REQUEST: The Planning and Zoning Board will act as the Local Planning Agency (LPA) and provide comments on the Comprehensive Plan amendments. The official public hearing on recommendation of the amendments will be scheduled for the July 17, 2019 Regular Planning and Zoning Board Meeting.

<table>
<thead>
<tr>
<th>Case Number</th>
<th>L19001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant</td>
<td>City of Fort Lauderdale</td>
</tr>
<tr>
<td>Project Name</td>
<td>Advance Fort Lauderdale Comprehensive Plan Update</td>
</tr>
<tr>
<td>General Location</td>
<td>City-wide</td>
</tr>
<tr>
<td>Project Planner</td>
<td>Lorraine Tappen, Principal Urban Planner</td>
</tr>
</tbody>
</table>

PROJECT DESCRIPTION
The City is amending the Comprehensive Plan (Plan) in a two-phase process. In Phase I, the Department of Sustainable Development, with assistance of the consultant team, The Corradino Group, Inc., prepared the Evaluation and Appraisal Report (EAR) of the City’s existing 2010 Comprehensive Plan. The EAR was approved by the Planning and Zoning Board in November 2015 and adopted by the City Commission in February 2016.

Phase II includes the preparation of Volume I of the Comprehensive Plan, which includes Goals, Objectives and Policies and is based upon the EAR and the updated Data Inventory and Analysis. The updated Comprehensive Plan “Advance Fort Lauderdale” has been prepared in a concise, user-friendly format that matches the graphic template of the City’s Vision Plan “Fast Forward” and Strategic Plan “Press Play” documents.

The draft Amended Comprehensive Plan Volume I Goals, Objectives and Policies are provided as Exhibit 1. The supporting Comprehensive Plan Volume II Data Inventory and Analysis is provided as Exhibit 2.

PUBLIC PARTICIPATION
The project has incorporated considerable public outreach including larger forums as well as smaller sub-groups of stakeholders, in preparation of the Comprehensive Plan’s Goals, Objectives, and Policies. On October 24, 2017, the City of Fort Lauderdale and The Corradino Group held a Public Workshop Kickoff Meeting to introduce the Comprehensive Plan Update project. More than seventy people attended the workshop. Neighbors who attended the workshop were able to participate in a community discussion and a question and answer session where they could voice their input about the Comprehensive Plan and the City’s future.

Since the October 2017 workshop, city staff and consultant team have presented the draft updated Comprehensive Plan Elements to city advisory boards and other stakeholder groups such as the Council of Fort Lauderdale Civic Associations.

The following list of outreach meetings has taken place to date:
- First Public Workshop – October 24, 2017
- Sustainability Advisory Committee - May 21, 2018
- Economic Development Advisory Board - June 13, 2018 and March 13, 2019
- Park, Recreation and Beaches Board - June 27, 2018
- Historic Preservation Board – December 3, 2018
- Education Advisory Board – December 20, 2018
- Affordable Housing Advisory Committee – January 14, 2019
- Resilience Open House – January 29, 2019
- Infrastructure Task Force – March 7, 2019 and April 1, 2019
- Downtown Fort Lauderdale Civic Association – April 25, 2019
- Downtown Development Authority - May 9, 2019
- Council of Fort Lauderdale Civic Associations – May 14, 2019 and June 11, 2019
- Development Review Committee – June 25, 2019
- Planning and Zoning Board – June 26, 2019
- Public Open House – TBD

**SCHEDULE**
The table below outlines the Comprehensive Plan Update adoption schedule:

<table>
<thead>
<tr>
<th>Comprehensive Plan Draft Framework</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community and Stakeholder Meetings</td>
<td>May 2018 – June 2019</td>
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<tr>
<td>Advisory Board Meetings</td>
<td>May 2018 – April 2019</td>
</tr>
<tr>
<td>Development Review Committee</td>
<td>June 25, 2019</td>
</tr>
<tr>
<td>Planning &amp; Zoning Board</td>
<td>June 26, 2019 – Special Meeting</td>
</tr>
<tr>
<td></td>
<td>July 17, 2019 – Public Hearing</td>
</tr>
<tr>
<td>City Commission</td>
<td>September 2019</td>
</tr>
<tr>
<td>Broward County Planning Council</td>
<td>October 2019</td>
</tr>
<tr>
<td>Broward County Commission</td>
<td>November 2019</td>
</tr>
<tr>
<td>State and other agency reviews</td>
<td>December 2019 – February 2020</td>
</tr>
<tr>
<td>Final Plan Adoption</td>
<td>Mid - 2020</td>
</tr>
</tbody>
</table>

**PLANNING AND ZONING BOARD ACTION**
The Planning and Zoning Board will provide initial review and comment on the draft Comprehensive Plan Amendments in advance of the official public hearing scheduled on July 17, 2019.

**EXHIBITS**
1. Draft Amended Comprehensive Plan Volume I Goals, Objectives and Policies
2. Updated Comprehensive Plan Volume II Data Inventory and Analysis
The intent of the Future Land Use Element is to guide orderly and sustainable development and meet the City’s vision for its future built environment.

The City’s future land use map along with the goals, objectives and policies included in this element help to define existing and future land uses, guide the designation of proposed future land use distribution, location, and intensity, while meeting social, economic and environmental needs, providing for adequate services and facilities, and ensuring compatibility of land uses.

The goals, objectives and policies place special focus on the context and character of specific areas and neighborhoods, promoting an appropriate mix of uses, supporting access to a local and regional multi-modal transportation network, ensuring capital investments support future growth and contribute to a sustainable environment and a high quality of life.
GOALS, OBJECTIVES, POLICIES, AND EVALUATION MEASURES

GOAL 1 - Permitted Uses: Uses and densities permitted in the future land use categories are established within the City of Fort Lauderdale Land Use Plan. Development Regulations as to permitted uses and densities must be in compliance with the permitted uses of the City Land Use Plan as shown on the Future Land Map (Series).

The City’s Unified Land Development Regulations (ULDR) may prohibit or restrict any of the land uses permitted within any land use category of the City’s Land Use Plan.

OBJECTIVE FLU 1.1: Ensure Adherence to Standards
The following establishes the Future Land Use designations, permitted uses and special considerations:

EVALUATION MEASURE FLU 1.1a: Annual record of the City’s adherence to the density standards and permitted uses, as provided by the Future Land Use Element.

EVALUATION MEASURE FLU 1.1b: Annual record of consideration of the neighborhood compatibility as part of the development review process.

POLICY FLU 1.1.1: Density and intensity standards are utilized to control the intensity or density of all uses within the City in order to ensure compliance with the Goals, Objectives and Policies of the Plan. These standards include, but are not limited to:

• The regulation of the amount of open space surfaces required for a development to control the intensity of development, especially in areas of sensitive natural resources to reduce environmental impacts;
• Consideration of unique characteristics of the land or site to determine its capacity for residential and/or non-residential uses;
• The regulation of the amount of impervious surfaces provided on a development site;
• The regulation of density through density ranges and housing types;
• The regulation of structures on a development site through the application of minimum lot sizes, yards and setbacks, height and bulk control planes, floor area ratios, off-street parking and loading;
• The regulation of uses permitted in each land use category in order to prevent the mixing of incompatible uses, which may have a negative effect on another; and
• The reduction of nonconforming uses.

POLICY FLU 1.1.2: The development review process to foster innovative and flexible planning and development strategies in order to ensure adequate reuse and redevelopment when applying such intensity standards, while ensuring that adequate measures are used to regulate intensity and density in accordance with the Plan. Such intensity standards also include, but are not limited to:

• Principals of urban form and interrelationship with anticipated future land uses;
• Achieving a cleaner, healthier environment;
• Protecting natural areas;
• Advancing the efficient use of land and other resources;
• Creating a quality community and jobs for residents of the City;
• Distribution, extent and location of future land uses proposed within a development; and
• Anticipated impacts on future land uses and on public services and facilities.
POLICY FLU 1.1.3: All references to density within the City’s Land Use Plan mean net density, with the exception of mixed use development, which shall have a density limitation based on gross acres, as defined by the Broward County Land Use Plan.
   a. Mixed Use - Single Use Buildings. A mixed use development, which contains both residential and commercial business, uses that are housed in separate buildings.
   b. Mixed Use - Mixed Use Buildings. A mixed use development which contains a mixture of residential and commercial business uses within the same building.” Net density means the number of dwelling units constructed or proposed within an area, divided by the net acreage of the area. Net acreage means the total number of acres in an area, excluding public rights-of-ways and public waterways and other publicly dedicated land.

POLICY FLU 1.1.4: The following Future Land Use designations shall be applied to the Future Land Use Map Series:

Commercial Use

Commercial uses are business, retail, service, office and other commercial enterprises. The following uses are permitted within the Commercial Land Use category.
1. Retail and restaurant uses.
2. Office, service and business uses.
3. Automobile sales and repair.
4. Wholesale, warehouse, storage, distribution, light manufacturing or fabricating uses.
5. Hotels, motels and similar lodging,
6. Hospitals and public health facilities.
7. Community facilities including schools.
9. Utilities, transportation and communication facilities, excluding landfills and electrical power plants.
11. Government administration, judicial, police, fire, and library services.
12. Banking and financial institutions.
13. Special residential facilities.
14. Residential uses are permitted as part of a mixed use development, without the need to amend the Land Use Plan Map, provided that the parcel is in the City’s approved unified residential flex area applies to the parcel in one or more of the following manners:
   a. With form-based regulations that transition to adjacent lower density along major corridors provide for: affordable housing provisions linked to transportation options and provide connections to local services and amenities that the entire mixed commercial/residential development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility of land uses within and surrounding the development; affordable units are allowed as single use residential dwellings without the need for mixed use development per the Broward County Land Use Plan; and/or
   b. Residential units within the same structure as commercial uses for the owner, manager or caretaker of the commercial uses may be located in areas designated commercial.
   c. Special Residential Facilities such as group homes and foster care facilities are subject, when applicable, to the Special Residential Facilities provisions and allocation of redevelopment, flexibility, or bonus sleeping rooms as contained in the “Administrative Rules Document: Broward County Land Use Plan.” In order to facilitate implementation of this section, each local government may permit a maximum of one hundred (100)” bonus” sleeping rooms, consistent with Broward County Ordinance 85-92, that are permanently dedicated to Special Residential use without allocating density.
Commercial Recreation

Commercial recreation uses are intended to accommodate major public and private commercial recreation facilities.

The following uses are permitted within the Commercial Recreation Land Use category:
1. Outdoor and indoor active recreation, theme parks and amusement facilities.
2. Accessory uses, excluding residential, that are determined to be an integral part of and supportive to the primary recreation facility.
3. Hotels, motels and similar lodging ancillary to the primary commercial recreation use.
4. Public and private golf courses.
5. Utilities and transportation facilities.

Community Facilities

Community facilities are provided to serve the basic social needs of the population. The following uses are permitted in Community Facilities Land Use category:
1. Schools and churches.
2. Hospitals and public health clinics.
3. Special residential facilities.
4. Philanthropic clubs and lodges.
5. Government administration, judicial system and police, fire and library services.
6. Civic, community and cultural centers, including co-located public schools.
7. Historic areas and buildings.
8. Utilities and transportation facilities.

Conservation

Conservation areas are intended to protect water supply, environmentally sensitive lands, wildlife habitat and the natural environment.

The following uses are permitted within the Conservation land use category:
1. Passive outdoor recreational uses such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations and walkways.
2. Uses which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with any applicable contractual agreement or management policies of the federal, state regional, county, municipal or non-profit agency which manages the area.
3. Natural Reservations are designated for conservation use on the City’s Future Land Use Map and include public lands, which are conservation areas. Natural Reservations that are designated for conservation use on the City’s Future Land Use Map include:
   a. Birch State Park (historic dunes area, coastal dune lakes, coastal hammock and mangrove area)
   b. Bonnet House (mangrove and coastal strand hammock areas)
   c. Snyder Park (tropical hardwood hammock area)
   d. Bill Keith Preserve
4. City approved outdoor events.
5. Areas subject to repeated flooding due to sea level rise.
Electrical Generation Facilities Use

Electrical Generation Facilities Uses are designated on the Broward County Map, consistent with Broward County Land Use Plan, to ensure the availability of land for electrical power plants and associated ancillary uses are adequate to meet the current and future needs of Broward County's population.

The land use shall not exceed a lot coverage of 50% (not including parking, surface cooling water and fuel storage tanks) and a maximum daily output of 60 megawatts of electrical power.

Uses permitted in the areas designated Electrical Generation Facilities are as follows:
1. Electrical power plants as defined in Section IV. Plan Implementation Requirements, A. Definitions of the Broward County Comprehensive Plan.
2. Other uses determined to be ancillary to the primary uses described in (1).

The following uses may also be permitted in these areas as long as the location of these uses does not preclude or adversely affect the future use of the surrounding areas for electrical generation facilities.
3. Recreation, open space uses and City-approved outdoor events.

An application to designate land within the City of Fort Lauderdale with the land use “Electrical Generation Facilities Use” shall be required to demonstrate the following:
1. that power to be generated will directly serve the City of Fort Lauderdale among other customers,
2. that the facility shall comply with all applicable Federal, State and Local environmental standards for air quality, water quality and management of fuels and wastes,
3. that the facility shall comply Neighborhood Compatibility and Adequate Facilities requirements of the City of Fort Lauderdale Comprehensive Plan and Unified Land Development Regulations (ULDR),
4. that the facility shall be compatible with the plans of Fort Lauderdale Executive Airport and Fort Lauderdale- Hollywood International Airport if located in proximity to the clear zones of those facilities,
5. that the facility shall not be adjacent to or within land with a residential land use designation or land containing a school or house of worship,
6. that the facility shall remain in compliance with the latest National Fire and Electrical Codes and federal regulations regarding noise and particulate matter and,
7. that the facility shall implement security provisions in compliance with requirements of the US Homeland Security Department or any successor agency or authority, and
8. that the proposal shall be consistent with the Florida Electrical Power Plan Siting Act, as amended.

Employment Center

Employment Center areas are provided to encourage employment-based development. Commercial and retail business uses may also be permitted based upon the criteria for flex units in the Broward County Land Use Plan and Administrative Rules and as long as the total area of these does not consume more than twenty percent of the employment center land within the flexibility zone, and as long as the location of these uses do not preclude or adversely affect the future use of surrounding areas for employment center use.
The following uses are permitted within the Employment Center land use category:
1. Retail and restaurant uses.
2. Office, service and business uses.
3. Automobile sales with repair.
4. Hotels, motels and similar lodging.
5. Wholesale, warehouse, storage, light manufacturing or fabricating uses, logistics facilities.
6. Industrial and manufacturing uses, research laboratories, or technology park.
7. Parks, recreation, open space, commercial recreation and City approved outdoor events.
8. Community facilities, including schools.
11. Residential densities in accordance with the City’s unified flex zone map.
12. Affordable housing units.
13. Mixed uses along major corridors in accord with the City’s unified residential flex policies.

Industrial

This category provides for industrial uses which accommodate opportunities for the retention and expansion of economic activities associated with manufacturing, processing or assembly plants and their support enterprises for warehouse, storage, distribution, research and development.

The following uses are permitted within the Industrial land use category:
1. Industrial and manufacturing uses, including but not limited to wholesaling uses, warehouse and logistic facilities, research laboratories, office uses.
2. Heavy commercial uses, including marinas.
3. The sale, display, manufacturing and servicing of aircraft and aviation parts and supplies.
4. Utilities, transportation and communication facilities, excluding electrical power plants.
5. Parks, recreation, open space and City approved outdoor events as long as the location of these do not preclude or adversely affect the future use of the surrounding areas for industry.
6. Community facilities.
7. Non-residential agricultural uses that do not preclude or restrain industrial use of the surrounding areas.
8. The following uses may also be permitted subject to the requirements of the Broward County Land Use Plan, and the Citywide Unified Flex policy if there is no adverse impact on future industrial uses:
   a. Commercial and retail business uses.
   b. Hotel, motel and similar lodging.

Local Activity Center

The intent of the Local Activity Center land use designation is to support a balanced mix of land uses characterized by compactness, pedestrian-mix design, neighborhood-scale and framed by architecture and landscape design appropriate to local history and ecology. Development patterns within Activity Centers shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five-minute walk, primary orientation toward public transit systems, a centrally located community-serving land use or land uses and greater integration of housing, employment, shopping and recreation at the neighborhood level.
For an area to qualify as an Local Activity Center, the following criteria must be met:

1. A Local Activity Center shall be a specific geographic area not exceeding 160 gross contiguous acres, unless located within an approved Chapter 163, Florida Statutes, Redevelopment Area. At such time as 75% of the originally designated Local Activity Center is developed/redeveloped, an expansion to a subject Local Activity Center up to 100% may be proposed.

2. The density and intensity of land uses permitted within a proposed Local Activity Center shall be specified for inclusion within the Future Land Use Element Permitted Uses section.

3. Uses proposed within a Local Activity Center shall include residential uses and park land and/or open space. One or more other uses such as commercial, civic, institutional, or employment-based activity shall also be included within a Local Activity Center.

4. Park land must reflect no net loss of acreage of existing and designated parks within the proposed Local Activity Center. Park and open space land may include squares, greenbelts, greenways and playgrounds; ill-defined residual areas such as buffers and berms, for purposes of this criteria, are not considered park land or open space.

5. A proposed Local Activity Center must have a geographic configuration of appropriate depth and frontage to support the location of uses in a manner oriented around the five-minute (i.e. quarter-mile) walk. Multiple nodes of activity oriented around the five-minute (i.e. quarter-mile) walk may be included within one Local Activity Center.

6. Seventy-five percent (75%) of the land within a Local Activity Center must be located within a quarter-mile of mass transit or multi-modal facilities or are included within an adopted plan to be located within a quarter-mile of mass transit or multi-modal facilities upon buildout of the Local Activity Center. Local governments shall ensure convenient access to mass transit, community shuttle or multi-modal facilities where such facilities are in place or planned to be in place at the time the Local Activity Center is proposed. Where such facilities are not in place or planned to be in place at the time of the proposal, the local government shall require design standards in the local land use element for a Local Activity Center that ensure that the primary priority is a safe, comfortable and attractive pedestrian environment that will allow for convenient interconnection to transit, will reduce the number of automobile trips internally and will ultimately support an integrated multi-modal transportation system.

7. A proposed Local Activity Center shall demonstrate consistency with the goals, objectives and policies and other requirements of the City of Fort Lauderdale Comprehensive Plan.

8. An interlocal agreement between the municipality and Broward County must be executed no later than six months from the effective date of the adoption of a Local Activity Center which provides that monitoring of development activity and enforcement of permitted land uses densities and intensities shall be the responsibility of the affected municipality.

(No specific sites designated at time of printing.)

Mixed Use - Residential

Within the Mixed Use – Residential categories, urban form could include several variations; vertical mixed use, where commercial/retail uses are located on the ground floor with residential uses located on upper floors. It may also include horizontal (attached) mixed use; where separate uses are located side by side in the same building. In addition, it may include horizontal (detached) mixed use; where separate uses are located in separate buildings within the same site.

a. Density and Intensity Standards

The City of Fort Lauderdale Mixed Use categories include five ranges of density and intensity:
### FUTURE LAND USE ELEMENT

<table>
<thead>
<tr>
<th>Category</th>
<th>Allowed</th>
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<tbody>
<tr>
<td>Low 4.4 Mixed Use</td>
<td>Permits up to 4.4 residential dwelling units per net acre and a FAR of 1.0 for combined development - residential and non-residential</td>
</tr>
<tr>
<td>Low-Medium 8 Mixed Use</td>
<td>Permits up to 8 residential dwelling units per net acre and a FAR of 1.0 for combined development - residential and non-residential</td>
</tr>
<tr>
<td>Medium 15 Mixed Use</td>
<td>Permits up to 15 residential dwelling units per net acre and a FAR of 1.5 for combined development - residential and non-residential</td>
</tr>
<tr>
<td>Medium-High 25 Mixed Use</td>
<td>Permits up to 25 residential dwelling units per net acre and a FAR of 2.0 for combined development - residential and non-residential</td>
</tr>
<tr>
<td>High 60 Mixed Use</td>
<td>Permits up to 60 residential dwelling units per net acre and a FAR of 2.5 for combined development - residential and non-residential</td>
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The residential density shall not exceed the units per acre and the floor area ratio permitted. There is a minimum of two uses required within the development and a minimum percentage of 10% for any one use. Residential development is a required use. These categories may be applied to parcels up to 50 gross acres in size. For example, a development on a one gross acre (43,560 sq. ft.) within a Mixed Use Low Intensity-5 category with a FAR of 1.0 could be represented as follows:

**Gross Site Area = One Gross Acre**
**Net Site Area = 0.9 acre**

<table>
<thead>
<tr>
<th>Use</th>
<th>Percentage of Use</th>
<th>Square Footage of Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>25.5%</td>
<td>5 units @ 2,000 sq. ft. = 10,000 sq. ft.</td>
</tr>
<tr>
<td>Commercial</td>
<td>74.5%</td>
<td>39,204 - 10,000 = 29,204 sq. ft.</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>39,204 (residential 10,000; commercial 29,204)</td>
</tr>
</tbody>
</table>

* Includes dedicated adjacent public rights-of-way  
** Excludes dedicated adjacent public rights-of-way

Floor area ratio calculations are based on the Net Site Area. Net Site Area is the entire acreage of the site located inside the parcel boundary.

Residential density is based net acreage as defined in the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

### b. Design Guidelines

The design guidelines for Mixed Use – Residential shall promote an urban form which creates well integrated land use combinations, balances intensity and density, promotes safety and interconnectivity of vehicular, pedestrian and other non-motorized movement and contributes to an exceptional public realm. These guidelines may include:

- **Buildings framing streets**: minimum setbacks are preferable to promote a strong framing of the street and a positive human scale pedestrian experience, balanced with open space and landscape provisions that include street trees, and other elements that contribute to a sense of place and high quality public realm.
• Vehicle parking strategies, which lessen conflicts with bicycles and pedestrians and promote transit usage. (i.e. parking structures, off-site parking, reduced parking ratios, shared parking facilities and parking which does not front the street).
• Other design features, which promote transit (e.g. integrated transit stop, shelter or station on site).
• A circulation system designed to strengthen bicycle and pedestrian connectivity to all areas of the site/area, including recreation areas, parks, adjacent uses, transit facilities and activity nodes.
• Integration of the public realm through open space or urban public plazas and/or recreational areas.
• The physical separation, such as walling off neighborhoods from adjacent development or roadways, is discouraged where it disrupts the connectivity of compatible uses, pedestrian and/or bicycle access. If a buffer is necessary, adequate landscaping could be used in place of a continuous wall.

Design guidelines shall ensure a mixed-use development, which is compatible with surrounding land uses and/or adjacent adopted Future Land Use Plan designations. These guidelines should address the following:
• Complement and support adjacent existing land uses and/or adopted Future Land Use Plan designations through the effective use of density, massing and other design elements.
• Protect the integrity of existing single-family neighborhoods through design elements, which maintain consistency and/or improve the aesthetic quality of the neighborhood. (i.e. maintaining an architectural style or quality of building materials and construction predominant in the neighborhood).
• Promote connectivity, open space, pedestrian and other non-motorized networks and landscaped streetscapes.
• Incorporate designs, which are environmentally sensitive (i.e. reduction of impervious surfaces, alternative material for spillover parking).

c. Uses permitted under the Mixed Use – Residential categories

Under the Mixed Use – Residential categories, all uses, which are permitted under the Residential, Commercial, Commercial Recreation, Community Facilities and Employment Center Uses of the Future Land Use Element may be applied. There may be permitted uses within these categories, which the City could deem inappropriate.

(No specific sites designated at time of printing.)

Office Park

Office Park areas are designated on the City’s Future Land Use Plan Map (Series) to encourage the location of planned office complexes and corporate headquarters. Office Park areas should ensure a campus-like atmosphere with substantial buildings and ample open space. Employee services such as shopping and eating establishments should be allowed, but should be limited to areas within buildings primarily devoted to office use.

The following uses are permitted within the Office Park Land Use category:
1. Offices for uses such as administrative, professional and business purposes.
2. Banking and financial institutions.
3. Educational, scientific and industrial research facilities, research laboratories, and medical or dental laboratories.
4. Restaurants and personal services, which are accessory to the primary office uses.
5. Community facilities including schools.
6. Special Residential Facility Category (2) development as defined in the Special Residential
   Facilities subsection of this Element.
7. Utilities excluding sanitary landfills and electrical power plants.
8. Communication facilities.
10. Parks, recreation, open space uses and City approved outdoor events.
11. Hotels, motels or similar lodging.

Park, Recreation and Open Space

Park and open space uses which serve public recreation needs, not only by providing space
for outdoor recreational activities, but also by providing visual relief to the landscape to
support nature’s cycles dealing with water transformation and air purification, and to serve as
an absorbing buffer from obnoxious sights and sounds.

The following park, recreation and open space uses are permitted within the Park, Recreation
and Open Space Land Use category:
1. Active and passive outdoor recreation.
2. Outdoor cultural, educational and civic facilities including, but not limited to nature exhibits,
   habitats, band shells outdoor classrooms.
3. Public or private golf courses which are intended to remain as permanent open space
   through recorded legal restrictions.
4. Vistas, scenic views, greenways, natural or native preserves, and landscaped paths or
   trails.
5. Uses accessory or supportive to the above uses. Concessions, only when accessory to the
   above uses including refreshment stands, pro shops, souvenir shops and rental facilities.
6. City approved outdoor events.
7. Civic, cultural and educational facilities may be permitted if they are ancillary to the
   primary recreation use of the site.

Areas designated on the City’s Future Land Use Map for particular uses are approximate. The
exact boundaries for zoning will be determined by the City within the reasonable limits of the
designation on the map.

Regional Activity Center

The Regional Activity Center (RAC) land use category is intended to encourage development
or redevelopment of areas that have regional significance and facilitate a mix of uses,
encourage mass transit, reduce the need for automobile travel, and encourage a strong
definition of the urban form, promoting a “live, work, play” environment. Examples of areas,
which may be appropriate for the regional activity center designation, include downtown
and community redevelopment areas; adopted developments of regional impact, and areas
surrounding regional community facilities such as airports, convention centers or governmental
complexes.

For an area to qualify as a Regional Activity Center, the following criteria must be met:
1. The Regional Activity Center land use designation shall not be approved where other land
   use designations within the City Land Use Plan provide sufficient flexibility for the existing or
   proposed land uses.
2. The density and intensity of land uses permitted within each Regional Activity Center shall
   be specified within the City Land Use Plan.
3. Regional Activity Centers shall include mixed land uses of regional significance.
4. Regional Activity Centers shall either be the subject of an adopted Development of Regional Impact, or be a center of regional tourist activity, or provide direct access to existing or proposed airports, ports and rail mass transportation facilities.
5. Each Regional Activity Center shall be a defined geographical area, delineated on the City Future Land Use Plan Map (Series).
6. Regional Activity Centers shall provide for substantial housing opportunities including workforce and affordable housing.
7. Public park space shall be included as a functional component of all Regional Activity Centers.
8. Redevelopment activities should be encouraged within Regional Activity Centers.
9. Developments should be pedestrian-friendly and promote the use of mass transit to reduce reliance upon automobile travel.

The following areas have been designated Regional Activity Centers within the City Land Use Plan:

**Downtown Regional Activity Center (DRAC)**

The Downtown Regional Activity Center (DRAC) land use category was created in 1989 and is intended to encourage a vibrant mixed-use Downtown, combining residential uses with office space, retail, restaurants, and places for art, culture, entertainment and civic space. The vision for a livable downtown which supports a dynamic economy, strong sense of place and high quality of life is realized through implementation of the City’s Downtown Master Plan, which guides the form of buildings and design of streets and amenities.

The Downtown Master Plan design guidelines and unified land development regulations address the intensity and limitation of uses, as well as promote a form of building scale based on defined character areas. Higher intensity uses and building forms are promoted in the urban core, and transitions on the Downtown’s periphery are incorporated through design guidelines that address impact of building mass and scale on surrounding residential neighborhoods.

The Downtown RAC has direct access to a Tri-County Commuter Rail Station and a Broward County Mass Transit Terminal. As the center for this transit-supportive, multimodal city center, the Downtown Master Plan and related unified land development regulations shall encourage an enhanced pedestrian environment through implementation of a unified system of pedestrian corridors. Streetscape guidelines for the Downtown-RAC may include provisions for arcades, landscaping and other pedestrian amenities.

The Riverwalk Master Plan provides additional guidance for the Riverwalk District to preserve the open character and vistas along the New River by moderating building heights on the riverfront and by coordinating public improvements with private development.

The existing Downtown-RAC boundary may be updated as appropriate to reflect current conditions and proposed development, and to assure compatibility with adjacent neighborhoods giving particular consideration to areas east of US-1.

**General Location:**

South of Sunrise Boulevard, north of Davie Boulevard, between US-1 and NW 7 Avenue.
Density and Intensity of Land Uses:

Maintain a FAR of 4 through 2035. The FAR will not be applied to individual parcels but to the entire DRAC. Thus, individual parcels may exceed the maximum for nonresidential land use, but maintaining the FAR maximum for the DRAC will assure that the City of Fort Lauderdale can provide services.

List of Permitted Uses:

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>16,060 dwelling units permitted</td>
</tr>
<tr>
<td>Commercial</td>
<td>FAR - 4</td>
</tr>
<tr>
<td>Industrial</td>
<td>FAR - 4</td>
</tr>
<tr>
<td>Transportation</td>
<td>no specified limit</td>
</tr>
<tr>
<td>Community Facilities, limited to Parks,</td>
<td>no specified limit</td>
</tr>
<tr>
<td>civic and cultural centers, schools,</td>
<td></td>
</tr>
<tr>
<td>“schools within businesses” and</td>
<td></td>
</tr>
<tr>
<td>vocational schools with state approved</td>
<td></td>
</tr>
<tr>
<td>academic curriculum</td>
<td></td>
</tr>
<tr>
<td>Park-Open Space</td>
<td>8.5 acres minimum</td>
</tr>
</tbody>
</table>

Comments:

1. The Downtown RAC was created in 1989 with a baseline of 5,100 residential units. In 2003, 2,960 dwelling units (2,750 flex and 210 reserve units) were added to the Downtown RAC, followed by a land use plan amendment in 2006, which added 3,000 additional dwelling units (450 of the 3,000 additional dwelling units are restricted to affordable housing as defined by the Broward County Land Use Plan) and a land use plan amendment in 2016, which added 5,000 dwelling units (750 of the 5,000 additional dwelling units are restricted to affordable housing as defined by the Broward County Land Use Plan).
2. Exclusive of easement areas and right of ways, Flagler Heights Park, Florence Hardy Park and Southside School sites are restricted to Park-Open Space use. (Ord. C-10- 17)
Central Beach Regional Activity Center

The Central Beach Regional Activity Center serves as a local and regional destination and is a center for tourist activity, in addition to serving existing and future residential, hotel and commercial uses. The intent of this designation is to encourage high quality mix of uses, promote a strong local economy, integrated with residential, hotel, commercial and recreational uses, a strong waterfront and marina experience, complemented by a world-class pedestrian environment and open space. Sustainability of the beach community shall be achieved through encouraging multimodal transportation options, consideration of sea level rise resilience, and opportunities to create a connected environment with a strong sense of place.

General Location:

South of Sunrise Boulevard, north of Harbor Drive, between the Atlantic Ocean and the Intracoastal Waterway.

Density and Intensity of Land Uses:

Density and intensity of uses will be limited by traffic capacity based on specialized traffic studies and plans as agreed by the City and Broward County.

List of Permitted Uses:

<table>
<thead>
<tr>
<th>Category</th>
<th>Limitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5,500 Dwelling Units (3,050 dwelling units existing as of July 1998) – limited by peak hour trip cap described in Comment #2 below</td>
</tr>
<tr>
<td>Commercial</td>
<td>Limited by peak hour trip cap described in Comment #2 below</td>
</tr>
<tr>
<td>Recreation/Open Space</td>
<td>Limited by peak hour trip cap described in Comment #2 below</td>
</tr>
<tr>
<td>Community Facilities, including &quot;schools within businesses&quot; and excluding electrical power plants</td>
<td>Limited by peak hour trip cap described in Comment #2 below</td>
</tr>
</tbody>
</table>

Comments:

1. In 1990, a land use designation change was made in the Central Beach Area, from residential and recreation and open space to Regional Activity Center (RAC), in order to encourage private sector redevelopment/revitalization efforts in a 262 acre area, primarily commercial in character. Blight and crime had contributed to a decline in the Central Beach Area’s character and image, physical appearance and overall attractiveness to tourists. A redevelopment plan was adopted to guide revitalization of the Central Beach and redevelopment is ongoing, including completed infrastructure improvements and new time-share and commercial uses. More details on this are discussed in the Coastal Element.
2. Development shall be consistent with the Fort Lauderdale Beach Action Plan, as approved by the Broward County Commission, which restricts development growth to the equivalent of no more than 3,220 peak hour traffic trips. Peak hour trip generation rates are based on the Institute of Transportation Engineers Trip Generation Manual, Fourth Edition.
3. The Bonnet House natural reservation shall be restricted to Conservation land uses.
Northwest Regional Activity Center

The intent of the Northwest Regional Activity Center is created a vibrant community with a successful mix of businesses and residential uses defined with walkable streets and quality buildings based upon the Northwest-Progresso-Flagler Heights Implementation Plan (NPF CRA). The Northwest Regional Activity Center provides the ultimate flexibility for redevelopment activities and for preserving single-family residential neighborhoods within the area. Opportunities for mixed use residential and commercial development is provided as a means to cause the redevelopment in areas that are impacted by heavy commercial and industrial uses.

General Location:

West of Flagler Avenue, west to the City limits, north of Broward Boulevard, and south of Sunrise Boulevard.

Density and Intensity of Uses:

Development shall be consistent with the Northwest Progresso/Flagler Heights Community Redevelopment Plan.

List of Permitted Uses:

<table>
<thead>
<tr>
<th>Use</th>
<th>Maximum (sq. ft. or units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>10,900 dwelling units</td>
</tr>
<tr>
<td>Commercial</td>
<td>13,500,000</td>
</tr>
<tr>
<td>Industrial</td>
<td>4,500,000</td>
</tr>
<tr>
<td>Community Facilities, including Schools</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Utilities, excluding Electrical power plants</td>
<td>500,000</td>
</tr>
<tr>
<td>Recreation/Open space</td>
<td>500,000</td>
</tr>
<tr>
<td>Conservation</td>
<td>1.97 acres</td>
</tr>
</tbody>
</table>

Comments:

1. Exclusive of easement areas and right of ways the North Fork Riverwalk Park site is restricted to Conservation use. (Ord. C-09-03)
South Regional Activity Center

General Location:

South of the Tarpon River, east of Flagler Drive, west of Federal Highway and north of State Road 84.

Density and Intensity of Uses:

Development shall be consistent with the intensity and density of uses that have been generally established in this area.

List of Permitted Uses:

<table>
<thead>
<tr>
<th>Use</th>
<th>Maximum/Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>936 dwelling units Maximum</td>
</tr>
<tr>
<td>Commercial</td>
<td>6,000,000 sq. ft. Maximum</td>
</tr>
<tr>
<td>Office</td>
<td>4,000,000 sq. ft. Maximum</td>
</tr>
<tr>
<td>Community Facilities, including schools and excluding electrical generating plants</td>
<td>1,000,000 sq. ft. Maximum</td>
</tr>
<tr>
<td>Recreation/Open Space</td>
<td>500,000 sq. ft Minimum</td>
</tr>
</tbody>
</table>

Comments:

1. As a means to provide the opportunity for positive redevelopment in the area south of the City’s Downtown, the South Regional Activity Center (South-RAC) is established to permit the professional office and residential uses which exist in the area to continue. The South-RAC land use provides the basis to develop zoning districts that continue to support a mix of uses to create an urban village while maintaining existing professional office and single family uses in the area.

2. It is envisioned that an Andrews Avenue and Federal Highway Mixed Use district will be developed that encourages high quality commercial retail, mixed uses and standalone multifamily/residential development. In addition, a Railroad Mixed Use district will be developed to allow the existing uses on both sides on the Florida East Coast tracks to be maintained while having incentives to encourage mixed use development.
Residential Use

Residential areas are intended primarily for dwellings and other land uses in support of the residential environment.

Uses permitted in areas designated residential are as follows:

1. Dwelling units, subject to the density limits for a parcel as designated on the Future Land Use Plan Map.

<table>
<thead>
<tr>
<th>Category</th>
<th>Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Residential</td>
<td>Up to 4.4 dwelling units per net acre.</td>
</tr>
<tr>
<td>Low-Medium Residential</td>
<td>Up to eight (8) dwelling units per net acre.</td>
</tr>
<tr>
<td>Medium Residential</td>
<td>Up to fifteen (15) dwelling units per net acre.</td>
</tr>
<tr>
<td>Medium-High Residential</td>
<td>Up to twenty-five (25) dwelling units per net acre.</td>
</tr>
<tr>
<td>High Residential</td>
<td>Up to sixty (60) dwelling units per net acre.</td>
</tr>
</tbody>
</table>

2. Home occupations and other uses accessory to a dwelling unit.
3. Hotels, motels and similar lodging. The maximum number of hotel, motel or similar lodging units permitted on any parcel designated for residential use is double the maximum number of dwelling units permitted by the Future Land Use Plan designation.
4. Parks, playgrounds, golf courses, open space, other outdoor recreational facilities, and recreational, civic or cultural buildings ancillary to the primary outdoor recreational use of the site and City approved outdoor events.
5. Community facilities designed to serve the residential area, such as schools, churches, day care centers, health clinics, nursing homes, hospitals, rehabilitation quarters, governmental administration, police and fire protection facilities, libraries and civic centers.
6. Public utilities including water and waste water treatment plants; pumping and transfer stations; transmission facilities; excluding landfills and electric power generating plants.
7. Communication facilities.
8. Agriculture limited to flower and vegetable gardens, greenhouses and groves.
9. Offices and/or retail sales of merchandise or services, subject to the review and approval requirements of Broward County Land Use Plan for those portions of the City of Fort Lauderdale which are subject to this policy and the following limitations and provisions:
   a. No added contiguous area used for neighborhood offices and/or neighborhood retail sales of merchandise or services may exceed ten acres. For the purposes of this provision, contiguous is defined as: attached; located within 500 feet; or separated by only streets and highways, canals and rivers, or easements.
   b. Within a flexibility zone, no more than a total of 5% of the area designated for residential use on the City Land Use Plan Map (Series) may be used for neighborhood offices and/or neighborhood retail sales of merchandise or services.
   c. No added contiguous area used for offices and/or neighborhood retail sales of merchandise or services may exceed ten (10) acres. For the purpose of this provision, contiguous is defined as: attached; located within 500 feet; or separated only by streets and highways, canals and rivers, or easements.
   d. Regardless of the constraints of a. and b. above, space within residential buildings in areas designated for Medium-High (25 dwelling units per net acre) and High (60 dwelling units per net acre) residential density may be used for offices and/or retail sales of merchandise or services, so long as no more than 50% of the floor area is used for offices.
e. Regardless of the constraints of a. and b. above, space within residential buildings in areas designated medium residential density (15 dwelling units per net acre) may be used for offices, as long as no more than 50% of the floor area is used for offices.

10. Recreational vehicle/mobile home park sites in the Low-Medium (10), Medium (15), and Medium-High (25) density ranges. The maximum number of recreational vehicle park sites permitted is: a. Equal to the maximum number of dwelling units designated for that parcel on the Future Land Use Map and as limited by the ULDR.

