote bringing more types of businesses into the study area to address cost concerns. Another recommendation is to provide more affordable housing units, and preserve existing affordable housing units. Housing programs from the Housing Authority and Subsidy programs can be promoted in a more efficient manner, as well as educating residents on different financial support options available to them. Deerfield Beach can promote accessory dwelling unit (ADU) policies, fast track development, adaptive reuse programs, grant programs, and impact fees to contribute to the lack of affordable and workforce housing.

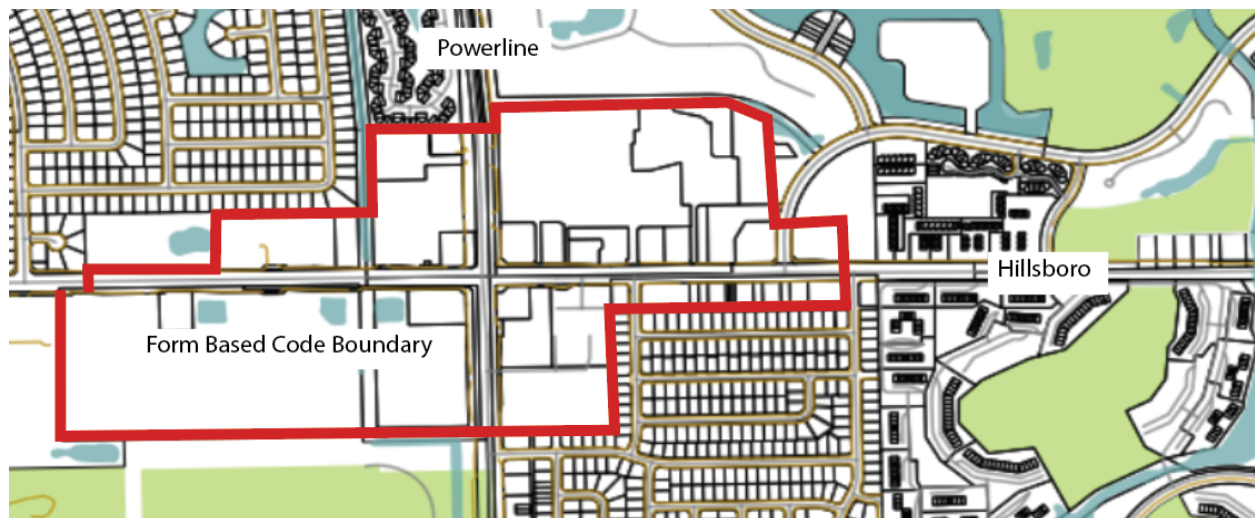


Figure 68: Form-Based-Code Boundary - Deerfield Northwest Study Area (ESRI, 2020)

Management of Infrastructure and Development

Deerfield Beach should focus on the future land use of parcels to promote construction and tenant use for these purposes, which will attract younger residents and create a destination for non-locals to travel to. The study area in Deerfield Beach should create a Form-Based Code that can be used for all new developmental purposes, to create a standard and unified style that has been successful in many other areas that have been redeveloped, like Mizner Park and Downtown Delray Beach. *Figure 68* shows the zone that would fall under the Form-Based Code. To address the substandard housing conditions, the City of Deerfield Beach should put effort into

updating the infrastructure and utilities, dedicating funds of the city budget to these enhancements, which will contribute and promote new development.

Proposed Project

The redevelopment of a site located to the northwest of the intersection of Hillsboro Boulevard and Powerline Road, shown below in *Figure 69*, is proposed. The site currently contains an ALDI, Papa John's, a vacant Ruby Tuesdays, and several other small stores. The goal for this site is to bring in a mixed-use development consisting of multi-family workforce apartments, built at market rate quality and commercial/retail space for residents to recreate. By creating a community that contains both residential and commercial space that will contain many different options it will give community members a destination in their own community to enjoy with different restaurant and retail options.

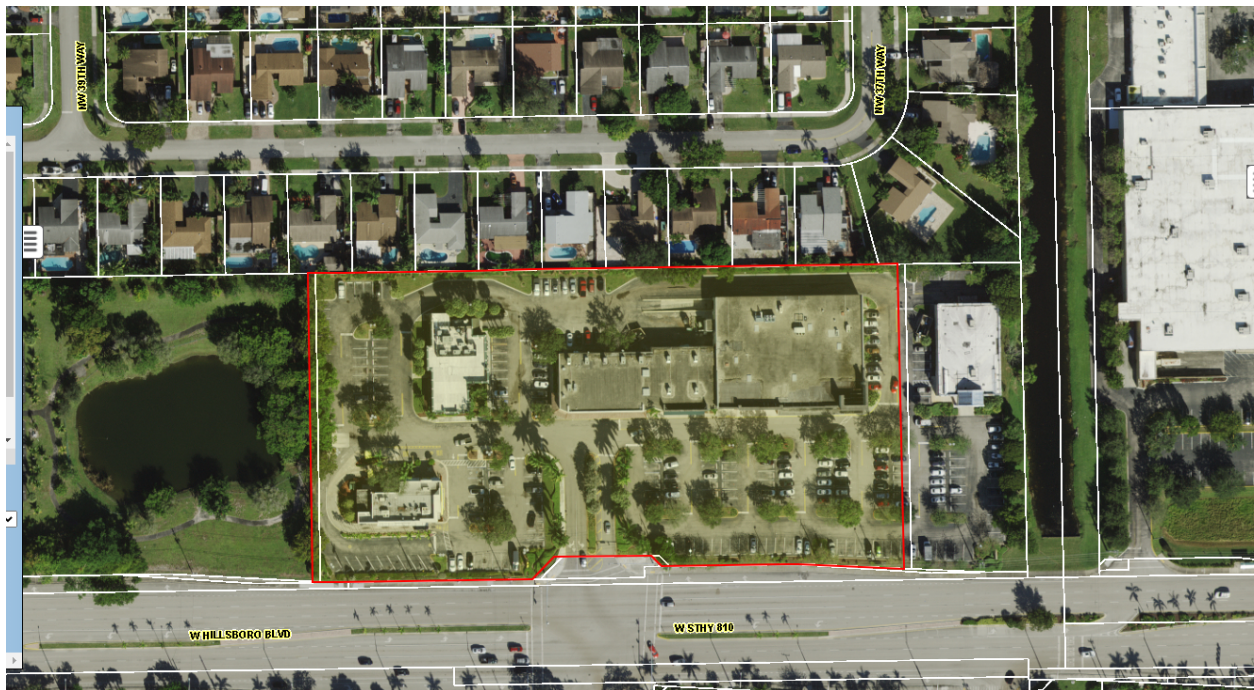


Figure 69: Satellite Image of Proposed Project Area (BCPA, 2020)

Real Estate Market Analysis Conclusion

The U.S. Census statistics from 2018 show that the study area of Deerfield Beach is growing in population. This is an opportunity for the city to address the real estate issues mentioned, and take advantage of the opportunities available to the city. With a growing population and set goals within the plans and code ordinances of Deerfield Beach, the planning department can curtail the deficiencies in workforce and affordable housing, the costs of housing, the lack of vacancy in the housing stock, the age of housing stock, and create a downtown destination as an attraction for residents and visitors.

Socioeconomic Policy Analysis

Issues and Opportunities

Demographics and School Enrollment

The demographic data for the study area shows a heterogeneous community with significant differences. Approximately 41.8% of the study area's residents are age 65 or older, and 15.0% are age 19 or younger, which leaves the remaining 43.2% of the population between the ages of 20 and 64. As over two-fifths of the study area's population is classified as elderly, an opportunity to explore how to make the area more attractive for diversification via intergenerational connection presents itself. Overall, the study area is predominantly older compared to the City of Deerfield Beach, and it has a larger share of 15 to 19 year olds and 20 to 24 year olds as well. An estimated 24% of workers in the area are aged 29 or younger, and 51% of workers are between the ages of 30 to 54. Residents in the first community workshop expressed interest in more activities, uses, and business hours geared toward the growing younger population. Between both workshops held, negative perceptions residents of the study area expressed were a lack of "sense of place," crime, and safety concerns, all of which warrant further investigation. Additionally, residents were opposed to high-rise and high-density development, which should be taken into consideration when proposing opportunities for development. Between 57.7% and 77.9% of students from each school serving the study area qualify for free or reduced lunch programs, indicating a need for additional educational programs which accommodate students from lower-income backgrounds to ensure that they have high-quality opportunities for development.

Households and Families

The family and household compositions for the study area vary between tracts. At the first community workshop, only 27.3% of poll respondents said the area utilized community centers well, and others cited a lack of programs for children and families. Many residents also noted that the area is very segmented, and more social engagement and programs are needed to promote a sense of community. On average, the study area has a relatively small household and family size per tract, with moderately-sized proportions of married-couple and elderly household compositions. Additionally, over half of the population belongs to non-family households on average. Thus, household composition is diverse, and these populations have different wants and needs when it comes to public programs and recreational activities. Residents at the first community workshop expressed frustration pertaining to the lack of after-school programs for children, citing how they drive to other cities for their childrens' activities and programs. Some safety concerns centered on rehabilitation homes, stating how rehab home residents have been destroying personal property and harassing community members. Pertaining to poverty rates, a majority of the tracts have an average lower poverty rate (0.0%, 12.2%, 14.8%, 18.4%) than that of Deerfield Beach (17.0%), however the Ratio of Tract Median Income (TMI) to Tract Income Limit (TIL) for the Quiet Waters and Century Village tracts are double that of the Hillsboro Park and Deer Creek tracts. Limited housing choices and affordability are concerns among study area residents. As can be seen in *Tables 23-24*, the study area lacks a sufficient amount of affordable housing facilities, and only contains one senior housing facility.

Table 23: Affordable Housing Facilities in Deerfield Beach (City of Deerfield Beach, 2006)

Table 4.12 Inventory of Affordable Rental Housing

Facility	Address	Capacity	Subsidy Source	Type
Highland Gardens	331 NE 48 th Street	100 units	Public Housing – managed by BCHA	Elderly and Disabled
Lakes at Deerfield Beach	1100 South Military Trail	42 units	Low Income Housing Tax Credit	Eligible Families
Palms of Deerfield Beach	425 NW 1 st Terrace	100 units	Public Housing – managed by DBHA	Elderly
Proposed Palms of Deerfield	425 NW 1 st Terrace	56 units	Public Housing managed by DBHA	Eligible Families
Proposed Tallman Pines	3801 NE 8 th Avenue	242 units	Public Housing managed by BCHA	Eligible Families
Stanley Terrace Apartments	402 SW 2 nd Street	96 units	Public Housing – managed by DBHA	Eligible Families
Total		636 units		

Source: Deerfield Beach Housing Authority; Broward County Housing Authority

Table 24: Senior Housing Facilities in Deerfield Beach (City of Deerfield Beach, 2006)

Table 4.13 Inventory of Senior Housing

Facility	Address	Capacity
Palms of Deerfield Beach	425 NW 1st Terrace	100 units
Highland Gardens	331 NE 48 th Street	100 units
Century Village	1828 West Hillsboro Boulevard	8,500 units
Total		8,700 units

Source: Deerfield Beach Housing Authority; Broward County Housing Authority

Economic Development

Unemployment rates are higher in the southern tracts (11.4% for Quiet Waters and 14.1% for Century Village) compared to the northern tracts (8.6% for Deer Creek and 4.1% for Hillsboro Park). Median incomes are greater in the northern tracts (\$68,397 for Hillsboro Park and \$69,340 for Deer Creek) compared to the southern tracts (\$36,739 for Quiet Waters and \$28,681 for Century Village). The majority of career opportunities in the study area are low-paying jobs. An estimated 27% of jobs pay \$1,250 a month or less (\$15,000 annually or less). Around 40% of jobs pay \$1,251 to \$3,333 (between \$15,012 and \$39,996 annually). The study area has lost positions in the Retail and Management of companies and Enterprises industries. Identified among residents in the community workshop and Deerfield Beach's 2016 SWOT (Strengths, Weaknesses, Opportunities, and Threat) analysis is a high demand for local and higher-end restaurants, retail, and entertainment. Per that analysis, local businesses are in need of qualified employees, and the local talent pipeline is low. The study area echoes those observations, having a limited prime workforce age population. Also identified in the 2016 SWOT analysis was an overall lack of "sense of place" in Deerfield Beach, and a past perception that the city has a non-friendly business environment. There is a negative perception of high traffic in the study area and that it is an "unfriendly" environment for pedestrians and cyclists.

Residents asked for a variety of employment opportunities and higher wage employers in industries such as Technology, sciences, and manufacturing during the community workshops, as employment and income disparities are apparent within the study area. Per Census data, only 312

workers live and work within the study area. A total of 5,851 workers are employed within the study area, but do not live within the study area. Additionally, 6,113 workers live within the study area, but do not work there, as seen below in *Figure 70*. Thus, an opportunity to enhance the study area as a place Deerfield Beach residents want to both live *and* work presents itself.