11. A vessel used for habitation shall be treated as a dwelling unit when moored or docked on a waterway adjacent to property with a residential land use designation. In a residential land use area, habitation aboard a vessel is only permitted to be located on a waterway adjacent to property with a land use designation of medium (15 dwelling units per net acre), Medium-High (25) dwelling units per net acre or High (60 dwelling units per net acre), and shall be subject to the following density limitations: The density limitations applicable to the real property adjacent to the vessel or floating home shall not be exceeded in residential areas; however, if the waterway which the vessel is to be located has a minimum width of one hundred (100) feet and does not terminate in a “dead end”, then the density limitation shall be increased to a maximum of forty (40) units per net acre subject to the availability of flexibility, in order to accommodate habitation aboard the vessels. In all cases, the overall density shall be consistent with the density limitations of the Broward county Future Land Use Plan.

12. Special Residential Facilities that meet one of the Category definitions as specified in the Broward County Land Use Plan and meet the density provisions by Category type stated below:

<table>
<thead>
<tr>
<th>Special Residential Facility Category (1)</th>
<th>Development shall count as one (1) dwelling unit each.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Residential Facility Category (2)</td>
<td>Development shall count as two (2) dwelling units each.</td>
</tr>
<tr>
<td>Special Residential Facility Category (3)</td>
<td>Development shall count as one (1) dwelling unit per every two (2) sleeping rooms regardless of the number of kitchens or baths.</td>
</tr>
</tbody>
</table>

The City’s residential land use density is calculated based on the number of dwelling units permitted per net acre.

13. Irregular Residential Densities- selected areas of the City that exist as of the date of the adoption of the Plan or are annexed into the City with existing densities other than those contained in the City’s Future Land Use Element, are identified on the Future Land Use Plan Map as Irregular with the maximum overall density appearing in the circle below the map designation.

That number can be multiplied by the number of net acres within the area circumscribed by the dashed line. That number shall limit the maximum number of dwelling units allowed within the circumscribed by the dashed line. The Irregular density may permit a mixture of residential types and nonresidential uses as further restricted by zoning and flexibility provisions.

Such areas are identified on the Future Broward County Land Use Plan Map (Series) by dashed lines circumscribing their edges. For each of these areas, the maximum overall density in dwelling units per acre is the number, which appears in the circle inside the dashed line. That number can be multiplied by the number of acres inside the dashed line, including areas not designated for residential use, to ascertain the maximum number of
The Broward County Land Use Plan is structured on a “gross density” basis. The following table shows the relationship of the City map legend expressed in net acres with the County map designations expressed in gross acres.

<table>
<thead>
<tr>
<th>City Residential Land Use Category</th>
<th>County Residential Land Use Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling Units Per Net Acre</td>
<td>Dwelling Units Per Gross Acre</td>
</tr>
<tr>
<td>Low (up to 4.4 du/net acre)</td>
<td>Low (2) Residential (2 du/gross acre); Low (3) Residential (3 du/gross acre)</td>
</tr>
<tr>
<td>Low Medium (up to 8 du/net acre)</td>
<td>Low (5 du/gross acre)</td>
</tr>
<tr>
<td>Medium (up to 15 du/net acre)</td>
<td>Low Medium (10 du/gross acre)</td>
</tr>
<tr>
<td>Medium High (up to 25 du/net acre)</td>
<td>Medium (16 du/gross acre); Medium High (25 du/gross acre)</td>
</tr>
<tr>
<td>High (up to 60 du/net acre)</td>
<td>High (50 du/gross acre)</td>
</tr>
</tbody>
</table>

Transit Oriented Development

Transit Oriented Development (TOD) maximum FAR of 2.5 for combined development (residential and non-residential). Specific density and intensity standards for each TOD will be specified when the map designation is applied.

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers as designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Mass Transit Master Plan, Broward County Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Development (TOD) land use category within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

Transit Oriented Developments must incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a “sense of place” and is transit supportive.

Land Use Criteria:

Residential use is required as a principal component within a Transit Oriented Development.

Maximum residential densities must be specified when the designation is applied to the future land use map. Residential densities may be specified, at the option of the local government, either as units per net acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units like in the “Local Activity Center” and “Regional Activity Center” designations). When the density of the Transit Oriented Development is specified as units per net acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be permitted in the designated area as principal uses: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including “live work” buildings), research business, civic and institutional.
Minimum and Maximum Floor Area Ratio (FAR) for non-residential uses within a Transit Oriented Development must be specified by and described in the permitted uses section of the Future Land Use Element. Minimum non-residential FARs (Gross) of two are encouraged. Non-residential intensities may vary in the TOD and may be specified at the option of the local government, either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)]. When non-residential intensity is specified as a maximum FAR the percentage distribution among the mix of uses must also be identified.

Additional or expanded, standalone automobile oriented uses such as large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the local government, or limited, unless designed in a manner to encourage pedestrian and transit usage.

Design Guideline Principles:

Within one year of the adoption of the first TOD on the future land use map, the City shall establish design guidelines in the ULDR for the area. These guidelines shall promote an urban form with the well integrated land use combinations, balanced intensities and densities or uses compatible with surrounding uses, and mobility through safe and convenient interconnectivity or vehicular, transit, pedestrian and other non-motorized modes of travel. The design guidelines shall integrate public area through open space, urban public plazas, and/or recreational or community facility areas. The guidelines shall promote connectivity and access to transit stations and stops, while establishing a “sense of place”. Transit Oriented Developments shall promote and enhance pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

• Integrated transit stops with shelter or station (within the TOD area).
• Public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a Transit Oriented Development.
• Wide (5 feet shall be the minimum consistent with ADA Requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
• Buildings should front the street (zero or minimal setbacks are encouraged).
• Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
• Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

Transit Oriented Developments shall include internal pedestrian and transit amenities (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas) to serve the residents and employees within the area.
Review Process Considerations:

The transportation impact analysis for a proposed Transit Oriented Development designation shall consider the modal shift provided through the provision of transit and the transit-oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects.

In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Development, the impact analysis for the designation in the Broward County Land Use Plan and City of Fort Lauderdale Comprehensive Plan may be based on the amount of non-residential development which could be permitted as per the intensity standards of the City’s Future Land Use Element, rather than the alternative 10,000 square feet per gross acre standard utilized for non-residential impact analysis.

An interlocal agreement between the City and Broward County must be executed no later than six months from the effective date of the adoption of a Transit Oriented Development which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the City.

(No specific sites designated at time of printing.)

Transportation

Existing airports, Port Everglades, and existing and proposed expressways are designated Transportation on the City’s Future Land Use Plan Map (Series).

Executive Airport - The uses permitted in the Executive Airport area are the airport and facilities related to its function, operation and maintenance facilities for aircraft, sale and display of aircraft and aviation equipment, aviation manufacturing and servicing, distribution centers and other compatible uses. Those land uses listed in the City’s Comprehensive Plan as permitted uses in the Community Facilities, Parks, Recreation and Open Space and Commercial Recreation land use categories in compliance with the noise requirements of F.A.R. Part 150 (Appendix) and with Subsection 333.03 (2) (c), (2) (d) and (3) of Florida Statutes, may be allowed when they do not preclude or restrain the aeronautical use of the surrounding area, if such uses are designed primarily to serve the needs of airport users and airport employees, aircraft and aircraft operation and maintenance facilities, cargo distribution terminals, transit warehousing and other compatible land uses.

Port Everglades Transportation Area - Shipping, warehousing, and, with the exception of residential uses, all other uses which may be permitted by the City of Fort Lauderdale City Commission and the Port Everglades Development District (PEDD) contained City’s Unified Land Development Regulations which are consistent with tourism, international trade and maritime commerce.

Other Air Transportation Areas - Other airports and related facilities designed primarily to serve the needs of airport users and airport employees, airport and aircraft operation and maintenance facilities, cargo distribution terminals, transit warehousing, other compatible uses, and those land uses, except permanent residences, permitted in the recreation and open space, commercial recreation and agricultural land use categories.
Expressways - Uses of an impermanent nature such as agriculture, nurseries, grazing, nonrequired parking, open storage and parks are permitted in proposed expressways. Such provisions are intended to provide owners of property within proposed expressways with limited uses that do interfere with the long-term public goal of acquiring rights-of-way for expressway purposes. No principal building may be permitted, nor may any land use, which impedes the future construction of an expressway, be allowed.

Proposed expressways shall have an underlying residential land use designation unless bordered on both sides by non-residential land use designations. The underlying density credited to the expressway shall be equal to the density of the adjacent residential land use designation. In cases where the proposed expressway is bordered by residential land use designations of different densities, the adjacent density shall apply up to the mid-point of the right-of-way. Residential units may not be constructed within the proposed expressway. However, the densities accruing to the proposed expressway may be transferred to adjacent parcels if the owner dedicates the right-of-way to a governmental agency for expressway uses.

If a formal determination has been made by the Broward County Board of County Commissioners that the proposed expressway will not be constructed, the land uses permitted within the expressway corridor shall be those permitted by the adjacent land use designation as determined by the City through the Broward County Planning Council (re) certification process.

Utilities

The areas designated Utilities on the City’s Future Land Use Plan Map (Series) are intended to provide for adequate levels of utility service to meet the current and future needs of population.

The following uses are permitted within the Utilities Land Use category:
1. Utilities such as water and wastewater treatment plants, pumping stations, substation, solid waste disposal and transfer stations.
2. Other uses determined to be ancillary to the primary uses described in 1 above, as further restricted by the Unified Land Development Regulations.
3. Parks, recreation, open space and City approved outdoor events that do not preclude or adversely affect the future utility use of the surrounding areas for utility facilities.
4. Non-residential agricultural uses that do not preclude or adversely affect the future utility use of the surrounding areas for utility facilities.

POLICY FLU 1.1.4a: Citywide Nonresidential Intensity

In compliance with Section 163.3177(6)(a), Florida Statutes, the City has adopted the Floor Area Ratio (FAR) as a standard for use in establishing a measure to calculate the impacts of proposed nonresidential land use amendments upon the City’s ability to serve the proposed land use amendment. For these purposes, FAR is defined as follows: “the gross floor area of all buildings or structures on a plot of land divided by the total plot area, excluding such features as stairwells and cupolas.” There is a city-wide maximum FAR of 3.

POLICY FLU 1.1.5: Calculations of acreage covered by different land use categories on the City’s Future Land Use Plan Map (Series) will necessarily be approximate, due to the scale of the map. Where edges of land use categories are close to property lines, streets, transmission lines or other existing lines, edges should be construed to follow those lines. A lake or canal should be construed as having been assigned the same land use category as that assigned to adjacent unsubmerged land.
**POLICY FLU 1.1.6:** Any arrangement of dwelling units on a parcel of land designated for residential use is compatible with the City's Land Use Plan as long as the maximum number of dwelling units permitted within the parcel is not exceeded. The distribution of units will be determined by zoning of the parcel and other restrictions imposed by the Unified Land Development Regulations.

**POLICY FLU 1.1.7:** The City of Fort Lauderdale adopts the following definition for Special Residential Facilities as permitted by the Broward County Land Use Plan:

**Broward County Special Residential Facilities Definitions**

The Broward County Land Use Plan defines categories of special Residential Facilities, for the purpose of determining permitted locations and density standards. Special facilities such as group homes and foster care facilities are defined by category type and are subject when applicable, to the Special Residential Facilities provisions and allocation of reserve, flexibility, to bonus sleeping rooms as contained in the flexibility rules of the ULDR and “The Administrative Rules Document” of the Broward County Planning Council in order to allow the City to permit a maximum of one hundred (100) “bonus” sleeping rooms, consistent with Broward County Ordinance 85-92, that are permanently dedicated to Special Residential use without allocating density.

Special Residential Facilities are not designated on either the City Land Use Plan or the Future Broward County Land Use Plan Map as a separate land use category. Special Residential Facilities are permitted within limitations as stated in the Permitted Use section of the Broward County Land Use Plan in the following land use categories: residential, commercial, office park, agricultural and community facilities.

In general, Special Residential Facilities are permitted in the category as specified in Subsection II Permitted Uses of this Plan, within the limitations contained in the City’s Social Service Residential Facilities Ordinance (Ordinance C88-73).

Definitions of Special Residential Facilities Categories (Broward County Land Use Plan):

The following County definitions regarding Special Residential Facilities are included for the purpose of achieving consistency with the Broward County Land Use Plan.

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

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

SPECIAL RESIDENTIAL FACILITY, CATEGORY (3) -- means
a. Any housing facility licensed by the State of Florida for more than sixteen (16) non-elderly individuals who require treatment, care, rehabilitation or education. This includes individuals who are dependent children, physically disabled, developmentally disabled or individuals not overtly of harm to themselves or others; or
b. Any housing facility licensed by the State of Florida for more than eight (8) unrelated elderly individuals; or
c. Governmentally subsidized housing facilities entirely devoted to care of the elderly, dependent children, the physically handicapped, developmentally disabled or individuals not overtly of harm to themselves or others; or
d. Any not-for-profit housing facility for unrelated elderly individuals; or
e. Any housing facility, which provides a life-care environment. A life-care environment shall include, but is not limited to, creation of a life estate in the facility itself and provision of off-site or on-site medical care.

OBJECTIVE FLU 1.2: Utilization of Flexibility Rules
Available flexibility units may be utilized by the City to rearrange residential densities, consistent with Broward County Land Use Policies. “Flexibility units” mean the difference between the number of dwelling units permitted within a flexibility zone by the Future Broward County Land Use Plan Map (Series) and the number of dwelling units permitted within the flexibility zone by the City’s Future Land Use Plan Map.

EVALUATION MEASURE FLU 1.2a: Annual record of approved applications utilizing Flexibility Rules within the City.

POLICY FLU 1.2.1: Available flexibility units may be utilized by the City to rearrange residential densities, consistent with Broward County Land Use Policies.

POLICY FLU 1.2.1a: Utilization of the Broward County Land Use Plan “Flexibility Rules” shall be subject to a determination by the Broward County Commission that such allocation is compatible with adjacent land uses, and that impacts on public school facilities have been adequately considered. Allocations of “flexibility” for “affordable housing” or “special residential facilities” or “urban infill, urban redevelopment and downtown revitalization areas”, as defined within the Broward County Land Use Plan shall be exempt from this Policy.

POLICY FLU 1.2.1b: In no case shall allocations of flexibility for areas east of the Intracoastal Waterway result in a residential density greater than twenty-five (25) dwelling units per gross acre or exceed one hundred percent (100%) of the maximum number of dwelling units indicated for the parcel by the City’s land use plan map, whichever resulting residential density is less.

POLICY FLU 1.2.1c: The Strategy shall focus development on the City’s Activity Centers, and consider major transit corridors for future development. Development patterns that promote multimodal transportation and livable communities shall be factors in the evaluation and update of the Strategy.

POLICY FLU 1.2.1d: Where appropriate, the map shall be amended to assist the City in protecting and preserving residential neighborhoods through directed approaches in the location of flex units.
POLICY FLU 1.2.1e: The Unified Flex Strategy shall be utilized to maintain the availability of nonresidential flexibility throughout the City and availability of affordable housing.

POLICY FLU 1.2.1f: The City shall adopt a mixed-use zoning district for specific use when flex units are allocated along major transit corridors for future development.

POLICY FLU 1.2.1g: The City shall consider the availability of future infrastructure, multimodal transportation, climate change and resiliency considerations in the designation of eligible areas for flexibility unification.

GOAL 2 - Sustainable Development: The City shall encourage sustainable, smart growth which designates areas for future growth, promotes connectivity, social equity, preservation of neighborhood character and compatibility of uses.

OBJECTIVE FLU 2.1: Neighborhood Compatibility
Protect existing and future residential neighborhoods from impacts created by more intense adjacent uses.

EVALUATION MEASURE FLU 2.1a: Annual record of development permits issued for non-residential development adjacent to residential neighborhoods.

POLICY FLU 2.1.1: Continue to utilize intensity criteria contained in the Future Land Use Element to ensure that all new development is compatible with adjacent residential land uses.

POLICY FLU 2.1.2: Maintain, through the ULDR, buffering provisions, including setbacks and buffer landscaping, which are necessary to protect residential areas from adjacent uses of greater intensity.

POLICY FLU 2.1.3: Through the design review process, the City shall continue to maintain provisions which address the potential adverse impacts of noise, vibration, air pollution, glare, heat, solid waste, hazardous waste, fire and explosion.

OBJECTIVE FLU 2.2: Neighborhood Resilience
Implement strategies to create more resilient neighborhoods that can adapt to climate change and sea level rise.

EVALUATION MEASURE FLU 2.2a: Adoption of ULDR Amendments for increased building flood protection and a transfer of development rights program.

POLICY FLU 2.2.1: Increase protection of residential areas and neighborhoods through the support of green design guidelines and/or form-based codes for new development and major renovation residential areas, historic neighborhoods, and areas vulnerable to flooding.

POLICY FLU 2.2.2: The City will continue to encourage new development in higher elevated, and areas less vulnerable to flooding, such as Uptown.
**FUTURE LAND USE ELEMENT**

**POLICY FLU 2.2.3:** The City will adopt and regularly review design guidelines based on higher base flood elevations that continue to enhance neighborhoods and pedestrian experiences, including amendments to maximum freeboard requirements.

**POLICY FLU 2.2.4:** Review potential to adopt regulations to administer a Transfer of Development Rights from coastal areas to less vulnerable areas and to protect historical resources as appropriate.

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**OBJECTIVE FLU 2.3: Mixed-Use Development Multimodal Environment**

Encourage mixed use developments to enhance the livability of the City in order to discourage urban sprawl.

**EVALUATION MEASURE FLU 2.3a:** Annual record of number of approved mixed-use development orders.

**POLICY FLU 2.3.1:** Mixed use residential development shall promote an urban form, which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement.

**POLICY FLU 2.3.2:** Amend the ULDR to include appropriate design standards to ensure a mixed-use development is compatible with adjacent existing land uses and adjacent adopted Future Land Use designations.

**POLICY FLU 2.3.3:** Mixed use areas should include enhancements of the public realm, through open space, urban public plazas and/or recreational areas through development, redevelopment and public investments.

**POLICY FLU 2.3.4:** Encourage affordable micro-units and mixed-use development when the micro-units are limited to less than 30% of the total units, and combined with enhanced residential amenities and more common areas than required by the code.

**POLICY FLU 2.3.5:** Utilize standards for residential properties along major thoroughfares, as necessary, to encourage higher densities and support use of public transit.

**POLICY FLU 2.3.5a:** The ULDR shall continue to provide incentives to encourage growth in the designated major transit corridors, this shall include, but not be limited to reduced height and setback requirements, reduced parking standards and modified landscaping requirements.

**POLICY FLU 2.3.6:** The City shall actively support the Florida Department of Transportation, other State agencies or Federal agencies in any funding or planning initiatives for the development of a transit system that will link the Fort Lauderdale Hollywood International Airport to Port Everglades to the Beach Area and to the Central Urban Redevelopment/Downtown Revitalization Area in a loop arrangement with a connecting spur to or from the Tri-Rail System.

**POLICY FLU 2.3.7:** The City shall continue to improve connectivity between modes, including adding additional miles of bike lanes, sidewalks, and transit facilities and consider this connectivity in land use and development review considerations.

**POLICY FLU 2.3.8:** Transform the Uptown Area into an urban village that contains a mix of land uses with access to multi-modal options through implementation of the Uptown Master Plan and the South Andrews Master Plan.
POLICY FLU 2.3.7a: Consider adopting new mixed-use zoning districts for the Uptown Area and the South Andrews Area that contain form-based standards and encourages transit-oriented development with convenient, accessible, and affordable housing options.

POLICY FLU 2.3.7b: Evaluate options to connect the Uptown Area to other key activity nodes within the City such as Lockhart Stadium, Downtown, and the Central Beach Area.

POLICY FLU 2.3.8: Transform the South Andrews Regional Activity Center into a lively mixed-use urban neighborhood characterized by low to mid-rise buildings of a variety of commercial and residential uses through the implementation of the South Andrews Master Plan.

OBJECTIVE FLU 2.4: Encouraging Redevelopment and Revitalization of Blighted Areas
Direct growth to the designated Urban Redevelopment/Downtown Revitalization Area in order to discourage urban sprawl, maximize the use of existing public facilities and centralize commercial, governmental, retail, residential, and cultural activities.

EVALUATION MEASURE FLU 2.4a: Adherence to design guidelines and ULDRs in new development and capital improvements that support the vision of redevelopment plans.

POLICY FLU 2.4.1: Create a vibrant mixed-use Downtown, combining new homes with office space, shops and restaurants, and places for art, culture and civic life through the Downtown Master Plan.

POLICY FLU 2.4.1a: Implement the Downtown Master Plan principles through development and redevelopment projects and capital improvement investments.

POLICY FLU 2.4.1b: Coordinate with the Downtown Development Authority on implementation of the Downtown Master Plan.

POLICY FLU 2.4.2: Implement the Riverwalk District Arts & Entertainment (A&E)/Public Realm Plan to improve and enhance the Riverwalk and the blocks north and south of the New River.

POLICY FLU 2.4.2a: Strengthen and expand the identity and presence of arts, cultural and entertainment uses within the Riverwalk District.

POLICY FLU 2.4.2b: Create lively, safe, attractive and comfortable public spaces, that draw people and activity to the River.

POLICY FLU 2.4.2c: Introduce a management strategy for operating, marketing, programming, evaluating, improving, and ensuring the sustainability of the Riverwalk District.

POLICY FLU 2.4.3: The City shall continue to implement the Redevelopment Plan for the Northwest/Progresso/Flagler Heights area (NWPFH), which was prepared and adopted pursuant to Chapter 163, Part III, Florida Statutes. The City designated the NWPFH Area as a slum or blighted area, which was eligible for treatment as a CRA pursuant to Florida Statutes.

POLICY FLU 2.4.3a: Support community development activities and programs including housing rehabilitation, small business development, facilitation of all types of housing, including, but not limited to low-income and moderate-income housing, and land assembly programs in the NWPFH.
POLICY FLU 2.4.3b: The City shall create redevelopment strategies to promote redevelopment and “in-fill” activities in the NWPFH through the implementation of land development regulations for the Northwest Regional Activity Center (Northwest-RAC).

POLICY FLU 2.4.3c: Amend the ULDR as necessary to incorporate appropriate recommendations of the NWPFH CRA Plan to implement the Northwest-RAC.

POLICY FLU 2.4.3d: Evaluate industrial land uses in the Northwest RAC to determine where possible zoning changes are needed to assure compatibility with surrounding neighborhoods.

POLICY FLU 2.4.3e: Evaluate established residential zoning in the Northwest-RAC neighborhoods to determine appropriate densities.

POLICY FLU 2.4.3f: Amend the Comprehensive Plan, as necessary, to incorporate recommendations of the Sistrunk Boulevard Safe Neighborhoods Plan.

POLICY FLU 2.4.3g: Continue to seek state assistance under the Florida Main Street Program and other state sources for redevelopment of Sistrunk Boulevard.

POLICY FLU 2.4.3h: Encourage developers to build mixed use projects and implement the City’s streetscape design and urban enhancements for Sistrunk Boulevard.

POLICY FLU 2.4.4: The Central City Community Redevelopment Area (CRA) Plan envisions a vibrant community in the Middle River-South Middle River-Sunrise Boulevard area with a successful mix of business and residential uses defined with walk-able streets and quality buildings, through the creation of guidelines that would enhance the pedestrian realm and give clear intent for an active street level and an exceptional public realm experience.

OBJECTIVE FLU 2.5: Equitable Neighborhoods
The City shall continue to support environmental justice and social equity as an approach for meeting the needs of underserved and vulnerable Fort Lauderdale neighbors through policies and programs that reduce disparities while fostering healthy and vibrant neighborhoods.

POLICY FLU 2.5.1: For local and regional land use policy and public infrastructure and services decisions, the City shall continue to ensure fair treatment and meaningful participation when considering the impacts to underserved and vulnerable Fort Lauderdale neighbors, including but not limited to, the economically disadvantaged, racial and ethnic minorities, the uninsured, low-income children, the elderly, the homeless and those with chronic health conditions, including severe mental illness.

POLICY FLU 2.5.2: Changes in land use and zoning designations shall consider environmental justice to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on underserved and vulnerable populations.

POLICY FLU 2.5.3: The City shall prepare a Redevelopment Impact Study for the purpose of identifying areas that are vulnerable to, or may be in the early stages of an influx of investment and changes to the built environment that would lead to rising home values and cultural displacement.
OBJECTIVE FLU 2.6: Enhance Community Health and Food Access
Create neighborhoods that enhance community health through access to public amenities, healthy food, and safe environments, for everyone.

POLICY FLU 2.6.1: The City will regularly monitor the food level of accessibility for residents to identify and reduce any healthy food priority areas in the City.

POLICY FLU 2.6.1a: Utilize data collected by the US Department of Agriculture, the Center for Disease Control, and from business licenses to map the locations of grocery stores, supermarkets, farmer markets, and similar establishments to determine the accessibility for residents in the City.

POLICY FLU 2.6.1b: Annually update the location map to determine underserved areas in the community.

POLICY FLU 2.6.2: Encourage the location of grocery stores, farmers markets, and community food gardens to support access to healthful food for all areas where people live.

POLICY FLU 2.6.2a: The City shall provide incentives for grocery stores, full-service supermarkets, farmers markets, food carts and other mobile vendors to locate in underserved communities, including consideration of land use amendments and permitted and consideration of conditional use regulations, where appropriate.

POLICY FLU 2.6.2b: Provide and promote resources designed to encourage urban agriculture opportunities, including, but not limited to, community and home gardens, including consideration of land use amendments and permitted and consideration of conditional use regulations, where appropriate.

POLICY FLU 2.6.2c: Accommodate concentrations of food service providers at strategic locations in relation to the transportation system and concentrations of housing and employment in the City.

POLICY FLU 2.6.2d: Recognize the value of the local food system in sustaining the local economy and neighborhoods by supporting our capacity to grow, process, distribute, and access local foods. The City will explore, as appropriate, regulations allowing for the development of urban farms, vertical farming, and associated land use regulations to allow for hydroponic and aquaponic uses within the City.

POLICY FLU 2.6.2e: The City shall seek opportunities to partner with non-profit organizations, local businesses, student organizations, and other community efforts aimed at providing healthy and affordable food options for communities in Fort Lauderdale, including to identify areas of the City in need of additional resources or services.
OBJECTIVE FLU 2.7: Preservation of Environmental Assets

Continue to comply with Broward County regulations concerning Local Areas of Particular Concern and Natural Resource Areas and develop local initiatives to protect and conserve the natural and vegetative resources of the City.

EVALUATION MEASURE FLU 2.7a: Annual record of local initiatives to protect and conserve the natural and vegetative resources of the City.

EVALUATION MEASURE FLU 2.7b: Record of permits issued for lot clearing in designated Natural Resource Areas.

EVALUATION MEASURE FLU 2.7c: Designation of Conservation Areas on the City’s Future Land Use Map.

POLICY FLU 2.7.1: The City shall monitor development activity in designated Natural Resource Areas in accordance with the Broward County Lot Clearing Ordinance.

POLICY FLU 2.7.2: The development review process shall consider the presence of environmentally sensitive lands in formulating these recommendations for development approvals. Plats, which include Local Areas of Particular Concern, shall be referred to the County for Environmental Impact Statements.

POLICY FLU 2.7.3: Local initiatives, which address environmentally sensitive lands, shall be developed:
- based upon County standards for Local Areas of Particular Concern and Natural Resource Areas to assess environmentally sensitive lands as a measure to protect and conserve valuable ecological communities
- within the City which are an integral part of South Florida’s and Broward County’s natural environment;
- giving due consideration to the size, location, and condition of the parcel to determine suitability and viability for preservation;
- to protect those environmentally sensitive lands deemed viable and valuable; and
- to regulate wetlands.

POLICY FLU 2.7.4: Areas determined to be natural reservations by the Broward County Planning Council shall be protected through designation as a “Conservation” use on the City’s Land Use Plan.

POLICY FLU 2.7.5: As a part of the development review process, protect and conserve plant species listed in the Regulated Plant Index established through the Florida Department of Agriculture and Consumer Services.

POLICY FLU 2.7.6: Lakes shall be required to be constructed with vegetated shallow water habitat as required by the Florida Department of Environmental Protection.

POLICY FLU 2.7.7: The City shall, in an effort to protect the groundwater supply from potential sources of pollution, recommend against land use designations which permit industrial uses that could negatively impact water quality within wellhead protection areas of influence.
GOAL 3 - Implementation of the Plan: Promote the advancement of great neighborhoods throughout the implementation of the Goals, Objectives and Policies of this plan in compliance with the Broward County Land Use Plan and State Regulations.

OBJECTIVE FLU 3.1: Compliance with Broward County Land Use Plan

POLICY FLU 3.1.1: The City shall coordinate concurrency regulations and land use planning activities with the Broward County Land Use Plan.

OBJECTIVE FLU 3.2: Implementation of the Comprehensive Plan and the Future Land Use Map

POLICY FLU 3.2.1: The City shall continue to enforce criteria for reviewing and making recommendations regarding the adoption of amendments to the Future Land Use Map.

POLICY FLU 3.2.2: The City’s short-term planning horizon shall be 5 years and the long-term shall be 2040. The Future Land Use Map shall contain an adequate supply of land in each district to meet the demands of the existing and future population up to the projected 2040 population, and the City shall ensure that infrastructure and services are or will be made available to meet the needs of this projected population.

POLICY FLU 3.2.3: The City shall continue to utilize the development review process to implement its standards and criteria for construction and operation of stormwater management to provide for drainage and to control seasonal and/or periodic flooding in the City.

POLICY FLU 3.2.4: The City shall continue to implement flood hazard standards to safeguard the public health, safety, and to minimize public and private losses due to flooding through regulation of development in flood hazard areas.

POLICY FLU 3.2.4a: The City shall consider amending the ULDR to allowing a maximum freeboard requirement without penalty for height to allow flexible adaptability of the ground floor and sea level rise resilience.

POLICY FLU 3.2.5: The development review process shall continue to be used to review development permits in accordance with adopted goals, objectives, and policies of the Plan to ensure that new developments are compatible with surrounding land uses and provide for adequate municipal services to mitigate any development related impacts.

OBJECTIVE FLU 3.3: Coordination of Water Supply Planning and Land Use Planning

Coordinate water supply planning and land use planning activities of the City with municipalities receiving water from the City and providing water to the City to ensure that water needs of the City’s residents are met.

EVALUATION MEASURE FLU 3.3.a: Implementation of water supply projects described in the 10-Year Water Supply Facilities Work Plan.
POLICY FLU 3.3.1: The City shall maintain a 10-Year Water Supply Plan and update this plan within eighteen (18) months of any update to the regional plan adopted by the South Florida Water Management District.

POLICY FLU 3.3.2: Maintain consistency between the demand calculations in the Water Supply Facilities Work Plan and the population projections contained in the Future Land Use Element.

POLICY FLU 3.3.3: Monitor water demand needs and land use planning in municipalities receiving water from the City and providing water to the City.

POLICY FLU 3.3.4: Assess the Water Supply Facilities Work Plan as part of the Evaluation and Appraisal Report analysis.

POLICY FLU 3.3.5: Work with Broward County and other municipalities to update the Broward County Population Forecasting Model. Wholesale user agreement shall meet the demand projected by the Broward County Population Forecasting Model. Monitoring of population projections for retail customers outside the City limits will be accomplished through the Broward County Population forecasting Model and annual confirmation of those projections with each City.

OBJECTIVE FLU 3.4: Coordination of Transportation and Land Use Planning and Promote Mixed Use
Coordinate City land use planning with transportation planning activities of the City, County and State to ensure that regional roadway network levels of service are met.

EVALUATION MEASURE FLU 3.4a: Comprehensive Plan amendments processed to achieve consistency with the Broward County Transportation Element.

POLICY FLU 3.4.1: For those portions of the Regional Roadway network located within the City of Fort Lauderdale, the City shall adopt levels of service and concurrency management consistent with the Broward County Transportation Element.

POLICY FLU 3.4.2: The City of Fort Lauderdale shall use the highway capacity methodology endorsed by the Broward County Metropolitan Planning Organization (MPO) and the Broward County Commission to determine capabilities and levels of service on the Regional Roadway Network.

POLICY FLU 3.4.3: The City of Fort Lauderdale shall continue to consider the individual and cumulative impacts of land use amendments on the existing and planned transportation facilities within the County.

POLICY FLU 3.4.4: Provide for residential mixed land use designations which allow a combination of residential, commercial, employment based and other appropriate uses as described in the permitted uses section of the Future Land Use Element.

POLICY FLU 3.4.5: Mixed use residential development shall promote an urban form, which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement. Policies should integrate the public realm, through open space, urban public plazas and/or recreational areas.
POLICY FLU 3.4.6: Amend the ULDR to include appropriate design standards to ensure a mixed use development is compatible with adjacent existing land uses and adjacent adopted Future Land Use designations.

OBJECTIVE FLU 3.5: Coordination of Land Use and Airport/Heliport Planning
Ensure that incompatible land uses identified and reduced adjacent to existing and proposed airport/heliport facilities.

EVALUATION MEASURE FLU 3.5a: Interlocal agreements executed with local governments with jurisdiction over lands under noise contours and flight paths of Fort Lauderdale Executive Airport.

POLICY FLU 3.5.1: Areas surrounding existing airports shall be developed or redeveloped to promote compatible land uses consistent with the elements of the City of Fort Lauderdale Comprehensive Plan and affected elements of other local plans.

POLICY FLU 3.5.2: The City of Fort Lauderdale shall not issue development orders for land uses or structures that are incompatible with airport uses and/or which create a hazard to air navigation.

POLICY FLU 3.5.3: The recommendations of adopted Part 150 Study Reports shall be taken into consideration during land use decisions affecting airports and their adjacent areas as part of the City of Fort Lauderdale development review process.

POLICY FLU 3.5.4: The City of Fort Lauderdale shall protect navigable airspace regulated by the Federal Aviation Administration from obstruction.

POLICY FLU 3.5.5: The City shall post noise contour data and noise abatement information for Fort Lauderdale Executive Airport on the City’s website.

POLICY FLU 3.5.6: All classroom areas located within the City of Fort Lauderdale shall comply with the noise level requirements of F.A.R. Part 150 (Appendix), as amended from time to time, and all schools located within the City of Fort Lauderdale shall comply with the requirements of Section 333.03 (2) (c), (2)(c) and (3), Florida Statutes.
Urban design influences the physical form of the City and how residents experience the public realm such as streets, parks, plazas, and other open spaces. The goals, objectives and policies set forth in this element strive to reflect the vision for the present and future development of our public realm. Some of the vital elements to this plan include the key principles: Livability, Sustainability and Resiliency, all of which contribute to the identity of our urban environment. Emphasis is placed on these principles not only to promote a social and pedestrian friendly urban environment, but to also encourage adaptable urban design practices that will help retain the unique value and functionality of our City’s public realm over time.

As Fort Lauderdale continues to develop and redevelop its built environment, a framework of distinctive neighborhood qualities, development patterns and architectural design expressions have contributed to what we recognize as a Sense of Place. The Urban Design Element, incorporates a framework of key goals, objectives and supporting policies, which will help to guide and address multi-modal connectivity, quality of building and street design, open space balance, life safety issues – i.e. Crime Prevention Through Environmental Design (CPTED) changes in technology and resiliency.

A strong sense of place yields a distinct identity felt by residents and visitors. Therefore, focus on the creation of place is a fundamental goal of this element, incorporated through building design, street design, and other unique elements contribute to the urban design of the City of Fort Lauderdale.

Image credit: DORSKY+YUE INTERNATIONAL LLC
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: The City of Fort Lauderdale shall promote high-quality and sustainable building design elements which complement the public realm.

OBJECTIVE UD 1.1: Design Guidelines
Strengthen the urban form throughout the City by building upon the character of the existing fabric of the built environment, while allowing for the addition of complementary new development through the application of urban design elements and design criteria that support an exceptional sense of place.

POLICY UD 1.1.1: In considering new design guidelines, the City shall incorporate criteria that address a safe, healthy, and attractive environment for people of all ages and abilities.

POLICY UD 1.1.2: Enhance the quality of development throughout the city over time through the review and application of design standards and guidelines. Update and implement design standards and guidelines to ensure the quality of development throughout the city is enhanced over time and is responsive to changing conditions.

POLICY UD 1.1.3: Base design standards and land development regulations on area context, with distinct characteristics considered for different areas, i.e. regional activity centers, transit-oriented corridors, lower density neighborhoods, etc.

POLICY UD 1.1.4: In considering new design guidelines, incorporate the following elements:

1. Street design focused on multi-modal connectivity and interconnectivity with surrounding development.
2. Context-sensitive building design, considering mass, scale and form of buildings.
3. Quality of architecture with special emphasis on lasting design, building façade composition and articulation, ground level pedestrian experience, window transparency, and quality building materials.
4. Climate-oriented design and alternative energy generation (i.e. solar).
5. Context-sensitive signage design and placement.
6. Flexibility to support design accommodations for various uses over time.

High quality building design, illumination features, and parking garage screening.
POLICY UD 1.1.5: As redevelopment occurs ensure an appropriate building mass and scale through form-based design standards to address transition to adjacent lower-density residential areas.

POLICY UD 1.1.6: Where buildings engage the streets, promote high quality building design through the use of high-quality building materials and architectural treatments, incorporation of building façade features including sufficient windows for transparency purposes, high-quality parking garage treatments, and sustainable building illumination.

POLICY UD 1.1.7: Encourage the strategic placement of building entrances along active streets, adjoining public plaza spaces, and other open spaces.

OBJECTIVE UD 1.2: Resiliency in Design
Design for Sea Level Rise and Resiliency and ensure the incorporation of design specific approaches to address sea level rise and resiliency for the City’s built environment.

POLICY UD 1.2.1: Promote adaptive building design (including first floor adaptability), through form based approaches, including first floor ceiling heights, maximum building heights, freeboard regulations, and flex use, which provide for physical modifications of buildings or easy change of use, to preserve utilization or adaptive re-use.

POLICY UD 1.2.2: Promote approaches to design that lead to the reduction of heat islands, including, but not limited to the incorporation of acceptable alternative construction materials allowable by Building Code or engineering, cool roofs, and increases in tree canopies within the City.

POLICY UD 1.2.3: Encourage the incorporation of resilient design elements in new development and adopt design guidelines to address sea level rise mitigation, coordinated with Florida Building Code requirements.
POLICY UD 1.2.3a: Design standards should focus on the City’s local ecology, reinforcing the City’s identity and relationship with water, promoting adaptation to rise of water levels, and considering the level of flood risk as an evaluation criterion in district-specific plans and the development review process.

POLICY UD 1.2.3b: Incorporate guidelines for adapting transitions at the ground level with regards to flood prone areas, such as greater floor to ceiling heights, adaptive ground level floors and other adaptive design strategies.

POLICY UD 1.2.3c: Assess, identify, and implement innovative infrastructure for site drainage management, including innovative hard and natural systems, and incorporate these water management guidelines into design construction criteria.
GOAL 2: Encourage urban design which responds to the climate and character of Fort Lauderdale, is pedestrian friendly, human-scaled and contains the infrastructure and amenities to create a vibrant public realm.

OBJECTIVE UD 2.1: Promoting Community Identity
Promote community identity through building and streetscape enhancements, with a focus on primary entrances and gateways to the City.

POLICY UD 2.1.1: Include aesthetic and functional considerations in the design and implementation of public improvement projects along gateway corridors to support and enhance the visual quality, livability and character of the City.

POLICY UD 2.1.1a: An appropriate sense of transition and arrival should be designed to make a strong and positive visual impact at each gateway through a combination of landscaping, streetscape amenities, signage, and a strong framing of the street with form-based building and street design standards.
**OBJECTIVE UD 2.2: Pedestrian Friendly Design**
Enhance pedestrian mobility through design standards that focus on pedestrian safety, comfort, reduction of barriers, and amenities.

**POLICY UD 2.2.1:** Address design features along physical barriers such as major highways, rail corridors, arterial roadways, block sizes and waterways to optimize connectivity for pedestrian movement and promote a more connected built environment.

**POLICY UD 2.2.2:** Adopt design guidelines for amenities and street furnishings based on character and context of each area, considering life cycle, South Florida climate and maintenance costs.

**POLICY UD 2.2.3:** Promote coordinated wayfinding systems that address how people move and connect throughout the city.

**POLICY UD 2.2.4:** Encourage the incorporation of public art features in development and infrastructure projects to enhance the nature of our urban spaces.

**POLICY UD 2.2.5:** Public gathering spaces along waterfronts, including promenades, viewpoints, marine facilities, and parks should be designed to promote continuous public access and views to the waterfront.

**POLICY UD 2.2.5a:** Design treatments should promote a variety of experiences and vary based on context, i.e. “hardscape” plazas, passive open spaces more natural in character.
POLICY UD 2.2.5b: Require a high standard of design for all waterfront projects, with an emphasis on public access, orientation toward the water, and the creation of new water-oriented public amenities.

POLICY UD 2.2.5c: Ensure that the design of each waterfront site responds to its unique natural qualities. New buildings should be carefully designed to consider their appearance from multiple vantage points, both in the site vicinity and at various points on the horizon.

Miami Museum Park, Baywalk, Miami, Florida. Source: SavinoMiller

Inaugural Project: Dundas Street Promenade and Terrace, London, Ontario, Canada. Source: PWL Partnership

Redhook Office Project, Brooklyn, New York Image credit: Visualhouse
GOAL 3: Streetscape Design Elements - The City of Fort Lauderdale shall promote a complete mobility network and improve multimodal connectivity.

OBJECTIVE UD 3.1: Streetscape Design Standards
Encourage streetscape design which enhances connectivity, and incorporates technological advancements and improvements in mobility.

POLICY UD 3.1.1: Site and streetscape design standards shall encourage trips by walking, bicycle, transit and other non-motorized modes of transportation with a focus on the integration of future technologies into the existing urban fabric.

POLICY UD 3.1.2: The City shall encourage standards for the design of public space facilities, including building orientation and pedestrian and/ or bicycling pathways on site and through buildings, which provide for connections between different modes of travel, including walking, public transit, bicycling, and driving.

POLICY UD 3.1.3: Encourage pedestrian and transit-oriented developments with greater emphasis on sidewalk width accommodation of multi-modal transportation options, incorporation of street trees and shading devices, bicycle facilities.

POLICY UD 3.1.4: Continue to enhance and expand a connected network of pedestrian pathways, bicycle routes and greenways.

POLICY UD 3.1.4a: Focus improvements on high destination areas including regional activity centers and add connections to adjacent neighborhoods.

POLICY UD 3.1.4b: Find new opportunities along existing corridors in considering new greenways.

POLICY UD 3.1.4c: Take advantage of existing underutilized corridors such as FEC tracks that already connect local destination areas.
OBJECTIVE UD 3.2: Neighborhood Design Standards

Adopt design standards to promote strong, healthy, and beautiful neighborhoods that enhance the physical character and distinctive qualities of individual neighborhoods throughout the city.

POLICY UD 3.2.1: Improve the appearance and identity of the City’s streets by applying uniform design and construction standards that promote an exceptional sense of place and include elements and street furniture that reflect the context and climate of the local environment, have a high-quality aesthetic, life-cycle and minimal maintenance requirements.

POLICY UD 3.2.2: The City shall ensure regular outreach to neighborhood groups to determine how urban design standards can be improved to enhance livability and sense of place in the City.

POLICY UD 3.2.3: Encourage universal design principles in new construction and retrofit projects to create physically accessible housing, extending from the individual unit to the community, and promote accessibility and visit-ability (ADA standards, lighting, etc.) throughout the City.

POLICY UD 3.2.3a: Address accessibility issues in design standards to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

POLICY UD 3.2.3b: Adopt design standards that provide for light and air provisions through design, placement and form of buildings based on context.

POLICY UD 3.2.4: Incorporate Crime Prevention Through Environmental Design standards to create and enhance a sense of safety and security throughout the built environment.

POLICY UD 3.2.5: Maintain an approved plants list derived from the Florida Friendly Landscaping program for usage for streetscaping.

POLICY UD 3.2.5a: Encourage xeriscaping through design standards to reduce the need for excessive water usage.

POLICY UD 3.2.6b: Encourage street trees, whether planted as part of a public project or associated with private redevelopment, provided the species and locations are appropriate based on context and approved by the agency with jurisdiction over the right-of-way.
**OBJECTIVE UD 3.3: Utilities**
Promote visually enhanced streetscapes by reducing overhead utilities and other obtrusive elements.

**POLICY UD 3.3.1:** Coordinate with local utility providers to identify priority areas for undergrounding or relocating overhead electrical and telephone/cable wires to remove visual clutter of existing infrastructure.

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**OBJECTIVE UD 3.4: Wayfinding**
Provide a comprehensive system of wayfinding to direct residents and visitors from Interstate-95 and the other major city gateways to local destinations and amenities within the City including the Downtown, Riverfront, Beaches, scenic viewpoints, major institutions, and other points of interest.

**POLICY UD 3.4.1:** Integrate gateway directional signage into a comprehensive city wayfinding sign system.

**POLICY UD 3.4.2:** Establish a sign amortization program to reduce the clutter of large signs and billboards along major streets.

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**GOAL 4:** Enhance the existing built environment and elements unique to Fort Lauderdale, including waterways, bridges, tunnels and other traversable features.

**OBJECTIVE UD 4.1: Waterfront Enhancement**
Enhance the visual and functional characteristics of the waterfront areas and encourage redevelopment that preserves the public access and views of the water.

**POLICY UD 4.1.1:** Buildings and land uses on parcels abutting waterways in nonresidential districts and in multifamily districts shall be designed to enhance the character of the city and context in which they are located, harmonize with other development in the area, and protect and enhance the scenic quality and tranquility of the waterways. Site design, building placement and landscaping shall consider the relation to the waterway and other surrounding uses with the goal to enhance the public realm and overall sense of place.
POLICY UD 4.1.2: The City shall continue to promote and preserve scenic and unique viewpoints in existing and promote new ones with redevelopment.

POLICY UD 4.1.3: The City shall protect and enhance river views in the design of buildings, bridges, and pedestrian walkways on or near waterfront sites. The scale, density and building form along the city’s waterfronts should define the character of these areas as human-scale, pedestrian-oriented and should protect views for important sites.
NEIGHBORHOOD ENHANCEMENT
HOUSING ELEMENT

PRINCIPLES

• The City shall strive to ensure that housing opportunities are available for people of all ages, incomes, and abilities, allowing everyone to live in quality neighborhoods regardless of circumstances and special needs;

• Promote a range of attainable housing types supportive of a variety of incomes, including very low, low, and moderate income persons;

• Support quality development and revitalization that promotes energy efficient and climate adaptive design and construction methods; and

• Promote a live, work, play environment and accessibility to supporting services and amenities throughout all neighborhoods within Fort Lauderdale.
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: The Comprehensive Plan shall support the provision of adequate sites for future housing, including affordable workforce housing, housing for low-income, very low-income, and moderate-income families, mobile homes, and group home facilities and foster care facilities, with supporting infrastructure and public facilities.

OBJECTIVE HS 1.1: Aspirational Goals
The City shall aspire to meet the increasing need for affordable housing for existing and future Fort Lauderdale residents.

POLICY HS 1.1.1: By 2035, the City shall aspire to reduce the number of cost burdened households by 5% of the City’s households with incomes at or below 30 percent AMI (generally households that qualify only for public housing or older housing stock).

POLICY HS 1.1.2: By 2035, the City shall aspire to reduce the number of cost burdened households by 5% of those households with incomes between 30 to 50 percent AMI (generally households that qualify for low-income tax credits, existing older affordable housing, or heavily subsidizes ownership housing).

POLICY HS 1.1.3: By 2035, the City shall aspire to reduce the number of cost burdened households by 5% of those households with incomes between 50 to 80 AMI (generally households that qualify for affordable housing rentals or subsidized housing ownership).

POLICY HS 1.1.4: By 2035, the City shall aspire to reduce the number of cost burdened households by 5% of those households between 80 to 120 percent AMI (generally households that can afford existing older rentals or workforce rental or for-sale housing.)

POLICY HS 1.1.5: By 2025, 10% of the housing stock built under affordable and attainable mixed-income programs will be reserved for workforce households (generally households with incomes between 60 to 120 percent of area median income).

POLICY HS 1.1.6: By 2025, 10% of the housing stock built under affordable housing programs will be reserved for housing low-income seniors.

POLICY HS 1.1.7: The City of Fort Lauderdale shall strive to achieve a reduction of housing and transportation costs such that, by 2035, the Housing and Transportation Index represents 45% of household income.

POLICY HS 1.1.8: The City shall re-evaluate its affordable housing aspirational goals in the next Evaluation and Appraisal Report based upon available data on housing cost burden and construction of affordable housing.
Objective HS 1.2: Affordable Housing Administration

Administer programs for the creation of affordable homeownership and rental housing for very low, low and moderate income residents and maintenance of existing affordable housing, including structural and aesthetic improvements and the elimination of substandard dwelling conditions.

Policy HS 1.2.1: Continue to utilize Housing and Urban Development (HUD) HOME Investment Partnerships Program (HOME) State Housing Initiatives Program (SHIP) funds, and the Affordable Housing Trust Fund to support:

- New construction of rental housing
- Owner-occupied home rehabilitation
- Special needs home rehabilitation
- Purchase assistance
- Impact fee mitigation
- Disaster repair and mitigation
- Demolition and reconstruction
- Rapid re-housing program

Policy HS 1.2.2: Continue to identify opportunities for nonprofit organizations to receive funding from the City’s federal allocations from the Housing and Urban Development (HUD) HOME Investment Partnerships Program (HOME) to acquire and/or renovate existing rental housing stock for occupancy by very-low, and low-income households.

Policy HS 1.2.3: Continue to utilize Community Development Block Grant (CDBG) for minor home repairs, public services and infrastructure improvements.

Policy HS 1.2.4: Increase housing stability of persons living with HIV/AIDS and their families and reduce homelessness among such persons, thereby facilitating increased access to care through Housing Opportunities for Person with Aids program (HOPWA).

Policy HS 1.2.5: Continue coordination and support of the Broward County Continuum of Care (CoC) Homeless Program, the Homeless Collaborative, and a Housing First approach to homelessness.

Policy HS 1.2.6: Continue to support Fort Lauderdale Housing Authority programs, including Section 8, housing choice voucher administration, homeownership programs, public housing construction and management, and self-sufficiency programs.
HOUSING ELEMENT

**POLICY HS 1.2.7:** Implement an inclusionary zoning ordinance to require construction of affordable housing with new residential construction in regional activity centers and along major transit corridors.

**POLICY HS 1.2.8:** Support the construction of diverse affordable housing types to include single-family detached, attached and duplex housing, multi-family and manufactured homes.

**POLICY HS 1.2.9:** Review ability to reduce transportation costs through location of affordable housing in proximity to transit.

**POLICY HS 1.2.10:** Review opportunities to use older and historic houses for affordable housing opportunities.

**POLICY HS 1.2.11:** Design mixed-income affordable housing programs that ensure the geographical distribution of affordable housing to discourage the over concentration of affordable housing units.

**POLICY HS 1.2.12:** Utilize job training and job creation to improve the economic status of residents as a partial solution to affordable housing concerns.

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**OBJECTIVE HS 1.3:** Incentivize Construction and Development of Affordable Housing

The City shall develop programs to incentivize the construction and development of affordable housing throughout the City.

**POLICY HS 1.3.1:** The City shall continue to review financial incentives to assist the private sector in the provision of affordable housing including, but not limited to:

- Decrease in property tax assessment
- Tax increment financing (TIF)
- Municipal land
- Redistributed CRA funds
- Application fee reductions
- Other financing that incentivizes the development of affordable and workforce housing

**POLICY HS 1.3.2:** The City shall expedite the processing of building permits for Affordable, Attainable and Workforce Housing Units.

**POLICY HS 1.3.3:** The City will designate an ombudsman to assist developers and builders of affordable housing to expedite the planning, zoning and permitting processes and procedures and to apply for eligible developer incentives.

**POLICY HS 1.3.4:** Continue to allow reduced parking requirements for affordable housing.

**POLICY HS 1.3.5:** Continue to review the ULDR for amendments to incentivize creation of affordable housing.
POLICY HS 1.3.6: Review policies, procedures, ordinances, regulations or plans that would increase the cost of housing as required by Florida Statutes.

POLICY HS 1.3.7: The City shall continue to maintain an inventory of City owned property available for use as affordable housing as required by Florida Statutes.

POLICY HS 1.3.8: Continue to work with private and public sector partners to acquire vacant parcels and construct new single-family homes for very-low-income, and low income households that are first-time home buyers.

POLICY HS 1.3.9: Consider assembling city-owned vacant lots as available for affordable housing development.

POLICY HS 1.3.10: The City shall periodically evaluate minimum unit sizes in its ULDR to determine impact on the availability of affordable housing and amend regulations if needed to enhance local housing availability and affordability.

OBJECTIVE HS 1.4: Housing for Vulnerable Communities
The City shall continue to ensure equity in affordable housing programs and provide for underserved and vulnerable populations.

POLICY HS 1.4.1: City affordable housing policies will consider the needs of the very low, low, and moderate income senior and special needs population.

POLICY HS 1.4.2: Continue to assess regulation of the placement of group homes by addressing maximum densities and the number of group homes and foster care facilities allowed within a geographically defined area.

POLICY HS 1.4.3: The City shall provide assurance for replacement housing for the relocation of persons within community redevelopment areas who are temporarily or permanently displaced due to redevelopment, as required by Florida State Statutes.

POLICY HS 1.4.4: Mobile home parks and manufactured homes shall be allowed on appropriately zoned sites and in accordance the ULDR.
GOAL 2: Be a community of strong, beautiful and healthy neighborhoods.

OBJECTIVE HS 2.1: Neighborhood Livability
Preserve and revitalize the livability and sense of place of Fort Lauderdale neighborhoods.

POLICY HS 2.1.1: Develop and implement neighborhood design guidelines based on the unique characteristics of neighborhoods.

POLICY HS 2.1.2: Continue to utilize intensity and density standards as provided in the Future Land Use Element to preserve existing single-family uses.

POLICY HS 2.1.3: The City shall maintain a list and develop a program for historically significant assets in the City which may be utilized for housing.

POLICY HS 2.1.3a: Encourage the conservation and reuse of historic residential resources based on the cultural and historic significance to the City.

POLICY HS 2.1.4: Promote energy efficiency, use of alternative energy, water conservation and climate adaptation methods in the construction and rehabilitation of new and existing buildings.

POLICY HS 2.1.5: Incorporate Crime Prevention through Environmental Design (CPTED) to ensure that issues of community safety and crime prevention are adequately considered in land use, development and redevelopment activities to aid the integration of safety and security concerns throughout the development review process for all residential projects.

POLICY HS 2.1.6: Ensure that planning and land use still provides for healthy neighborhoods including easy accessibility to food, locally determined needs for goods and services and amenities that encourage physical activity.

POLICY HS 2.1.7: Through the Community Enhancement and Compliance Division, collaborate with residential neighbors to foster the preservation and revitalization of our neighborhoods, prevent blight, and educate our neighbors on property maintenance standards.

OBJECTIVE HS 2.2: Ensuring Emergency Shelter and Temporary Housing
Develop an emergency and longer-term transitional housing strategy to provide emergency shelter that offers safe, secure, time-limited housing with varying degrees of support services, for individuals and families to reside while they prepare to return to or move into new permanent housing.

POLICY HS 2.2.1: Assure the availability of suitable emergency shelters and temporary housing, for very low, low- and moderate-income populations when displacement occurs due to natural disaster.

POLICY HS 2.2.2: The City shall review regulations to permit temporary trailers as temporary housing after a declared natural disaster on single family lots.
NEIGHBORHOOD ENHANCEMENT
HISTORIC PRESERVATION ELEMENT

PRINCIPLES

Ensure a high quality of life by identifying, promoting, and preserving the City’s historic resources.

Protect the City’s culture by providing information on preserving the City's history.
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: The City shall prepare and adopt a long-term approach to historic preservation which identifies and evaluates the City’s historic resources.

OBJECTIVE HP 1.1: Strategic Historic Preservation Plan
Provide a long-range policy and planning document that provides appropriate guidance for historic preservation for the City of Fort Lauderdale.

POLICY HP 1.1.1: A Strategic Historic Preservation Plan will be prepared and adopted. This plan will be a long-term approach to historic preservation.

OBJECTIVE HP 1.2: Resource Identification
Historic, architectural, and archaeologically significant resources in the City of Fort Lauderdale shall be identified.

POLICY HP 1.2.1: Perform new and update existing architectural resource, archaeological, and other related cultural resource surveys of buildings, structures, and sites, which contribute to the historical and cultural development of Fort Lauderdale.

POLICY HP 1.2.2: Evaluate the historical resources of Fort Lauderdale for eligibility as historic landmarks, pursuant to the historic preservation ordinance and/or nomination to the National Register of Historic Places and develop a priority schedule.

POLICY HP 1.2.2a: Architectural, archaeological, and other related cultural resource surveys shall be conducted pursuant to the standards and policies of the Florida Department of State, Division of Historical Resources and/or the provisions of the National Historic Preservation Act (1966).

POLICY HP 1.2.2b: Coordinate with Broward County and the Florida Department of State, Division of Historical Resources in the update and evaluation of architectural, archaeological, and cultural resource surveys.

POLICY HP 1.2.2c: All sites identified in surveys shall be forwarded to the Florida Department of State, Division of Historical Resources for recording and inclusion in the Florida Master Site File.

POLICY HP 1.2.3: Monitor applications within the development review process for adverse effects to architecturally, archaeologically and culturally significant resources.
POLICY HP 1.2.3a: Require all development proposals that involve ground disturbing activities on archaeological sites or within Archaeologically Significant Zones as identified on the official City of Fort Lauderdale Historic Resources Map, as amended, to provide an appropriate level cultural resource study to the city that indicates the location, extent, status, and proposed impacts to archaeological or related above ground historic resources.

POLICY HP 1.2.3b: All proposed impacts to locally or nationally designated historic resources or those deemed eligible for historic designation by the State Historic Preservation Officer shall be reported to the Historic Preservation Board (HPB) for review and comment utilizing the “Criteria of Adverse Effects” as outlined within the Code of Federal Regulations (CFR) under 36 CFR Part 800 and the “Seven Aspects of Integrity” as outlined within the code of Federal Regulations under 36 CFR Part 60.

OBJECTIVE HP 1.3: Records of Historic Resources

Ensure that significant resources are recorded into a singular City database for review of renovations of historically designated landmarks and sites, structures located within designated historic districts, and properties listed on the National Register of Historic Places, as well as development occurring adjacent to recognized historic resources.

EVALUATION MEASURE HP 1.3.1: 1) Completion of an inventory of city-owned historic landmarks and structures located within a historic district. 2) Record of annual designations that place architectural, archaeological, or cultural resources on the local or national registers.

POLICY HP 1.3.2: Maintain a singular database that includes historic buildings, structures, and sites as recognized on the local, and national levels, as well as properties that are inventoried as part of the Florida Master Site File.

POLICY HP 1.3.2a: The database should be in a format compatible with the Florida Department of State, Division of Historical Resources framework for the Florida Master Site File to allow for intergovernmental integration.

POLICY HP 1.3.2b: Continue to maintain contact with owners of historic properties to inform them of the property’s status as a historic resource and the availability of historic preservation programs and potential incentives.

POLICY HP 1.3.3: Retrieve newly recorded and updated Florida Master Site File data from the Florida Department of State’s Division of Historical Resources for corrections, updates, and removals of listed properties on an annual basis.
GOAL 2: Provide educational and incentive opportunities to further the City’s historic preservation goals.

OBJECTIVE HP 2.1: Incentives and Funding Opportunities
Provide incentives and funding opportunities to promote historic preservation.

EVALUATION MEASURE HP 2.1.1: Number of financial opportunities and incentives utilized for preservation purposes and new incentives established.

POLICY HP 2.1.2: The City shall monitor the availability of grants, and if feasible, apply for funding for land and property acquisition of historic structures.

POLICY HP 2.1.3: Encourage sensitive, adaptive reuse and rehabilitation of structures eligible for historic designation as a preferred alternative to demolition.

POLICY HP 2.1.3a: Provide information and encourage property owners to list structures on the National Register of Historic Places or seek local historic designation to take advantage of ad valorem tax exemptions, Historic Rehabilitation Tax credits and other financial incentives that may be available.

POLICY HP 2.1.4: The City shall evaluate and determine if a transfer of developmental rights (TDR) program is beneficial to preserving historical resources.

OBJECTIVE HP 2.2: Educational Tools
Educate the public about archaeological and historic preservation programs.

POLICY HP 2.2.1: Update the Historic Preservation Design Guidelines to assist historic property owners to obtain information on preserving and maintaining their properties.

POLICY HP 2.2.2: Support, as financially feasible, cultural and heritage tourism through education to make the City a heritage tourism destination.

POLICY HP 2.2.2a: Support, as financially feasible, efforts in establishing marketing and education methods that highlight the cultural and historical heritage of Fort Lauderdale.

POLICY HP 2.2.2b: Define and adopt, with input from local historical organizations, a common, Fort Lauderdale specific historic marker program with the goal of marking the locations of significant historic resources and the boundaries of historic districts.

POLICY HP 2.2.2c: Coordinate with local historical organizations to publicize heritage and cultural activities in the city, such as Historic Preservation Month, lectures, tours, etc.

POLICY HP 2.2.3: Collaborate with local historical organizations to educate the public about historic preservation and archaeological programs.
GOAL 3: Ensure historic preservation goals are met through the coordination and implementation of various local, state, and national preservation tools.

OBJECTIVE HP 3.1: Unified Land Development Regulations (ULDR)
Continue to implement the protection of historic properties and archaeological resources in the Unified Land Development Regulations.

POLICY HP 3.1.1: Continuously update and revise ULDR criteria to address current historic preservation needs.

OBJECTIVE HP 3.2: Historic Preservation Design Guidelines
Continue to implement Historic Preservation Design Guidelines to assist with renovations, rehabilitation, restoration or additions to historic properties so that the essential form and design elements that create character are respected.

POLICY HP 3.2.1: Guidelines shall be developed for the neighborhoods which are consistent with and incorporate the U.S. Secretary of the Interior’s Standards for Rehabilitation.

POLICY HP 3.2.1a: Ensure the guidelines are user-friendly and provide techniques for proper maintenance, proper restoration, and respect for the surrounding structures.

OBJECTIVE HP 3.3: Archaeological Resource Protection
The city shall maintain archaeological protection procedures.

POLICY HP 3.3.1: Encourage sensitive integration of archaeological resources into open spaces and green spaces as a preferred alternative to destruction and mitigation.

POLICY HP 3.3.2: Archaeologically Significant Zones as identified on the official City of Fort Lauderdale Historic Resources Map, as amended, shall be reviewed and amended using recent archaeological data.

POLICY HP 3.3.3: Develop a Certificate to Dig (CTD) process that requires administrative review, comment and attachment of pertinent archaeological requirements to all proposed development on archaeological sites and within archaeological significant zone(s).
OBJECTIVE HP 3.4: Maintain City-owned Historic and Archaeological Resources
As the largest owner of historic properties within the city, the city shall plan for maintenance of city-owned historic and archaeological resources.

POLICY HP 3.4.1: The City shall maintain a prioritized schedule of improvements to city-owned historic resources for inclusion in the Community Investment Plan annually.

POLICY HP 3.4.2: In the de-acquisition of publicly owned historic resources, the City shall attach deed restrictions, which may include a preservation easement to the property.

OBJECTIVE HP 3.5: Resilience
The City shall adjust historic preservation and archaeological resource programs according to changing environmental conditions.

POLICY HP 3.5.1: Develop a climate and environment resiliency prioritization based on each individual resource’s susceptibility to climate and environmental change/events.

POLICY HP 3.5.2: Monitor changes in local economy and development patterns to identify impacts to historic and archaeological resources and develop a resiliency prioritization of resources that require protection.

OBJECTIVE HP 3.6: Intergovernmental Coordination
Coordinate and cooperate with local, state, and national agencies to ensure the protection of historic resources through technical support, educational resources, and funding opportunities.

POLICY HP 3.6.1: Maintain Certified Local Government status and continue to coordinate with the Florida Department of State.

POLICY HP 3.6.2: Seek guidance from the National Park Service and the Florida Department of State, Division of Historical Resources in developing historic preservation disaster management plan.

POLICY HP 3.6.3: Seek partnerships with local and regional preservation agencies and organizations such as the Florida Public Archaeology Network (FPAN) and other groups to develop meaningful and productive preservation programing.
PRINCIPLES

The Core Principles for the Conservation Element are centered around water quality and quantity, air quality, and the wide variety of natural resources found within the City of Fort Lauderdale.

Protect and monitor water and air resources in order to ensure adequate quality and quantity for residents and visitors.

Conserve, protect, and appropriately utilize the City’s wide variety of natural resources, including marine and terrestrial wildlife and habitats.
CONSERVATION ELEMENT

GOALS AND POLICIES

GOAL 1: Protect and monitor water resources to improve water quality and quantity.

OBJECTIVE CON 1.1: National Pollution Discharge Elimination System (NPDES)
Abide by the National Pollution Discharge Elimination System (NPDES) regulatory standards.

POLICY CON 1.1.1: The City shall report annually to the Florida Department of Environmental Protection (FDEP) for requirements of all aspects of NPDES permitting, including, but not limited to, runoff, stormwater, development impacts, and drainage.

OBJECTIVE CON 1.2: Quality and Quantity of Surface Waters
The City shall protect, monitor, and address issues to ensure quality and quantity of surface waters.

POLICY CON 1.2.1: The City shall coordinate with appropriate agencies to facilitate, monitor, and implement procedures relating to surface water protection and enhancement.

POLICY CON 1.2.2: The City shall coordinate with appropriate agencies to regularly sample and analyze surface waters based upon local, regional, and state regulations.

POLICY CON 1.2.3: The City shall minimize impacts to surface waters through land use planning, restriction of activities that cause adverse effects, identification of sensitive areas, and other strategic planning mechanisms.

OBJECTIVE CON 1.3: Quality and Quantity of Groundwater Resources
The City shall protect, monitor, and address issues pertaining to the quality and quantity of groundwater resources.

POLICY CON 1.3.1: Continue to identify, protect, monitor, and treat all groundwater and aquifer recharge areas, consistent with local, regional, and state requirements.

POLICY CON 1.3.2: Continue source-water (wellfield) monitoring, protection, and treatment programs to proactively and reactively address issues to water quality and quantity.

POLICY CON 1.3.3: The City shall maintain and update a Water Supply Plan on a 10-year outlook basis, in coordination with the South Florida Water Management District (SFWMD).
CONSERVATION ELEMENT

GOAL 2: Protect and monitor air quality to provide a higher quality of life for the City’s residents and visitors.

OBJECTIVE CON 2.1: Air Quality Standards
Facilitate a comprehensive approach to abide by, or exceed, air quality standards.

POLICY CON 2.2.1: Coordinate with appropriate agencies (e.g. Broward County) to meet federal, state, and county standards pertaining to air quality monitoring and regular sampling.

POLICY CON 2.2.2: Integrate policies from the Climate Change Element that help to reduce air pollutants and greenhouse gases.

GOAL 3: Conserve, protect, and appropriately utilize the City’s terrestrial and marine habitats.

OBJECTIVE CON 3.1: Sustainable Landscape and Tree Canopy
Preserve and enhance the natural environment and beauty of the city and promote better quality of life by creating a safe, healthy, and sustainable landscape. The City shall continue to enhance its tree canopy to 33% by 2040.

POLICY CON 3.1.1: Landscape and tree preservation requirements shall be based upon Florida-Friendly Landscaping TM principles in order to reduce the use of fertilizers and pesticides, minimize irrigation needs and attract wildlife.

POLICY CON 3.1.2: Plant selection in development, redevelopment, and city projects should be based on the plant’s adaptability to the existing conditions present at the landscaped area and native plant communities, particularly considering appropriate hardiness zone, soil type and moisture conditions, light, mature plant size, desired effect, color, and texture.

POLICY CON 3.1.3: Tree and plant species on the Florida Exotic Pest Plant Council, (“FLEPPC”) Invasive Plant Species list, as amended, shall not be included in new development and redevelopment projects, and invasive plant species listed therein shall be removed from construction sites.

POLICY CON 3.1.4: To the extent feasible, the city shall remove invasive plants growing on city-owned parks, right-of-ways and medians, and replacing them with appropriate native or non-invasive species.
CONSERVATION ELEMENT

OBJECTIVE CON 3.2: Wetlands Will Be Protected, Conserved, and Monitored
Wetlands and the natural functions of wetlands will be protected, conserved, and monitored.

POLICY CON 3.2.1: Direct future land uses that are incompatible with the protection and conservation of wetlands and wetland functions away from wetlands.

POLICY CON 3.2.2: Abide by federal, state, and local standards for wetland conservation, protection, mitigation, and compensation.

GOAL 4: Conserve, protect, and manage the City’s wildlife and species of importance.

OBJECTIVE CON 4.1: Wildlife and Species
The City will protect and enhance wildlife and species that are important economic drivers.

POLICY CON 4.1.1: The City will enforce policies and codes, such as the Clean Marina Program that minimize impacts on marine species, including shellfish and fish species for sport.

POLICY CON 4.1.2: Reduce the careless operation of boats (including speed and wake restrictions) which may harm marine species and habitats, through Marine Unit Police enforcement.

POLICY CON 4.1.3: The City will ensure that appropriate measures are enacted and enforced to protect species of importance and their habitats, including, but not limited to: manatees, sea turtles, terns, and migratory bird flyways; measures may include lighting, netting, and general use restrictions, enforcement of construction standards, as well as restoration and rehabilitation of habitats and species populations.

POLICY CON 4.1.4: Continue to maintain the gopher tortoise preserve and habitat near Fort Lauderdale Executive Airport.

POLICY CON 4.1.5: Prohibit unmitigated development and human encroachment in and around areas known to be habitats, reproduction, nesting, or feeding sites for animals listed as endangered or threatened species, or species of special concern.
GOAL 5: Conserve, protect, and appropriately utilize the City’s natural resources, including soils, designated sensitive lands, and natural reservations.

OBJECTIVE CON 5.1: Sensitive and Vulnerable Areas and for Lands of Importance
The City shall recognize, protect, and plan for sensitive and vulnerable areas, and for lands of importance.

POLICY CON 5.1.1: Develop criteria based upon County standards for Local Areas of Particular Concern (LAPCs) and Natural Resource Areas (NRAs) to assess environmentally sensitive lands as a measure to protect and conserve valuable ecological communities within the City, which are an integral part of South Florida’s and Broward County’s natural environment.

POLICY CON 5.1.2: Continue to protect public wellhead areas through cooperating with Broward Environmental Protection and Growth Management (EPGMD), the South Florida Water Management District (SFWMD), and the Florida Department of Environmental Protection (DEP) in their efforts to monitor and regulate groundwater quality.

POLICY CON 5.1.3: Develop criteria based upon County standards for LAPCs and NRAs to assess environmentally sensitive lands as a measure to protect and conserve valuable ecological communities within the City, which are an integral part of South Florida’s and Broward County’s natural environment.

POLICY CON 5.1.4: Based on survey and assessment results about environmentally sensitive lands, formulate policies to protect those areas deemed viable and valuable.

POLICY CON 5.1.5: Provide for the protection and conservation of the natural functions of existing soils, fisheries, wildlife habitats, rivers, bays, lakes, floodplains, harbors, wetlands including estuarine marshes, freshwater beaches and shores, and marine habitats.

POLICY CON 5.1.6: Continue to monitor, evaluate, and rehabilitate lands and areas that are designated as Brownfields and Superfund sites.

POLICY CON 5.1.7: The adequate and appropriate protection and conservation of wetlands shall be accomplished through a comprehensive planning process which includes a consideration of the types, values, functions, sizes, conditions and locations of wetlands, and which is based on supporting data and analysis.
CONSERVATION ELEMENT

POLICY CON 5.1.8: Future land uses, which are incompatible with the protection and conservation of wetlands and wetland functions, shall be directed away from wetlands. The type, intensity or density, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions and locations of wetlands are land use factors which shall be considered when directing incompatible land uses away from wetlands. Land uses shall be distributed in a manner that minimizes the effect and impact on wetlands. The protection and conservation of wetlands by the direction of incompatible land uses away from wetlands shall occur in combination with other goals, objectives and policies in the Comprehensive Plan. Where incompatible land uses are allowed to occur, mitigation shall be considered as one means to compensate for loss of wetlands functions.

POLICY CON 5.1.9: The City shall work to ensure that soil resources are maintained and upkept through conservation, best practices, and monitoring.

OBJECTIVE CON 5.2: Enhancement, Maintenance, and Upkeep of Natural Reservations
The City shall protect its natural resources through the enhancement, maintenance, and upkeep of natural reservations.

POLICY CON 5.2.1: Promote the acquisition, retention, and management of unique natural areas to preserve environmental, recreation, and other public benefits.

POLICY CON 5.2.2: The City shall monitor permit activity in designated Natural Resource Areas (NRAs).

POLICY CON 5.2.3: The City shall be sensitive to the need to protect native vegetative communities from destruction by development or misuse.

POLICY CON 5.2.4: The Development Review Committee will consider the presence of environmentally-sensitive lands in formulating recommendations for development.

POLICY CON 5.2.5: Plats which include local areas of particular concern shall be referred to the County for Environmental Impact Statements (EISs).
PRINCIPLES

The City’s Core Principles for the Climate Change Element are to:

• Address climate change and its impacts from a holistic and comprehensive standpoint.

• Take active ownership in reducing the magnitude of Climate Change Impacts through mitigation strategies.

• Protect the quality of life within the City through active management of, and preparation for, the needs posed by Climate Change.

• Coordinate Fort Lauderdale’s efforts with regional efforts to resolve Climate Change impacts.

• Recognize and utilize the opportunities brought forth by climate change.

2020 Advance Fort Lauderdale Comprehensive Plan
DRAFT 5/16/2019
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: Develop mitigation and adaptation strategies to reduce emission that contribute to climate change.

OBJECTIVE CC 1.1: Greenhouse Gases
Reduce greenhouse gas emissions to mitigate Fort Lauderdale’s contribution to global climate change. Increase renewable energy production and distribution.

EVALUATION MEASURE CC 1.1.1: The City of Fort Lauderdale shall work city-wide to reduce greenhouse gas emissions generated by government operations with the goal of achieving 80% reduction below 2010 levels by 2050. The City will continue to regularly monitor and track progress of programs and initiatives that contribute to reaching this goal.

POLICY CC 1.1.2: The City of Fort Lauderdale shall consider greenhouse gas emissions when making decisions related to procurement, capital improvements, operations, programs, events, long-term planning, land-use, and City operations.

POLICY CC 1.1.3: Perform an annual greenhouse gas survey and review, track and report progress towards reduction goals.

POLICY CC 1.1.4: The City of Fort Lauderdale shall continue to encourage and require the planting of native and other drought-tolerant vegetation known to sequester carbon and reduce heat island impacts on available public and private lands, including school and government properties, and conservation lands and shall pursue programs and funding strategies designed to create carbon emission offsets through tree plantings and/or carbon mitigation programs.

POLICY CC 1.1.5: The City of Fort Lauderdale shall promote and support the expansion of alternative and renewable energy on residential, commercial and municipal properties by working to reduce regulatory encumbrances and to develop incentives for renewable and alternative energy installations.

EVALUATION MEASURE CC 1.1.6: The City shall promote alternative sources of energy with the goal of sourcing 20% of electricity from renewable energy by 2020. The City of Fort Lauderdale shall source electricity from renewable sources including solar, wind, and ocean current technologies.

EVALUATION MEASURE CC 1.1.7: Expand tree canopy citywide to help reduce the heat island effect. The City of Fort Lauderdale shall continue to expand tree canopy coverage to 30% by 2025 and reduce heat island effects.
OBJECTIVE CC 1.2: Energy Efficient and Resilient Transportation Network
Assess and strengthen the transportation network in areas susceptible to climate change effects. Advance transportation and land-use options that reduce fossil fuel use, improve the mobility of people, goods and services; provide a diverse, efficient and equitable choice of public transportation options; and increase the City’s resiliency to the impacts of climate change.

POLICY CC 1.2.1: The City shall maintain a list of roadway segments and transportation systems impacted by or at risk of flooding or adjacent to Adaptation Action Areas. Rehabilitation and adaption of these roadways shall be evaluated annually, and where financially feasible, prioritized in the City’s CIP.

POLICY CC 1.2.2: Where feasible, the City shall investigate and implement innovative stormwater capture techniques within the public right of way, including, but not limited to, green and blue infrastructure, permeable surfaces, etc.

POLICY CC 1.2.3: Partner with agencies and businesses to increase commuter car-pooling and to incentivize and encourage alternative/public transit use. The City of Fort Lauderdale shall coordinate with the Florida Department of Transportation (FDOT) District IV Carpooling program encourage ride-sharing and carpooling practices throughout the City.

POLICY CC 1.2.4: Enhance bicycle and pedestrian mobility. Improve pedestrian and bicycle mobility, safety and connectivity throughout the City of Fort Lauderdale via a Multimodal Transportation Program.

EVALUATION MEASURE CC 1.2.5: The City of Fort Lauderdale shall reduce its fossil fuel use for City vehicles by 20% below 2015 levels by 2025 through the replacement of City fleet with low emission vehicles and other fuel efficiency strategies.

POLICY CC 1.2.6: The City shall, through its land-use planning, encourage mixed-use and other land-use policies that will reduce vehicle miles traveled within the City.

POLICY CC 1.2.7: The City shall ensure multimodal options of transportation exist along key corridors, especially ones to be used as emergency evacuation routes or high priority post-disaster relief corridors.
OBJECTIVE CC 1.3: Emissions
Encourage reduction of greenhouse gases within the City of Fort Lauderdale.

POLICY CC 1.3.1: The City will explore and implement incentives for businesses successfully achieving emissions benchmarks to be set by the City.

POLICY CC 1.3.2: The City shall, through its land-use regulations, encourage the development of green industries within industrial land-uses.

POLICY CC 1.3.3: The City shall explore education and implementation incentives for business and residences in regard to solar power, energy efficiencies, and electric vehicle technology that can be incorporated on-site.

POLICY CC 1.3.4: The City shall explore opportunities to increase electric vehicle technology on and within City owned properties and buildings.

GOAL 2: Achieve a climate-resilient community through the protection and adaptation of public infrastructure, services, and natural resources from adverse climate change impacts.

OBJECTIVE CC 2.1: Vulnerability Assessment
Conduct vulnerability assessment to identify at risk areas and population.

POLICY CC 2.1.1: The City shall update by 2022 a vulnerability assessment to further identify population groups, property, public investments and infrastructure at risk from sea level rise, storm surge, and other climate change-related impacts and shall update this assessment periodically as new projections are published. Specifically, and at a minimum, the assessment shall include municipal offices and facilities; water and wastewater treatment plants, transmission lines and pumping stations; stormwater systems; roads, rail, bridges, and all transportation and transit infrastructure; power generation facilities and power transmission infrastructure; critical airport and seaport infrastructure; and hospitals and residential care facilities.

OBJECTIVE CC 2.2: Resiliency and Efficiency
Improve climate resiliency and energy efficiency of new and existing buildings and public infrastructure, and develop adaptation strategies for areas vulnerable to climate change-related impacts where economically feasible.

POLICY CC 2.2.1: The City of Fort Lauderdale shall encourage greener, more efficient and climate resilient construction practices by:

POLICY CC 2.2.1a: Building all new construction of city-owned facilities to published Leadership in Energy and Environmental Design™ (LEED) standards; Florida Green Building Coalition (FGBC) green building standards, or Green Building Initiative (GBI) Green Globes rating standards or equivalent.
POLICY CC 2.2.1b: Explore ordinances or regulations to require all new building construction projects over 10,000 square feet to meet LEED Silver performance standards, or pay into a Green Fund as a fee in lieu.