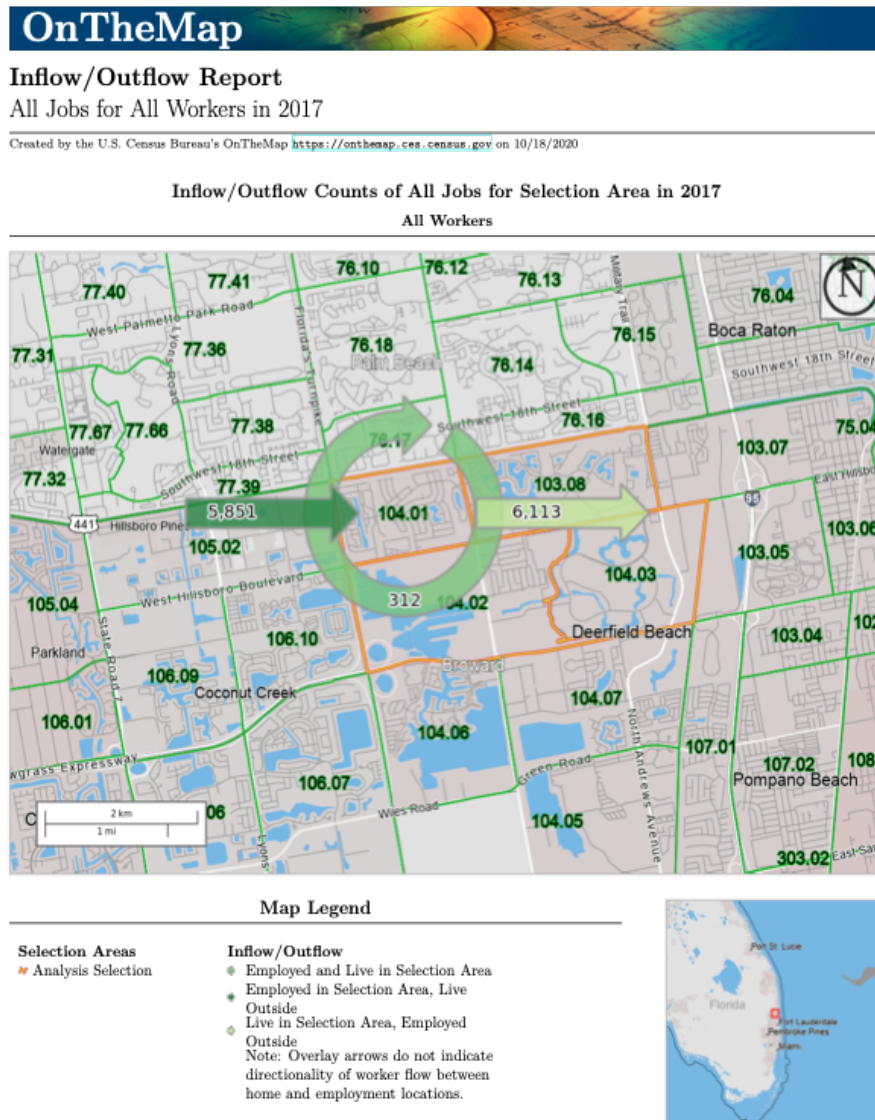



Figure 70: Occupational Inflow and Outflow Counts for the Four Corners Study Area (U.S. Census Bureau, 2017)

Policy Recommendations

Demographics and School Enrollment

To meet the demands of a growing younger population, it is recommended that the city provides programs in the evenings for teenagers and young adults. Implementation and utilization of community centers within the study area are recommended. Additionally,



programming and community workshops should be facilitated to engage residents to provide that sense of community stressed during the community workshops. It is also recommended that the study area implement a community policing program to address crime and safety concerns via a community-driven solution. Lastly, it is recommended that school boundaries and enrollment data be analyzed annually to ensure the schools' populations are representative of the study area's population.

Households and Families

Programming shall promote city-sponsored activities for residents of all ages at different times of day, such as drive-in movies, live music, food trucks, and other similar activities. Activities can utilize parks, such as Quiet Waters and Constitution Park. This recommendation will also provide public programs and recreational activities that appeal to a variety of ages, which Policies ROS 1.2.3 and 1.4.2 from the city's comprehensive plan support. Additionally, it is recommended that the city provide more stable after-school, recreational, and mentoring programs for school-age children (such as sports, dance, theater, etc.) so parents do not have to travel to other cities and nearby communities to find the same activities for their children, as was noted during the community workshops. In response to concerns pertaining to safety and rehabilitation homes, it is recommended to amend the zoning code to add stricter distance and Florida Association of Recovery Residences (FARR) certification limitations on rehab homes. This amendment intends to make the area safer for children and families living near Quiet Waters Elementary.

Economic Development

It is highly recommended that the City of Deerfield Beach implement an economic element within the city's comprehensive plan that establishes its objectives, goals, policies, and strategies. Additionally, it is recommended that the City of Deerfield Beach promotes the refurbishment and/or redevelopment of existing shopping centers at the Powerline Road and Hillsboro Boulevard intersection to create a center within the study area. To ensure the study area is not infiltrated by restaurant chains that crowd out local businesses, a text amendment to amend the "restaurant" definition and include a new "chain/formula restaurant" category permitted as a conditional use is suggested. This conditional use will need to meet specific criteria and will help maintain a balance between chain/formula businesses and local businesses. The City of Deerfield Beach has implemented Ready2Work, a 5-week program that trains unemployed and underemployed Deerfield Beach residents in soft skills and job searching success. The program is open to 30 full-time residents of Deerfield Beach of at least 18 years of age. It is suggested that the City of Deerfield Beach expand the Ready2Work program, holding workshops and the five-week program within the study area to serve its residents. This will help sustain and retain a workforce that can support the changing needs of current and future businesses, including targeted industries.

To enhance the talent pipeline, partnerships among employers and high schools in the study area are encouraged to offer internships and apprenticeships to students. Additionally, developing housing and commercial uses geared towards the younger population is suggested to attract a prime workforce age population. To bring investments into the local economy, it is suggested that Quiet Waters Park be leveraged as a space for additional festivals and attractions that bring investments into the local economy. Deerfield Beach should invest in public-infrastructure improvements within the study area to create jobs and develop a more pedestrian-

and cyclist-oriented environment. To promote and sustain jobs-housing balance within the study area and the city as a whole, it is recommended that the city provide preference to city residents on their job applications.

A second recommendation to promote jobs-housing balance within the study area is to implement an employment element into the City of Deerfield Beach's comprehensive plan. Currently, the elements presently reviewed in the comprehensive plan are FLU, Transportation, Housing, Utilities, Coastal Management, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvements, and Public School Facilities. To promote economic vitality and attract a variety of employers, certain zoning changes are recommended. The Quiet Waters Business Park is currently zoned as Industrial (I), and a small portion is zoned as General Business (B-3), as depicted below in *Figure 71*. It is recommended to rezone Quiet Waters Business Park to Mixed-Use Commercial- Industrial (B-3/I) to allow for a variety of commercial uses. The main commercial intersection in the study area is the Hillsboro Blvd and Powerline Road Intersection. The area includes zoning districts, such as Community Business, B-1 and B-2, Highway Business and other residential zoning districts, as depicted in *Figure 72*. The area could be rezoned to include more parcels zoned as B-2 and B-3 to provide a variety of heavier commercial uses.

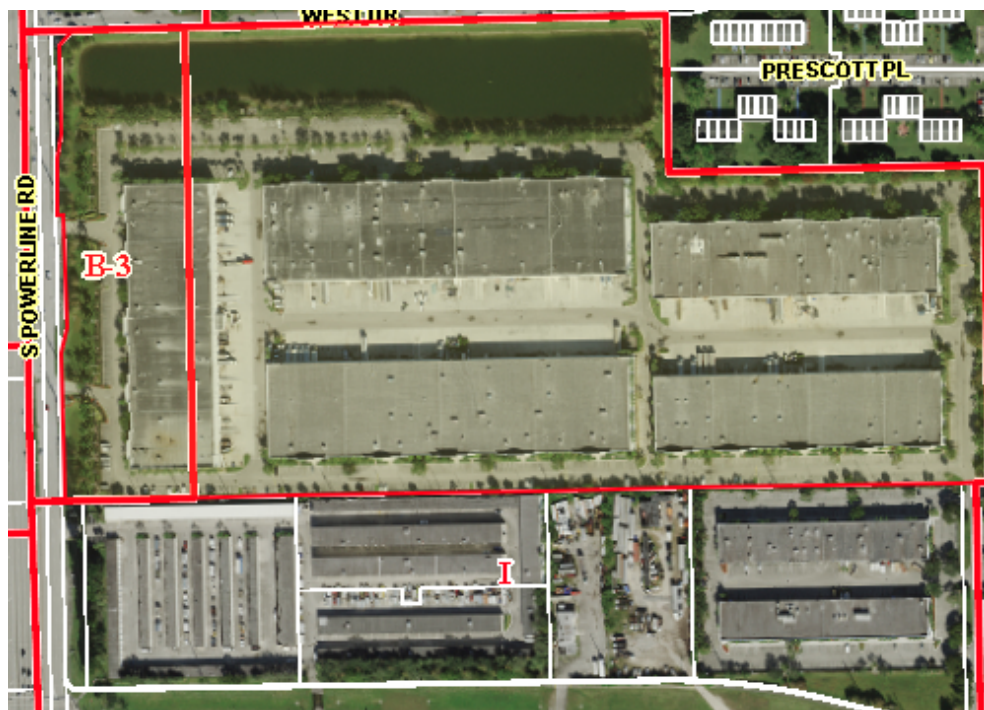


Figure 71: Quiet Waters Business Park Zoning (BCPA, 2020)

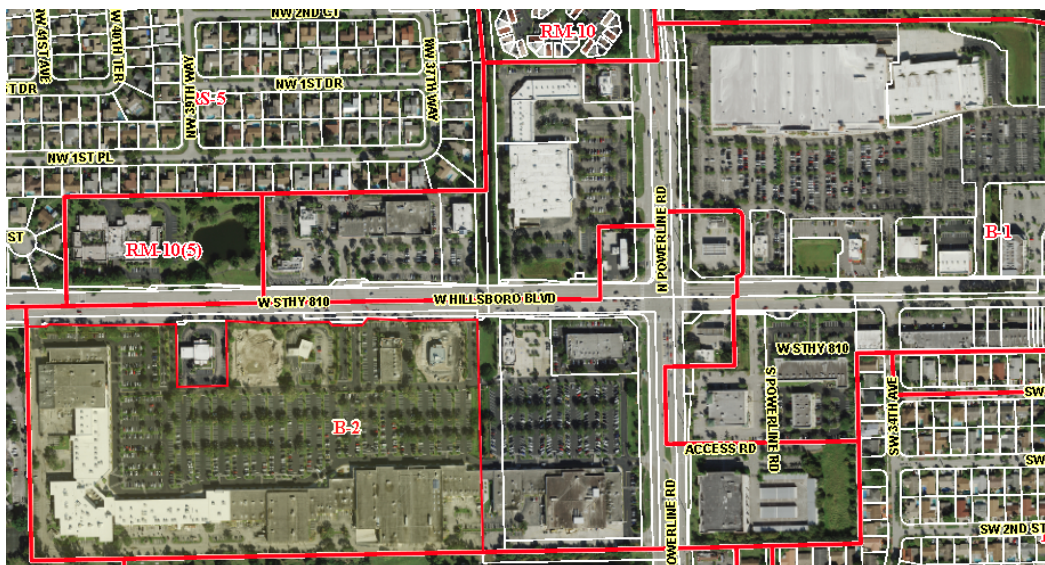


Figure 72: Hillsboro Blvd and Powerline Intersection Zoning Districts (BCPA, 2020)

Transportation Policy Analysis

Issues and Opportunities

Complete Streets

The existing infrastructure in the Deerfield Northwest Study Area lacks Complete Streets principles that accommodate all types of traffic and pedestrian uses in the region, as it is not safe, and easily accessible multi-use modes of transportation are not currently available. According to the 2012 Broward County Complete Streets Guidelines, pedestrian facilities must include sidewalks, curb ramps, crosswalks, signals, and bus stops. The map below shows the study area, with Military Trail to the right, and the Turnpike to the left. The subject area has large gaps in bicycle and sidewalk facilities.

Figure 73 highlights the existing layout of bike lanes in blue. The Deerfield Northwest Study Area only has bike lanes on the two main roads, Hillsboro and Powerline, which are dangerous because of the high-speed traffic limits. There are also bike lanes identified near the south side of the study area along SW 10th St. Currently, the existing layout lacks connectivity and safe bike routes for this to be an efficient mode of travel for business or recreational purposes. The Deerfield Northwest Study Area has sidewalks located on many of the main and arterial roadways within the study area of Deerfield Beach. Figure 74 shows the existing conditions of the sidewalks along the major arterials of Hillsboro Boulevard, Powerline Road, and Military Trail. These sidewalks are currently not up to the Americans with Disabilities Act (ADA) standards, though the city's comprehensive plan promotes wider sidewalks and ADA compliance.