POLICY CC 2.2.1c: Coordinate with Broward County on community-wide flood map for future conditions which is being updated for sea level rise and ground water table change.

POLICY CC 2.2.1d: The City of Fort Lauderdale shall develop and maintain design guidelines for the public realm that emphasize sustainability and resiliency.

EVALUATION MEASURE CC 2.2.1e: Require licensed personnel in the Building Department to have at least 8 continuing education units (CEUs) of emerging energy efficiency and renewable energy technologies by 2025.

POLICY CC 2.2.1f: Reevaluate floodplain management ordinances as necessitated by updates to the Southeast Florida Regional Climate Change Compact, including building finish floor elevation standards (minimum City Freeboard) with respect to projected sea level rise scenarios and flooding potential.

POLICY CC 2.2.1g: Incorporate building design specifications that increase resilience to impacts from more intense storm and increasing flood events through available resilience strategies.

POLICY CC 2.2.2: Evaluate the capital costs with considerations for life cycle cost and benefits of adaptation alternatives in the siting and design of new infrastructure as well as the fortification or retrofitting of existing infrastructure.

POLICY CC 2.2.3: Ensure that adaptation to climate change impacts, especially sea level rise and flooding, is incorporated into the planning, siting, construction, replacement and maintenance of public infrastructure in a manner that is cost-effective, captures co-benefits of the investment and that maximizes the use of the infrastructure throughout its expected service life.

EVALUATION MEASURE CC 2.2.3a: By 2022, the City shall produce an updated bridge infrastructure report that includes climate change effect as an evaluation criterion.

POLICY CC 2.2.4: Ensure the impacts of climate change are an integral component of all planning processes, including but not limited to: building codes, life-safety codes, emergency management, land development and zoning regulations, water resource management, flood control and stormwater management, coastal management, and community development.
**OBJECTIVE CC 2.3: Stormwater Management**

Ensure the resiliency of existing water resources, and stormwater, water and wastewater infrastructure to the impacts of climate variability and extremes to protect future water quality and minimize the potential for flood impacts, contamination and water shortages.

**POLICY CC 2.3.1:** Incorporate sea level rise projections and a resilience approach into the Stormwater Management Plan and Flood Hazard Mitigation program.

**POLICY CC 2.3.2:** Implement and maintain a Stormwater Management Plan and evaluate the potential for modified rate structure based on individual asset vulnerability.

**POLICY CC 2.3.3:** The City of Fort Lauderdale shall continue to develop regulations that require new construction, and redevelopment to manage stormwater as a resource and address runoff quality and quantity, by incorporating a low impact design approach that promotes best management practices to reduce runoff, capture and reuse rainwater, and recharge the Biscayne Aquifer.

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**OBJECTIVE CC 2.4: Protection of the Natural Environment**

Protect and enhance the City’s natural environment as necessary to maintain a healthy, enjoyable, and climate-resilient environment.

**POLICY CC 2.4.1:** Establish location-specific interventions to protect coastal ecosystems from adverse impacts resulting from sea level rise, storm events, or other climate-related impacts.

**POLICY CC 2.4.2:** The City will strive to ensure that adaptation does not come at the expense of natural environment. That adaptation strategies are reviewed with a sensitivity for dependent ecosystems with emphasis placed on efforts that preserve and enhance the adaptive capacity of these ecosystems.

**POLICY CC 2.4.3:** Develop and maintain a program to preserve a natural coastal environment, including the beach and dune system, coastal wetlands, and other coastal resources to promote ecosystem services as they pertain to climate change adaptation, including the impacts of sea level rise and wave energy during storm surge events.
GOAL 3: Preserve and enhance the quality of life through advance planning, improved coordination with businesses and local and regional governments, better monitoring of evolving conditions, and equitable provision of resources to address issues related to climate change, and hazard and natural disaster resiliency and recovery.

OBJECTIVE CC 3.1: Education, Outreach, and Monitoring
Continue to coordinate with the private sector, governmental agencies within the South Florida region, non-governmental entities, and academic institutions in the ongoing assessment of existing and projected conditions related to our changing climate and rising sea levels, and continue to collaborate as necessary in the identification and development of effective solutions and strategies to adapt and improve resiliency of the community. Work with other agencies and seek out new funding for implementation of programs.

POLICY CC 3.1.1: Provide regular communication, at least annually, that encourages public education of current policies, ideas, and sustainable practices to reduce household GHGs and energy waste and increase community resiliency.

POLICY CC 3.1.2: The City of Fort Lauderdale shall continue to promote, educate, and encourage participation of the community in programs such as the PACE financing for clean energy program, and other programs to set community mitigation goals and increase participation in the Southeast Florida Regional Climate Change Compact.

POLICY CC 3.1.3: Provide, as part of information at the beginning of the hurricane season, information on evacuation routes, sources of information in case of emergencies, and best practices and contact information for reporting of flood and debris post disaster.

POLICY CC 3.1.4: The City of Fort Lauderdale shall continue to coordinate regionally with Southeast Florida counties and municipalities, academia, and state and federal government agencies in the analysis of sea level rise, drainage, storm surge and hurricane impacts and the planning of mitigation and adaptation measures.

POLICY CC 3.1.5: The City of Fort Lauderdale shall continue to actively monitor the Southeast Florida Regional Climate Change Compact, and shall coordinate with neighboring and other municipalities to make our community more climate change resilient by sharing technical expertise, assessing regional vulnerabilities, advancing agreed upon mitigation and adaptation strategies such as through the Regional Climate Action Plan, and developing policies and programs.

POLICY CC 3.1.6: The City of Fort Lauderdale shall engage local stakeholders such as the Greater Fort Lauderdale Chamber of Commerce and other members of the business community in promoting mitigation and adaptation strategies, programs, and incorporating business roles and needs in resiliency planning.

POLICY CC 3.1.7: The City shall evaluate Zero Waste programs for inclusion in its Strategic Plan, and consider incentives and other policies which will encourage the location of Zero Waste businesses within the City.
OBJECTIVE CC 3.2: Incorporate With Other Plans
Acknowledge and incorporate Climate Change into Planning Documents.

POLICY CC 3.2.1: The City shall incorporate into its land-use planning considerations of sea level rise, elevation, areas of repetitive loss and high-risk areas for flooding identified through the Stormwater Management Plan and Flood Hazard Mitigation program.

EVALUATION MEASURE CC 3.2.2: The City shall assess by 2025, and within every five years thereafter, a revised prioritization program for infrastructure currently planned in repetitive loss and high flood risk areas, and consider deprioritizing new projects in these areas.
Transportation access is a vital component to an equitable, livable community and essential to the success of the local economy. Through the realization of a Complete Network, Fort Lauderdale shall promote continuous, “connected” systems for pedestrians, bicyclists, transit users, and drivers.

The City will ensure a healthy and functioning network in order to enhance opportunities for local residents and businesses. By providing these opportunities, the City strives to create a modal shift in transportation choices and reduce automobile congestion.

The City will also encourage healthy living through the development and enhancement of modes conducive to active transportation. In addressing health, safety is a priority concern of the City and it will strive to continue efforts to achieve the goals of Vision Zero. The City of Fort Lauderdale adopted Vision Zero in 2015 and committed to recognizing that death and serious injury on our streets are unacceptable and preventable; people will make mistakes and the transportation system should be designed so those mistakes aren’t fatal; and safety should be the primary consideration in transportation decision-making. Traffic safety solutions must be addressed strategically and holistically through a safe systems approach.

As a regional and international destination, Fort Lauderdale will ensure accessibility and mobility to the City and regional transportation to support tourism and local businesses.
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: Ensure the development of a Complete Network for transportation that prioritizes Safety and emphasizes multimodal mobility and accessibility.

OBJECTIVE TM 1.1: General Mobility
Encourage multimodal connectivity through the Connecting the Blocks transportation master plan to enhance the City’s mobility and livability.

POLICY TM 1.1.1: Fort Lauderdale shall maintain and regularly update a Transportation Master Plan, using context sensitive typologies to enhance safety and improve multimodal infrastructure and connectivity for residents and businesses. The Transportation Master Plan will consider the intermodal aspects of transportation to ensure seamless transportation.

POLICY TM 1.1.1a: The development of the Transportation Master Plan and its implementation shall include consideration of land use patterns and urban design.

POLICY TM 1.1.1b: The City shall evaluate and update the Master Plan, at minimum every 5-7 years.

POLICY TM 1.1.1c: Continue to enhance bicycle and pedestrian mobility, prioritize safety and ensure connectivity throughout the City. The City will continuously explore, as part of this connectivity, alternative designs to ensure safe pedestrian, micromobility options, and bicycling crossings where the railroad exists within the City.

POLICY TM 1.1.1d: The City, in developing its Transportation Master Plan, shall consider, and where appropriate, apply a Level of Stress evaluation measure.

POLICY TM 1.1.1e: Fort Lauderdale will continue to evaluate emerging transportation technologies including, but not limited to autonomous vehicles, enhanced real time communication, and artificial intelligence in relation to the impacts these advancements will have on transportation, land use, and the urban form.

POLICY TM 1.1.1f: Fort Lauderdale shall continue to examine best practices and methods for the safe and context sensitive implementation of shared mobility and micromobility solutions, such as microtransit, dockless bicycle share, dockless scooters, and e-bikes.
POLICY TM 1.1.1g: Development standards shall consider how emerging transportation technologies will impact travel patterns, curb management, travel, parking, and loading/unloading demand, supporting infrastructure, and roadway design. This will require for flexibility in design and transition.

POLICY TM 1.1.1h: The City shall consider context sensitive solutions that allow existing and emerging transportation modes to utilize the roadway network with intelligent technology system components and broader communication systems between users and vehicles.

POLICY TM 1.1.1i: The City shall consider the potential changes to design of the public realm if and when the need for on-street parking is significantly reduced, and supporting infrastructure for shared use, electrical vehicles are increased.

POLICY TM 1.1.1j: The City shall consider how electric-assist technologies developed for bicycles, micromobility or other alternative mobility options and sharing services will impact commuting patterns, enhancing sidewalk and roadway networks, parking infrastructure utilization and design of the public realm.

POLICY TM 1.1.2: The City shall use “Complete Streets” principles to ensure that roadways are planned, designed, and maintained in a context sensitive manner for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.

POLICY TM 1.1.3: Fort Lauderdale shall enhance and/or re-establish street-network connectivity and circulation (e.g. removal of barriers which close off or inhibit pedestrian, bicycle, or vehicle access to public rights-of-way, including during construction activities).

POLICY TM 1.1.4: The City shall coordinate multi-modal use of rights-of-way with appropriate supporting land uses, urban form, and densities necessary to support transit-oriented development (e.g. public spaces that promote ground level interest, reduced setbacks, surface parking behind buildings), as applicable.

POLICY TM 1.1.4a: Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

POLICY TM 1.1.4b: Continue to evaluate and implement pedestrian and transit design standards as they relate to incorporating mass transit, car pool, pedestrians, and bicycle amenities in different commercial, industrial, and office buildings in activity centers.
POLICY TM 1.1.4c: Fort Lauderdale shall consider opportunities and methods to partner on and support roadway “shared space” efforts such as, but not limited to, the (re)design of appropriate rights-of-way to best accommodate festivals, parades, open air markets, and other events that encourage social interaction, safety education, and community building.

POLICY TM 1.1.4d: The City of Fort Lauderdale shall continue to support private/public collaboration to integrate improvements to transit, bicycle and pedestrian facilities into private development.

POLICY TM 1.1.5: Ensure accessibility and connectivity by providing ADA compliant sidewalks, bicycle paths, trails, transit facilities and/or roads between new developments and existing neighborhoods.

POLICY TM 1.1.6: Fort Lauderdale shall continue to support Broward County programs such as Transportation Disadvantaged Services that ensure transportation access is maintained for those unable to transport themselves due to physical or mental disability, age, and income status.

POLICY TM 1.1.7: The City shall evaluate the need for a potential multimodal level of service standard by 2026. Fort Lauderdale will maintain its concurrency system while exploring opportunities for improvement that provide multimodal transportation enhancements.

OBJECTIVE TM 1.2: Vision Zero
Continue implementation of a Vision Zero Action Plan that focuses on reducing transportation related fatalities to zero and emphasizing reductions in the number of serious injuries.

POLICY TM 1.2.1: Fort Lauderdale shall strive to achieve zero traffic fatalities through the following programs and activities:

POLICY TM 1.2.1a: Provide focus for engineering, enforcement, education, encouragement, and evaluation measures to reach interim steps toward zero deaths.

POLICY TM 1.2.1b: Adopt and implement the City’s Vision Zero Five-Year Action Plan, periodically updating as needed.

POLICY TM 1.2.1c: Fort Lauderdale shall continue to maintain land development codes requiring ADA accessible infrastructure for new development and redevelopment.

POLICY TM 1.2.1d: Use data, community outreach, and equity-based engagement activities and engineering components to develop strategies for areas most affected by deadly and serious traffic crashes throughout the city, including a focus on locations with crashes involving vulnerable users.
POLICY TM 1.2.1e: Prioritize improvements based on vulnerable users, at risk populations, and locations with higher concentrations of these population, including, but not limited to, schools, after care facilities, parks, and healthcare facilities.

POLICY TM 1.2.1f: Fort Lauderdale shall coordinate with local and regional agencies to provide safety and other educational training courses to at risk populations and vulnerable roadway users, including at educational institutions.

POLICY TM 1.2.1g: Traffic signalization should be context sensitive to the modal priorities of the right-of-ways in areas of high pedestrian and bicycle use.

POLICY TM 1.2.1h: Fort Lauderdale shall encourage safe pedestrian and bicyclist behaviors through educational programs for the public. The City shall also encourage Broward County Public Schools to include WalkSafe, BikeSafe, and any relevant road safety educational programs for children.

POLICY TM 1.2.2: Incorporate safety considerations in the annual prioritizing of local road improvement funding. Prioritize safety investments for the most vulnerable users first with pedestrians and bicyclists priority, and motorists second. Transit riders are pedestrians and bicyclists are as vulnerable as pedestrians.

POLICY TM 1.2.3: Continue to utilize working groups, including elected officials, Vision Implementation Partners (VIPs), Vision Zero Champions, Florida Department of Transportation, Broward County, Broward MPO, and the Vision Zero Task Force to guide the implementation of Vision Zero.

POLICY TM 1.2.4: Work with partners in the region to influence street planning, design, maintenance, operations, and law enforcement.
**TRANSPORTATION & MOBILITY ELEMENT**

**POLICY TM 1.2.5:** The City will explore grant funding opportunities for Vision Zero Implementation project and programs.

**POLICY TM 1.2.6** Continue to provide safety for motorists, bicyclists and pedestrians by controlling the connections of driveways and access points to roads by using guidelines and standards from Florida Department of Transportation, the County, and the City’s development review process.

### OBJECTIVE TM 1.3: Pedestrian Mobility

Ensure a safe network that maximizes pedestrian accessibility and mobility for Fort Lauderdale’s neighborhoods.

**POLICY TM 1.3.1:** The City shall maintain a facilities list of pedestrian improvements and a prioritized inventory of missing pedestrian links within the City, inclusive of location and infrastructure needs for each missing link.

**POLICY TM 1.3.1a:** The City shall strive to reduce the number of missing pedestrian connections through setting of appropriate goals in its Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

**EVALUATION MEASURE TM 1.3.1b:** The City shall strive to reduce the number of missing pedestrian connections through setting of appropriate goals in its Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

**POLICY TM 1.3.2:** Continue to implement the design concepts in high areas of pedestrian traffic that include, but are not limited to, street trees, canopies/arcades, patterned colored pavement and street signage, and area specific recommendations as noted by the Connecting the Blocks report.

**POLICY TM 1.3.3:** Provide pedestrian safety by ensuring well-lit streets, intersections, pedestrian refuges, midblock crossings, and sidewalks. As needed, the City will conduct lighting analyses in areas of high crash incidents involving pedestrians.

**POLICY TM 1.3.4:** The City’s Unified Land Development Regulations (ULDR) shall require sidewalks construction development and redevelopment, except where not feasible.

### OBJECTIVE TM 1.4: Bicycle Mobility

Ensure a complete network that provides for bicycling as a viable primary modal choice.

**POLICY TM 1.4.1:** The City shall maintain a listing of existing bicycle infrastructure, and a prioritized inventory of missing bicycle links and facilities within the City, inclusive of location and infrastructure needs for each missing link.
EVALUATION MEASURE TM 1.4.1a: The City shall strive to reduce the number of missing bicycle connections through setting of appropriate goals in its Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

POLICY TM 1.4.1b: The City shall continue to participate in bicycle planning programs of the Broward MPO and the FDOT to provide bike facilities with all roadway improvements, where feasible.

POLICY TM 1.4.1c: Continue to work with the Downtown Fort Lauderdale, FDOT, Broward MPO, and other agencies to promote the use of bicycles and provide convenient locations for bicycle parking and boulevards in activity centers and throughout the City when appropriate.

POLICY TM 1.4.1d: The City shall consider opportunities and incentives for the provision of appropriate facilities to support bicycling, such as showers, lockers and bicycle parking by new development.

POLICY TM 1.4.1e: Where possible, the City shall encourage the provision of convenient, covered and secure bicycle parking at transit stations, schools, public facilities and commercial centers.

POLICY TM 1.4.1f: The City shall prioritize and construct the LauderTrail planned pathways to enhance local connectivity.

POLICY TM 1.4.2: Work with transit agencies to improve connections between rail and bus and existing and planned bicycle routes.

POLICY TM 1.4.3: When streets are reconstructed, high-quality bicycling facilities shall be considered in street reconstructions plans when appropriate.

POLICY TM 1.4.4: Encourage, through community partnerships, a culture that embraces bicycle use as a mainstream travel mode.

POLICY TM 1.4.4a: The City shall seek to raise the visibility and participation of bicycling in Fort Lauderdale through regularly organized bicycling events, prominent facilities and other encouragement activities.

POLICY TM 1.4.4b: The City shall encourage partner agencies to conduct an ongoing safe bicycle route to schools programs, including semi-annual bicycle safety educational programs for children and adults.

POLICY TM 1.4.4c: Where possible, the City shall enhance bikeway information and way-finding signage along bicycle routes.

POLICY TM 1.4.4d: Where possible, the City shall implement facilities improvements based on area specific recommendations as noted by the Connecting the Blocks plan.
TRANSPORTATION & MOBILITY ELEMENT

OBJECTIVE TM 1.5: Blueways/Water Transit
Enhance local facilities to support transportation opportunities on Fort Lauderdale’s waterways.

POLICY TM 1.5.1: The City shall, by 2023, establish and begin to implement a Blueways System Plan for existing navigable waterways.

POLICY TM 1.5.2: Fort Lauderdale will coordinate with Broward County and partner agencies to increase access to public waterways through expansion of the blueways system with dock facilities at public parks and other appropriate locations.

POLICY TM 1.5.3: The City shall continue to support water transportation systems as an alternative form of transportation within the City.

POLICY TM 1.5.4: Continue to work with the State to enforce a year-round slow speed zone on the Intracoastal Waterway from Sunrise Boulevard Bridge to Las Olas Bridge, to ensure public safety on the waterways.

OBJECTIVE TM 1.6: Roadways
Maintain and enhance the roadway system to ensure adequate connectivity and mobility in Fort Lauderdale, as well as develop safe systems that prioritize safety and protects vulnerable road users.

POLICY TM 1.6.1: The City shall maintain an inventory of existing rights-of-way in the City, and regularly evaluate the City’s roadway network.

POLICY TM 1.6.1a: Conduct periodic reviews of City roadway system operation to identify problem areas with potentially low-cost Congestion Management System solutions such as restricting left turns, reversible lanes, etc.

POLICY TM 1.6.1b: Conduct, as needed, in-depth studies of local rights-of-way and neighborhood circulation to implement safety and traffic calming measures, and prioritize the implementation of recommendations related to Vision Zero friendly design and safe systems approaches.

POLICY TM 1.6.2: Fort Lauderdale shall minimize the need for roadway width expansion except where needed to improve mobility for bicycles and pedestrians or to effect intersection improvements, and continue to direct efforts towards Complete Streets implementation.

POLICY TM 1.6.3: The City shall continue to incorporate the design of streets and roadways from the policies outlined in Broward County’s Complete Street Guidelines, the City’s Complete Streets Manual, National Association of City Transportation Officials Design Guides, the Connecting the Blocks Plan, and the Florida Department of Transportation’s (FDOT) Design Manual.
POLICY TM 1.6.3a: The City shall support and incorporate into its standards the context sensitive use of urban forestry techniques, including trees selected, located, and tended in a manner that assures healthy growth, to enhance pedestrian and bicyclist shade/cooling, and enhance corridor aesthetics. The City will continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations as required by the ULDR.

POLICY TM 1.6.3b: The City shall support and incorporate into its standards the context sensitive use of “street/traffic calming/speed management” techniques, (e.g. reduced vehicle lane width), textured pavement, chicanes, roundabouts, on-street parking, strategic use of differing median types) to enhance multi-modal user safety and accessibility.

POLICY TM 1.6.3c: The City shall review and modify as appropriate, existing land development regulations that control access points and minimize curb cuts on City maintained roadways to provide safe and convenient pedestrian circulation and on-site traffic flow.

POLICY TM 1.6.3d: The City shall support standards and incorporate into its standards the context sensitive use of techniques to efficiently address stormwater runoff (e.g. swales, planters, vegetated buffer strips, rain gardens, bioswales, infiltration trenches, permeable paving) in a manner that provides ecological, economic, and aesthetic benefits.

POLICY TM 1.6.3e: The City shall consider where appropriate the application of standards regarding the context sensitive placement of energy efficient illumination to promote pedestrian, bicycle, and vehicular activity and safety without adversely impacting protected wildlife or promoting light pollution.

POLICY TM 1.6.3f: The City shall support standards for resiliency in its roadway network by incorporating into its design streetscape improvement techniques to address the effects of sea level rise.

POLICY TM 1.6.4: The City shall coordinate with the Broward MPO and FDOT to provide bike facilities and other transportation mechanisms with all roadway improvements, where feasible.

EVALUATION MEASURE TM 1.6.5: The City of Fort Lauderdale shall participate in Broward County’s Transportation Concurrency Management System, FDOT’s Strategic Intermodal Systems Program, and implement local road concurrency in order to mitigate traffic impacts created by development. The roadway LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following minimum criteria:

SIS Roads: For facilities within the Strategic Intermodal System (SIS), the Generalized Peak Hour Two Way Level of Service Standard, established by the FDOT, is as follows:

<table>
<thead>
<tr>
<th>SIS Roadways</th>
<th>Affected Roadway Segments</th>
<th>LOS¹ Standard</th>
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<tr>
<td>I-95</td>
<td>Oakland Park Boulevard to I-595</td>
<td>D</td>
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<tr>
<td>I-595</td>
<td>I-95 to US 1</td>
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<table>
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<tr>
<th>SIS Connectors</th>
<th>Affected Roadway Segments</th>
<th>LOS¹ Standard</th>
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<tbody>
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<td>SR-84 to Eller Drive</td>
<td>D</td>
</tr>
<tr>
<td>SR-84</td>
<td>I-95 to Spangler Boulevard</td>
<td>D</td>
</tr>
<tr>
<td>Broward Boulevard</td>
<td>I-95 to NE 3rd Avenue</td>
<td>D</td>
</tr>
<tr>
<td>SW 4th Avenue</td>
<td>SR-84 to Perimeter Road</td>
<td>D</td>
</tr>
</tbody>
</table>
TRANSPORTATION & MOBILITY ELEMENT

Broward County and Non-SIS State Roads: LOS Standards to be utilized are based on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the FDOT’s Level of Service Manual. For facilities not within the SIS within:

1. Eastern Core District: the LOS standard shall be “E”
2. Port/Airport District: the LOS standard shall be “D”
3. Central Districts: the LOS standard shall be “D”

Local Roads: All other roads within Fort Lauderdale will be maintained at LOS D.

POLICY TM 1.6.6: Partner with agencies and businesses to increase commuter car-pooling and to incentivize and encourage alternative/public transit use. The City of Fort Lauderdale shall coordinate with the FDOT District IV Carpooling program encourage ride-sharing and carpooling practices throughout the City.

POLICY TM 1.6.7: Continue expedited permitting of alternative fuel and electric vehicle charging infrastructure.

POLICY TM 1.6.8: Work with Broward County, the Coast Guard, Army Corps of Engineers and the FDOT to minimize travel delay at intersections, railroad crossings and major bridges.

POLICY TM 1.6.9: The City shall require traffic and transportation coordination, inclusive of emergency management access, as a component for special events within the City, especially in areas where the transportation grid is constrained, such as the beach.

POLICY TM 1.6.9a: Maintenance of Traffic Plans shall be required for events requiring road closures.

OBJECTIVE TM 1.7: Transit

Transit amenities should be of high quality to support multimodal transportation and reduce the use of the single-occupant vehicle.

EVALUATION MEASURE TR 1.7.1: The City of Fort Lauderdale shall participate in Broward County’s Transportation Concurrency System, and adopts the following Transit Level of Service:

<table>
<thead>
<tr>
<th>Port/Airport District</th>
<th>Establish at least one fixed-route with direct service to Fort Lauderdale-Hollywood International Airport.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Continue studies to examine intermodal connections between Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Greater Fort Lauderdale/Broward County Convention Center.</td>
</tr>
<tr>
<td>Central District</td>
<td>Achieve peak headways of 30 minutes or less on 60% of local bus routes.</td>
</tr>
<tr>
<td>Eastern Core District</td>
<td>Achieve peak headways of 30 minutes or less on 60% of routes, and support the maintenance and enhancement of the Broward Central Bus Terminal in Fort Lauderdale.</td>
</tr>
</tbody>
</table>

POLICY TM 1.7.1a: The City’s development review process shall provide that, for purposes of issuing development orders and permits, the adopted public transit level of service shall not be negatively affected by proposed development.
POLICY TM 1.7.1b: The City will support the development of new transit connections between FLL and the Port.

POLICY TM 1.7.2: Transit stations and stops should be located within walking distance of activity centers, and access routes for pedestrians and bicycles to transit should be as direct as possible, promoting both pedestrian and bicycle connectivity.

POLICY TM 1.7.3: The City shall regularly evaluate transit stops within city limits to identify needs for improvements such as shade, ADA compliance, well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for new transit stop locations.

POLICY TM 1.7.4: The City shall support the exchange of information between the Sun Trolley, Broward County Transit, the City, and the South Florida Regional Transportation Authority to identify transit user needs.

POLICY TM 1.7.5: The City shall evaluate and adopt, by 2020, a citywide Transit Master Plan.

POLICY TM 1.7.5a: As part of the Transit Master Plan, the City shall evaluate transit service areas and determine potential new routes to service Fort Lauderdale neighborhoods, including community bus service.

POLICY TM 1.7.5b: New community bus routes as feasible will be identified within the Plan. The City shall coordinate with Broward County and the Broward MPO in identifying Transportation Surtax monies to fund community buses.

POLICY TM 1.7.5c: The City shall evaluate as part of its Transit Master Plan potential areas of the City for the implementation of bus only lanes and transit signal priority to improve transit reliability.

POLICY TM 1.7.5d: The Transit Master Plan shall evaluate first-last mile transportation improvements, techniques and implementable transit programs for public education, and transit demand management.

POLICY TM 1.7.5e: The Transit Master Plan shall be updated at minimum every five (5) years.

POLICY TM 1.7.5f: The City shall continue to support the Sun Trolley local circulator system servicing local neighborhoods, and explore opportunities for system expansion.
POLICY TM 1.7.6: Coordinate with Broward County to provide transit amenities such as shelters, real-time information and public art.

POLICY TM 1.7.7: Accessibility for people of all ages and ability are key concepts for the planning, development, and implementation of multimodal transportation planning.

POLICY TM 1.7.8: The City will continue to support the development of Brightline, Coastal Link, and the existing Tri-Rail services through zoning, land use, and prioritization of first and last mile improvements within the vicinity of each station area.

OBJECTIVE TM 1.8: Parking
Ensure parking requirements and strategies provide for a successful transportation network.

POLICY TM 1.8.1: The City will consolidate all of the parking strategies into one document to provide clear guidance for developers and to provide information for policy makers, in order to promote the City’s multimodal transportation goals and objectives.

POLICY TM 1.8.2: The City shall work with the Downtown Development Authority and downtown property owners to identify possible strategies to provide very short-term on-street or close proximity downtown parking in order to facilitate drop-off and pick-up.

POLICY TM 1.8.3: Continue to develop and enforce improved roadway and parking lot designs, including curb management for drop offs, street parking, minimum access spacing criteria, cross access easement requirements or other access controls, through local engineering and development review procedures.

POLICY TM 1.8.4: Evaluate parking strategies, park and ride lots, parking garages, and Transportation Management Association services to determine improvements in the transportation network.

POLICY TM 1.8.4a: The City shall encourage the utilization of ridesharing and similar services to reduce the amount of parking required for developments within the airport, activity centers, and large trip generating areas.

POLICY TM 1.8.4b: The City should consider, where feasible, reducing parking requirements in the ULDR for development that:

1. Falls within a Transit Overlay District or Multimodal Transportation District;
2. Commits to a trip reduction program through a Transportation Demand Management program approved by the City; and/or
3. Demonstrates that time-shared parking with other nearby land uses reduces the number of spaces required at any one time.
POLICY TM 1.8.6: Continue to enforce Unified Land Development Regulations (ULDRs) that address controlled access to adjacent traffic circulation facilities, the provision of adequate on-site traffic circulation and off-street parking relative to existing and planned development.

POLICY TM 1.8.7: New City of Fort Lauderdale parking facilities shall be designed with parking demand management technology to provide real time information on parking availability. The City shall explore, where feasible, retrofitting existing city owned parking facilities to include this technology, with the goal of improving all feasible facilities by 2025.

OBJECTIVE TM 1.9: Freight and Rail
Ensure the safe, efficient, and reliable movement of people and goods throughout Fort Lauderdale.

POLICY TM 1.9.1: The City shall support and implement any feasible alternatives to conventional warning devices for railroad crossings, and support the closing of all unnecessary grade crossings.

POLICY TM 1.9.2: Improve connections between roadways and the railway network to ensure the safety in the multimodal transportation network.

POLICY TM 1.9.4: Using the Vision Zero data, evaluate and implement safety measures in areas that may be high risk areas for crashes and fatalities as they relate to rail crossings.

POLICY TM 1.9.4a: By 2023, the City shall evaluate and implement, as needed, truck routing strategies within the City of Fort Lauderdale as part of an adopted Truck Route Plan.

OBJECTIVE TM 1.10: Aviation and Port
Provide support to ensure continued success of local aviation and port facilities.

POLICY TM 1.10.1: Continue to maintain safe and secure airport operations and facilities that meet Federal Aviation Administration (FAA) requirements, and to provide for safe and efficient vehicular and non-vehicular movements, parking and adequate access to the Fort Lauderdale Executive Airport for service and emergency vehicles.

POLICY TM 1.10.2: Continue to enforce Part 77, Title 14 of the Code of Federal Regulations entitled “Objects Affecting Navigable Airspace” and require advanced written approval from the Federal Aviation Administration (FAA) for any structure, temporary or permanent within one mile radius of Fort Lauderdale Executive Airport and Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.10.3: Protect Fort Lauderdale Executive Airport, Fort Lauderdale-Hollywood International Airport and and Port Everglades facilities from the encroachment of incompatible land uses during the review of land use amendments and development proposals.
POLICY TM 1.10.3a: Continue to evaluate development proposals near Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Fort Lauderdale Executive Airport relative to existing DRI agreements.

POLICY TM 1.10.4: Continue to monitor the number of aviation-related incidents at the Fort Lauderdale Executive Airport and evaluate the effectiveness of implemented safety measures.

POLICY TM 1.10.5: Continue to support studies to identify methods to provide transit connections between the downtown and:

1. Fort Lauderdale Executive Airport/Cypress Creek Road area
2. Fort Lauderdale-Hollywood International Airport
3. Port Everglades

POLICY TM 1.10.6: Continue to maintain the downtown helistop to foster connections between Florida airports, outlying areas, and downtown.

POLICY TM 1.10.7: Utilize airport and industrial airpark revenues, FDOT funds, and FAA funds to develop aviation infrastructure and improvements.

POLICY TM 1.10.8: Continue to participate in regional planning studies to address the access needs of Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.10.8a: Work with the Broward MPO to investigate alternative routes for cargo traffic into/from Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.10.8b: Continue to help coordinate intermodal management of surface and water transportation within Port Everglades through involvement in the MPO and the South Florida Regional Planning Council.

POLICY TM 1.10.8c: The City shall encourage the study of a port bypass road.

POLICY TM 1.10.9: A Master Plan for the Fort Lauderdale Executive Airport, assessing aviation facility and infrastructure needs to optimize existing facilities, resources, and airport operations, will be maintained and updated at least every 5 years.

GOAL 2: Obtain the highest possible value and utility from investments in the City’s transportation network

OBJECTIVE TM 2.1: Develop and Maintain Complete Networks
Emphasize the importance of maintaining existing roadways, transportation facilities, public rights of way, and meeting level of service goals.

POLICY TM 2.1.1: Fort Lauderdale shall continue to maintain and provide for the good repair of City-owned and operated roadways, sidewalks, bicycle lanes, greenways, and transit facilities including the removal of debris and obstructions that could hinder the safe operations for drivers, bicyclists, and pedestrians.
TRANSPORTATION & MOBILITY ELEMENT

POLICY TM 2.1.2: Minimize disturbances in the transportation network by coordinating improvement projects with different utility, neighborhood, development projects, and implementation of Neighborhood Mobility Master Plans.

POLICY TM 2.1.3: Prioritize transportation investments in activity centers that promote mixed-use, compact development, and provide multi-modal access to transportation facilities.

OBJECTIVE TM 2.2: Funding
Explore all available sources for transportation funding.

POLICY TM 2.2.1: The City shall evaluate the need for potential multimodal impact fees based on infrastructure needs.

POLICY TM 2.2.2: Explore opportunities for developers, companies, and other private sector entities to participate in the operation and maintenance of the transportation system through development bonuses and other applicable programs.

POLICY TM 2.2.3: Continue to apply for grants and other funding sources from state and federal agencies to help with funding for improvements in the transportation network, and dedicate any matching funds as needed.

POLICY TM 2.2.3a: The City shall annually identify projects eligible for Broward County Transportation Surtax and apply for funding.

POLICY TM 2.2.4: Through participation in the TAC, FDOT, Broward MPO, Broward County, and city’s Development Review Process and other involvement, secure funding for traffic operations improvements with particular emphasis on fully developed roadways, such as US 1, Broward Boulevard, Davie Boulevard, Sunrise Boulevard etc.

GOAL 3: Ensure a cohesive transportation network among local, regional, and state regulatory institutions.

OBJECTIVE TM 3.1: Participate and Coordinate
Continue participate and coordinate with intergovernmental plans, programs, and policies to promote a safe, multimodal transportation network.

POLICY TM 3.1.1: Continue the City’s active involvement with the Broward County MPO, the FDOT, South Florida Regional Transportation Authority (SFRTA) and Broward County Transit to provide for area-wide coordination exploring alternative methods to provide for a complete transportation network.

POLICY TM 3.1.1a: The City shall continue to coordinate with the Broward MPO to ensure that high priority projects within the City are incorporated in the Long-Range Transportation Plan and the 5-year Transportation Improvement Program.
POLICY TM 3.1.2: Work with SFRTA, BCT, and similar organizations to improve and expand the existing feeder bus connections, transit service, as well as pedestrian and bicycle amenities.

POLICY TM 3.1.3: Continue to work with other local municipalities, The Broward MPO, the South Florida Regional Planning Council and the State to establish strategies, agreements, and other mechanisms to provide the region wide coordination relating to transportation.

POLICY TM 3.1.4: Continue to work with Broward County to encourage the development of roadway and transit service improvements in coordination with the future needs of the Fort Lauderdale Executive Airport and ports adjacent to the City including Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY TM 3.1.5: Coordinate with Broward County Emergency Management Division and FDOT to maintain or improve hurricane evacuation clearance times in the City’s coastal high hazard areas, considering both roadway and transit use.

OBJECTIVE TM 3.2: City Agencies and Regulatory Processes
Utilize City agencies and regulatory processes to ensure enhancements within the transportation network.

POLICY TM 3.2.1: Fort Lauderdale shall not issue a building permit, unless a corresponding Transportation Concurrency Satisfaction Certificate issued by Broward County has been presented and full compliance with Broward County Planning Council agreements have been met.

POLICY TM 3.2.2: Fort Lauderdale shall continue to coordinate and implement existing Development of Regional Impact (DRI) agreements and DRI development orders, consistent with changes to State growth management regulations in place for DRI development.

POLICY TM 3.2.3: Continue to partner with the Downtown Development Authority (DDA), and the Broward MPO on projects that enhance mobility.

POLICY TM 3.2.4: The City will work with, FDOT, Broward MPO, and Broward County to identify and prioritize appropriate locations to install transportation improvements including, but not limited to, bicycle parking, crosswalks, lighting, bike lanes, traffic calming, and buffered sidewalks.
PRINCIPLES

The City will strive to deliver sewer, water and stormwater services that are efficient, and reliable. The systems will be designed and maintained at the highest level and will be durable, resilient, and sustainable to serve future generations within the neighborhoods and beyond. The City will endeavor to continue to maximize water conservation and minimize energy consumption.

The Infrastructure Element of the Comprehensive Plan covers sanitary sewer, potable water, water reuse, water conservation, and stormwater. Solid waste is covered in the solid waste element.
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: To provide the City with an established method for evaluating and ranking infrastructure projects.

OBJECTIVE SWS 1.1: Evaluation Criteria
Provide specific evaluation criteria for the City.

POLICY SWS 1.1.1: Infrastructure capital projects will be evaluated using the following criteria:

1. Meets federal, state or legal requirement;
2. Project feasibility;
3. Costs and sources of funds;
4. Reduces risk and improves urgent safety needs;
5. Relevant level of service and performance measures;
6. Addresses aging infrastructure needs and maintenance of existing facilities;
7. Project consistency with existing approved plans and projects;
8. Improves traffic, mobility, connectivity, pedestrian safety and cyclist safety;
9. Environmental benefits; and
10. Promotes or accelerates sustainable economic development.

POLICY SWS 1.1.2: The City will ensure facility needs will not exceed the City’s capacity to fund capital improvements:

• Work with management and operational departments to assess and prioritize funding available for needs; and
• Deem public facilities adequately serve development.

POLICY SWS 1.1.3: Financing methods that may be used include:

1. General Fund Revenues
2. Enterprise Fund Revenues
3. General Obligation (GO) Bonds
4. Regulatory Fees
5. Special Assessments
6. Special Assessment Bonds
7. Revenue Bonds
8. Public Private Partnership
9. Energy Performance Contracts
10. Grants

GOAL 2: To develop and maintain an adequate wastewater collection and treatment system, which meets existing and projected needs of the City and adjacent users in the Central Wastewater Region.

OBJECTIVE SWS 2.1: Wastewater Service Provider
Provide wastewater service to Fort Lauderdale customers and adjacent jurisdictions within the Broward County Central Wastewater Region utilizing contracts and agreements.
EVALUATION MEASURE SWS 2.1.1: Record of the City achieving and maintaining levels of service standards established for the City and the Central Wastewater Region.

POLICY SWS 2.1.2: The levels of service for wastewater are as follows:

1. FDEP Permitted Capacity of the facility.
2. LOS measured by average daily flow.

POLICY SWS 2.1.2a: Review for development and redevelopment shall include:

- Requested sewer demand based upon the Guidelines for the Calculations of Sanitary Sewer Connection Fees.
- Committed flows for previously approved projects.
- Impacts on relevant collection pipes, pumping station, and wastewater.
- Recommended improvements.

POLICY SWS 2.1.3: An analysis of the requested sewer demand and the impacts on relevant collection pipes, pumping station, and wastewater treatment plant capacity, and recommended improvements shall be provided with development applications.