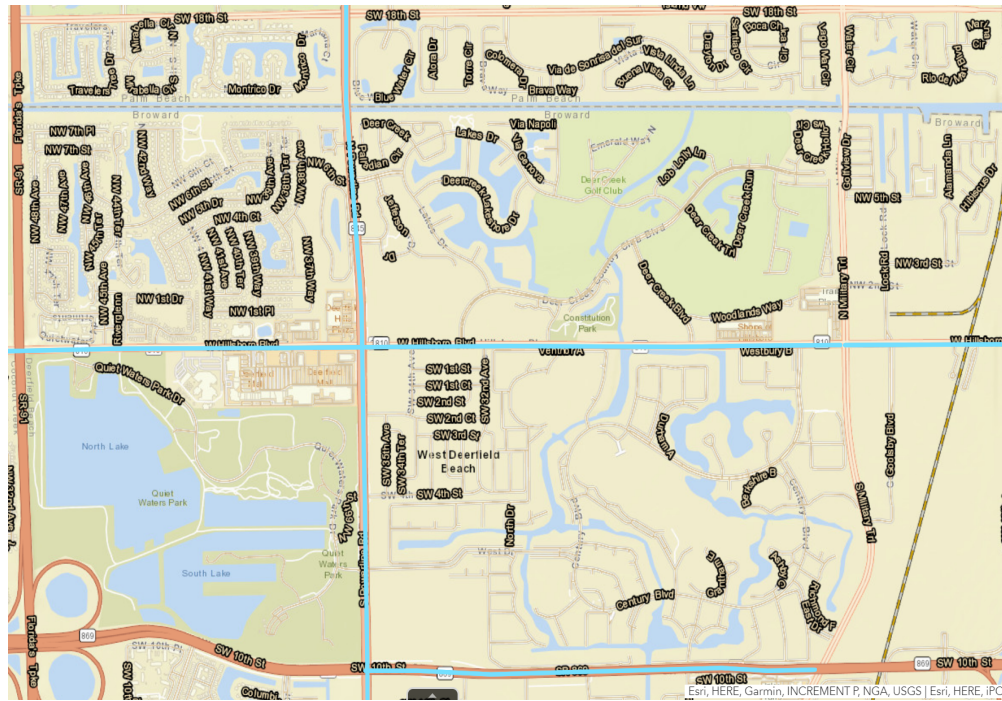


Figure 73: Existing Bike Lanes (ESRI, 2020)

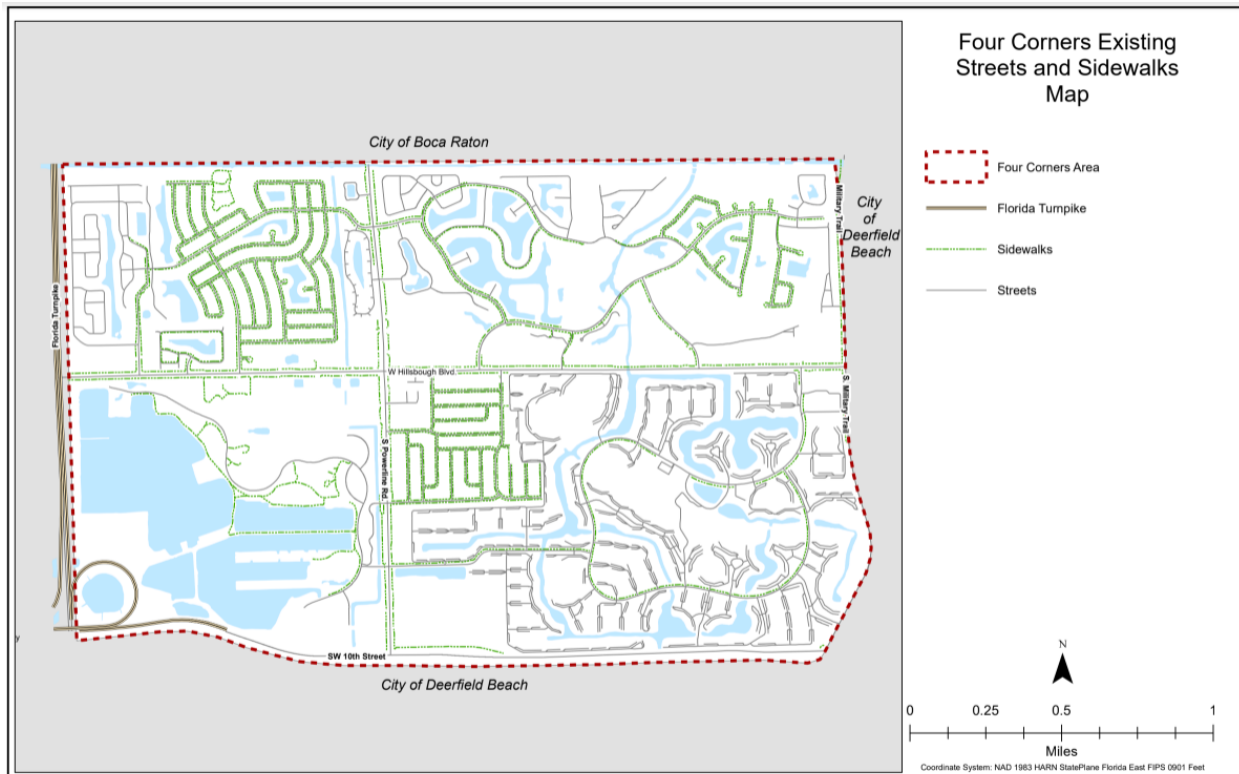


Figure 74: Four Corners Existing Streets and Sidewalks Map (ESRI, 2020)

Most residents in the study area do not use walking as the main mode of transportation. Only 5.6% of residents in the Quiet Waters neighborhood use walking as the preferred mode of commuting. Additionally, the arterial streets in the study area do not include many streetscape elements. *Figure 75* shows the existing streetscape conditions in Hillsboro Boulevard. The narrow sidewalk is very close to the street and does not include any type of buffer and canopy trees for shade. The bus stop only includes a bench for no shelter. The middle planting strip in this particular segment is somewhat wide and includes trees. As seen in *Figure 76* below, the street has very wide lanes, the bicycle lane has no buffer, and the sidewalk is just next to the street. The sidewalks are not close to any development, either. *Figure 77* shows the existing layout of Powerline Road, including a wide plant strip buffering the sidewalks in some parts of the road, but no development on either side of the road, but no development on either side.



Figure 75: Hillsboro Blvd (Google Maps, 2019)



Figure 76: W Hillsboro Blvd (Church et al., 2020)



Figure 77: Powerline Road (Church et al., 2020)

Zoning and Public Transportation

The infrastructure of the study area shows many blocks that are long, which minimizes pedestrians' ability and desire to walk. It could be beneficial to break up some of the larger commercial parcels to make accessibility easier to businesses, and have tenants closer to street corners, providing more streetfront footage. The school zone in the westernmost portion of Hillsboro Boulevard is bisected by an intersection and crosswalks, connecting the school to the adjacent residential neighborhood on the other side of the street. While reduced school zone speeds during the beginning and end of the school day increase the safety of the crossing, more can be done to ensure the area is safe for students outside of the currently small designated school zone. Eight parks exist in the area, but there is no transportation option to connect them, making private vehicle travel the only way to get from park to park. Additionally, there is a privately owned golf club and tennis/racquetball club, as well as a community center, all of which lack connectivity. There needs to be a way to connect these facilities so that residents and visitors can access these facilities without relying on private vehicles.

While the subject area has two active Broward County Transit routes and three city bus routes, Military Trail and SW 10th St do not have any type of public transit routes or transit connectivity. The only station in SW 10th St and Military Trail is a Tri-Rail connector called DB2 located in this intersection. Both Military Trail and SW 10th Street include commercial and residential uses, however there is no alternative transportation option to driving besides walking. A short route like the one shown in *Figure 78* would take 33 minutes to complete on foot, versus five minutes to complete by automobile. Other issues found were regarding the transit facilities such as bus shelters and benches. Only two bus stops have shelters: the one located at Century Plaza, and the one located at Century Village Clubhouse, however most stops have benches. At the Quiet Waters Elementary bus stop shown in *Figure 79*, there is no bench or shelter.

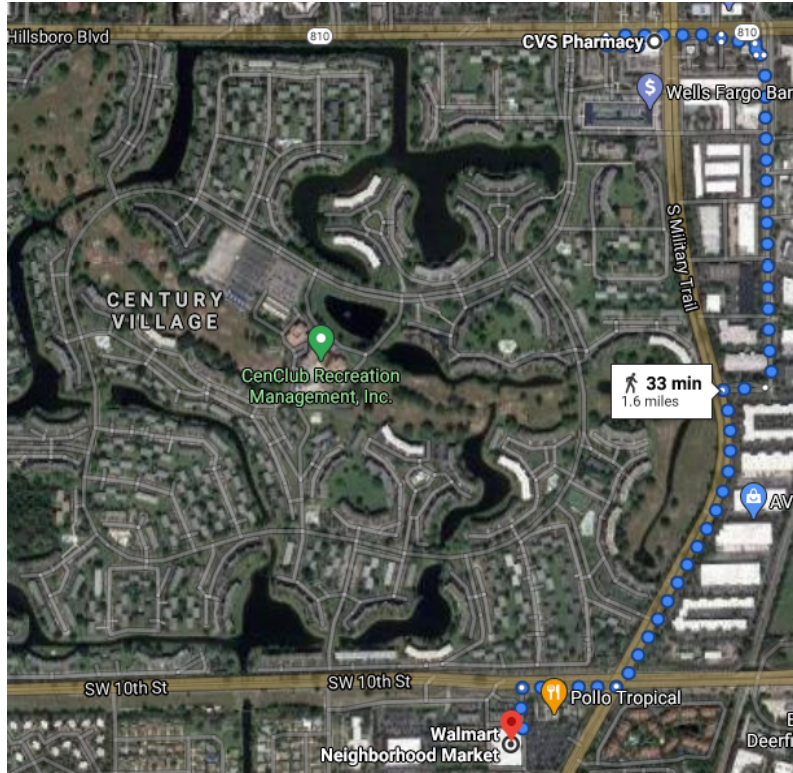



Figure 78: Sample Route from CVS Pharmacy Century Plaza to Walmart SW 10th St (Google Maps, 2020)



Figure 79: Quiet Waters Elementary Bus Stop (Google Maps, 2019)



Road Safety and Other Recommendations

Road safety is perhaps one of the biggest concerns in the study area, especially for the intersection of Hillsboro Boulevard and Powerline Road. The speed limit of Hillsboro Boulevard is 45 MPH for the entirety of the study area, with the exception of the Quiet Waters Elementary School Zone in the westernmost portion of the study area. Based on site visits conducted previously in the existing conditions portion of this study, the majority of traffic on this road exceeded this speed limit by at least 10 MPH. This is unsafe for the pedestrian crossings, especially at the major intersections within the study area. This intersection has been identified as the most viable section of the study area for redevelopment to provide a new walkable activity center for Deerfield Beach.

The southern part of the Hillsboro Boulevard and Powerline Road intersection has less concern for promoting a walkable entertainment hub, but it is still necessary to promote pedestrian access and safety, as this portion of Powerline Road connects the West Deerfield Beach residential neighborhood to Quiet Waters Park. Target speed can be increased on this portion of Powerline Road, as it is not designed to be as busy in terms of pedestrian traffic, though the speed limit should still be limited to 40 MPH instead of the current 45 MPH speed limit. Bicycle lanes separated by raised medians can also be implemented here to promote multimodal bicycle access in the area to Quiet Waters Park. The eastern portion of Hillsboro Boulevard can increase its speed limit to 40 MPH after passing Powerline Road from the west. Traffic congestion on Hillsboro Road is a concern to the residents of the area, so it might help to allow faster traffic speeds towards the eastern end. Also, the safety conditions of the bicycle lanes and sidewalk in this portion of the study area are lacking, and should be addressed.

The study area lacks wayfinding, which improves the pedestrian realm, and helps people find the area's landmarks. One of the unique features of Deerfield Beach is the statue of a Key Deer, featured in every city-owned building and park as seen in *Figure 80*. This is something that is unique to the city and could be added in the study area's streetscape to tie the region together. One other unique feature of the area is a public boat ramp shown in *Figure 81*, which is located in the Villages of Hillsboro Park in the Gulf Stream canal. This ramp, built by Broward County, connects the region with the Florida Everglades. Another park, River Park in Deer Run, is directly adjacent to the canal as well, but has no boat ramp. There is a closing of the canal located next to Military Trail that prevents it from having access to the Intercoastal Waterway and the Atlantic Ocean.



Figure 80: Key Deer Statue at Villages of Hillsboro Park



Figure 81: Villages of Hillsboro Boat Ramp

Policy Recommendations

Complete Streets

Goals found in the Deerfield Beach Complete Streets plan should be implemented in the study area. It is recommended to redesign Hillsboro road as a major complete street by changing the speed limit, updating the infrastructure, completing sidewalks and bike lanes, and turning it into a public transportation depot, with updated stops and routes. Additionally, the city should create bike lanes, outlined in red in *Figure 82* between Military Trail and SW 10th Street to make

a safe connection between Hillsboro Blvd and SW 10th St. It is also recommended to create bike paths along the north side of the study area, on SW 18th Street to promote connectivity along the exterior portions of the study area and provide additional opportunities for residents to travel. Ideally, the future goals for bike lanes should not only be exterior arterial roads, but also promote pathways between the neighborhoods, businesses, and parks.

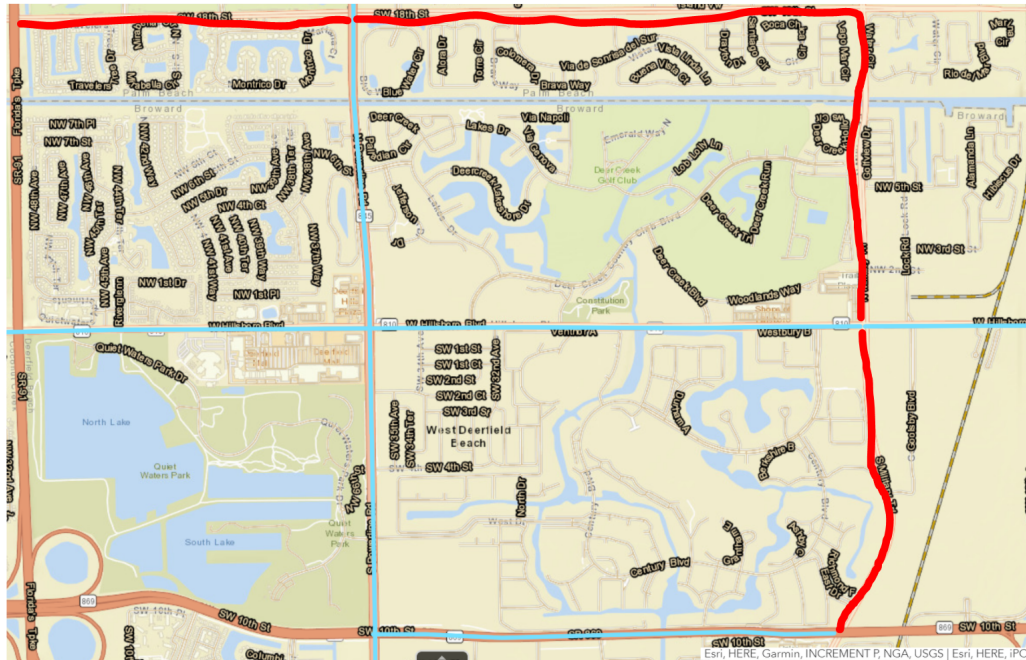


Figure 82: Proposed Bike Routes (FDOT, 2019)

At minimum, the city should complete the full connectivity of sidewalks by adding walkable areas to slow traffic and enhance the sense of place from S. Military Trail to SW 10th Street and SW 10th Street to S Powerline Road. Further recommendations which build upon that include creating a circle route within the study area as a walkable path for recreational uses, making stops along popular highlighted areas, meeting ADA compliance by widening the sidewalks on the major arterials in the region, and adopting the transition from sidewalks to street crossing with truncated domes surface for the slopes. Adding more street connections to the main street are essential as well. *Figure 83* shows Hillsboro Boulevard in front of Quiet Waters Park. The streets NW 44th Terrace and NW 43rd Way do not have any connection to Hillsboro Boulevard. Safe crosswalks could also be added to allow pedestrians to cross easily and safely to Quiet Waters Park and Quiet Waters Elementary across from it. Ideally, the city should reduce the block size of existing blocks to a maximum linear feet measurement of 1,320. *Figure 84* below shows an example of a possible block that would measure 1,669 linear feet. Although this is over the maximum recommended linear feet, NW 39th Way could theoretically be connected to the highway.

See *Figure 86* below for an example of how Hillsboro Boulevard could be redesigned. The existing space between lots is approximately 122 feet according to BCPA, but this distance is not the same throughout the street. *Figure 87* also shows an example of how Powerline Road could be improved. The actual space between/ lots is approximately 182 feet according to BCPA, but this distance is also not the same throughout the street.



Figure 85: N University Drive in Coral Springs (Google Maps, 2019)

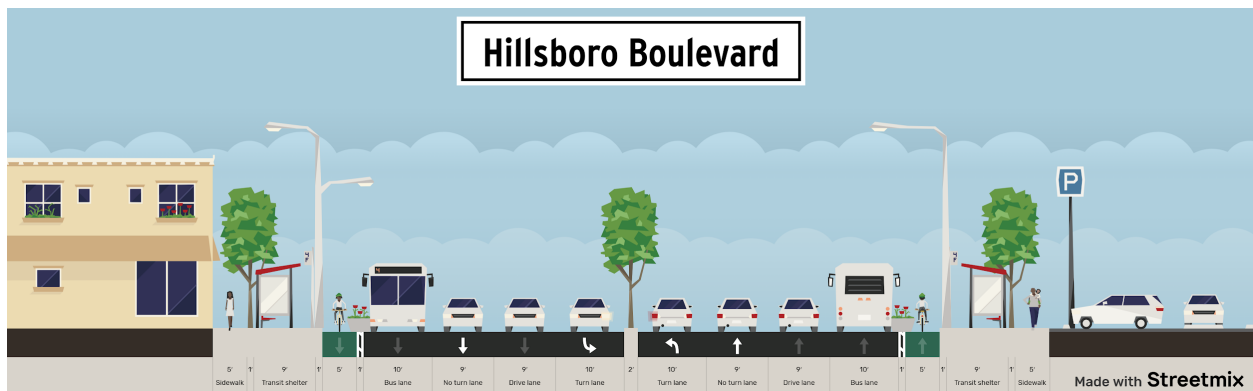


Figure 86: W Hillsboro Blvd (Church et al., 2020)

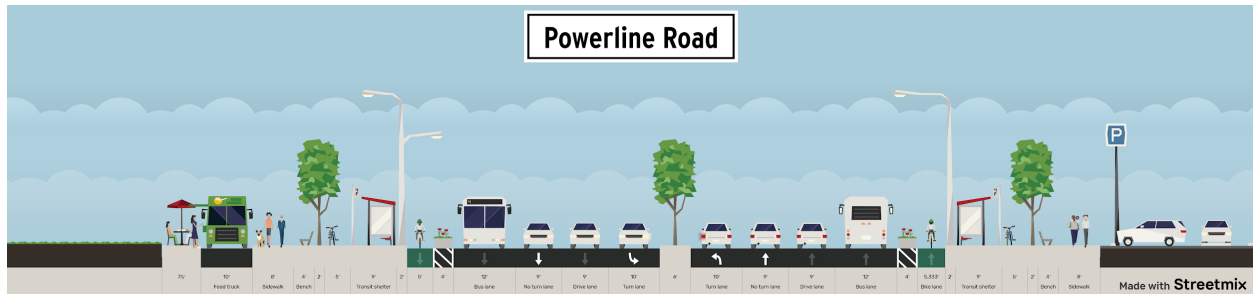


Figure 87: Powerline Road (Church et al., 2020)

Zoning and Public Transportation

One zoning and public transportation recommendation would be to create the streets proposed in red for the parcels in Figure 88 to break up the large parking lots, create more opportunities for businesses, and turn the center of the study area into a more walkable destination. Another recommendation would be to create the streets shown in Figure 89, turning the center of the study area into a walkable retail and entertainment space facing the park. Designing the current crosswalks to similar standards presented, such as implementing raised crosswalks with clear signaling, can force traffic to slow before vehicles reach them. A pedestrian bridge can be built at the intersection near Quiet Waters Elementary to ensure that students do not interact with traffic. Implementing prohibitively landscaped medians or installing fenced medians could discourage unsafe crossings by students as well. A shuttle service transporting residents to each park, civic center, and recreational activity in the area is suggested and illustrated in Figure 90, which will allow the community to experience all of the civic services and recreational activities that the Deerfield Northwest study area has to offer.



Figure 88: Proposed Streets in Commercial Parcels

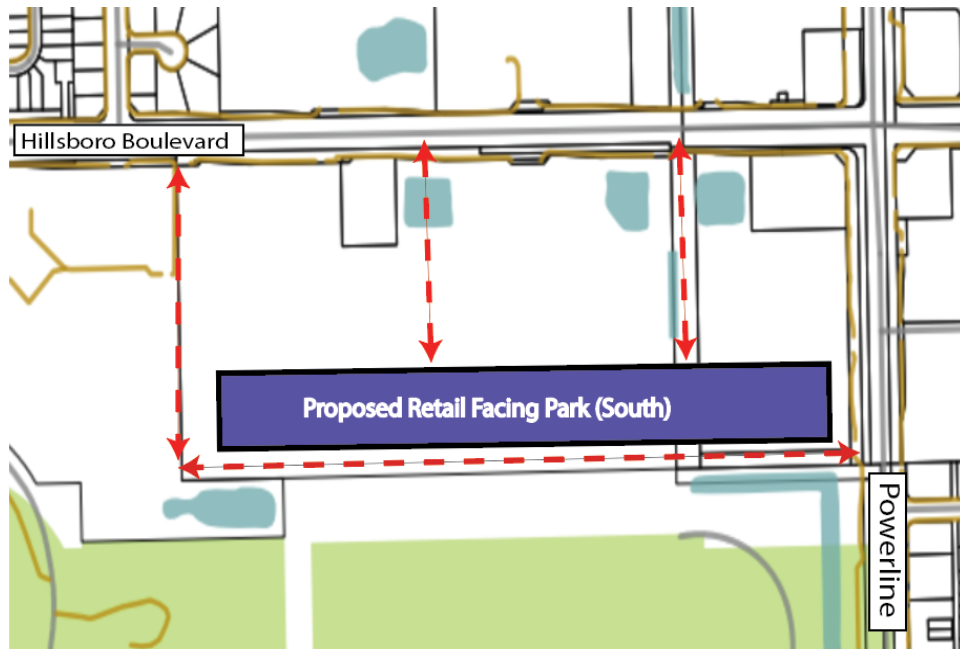
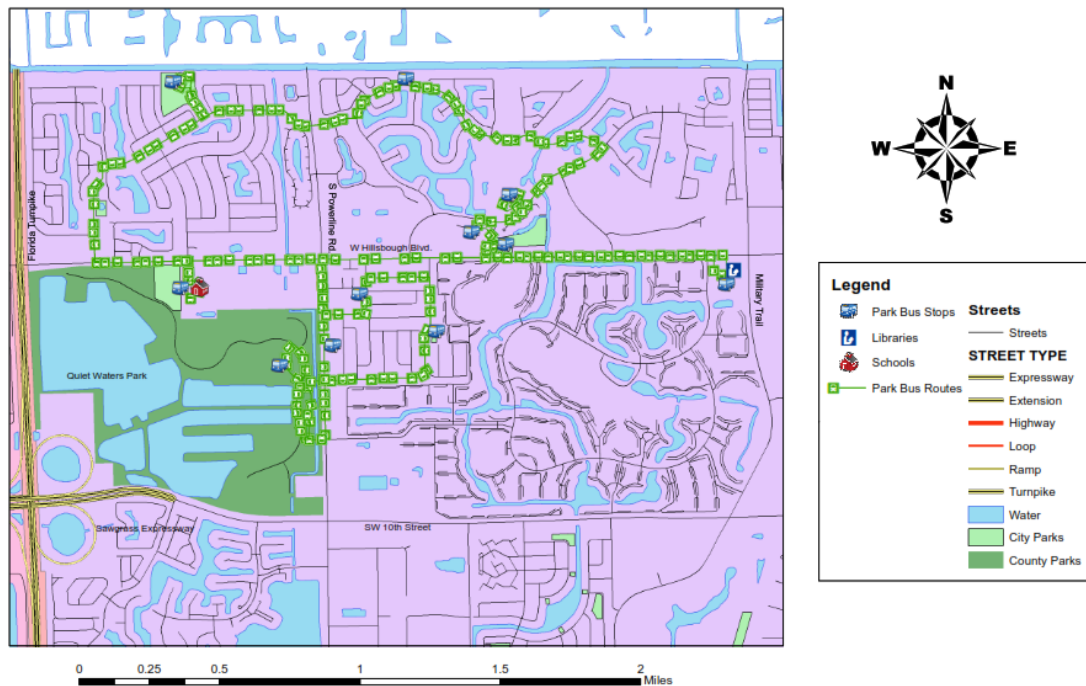


Figure 89: Proposed Streets in Commercial Parcel 2

Deerfield Crossing Park Circulator



Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet

Figure 90: Deerfield Northwest Study Area - Park Circulator (ESRI, 2020)

Another public transportation recommendation would be to provide benches to all bus stops, and provide shelters to the bus stops located on Hillsboro Boulevard from Powerline Road to the Turnpike, and the bus stops located on Powerline Road from Hillsboro Boulevard to the Gulfstream boundary, as the Hillsboro Park neighborhood residents have the highest ridership in the area. Ideally, the city would provide shelters and benches to all existing bus stops in the area. As BCT Route 14 along Powerline Road has more than twice the ridership of Route 48 along Hillsboro Boulevard, buses should stop more frequently. BCT Route 14 buses stop every half an hour, whereas Route 48 buses stop between 25 to 35 minutes, not enough difference to accommodate the demand. It is recommended that Deerfield Beach modify the existing Route 14 bus schedule from half an hour to every 20 minutes during evening peak weekday hours between 4:30-8:00pm. A further recommendation would be to modify BCT Route 14 schedule from half an hour to every 20 minutes during the weekdays at peak hours.

Road Safety and Other Recommendations

It is recommended that the city lower target speeds in areas with increased pedestrian activities, improve pedestrian crossings to prioritize pedestrian safety, discourage road crossings in areas that are not designated crossings, improve sidewalk conditions in lacking areas (most notably the eastern portion of Hillsboro Boulevard), separate bicycle lanes with raised medians to promote bicycle safety, and decrease the number of deceleration lanes in areas of high pedestrian activity. At the intersection of Hillsboro Boulevard and Powerline Road, a 30 MPH speed limit should be considered. *Figure 91* displays an FDOT map for suggested target speeds based on urban context (Carver, 2020). This section of Hillsboro Boulevard is also where the Quiet Waters Elementary school zone is located. The reduction of the speed limit in this section of the study area would also improve the pedestrian safety of children and parents crossing the street from the school to the residential neighborhoods on the north side of the road. This target speed is consistent with the C-3/C-4 designation of this area. The northern portion of Powerline Road coming from Boca Raton can also benefit from reduced speed in terms of safety, since both sides of this road are bounded by residential neighborhoods. The portion of Powerline Road directly to the south of the intersection should be slowed as well, since pedestrians walking from Century Village attempt to cross the Deerfield Mall, often unsafely.