POLICY SWS 2.1.4: Design capacity of potable water treatment facilities shall be developed based on the following:

- Existing LOS measured by the average number of gallons per day per unit based on the average flows experienced and the total number of equivalent residential units within the service area.
- Existing potable water storage capabilities of the water system.
- Existing minimum water pressure.
- Adopted LOS standards for the potable water facility components.
- Existing capacities or deficiencies of the system.
- Capacities reserved for approved but unbuilt development.
- Improvements to be made to the facility in the current fiscal year by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
- Improvements to be made to the facility in the current fiscal year by the City and the impact of such improvements on the existing capacities or deficiencies.

OBJECTIVE SWS 2.2: Maintain Wastewater Capacity and Resilient Operations

As lead agency for the Broward County Central Wastewater Region, the City shall provide wastewater treatment and collection operations to meet flows within the service area in an efficient, economical and environmentally sensitive manner that minimizes disruption of service through 2035.

EVALUATION MEASURE SWS 2.2.1: The George T. Lohmeyer Wastewater Treatment Plant (GTL), and its deep well site, shall annually show the ability to treat flows within the service area at the level of service standard established within the City.

EVALUATION MEASURE SWS 2.2.2: The GTL shall maintain a maximum three month average daily flow capacity of 56.6 MGD, which is anticipated to provide adequate capacity until 2030. The GTL will need to monitor, project, and as needed, expand injection well capacity to meet future flows.
EVALUATION MEASURE SWS 2.2.3: The base wastewater unit flows used in the 2017 Utility Plan are 70 gallons per capita per day (gpcd) for residential and 30 gpcd for non-residential uses (increasing by 2.5 gpcd every 5 year).

POLICY SWS 2.2.4: Conduct wastewater treatment and disposal, giving due consideration to environmental quality impacts by requiring industrial pre-treatment for all federally designated “categorical” and “significant” industries. The City’s pre-treatment program and the industries themselves must be in compliance with all Environmental Protection Agency (EPA) and State of Florida requirements and directives.

POLICY SWS 2.2.5: Continue to maintain a list of commercial and industrial enterprises which utilize, produce or dispose of hazardous chemicals as a means to track potential sources of water contaminants.

POLICY SWS 2.2.6: Continue to reduce quantities and cost of handling biosolids while reducing GTL’s carbon footprint and promoting beneficial reuse when economically viable.

POLICY SWS 2.2.7: Reduce risks related to sea level rise and climate change to the City’s wastewater system by protecting pump stations from flooding and loss of electrical power and monitoring I/I and saltwater intrusion into GTL.

OBJECTIVE SWS 2.3: Wastewater Improvements for Future Needs
Expand and improve the wastewater collection and treatment facilities, as needed, to handle the projected 2035 flows for the service area.

EVALUATION MEASURE SWS 2.3.1: Record of planned and funding sources for expansions to wastewater collection and treatment facilities and services to meet projected 2035 flows.

EVALUATION MEASURE SWS 2.3.2: Reduce inflow and infiltration (I/I) through improvements to the collection system in order to reduce costs of GTL capacity expansion.

POLICY SWS 2.3.3: Ensure the wastewater collection system is rehabilitated and maintained in order to meet EPA and Florida Department of Environmental Protection (FDEP) standards and regulations.

EVALUATION MEASURE 2.3.4: Extend hydraulic modeling of future flows to evaluate the capacity of wastewater system components required for development and redevelopment.

EVALUATION MEASURES 2.3.5: The City will create a program to monitor and address inflow infiltration by 2021.

POLICY SWS 2.3.6: The City will consider options for maintaining and upgrading sewer lines by requiring sewer line inspections and placement of sewer cleanout manholes in new development and redevelopment.
OBJECTIVE SWS 2.4: Citywide Conversion from Septic to Sanitary Sewer
Continue to provide for conversion of all areas in the City from septic tanks to the sanitary sewer as a means to protect ground water quality.

EVALUATION MEASURE SWS 2.4.1: Record of conversions from septic tanks to connections to the wastewater collection system.

POLICY SWS 2.4.2: The City will evaluate and implement any needed recommendations in the 2017 Utility Plan based on priority and funding.

POLICY SWS 2.4.3: Provide extensions of the wastewater system to new development in the City, as necessary, in accordance with the schedule illustrated in the map entitled “Septic Tank Areas to be Sewered” contained in the Support Document to this Element, unless an individual property wishes to proceed in advance of the schedule and enters into an individual agreement with the City.

POLICY SWS 2.4.4: Scheduling for conversion of areas currently using septic tanks shall follow the groupings listed in the WaterWorks 2011 Program, and will be based on the need to ensure the optimum operation of the system.

POLICY SWS 2.4.5: When wastewater or water services become available to existing developments, the use of septic tanks or private wells will be discontinued within ninety (90) days of the date of service availability. The only exception to this requirement will be in those specific areas where the City, for the good and welfare of the community as a whole, will offer specific incentives to spread the cost of sewer assessments over a longer period of time. Any specific incentives will be addressed in the City Code of Ordinances including all specific conditions and the exact area where said incentives will occur. Time frames for connection under these conditions will be specifically identified.

OBJECTIVE SWS 2.5: Facility Expansions to be Economically Feasible
Facility expansions to be economically feasible, which will accommodate projected capacity demands through 2035. Future expansions will be with the cooperation of all appropriate governmental agencies to ensure that demands and cost of service are economically feasible.

EVALUATION MEASURE SWS 2.5.1: Record of City participation in intergovernmental coordination programs for wastewater treatment facilities and services.

POLICY SWS 2.5.2: Continue to upgrade and replace major GTL plant components, as identified in the City’s 2017 Utility Plan and the 20 Year Renewal and Replacement (R&R) Plan on a continual basis.

POLICY SWS 2.5.3: Consider energy efficient design and operations at the expansions to City wastewater utilities.

POLICY SWS 2.5.4: The City will evaluate and support any new funding recommendations in the 2017 Utility Plan, and the water and sewer rate study, or other planning documents to ensure financial feasibility.
GOAL 3: Develop and maintain an adequate water supply, treatment and distribution system, which meets the existing and projected needs of the service area in an efficient, economical, and environmentally sensitive manner.

OBJECTIVE SWS 3.1: Meet Level of Service Demand in an Efficient, Economical and Environmentally Sensitive Manner
The City shall, through the coordination of land use planning with water supply planning and management, provide potable water service to meet the demands of the service area in an efficient, economical and environmentally sensitive manner.

EVALUATION MEASURE SWS 3.1.1: Record of the City providing potable water service to meet the demands at adopted levels of service.

EVALUATION MEASURE SWS 3.1.2: The level of service for potable water shall be 197 gpcd for current conditions and reducing to 170 gpcd by 2028 through conservation.

EVALUATION MEASURE SWS 3.1.3: Reduce water demand to 170 gpcd through conservation strategies by the year 2028.

POLICY SWS 3.1.4: Coordinate any necessary raw water wellfield expansion and specific well location with local land use plans and the plans of appropriate County and regional agencies, including the South Florida Water Management District (SFWMD).

POLICY SWS 3.1.5: Assure that adequate water supplies and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy.

POLICY SWS 3.1.6: Monitor water usage for compliance with the City’s Consumptive Use Permit.

POLICY SWS 3.1.7: Implement the City’s 10-Year Water Supply Facilities Work Plan (current version).

POLICY SWS 3.1.8: Maintain a Water Supply Facilities Work Plan for at least a 10 year planning period addressing water supply facilities necessary to serve existing and future development within the water service areas, adjacent municipalities, potential new demand, and support other local and regional water supply plans. The 10-Year Water Supply Facilities Work Plan (Work Plan) shall be incorporated wholly into the Infrastructure Element of the Comprehensive Plan.

POLICY SWS 3.1.9: Coordinate and be consistent with the SFWMD Lower East Coast Water Supply Plan (LEC Plan) when proposing or amending the Work Plan. Update the City’s Work Plan within 18 months following an update to the LEC Plan. Where appropriate and feasible, the Work Plan shall include collaborative approaches with other local governments for water supply source use and water treatment technology.

POLICY SWS 3.1.10: An analysis of the requested water demand and the impacts on relevant distribution pipes, plant capacity, and recommended improvements shall be provided with development applications.
POLICY: SWS 3.1.1: Development and implement the Watershed Asset Management Program (WAMP) with the following objectives:

1. Specify the activities the City will need to undertake to meet stormwater water quality treatment and flood protection demands, along with resources required, timescales and costs for delivery;
2. Maintain or improve stormwater asset levels of service;
3. Minimize stormwater assets lifecycle costs; and
4. Identify and manage risks.

OBJECTIVE SWS 3.2: Water Supply System
Expand and improve the necessary facets of the water supply system to meet the projected demand for the service area and minimizes disruptions of service.

EVALUATION MEASURE SWS 3.2.1: The LOS for water shall be 197 gallons per capita per day.

POLICY SWS 3.2.2: Immediate priorities for water system maintenance shall be areas where:

- The health, safety and welfare of system users is a concern;
- Deteriorated condition has caused repeated occurrences of leakage and/or breakage; and
- Complaints have been received due to repeated water aesthetic quality problems including color, clarity, and taste and odor, which do not pose a health threat.

POLICY SWS 3.2.3: Coordinate expansion of the potable water system with the appropriate local governments to ensure that projected service area demands are considered in the cost of supplying new development in order to maintain economic feasibility.

POLICY SWS 3.2.4: Water supply and distribution mains must assure adequate flow for both fire fighting and consumer needs.

POLICY SWS 3.2.5: Provide extension of potable water mains and distribution lines to new development in the City, as necessary, via agreements with developers to share in costs on a negotiated basis.

EVALUATION MEASURE SWS 3.2.6: Potable water storage and other level of service criteria shall be as recommended in the 2017 Utility Plan or other planning documents. Daily potable water pressure shall be maintained up to 90 pounds per square in of pressure (psi) to ensure adequate system operation and fire protection.

POLICY SWS 3.2.7: The City has identified portions of the water system requiring upgrading to meet future demands, as well as, overall priorities and coordinate these improvements for public and/or private funding as necessary as per the results and recommendations of the 2017 Utility Plan, The Five-Year Community Investment Plan (CIP), and other planning documents.

POLICY SWS 3.2.8: In order to maintain the City’s distribution system, rehabilitate prioritized pipeline on a yearly basis as recommended in the Utility Plan. Create a redundant system, especially for all areas with 30 inch, water mains diameter.
POLICY SWS 3.2.9: The City will evaluate and support any new funding recommendations in the 2017 Utility Plan or other planning documents to ensure financial feasibility.

POLICY SWS 3.1.10: As new development and infill development occur, the City shall require looped water distribution systems, especially where there are currently dead ends in the system.

POLICY SWS 3.2.11: The City will review the need for a future water treatment plant in the future.

POLICY SWS 3.2.12: The City will seek funding to replace all water meters with electronic meters and advanced metering infrastructure (AML) systemwide.

OBJECTIVE SWS 3.3: Water Service to Adjacent Jurisdictions
Continue to provide water service to adjacent jurisdictions through the time frames of individual interlocal agreements. City shall explore the opportunity to provide new water services to new customers outside City Limit.

EVALUATION MEASURE SWS 3.3.1: Record of City participation in interlocal agreements for potable water services.

POLICY SWS 3.3.2: The potable water daily average gallon per capita per day (GCpd) demand for users shall be as listed in users agreements.

POLICY SWS 3.3.3: Work with Broward County and other municipalities to maintain updated population forecasts. User interlocal agreements shall meet the demand projected by the Broward County Population Forecasting Model, University of Florida, Bureau of Economic and Business Research (BEBR), unless otherwise noted by the individual municipality.

POLICY SWS 3.3.4: Monitor wholesale water use through monthly meetings with users and monthly reports.

GOAL 4: Continue to support water conservation efforts to support sustainability and extend existing water resources.

OBJECTIVE SWS 4.1: Water Conservation
The City will actively pursue achieving the water conservation goals of the Sustainability Action Plan.

EVALUATION MEASURE SWS 4.1.1: Record of City annual average daily demand showing continued reduction in per capita water use.

POLICY SWS 4.1.2: The City shall support recommendations from the 2017 Utility Plan regarding water conservation including: public education, appliance rebates, promoting Florida-friendly landscaping, leak detection program, unidirectional flushing, etc.

POLICY SWS 4.1.3: The City shall maintain new design and construction codes that require water efficient construction and encourage multi-family development.
GOAL 5: As part of long-term planning, continue to evaluate water reuse as an alternative to enhance water sources and increase sustainability.

OBJECTIVE SWS 5.1: Water Reuse
Continue to look for opportunities to cost-effectively incorporate water reuse.

EVALUATION MEASURES SWS 5.1.1:
1. Record of City including water reuse alternatives in future utility system master planning.
2. Instances of private developers incorporating water reuse projects into new development.

POLICY SWS 5.1.2: The City shall pursue the C-12 and C-13 Canal Interconnect Project with Broward County. This project will result in improved water quality in the North Fork and may be able to be applied as offsets to enable increased Biscayne Aquifer withdrawals from City wellfields.

POLICY SWS 5.1.3: In future master planning, continue to evaluate the benefits of satellite treatment and reuse or a saltwater intrusion barrier, as well as other water reuse alternatives as recommended in the 2017 Utility Plan.

POLICY SWS 5.1.4: Through the design review process, provide information to private development as to the availability of water reuse public infrastructure that may be available to tie into.

OBJECTIVE SWS 5.2: Cost Feasible System Expansion
The City shall extend new services and expand capacity, as needed, on a cost-feasible basis.

EVALUATION MEASURE SWS 5.2.1: Record of service extensions to areas experiencing redevelopment.

POLICY SWS 5.2.2: The City shall first prioritize the maintenance of facilities in existing neighborhoods.

POLICY SWS 5.2.3: The City shall assist, and shall give priority to service and capacity extension on a cost-feasible basis, and as desired by those areas and as approved by the City Commission to areas with:

1. Affordable housing development
2. Redevelopment or infill development located in:
   a. Transit oriented corridors
   b. Regional activity centers

POLICY SWS 5.2.4: The extension and expansion of service capacity shall be consistent with the City’s adopted Comprehensive Utility Master Plan and its standards.
GOAL 6: Ensure that all areas of the City are reasonably protected from flooding giving due consideration to the City’s natural and built environment.

OBJECTIVE SWS 6.1: Ensure That Adequate Stormwater Management is Provided
Develop and Implement the City’s Watershed Asset Management Program (WAMP) and Capital Improvement Projects to ensure that Level of Service criteria are met.

POLICY SWS 6.1.1: Refer to WAMP for LOS for stormwater capital improvements projects, operation, and maintenance, and environmental programs.

POLICY SWS 6.1.2: Consider AAA designations in planning stormwater improvements.

POLICY SWS 6.1.3: Development stormwater standards.

Finished Floor Elevation. The lowest finished floor elevation shall be the greater and more stringent of the following:

- A minimum of the calculated stage elevation for the site based on the 100 year design storm; or
- Elevations designated in the Florida Building Code as amended.
- Standards set forth in the “Floodplain Management” section of City Code of Ordinances as may be amended from time to time.

New development and redevelopment. Commercial developments, new residential subdivisions, multi-family developments shall be designed and constructed to meet state and local laws governing water quality and quantity criteria, as described in South Florida Water Management District’s Environmental Resource Permit Applicant’s Handbook, as may be amended from time to time. The site shall be graded to harmonize with adjacent property improvements and elevations and to prevent off-site discharge onto adjacent properties, public rights-of-way and easements.

Single Family Lots. Site improvements in association with the construction or modification of residential homes on single family lots in existing subdivisions shall be designed to retain the first inch of runoff from the site or the total runoff of 2.5 inches times the percentage of imperviousness, whichever is greater. The site shall be graded to harmonize with adjacent property improvements and elevations and to prevent off-site discharge onto adjacent properties, public rights-of-way and easements.

Stormwater Quality in Construction. Any construction activity for private or public purposes that disturbs soil or generates construction debris, foreign substances, chemicals, liquids or other undesirable substances harmful to the environment shall comply with the Stormwater Element of the National Pollutant Discharge Elimination System (NPDES) as mandated by Section 402(p) of the Clean Water Act (CWA) and promulgated in the State of Florida under Section 403.0885, F.S. and Section 27-195 of the Broward County Code of Ordinances. Best Management Practices (BMP’s) shall be employed on all such construction projects as provided in the latest edition of the Florida Stormwater Erosion and Sedimentation Control Inspector’s Manual.

POLICY SWS 6.1.4: Roadway stormwater standards. Stormwater systems for new roads or road reconstruction shall be designed to meet the minimum criteria in the South Florida Water Management District’s Environmental Resource Permit Applicant’s Handbook.
**SANITARY SEWER, WATER, & STORMWATER ELEMENT**

**POLICY SWS 6.1.5:** Continue to codify and enforce land development regulations adopted to implement minimum design criteria for drainage improvements.

**GOAL 7:** Ensure that all areas of the City are reasonably protected from flooding giving due consideration to the City’s natural environment.

**OBJECTIVE SWS 7.1:** Ensure Adequate Stormwater Drainage Exists

Continue to review site plans for new development and redevelopment to ensure that stormwater systems provide adequate and efficient drainage capacity.

**EVALUATION MEASURES SWS 7.1.1:**
1. Record of City designation of Conservation Areas on the City’s Future Land Use Map (Series).
2. Record of review of site plans by the City’s Stormwater Operations Section of the Utilities Division.

**POLICY SWS 7.1.2:** The following design storms are established for drainage facility capacity:

- Public road elevation: 10 year, one-day storm event.
- Finished Floor elevation: 100 year, three-day storm event.

The final design of new systems will be adjusted to mitigate problems within reasonable economical, physical, and environmental limitations.

**POLICY SWS 7.1.3:** New development and redevelopment shall provide on-site retention and treatment of the first inch of stormwater runoff through the use of vegetative swales, perforated pipe, deepwell injection, or by other means acceptable to City, County and/or State agencies or departments.

**POLICY SWS 7.1.4:** Assure drainage and stormwater management utilizing the following standards for new development:

- **Road Protection:** Residential streets with rights-of-way less than fifty feet wide to have crown elevations no lower than the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

  Streets in rights-of-way greater than fifty feet wide to have an ultimate edge of pavement no lower than the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

- **Buildings:** To have the lowest finished floor elevation no lower than the elevation for the respective area depicted on the “100 Year Flood Elevation Map.” Retain the first inch of stormwater runoff on-site.

- **Off Site Discharge:** Residential projects less than 1 acre: After retaining the first inch of runoff not to exceed the inflow limit of SFWMD primary receiving canal or the local conveyance system, whichever is less.

  Residential projects greater than 1 acre and nonresidential projects: Retain the greater of one inch over the site area or 2.5 inches over the percentage of impervious area.

- **Storm Drainage:** Design frequency minimum to be three year rainfall intensity of the State Department of Transportation Zone 10 rainfall curves.
SANITARY SEWER, WATER, & STORMWATER ELEMENT

• **Floodplain:** Calculated flood elevations based on the ten year and one hundred year return frequency rainfall of three day duration shall not exceed the corresponding elevations of the ten year “Flood Criteria Map” and the “100 Year Flood Elevation Map.”

• **On Site Storage:** Per SFWMD Permit Review Manual, Volume 4.

• **Best Management Practices (BMP):** Prior to discharge to surface or ground water, BMPs will be used to reduce discharge.

Regulations for roads and parking lots shall be consistent with the criteria established by the SFWMD for such uses.

**POLICY SWS 7.1.5:** Continue to enforce land development regulations adopted to implement minimum design criteria for drainage improvements.

**POLICY SWS 7.1.6:** Utilize the land use designations of Conservation and Park/Open Space to protect open natural drainage areas from undue development.

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**OBJECTIVE SWS 7.2: The National Flood Insurance Program**

The City shall continue to support the National Flood Insurance Program, disseminate information relative to its provisions, and enforce conformance of building elevations to minimize flood loss hazards.

**EVALUATION MEASURE SWS 7.2.1:** Record of participation in Federal Emergency Management Administration (FEMA) program.

**POLICY SWS 7.2.2:** Participate in programs designed to protect life and property.

**POLICY SWS 7.2.3:** Participate in the periodic update of FEMA maps as per federal requests.

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**OBJECTIVE SWS 7.3: Federal National Pollution Discharge Elimination System**

Monitor and continue to participate in the Federal National Pollution Discharge Elimination System Municipal Separate Storm Sewer (NPDES MS4) permitting program administered by the Florida Department of Environmental Protection (Florida DEP).

**EVALUATION MEASURE SWS 7.3.1:** Record of participation in the NPDES program.

**POLICY SWS 7.3.2:** Continue to comply with the current NPDES MS4 Permit awarded to the City by the Florida DEP, and apply for and receive a new NPDES MS4 permit in 2022.

**POLICY SWS 7.3.3:** Comply with specific conditions of stormwater sampling and storm water infrastructure maintenance and repair for the ensuing annual reports.
POLICY SWS 7.3.4: Continue to provide local drainage data and other pertinent information to Broward County for analysis and assessment as part of its permitting process.

POLICY SWS 7.3.5: Modify City code, as needed, to support compliance with the NPDES MS4 Permit.

OBJECTIVE SWS 7.4: Future Drainage Needs and Improvements
Pursuant to the Broward County Drainage Assessment, the City will determine the best course regarding drainage needs and potential improvements including extensions of or increases in capacity of facilities in coordination with the SFWMD, the Regional Planning Council, Broward County, and private developers.

EVALUATION MEASURE SWS 7.4.1: Record of improvements to drainage facilities necessary to meet the drainage needs and increase in drainage capacity as identified in the Broward County Drainage Assessment.

POLICY SWS 7.4.2: Implement the recommendations of the 2012 Enhanced Local Mitigation Strategy and the City’s Stormwater Master Plan.

POLICY SWS 7.4.3: As part of the City’s course of action regarding drainage priorities shall include the elimination of as much non-point source pollution through stormwater discharge as it is physically and economically possible.

POLICY SWS 7.4.4: The City adopts the surface water standards of Chapter 27 Pollution Control of the Broward County Code of Ordinances (27-195) as the standards for stormwater discharge within the City. These standards are consistent with Chapter 17-25 F.A.C. standards for water quality.

POLICY SWS 7.4.5: The City shall support financing recommendations in the City’s Stormwater Master Plan and including funded projects in the annual updates of the Capital Improvement Program.

GOAL 8: Ensure coordination of infrastructure improvements.

OBJECTIVE SWS 8.1: Intergovernmental Coordination for Roadway Projects
The City shall ensure, through intergovernmental coordination, that water, wastewater, and stormwater infrastructure improvements are included in the implementation of transportation projects.

EVALUATION MEASURE SWS 8.1.1: Attendance at Technical Coordinating Committee (TCC) Meetings and regular coordination with Florida Department of Transportation (FDOT).

POLICY SWS 8.1.2: Continue to participate in the TCC of the Metropolitan Planning Organization (MPO) and provide advance notice of City water and wastewater capital improvements to FDOT so that efficiencies can be achieved through coordination of the improvements with programmed roadway projects.
The Core Principles for the Solid Waste Management Element of the Comprehensive Plan focus on conserving resources, protecting the environment and public health and enhancing the quality of life for the residents and visitors of the City of Fort Lauderdale.

- Develop and implement best practices for collections, processing and disposal of solid waste incorporating sustainable practices, technological advances and public-private partnerships.
- Promote good public health by establishing convenient and cost-effective levels of service, while simultaneously enhancing the aesthetic and intrinsic beauty of the City.
- Reduce waste generation while increasing recycling and diversion through education, outreach, collection drives and volunteer programs in order to conserve resources and ensure equity for current and future generations.
GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: The City of Fort Lauderdale shall provide or maintain solid waste management and collection programs to serve current and future needs.

OBJECTIVE SW 1.1: Solid Waste Management Level of Service (LOS)
The City shall maintain a Level of Service (LOS) for efficient, economical and environmentally sound management of solid waste for current development and future growth demands.

POLICY SW 1.1.1: The City shall provide for the collection and management of residential, multifamily and commercial solid waste through its municipal, contracted and City-licensed haulers.

POLICY SW 1.1.2: As needed, the City shall update the LOS providing for routine collections and management of solid waste to reflect changes in generation, processing or disposal.

POLICY SW 1.1.3: For future development projects, the City shall ensure adequate solid waste capacity consistent with Broward County’s Comprehensive Plan solid waste generation rates as part of the development review process.

POLICY SW 1.1.4: The City shall provide equitably distributed solid waste services, including in disenfranchised or low-income neighborhoods.

POLICY SW 1.1.5: The City shall adjust the LOS to accommodate seasonal impacts, impacts of development, special events and holidays.

POLICY SW 1.1.6: The City shall cooperate with other municipalities and Broward County to deliver cost-effective regional solutions for solid waste management.

POLICY SW 1.1.7: Provide adequate management of solid waste including recyclables, yard waste, bulk, electronics, hazardous wastes and other waste streams.

OBJECTIVE SW 1.2: Pre- and Post- Disaster Planning
The City will incorporate debris removal and management as a component of predisaster planning and post-disaster recovery efforts.

POLICY SW 1.2.1: The City shall conduct regular maintenance and code enforcement to mitigate and abate solid waste impacts from disasters (including, but not limited to regular tree canopy trimming, storm preparation of public property, etc.).

POLICY SW 1.2.2: The City shall maintain a standard operating procedure for post-disaster debris management in conjunction with Broward County’s disaster plans (e.g. Local Mitigation Strategy).

POLICY SW 1.2.3: The City shall provide Temporary Debris Management Sites (TDMS) to meet anticipated debris impacts of a Category 3 Hurricane on the Saffir-Simpson Scale.
SOLID WASTE MANAGEMENT ELEMENT

OBJECTIVE SW 1.3: Community Health and Aesthetics
The City shall conduct regular collection, management, and maintenance of solid waste to protect the environment and public health while enhancing aesthetic and intrinsic beauty throughout the City.

POLICY SW 1.3.1: In addition to the incorporation of the seaweed rack at the shoreline, the City shall provide for the hauling and composting of excess seaweed in compliance with local, state and federal regulations.

POLICY SW 1.3.2: The City will provide for receptacles and solid waste collection services, including recycling, on City properties and in public places as appropriate.

POLICY SW 1.3.3: Through the implementation of other initiatives, such as Complete Streets, the City will pursue opportunities to enhance solid waste management within the public right-of-way.

POLICY SW 1.3.4: The City will plan for and appropriately manage all current and historical processing, transfer and disposal sites. This may include monitoring, remediation activities and other forms of land stewardship.

GOAL 2: The City of Fort Lauderdale shall promote and implement best practices for solid waste management.

OBJECTIVE SW 2.1: Public Private Partnerships
The City will foster and utilize public-private partnerships (P3) in relation to solid waste management.

POLICY SW 2.1.1: The City shall incorporate sustainable technologies and practices as criteria in their partnerships for waste collection and management (e.g. CNG vehicles, low-carbon footprint facilities).

POLICY SW 2.1.2: The City shall coordinate solid waste management volunteer opportunities for a wide variety of organizations including school education programs, clean-ups and collection events.

POLICY SW 2.1.3: Through its partnerships, the City will work to expand post-collection recycling and diversion efforts to reduce municipal solid waste disposal.

OBJECTIVE SW 2.2: Implement Sustainable Technologies
The City shall, where feasible, implement and install sustainable technologies for solid waste management in support of being a Smart City.

POLICY SW 2.2.1: The City shall invest in sustainable infrastructure for solid waste collection and management (e.g. Solar-powered receptacles).

POLICY SW 2.2.2: The City shall investigate and invest in sustainable practices for solid waste collection and management (e.g. small-scale composting).
POLICY SW 2.2.3: The City shall use GIS and routing technologies to monitor and adjust collection efficiencies where appropriate.

GOAL 3: Increase awareness and encourage habitual shifts toward sustainable practices through equitable distribution of resources and services and education and outreach programs.

OBJECTIVE SW 3.1: Recycling Goal
The City shall strive to match the State of Florida’s goal to recycle 75% of all waste by 2020.

EVALUATION MEASURE SW 3.1.1: The City shall incorporate recycling programs with the goal of achieving 75% recycling of all waste in municipal buildings and offices by 2020.

POLICY SW 3.1.2: The City shall promote recycling, reuse and diversions through the use of integrated media, volunteer and outreach campaigns.

OBJECTIVE SW 3.2: Promote Waste Reduction
Promote waste reduction and conservation of resources.

POLICY SW 3.2.1: The City shall promote, endorse, and implement education and outreach programs on waste conservation, management, and diversion.

POLICY SW 3.2.2: The City will utilize a diverse array of mediums for public communication regarding solid waste.

OBJECTIVE SW 3.3: Equity of Outreach and Access
Ensure equity of outreach, access, resources, and services.

POLICY SW 3.3.1: The City shall ensure that solid waste infrastructure (e.g. receptacles) and collection (e.g. trash and recycling pickup days and times) are equitably distributed, including in disenfranchised and low-income neighborhoods.
Fort Lauderdale embraces its role as a world-class City with a welcoming environment for tourists and businesses alike.

As a diverse City, Fort Lauderdale fosters an environment of opportunity for its residents, workers, and entrepreneurs as they seek success.

As the City grows, it will continue to evolve to ensure a positive and healthy business environment that services the needs of the region.
ECONOMIC DEVELOPMENT ELEMENT

GOALS AND POLICIES

GOAL 1: Enhance Fort Lauderdale’s stature as a global, business friendly destination through the development of a business identity, enhanced marketing, branding, and support for enhanced local activities and tourism development.

OBJECTIVE ED 1.1: Enhance City’s Business Identity
Develop a City business identity through branding and marketing.

POLICY ED 1.1.1: The City of Fort Lauderdale shall establish a City brand and business identity, inclusive of considerations for a brand statement, tagline, and visual identity as appropriate, as part of a Citywide marketing strategy.

POLICY ED 1.1.2: Seek ways to utilize enhanced branding and marketing to reinforce local neighborhood and cultural identities.

POLICY ED 1.1.3: The City shall include social and entertainment options, including the nighttime economy, as appropriate, as part of its overall branding to attract both tourists and workers.

OBJECTIVE ED 1.2: Tourism Support
Encourage investment in the tourism industry and encourage the location of trade shows and other special events in Fort Lauderdale.

POLICY ED 1.2.1: Provide business incentive programs for private, tourist-related development projects which offer good employment opportunities with self-sufficiency wages, training, and programs that result in career ladders for employees.

POLICY ED 1.2.2: Support destination attractions and landmark development in Fort Lauderdale that enhance tourism trade in the City, including but not limited to, natural resource destinations such as the beach, commercial recreational attractions, sporting events, convention and meeting facilities, and the cruise ship industry.

POLICY ED 1.2.3: Support the development of business attractions that are compatible with historic districts and buildings.

POLICY ED 1.2.4: Collaborate with tourism industry representatives to design projects that enhance Fort Lauderdale’s cultural and natural amenities.

POLICY ED 1.2.4a: Promote the development of walking, driving, and bicycling tours that include as destinations, Fort Lauderdale’s historic areas and buildings (such as Himmarshee) and special environments, including local museums and public art.

Fort Lauderdale Comprehensive Plan 2
GOAL 2: Enhance the economic competitiveness of Fort Lauderdale through policies that encourage retention and recruitment of business and industry which provide living-wage employment and increased training and competitiveness of the local workforce.

OBJECTIVE ED 2.1: Encourage Business Development
Establish procedures and tools to encourage business development and assist economic development in Fort Lauderdale.

POLICY ED 2.1.1: Develop and maintain programs and services that address the changing needs of the local business community.

POLICY ED 2.1.2: Based on evolving conditions, the City shall explore ways to update business incentive programs to provide incentives to projects and industries which have a demonstrated potential to provide middle-income job opportunities, that contribute to revitalization in the City’s CRA areas, or which contribute to transit-oriented development served by proposed transportation projects within the City.

POLICY ED 2.1.3: The City shall regularly evaluate economic conditions to determine the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs.

POLICY ED 2.1.3a: Prepare and update an Economic Development Strategic Plan every three years, to report on economic trends, describe targeted industry clusters, identify economic issues for the City, inform infrastructure and land use priorities, develop strategies for addressing near- to mid-term economic issues, support the CRA’s, and identify new initiatives with the private sector.

POLICY ED 2.1.3b: Strive to anticipate and lessen the impacts of involuntary job changes through efforts to retain businesses in Fort Lauderdale.

POLICY ED 2.1.4: The City shall maintain a toolbox of information to assist developers and businesses in locating appropriate facilities for their needs and to provide appropriate data to encourage outside investors to locate in Fort Lauderdale.

POLICY ED 2.1.4a: Utilize economic indicators to identify the need for new strategies and establish priorities for public investment.

POLICY ED 2.1.4b: Identify for-profit statuses of businesses, the cluster these businesses support, salaries, number of employees, and related higher learning programs needed to support the business of new and existing businesses, and utilize this information to assist businesses.

POLICY ED 2.1.4c: Utilize a GIS-based system to track clustering and examining the location of related businesses.

POLICY ED 2.1.4d: Promote close working relationships between Fort Lauderdale’s financial institutions and its business community. Where appropriate, promote the development of new initiatives and innovative programs to lower the cost of borrowing or to assist business growth through increased access to capital.

POLICY ED 2.1.5: The City shall seek opportunities where appropriate to foster partnerships between the public and private sectors to improve business climate.
ECONOMIC DEVELOPMENT ELEMENT

OBJECTIVE ED 2.2: Community Investment
Support economic development throughout the City’s neighborhoods through infrastructure improvements and investment in development.

POLICY ED 2.2.1: Continue to support local economic development initiatives for the local Community Redevelopment Agency efforts in the Beach, Central City, and Northwest-Progresso-Flagler CRAs.

POLICY ED 2.2.2: Promote a comprehensive approach to strengthening neighborhood business districts through organization; marketing; business and retail development; and clean, safe, walkable, and attractive environments.

POLICY ED 2.2.3: Support independently owned and operated retail and restaurants in commercial districts to reinforce local neighborhood and cultural identity and strengthen the local economy.

POLICY ED 2.2.4: Seek to coordinate, where appropriate, City investment in utilities, transportation and other public facilities with business, employment and economic development opportunities.

POLICY ED 2.2.5: Continue to enhance the nighttime economy through the enhancement of safety, encouragement of social and entertainment options, and enhanced service provisions, achieved through coordination with city, county, and state agencies, hospitality and business organizations, educational institutions, and neighborhood districts with active dining, entertainment, and events.

OBJECTIVE ED 2.3: Small Business Development Initiatives
Prioritize economic development efforts to attract and induce investment in local small businesses throughout the City.

POLICY ED 2.3.1: Where appropriate, continue to support efforts to assist small business through technical assistance for business start-up and/or expansion, with programs such as Business Engagement and Mentorships (BEAMs).

POLICY ED 2.3.1a: Retain small business assistance to include direct or referred technical and financial assistance for small emerging technology firms and firms involved in international trade.

POLICY ED 2.3.1b: Explore opportunities to leverage Fort Lauderdale’s tech industry to expand the network for technology and innovation entrepreneurs to learn about services and jobs, build relationships, and find resources to help enable their businesses to flourish.

POLICY ED 2.3.2: Promote access to working capital and other forms of financial assistance to nurture entrepreneurship, innovation and business growth.
POLICY ED 2.3.2a: Assist existing business owners through providing information on accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, façade renovation, and redevelopment assistance available within the City.

POLICY ED 2.3.3: Promote the growth of local small or entrepreneurial businesses through support for increased development of co-working facilities and business incubators within the City, as needed.

POLICY ED 2.3.3a: The City will consider, where applicable, public/private partnerships to provide incubation spaces for small business.

POLICY ED 2.3.3b: The City shall evaluate opportunities to include incentives to encourage property owners and building owners to offer affordable spaces for start-ups and small businesses.

POLICY ED 2.3.4: Enhance funding opportunities for local businesses by supporting community-based lending initiatives and equity programs.

POLICY ED 2.3.5: Recognize that artists can make a significant contribution to the local economy as small businesses, and support efforts, including the FAT Arts Village, to ensure that Fort Lauderdale’s artist communities continue to thrive within the City.

OBJECTIVE ED 2.4: Workforce Development
Support Workforce Development to provide for economic mobility and a diverse labor pool to enhance Fort Lauderdale’s attractiveness for businesses to locate within the City.

POLICY ED 2.4.1: Strengthen the City’s role in workforce development organizations that:

- Provide adult and youth workforce development;
- Adult retraining; and
- Targeted services for unrepresented and under-represented groups.

POLICY ED 2.4.2: Continue to support programs that address potential job gaps in growing industries, and current gaps throughout all industries, to match job training and workforce development with employment needs.

POLICY ED 2.4.3: Support efforts to provide labor market information from data sources and industry sectors to local educational institutions, training agencies, and the public.

POLICY ED 2.4.4: Continue to enhance and promote arts and culture activities that raise the quality of life, in order to continue to attract creative-class workers, living wage employers, and tourists.

POLICY ED 2.4.5: Support employability development and entry-level and career employment efforts for economically disadvantaged youth and adults, historically disadvantaged groups, women, individuals with disabilities and the homeless.

POLICY ED 2.4.6: Work with employers, nonprofits, educational institutions and social service agencies to create opportunities for people in training, retraining or working to meet their dependent care needs.
OBJECTIVE ED 2.5: Vocational Education

Coordinate with Broward County Public Schools and local institutions of higher learning to encourage vocational training opportunities and research and development within the City and region.

POLICY ED 2.5.1: Encourage the provision of appropriate educational opportunities, programs, and facilities to meet business and industry needs.

   POLICY ED 2.5.1a: The City shall encourage the development of after school programs that focus on educational enrichment and skills training.

   POLICY ED 2.5.1b: Support efforts that connect youth to internships and other education and career opportunities.

   POLICY ED 2.5.1c: Promote and identify internships, apprenticeships and training for green sector jobs through Broward County School District magnet programs, the colleges and universities, and green technology companies.

   POLICY ED 2.5.1d: The City shall explore opportunities to encourage the development of vocational programs, including those which support the marine, life sciences, and high-tech industries.

POLICY ED 2.5.2: Encourage education and training programs that encourage high-tech and research and development businesses and industries to locate in Fort Lauderdale.

POLICY ED 2.5.3: The City shall explore opportunities to encourage the collaboration of business, labor, civic and social service agencies, libraries, and educational institutions to develop and expand education and training programs targeted to business needs, especially for high-demand science, including life sciences, technology, engineering, and mathematics skills.

POLICY ED 2.5.4: Encourage institutions of higher education toward commercialization of research innovations to fuel the growth of start-ups.

POLICY ED 2.5.5: The City shall seek opportunities to improve linkages between industry clusters and research institutions, hospitals, educational institutions, and other technology-based businesses, including the encouragement and support of research and development opportunities to enhance and support marine, tourism, and high-tech and life sciences industries.

POLICY ED 2.5.6: Encourage, where feasible, the location of institutions of higher learning within the City, including entrepreneurship satellite programs, to provide increased access for local residents and businesses.
OBJECTIVE ED 2.6: Land Use
The City of Fort Lauderdale shall maintain a variety of land uses with sufficient land capacity for base sector industries to sustain a strong economic base.

POLICY ED 2.6.1: Protect base sector uses that provide quality job opportunities including middle income jobs; provide for secondary employment and supporting uses; and maintain areas where smaller emerging industrial uses can locate in a multi-tenant setting.

POLICY ED 2.6.2: When updating community plans or considering plan amendments, commercial and industrial land use designations contained in the Land Use Element should be appropriately applied to protect viable sites for base sector and related employment uses.

POLICY ED 2.6.3: Encourage large regional employers to locate and expand in the Regional Activity Centers.

POLICY ED 2.6.4: Retain the City’s existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.

POLICY ED 2.6.4a: The City shall strive, as a regional destination, to identify commercial retail and service areas in community plans to serve markets beyond the community. Where applicable, it will encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization.

POLICY ED 2.6.4b: Promote economically vital neighborhood commercial districts that foster small business enterprises and entrepreneurship.