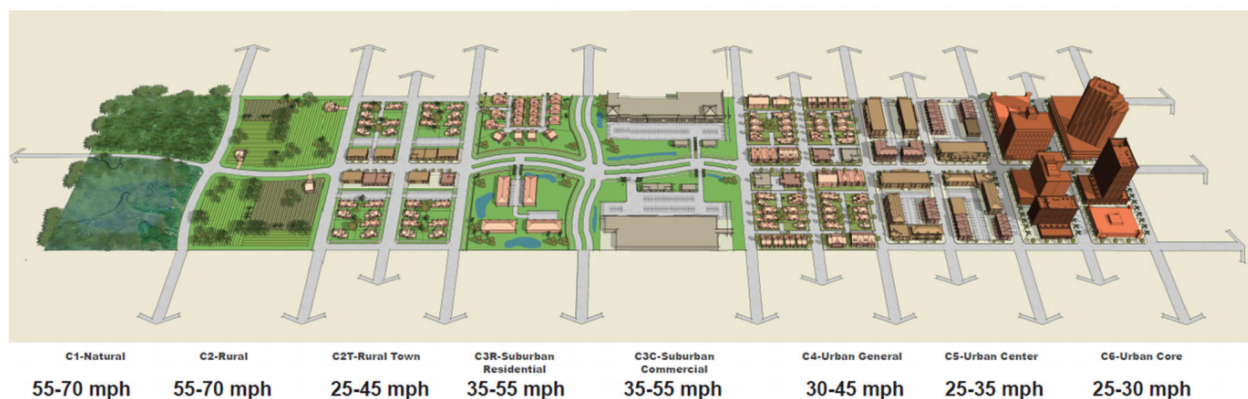


Figure 91: FDOT Design Speed Range (Carver, 2020)

Reducing the lane width of both Hillsboro and Powerline roadways from twelve feet to ten feet would cause drivers to be more cautious of their speeds and would discourage speeding in the proposed 15 MPH reduction area. Creating highly signaled, raised pedestrian crossings would also signal to drivers that they must mind pedestrians while also forcing a reduction in speed in these crossing sites. Increasing crossing sites would also create artificial blocks, increasing safe crossing options for pedestrians, while slowing traffic by preventing opportunities to continuously accelerate. Removing deceleration lanes at this intersection would also prevent drivers from turning onto Hillsboro Boulevard or Powerline Road at excessive speeds. Decreasing the turning radius of these turns would force drivers to slow down, increasing pedestrian safety at crossings, and lowering traffic speed overall (ITE, 2010). Landscaping the vegetation on the medians to be prohibitive of unsafe crossing would encourage pedestrians to use crosswalks. By planting bushes within the medians, or by installing a small fence, pedestrians would be discouraged from crossing these roads unsafely through these physical barriers.

It is suggested that the city increase the speed limit from 30 MPH to 40 MPH due to the reduced emphasis on a walkable entertainment hub in this area. It is also important to improve the pedestrian crossings at SW 4th Street and West Drive, which connect the residential neighborhood to the east of Powerline Road to Quiet Waters Park on the west side. Another crossing should be implemented in between the two existing ones to discourage unsafe crossings, as well as to create artificial blocks that serve to slow traffic on this section of the road. Locations of these crossings can be seen in *Figure 92* below, signaled by the red lines. The crossings themselves should be designed in a similar fashion to those proposed for the Hillsboro Boulevard and Powerline Road intersection area. Crosswalks should be raised and well signaled, with their own timed meters. Separated bicycle lanes should also be implemented to promote multimodal travel to Quiet Waters Park. Seeing as how most of the activity is occurring on the northern side of this portion of Hillsboro Boulevard, pedestrians should be encouraged to use that side of the road to walk by widening the sidewalks and providing more shade trees to improve user experience. After the Military Trail intersection, potential pedestrian destinations decrease towards the I-95 interchange. It is recommended that the speed limit increase to 45 MPH to promote the efficient movement of traffic once the emphasis on a walkable section of the city is no longer as strong of a concern outside of the small area plan site.



Figure 92: Proposed Quiet Waters Park Connection Improvements (Google Maps, 2020)

There should be common wayfinding signage throughout the region and a common color palette for the streetscape (streetlights, bus stops, benches, etc.). Based on the logo for the City of Deerfield Beach, seen in *Figure 93*, a logo for the area has been designed that can be featured throughout the study area, as seen in *Figure 95*. It is suggested that the study area be named Deerfield Crossing, giving it an attractive and unique identity within the city. This could be displayed on streetlight banners, signage, and in other areas. The primary colors of teal and sand,

with grey as a secondary color, should be featured to give the area a unique appearance. Additionally, the addition of a large statue of a stylized Key Deer in the heart of the region is recommended to be a focal point and landmark for the region.



Figure 93: City of Deerfield Beach Logo (City of Deerfield Beach, 2020)

Transportation Analysis Conclusion

The recommendations provided in this Transportation Policy Analysis presents the Deerfield Northwest Study area with multiple opportunities to grow and improve the region through transportation planning principles. By focusing on the improvement of Complete Streets, Zoning and Road safety, the Deerfield Northwest Study Area will create improved functioning of pedestrian and cycling networks, road safety, and the creation of a sense of place in the region. Deerfield planning departments and agendas should consider the recommendations included in this report for future implementation when discussing the creation of new policies and infrastructure changes. Based on the existing conditions research and feedback from community stakeholders and residents, the future transportation policies and development should focus on complete street principles, smaller blocks, multi-use transportation methods, connectivity and safe pedestrian and automobile travel by a combination of slowing down traffic with added bike lanes, crosswalks and road medians.

Plan Recommendations

Economic Development

The local major commercial corridors of Hillsboro Boulevard and Powerline Road offer possibilities for economic development. Identified areas of opportunity include the Quiet Waters Business Park and the commercial land in the southeast quadrant of the study area.

- Issue: Residents have identified a lack of retail and eclectic dining options as a concern. They do not wish to see as many fast food and major chain establishments in the area.

- Recommendation: Redevelop existing commercial areas (SE commercial area along Hillsboro Boulevard & NW quadrant) using entitlement incentives and introducing mixed-use zoning to commercial areas.
- Issue: Employment and income disparities exist within the study area, especially between the northern and southern halves. Unemployment rates are higher and median incomes lower in the southern tracts.
- Recommendation: Implement an “Economic Empowerment Element” within the city’s comprehensive plan, provide a mix of land uses along major arterial roads targeting industries that pay living wages, and promote the revitalization of existing commercial development.
- Issue: The study area has lost jobs in the sectors of management and industry, leaving mostly lower wage retail jobs. There is not a wide variety of employers in the planning area.
- Recommendation: To attract a wider range of employers, provide mixed commercial-industrial land uses by rezoning Quiet Waters Business Park. Leverage unique assets such as the scenic Quiet Waters Park to attract new commercial investment.

Placemaking & Community Identity

Currently, there is not much identity to the Deerfield Crossing area, the quadrants divided by arterial roads and little cohesion among the architectural styles of structures. There is a desire among the public to create an identity for the space, creating a connected community. Existing park space in the study area and in the surrounding neighborhoods is underutilized.

- Issue: Residents have identified lack of community programming as a concern, meaning that public spaces are not being activated by events and gatherings.
- Recommendation: Appoint a body to create programming that is sustainable and for a wide range of ages, with special focus on family and teen groups. Create programs in public spaces, community centers, and parks on weekday evenings to cater to the area’s growing young adult population.
- Issue: Residents have noted Quiet Waters Park feels unsafe.
- Recommendation: Reorient adjacent commercial development toward the park to activate underutilized spaces and increase visibility and safety through passive surveillance.
- Issue: There are a variety of clashing architectural styles throughout the area, none of which complement one another or provide a coherent sense of place.
- Recommendation: Create design guidelines or a form-based code for Deerfield Crossing to introduce aesthetic features and design guidelines to all new development, redevelopment, and refurbishment projects in commercial districts.

Public Transportation & Connectivity

There is an opportunity for promoting a multimodal environment to traverse this fairly large study area in order to access businesses, workplaces, and recreational spaces. Currently, the pedestrian realm is unpleasant and does not encourage alternative modes of transportation.

- Issue: Poor access to parks. Parks in the area often have a single entrance that is not well connected to pedestrian pathways, roadways, or nearby residential uses, making them less accessible than they could be.
- Recommendation: Improve entrances and connectivity to Quiet Waters Park, create new bike lanes, and improve sidewalks in the NW quadrant.
- Issue: Minimal public transportation for areas outside of Century Village.
- Recommendation: Locally branded shuttle loop and other small scale transportation options as well as the enhancement of existing transit facilities and routes.
- Issue: Poor quality of public transportation stations.
- Recommendation: Improve stations by providing shelters & trash receptacles that are regularly maintained.
- Issue: Little priority to cyclists and pedestrians.
- Recommendation: invest in public-infrastructure improvements within the study area to create jobs and develop a more pedestrian- and cyclist-oriented environment. Further, adding interior streets to the grid behind commercial developments will allow for safer pedestrian and cyclist corridors with less cars and high speeds to contest with. Break blocks, add new pedestrian crossings at Powerline to discourage jaywalking, and fill gaps in pedestrian infrastructure.
- Issue: Some ADA noncompliance identified in the area.
- Recommendation: Ensure that all ADA guidelines are followed in new development and survey the area to identify and address any noncompliance.
- Issue: Heavy traffic in the area, often cutting through neighborhoods. This creates a dangerous situation for pedestrians and drivers alike.
- Recommendation: Utilize proven traffic mitigation strategies, especially within neighborhoods. Breaking blocks into smaller segments and planting street trees closer to create an 'enclosed' roadway are also suggested.

Sustainability and Community Health

To work towards improvement there is also a need to sustain public facilities in the area, as well as to maintain funding and to plan for the future of Deerfield Crossing.

- Issue: Low maintenance of public space such as parks. This was an issue both observed in the area and brought to our attention by local citizens in the public meeting. It involves problems with garbage collection from trash receptacles, broken playground furniture, flooding in fields and parking lots, and other minor issues which dampen the quality of these facilities.
- Recommendation: Invest in maintenance of park space and create long term plans for upkeep and renovation.
- Issue: There is a need for additional workforce housing in the Deerfield Crossing district. Over five thousand people work in this district, but only 312 also live in Deerfield Crossing, meaning many do not live within the study area. There is a desire among the

community to create a “live, work, play” environment, meaning that the ‘live’ aspect must also be addressed. Workforce housing development that is compatible with neighborhood character should be implemented.

- Recommendation: A certain percentage of new housing development should be dedicated to affordable and workforce housing. Housing programs from the Housing Authority and Subsidy programs can also be promoted in a more efficient manner, as well as educating the residents on different financial support options available to them. Deerfield Beach can promote accessory dwelling unit policies, fast track development, adaptive reuse programs, grant programs and impact fees to contribute to the lack of affordable and workforce housing.

Recommendations Map

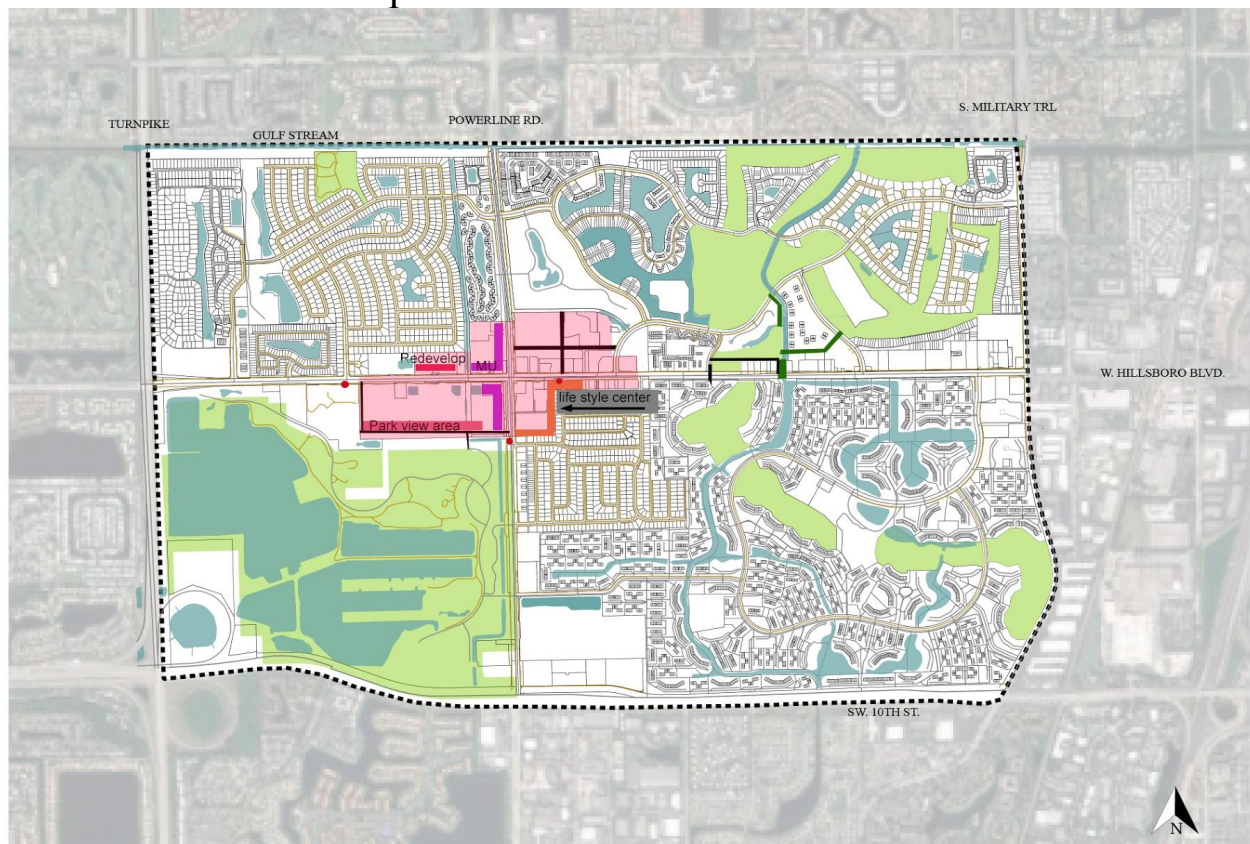


Figure 94: Recommendations Map for the Northwest Planning Area (ESRI, 2020)

Responding to the issues identified in the first and second Northwest Planning Area Community Workshops and student findings, a set of recommendations were assembled, and the most important plans have been depicted in *Figure 94*. Block-breaking along Hillsboro is denoted by the black north-south lines indicating new small scale street connections. New connections to Quiet Waters Park along Powerline are denoted by the black perimeter ROW. The proposed mixed-use rezoning is denoted by the light pink overlays. Pink and orange colorations depict the location for new mixed-use or lifestyle center development that should address the

surrounding streets. The reorientation of development toward Quiet Waters Park is indicated by the dark pink.

Implementation Strategies

In order to achieve the outlined goals, there are many steps which must be taken. In the following section, these steps will be explored utilizing research on the area. The issues selected for this section were chosen for their feasibility, public priority, and overall potential impact on the area. These have been determined through in-person observations, outreach, and independent research.

Deerfield Crossing Branding

Creating an identity for the area is key in implementing lasting changes that will improve and give a distinct character to the Northwest Planning Area. After our public outreach efforts, the community identified creating a sense of place with cohesive aesthetics, local programming, and exciting opportunities for both work and leisure as a priority. Together, the research group has come up with a potential name for the planning area: Deerfield Crossing. This was selected as it represents the gathering of many people, and is indicative of the central crossroads through the area of Hillsborough Boulevard and Powerline Road. Below is a sample logo for the area featuring a deer, the mascot of Deerfield Beach, the city's colors and name, and the name of the study area. This could be utilized on signage and informational materials such as pamphlets and email notifications to indicate the study area in a recognizable and pleasing manner.

A sense of place can be created by the existing conditions of the area. Currently, many residents feel that the planning area lacks vibrancy in aesthetics and commercial uses. In the next section, this document will explore how introducing new, innovative uses to the area can improve the urban environment and suggest ways in which this can be accomplished.



Figure 95: Proposed Deerfield Crossing Logo

Introduction of New, Innovative Uses to the Area

Mixed-use zoning creates an opportunity for a unique, pedestrian-oriented built environment, which will create character and activity, thus, this zoning is suggested for the central corridors along Hillsborough Boulevard and Powerline Road to revitalize the aging commercial developments. Many new renters and buyers are looking for housing that is within walking distance of where they live, work and play. Mixed-Use provides these amenities and can create residential housing opportunities, while also addressing the lack of destination retail and restaurant enterprises that are needed in the study area and diversifying the customer base. A conceptual mixed-use development on Hillsboro Boulevard that can serve as the catalyst for redevelopment of the area has been created. This concept proposes the redevelopment of a site located to the northwest of the intersection of W Hillsboro Boulevard and Powerline Road. Please see below to read about this concept and view sketches of the proposed mixed-use project.

Conceptual Mixed-Use Project

The subject site is 778 feet long, and 343 feet wide, totaling an area of 266,854 square feet. The area is zoned B-1, for the business community, according to the Deerfield Beach Zoning Code. The proposed project would create a mixed-use development, with the focus being on the wide range of housing variety offered by the site. The site begins along Hillsborough Boulevard with a three-story building. The first floor of the building is intended to be retail, offering services ranging from retail to small restaurants, while the 2nd and 3rd floors are meant to be multi-family workforce apartments, built at market rate quality. This structure is attached by two second floor walkways to a two-story parking garage, which will provide the parking for both the retail and most of the retail found on the site. The two-story walkway is intended to allow residents to bypass the commercial found on the first floor and avoid interaction with it if so desired. This parking garage will also contain a green roof garden, which would provide residents with a pleasing view as well as a recreation space in this area.

The site ends with a series of two-story townhomes abutting the residential parcels found above the site. These townhomes will contain both a front and back yard, along with an attached parking space and one car garage. All of these buildings will be connected by the two-way street that will span the entirety of the site, which has two points of ingress and egress, both located along Hillsborough Boulevard, one of the study area's two main arterial roads. The mixed-use element will allow a more pedestrian friendly experience to users of the space. Patrons of restaurants will be able to pull in off Hillsboro Boulevard into a parking garage behind the retail/commercial space. The main points of access to the stores/restaurants will be entrances facing the parking garage so pedestrian users do not have to walk along the main arterial (Hillsboro Boulevard) to ensure their safety. Also, there will be interior sidewalks, between the rear of the commercial building and the parking garage, sidewalks connecting the residential area and commercial areas. Sidewalks will enable the residents of the mixed-use buildings and townhomes to encourage transportation via walking.

Pedestrians will be encouraged, through the layout of the sidewalks and parking garage, to use the building fronting Hillsboro as a buffer to promote walkability and increase pedestrian safety. The goal of a mixed-use development is to create a new use for the residents of the area as well as trying to promote residential space for prospective renters looking for a place to live. The retail located at the entrance to the site will have signage and in appropriate uses, outdoor seating on both or either sides of the building. This is to ensure that the stores receive appropriate

advertising as well as to meet the needs of the tenants as well. Please refer to *Figures 96 through 98* on the following page.

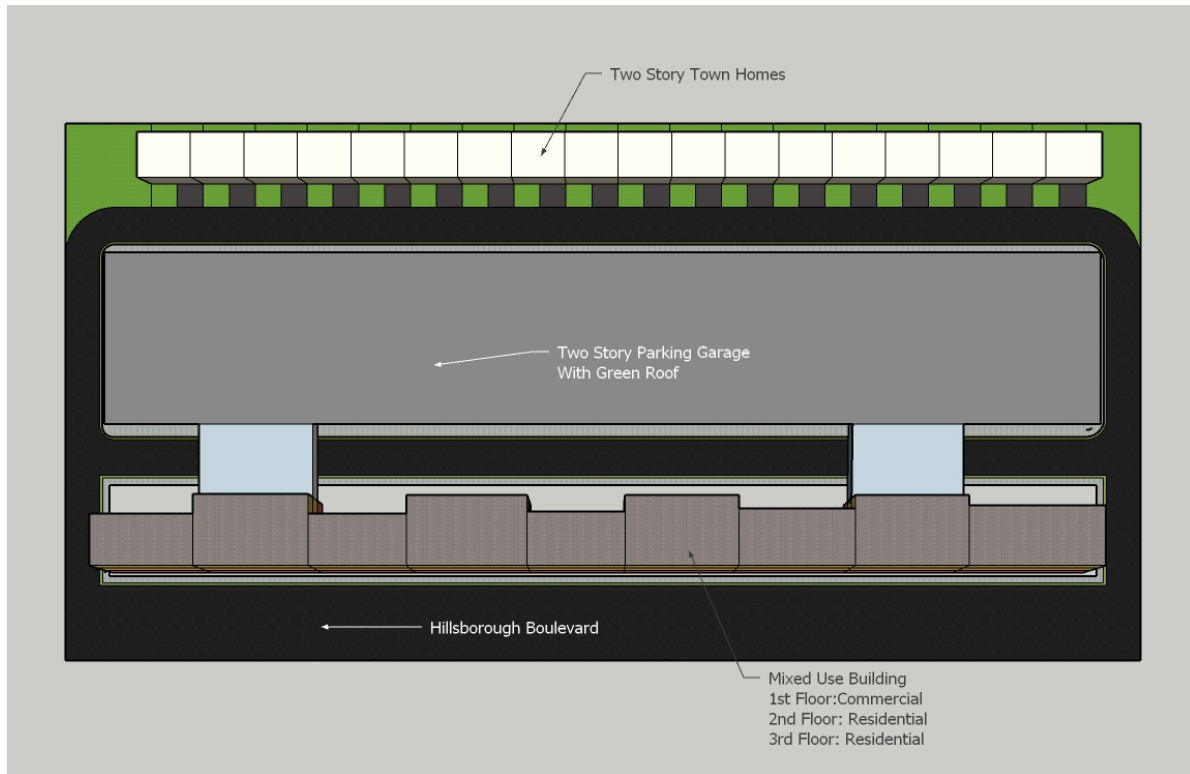


Figure 96: Proposed Project - Rendering 1

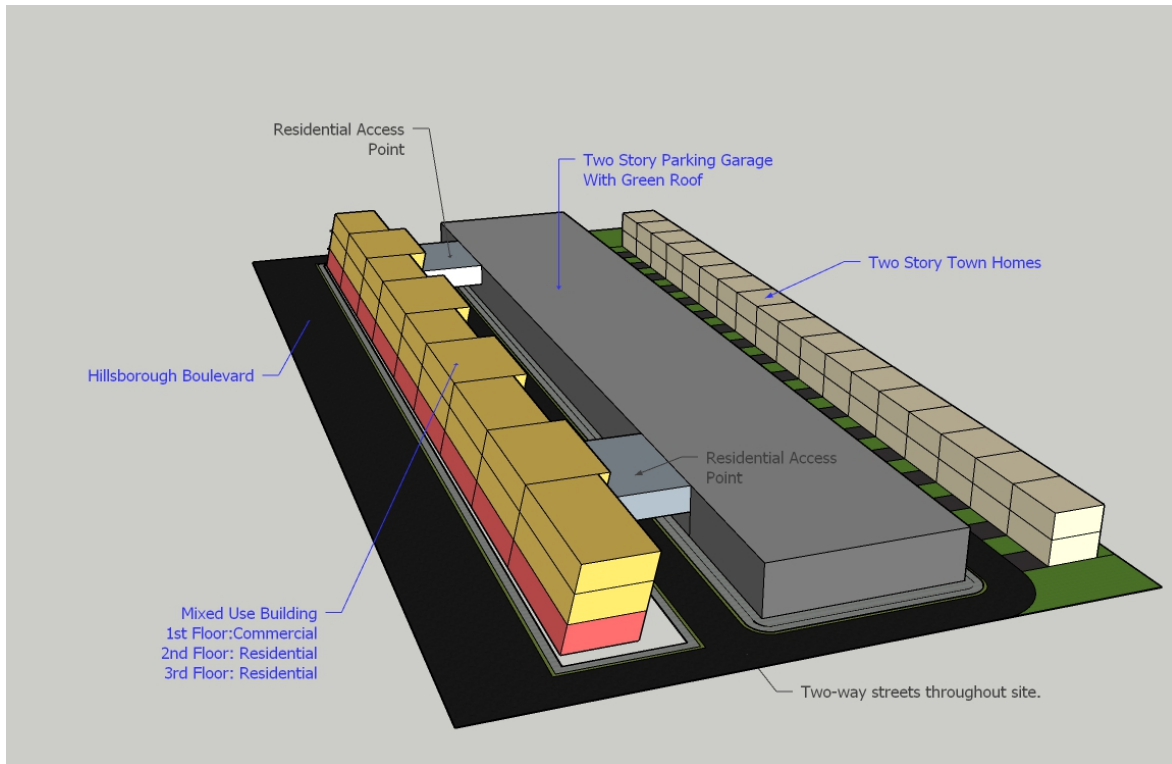


Figure 97: Proposed Project - Rendering 2

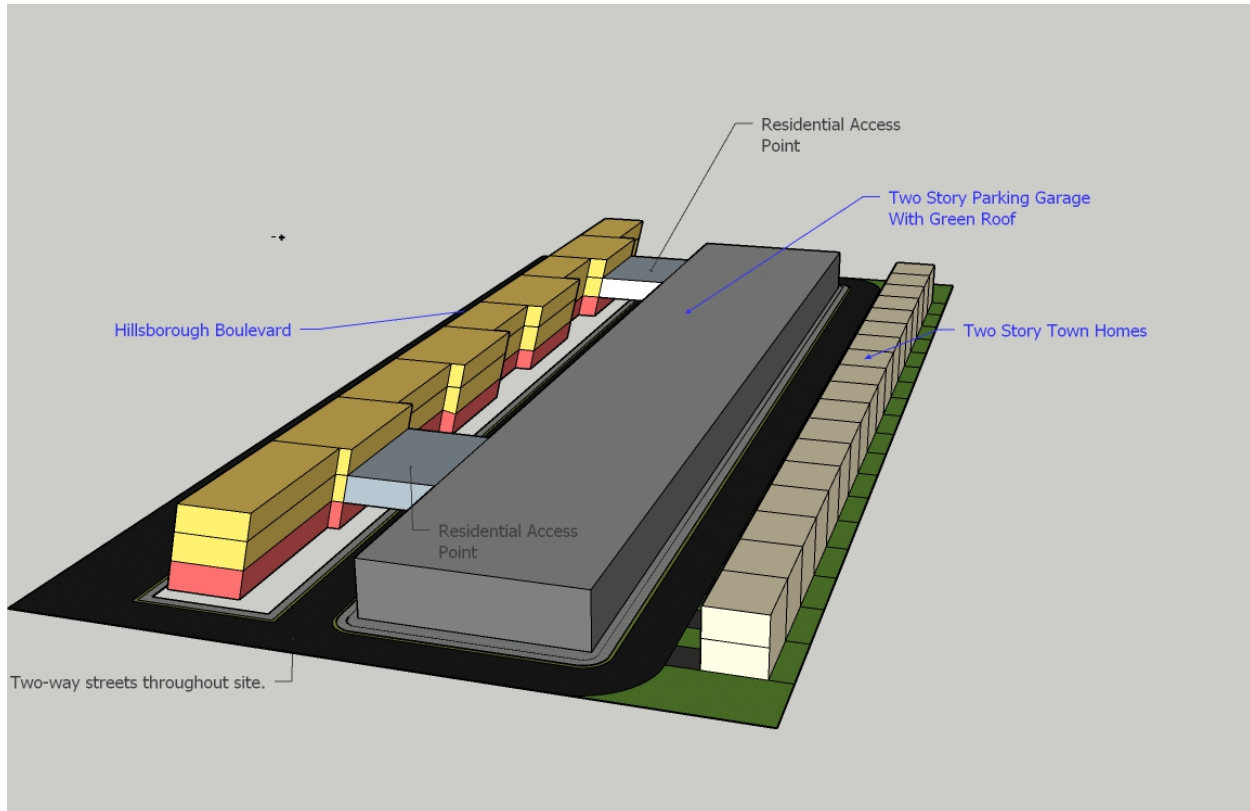



Figure 98: Proposed Project - Rendering 3



Rezoning commercial property for mixed use will require amendments to both the Deerfield Beach Zoning Code to allow for mixed use and the Comprehensive Plan to change the future land use and allocate residential density entitlements. Town Staff would need to prepare the amendment language and present it to the City Commission and Deerfield Beach residents at a follow-up workshop in order to secure their approval. Due to the ambitious scope of these proposed changes, it may be advisable to bring on a consultant to assist with the comprehensive plan amendments, outreach, and visioning process for the Deerfield Crossing initiative. Allocating funding, creating a contract, and putting it out for bid would be among some of the very first necessary steps.