POLICY ED 2.6.4c: The City shall strive to include policies which encourage the development of retail development that provide a wide range of goods and services to residents and businesses in urban centers and transit-oriented developments.

POLICY ED 2.6.4d: The City shall evaluate measures and techniques, including but not limited to flexible use and universal design, which will allow for conversion of uses in response to changes in online and brick-and-mortar retail market conditions.

POLICY ED 2.6.5: The City shall determine the appropriate mix and form of residential and commercial uses along Transit Corridors based on the unique character of the community, considering: the types and mix of uses that will complement adjacent neighborhoods, parcel size and depth, and the need to revitalize economically obsolete uses.

POLICY ED 2.6.6: Promote and facilitate shared parking facilities including parking structures as part of commercial revitalization activities.
GOAL 3: Recognize and include in economic development planning the role of Port Everglades and the Fort Lauderdale-Hollywood International Airport and Fort Lauderdale Executive Airports.

OBJECTIVE ED 3.1: Marine Industry Support
Provide support to marine based industries to enhance local job growth for working waterfronts, the pleasure boat industry and to support tourism.

POLICY ED 3.1.1: By 2025, develop and adopt a Comprehensive Waterfront Plan, including working waterfront policies in order to preserve and support continued use of suitable shoreline areas for water dependent and related businesses including boat manufacturing and repair and supporting industries.

POLICY ED 3.1.2: Support further development of marine industries in Foreign Trade Zone No. 241 as administered by the Fort Lauderdale Executive Airport.

POLICY ED 3.1.3: Protect and promote good working-waterfront or water adjacent jobs that provide self-sufficiency wages.

POLICY ED 3.1.4: The City shall regularly evaluate and implement programs and necessary support for the development of the pleasure boat industry.
**OBJECTIVE ED 3.2: Airport**

Support future development and connections to the Fort Lauderdale Executive Airport and the Fort Lauderdale-Hollywood International Airport.

**POLICY ED 3.2.1:** Maintain industrial warehouse uses as appropriate within the City to foster freight and supply chain connections for local businesses.

**POLICY ED 3.2.2:** Support the maintenance and expansion of air cargo capacity in the greater Fort Lauderdale area.

**POLICY ED 3.2.3:** Support increased connections between the airport and destinations within the City of Fort Lauderdale.

**POLICY ED 3.2.4:** City shall support and promote the further economic development of Foreign Trade Zone No. 241 (Fort Lauderdale Executive Airport).

**POLICY ED 3.2.4a:** The City shall encourage the relocation and development of aerospace, high-tech, and life sciences industries and available areas around the airport, including the Foreign Trade Zone.
PRINCIPLES

Education is the basis for a diverse workforce and a critical aspect of personal growth and the creation of opportunities that result in a high quality of life.

Fort Lauderdale shall coordinate with Broward County Public Schools on available school capacity, facilities, and schools as community focal points.

As economic opportunities increase, the City is committed to providing educational growth and training for its workforce.

Education is not limited by age, but is lifelong. As the population ages, the City will support educational opportunities for aging in place.

Attract colleges and universities in its downtown core, with access to transit and a connected transportation system.

2020 Advance Fort Lauderdale Comprehensive Plan
DRAFT 4/30/2019
GOALS AND POLICIES

GOAL 1: Ensure the provision of K-12 school facilities servicing Fort Lauderdale includes consideration of local facilities adequate for the needs of current and future residents.

OBJECTIVE EDU 1.1: Collaborate and Coordinate to Maximize Quality Education
Collaborate and coordinate with Broward County and the School Board, to plan for public elementary and secondary school facilities to meet the current and future needs of Broward County’s public school population.

POLICY EDU 1.1.1: Fort Lauderdale shall coordinate and cooperate to ensure the adopted public school facilities elements and/or provisions included in the City’s and Broward County’s comprehensive plans regarding public school concurrency are consistent with each other.

POLICY EDU 1.1.1a: The City shall coordinate land use with Broward County and the School Board through the procedures established in the ILA and the Broward County and municipal land use planning process to ensure that existing and proposed public school facility sites are consistent and compatible with the land use categories, future land use maps and policies of the County and municipal comprehensive plans and enable a close integration between existing and planned schools and surrounding land uses.

POLICY EDU 1.1.1b: Participate in a staff working group comprised of staff representatives from the School Board, the County and the Municipalities (hereinafter referred to as “Staff Working Group”) which will at least annually meet to discuss issues and formulate recommendations regarding coordination of land use and school facilities planning and to comply with public school concurrency requirements, including such issues as population and student projections, development trends, school needs, co-location and joint use opportunities, ancillary infrastructure improvements needed to support the schools and safe student access. The city shall provide information as needed for the school board’s report.

POLICY EDU 1.1.1c: Utilize the procedures identified within the ILA, including the Staff Working Group and Oversight Committee established by the ILA, to coordinate the annual review of school enrollment projections, prepare and annually review proposed changes to the public school facilities elements and ensure that the County and City’s policies are consistent with each other.

POLICY EDU 1.1.2: Coordinate with Broward County, the School Board and the municipalities to prepare projections of future development and public school enrollment growth and to ensure such projections are consistent with the Broward County and municipal future land use maps and the School Board’s Long Range Public School Facilities Map consistent with the procedures and requirements identified in the ILA.

POLICY EDU 1.1.3: The City Education Element shall include future conditions maps showing existing and anticipated school facilities for the short-term (5 year) and long-term (10 year) planning time frames.

POLICY EDU 1.1.4: The City shall coordinate with the school board regarding inconsistencies in their comprehensive plans and plan amendments with the DEFP and Long-Range School Facilities Plan.
POLICY EDU 1.1.5: The City shall coordinate with the School Board to monitor and participate in the Broward County and/or local government plat review and site plan review processes, the Development of Regional Impact (DRI) process, the land use plan amendment process and other development order/permit processes that may have an impact on current or planned public educational facilities in Broward County.

POLICY EDU 1.1.6: Amend the Capital Improvement Element to incorporate the annually updated DEFP and amendments consistent with the provisions and procedures of the ILA, which are transmitted to the City.

POLICY EDU 1.1.7: Share and coordinate information with the School Board and County through the plat, site plan and school siting processes and procedures identified in the ILA to ensure the location, phasing, and development of public school facilities, including additions to existing facilities, is coordinated with the provision of necessary public infrastructure including water and sewer, roads, drainage, sidewalks, mass transit and other infrastructure required to support the public school facilities.

POLICY EDU 1.1.8: Coordinate with Broward County, the School Board and the municipalities through the school siting process identified in the ILA and Broward County and Fort Lauderdale platting and site plan approval processes to implement strategies, consistent with Florida’s Safe Routes to School Program, or similar current state safe route program, which reduce hazardous conditions and provide direct, unobstructed and safe access for pedestrian travel (including sidewalks, bicycle paths, signage and signalization) to existing and new school facilities.

POLICY EDU 1.1.9: Include principles and guidelines in the Intergovernmental Coordination Element to coordinate with the School Board and to collaborate on planning and decision making on population projections and public school siting.
**POLICY EDU 1.1.10:** Continue to review resources needed to improve the quality of education in existing schools.

**POLICY EDU 1.1.11:** The City shall coordinate with Broward County Public Schools to encourage the expansion of the Linking Education and Employment Outcomes (LEEO) program to schools within Fort Lauderdale and support the future development of innovative programs similar to The Cambridge Programme at Fort Lauderdale High School and THE CUBE program at Stranahan High School.

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**OBJECTIVE EDU 1.2:** Financially Feasible District Educational Facilities Plan

Review the School Board’s annual update of the Third Amended and Restated Interlocal Agreement for Public School Facility Planning (TRILA) and their adopted Five-Year District Educational Facilities Plan (DEFP) as it relates to schools within the City’s boundaries. Review the five-year schedule of capital improvements to both address existing deficiencies and achieve and maintain the adopted level of service in all concurrency service areas (CSAs) and a LOS plan to achieve and maintain the adopted LOS standards.

Coordinate with the School Board regarding long-term planning period of the Public School Facility Element (PSFE) of the Broward County Comprehensive Plan.

**POLICY EDU 1.2.1:** The City shall comment as necessary on the adoption of the DEFP financially feasible schedule of capacity additions to existing schools and construction of new schools to eliminate existing level of service deficiencies and meet the needs of projected growth for the five-year planning period into the Capital Improvements Element (CIE). This adoption may either be by reference or by restatement of the relevant portions of the adopted DEFP, but in no event shall the City attempt to modify the adopted DEFP.

**POLICY EDU 1.2.2:** The City shall review and provide comments as need on the DEFP year-by-year projections of the capacity needed to achieve and maintain the adopted LOS within the CSA for each school for the five-year planning period. These projections are included in the supporting documents of the Education Element.

**POLICY EDU 1.2.3:** Review the DEFP’s five-year financially feasible schedule for the remodeling/renovation of existing schools to meet the identified needs of aging schools and replace worn facilities and coordinate with the School Board as necessary.
POLICY EDU 1.2.4: Coordinate with the School Board on the annual DEFP review to: 1) add a new fifth year; 2) reflect changes in estimated capital revenues, planned capital appropriations costs, planned capital facilities projects, CSAs and school usage; and, 3) ensure the DEFP continues to be financially feasible for the five-year planning period.

POLICY EDU 1.2.5: Coordinate annually adopted updates to the DEFP and CSA maps with annual plan amendments to the CIE in terms of financial feasibility and both achieving and maintaining the LOS.

OBJECTIVE EDU 1.3: Concurrency Management System
Review all proposed residential development to ensure that public school facilities are available at the County’s adopted level of service standard concurrent with the impact of proposed residential development.

POLICY EDU 1.3.1: In collaboration with the School Board, implement concurrency management systems in Fort Lauderdale’s development review processes consistent with Third Amended and Restated Interlocal Agreement for Public School Facility Planning (TRILA), the City’s Education element, and the Unified Land Development Regulations (ULDR).

POLICY EDU 1.3.2: Utilize the CSAs, which are the annually adopted school attendance boundaries for each elementary, middle and high school, to coordinate residential development review.

POLICY EDU 1.3.3: Use the uniform district-wide LOS, consistent with the adopted Third Amended and Restated Interlocal Agreement for Public School Facility Planning (TRILA), for the following School Types:

1. School Type A is a bounded elementary, middle, or high school that has the equivalent of at least 10% of its permanent Florida Inventory of School Houses (FISH) capacity available onsite in relocatables. The LOS for School Type A shall be 100% gross capacity.
2. School Type B is a bounded elementary, middle, or high school that has less than the equivalent of 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type B shall be 110% permanent FISH capacity.

POLICY EDU 1.3.4: If adequate capacity is not available in a CSA for a proposed residential development, but capacity exists in one or more contiguous CSAs, the City shall permit the development consistent with the provisions and procedures in the ILA and City LDRs.

POLICY EDU 1.3.5: If adequate capacity is not currently available in a CSA or contiguous CSA, for a proposed residential development, but capacity is scheduled in the DEFP to be available within 3 years after the issuance of final subdivision or site plan approval, (or functional equivalent), the City shall permit the development of the project in accordance with the provisions and procedures in the ILA and City LDRs.

POLICY EDU 1.3.6: Fort Lauderdale shall not approve a residential plat or site plan (or functional equivalent) until the School Board has reported that the school concurrency requirement has been satisfied consistent with the provisions and procedures in the ILA and City LDRs.
POLICY EDU 1.3.7: City staff shall coordinate with Broward County Public Schools to provide feedback on the CSA boundaries and ensure any future boundary modifications maximize available school capacity in accordance with the level of service standards and the permanent capacity, taking into account special considerations such as, core capacity, special programs, transportation costs, geographic impediments, diversity programs, and class size reduction requirements to prevent disparate enrollment levels between schools of the same type category (elementary, middle, high).

POLICY EDU 1.3.8: The projected student impact of a proposed residential development shall be determined using the student generation rates approved by the School Board and adopted within the Broward County Land Development Code. The student generation rates shall be reviewed and updated at least every 3 years.

POLICY EDU 1.3.9: Public school concurrency approval for residential plats by the City of Fort Lauderdale shall expire if development within the plat does not commence within 5 years following the date of City Commission approval.

OBJECTIVE EDU 1.4: Proportionate Share Mitigation
Ensure that residential developments unable to meet the public school concurrency requirement can alternatively contribute its fair share through a mitigation alternative.

POLICY EDU 1.4.1: Residential developments unable to meet the public school concurrency requirement may meet the requirement through the School Board’s proportionate fair share mitigation alternative program as described in the ILA. Upon approval of a proportionate share mitigation alternative by the School Board and completion of necessary binding agreements, a development will be deemed to have met the public school concurrency requirement and may proceed.

POLICY EDU 1.4.1a: A residential development’s proportionate share mitigation value will be calculated by multiplying the number of additional student stations needed to mitigate the impact of the proposed development on schools within the affected CSA(s) not meeting the adopted LOS standards by the State cost per student station for each school type plus a land impact cost share, if any. Pursuant to Section 163.3180, Florida Statutes, the applicant’s proportionate share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

POLICY EDU 1.4.1b: Mitigation shall be assured by a legally binding agreement between the School Board, the applicant and the City, which shall be executed prior to the issuance of the final subdivision plat or the final site plan approval (or functional equivalent). The School Board shall add the mitigation improvement to the first three years of the DEFP.
Objective Edu 1.5: School Facility Siting, Collocation & Design

Coordinate with Broward County and the School Board, pursuant to the Third Amended and Restated Interlocal Agreement for Public School Facility Planning, on the location of public school facilities relative to the location of other public facilities such as parks, libraries and community centers and promote schools to be focal points within the community.

Policy Edu 1.5.1: City staff shall regularly review availability of public facilities, services and grounds (especially for the purposes of collocating parks, libraries, ball fields, community centers, public safety facilities, parking facilities, drainage facilities and other appropriate facilities) in the planning, siting, land acquisition, permitting and development of a new school facility or significant renovation or expansion, in coordination with the School Board and the County.

Policy Edu 1.5.2: As applicable, the City shall pursue shared-use and co-location of school sites with facilities having similar facility needs, such as libraries, parks, ball fields, other recreation facilities.

Policy Edu 1.5.3: The City shall encourage school facilities to serve as community focal points through the design of school facilities, establishment of school siting standards and pursuit of collocation opportunities.

Policy Edu 1.5.4: City staff will coordinate with the School Board and County to build new school facilities, which are designed to serve as emergency shelters as required by Section 1013.372, Florida Statutes, and collaborate and coordinate on emergency preparedness issues through the County’s Emergency Operating Center.

Policy Edu 1.5.5: The City will annually, and as needed, assess and coordinate with Broward County Public Schools on school safety and security policies, including those related to facility access and design.

Policy Edu 1.5.6: City staff will coordinate with the School Board to determine how mitigation funds should be used subject to the ILA. The following options are available:

1. Purchase or dedication of needed elementary, middle or high school sites.
2. Construction of capacity improvements identified in years four (4) or five (5) of the DEFP including advancement of such improvements into the first three years of the DEFP.
3. Construction of previously unplanned schools, classroom additions, modular classrooms or similar facilities. Such facility capacity shall be included in the first three years of the DEFP through an amendment approved by the School Board.
4. Construction of the needed capacity at one or more charter schools, which meet the qualifying criteria contained in the Third Amended and Restated Interlocal Agreement for Public School Facility Planning.
5. Other mitigation options approved by the School Board on a case by case basis contingent upon a School Board finding that the option mitigates the impact of the proposed development.

Policy Edu 1.5.6a: City staff will annually evaluate and, as both feasible and necessary, recommend sites in the downtown area for the development of elementary, middle, and/or high school sites.
GOAL 2: Encourage traditional and non-traditional educational opportunities beyond K-12 including higher educational institutions, continuing education, workforce development and vocational training by developing strategic alliances with business associations, colleges, and universities to connect skills development with jobs.

OBJECTIVE EDU 2.1: Institutions of Higher Education
Encourage the location of facilities and programs of institutions of higher education to locate within the City, especially in Downtown Fort Lauderdale.

POLICY EDU 2.1.1: The City shall maintain regular communication with local institutions of higher learning on an annual basis to identify and provide for:

a. Specific neighborhood continuing education needs;
b. Development of satellite campuses in Fort Lauderdale;
c. Opportunities in sharing facilities for community activities and programs; and
d. Explore collaborative arrangements with community service providers, CRAs, and local non-profits.

POLICY EDU 2.1.2: Identify specific parcels as applicable for locating new facilities of higher learning.

POLICY EDU 2.1.3: The City shall encourage the continued development of programs designed for college credits and an Associates of Arts College degree dual enrollment for high school students in Fort Lauderdale.

OBJECTIVE EDU 2.2: Continuing Education and Aging in Place
The City will support the development of a sustainable, learning city with opportunities for residents of all ages.

POLICY EDU 2.2.1: Encourage collaboration between continuing education providers and agencies which support continuing education for adults through the provision of specific programs that meet the needs of this population. This could include mentorship programs and web-based learning.

POLICY EDU 2.2.1a: The City will coordinate with Broward County Public Libraries, Broward County Public Schools, and local institutions of higher learning to encourage the development and provision of learning literacy, family learning course, computer skills, health and nutritional information classes, and other programs as needed to support a sustainable, learning city.

POLICY EDU 2.2.1b: The City shall establish a mechanism by which feedback on local continuing education needs can be communicated by residents, and will include targeted questions on adult learning needs as part of its annual Neighbor Survey. The City shall at minimum share that information with continuing education providers and agencies annually.

POLICY EDU 2.2.1c: Ensure that, by 2023, a regular system of program development or targeted partnership development occurs based on the feedback in the annual Neighbor Survey.
POLICY EDU 2.2.2: The City will support the development of a sustainable, learning city by providing adequate information, guidance and support to all citizens in its regular newsletters and other communications as appropriate, including maps of learning provision in the city.

POLICY EDU 2.2.3: The City shall establish, promote and maintain community-based learning spaces through the inclusion of this criteria in the design of future community facilities as appropriate.

POLICY EDU 2.2.4: Ensure, through land use and transportation policies, year-round public transit access to adult learning facilities and libraries within Fort Lauderdale.
PARKS AND RECREATION ELEMENT

PRINCIPLES

The core principles for the City of Fort Lauderdale Parks and Recreation Element target ensuring equity, accessibility, and equality in community programming in order to enhance local quality of life for residents and visitors of all ages and abilities.

Fort Lauderdale strives to be a community that leverages programming and inviting gathering places to create opportunities for new connections between people, community, and a collective future.

The City commits to maintaining proper care of the City’s parks and open spaces, enhancing public access through the development and diversification of new open spaces as well as multimodal connections to existing green and blue spaces.

Ensuring quality spaces that preserves and creates beauty, this Element focuses on ensuring a safe experience that targets community unity and healthy lifestyles, with quality spaces for leisure.

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GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: Be a community where persons of all ages are able to partake in a fun and healthy lifestyle.

OBJECTIVE PR 1.1: Providing for Park Space
Ensure that the provision of parks, facilities, and programs adequately meets or exceeds the needs and desires of the City’s residents.

EVALUATION MEASURE PR 1.1.1: The City will provide parkland and open space to meet a Level of Service Standards of 5-acres of park and open space per one thousand residents at a service radius of less than one-half mile to parks, playgrounds and walking and biking trails for all residents. The 5-acre standard shall be comprised of a mix of parkland, open space and facility types.

EVALUATION MEASURE PR 1.1.1a: 3 acres of community level parks for each 1000 residents.

EVALUATION MEASURE PR 1.1.1b: The City shall ensure consistency in, in its requirements, among Florida Statues, Florida Administrative Code, BrowardNext, and the City’s Parks and Recreation System Master Plan. The City shall update its policies as applicable upon changes in Broward County LOS standards.

EVALUATION MEASURE PR 1.1.1c: The City will assess credit for private parks and recreational space towards the LOS standards based on the following criteria:

I. Up to 50% of the total acreage of publicly owned golf courses that are zoned for recreational use and semi-public golf courses that are either zoned and deed restricted for open space use or zoned and restricted by other development order, such as site plan or subdivision approval, for open space use. However, golf course acreage may satisfy no more than 15% of the total Community Park requirement.

II. Other private recreational acreage or open areas over 0.5 acres that are zoned and deed restricted for open space use including a mixture of active and passive recreational facilities. Up to 100% of the total acreage may be counted provided the area does not exceed 3 acres/1,000 residents sharing the facilities.

III. Up to 10% of the total acreage of public or private Regional Parks located within municipal jurisdictions, with a maximum of 10 acres per park.

POLICY PR 1.1.2: Continue to review and revise, where necessary, the City’s land development codes and regulations to ensure that all new development in the City of Fort Lauderdale meets the established level of service standards.

EVALUATION MEASURE PR 1.1.2a: The City shall encourage publicly accessible open space through requirements for new residential development projects, in order to accommodate the City’s needs. Such open space shall include greenways, blueways, and other natural areas.
EVALUATION MEASURE PR 1.1.2b: The City shall amend the Comprehensive Plan within 12 months and the ULDRs within 18 months of adoption of any Parks and Recreation System Master Plan updates.

POLICY PR 1.1.2c: All designated park sites are to be zoned P for Parks, Recreation and Open Space and have a land use designation of Park-Open Space, where appropriate.

POLICY PR 1.1.2d: No parkland shall be diverted to other uses except in instances of overriding public interest.

POLICY PR 1.1.3: The City shall, by 2023, establish and begin to implement a Blueways System Plan for existing navigable waterways.

OBJECTIVE PR 1.2: Age Equality for Park Space
Ensure affordable recreation opportunities are available for individuals of all ages.

EVALUATION MEASURE PR 1.2.1: Utilize the Local Facility Guidelines (LFG) in the Parks and Recreation System Master Plan, where applicable, as minimum provisional requirements, when programming new and renovated recreational facilities and park spaces.

POLICY PR 1.2.2: Where the School Board of Broward County has facilities for recreation established, the City of Fort Lauderdale shall continue to propose agreements for joint use of these facilities. School facilities will be considered equivalent to a neighborhood park and as applicable to satisfy the conditions of EVALUATION MEASURE PR 1.2.1. This substitution may only be used where satisfactory interlocal use agreements have been negotiated and agreed upon. The City of Fort Lauderdale shall identify potential locations for joint use, with priority given to neighborhood areas experiencing a park space deficiency.

OBJECTIVE PR 1.3: Accessibility for All Parks
Ensure accessibility to parkland, open space, playgrounds, trails and related facilities.

POLICY PR 1.3.1: In order to ensure that parklands are equitably distributed, the City of Fort Lauderdale shall give high priority in developing its park system based on gaps in service radii.

EVALUATION MEASURE PR 1.3.1a: This service radii is intended to be used in conjunction with the one-half (1/2) mile service radii, to provide the best service to the adjacent population, where applicable. The additional service radius for each park type will be as follows:

- Urban Open Spaces = 5-minute unobstructed walk
- Neighborhood Parks = 10-minute unobstructed walk
- Community Parks = 20-minute unobstructed walk
- Large Urban Park, and Special Use Facilities/Parks = 30-minute drive
EVALUATION MEASURE PR 1.3.1b: Centrally locate new park and recreation facilities in the neighborhood area to be served whenever possible, in compliance with the one-half (1/2) mile radius to residential dwellings, where applicable.

POLICY PR 1.3.1c: Any parkland diverted to other uses shall be effectively replaced within the applicable park service area.

POLICY PR 1.3.2: All park facilities should be designed to accommodate safe and convenient pedestrian and bicycle access and connectivity.

EVALUATION MEASURE PR 1.3.2a: The City shall look for opportunities to ensure safe and convenient pedestrian and bicycle access to parks, playgrounds and other recreational facilities within one-half (1/2) mile of all residential dwellings, where applicable, especially in the case of neighborhood-serving sites, and where applicable, to regional pedestrian and bicycle trails and transit systems to encourage alternative transportation.

POLICY PR 1.3.2b: Assure and improve continued public access to existing Recreation and Open Space, particularly as related to the public beach, and boating and fishing areas.

POLICY PR 1.3.2c: The City shall coordinate, with Broward County, to ensure connectivity between present and future recreation sites with existing and planned transportation systems (including transit-routes, the Broward County Proposed Greenways System, and other pedestrian and bicycle transportation facilities such as sidewalks, shared-use paths, and bike lanes).

POLICY PR 1.3.2d: Coordinate with Broward County to ensure facilities apply design principles that place pedestrians as first-priority.

POLICY PR 1.3.3: The City shall ensure and improve public access to the beach, Riverwalk, waterways, parks, and City owned open spaces.

OBJECTIVE PR 1.4: Accessibility for the Mobility Impaired
Enhance the accessibility for mobility impaired individuals for parkland, open space, playgrounds, trails and related facilities.

POLICY PR 1.4.1: The City will, when feasible, improve accessibility and linkage for mobility impaired populations by upgrading the existing infrastructure that provides access to and guidance within parks (e.g. sidewalks, walkways, bikeways, trails, directional markers, etc.).

POLICY PR 1.4.2: ADA accessibility requirements guidelines will be met or exceeded at every park or facility location.

POLICY PR 1.4.3: The City will require accessibility for all residents, including elderly, handicapped, and economically disadvantaged with special mobility needs, as a design criterion for new facilities and retrofit all existing park sites and facilities by 2023.
GOAL 2: Be a community with high quality parks and recreational facilities that highlight the character of our City.

OBJECTIVE PR 2.1: Preservation and Enhancement of Parks
Ensure a high level of maintenance and facility development to preserve and enhance quality of parks and recreational facilities.

POLICY PR 2.1.1: The Parks and Recreation Department shall continue to maintain a computerized inventory and map of all public recreational lands and facilities.

POLICY PR 2.1.2: The Parks and Recreation Department shall prepare and maintain an annually updated and coordinated five-year Parks and Recreation Capital Improvement Program.

POLICY PR 2.2.1a: Projects included in the Capital Improvement Program related to park and recreation facilities shall be arrayed in rank order, with a relative priority being determined, in order, by:

- Protection and maintenance of the City’s investments;
- Public Safety;
- Upgrading and replacement of existing sites; and
- Need for new facilities and expansion (to meet LOS standards).

POLICY PR 2.2.1b: Within five (5) years of its last update, or if changes regarding parks and recreation occur within Florida Statutes or Broward Next, the City shall reassess, through the Parks and Recreation System Master Plan updates, the ability of existing sites and facilities to meet the changing needs of the population to be served.

OBJECTIVE PR 2.2: Funding
Identify new funding sources for expansion of parks and recreation facilities and make use of all available funding sources and partnerships in the provision of quality recreation and open space opportunities.

POLICY PR 2.2.1: The City shall allocate the necessary funds to supervise and maintain existing parks and recreational facilities in a state of good and safe operational condition, to protect the public investment.

POLICY PR 2.2.2: The City shall continue and enhance use of subdivision reviews, Developments of Regional Impact (DRI), Planned Unit Developments (PUD)s, site plan review and other mechanisms to provide enhanced recreation and open space opportunities.

POLICY PR 2.2.2a: To ensure that land development contributes a proportionate share of the cost of Parks and Recreation Facilities, the City of Fort Lauderdale shall continue to implement the improvement, dedication, and impact fee requirements contained within the Code of Ordinances of the City of Fort Lauderdale’s ULDR.

POLICY PR 2.2.2b: The City shall maintain and improve the existing recreation lands and encourage the dedication of properties for recreation and open space uses through incentives.
POLICY PR 2.2.2c: The City shall explore all regulatory mechanisms, as well as identify and implement alternative funding mechanisms (including, but not limited to conservation easements, covenants, options to purchase, and right of first refusal) for parks and open space.

POLICY PR 2.2.3: The City of Fort Lauderdale shall consider the following criteria and objectives as park projects are undertaken, particularly with projects utilizing or attempting to obtain federal and/or state grants:

- The project’s ability to maintain or improve park levels of service, as defined in Goal 1 of this element;
- The protection of Endangered and Threatened Species and Species of Special Concern, including rare or threatened flora and fauna communities;
- The enhancement or restoration of natural areas and shoreline ecosystems, and the removal of nuisance and/or exotic vegetation;
- The creation or continuation of greenway systems utilizing environmentally sensitive lands, existing linear open spaces, or designated Brownfield areas;
- The preservation of healthy large canopy trees;
- The protection or improvement of groundwater quality and/or surface water quality;
- The protection of natural resources from potential adverse impacts associated with uses or activities on adjacent lands, including a land use compatibility analysis and the provision of wetland buffers and buffer yards in the Growth Management Plan and Land Development Code. Where applicable, the City shall ensure that the environmental systems mentioned above are protected, preserved, and/or enhanced;
- To provide for coordination between the local government and other federal, state and local agencies or nonprofit organizations in acquiring or managing natural areas or open space; and
- Climate change related projects, including those pertaining to sea level rise, flood mitigation, and Adaptation Action Areas (AAAs).

POLICY PR 2.2.4: The City shall continue and expand the use of cooperative public-private partnerships, or P3s, public and private schools, surrounding jurisdictions nonprofit agencies, houses of worship and the private sector to help ensure facilities for active recreational opportunities year-round.

OBJECTIVE PR 2.3: Park Safety
Ensure that parks and their facilities have adequate meet or exceed safety measures for visitors and users.

POLICY PR 2.3.1: Maintain and improve infrastructure within park properties to promote safe use of facilities and mitigate potential harm to patrons.

POLICY PR 2.3.2: Provide security measures (including lighting and other applicable infrastructure) to reduce after hour use of parks and facilities and the amount of crime criminal activity that occurs within or around park locations.
POLICY PR 2.3.3: Encourage Crime Prevention Through Environmental Design (CPTED) concepts/guidelines for all recreational and open spaces in Fort Lauderdale. Where possible, the City shall encourage training on CPTED concepts for staff.

POLICY PR 2.3.4: Through policy initiatives and coordination with the Police Department, the City shall give high priority to public safety at park and recreation sites.

POLICY PR 2.3.5: The City shall continue to implement the policies and principles to achieve Vision Zero safe streets (i.e. the “five Es” - Engineering, Education, Encouragement, Enforcement, and Evaluation), which includes specific objectives intended to increase Fort Lauderdale’s walkability, bikeability, connectivity, and safety.

POLICY PR 2.3.6: Encourage intergovernmental coordination to improve the appropriate perception and awareness of safety within public park and recreation areas.

OBJECTIVE PR 2.4: Ensure Public Feedback on Programming
Engage in conversation with the public to ensure adequate levels of recreational programming and promote usage of parks and recreation resources.

POLICY PR 2.4.1: The City shall establish regularly occurring communication to obtain public input into key park planning and design decisions.

POLICY PR 2.4.1a: The City shall conduct one annual citywide survey of the population to determine the adequacy and quality of services and to determine areas of dissatisfaction and need.

POLICY PR 2.4.1b: The City shall gather and analyze participation and usage data as a measure of programming success and utilization effectiveness.

POLICY PR 2.4.1c: The City shall administer survey sampling in all parks on an ongoing basis to update/address park maintenance concerns and recreational needs.

POLICY PR 2.4.2: The City shall utilize a variety of avenues, including social media and other technology-based communication systems, to communicate with and solicit input from the public.

OBJECTIVE PR 2.5: Promotion of Community Unity and Health
Create and leverage parks and recreation programming to promote community unity and health.

POLICY PR 2.5.1: The City shall research and initiate new recreation facilities and programs to expand recreational opportunities.

POLICY PR 2.5.1a: The City shall maintain and publicize a schedule of annual and special events open to the public.
POLICY PR 2.5.1b: The City shall utilize program evaluations to determine and document user satisfaction and preferences in recreational and special programming.

POLICY PR 2.5.2: The City shall strive to ensure that all youth residents should be able to participate in an out of school or summer camp programs.

POLICY PARK 2.5.3: The City shall incorporate healthy community programming through education and physical activity programming.

POLICY PR 2.5.3a: Promote nutrition education at parks through awareness and outreach campaigns such as community fruit tree planting programs.

OBJECTIVE PR 2.6: Promoting Economic Development
Integrate in parks and recreation planning the significant role leisure provision plays in economic prosperity of the community.

POLICY PR 2.6.1: The Parks and Recreation Department shall assist the Greater Fort Lauderdale Chamber of Commerce and the Visitor and Convention Bureau in promoting recreation activities and facilities to our visitors and residents by providing maps, brochures, and up-to-date information as needed.

POLICY PR 2.6.2: The enhancement of open space recreational areas shall be used as incentives for redevelopment in deteriorating or underutilized areas of the City by giving priority to projects in eligible Community Development Block Grant Program Areas, or Community Redevelopment Areas.

GOAL 3: Showcase the natural beauty and spirit of Fort Lauderdale by highlighting our parks and recreational facilities and planning for resiliency to adapt to climate change.

OBJECTIVE PR 3.1: Park Beautification and Preservation
Enhance the beauty of green space, parks, major corridors, gateways, and medians.

POLICY PR 3.1.1: Proposed park sites, and existing park sites scheduled to be renovated, shall be evaluated as to their existing and potential environmental quality, the preservation of historical, cultural or archaeologically significant resources and their impact on the City's park levels of service.

POLICY PR 3.1.2: The City's Land Development Regulations shall require landscaping of public projects, as well as private development. The City's adopted Land Development Regulations will be implemented consistent with F.S.163.3202 (1).

POLICY PR 3.1.3: Discourage development, within or adjacent to unique natural areas, where such activity will have significant detrimental effects on the aesthetic and environmental quality of the unique natural areas.
POLICY PR 3.1.4: Follow City of Fort Lauderdale design guidelines for all recreational and open space adhering to current definition of Natural Resource Protection Areas (NRPA).

POLICY PR 3.1.5: The Parks and Recreation Department shall utilize Florida-Friendly and/or native plant materials, where appropriate, in development of new parks, redevelopment of existing park sites, and at other public locations to achieve the benefits associated with such materials (lower maintenance costs, habitat provision, drought tolerance, etc.).

OBJECTIVE PR 3.2: Public Art in Parks
Encourage public art in parks, open spaces, and public spaces.

EVALUATION MEASURE PR 3.2.1: By 2021, the City shall fully evaluate the feasibility and funding structure necessary to establish dedicated public arts funding for future public art installments in parks, open spaces, and public spaces, and set benchmark goals for public arts installation in City parks and open space.

POLICY PR 3.2.2: By 2023, the City shall encourage public art by establishing an annually-updated list of premium locations for future public art installments in parks, open spaces, and public spaces.
OBJECTIVE PR 3.3: Parks and Climate Change

Acknowledge the idea that parks, open spaces, and green spaces can be pivotal to climate change adaptation and resiliency.

POLICY PR 3.3.1: Parks and Recreation staff shall coordinate and participate in discussions, when appropriate, pertaining to the intersection of climate change, parks management, and resiliency, to support the Southeast Florida Regional Climate Change Compact.

POLICY PR 3.3.2: The City shall keep or obtain record of Parks and open spaces that are vulnerable to the impacts of climate change and its effects (e.g. flooding), including those located within City and/or County defined Adaptation Action Areas (AAAs).

POLICY PR 3.3.2a: Based on information and data gathered, the City shall consider acquisition of repetitive-loss properties in order to prevent future flood damage. Where possible, acquired properties shall be converted into multi-beneficial flexible space including stormwater features, recreational space or open space facilities.

POLICY PR 3.3.3: By 2025, the City will create a plan and prioritize specific parks in which to install renewable energy infrastructure (e.g. solar panels).

POLICY PR 3.3.4: The City shall strive to ensure all new park facilities and projects are designed and built to a performance standard equivalent to meet a LEED rating of Silver or higher, where applicable.

POLICY PR 3.3.5: The City shall incorporate sustainable building and Florida Friendly landscaping design for all parks and recreation facilities (including retrofitting and/or renovation projects).

POLICY PR 3.3.6: The City’s provision of park and open space properties shall be consistent with the Goals, Objectives, and Policies of related climate change and resiliency Elements, including the Coastal Management Element and Climate Change Element.
COASTAL MANAGEMENT ELEMENT

INTENT

• Fort Lauderdale’s coastal zone will continue to be one of the most active, vibrant and naturally beautiful areas within the City.

• While maintaining the unique character and qualities of the area, the City will plan for resiliency and continue to improve safety for all.

• This Element contains goals, objectives and policies that address development, economic growth and shoreline protection in the City’s coastal areas.
GOALS AND POLICIES

GOAL 1: Protect and improve coastal resources important to ecologically-based economic drivers and environmental balance.

OBJECTIVE CM 1.1: Coastal Development and Shoreline Uses
Regulate development in coastal areas, paying special attention to its shoreline uses, and giving priority to water-dependent uses and water-related uses.

POLICY CM 1.1.1: The City shall limit the specific and cumulative impacts of development or redevelopment upon wetlands, water quality, water quantity, wildlife habitat, living marine resources and the beach dune system through the development review process.

POLICY 1.1.1a: When reviewing applications for shoreline development, the City shall ensure consideration of future water levels, based on the current Unified Sea Level Rise Projections, in redevelopment and development planning and design.

POLICY 1.1.1b: The City shall give priority to water dependent uses in zoning decisions as applicable for commercial and recreational waterfront uses and water-dependent uses as provided for under Florida State Statutes.

POLICY 1.1.1c: The City shall require new developments to provide accessways in dune and coastal vegetation systems (based upon Florida DEP Best Management Practices) to discourage and reduce pedestrian disturbance to sensitive ecosystems.

POLICY CM 1.1.2: Development and redevelopment in the coastal area shall not degrade or destroy existing natural beaches or berm areas.

POLICY CM 1.1.3: The City shall continue to maintain, review and amend land development regulations which give priority to water-dependent and water related uses, especially in beach and marina communities.
POLICY CM 1.1.4: Preserve and enhance existing marinas in the City and enhance development standards for future marina siting and design which address: land use compatibility, availability of upland support services, existing protective status or ownership, hurricane contingency planning, protection of water quality, water depth, environmental disruptions, mitigation actions, availability for public use, economic need and feasibility.

POLICY CM 1.1.5: Land use priorities along and adjacent to the coastal Shoreline shall be comparable with existing development and shall further the Central Beach Revitalization Plan.

POLICY CM 1.1.6: All development and redevelopment in coastal areas will address the protection of manatees, sea turtles, dune ecosystems, and other species and habitats of importance.

OBJECTIVE CM 1.2: Coastal Plant and Animal Species
Protect and manage plant and animal species of significance.

POLICY CM 1.2.1: The City shall consider the climate adaptation needs of native plants and animal species, and consider strategies for assisting their natural migration.


POLICY 1.2.2a: Continue to implement beachfront lighting requirements of the Unified Land Development Regulations (ULDR), which are consistent with Chapter 63B-55 (FAC) Model Ordinance for Marine Turtle Protection and Broward County Technical Report 97-06 Broward County Beach Lighting Management Plan, providing for sea turtle protection in a manner that is cost-feasible for the City and that incorporates the provisions of Crime Prevention through Environmental Design (CPTED).

POLICY 1.2.2b: Maintain the existing sea turtle hatchery in cooperation with the guidelines for local government implementation of sea turtle conservation programs.

POLICY CM 1.2.3: Where feasible, incorporate xeriscaping and native vegetation into projects on or adjacent to coastal resources, potentially via City General Obligation Bond projects.
POLICY CM 1.2.4: Continue to protect existing beach vegetation and encourage landscaping with native, salt tolerant trees, shrubs and ground cover as a means of mitigating the impacts of development and redevelopment on the beach system.

POLICY CM 1.2.5: For all City-owned beaches, the City shall plant, maintain and promote natural vegetation communities, appropriate for dune ecosystems in accordance with any and all local dune management plans, in order to promote natural dune growth and capture of wind-blown sand.

GOAL 2: Manage coastal areas to ensure public safety and to protect city investments and economic drivers.

OBJECTIVE CM 2.1: Public Safety, Wellbeing, and Investment
Strategically regulate and direct coastal development in the interest in public safety and for the protection of the public.

POLICY CM 2.1.1: The City will continue to regulate development, including infrastructure and other improvements that are publicly funded, in the coastal high hazard area.

POLICY CM 2.1.2: Development and redevelopment activities in the coastal high hazard area shall seek to protect and enhance the aesthetic and natural quality of the beaches for all.

POLICY CM 2.1.3: Protect public investments in areas vulnerable to natural disasters by constructing improvements that consider future conditions and asset life cycle costs, and in accordance with FDET standards.

POLICY CM 2.1.4: The City shall limit public funding within the identified Coastal High Hazard Area unless infrastructure improvements are necessary to repair or update existing infrastructure or enhance hurricane evacuation clearance times or emergency shelter capacities, or to mitigate the effects of storm surge flooding or sea level rise.

POLICY CM 2.1.5: The City shall participate in the National Flood Insurance Program Community Rating System, and strive to continuously improve ranking status for the benefit of flood risk reduction and flood insurance premium reduction for policy holders.

OBJECTIVE CM 2.2: Climate Change Adaptation
Plan for, and adapt to climate change and its impacts (such as sea level rise) as a function of public safety and investment protection.

POLICY CM 2.2.1: Identify and assess the vulnerability climate change impacts pose to public facilities and services, including but not limited to water and wastewater facilities, stormwater systems, roads, bridges, governmental buildings, hospitals, and transit infrastructure.
POLICY CM 2.2.2: The City shall evaluate adaptation strategies for public infrastructure identified as vulnerable to climate-related impacts. Adaptation strategies may include, but are not limited to:

a. Public Infrastructure Planning, Siting, Construction, Replacement, Operation and Maintenance  
b. Emergency Management  
c. Stormwater Management  
d. Land Development Regulations  
e. Building Codes  
f. Comprehensive Planning  
g. Utility Asset Management  
h. Other Strategies

POLICY CM 2.2.3: The City will take advantage of emerging data and technological opportunities based on evolving rising sea levels tidal data and associated flood related vulnerabilities, to allow for flexible adjustments and preserve future strategic adaptation implementation options to maintain maximum resiliency in response to new risks and vulnerabilities.

POLICY CM 2.2.4: Rise in sea level projections, as defined by the Southeast Florida Regional Climate Change Compact in the latest Unified Sea Level Rise Projection, shall be considered in all future decisions about the siting, design and building of public infrastructure including avoiding new construction in high hazard coastal areas, where applicable.

POLICY CM 2.2.5: To improve resiliency and address impacts of sea level rise, the City shall evaluate revising its code to permit a maximum freeboard requirement without penalty for building height in order to allow flexible adaptability of ground level uses.

OBJECTIVE CM 2.3: Adaptation Action Areas (AAAs)
Continue to identify and appropriately invest in vulnerable areas through the designation of Adaptation Action Areas (AAAs).

POLICY CM 2.3.1: As a basis for the designation of AAAs, the City will utilize the best available data and resources, such as the Unified Sea Level Rise Projection for Southeast Florida and Broward County’s Priority Planning Areas for Sea Level Rise Map, in order to identify and understand the risks, vulnerabilities and opportunities to develop and implement timely and effective adaptation strategies.

POLICY CM 2.3.2: As deemed to be in the best interest of the City, the City Commission may designate or remove the designation of an AAA by means of:

a. Comprehensive Plan via location description or map, and in accordance with applicable Florida Statutes  
b. City Commission Resolution or Ordinance  
c. Community Investment Program (Capital Improvement Plan)  
d. Other mechanisms, as appropriate
POLICY CM 2.3.3: The City will consider the following criterion, in addition to others, for AAA designation:

a. Areas experiencing (or are projected to experience) tidal flooding, storm surge flooding, or both
b. Areas which have hydrological connection to coastal waters
c. Locations within areas designated as evacuation zones for storm surge
d. Other areas impacted by stormwater/flood control issues
e. Areas below, at, or near mean higher high water

POLICY CM 2.3.4: Integrate AAAs into existing and future City processes and city-wide plans and documents, such as:

a. Community Investment Program
b. Local Mitigation Strategy
c. Strategic Plan
d. Sustainability Action Plan
e. Stormwater Master Plan
f. Comprehensive Emergency Management Plan
g. Unified Land Development Regulations
h. Other related processes, plans and documents

POLICY CM 2.3.5: The City will recognize that an AAA’s adaptation strategy options may include:

a. Protection
b. Accommodation
c. Managed Retreat
d. Avoidance
e. Other Options

POLICY CM 2.3.6: When necessary, the City shall seek funding for the implementation of AAA’s associated adaptation strategies from the following types of sources:

a. Federal and State grants and technical expertise assistance (in-kind)
b. Local Stormwater Utility Fees and Community Investment Program (Capital Improvement Plan) prioritization
c. Public/Private Partnerships
d. Other Sources
GOAL 3: Prepare and guide coastal areas, residents, and resources before, during and after hazard and emergency events.

OBJECTIVE CM 3.1: Prepare for Emergency and Disaster Events
The City shall ensure that appropriate measures are implemented and enforced in order to prepare for emergency and disaster events.

POLICY CM 3.1.1: The City will continue to enforce Florida Building Code and other measures to reduce exposure of life and property to the damaging effects of hurricanes and flooding.

POLICY CM 3.1.2: The vehicle trip cap contained in the Future Land Use Element, shall address roadway carrying capacity, particularly in the Central Beach Area.

POLICY CM 3.1.3: Development review in the coastal high hazard area shall consider significant impacts to evacuation routes, and shall require roadway improvements if deemed necessary.

POLICY 3.1.3a: The City shall work to ensure its evacuation routes system is in a state of good repair, with repair work on critical paths in the roadway network prioritized in its capital improvements program.

POLICY CM 3.1.4: Implement a Local Mitigation Plan to reduce or eliminate exposure of life and property to natural disasters. The plan includes an inventory of City hazard prone properties and which may result in the implementation of development regulations, such as setbacks provisions, and other site controls to reduce future property damages and losses.

POLICY CM 3.1.5: To reduce exposure to natural hazards, the City shall ensure that all new construction, reconstruction or additions to existing facilities, regardless of type, that are permitted within the 100-year flood zone are subject to the most stringent applicable flood damage protection regulations.

POLICY CM 3.1.6: The City shall consider the impact of projected sea level rise on all public assets and natural resources located within coastal areas at an elevation of less than seven (7) feet of elevation in NAVD 88, at a minimum.

POLICY CM 3.1.7: The City will utilize Florida Building Code standards, at a minimum to ensure that new, reconstructed, and expanded health care facilities outside the storm surge areas are built to shelter specifications. Existing health care facilities should retrofit buildings to shelter specifications. Health care facilities outside the storm surge areas should establish aid agreements with similar facilities within the storm surge areas.
OBJECTIVE CM 3.2: Respond During Emergency and Disaster Events
The City shall ensure that appropriate measures are implemented and enforced in order to respond to emergency and disaster events.

POLICY CM 3.2.1: The City shall maintain procedures and periodically review and update its policies related to emergency management and provisions for declarations of states of emergency and subsequent actions.

POLICY CM 3.2.2: The City shall maintain policies for an emergency operations center, including for readiness training and designation of staff, in coordination with regional authorities.

OBJECTIVE CM 3.3: Recover After Emergency and Disaster Events
The City shall ensure that appropriate measures are implemented to recover after emergency and disaster events.

POLICY CM 3.3.1: Post disaster response and redevelopment plans should distinguish between immediate repair and cleanup actions needed to protect public health, and safety and long-term repair and redevelopment activities.

POLICY CM 3.3.2: Implement the City’s hurricane plan, including debris clearance, immediate repairs and replacement of public infrastructure needed to protect public health and safety.

POLICY CM 3.3.3: Future land use designations shall be reviewed following a major hurricane event or other natural event involving a declaration of state of emergency. The City shall severely limit redevelopment in areas of repetitive loss areas.

POLICY CM 3.3.4: City infrastructure damaged by storms intended to be repaired or replaced in its current location shall be built to a higher standard, or relocated.

POLICY CM 3.3.4a: The City shall discourage public expenditures that subsidize the reconstruction or repair of existing development destroyed by a natural disaster in the coastal high hazard and floodplain areas.

POLICY CM 3.3.5: Long-term redevelopment following a major hurricane event shall be conducted in accordance with FDEP standards.

POLICY CM 3.3.6: The City shall limit redevelopment in areas damaged by climate related hazards, through ensuring that any structure not compliant with required base flood elevations or that are substantially damaged (based on the definition in Chapter 161, F.S.) or abandoned, shall be rebuilt only to the extent that complies with the current floodplain management standards for the affected property.

POLICY CM 3.3.7: Deficiencies in hurricane evacuation times or facilities that arise in the future shall be analyzed, identified, planned for, and reflected by amendments to this element.
GOAL 4: Coordinate with related partners and agencies (at city, local, county, regional, state, and federal levels) to ensure disaster and emergency management, abide by statutes, and further the resiliency of coastal areas.

OBJECTIVE CM 4.1: Coordination for Emergencies and Disaster Events
In the interest of public safety, the City shall follow protocols and coordinate with appropriate agencies before, during, and after emergencies and disaster events.

POLICY CM 4.1.1: The City should coordinate with Broward County to ensure that shelter spaces are reserved for patients in health care facilities located within the storm surge areas, at health care facilities located outside of the evacuation zones and designated as receiver facilities. Health care facilities are to be responsible for evacuating their own patients or to provide on-site enhanced protection areas for them.

POLICY CM 4.1.2: The City should coordinate with Broward County to prepare an inventory for special needs populations, and designate special shelter(s) to accommodate their needs. Additionally, an outreach and communications program should be established to assist the special needs populations in evacuation and sheltering.

POLICY CM 4.1.3: Provide input for inclusion to the Broward County Hurricane Evacuation Plan (CHEP) on development and redevelopment to enhance the protection of Fort Lauderdale citizens through the Emergency Coordinating Council.

POLICY CM 4.1.4: Coordinate efforts with Broward County to relieve deficiencies identified in the hurricane evacuation analysis, align with the LMS Plan and ensure that there are sufficient and appropriate personnel assigned to implement and expedite the County’s evacuation plan.

POLICY CM 4.1.5: Participate in the review of Broward County Comprehensive Emergency Operations Plan and the CHEP to ensure that revisions are made as needed to reflect new techniques or programs that accelerate evacuation.

POLICY CM 4.1.6: Continue and participate in regular meetings of local and regional evacuation planning professionals.

POLICY CM 4.1.7: Continue to provide data to the County from police and fire departments regarding evacuation needs of transit dependent and vulnerable populations including mobile home park residents within the City.

POLICY CM 4.1.8: Participate in the preparation and adoption of a county-wide post disaster redevelopment plan which establishes an orderly process for reviewing private and public redevelopment proposals to restore the economic and social viability of the City in a timely fashion. Post-disaster redevelopment should address the removal, relocation, or structural modification of damaged structures and infrastructure as determined appropriate and be consistent with federal funding provisions and unsafe structures.
OBJECTIVE CM 4.2: Coordinate to Address Climate Change and Hazards

In order to reduce vulnerability and increase resiliency, the City shall foster partnerships and coordinate with respective agencies in order to proactively and reactively address the issues of climate change and other relevant coastal risks and hazards.

POLICY CM 4.2.1: The City shall align and be consistent with, to the extent possible, relevant and current national, state, and regional adaptation strategy documents, such as Broward County Climate Action Plan, Southeast Florida Regional Climate Action Plan, and the President’s Climate Action Plan, as well as others.

POLICY CM 4.2.2: The City shall be diligent in coordinating with FEMA and Broward County to receive the most up to date information regarding the current floodplain boundaries.

POLICY CM 4.2.3: Continue to foster effective collaborations, partnerships (including P3), and coordination with national, state, regional, and local partners to identify risks, vulnerabilities, and opportunities associated with coastal hazards and the impacts from sea level rise.

POLICY CM 4.2.4: The City will continue to coordinate efforts to assess existing and projected regional conditions related to climate change and sea level rise, with other governmental and non-governmental agencies in the Southeast Florida region, and collaborate to develop actionable strategies appropriate to the region.

OBJECTIVE CM 4.3: Coordinate for Coastal Environmental Issues and Regulatory Consistency

The City shall utilize partnerships and coordinate with appropriate agencies for coastal environmental issues and regulatory consistency.

POLICY CM 4.3.1: Assist county and state agencies in the enforcement and monitoring of compliance with the Florida Department of Environmental (DEP) Coastal Construction Control Line regulations.

POLICY CM 4.3.2: Coordinate efforts with Broward County and existing resource protection plans of the City and other agencies to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect marine resources, reduce exposure to natural hazards, and ensure equitable public access.

POLICY CM 4.3.3: The City shall continue to coordinate and cooperate with applicable state and federal agencies for all beach nourishment projects within the City to maintain ecological, economic, and shoreline protection functions.

POLICY CM 4.3.4: Apply for state and other funding through the DEP to plan for and enhance the coastal dunes, with particular focus on the south end of the Central Beach north to Alexander Park.
POLICY CM 4.3.5: Work with the Broward County Soil and Water Conservation District to appropriately vegetate and maintain dune systems, with particular focus on the south end of the Central Beach north to Alexander Park.

POLICY CM 4.3.6: Participate in studies affecting natural resources located in or adjacent to the City, through intergovernmental coordination mechanisms.

OBJECTIVE CM 4.4: Deepwater Port
The City of Fort Lauderdale shall work with Broward County in a cooperative fashion to resolve inconsistencies which may arise between the City of Fort Lauderdale Comprehensive Plan and the Deepwater Port Component of the Broward County Comprehensive Plan.

POLICY CM 4.4.1: Ensure that areas within Port Everglades are consistent with priorities identified within the Deepwater Port Component of the Broward NEXT Comprehensive Plan.

POLICY CM 4.4.2: In the event the City of Fort Lauderdale and Broward County are unable to resolve an inconsistency between the Port and City Plans, the City may, subject to and in accordance with all applicable law, utilize the dispute resolution process as provided under s. 186.509, Florida Statutes.
INTERNAL SUPPORT
IMPLEMENTATION ELEMENT

PRINCIPLES

The Internal Support Platform and this Administrative Element is the primary mechanism for implementing, monitoring and updating the Comprehensive Plan and ensuring superior service to the community. It guides how the goals, objectives and policies will be executed.

The Comprehensive Plan will be implemented consistent with the City’s Fast Forward Fort Lauderdale Vision Plan 2035 and the Press Play Fort Lauderdale Strategic Plan in terms of infrastructure, Public Places, Neighborhood Enhancement, Business Development, Public Safety and Internal Support.
## DEFINITIONS

The Comprehensive Plan is the legal document which regulates all growth and development for the City of Fort Lauderdale. It is subdivided into X elements according to different subjects which address goals, objectives and policies that must be observed.

“Goal” means the long-term end toward which programs or activities are ultimately directed.

“Objective” means a specific, measurable, intermediate end that is achievable and marks progress toward a goal.

“Policy” means the way in which programs and activities are conducted to achieve an identified goal.

### SIX CYLINDERS OF EXCELLENCE

- **Infrastructure**: Pedestrian friendly, multi-modal, sustainable and resilient
- **Public Places**: Access, identity, partnerships for better spaces, health and recreation
- **Neighborhood Enhancement**: Healthy and diverse neighborhoods
- **Business Development**: Economic development, superior transportation, educational excellence
- **Public Safety**: Police, fire, emergency management and disaster recovery
- **Internal Support**: Leadership and fiscal responsibility, cross collaboration and professional development

## FAST FORWARD FORT LAUDERDALE VISION PLAN

The Vision Plan sets the overall framework for how Fort Lauderdale will develop over the next 17 years according to five cylinders of excellence and an internal support platform. It is a guiding document for future growth and it is supported by a system of annual and multi-year plan reviews and progress reports governed by the City’s Strategic Plan. These include the neighborhood survey, the Commission Annual Action Plan, the Fiscal Year Budget, 5-year Community Investment Plan, Department Scorecards.

## PRESS PLAY FORT LAUDERDALE STRATEGIC PLAN

Additionally, the Strategic Plan includes goals, objectives and performance indicators and initiatives for each of the cylinders of excellence and the City departments with five year targets. They further the City’s mission We Build Community and helps move the City closer to achieving its Vision “The City You Never Want to Leave.” The Vision Scorecard tracks improvements in each category and, over time, the City will have achieved all of the goals and objectives represented in the scorecard.

## COMMUNITY INVESTMENT PLAN

The five-year Community Investment Plan (CIP) includes ongoing projects, new projects, and projects in progress that require additional funding. The CIP also includes a plan for future projects based on expected revenues, bond issuance, and other financing mechanisms.
GOALS AND POLICIES

GOAL 1: The Fort Lauderdale Comprehensive Plan shall accomplish the City’s Fast Forward Fort Lauderdale Vision 2035 Plan regarding the City’s future growth and the six Cylinders of Excellence and shall be the City’s primary policy document to guide all of its activities and development.

OBJECTIVE AI 1.1: Plan Maintenance and Administration
The City will maintain and administer its comprehensive planning program in adherence to the Chapter 163.3177 of the Florida Statutes.

POLICY AI 1.1.1: Fort Lauderdale shall empower the workforce to be the primary leader towards achieving the Fast Forward Plan and shall be a well-trained, innovative and neighborhood centric workforce that builds community by accessing the following mechanisms for growth and improvement:

1. Educational outlets and self-improvement which may include employee training development and self-evaluation.
2. Employee recognition and improved employee engagement which may include improved communication of policies and procedures and a succession plan for critical positions.
3. Improve health and safety with better opportunities to participate in the health and wellness center and policies and procedures to prevent injuries.

POLICY AI 1.1.2: The City shall continue to provide funding for the administration of the Plan. The Department of Sustainable Development Director or such person(s) appointed by the City Manager will be responsible for answering all questions of interpretation and enforcement of the Plan. The Plan shall be administered by the Department of Sustainable Development.

POLICY AI 1.1.3: The City shall continue to provide public participation procedures.

POLICY AI 1.1.4: In addition to the public hearings required by Florida Statute (FS), public participation opportunities shall consist of methods such as open discussion, communication programs, information services and broad dissemination of the proposals and alternatives, as well as opportunity for submittal of written comments.

POLICY AI 1.1.5: The City shall continue to adopt and implement public participation procedures for inclusion in the Unified Land Development Regulations (ULDR), and update them as necessary.
OBJECTIVE AI 1.2: Plan Monitoring and Review
The City shall provide for periodic updates between EAR cycles and monitor the Plan’s progress for consistency with the Fast Forward Fort Lauderdale Vision Plan as required by Florida Statutes.

POLICY AI 1.2.1: To be a leading government organization that manages resources wisely and sustainably, the Department of Sustainable Development shall use the following annual monitoring processes and procedures to recommend amendments to the Comprehensive Plan and its elements:

1. The City’s current FL2STAT monitoring process described in the Strategic Press Play Plan in relation to the initiatives and performance indicators defined in the Vision Plan, the Strategic Plan, the Commission Annual Action Plan, Department Budgets and Process Improvements and at minimum reviewed annually.
2. The 2035 Vision Scorecard to measure success by increasing baseline scores identified in the Press Play Strategic Plan and increase overall satisfaction with quality of city services.
3. Utilize professional associations and benchmarking for continuous improvement.

POLICY AI 1.2.2: At least once every 7 years, Fort Lauderdale shall evaluate the Comprehensive Plan through an Evaluation and Appraisal Report, the Fast Forward Fort Lauderdale Vision Plan and the Press Play Fort Lauderdale Strategic Plan. These plans shall be evaluated and, as necessary, updated to reflect changes in local conditions.

POLICY AI 1.2.3: The Department shall use a professionally acceptable and replicable methodology for generating population estimates and projections and assigning the population.

POLICY AI 1.2.4: Manage policies and capital projects through the Capital Improvement Program which shall be automatically updated annually and adopted by resolution.

POLICY AI 1.2.5: Within a reasonable time subsequent to the annexation of land into the City’s corporate limits, the Department shall submit a revised Plan to the Broward County Planning Council for recertification.

POLICY AI 1.2.6: All updates to the Comprehensive Plan elements shall be reflected in the subsequent updates to the five-year strategic plan and the Commission Annual Action Plan.
IMPLEMENTATION ELEMENT

OBJECTIVE AI 1.3: Concurrency Review and Administration

The City shall perform a Concurrency Assessment to ensure that the public facilities are available and concurrent with the impacts of the proposed development. To conduct the assessment, and to determine the capability of existing public facilities to service new development, the inventory of services and facilities contained in the Community Investment Plan shall be used as a base for the establishment of existing conditions.

POLICY AI 1.3.1: Prior to the issuance of a development order for a proposed new development, the City shall review:

- The ability of existing facilities to accommodate the proposed development at the adopted level of service standards;
- Any existing facility deficiencies that will need to be corrected prior to the completion of the proposed development;
- The facility(s) improvements or additions that will be needed to accommodate the impacts of the proposed development at the adopted level(s) of service standard(s);
- The date such facility(s) improvements or additions will need to be completed to be concurrent with the impacts on such facility(s) created by the proposed development; and
- A recommendation of approval or denial with any applicable conditions for the timing and location of needed improvements.

POLICY AI 1.3.2: The adopted level of service standards shall be the minimum acceptable standards with which all proposed new development shall comply. The Concurrency Management System shall not preclude the City from imposing other conditions of approval including improvements and additions to the facilities covered under this system beyond the minimums necessary to achieve concurrency.

POLICY IC 1.3.2a: Prior to the approval of an application for a final subdivision plan or final site plan, the City will review the proposed development application to ensure that public facilities and services needed to support development are available concurrent with the impacts of such development based upon the adequacy requirements in the Unified Land Development Regulations (ULDRs).

POLICY IC 1.3.2b: Provisions in the Comprehensive Plan that ensure that public facilities and services standards will be met to satisfy the Concurrency requirement shall consist of the following:

- The necessary facilities and services are in place at the time a development permit is issued;
- A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur;
- The necessary facilities are under construction at the time a permit is issued;
- The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of Rules 9J-5.0055 (2)(a)1-3, Florida Administrative Code. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur;
- At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or
- The necessary facilities and services are guaranteed in an enforceable development agreement that requires the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of the applicable development permit.
OBJECTIVE IC 1.4: Plan Amendment Process
The Department of Sustainable Development shall work with the staff of other City departments to ensure that the adopted components of the Plan are updated regularly through the EAR and EAR-based amendments and are coordinated and consistent with the supporting documentation of the Plan.

POLICY AI 1.4.1: The Department shall prepare and maintain the Future Land Use Element Map Series, and amendments thereto, which shall be the effective future land use map for the City upon adoption by the City Commission and recertification by the Broward County Planning Council.

POLICY AI 1.4.2: The Department shall submit to the BCPC amendments to the Future Land Use Element, and amendments to Future Land Use Element Map Series, for recertification after final adoption by the City Commission.

POLICY AI 1.4.3: Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

• Consistency with the Infrastructure Element, and the Coastal Management Element and not contribute to a condition of public hazard.
• Consistency with the Transportation Element; Infrastructure Element; and Parks and Recreation Element and not intensify any existing public facility capacity deficits not envisioned within this plan.
• Generate public facility demands that may be accommodated by planned capacity increases.
• Conform with future land uses as shown on the Future Land Use Map of the Future Land Use Element.
• Accommodate public facility demands based upon level-of-service standards by provision of facilities by the developer or by the City consistent with this element.
• Consistency with state and regional agencies’ and water management district’s facilities plans.
AMENDMENT PROCESS

Types of Amendments
- EAR based amendments (Evaluation and Appraisal Report) - by City
- Comprehensive Plan text amendment by City or property owner
- Comprehensive Plan map amendment by City or property owner

Public Input Process for:

Comprehensive Plan Text and Map Amendments
- Legal notification of public hearing (Ch 163.3174 FL FS)
- Mailing to adjacent municipalities

EAR Based Amendments
- Unified Land Development Regulation (ULDR) requires different types of public notice to be allocated, and the City is required to provide digital access to drafts.
- Comment period
- Public hearing
  - Planning and Zoning Board- Transmittal of plan amendment
  - Broward County Planning Council Public Hearing (as required)
  - Broward County Commission Second Reading (as required)
- Administrative hearing is permitted within 30 days of final hearing for persons affected by the amendment.
- Transmittal to State, County and South Florida Regional Planning Council (except for small scale land use amendments)

SEVEN YEAR EVALUATION AND APPRAISAL REPORT

Purpose
Fort Lauderdale shall evaluate the Strategic Plans and update as necessary to reflect changes in local conditions.

Policy Review
Update goals, objectives and policies not achieved to address:
- Specificity and more direct language
- Timeframe and specific times for completion
- The correct implementation agency for completion
- If new mandates impact the City plan and should be adjusted

Process
1. Update baseline data according to Chapter 163, FS and 9J-5 that directly support goals, objectives and policies
2. Update goals, objectives and policies which were not achieved.
3. Include new or modify existing goals, objectives or policies as needed.
The Capital Improvement Element is the primary mechanism to consider which and where public facilities should be located to implement the City of Fort Lauderdale Comprehensive Plan. It describes standards to improve existing facilities and for constructing new facilities for at least a five-year period and includes a detailed schedule of funding, prioritization and timing for all capital projects within the City. It also includes guidelines for determining capital improvement needs using a combination of level of service standards, performance criteria from the Vision Scorecard and the FL2 STAT Community Investment Plan Ranking Team under the direction of the City Manager, the City Commission and the Capital Improvement Plan Committee.

In this way, the Capital Improvement Element is an integral part of the City of Fort Lauderdale’s budget. The five-year capital improvement plan is presented to the City Commission annually for adoption.

The Capital Improvement Element will also implement components of the City of Fort Lauderdale’s Vision Plan and Strategic Plan as they relate to:

1. Transportation as a pedestrian friendly and multi-modal City
2. A sustainable and resilient community
3. Unique, inviting and connected gathering places
4. Educational excellence
5. Public safety

2020 Advance Fort Lauderdale Comprehensive Plan
DRAFT 5/2/2019
GOAL 1: The City will strive to provide infrastructure as appropriate to meet the standards set forth within the comprehensive plan elements, by preserving, modifying and replacing existing infrastructure and providing new infrastructure related to growth and resiliency.

OBJECTIVE CI 1.1: Funding Capital Improvements
Ensure that financial resources are available to provide capital improvements that meet existing needs and needs of planned future growth and in a cost-effective manner.

POLICY CI 1.1.1: The City Manager shall prepare and propose a five-year Capital Improvement Program and One-Year Capital budget to the City Commission annually as part of the Community Investment Plan preparation process, for adoption to meet present infrastructure deficiencies and future infrastructure needs as discussed in other Elements of this Comprehensive Plan as follows:

1. The proposed plan shall include sources of funding for each capital improvement or category of capital improvement.
2. Utilize the findings and recommendations of the Comprehensive Plan to develop the annual capital improvement plan.
3. The Capital Improvement Schedule should demonstrate that level of service standards will be maintained in a such a way that deficiencies and needs are addressed during the next five-year period.
4. The schedule of capital improvements provides an estimate of public facility costs including a delineation of when it will be needed, the general location of the facilities and projected revenue sources to fund the facilities. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period are identified as either funded or unfunded and given a level of priority for funding.

POLICY CI 1.1.2: Identify public facilities needed to adequately service existing development and development for which development orders were previously issued.

POLICY CI 1.1.3: Capital projects will be evaluated using the following criteria:

1. **Meets federal, state or legal requirement** - Whether there is a federal, state, local mandate, grant, court order, judgment, or other requirement that the project must be completed.
2. **Project feasibility** - Whether there are obstacles to proceeding with the project (land acquisition, easements, approvals required, etc.)
3. **Costs and sources of funds** - Whether the project would impact the City’s operating costs, debt service level, and/or whether the project would yield revenue.
4. **Reduces risk and improves urgent safety needs** - Whether the project reduces an immediate or future risk, addresses a public health and/or safety hazard, or addresses an urgent safety needs.
5. **Relevant level of service and performance measures** - Is the impact of the project measurable? Will completing the project improve key performance measures or result in efficiencies?

6. **Addresses aging infrastructure needs and maintenance of existing facilities** - Whether the project helps to repair or replace the City’s aging infrastructure (e.g. bridges, seawalls, roads) or provides for capital maintenance of existing City facilities (e.g. community centers, swimming pools, or sports complex).

7. **Project consistency with existing approved plans and projects** - Whether the project is directly consistent with a Commission approved plan, advances the Strategic Plan, the Commission Annual Action Plan (CAAP), and/or the 2035 Community Vision Plan.

8. **Improves traffic, mobility, connectivity, pedestrian safety and cyclist safety** - Whether the project would result in filling mobility gaps, supporting more effective interconnectivity, and ensuring increased and safe accessibility to activities, events and locations (bikeway path, commuter rail).

9. **Environmental benefits** - Whether the project would address sea level rise, flooding, energy efficiency, water quality, water efficiency or other sustainability measures.

10. **Promotes or accelerates sustainable economic development** - Whether the project would directly result in capital investment, increased tax base, increased property values, or improved job opportunities.

**POLICY CI 1.1.4:** The Capital Improvements Element will be reviewed annually. The Plan will include:

- Sources of funding
- Considerations of the Comprehensive Plan to develop the annual capital improvement plan
- Adherence to Level of Service Standards
- Estimate of costs
- Timing of program needs

**POLICY CI 1.1.4a:** The five-year capital improvement schedule of the Capital Improvement Element shall incorporate by reference the Community Investment Plan as adopted and as amended annually by the City Commission.

**POLICY CI 1.1.4b:** Top priority will be given to appropriate levels and schedules of recapitalization including quantity, replacement cost, life cycle and annual depreciation/recapitalization needs when developing budget recommendations for the Community Investment Plan.

**POLICY CI 1.1.4c:** Coordinate planning for City improvements with applicable government agencies.

**POLICY CI 1.1.4d:** Prioritize CIP projects based on hierarchy of program needs.

**POLICY CI 1.1.5:** Examples of financing methods that may be used include:

1. **General Fund Revenues** - General tax revenues, transfers in from other funds, and other receipts that are not allocated by law or contractual agreement used for new construction as well as improvements to infrastructure primarily for community-wide benefit and use, such as municipal buildings and parks.
2. **Enterprise Fund Revenues** - Revenues from a fund that provides goods or services to the public for a fee that makes the entity self-supporting (e.g. Water and Sewer, Stormwater, Sanitation, Parking, and Airport Funds).

3. **General Obligation (GO) Bonds** - Obligations secured by the full faith and credit of a governmental unit or payable from the proceeds of ad valorem taxes of a government unit which require voter approval.

4. **Grants** - Priorities adopted by the Commission that direct staff’s pursuit of funds used for capital projects when available.

5. **Regulatory Fees** - Fees that are imposed for a sovereign function and shouldn’t exceed the regulated activity’s cost such as Park Impact Fees and Water and Sewer Capital Expansion Fees.

6. **Special Assessments** - Used to construct and maintain capital facilities such that the construction improves the property and the assessment has been fairly and reasonably apportioned among the properties receiving the benefit.

7. **Special Assessment Bonds** - Bonds that provide for capital improvements and are paid in whole or in party by levying and collecting special assessment on the abutting, adjoining, contiguous, or other specially benefited property.

8. **Revenue Bonds** - These are typically bonds that finance income-producing projects and are secured by a specified revenue source (e.g. Parking Revenues, Stormwater Fees, Water and Sewer Rates).

9. **Public Private Partnership** - A contractual agreement between a public agency and private sector entity with the intention in delivering a service or facility for the use of the general public.

10. **Energy Performance Contracts** - Projects that guarantee energy, water, and operational savings that must be greater than the cost of the project.

**POLICY CI 1.1.6:** All legal, feasible, cost-effective methods of financing capital improvements shall be explored. Capital projects shall not be dictated by the nature of funding available except to the extent that the projects meet an initial test of being required to achieve City goals and to the extent that project must be placed in priority dictated by the nature of funds available.

**OBJECTIVE CI 1.2:** Public Facilities and Standards for LOS

Provide infrastructure, roads and public education facilities to meet existing needs and needs of planned future growth at the adopted level of service standards.

**POLICY CI 1.2.1:** Water - Provide the necessary capital improvements to maintain water, wastewater and stormwater levels of service, based on service area proportional needs as described in the Infrastructure Element through 2035 and for consistency with the sustainability action plan as follows:

1. Capital improvements will adhere to all construction standards, minimize construction costs and assure acceptable useful life and minimum maintenance cost.
2. Water, sanitary sewer, and stormwater improvements will be designed and constructed to the size required to serve the City’s projected needs.
3. To the maximum extent possible, water and sanitary sewer support systems should be designed to accept future facilities without the need to substantially redesign existing facilities.
4. Utilize existing and future sources of funding for water, stormwater and wastewater improvements including water and wastewater impact fees. Ensure all enterprise funds are continued and utilized for the intended purpose.
5. Assure that adequate water supplies and potable water facilities meeting the adopted level of service, shall be in place and available to serve new development no later than the issuance of a certificate of occupancy.
6. Implement the water supply projects described in the 10-Year Water Supply Facilities Plan. These improvements shall be incorporated into the Capital Improvements Element and City’s budget on an annual basis.
7. Water supply projects to be undertaken within the next five years shall be included in the Five-year Capital Improvements Plan with identified, committed funding sources for the initial three years as required by Chapter 163, F.S.

**POLICY CI 1.2.2: Transportation** - Provide capital improvements necessary to meet the adopted levels of service specified in the Transportation Element, giving due consideration to the City’s street closure policy and neighborhood needs and the following additional considerations:

Prioritize roadway improvement projects from the Connecting the Blocks Program which improve safety, contain sustaining elements, fill existing network gaps and support transit in compliance with the 2013 adopted Complete Streets Policy.

**EVALUATION MEASURE CI 1.2.3:** The City shall provide capital improvements related to the stormwater management, operations and maintenance including drainage improvements designed to improve flood protection and pollution controls to City’s streets and roadways. These improvements will be identified and prioritized by the City’s Watershed Asset Management Plan (WAMP) through adopted Level of Service (LOS) metrics and in alignment with asset management best practices, as defined by the Institute of Asset Management (IAM).

**EVALUATION MEASURE CI 1.2.4:** Solid Waste - Provide for adequate solid waste collection and disposal necessary to remain consistent with Broward County’s Comprehensive Plan solid waste generation rates.

**EVALUATION MEASURE CI 1.2.5:** Parks - Provide improvements necessary to meet the adopted levels of service specified in the Parks Element.

**GOAL 2:** Ensure adequate funding for infrastructure and capacity exist concurrent with development or redevelopment.

**OBJECTIVE CI 2.1: Infrastructure Concurrency Management**
Maintain Principles for constructing, extending or increasing capacity of public facilities, and principles for correcting existing deficiencies.

**EVALUATION MEASURE CI 2.1.1:** Concurrency Management System - The following is the Concurrency Management System used by the City for monitoring and ensuring adherence to: the adopted LOS standards, the availability of public facility capacity, and the schedule of capital improvements as defined in appropriate Comprehensive Plan elements. It includes guidelines for interpreting and applying LOS standards to applications for development orders (D.O.’s) and development permits (D.P.’s) and determining when the test for concurrency must be met, including the latest point in the application process for the determination of concurrency prior to the approval of an application. The Concurrency Management System provides a program that ensures D.O.’s and D.P.’s are issued in a manner that will not result in a reduction in the LOS below the adopted LOS standard for the affected facility.
1. Capacity and LOS Inventory

The provisions and requirements of the Concurrency Management System applies only to those facilities listed herein. The following inventories shall be maintained by the appropriate City departments and they will be used for the concurrency assessment of new development. The inventory shall be reviewed annually and updated as necessary.

a. Transportation

- Design capacity of different roadway and transit networks.
- The existing LOS measured by the average annual number of trips per day on a roadway link and the peak hour trips as provided in the last counts taken before November 1 by the Florida Department of Transportation, Broward County or the City.
- The status of service degradation on those roads classified as backlogged, based on the methodology described in the Transportation Element of this plan.
- The adopted level of service standards for roadways and transit.
- The existing capacities or deficiencies of the roadway and transit network. The capacities reserved for approved, but unbuilt development.
- The projected capacities or deficiencies due to approved but unbuilt development.
- The improvements to be made to the roadway and transit network by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
- The improvements to be made to the roadway and transit network by the City, Broward County, the State of Florida Department of Transportation, or other public agency and the impact of such improvements on the existing capacities or deficiencies.

b. Sanitary Sewer

- The design capacity of the wastewater treatment facilities.
- The existing level of service standards measured by the average number of gallons per day per unit based on the average flows experienced at the treatment plant and the total number of equivalent residential units within the service area.
- The adopted LOS standard for average daily flows per equivalent residential unit.
- The existing deficiencies of the system.
- The capacities reserved for approved but unbuilt development.
- The projected capacities or deficiencies due to approved but unbuilt development.
- The improvements to be made to the facility by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
c. Potable Water

- The design capacity of potable water treatment facilities.
- The existing LOS measured by the average number of gallons per day per unit based on the average flows experienced and the total number of equivalent residential units within the service area.
- The existing potable water storage capabilities of the water system. The existing minimum water pressure.
- The adopted LOS standards for the potable water facility components.
- The existing capacities or deficiencies of the system.
- The capacities reserved for approved but unbuilt development.
- The improvements to be made to the facility by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
- The improvements to be made to the facility by the City and the impact of such improvements on the existing capacities or deficiencies.

d. Solid Waste Disposal

- The design capacity of solid waste disposal facilities.
- The existing level of service measured by the number of units served per route.
- The adopted LOS standard for solid waste.
- The capacities reserved for approved but unbuilt development.
- The projected capacities or deficiencies due to approved but unbuilt development.
- The improvements to be made to the system by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.

e. Stormwater Drainage

- The existing LOS determined by the current City’s roadway flood protection criteria and environmental regulations.
- The adopted LOS standards and metrics for stormwater and environmental protection as defined by the City’s Watershed Asset Management Plan (WAMP).

f. Parks - The following standards will apply in the administration of Park LOS:

- Park LOS will be assessed prior to the issuance of a building permit.
- The Park LOS shall be evaluated separately for both citywide parks and community parks as provided for in the Parks Element, and shall be on the basis of acreage per 1000 people.
- The City may accept, for the purposes of meeting the adopted LOS, payments in lieu of parks and donation of land to the City.
- Privately owned land which will serve as publicly accessible parks and open space may be utilized to fulfill Park LOS requirements, provided that this usage is preserved through land use designation and/or deed and covenant restrictions.
OBJECTIVE CI 2.2: Coordination with School Board for School Capacities

POLICY CI 2.2.1: The City of Fort Lauderdale shall advise Broward as needed in regards to school needs generated by City’s growth. Broward County, in collaboration with the School Board of Broward County and the municipalities shall ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted LOS.

POLICY CI 2.2.1a: Consistent with policies and procedures within the Interlocal Agreement for Public School Facility Planning the Five-Year District Educational Facilities Plan (DEFP) shall contain a five year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all concurrency service areas. This financially feasible schedule shall be updated on an annual basis and annually adopted into the CIE.

EVALUATION MEASURE CI 2.2.2: The LOS for School Type A shall be 100% gross capacity (including relocatables). The LOS for School Type B shall be 110% permanent Florida Inventory of School Houses (FISH) capacity.

POLICY CI 2.2.3: The LOS shall be adopted and incorporated into the PSFE of Broward County and the Municipalities’ Comprehensive Plans.

POLICY CI 2.2.4: Fort Lauderdale shall automatically amend its CIE to reflect any amendment, correction or modification to the Broward County School Board’s adopted Five-Year DEFP concerning costs, revenue sources, or acceptance of facilities pursuant to dedications or proportionate share mitigation, once adopted by the School Board.
PRINCIPLES

The City of Fort Lauderdale will coordinate cooperative efforts with regional agencies and neighboring municipalities to effect better quality of life and ensure opportunities for residents and businesses within the City.

Through this cooperation, the City will focus its efforts on enhancing the environment, protecting our resources, and preparing and mitigating the affects and causes of climate change.
GOALS AND POLICIES

GOAL 1: Coordinate all development activities and service delivery with other government agencies and adjacent municipalities for consistency with the City’s adopted Comprehensive Plan.