12/14/2020: Following the conclusion of the FAU graduate students' involvement in the visioning outreach process, it is recommended that the Deerfield Beach City Commission directs staff to begin preparing draft amendment language to the zoning code to create unique mixed-use districts along Hillsboro and Powerline and a contract for a consultant to assist with continued public outreach, creating a form-based code design overlay, and comprehensive plan amendments. All of these efforts would be collectively branded under the Deerfield Crossing Initiative.

1/1/2021 - Deerfield Beach staff begins preparing amendment draft language for the zoning code. The proposed zoning code amendments should create a new mixed-use district, including new use categories such include residential and flexible incubator spaces for unique businesses, bars and restaurants, and basic performance standards governing setbacks, height, and built coverage. Since these new mixed-use entitlements present some of the best opportunities for redeveloping medium-density, workforce housing, Staff is strongly encouraged to create a code that includes density and height bonuses tied to workforce housing incentives.

2/1/2021 - Concurrent with these efforts, staff should create a bid document for a planning consultant to assist with planning, research, and public outreach for Deerfield Crossing. The scope of consultant responsibilities should include creating a master plan for each rezoned mixed-use center along Hillsboro and Powerline, administering the public outreach process, administering the Comprehensive Plan amendment process, and creating a form-based code design overlay applicable to the new mixed-use district. This document should be complete and ready to go out for bid by 2/1/2021.

3/2/2021 - At this meeting, the Town Commission will award the consultant contract to the consultant that's awarded the bid through Deerfield Beach's standard bidding selection process. The consultant would immediately begin work on assembling the comprehensive plan amendments, the form-based code design overlay district, and noticing a first public outreach workshop on 6/1/2021.

6/1/2021 - Staff and the consultant present the prepared mixed-use rezoning, form-based code, and comprehensive plan amendment draft language to the City Commission and the public for feedback. City residents and the Commissioners would have an initial

opportunity to present feedback on a draft amendment at a charette to hone the vision further to suit community needs.

7/20/2021 - Staff and the consultant present the revised mixed use zoning code, design overlay district, and comprehensive plan amendment language to the City Commission as an ordinance on first reading.

8/3/2021 - The City Commission passes the ordinances on second reading.

Redevelopment of Existing Areas

Redeveloping existing areas also serves as an opportunity to create unique, pedestrian-oriented built environments, while enhancing the area's character and sense of place.

Deerfield Mall

A site of interest for redevelopment, the Deerfield Mall, has been identified. Deerfield Mall is located at the Southwest corner of the Hillsboro Boulevard and Powerline Road intersection and is depicted in *figure 99*. Currently, Deerfield Mall resembles a typical suburban shopping center, dominated by parking and formula retail establishments.

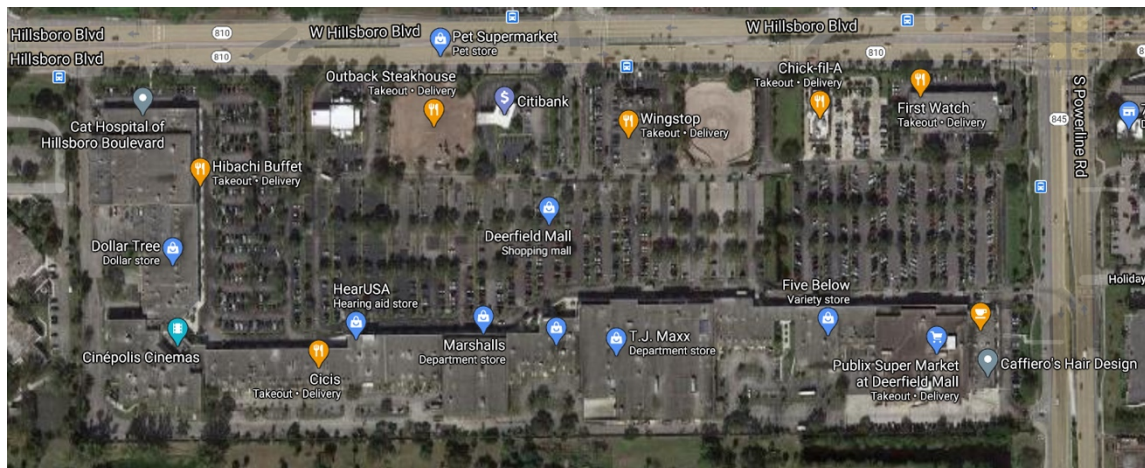


Figure 99: Existing Deerfield Mall in Deerfield Beach, Florida (Google Maps, 2020)

Utilizing several of the plan recommendations, along with the needs and desires of the community, a rendering of the Deerfield Mall redevelopment was created by a talented student in the course. The goals of the redevelopment are to revitalize the southwest quadrant of the study area into a communal public space for the surrounding residents, improve multi-modal access to Quiet Waters Park, and calming traffic by creating interior streets behind the commercial plaza.

The rendering has transformed the Deerfield Mall into a plaza that includes lush landscaping, interior parking, and a large public space connecting the plaza to the surrounding restaurants, retail stores, and Quiet Waters Park. This visualization affords the community the

opportunity to see what can be created in this space. This is a space the residents can walk to for dining options, or to enjoy the newly improved community space. The intent of these images is to provide a blueprint for potential development that allows more certainty for defining future growth. These images represent a possible vision for this community and are displayed below in figures 100-102.

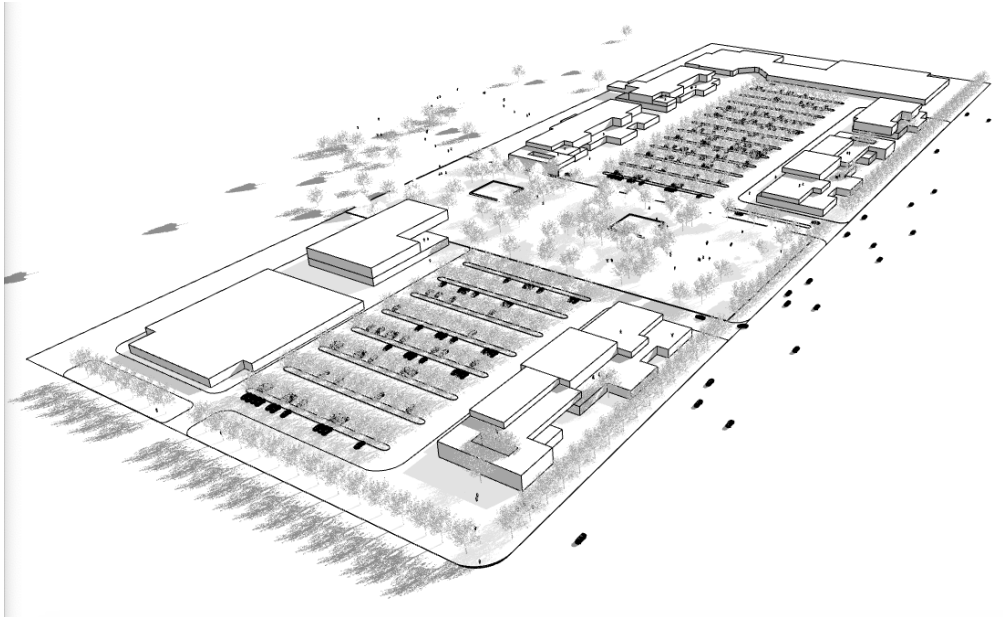


Figure 100: Deerfield Mall Redevelopment Rendering

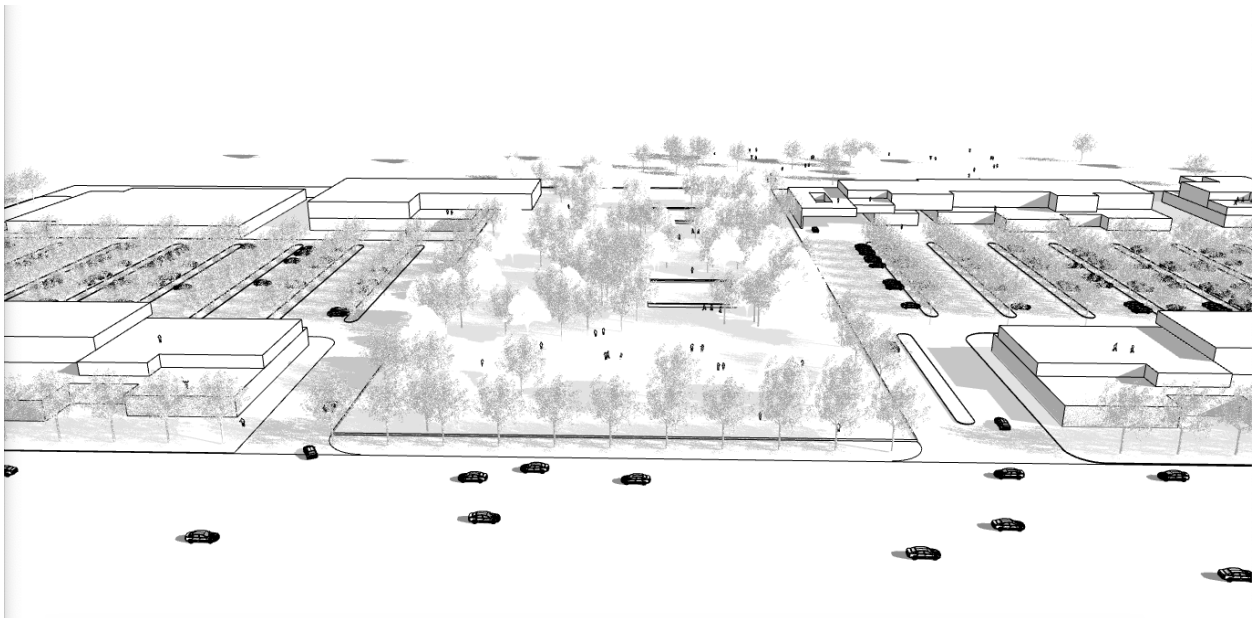


Figure 101: Deerfield Mall Redevelopment Public Space and Retail



Figure 102: Deerfield Mall Redevelopment Public Space

Design Guide for the Northwest Planning Area

Concurrent with any initiative to rezone the commercial areas along the Hillsboro and Powerline Corridors, it is recommended that staff have the consultant bring forward design standards for the area in the form of a Deerfield Crossing master plan. This would include design standards and a master plan that identifies specific urban design planning recommendations. This master plan could be done in the format of a form-based code.

According to the Form-Based Code Institute (FBCI), the creation of a form-based code involves three steps:

Step 1: Scoping defines the area of the community to be addressed through the form-based code and the extent to which form-based codes interact with existing regulations.

Step 2: Assessing Existing Conditions documents and analyzes the community's existing urban form at different scales, providing a basis for the creation of the form-based code.

Step 3: Visioning and Creating Regulations defines the community's vision for its future and determines the specific regulations and procedures of the form-based code.

Some of this work was done already over the course of the creation of this document, and it can be continued as the community's vision for this area is refined. The SmartCode could be applied as a code template for city staff in planning and zoning to work off of as well. This template, from Smart Code Central, can be completed to fit local context and legal requirements and comes with model standards and scale of development requirements, as well as the administrative procedures for developmental review and approval. This free, open-source tool could be ideal for creating an area form-based code.

Connectivity Improvements

Connectivity is vital in creating a pleasant, successful urban environment as it ensures that uses are not separated and can be utilized in tandem. Currently, many residents feel that the planning area is divided by major roadways and large swaths of parking, dividing it into shopping centers and neighborhoods rather than allowing it to be one community. To help mediate this problem, improvements to walking and biking for pedestrians is encouraged. Streetscape and sidewalks are what a walking pedestrian will encounter and utilize when traveling within the area, and the existing conditions of the arterial streets in the study area does not include many streetscape elements. The Broward County Complete Street Guidelines 2.0 states that streetscape is a very important factor when creating a “sense of place” in our streets. By including adequate landscaping, vegetation, street furniture and other facilities, the pedestrian environment is enhanced in its appeal, function, and safety. Some small changes that can be done to achieve an improved streetscape are to plant canopy trees along major arterial roadways including Hillsboro Boulevard, Powerline Road, SW 10th Street, and Military Trail and widening sidewalks to ADA standards. The city’s Comprehensive Plan currently promotes wider sidewalks and ADA compliance as well. Further, the sidewalk grid throughout the study area is incomplete, so adding to it along neighborhood roads, especially along corridors which lead to parks and commercial uses, would allow for greater connectivity and encourage pedestrianism. To further improve the safety of sidewalks, larger changes can be made which include narrowing existing drive lanes and creating bike lanes with buffers, which would also improve conditions for cyclists.



*Figure 103: Complete street example from the Broward Complete Streets Design Guidelines 2.0.
(Broward Complete Streets, 2019)*

However, even with these improvements, the area still consists of large blocks that are not amenable to pedestrians. This creates an environment that's difficult to traverse and encourages automobile traffic to travel at unsafe speeds through the area. A dramatic solution to this problem would be to create more minor roads branching off of major roadways that would divide up commercial districts and connect them to neighborhoods and other adjacent uses. This would create more intersections with crosswalk opportunities for pedestrians as well as generate new connections between residents and public uses. Many parks are only majorly accessible by vehicle due to the need to travel along a far-too-long block to reach the nearest intersection and safely cross, which deters walking. FDOT administers many of the major roads in the area, so creating new blocks would be a collaborative effort with this organization as well as commercial property owners. The Deerfield Beach Complete Streets Guidelines should be utilized when developing these new roads so that they will not only connect but enhance the urban fabric of the area.

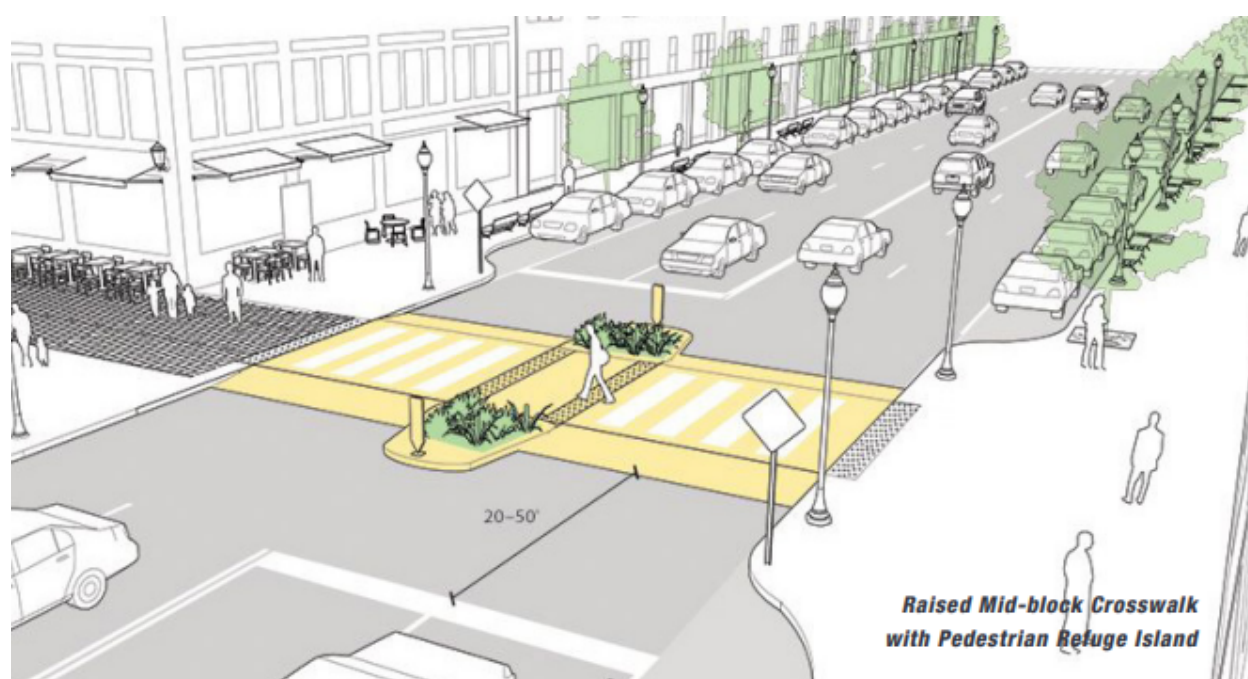



Figure 104: Mid-block crosswalks provide an opportunity to break blocks without adding new streets (Broward Complete Streets, 2019)

The following implementation timeline is proposed:

12/14/2020: Following the conclusion of the final FAU workshop, it is proposed that the City Commission begins coordinating with all the different relevant parties for achieving roadway redesign in the Deerfield Crossing area. The City Commission should instruct the City Manager to begin working with the grants writer and Finance Department to allocate funding for complete-street type improvements for county streets. The Planning and Development Department should begin liaising with FDOT on opportunities to incorporate pedestrian safety best practices into future roadway alteration proposals and work with them to identify relevant funding sources through the Broward County MPO. Additionally, the Building and Utilities Departments of Deerfield should be instructed to



begin reviewing their documentation on local roadways to identify utility conflicts, right of way availability, and features of interest. The Planning and Development Department will coordinate with all groups to ensure to put their recommendations into a report.

3/2/2021: The Planning and Development Department presents their findings to the City Commission. With information on the state of all existing ROWs in the Deerfield Crossing area, possible funds secured, and contact established with the Broward MPO and FDOT. The City Commission should direct the Planning and Development Department to assemble a set of draft recommendations and schedule a community workshop to get their feedback on the specific proposals.

6/1/2021: The Planning Development Department hosts their streetscape repair and pedestrian connectivity workshop to get feedback on the proposals. Following the conclusion of this workshop, the City Commission should direct the planning department to draft a new streetscape ordinance for community streets for adoption as well as possibly proceed with hiring an engineering consultant to create streetscape redesigns on community streets if in-house expertise is insufficient. Additionally, it will be necessary for Planning and Building Department staff to liaise with FDOT on the possibilities of conducting block breaking, intersection redesign, and providing pedestrian improvements along county roads.

8/9/2021: The Planning Department brings forward their fully engineered streetscape FDOT-approved masterplan for the Hillsboro and Powerline Corridors. Once objectives are envisioned, long-range funding should be identified for making these improvements along the County ROWs.

Concurrently with these efforts for slowing traffic and block breaking along major thoroughfares, the Planning Department should consider undertaking a similar process for City-owned and privately-owned roadways.

6/1/2021: Alongside the workshop on County ROWs, it may be advisable to conduct similar visioning workshops for local streets. Staff may bring forward suggestions for traffic calming along city-owned and privately-owned streets, including utilizing street trees, speedbumps, roundabouts, and other traffic-calming features. Once a consensus is established, the City Planning Department may solicit a consultant to engineer the proposed changes.

8/9/2021: Following the workshop, the Planning Department should work with owner stakeholders to identify the most feasible improvements and negotiate a tentative funding scheme for making the changes outlined in the engineered plans. The city grants writer and Finance Department may also assist at this phase to identify funding sources. Once this has been completed, the Planning Department should bring forward their new local streetscape master plan to the City Commission for adoption.


Programming

Finally, a regime of programming for City-owned public and private community spaces is needed to enhance the activity of the Deerfield Crossing suburbs, enrich life through recreational and cultural group activities, and create a sense of local neighborhood vibrancy and community. During the workshops, it was proposed the City host special events at certain parks throughout the residential neighborhoods, including Villages of Hillsboro Park, Constitution Park, and River Park in Deer Creek. This programming would include after-school activities targeted at suburban teens including sports and field games. For middle aged people, families, and seniors, evening food truck events on the weekends inside the neighborhoods could bring food and fun to the heart of the residential suburbs, giving them a taste of the eclectic and lifestyle options made available through the Deerfield Crossing Master Plan. Finally, for all members of the community, park clean-up days and neighborhood beautification days could serve as a great way to allow students to earn community service hours and improve the aesthetics and wellbeing of their neighborhoods. Current programming involves privately operated youth sports and ticketed evening holiday celebrations and culinary tastings in parks. Quiet Waters park hosts annual festivals including the Renaissance fair, but day-to-day there is not much activity in these public spaces when such events are ‘out of season’.



Figure 105: Example of a Movie in the Park type event (University City District, n.d.)

To achieve these goals, it is advised the Deerfield Beach City Commission directs the appropriate staff to undertake several tasks to create a program schema, secure funding, secure cooperation from the private property owners, and organize effectively within the communities to make them aware of the programs. The following timeline is proposed:



12/14/2020: Following the conclusion of the FAU graduate students' involvement in the visioning outreach process, it is recommended that the City of Deerfield Beach Commission direct the Parks and Recreation department to host a final charrette on the topic of community programming to get community input on the program concepts, liaise with stakeholders and decision makers in the community including the HOAs, community leaders, and secure the consent of all relevant property-owners. This workshop should provide the Parks and Recreation Department enough information to assemble an implementation plan for the community's goals.

2/2/2021: Parks and Recreation hosts their community event charrette and gathers input from the community on desired programming. A list of options should be assembled, but Parks and Recreation should remain open to other options. Additionally, the Department should work with owner stakeholders to match programming with place and begin thinking about what liability protections may need to be drafted for private property owners. The owners for Constitution Park and responsible parties for the management of Quiet Waters Park should be brought into the event for the purposes. Following this, Parks and Recreation should create a report on their findings and provide this to the City Manager for his review.

2/16/2021: The City Manager brings the workshop summary before the City Commission and asks for direction. It is then recommended that the Deerfield Beach City Commission direct the City Manager and the city grants writer to identify sources of funding for twelve months of events for some time during late 2021 or early 2022, with contingencies for starting sooner or later depending on the continued threat of COVID-19 in Deerfield Beach and South Florida. Additionally, the Deerfield Beach Parks and Recreation Department should be directed to begin working with the City Manager's office to finalize the schedule of community events and possible staging costs.

5/4/2021: The City Manager should return to the City Commission with an ordinance to fund a series of recurring events for the 2022 calendar year. Finally, for one of these events the City Commission should direct the Parks and Recreation Department to liaise with Broward County officials on the possibility of planting immature trees in spaces currently lacking shade. With consent secured, this can become the objective of a community event for later in the year and serve as a template for future service-focused community events.

Final Thoughts


Overall, the Northwest Planning area contains a vibrant and diverse community, but much can be done to enhance the area's infrastructure, opportunities, and reconnect residents to the area by fostering a sense of place and community. All four portions, or "corners," of the study area are composed of separate communities, each with their own set of concerns and ideas of what they are content with, and what improvements could be made. The most popular sentiments echoed throughout the two community workshops held include concerns regarding a lack of employment opportunities, programs and activities for residents of all ages, transportation connectivity, quality of facilities, safety, and addressing disparities.

In order to address these issues, Florida Atlantic University Master students of Urban and Regional Planning partnered with the City of Deerfield Beach to create a small area plan for the Northwest Planning Area. First, existing plans, transportation, and socioeconomic conditions within the area were studied. To further understand the area, interviews were conducted with local stakeholders, which included community residents, business owners, and area commissioners who had direct knowledge of the study area. Upon initial research, a community workshop was held to present findings and receive public input, which informed the next steps of the planning process.

Following the first community meeting, a thorough analysis of real estate, socioeconomic, and transportation conditions within the study area was conducted. With information gathered in the analysis phase, issues, opportunities, and policy recommendations were identified. These issues, opportunities, and recommendations were then presented to the public at a second community workshop. Upon receiving feedback at the second community workshop, plan recommendations were further refined and organized within the categories of economic development, placemaking and community identity, public transportation and connectivity, and sustainability and community health.

Economic Development recommendations include incorporating an "Economic Empowerment Element" within the city's comprehensive plan, redeveloping existing commercial uses and incorporating mixed-use development, providing mixed commercial-industrial land uses to attract a wider range of employers, and leveraging unique assets, such as Quiet Waters Park, to attract investment. Placemaking and Community Identity recommendations relate to the physical and social characteristics of the area and promote a sense of community and sense of place. Recommendations include branding the area as 'Deerfield Crossing,' expanding programming for all ages, activating Quiet Waters Park, and implementing design standards for all new development, redevelopment, and refurbishment projects in commercial districts.

Public Transportation and Connectivity, the third set of recommendations, address the overall difficulty to traverse the area, particularly by foot or bicycle. Recommendations include the creation of new bike lanes, sidewalks and pedestrian crossings, breaking blocks into smaller segments, planting street trees, and providing shelters and trash receptacles at public transportation stations. Lastly, Sustainability and Community Health recommendations aim to



secure and sustain funding for the future of Deerfield Crossing, and seek to ensure a diversity of housing options for residents, providing housing opportunities for all.

From these categories, implementation strategies were developed in order to introduce new, innovative uses to the area, create a design guide, improve connectivity, and increase community programming. The discussed recommendations and implementation strategies can help transform the Northwest Planning Area of Deerfield Beach into Deerfield Crossing, a lush and eclectic district of Deerfield Beach where residents can live, work, and play. The Northwest Area Plan is to be presented to the community of Deerfield Beach by Florida Atlantic University graduate students on December 14, 2020. As the Fall 2020 semester concludes, the City of Deerfield Beach will review the plan and administer elements of it as they see fit.

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