OBJECTIVE IC 1.1: Mechanisms to Coordinate Potential and Allowable Development Impacts from the City’s Comprehensive Plan

The City shall coordinate with Broward County adjacent municipalities, the School Board of Broward County to ensure that proposed development impacts which are allowed in the City of Fort Lauderdale Comprehensive Plan, are addressed.

POLICY IC 1.1.1: Department of Sustainable Development shall ensure the potential development impacts allowed by the Fort Lauderdale Comprehensive Plan on adjacent jurisdictions are addressed through the following mechanisms, processes or procedures:

1. The platting procedure, which considers the future impact of a proposed plat (county-wide) on the facilities and services provided by the local government within which it is located as well as those of adjacent local governments, if any.
2. The site plan procedure, which considers the future impact of a proposed site plan on the facilities and services provided by Broward County and those of adjacent local governments, if any.
3. The compatibility and public school impacts procedure, which considers land use compatibility and public school impacts of applications for the use of the Broward County Land Use Plan’s flexibility provisions.
4. The Development of Regional Impact (DRI) process, established in Section 380.06, FS, and its implementing rules, in reviewing and amending development orders and permits for large-scale developments.
5. The Broward County Planning Council’s map amendment review process, which provides Broward County with the opportunity to review, and provide comments or objections on, proposed small-scale and other amendments to the Future Broward County Land Use Plan Map Series.
6. The intergovernmental review procedures prescribed in Chapter 163, Part II, Florida Statutes, and its implementing administrative rules, to review and provide comments on, or objections to, proposed comprehensive plans and plan amendments of adjacent cities.
7. The goals, objectives, and policies contained within the comprehensive plans of adjacent local governments, when reviewing proposed site-specific map amendments to the Future Unincorporated Area Land Use Plan Map Series.
8. For proposed changes to the City’s Land Use Plan which affect and impact abutting local jurisdictions and/or State and Regional facilities, follow the existing Broward County Planning Council procedures including notification of adjacent property owners.
9. Utilize the Broward County Planning Council to work out land use change details with affected municipalities and to assist in the review of extra-jurisdictional impacts related to the Broward County Trafficways Plan.
POLICY IC 1.1.2: The City shall coordinate the adopted comprehensive plan with the plans of the School Board of Broward County, the South Florida Regional Water Supply Authority, adjacent municipalities and other units of local government providing services but not having regulatory authority over the land use through mechanisms such as joint area planning, dispute resolution processes, interlocal agreements, intergovernmental review of comprehensive plans and plan amendments, work groups and meetings. Fort Lauderdale shall:

POLICY IC 1.1.2a: Use the Broward County Comprehensive Plan workshops scheduled during the year to coordinate planning activities mandated by the various elements of the Comprehensive Plan with local governments, the School Board of Broward County, the Broward County MPO and its Technical Coordination Committee (TCC), the South Florida Regional Planning Council, FDOT other governmental units providing services but not having regulatory authority over the use of land, the region, and the state.

POLICY IC 1.1.2b: By participating in workshops, joint meetings, and other planning groups, the City and its various departments, including the Transportation and Mobility Department, will provide for collaborative planning and decision making regarding regional transportation, freight along key corridors, infrastructure and housing needs, economic development and education with Broward County, the Broward County MPO and its Technical Coordination Committee (TCC), FDOT, other cities, the Broward County School Board and other service providers.

POLICY IC 1.1.2c: Use the South Florida Regional Planning Council’s informal mediation process to resolve conflicts with other local governments, when agreed to by all affected parties.

POLICY IC 1.1.2d: Use the intergovernmental review procedures prescribed in Chapter 163, Part II, Florida Statutes, and its implementing administrative rules to review and provide comments on, or objections to, proposed comprehensive plans and plan amendments of adjacent cities.

POLICY IC 1.1.3: The City shall coordinate with neighboring municipalities as needed to provide for land use, economic development, and other needs for the Fort Lauderdale Executive Airport and the Fort Lauderdale/Hollywood International Airport.

POLICY IC 1.1.3a: Solicit input from the City of Tamarac regarding development activities at Fort Lauderdale Executive Airport, through direct contact and through ad hoc membership on the Airport Advisory Board.

POLICY IC 1.1.3b: Enter into interlocal Agreements as needed to protect and mitigate the impact on adjacent neighborhoods of any future expansion of the Fort Lauderdale/Hollywood International Airport.

POLICY IC 1.1.3c: In order to avoid land use conflicts, initiate discussions regarding an Interlocal Agreement with Broward County and other affected municipalities regarding land use within the noise contours and under the flight path of Fort Lauderdale Executive Airport. The Agreement should be consistent with the requirements of Chapter 333.03 Florida Statutes.
POLICY IC 1.1.4: Concerning annexation, the City of Fort Lauderdale shall coordinate all efforts with the County, County Legislative Delegation, affected neighborhood associations and property owners consistent with annexation and incorporation policies of the Broward County Legislative Delegation adopted policies and Florida statutes.

POLICY IC 1.1.5: Facilitate Intergovernmental coordination to provide for the implementation of planning and policies affecting more than one municipality.

POLICY IC 1.3.2a: Use partnerships to acquire funding and solving problems affecting multiple cities and agencies. Partnerships are encouraged to address issues related to affordable housing, protection of natural and historic resources, affordable housing and water supply.

OBJECTIVE IC 1.2: Coordinate Level of Service (LOS) Standards
Coordinate LOS standards for public facilities with the agencies and municipalities that are responsible for their operations and maintenance and ensure that existing and new facilities can adapt to climate change impacts to minimize costs and maximize their use through their expected lifespan.

POLICY IC 1.2.1: For transportation facilities, the LOS standard shall be coordinated through the Broward Metropolitan Planning Organization. This includes the development of the regional Long Range Transportation Plan, multimodal LOS standards and the transit hub designation for the Tri-Rail Coastal Link Project Downtown Fort Lauderdale station.

POLICY IC 1.2.2: For drainage and sanitary sewer facilities, the Level of Service standard shall be coordinated with Broward County and the South Florida Water Management District as needed.

POLICY IC 1.2.2a: Monitor water demand needs and land use planning in municipalities receiving water from the City and providing water to the City.
POLICY IC 1.2.2b: Coordinate planning and public improvements with those municipalities receiving water from the City and providing water to the City. Such coordination may include sharing of updated information to meet ongoing water supply needs, implementation of alternative water supply projects, establishing LOS and to determine the potential for annexation.

POLICY IC 1.2.3: Implement the City’s Water and Sewer Master Plan, including services agreed to through its User Agreements or changes in its Groundwater Withdrawal Permit.

POLICY IC 1.2.4: For solid waste facilities, the LOS standard shall be coordinated through the Waste and Recycling Services.

POLICY IC 1.2.5: Pursuant to Chapter 163.3177 (6)(h) F.S., the County, School Board and municipalities shall coordinate their planning and permitting processes consistent with the procedures establish within the ILA as follows:

1. Review and update of the annual DEFP containing the financially feasible schedule of capital improvement for school facilities needed to achieve and maintain the adopted LOS stands in all CSAs.
2. Coordinate County and municipal land use planning and permitting processes with the School Board’s site selection and planning process to ensure future school facilities are consistent and compatible with land use categories and enable a close integration between existing and planned school facilities and the surrounding land uses.
3. Coordinate the preparation of County and municipal projections for future development with the School Board’s school enrollment projections to ensure consistency between the County and municipal future land use maps and the long term school planning process.
4. Coordinate with the School Board through the Staff Working Group and Oversight Committee regarding the preparation of County and municipal annual comprehensive plan updates and the School Board’s annual update of the DEFP to ensure consistency between the plans.
5. Coordinate with the School Board on the planning, siting, land acquisition, permitting and development of new school facilities to ensure the availability of public facilities, services and grounds, especially for purposes of exploring collocation opportunities.
6. Revise County and municipal land development codes and School Board policies to establish a county-wide public school concurrency system.
7. Provide information on proposed major residential developments and proposed major residential Land Use Plan amendments to the School.

POLICY IC 1.2.6: Maintain compliance with the requirements of the BCLUP criteria and minimum LOS standards regarding park acreage.
OBJECTIVE IC 1.3: Climate and Hazard Mitigation

Fort Lauderdale shall continue to create collaborative intergovernmental practices and mechanisms in order to coordinate and advance strategies, programs, and other sustainable initiatives throughout the County and region, that mitigate greenhouse gas emissions and protect and adapt the built and natural environments to the consequences of climate change.

POLICY IC 1.3.1: Fort Lauderdale, in conjunction with Broward County, adjacent municipalities, independent districts and partner agencies, shall work to ensure that adaptation to climate change impacts, especially sea level rise, is incorporated into public infrastructure and is an integral component of all planning processes as stipulated in the South Florida Regional Climate Change Compact and the Climate Change Element.

POLICY IC 1.3.2: Fort Lauderdale shall continue to actively participate in the Southeast Florida Regional Climate Change Compact, working with our neighboring counties to make our region more climate change resilient by sharing technical expertise, assessing regional vulnerabilities, advancing agreed upon mitigation and adaptation strategies, and developing joint state and federal legislative policies and programs.

POLICY IC 1.3.3: Fort Lauderdale shall seek to engage the support of federal agencies, such as National Oceanic and Atmospheric Administration, U.S. Geological Survey, Federal Emergency Management Agency, Environmental Protection Agency, the U.S. Department of Interior, U.S. Department of Energy, U.S. Department of Transportation, and the U.S. Army Corps of Engineers, that can provide technological and logistical support to further state, regional, county, and local planning efforts in the assessment of climate change vulnerabilities and adaptation strategies.

POLICY IC 1.3.4: Fort Lauderdale shall work with municipal, regional, state, and affected industry representatives to cooperatively update the Local Hazard Mitigation Strategy and develop model codes and policies to encourage post-hazard redevelopment in areas with less vulnerability to storm surge, inundation, flooding, sea level rise and other impacts of climate change, and incentivize locally appropriate mitigation and adaptation strategies.
FUTURE LAND USE ELEMENT DATA INVENTORY AND ANALYSIS

A. POPULATION PROJECTIONS

Fort Lauderdale’s 2015 population of 175,123 residents makes it the largest municipality in Broward County, and the eighth largest city in the State of Florida. It is one of three principal cities in the South Florida Metropolitan Area, which had a population of 5,859,718 in 2015. With a total land area of 36.29 square miles, the City has an average population density of 4,825 persons per square mile. Table I.A.1. below indicates population trends in Fort Lauderdale since 1990, and projects population growth through 2040.

Table I.A.1. Historic and Projected Population Growth in Fort Lauderdale, 1990 - 2040

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<tbody>
<tr>
<td>Fort Lauderdale</td>
<td>169,243</td>
<td>173,208</td>
<td>166,758</td>
<td>175,123</td>
<td>177,860</td>
<td>186,645</td>
<td>193,770</td>
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<td>Broward County</td>
<td>1,255,531</td>
<td>1,623,018</td>
<td>1,748,066</td>
<td>1,827,367</td>
<td>1,855,922</td>
<td>1,947,695</td>
<td>2,020,947</td>
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</table>

Approximately 9.6% of Broward County’s population resides in the City of Fort Lauderdale. It should be noted that the City is largely built out and has not experienced the exponential population growth that newer suburban communities in Broward County like Pembroke Pines and Miramar have in recent years. Current trends, however, indicate that more people are choosing to live in established urban centers like Fort Lauderdale due to convenience, quality of life, access to employment, social opportunities, reduced automobile dependence, and myriad other reasons.

B. EXISTING LAND USE/VACANT LAND ANALYSIS

Fort Lauderdale encompasses approximately 36.29 square miles bounded by: the Atlantic Ocean to the east; Hollywood, Dania Beach, and Davie, and the Fort Lauderdale-Hollywood International Airport to the south; Plantation, Lauderdale, Lauderdale Lakes, and North Lauderdale, and unincorporated sections on Broward County to the west; Pompano Beach to

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1 Estimates of Population by County and City in Florida: April 1, 2015, Bureau of Economic and Business Research, University of Florida
the north; and Lauderdale-by-the-Sea and Sea Ranch Lakes to the northeast. The City’s boundaries almost completely surround the municipalities of Wilton Manors and Oakland Park, which are located between the Middle River area to the south and the Cypress Creek area to the north.

Figure I.B.1. shows existing land uses in the City of Fort Lauderdale in 2016. These uses are detailed on Table I.B.1 below. As can be seen, residential and commercial/business uses represent a majority of the City’s land uses, with commercial uses concentrated in the Downtown core and along major transportation corridors. The City industrial lands are generally concentrated along the west side of Interstate 95, in the vicinity of Fort Lauderdale-Hollywood International Airport to the south, and in the Cypress Creek area in the north.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Percent of Land Area</th>
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<tbody>
<tr>
<td>Residential</td>
<td>10,085</td>
<td>40%</td>
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<tr>
<td>Commercial</td>
<td>5,411</td>
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<td>Industrial</td>
<td>2,167</td>
<td>9%</td>
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<td>Agricultural</td>
<td>3</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Institutional</td>
<td>703</td>
<td>3%</td>
</tr>
<tr>
<td>Government</td>
<td>3,159</td>
<td>13%</td>
</tr>
<tr>
<td>Miscellaneous (i.e. some water, irrigation ditches)</td>
<td>3,413</td>
<td>14%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>89</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Centrally Assessed (i.e. utility lines, railroad tracks)</td>
<td>101</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>25,131</td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Figure I.B.2. shows the location of vacant and developable lands in the City of Fort Lauderdale, as well as their permitted uses based on underlying zoning and Future Land Use designations. As can be seen, Fort Lauderdale has a limited supply of vacant lands, comprising a total of 540 acres, representing 2% of the City’s total land area.

---

2 Verified through GIS data from Broward County Property Appraiser
Table I.B.2. Vacant Land in the City of Fort Lauderdale

<table>
<thead>
<tr>
<th>Vacant Land Type</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacant Commercial</td>
<td>122</td>
</tr>
<tr>
<td>Vacant Residential</td>
<td>357</td>
</tr>
<tr>
<td>Vacant Institutional</td>
<td>23</td>
</tr>
<tr>
<td>Vacant Industrial</td>
<td>38</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>540</strong></td>
</tr>
</tbody>
</table>

Residential uses are generally incompatible in areas that are regularly subject to aircraft noise levels of 60 decibels or higher. Figure 1.B.3 shows the current noise exposure contour map for Fort Lauderdale-Hollywood International Airport. Within the City of Fort Lauderdale, a few small existing pockets of medium and low density residential use are located within the 60-decibel noise level zone. The majority of uses in these zones, however, are designated for park-open space, commercial and industrial uses, which are compatible. The Airport’s runway protection zones and overflight zones do not fall within the City Limits.

The Broward County Aviation Department (BCAD) and Federal Aviation Administration (FAA) closely monitor the height of all structures around the airport so that there are no new hazards created. Of particular concern are structures that exceed 200 feet in height, including construction cranes. BCAD has standard language for developers as they propose new construction within a 20,000-foot radius of a runway. Developers are further advised to file an on-line application with the FAA for the building, and for any temporary construction cranes. The FAA prepares an analysis of the potential for any development to be a hazard to the airspace and provides a copy of the analysis to the BCAD and other interested parties.

In addition, the City of Fort Lauderdale operates the Fort Lauderdale Executive Airport, a 1,000-acre general aviation facility located in the Uptown Business District. Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the U.S., with more than 165,000 annual operations and an annual economic impact of $839 million. Figure 1.B.5 shows the current noise contour map for Fort Lauderdale Executive Airport. As can be seen, there are no residential uses in the airport’s noise zones.

---

3 Verified through GIS data from Broward County Property Appraiser

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Figure I.B.2. Vacant Land

City of Fort Lauderdale
Vacant Parcels

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Figure I.B.3. Fort Lauderdale-Hollywood International Airport Noise Contour Map

Aircraft Noise Exposure Contour Model
Yr. 2020 Unconstrained Runway Operations

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Figure I.B.4 Fort Lauderdale-Hollywood International Airport Noise Contour Map

Broward County
Figure I.B.5. Fort Lauderdale Executive Airport Noise Contour Map
C. FUTURE LAND USE

The City’s adopted Future Land Use Map is shown on Figure 1.C.1. Table 1.C.1. below indicates acreage and maximum development potential by Future Land Use District in the City. The City’s ultimate residential development capacity can be calculated based on the acreage and maximum permitted residential density in each of the districts. A total of 162,928 units could be permitted in the City Future Land Use Districts are built out to the maximum residential density allowed in the Comprehensive Plan. Based on the average household size of 2.196 persons per unit, if the City were built out to the maximum residential capacity permitted in the Comprehensive Plan, a population of approximately 357,783 could be accommodated. In actuality, the City projects that its population will increase slightly in the planning period from 175,123 in 2015 to 186,645 in 2030. In addition, the City has 18,000 flex units which can be used to provide for residential housing needs. The Comprehensive Plan is therefore providing an adequate supply of residential lands to meet existing and current demand.

Table 1.C.1. Future Land Use and Maximum Development Potential in Fort Lauderdale

<table>
<thead>
<tr>
<th>Future Land Use District</th>
<th>Density/Intensity</th>
<th>Acres</th>
<th>Development Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Beach Regional Activity Center</td>
<td>5,550 units, square feet capped at 3,220 generated trips</td>
<td>232</td>
<td>5,550 units, approx. 1,000,000 square feet (est.)</td>
</tr>
<tr>
<td>Commercial</td>
<td>3 Floor Area Ratio</td>
<td>2182</td>
<td>276,797,160 square feet</td>
</tr>
<tr>
<td>Commercial Recreation</td>
<td>3 Floor Area Ratio</td>
<td>14</td>
<td>1,829,520 square feet</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>3 Floor Area Ratio</td>
<td>678</td>
<td>88,601,040 square feet</td>
</tr>
<tr>
<td>Conservation</td>
<td>n/a</td>
<td>210</td>
<td>n/a</td>
</tr>
<tr>
<td>Downtown Regional Activity Center</td>
<td>11,060 units, 4 Floor Area Ratio</td>
<td>695</td>
<td>11,060 units, 121,096,800 square feet</td>
</tr>
<tr>
<td>Employment Center</td>
<td>3 Floor Area Ratio</td>
<td>1,557</td>
<td>203,468,760 square feet</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>60 units/net acre</td>
<td>407</td>
<td>19,236 units</td>
</tr>
<tr>
<td>Industrial</td>
<td>3 Floor Area Ratio</td>
<td>791</td>
<td>103,367,880 square feet</td>
</tr>
<tr>
<td>Irregular Residential</td>
<td>varies</td>
<td>1,760</td>
<td>11,613 units</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>4.4 units/net acre</td>
<td>1,505</td>
<td>5,297 units</td>
</tr>
<tr>
<td>Low-Medium Density Residential</td>
<td>8 units/net acre</td>
<td>5,026</td>
<td>32,166 units</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>15 units/net acre</td>
<td>2,128</td>
<td>31,920 units</td>
</tr>
<tr>
<td>Medium-High Density Residential</td>
<td>25 units/net acre</td>
<td>1,370</td>
<td>34,250 units</td>
</tr>
<tr>
<td>Northwest Regional Activity Center</td>
<td>10,900 units, 11,500,000 square feet</td>
<td>1,077</td>
<td>10,900 units, 11,500,000 square feet</td>
</tr>
<tr>
<td>Office Park</td>
<td>3 Floor Area Ratio</td>
<td>19</td>
<td>2,482,920 s.f.</td>
</tr>
<tr>
<td>Park-Open Space</td>
<td>3 Floor Area Ratio</td>
<td>1,012</td>
<td>132,248,160 s.f.</td>
</tr>
<tr>
<td>South Regional Activity Center</td>
<td>936 units, 115,000,000 square feet</td>
<td>267</td>
<td>936 units, 115,000,000 square feet</td>
</tr>
</tbody>
</table>

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Maintaining an adequate supply of non-residential lands to support the City’s planning program is an important consideration. The City currently has a maximum development potential of 1,121,031,960 s.f. of non-residential development potential, including commercial development and employment generating uses. This translates into over 6,000 s.f. per person currently and at the projected 2030 population.

Table 1.C.2. below lists Future Land Use Map amendments that have been adopted since 2007. The majority of these amendments were to provide City land use designations on annexed properties (June 2007 and February 2008 amendments), or to designate parcels throughout the City as parks (2010 amendments).

<table>
<thead>
<tr>
<th>Designation</th>
<th>Date</th>
<th>Previous Designation</th>
<th>Acres</th>
<th>Map Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Irregular 6.47</td>
<td>June 2007</td>
<td>County Low Residential 5</td>
<td>16.25</td>
<td>1</td>
</tr>
<tr>
<td>Residential Irregular 15.58</td>
<td></td>
<td>County Low/Medium Residential 10</td>
<td>.51</td>
<td></td>
</tr>
<tr>
<td>Residential Irregular 21.37</td>
<td></td>
<td>County Medium Residential 16</td>
<td>1.46</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>December 2007</td>
<td>Park-Open Space</td>
<td>1.30</td>
<td>2</td>
</tr>
<tr>
<td>Residential Irregular 6.80</td>
<td>February 2008</td>
<td>County Low Residential 5</td>
<td>124.78</td>
<td>3</td>
</tr>
<tr>
<td>Residential Irregular 11.00</td>
<td></td>
<td>County Low/Medium Residential 10</td>
<td>4.37</td>
<td></td>
</tr>
<tr>
<td>Residential Irregular 18.07</td>
<td></td>
<td>County Medium Residential 15</td>
<td>78.15</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td>County Commercial</td>
<td>26.81</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td></td>
<td>County Community Facilities</td>
<td>18.59</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>County Industrial</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 1.C.2. Future Land Use Map Amendments Since 2007
<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Period</th>
<th>Land Use Type</th>
<th>Count (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Park-Open</td>
<td>August 2008</td>
<td>County Recreation &amp; Open Space</td>
<td>39.73</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>27.89</td>
</tr>
<tr>
<td>Commercial</td>
<td>September 2010</td>
<td>Park-Open Space</td>
<td>4.90</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3.40</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2.02</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low Residential</td>
<td>0.29</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low-Medium Residential</td>
<td>2.90</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Medium Residential</td>
<td>1.60</td>
</tr>
<tr>
<td>Regional Activity</td>
<td>September 2010</td>
<td>Parks-Open Space, Employment</td>
<td>64.30</td>
</tr>
<tr>
<td>Community</td>
<td></td>
<td>Center</td>
<td>5.91</td>
</tr>
<tr>
<td>Facilities</td>
<td></td>
<td></td>
<td>0.78</td>
</tr>
<tr>
<td>Medium Residential</td>
<td></td>
<td></td>
<td>1.82</td>
</tr>
<tr>
<td>Medium Residential</td>
<td></td>
<td></td>
<td>0.22</td>
</tr>
<tr>
<td>Transportation</td>
<td>December 2013</td>
<td>Medium-High Residential 25</td>
<td>23.89</td>
</tr>
<tr>
<td>Commercial</td>
<td>February 2014</td>
<td>Park-Open Space</td>
<td>21.8</td>
</tr>
</tbody>
</table>

---

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In January 2016 the City adopted a text amendment increasing the number of residential units permitted in the Downtown Regional Activity Center from 11,060 to 16,060 units. Of the 5,000 additional dwelling units, 750 were restricted to affordable housing as defined in the Broward County Land Use Plan. No other amendments to increase the number of permitted residential units in activity centers have been adopted since 2008.
Figure I.C.1. Future Land Use Map

City of Fort Lauderdale
Existing Land Use

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D. REDEVELOPMENT NEEDS

New development needs to be compatible with existing development in order to preserve and strengthen neighborhood character and sense of place. The City’s existing ULDR regulations require that new development be compatible with and preserve the character and integrity of adjacent neighborhoods. Development and design issues addressed in the ULDR include traffic, noise, odors, shadow, scale, placement or orientation of buildings and entryways, parking areas, buffer yards, building mass, landscaping and numerous other development elements. The Neighborhood Compatibility regulations also require that consideration be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, a very important requirement that builds on the City’s existing efforts to develop its neighborhoods in a sensitive manner.

Certain neighborhoods and areas face particular challenges, including vacant and/or underutilized parcels, deteriorating and blighted conditions, crime, disinvestment, and a lack of connectivity and access. The Fort Lauderdale Beach Community Redevelopment Area was established to focus and implement redevelopment activities in a declining 121-acre area in central Fort Lauderdale Beach. The Northwest/Progresso/Flagler Heights Redevelopment Area addresses redevelopment activities and needs in the area between Sunrise Boulevard on the north, Broward Boulevard in the south, the City Limits to the west and Federal Highway on the east. The neighborhoods in the Northwest/Progresso/Flagler Heights CRA have historically faced a number of challenges, including high unemployment rates, disinvestment, and deteriorating and blighted conditions.

Fort Lauderdale’s 1.1 square mile Downtown is characterized by a modern skyline, pedestrian-scale activity and entertainment centers such as Las Olas Boulevard and Himmarshee Village; cultural and educational institutions; Riverwalk, a one-mile waterfront promenade along the New River, and other assets. Downtown also faces challenges, including vacant, deteriorating or underutilized properties that contribute to blight conditions. The City and partners such as the Downtown Development Authority will continue to implement projects and activities to help Downtown achieve its potential as Broward County’s premier business and 24-hour activity center.

The City of Fort Lauderdale has proactively engaged in a number of planning initiatives in order to address the redevelopment needs and enhance the sense of place in targeted areas. The Downtown Master Plan, adopted in 2003 and updated in 2007, provides a comprehensive vision for development and redevelopment in Downtown Fort Lauderdale, and establishes a series of design guidelines for achieving this vision. These guidelines address a number of areas, including: street and building design; quality of architecture; storefront design; character area guidelines (i.e. Downtown Core, Near Downtown, Neighborhood Transition Areas); thematic planning districts (i.e. Arts & Entertainment/Cultural District, F.A.T. Village, Government Campus, Judicial Campus); riverfront design, and implementation. The Plan was updated in 2014 to include Transit Oriented Development Guidelines.

The 2008 Downtown New River Master Plan/2010 Riverwalk District Plan further built upon the groundwork laid in the Downtown Master Plan for the area surrounding the New River waterfront. The plans recognized that the Riverwalk Promenade, despite being a major asset for Downtown, was not realizing its full potential; challenges include a lack of activity in certain areas, poor connections to surrounding activity centers, and public spaces that function more as special event venues than for daily use. The plans made a number of recommendations, including better connectivity to the Las Olas Corridor and between the north and south sides of the Riverwalk, improved public spaces, economic revitalization and activation strategies, and riverfront design guidelines.
The City has also prepared, or is in the process of preparing, master plans for a number of other targeted areas, including Central Beach, the Davie Boulevard Corridor, North US-1, South Andrews Avenue, and the Northwest Activity Center. These plans advance the sense of place and address specific challenges in these areas through design guidelines, streetscape improvements, targeted development strategies, and other redevelopment mechanisms.

Chapter 163, Florida Statutes, defines “urban sprawl” as “a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.” Fort Lauderdale is a mature urban environment that is nearly at build-out. At present, only two percent of the City land area is vacant, most of which is zoned for industrial, institutional or commercial land uses. Thus, most future development will be the result of redevelopment, with no opportunity for sprawl into rural and undeveloped areas that would require the inefficient extension of infrastructure and services. The City is, however, largely characterized by low density, automobile dependent development, particularly along major transportation corridors.

In response, the City’s 2016 Evaluation and Appraisal Report called for revising the goals, objectives and policies of the Comprehensive Plan to promote compact mixed-use development as the City’s preferred development pattern; to call for higher density in appropriate areas, transit supportive mixed-use development along major transportation corridors and Downtown; and targeting future development and redevelopment to appropriate areas.

**Flex Units and Accommodation of Development Needs**

In planning for the future, the City needs to determine where it should distribute 5000 housing flex units. Given this number of housing, there is a potential impact on neighborhoods and density where the units are emplaced. It is also, important, however, that the character of existing neighborhoods be preserved; therefore, the City needs to determine areas where growth should occur and is warranted, such as in areas such as the Regional Activity Centers and planned neighborhoods with higher densities, such as Uptown as part of the Cypress Creek TOD area. In Figure 1.0.1, the City has reviewed and cross-referenced its land use map, transportation corridors, and employment density, based on LEHD data, to determine major (Red Lines) and secondary corridors (Blue Lines) as well as nodes of activity where these flex units can be emplaced (Gray, such as the RACs and Uptown), while at the same time providing for protection of the character of local neighborhoods (Light Green).
Figure I.D.1. Neighborhood and Regional Activity Center Planning - Corridor and Nodes Map
E. JOB CREATION/ECONOMIC DEVELOPMENT

Greater Fort Lauderdale, with a gross metro product of $81.3 billion, boasts a vibrant and diverse economy. Marine commerce is the area’s leading industry, providing more than 134,000 jobs and an annual economic impact of $10.78 billion. (The Fort Lauderdale International Boat Show, the world’s largest in-water boat show, alone has an annual economic impact of $650 million.) Tourism is the area’s second largest industry, employing 114,386 and having an annual economic impact of $9.1 billion. The Greater Fort Lauderdale Convention and Visitors Bureau estimates that the area had 13.4 million visitors in 2013. Greater Fort Lauderdale is also an important center for international trade and business, has a strong manufacturing base, and serves as the corporate or regional headquarters for a number of corporations. The City’s strong business climate and central location on South Florida’s “Internet Coast”, an emerging high-tech corridor that is home to more than 6,000 high technology firms, has made it a high-tech hotbed.

Fort Lauderdale’s economy is based on a number of economic drivers. The tourism industry is largely centered on the City’s seven miles of beaches and extensive system of waterways. The 600,000-square-foot LEED certified Greater Fort Lauderdale Convention Center hosts numerous large conventions and smaller meetings annually. Fort Lauderdale-Hollywood International Airport is the nation’s 21st busiest airport and includes a growing number of international flights. The airport and related business provide more than 44,000 jobs and have an annual economic impact of $2.6 billion. Fort Lauderdale’s City-owned and operated Executive Airport is one of the nation’s busiest general aviation airports. According to the Florida Department of Transportation’s 2014 Statewide Economic Impact Study, the Executive Airport contributes to more than 5,100 jobs, and economic activity associated with FXE was reported to be $839 million annually. Port Everglades is ranked as the 11th busiest cargo port in the nation, and the second busiest cruise port in the world. Other major economic assets and employment centers include a number of major medical centers, Downtown, and the Cypress Creek Uptown business and technology district.

Greater Fort Lauderdale’s median household income of $50,997 is higher than the median household income in the State ($45,050), while the median home or condominium value in 2012 was $223,400, compared to $148,200 in the State. The City’s unemployment rate in March 2015 was 5.5% equal to the national rate and slightly lower than the State’s rate of 5.7%. The cost of living in Fort Lauderdale is 9% above the national average, and the 2013 job growth rate of 2.5% ranks 125th among metropolitan areas. Education attainment for the over 25 population indicates that 85.2% have completed high school, 33.9% have earned a Bachelor’s degree and 12.3% have earned a graduate or professional degree. This is comparable to the rest of Broward County, where 30.2% have earned a Bachelor’s degree or higher and 10.8% have earned a graduate or professional degree.

The City and its partners like the Greater Fort Lauderdale Alliance, Chamber of Commerce, Convention and Visitors Bureau, Downtown Development Authority, and Broward County Economic Development work together to implement economic development efforts. Many of these efforts are focused on creating, fostering and attracting jobs and businesses in targeted industry sectors, including: aerospace and aviation; advanced materials and high-tech

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5 www.forbes.com/places/fl/fort-lauderdale/
6 Fort Lauderdale Economic & Community Investment Division
8 www.forbes.com/place/fl/fort-lauderdale
9 www.city-data.com/city/Fort-Lauderdale-Florida.html
manufacturing; alternative energy and renewable resources; global business services and logistics; human resources development and higher education; information and communications technologies; creative economy and film; corporate headquarters; global logistics; life science; and marine. Tax refunds and other incentives are available to companies that commit to providing high-wage jobs in these sectors.

In addition to these programs, another strategy to expand economic opportunities is to create synergies between the City’s core economic assets by seamlessly linking them via a dedicated bus line. Such a link between the airport, port, downtown, beach, and northern business areas would allow for more efficient and easy movement between the locations which can clearly enhance economic activity. For example, business travelers who might stay in the northern Cypress Creek area to be near an office for meetings might be enticed to visit downtown destinations if the connection was easy and inexpensive.

An urban design option for linking the core asset locations is a sophisticated gateway and wayfinding program that shows users the easiest and fastest way to travel between the locations. Such a program would enable even short-term visitors to the City to quickly navigate to multiple destinations.

While helping existing economic assets to expand is a logical focus for economic development, an equally important effort is to encourage innovation and start-up efforts which are frequently undertaken by what has been termed the creative class. Strategies to encourage creative class activity include creating attractive public spaces, and collaborative and inexpensive workspaces where people can exchange ideas with low up-front costs. Another component for encouraging innovation and the creative class is the promotion of arts activities of all kinds including permanent museums, pop up exhibits, public art, art festivals and events, street murals on buildings, and any of the many other forms of art expression that are constantly being developed and repurposed.

Another major component of encouraging innovative economic development is supporting the development of knowledge. While the comprehensive plan does not set educational policies, it does deal with the development of the physical facilities where education is provided. In general, the widest flexibility needs to be shown in the location and design of educational facilities so that they can be responsive to the constantly evolving needs of innovative education programs.
URBAN DESIGN ELEMENT DATA INVENTORY AND ANALYSIS

A. Description

A City's sense of place is defined by many factors including history, culture, architecture, building form and placement, streetscape design, tree canopy, public spaces, waterfronts, public art, and skyline. A coherent and appealing sense of place is one of the most important factors in determining the overall success of a city attracting people and businesses. Places that exhibit a strong sense of place have an identity and character recognized by visitors and residents alike.

Fort Lauderdale enjoys a strong sense of place defined by a number of key contextual elements including: the Atlantic Ocean beachfront location, extensive system of waterways and associated maritime activities, the New River, which traverses through the downtown core, a strong fabric of residential neighborhoods as well as unique commercial areas such as Downtown, Beach, Las Olas Boulevard, Flagler Village, Sistrunk corridor and Himmarshee Village, cultural institutions such as Broward Center for the Performing Arts and the Museum of Science and Discovery, numerous parks including the core centrally located Holiday Park and numerous other amenities. The City's extensive network of canals and waterways has earned it the nickname "Venice of America", while its tropical resort and beach town ambiance combined with the energy and vitality of a major urban center provide a vibe that is uniquely its own.

Fort Lauderdale's Downtown, a 1.1 square mile "live, work and play" urban center is characterized by a modern skyline of buildings juxtaposed among a fabric of older places, including the Riverwalk - a one-mile waterfront promenade along the New River where the City's history began and where its central core remains today. Downtown includes a variety of pedestrian-scale activity and entertainment venues, including the Las Olas corridor, Flagler Village and Himmarshee Village, as well as cultural and educational institutions including Broward College and Florida Atlantic University and other assets. Downtown also includes a business district offering various professional office and employment options. Further opportunities exist with additional future redevelopment of existing vacant, deteriorating or underutilized properties. The City and partners including the Downtown Development Authority continue to implement projects and activities that will help Downtown maintain its status as Broward County's premier business district and 24-hour activity center.

Other major employment and activity centers in Fort Lauderdale include the Central Beach, the South-East 17th Street commercial corridor which encompasses Port Everglades, the Broward County Convention Center and serves as one of the City's gateways to the beach, the South Regional Activity Center along the spine of South Andrews Avenue which includes the Broward General hospital district, the North-West Regional Activity Center and the Uptown - Cypress Creek area near the Executive Airport, flanked by a number of executive office, commerce and education institutions. Figure A.1 identifies the neighborhoods that form the foundation of Fort Lauderdale, while Figure A.2 shows major cultural and recreational destinations. Protecting and enhancing the City's regional activity centers and its neighborhoods and destinations is key to Fort Lauderdale's sense of place and quality of life.

The City's unique neighborhoods contribute to its overall character and sense of place. New development needs to focus on maintaining and strengthening those aspects that continue to enhance a positive neighborhood character and exceptional sense of place. The City's existing ULDR regulations currently address these aspects in the Neighborhood Compatibility section which requires that new development be compatible with and preserve the character and integrity of adjacent neighborhoods.
Development and design issues addressed in the ULDR include traffic, noise, odors, shadow, scale, placement or orientation of buildings and entryways, parking areas, buffer yards, building mass, landscaping and numerous other development elements. The Neighborhood Compatibility regulations also require that consideration be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, a very important requirement that builds on the City’s existing efforts to develop its neighborhoods in a sensitive manner. However, the regulations are subjective and lack a more comprehensive, intent-driven and form-based approach, based on physical building form which focuses on the relationship between the public and private realm, to guide appropriate building mass and scale as well as streetscape design.

Certain neighborhoods and areas face particular challenges, including vacant and/or underutilized parcels, deteriorating and blighted conditions, crime, disinvestment, and a lack of connectivity and access to amenities and services. Several community redevelopment areas have been instituted in the City to help address some of these issues.

The Fort Lauderdale Beach Community Redevelopment Area was established to focus and implement redevelopment activities in the Central Beach area. While much progress has occurred since its inception and implementation efforts are currently underway in the form of infrastructure investment, additional focus needs to occur on connecting the entire central beach area, addressing streetscape improvements particularly in the North Beach Village area as well as addressing sustainability measures.

The Northwest Progresso Flagler Heights Redevelopment Area addresses redevelopment activities and needs in the area generally located between Sunrise Boulevard on the north, Broward Boulevard in the south, the FEC railroad tracks to the west and Federal Highway on the east. The neighborhoods in the Northwest Progresso Flagler Heights CRA have historically faced a number of challenges, including high unemployment rates, disinvestment, and deteriorating and blighted conditions.

Most recently the City established a redevelopment trust fund levying ad valorem taxes in the Central City area, generally bounded by NE 13th Street and NE 16th Street on the North, Sunrise Boulevard on the south, Powerline Road on the west and the Florida East Coast railway on the east in order to improve the quality of life in the area, increase property values and redevelop and revitalize properties to help it thrive.

Preserving historic buildings is also an important way a city can retain and enhance its overall character, as historic neighborhoods have a particularly discernible character and contribute immensely to a city’s overall sense of place. The City has a strong historic preservation program which encourages preservation and renovation of historic buildings, as well as special guidelines for new construction in historic districts. These guidelines provide direction tailored to promote creative solutions that reflect current design standards, while remaining sensitive to the character of historic structures and surroundings.

As real estate activity increases the pressure to maximize buildable square footage, the City recognizes that additional efforts to protect neighborhood character are needed while maintaining a favorable development environment. The City’s Neighborhood Development Criteria Revisions Initiative is intended to protect the best qualities of Fort Lauderdale neighborhoods. Through the Initiative, the City is exploring and adopting measures to ensure that new development is consistent with existing neighborhood character. A variety of design issues will be addressed including garage size and placement, front building façade requirements, landscaping, and setback standards.
Improving the quality and design of development along the City’s major corridors, particularly those that serve as gateways to Downtown, would greatly enhance the City’s sense of place. The current pattern of low-rise commercial strip development that characterizes many of these corridors is replicated throughout cities, around the country, and does not reflect the livable pattern of more successful and sustainable environments. One of the most impactful ways for the City to enhance its built environment is to address form-based standards for how new development will be built based on the context of each area. In many cases a pattern of buildings closer to the street edge creates a more consistent urban fabric, while addressing a safer and more comfortable pedestrian environment. Redeveloping many of the City’s key corridors with low- to mid-rise vertical mixed-use buildings would reduce automobile dependence and provide a more visually appealing and functional transition to Downtown.

In developing these key Corridors, the City should consider specific criteria which will allow for more definition on the building typology, façade treatment, building massing, and not only streetscape design, but block size and patterning to account for the flow of movement within the neighborhoods. As the City decides where to place its flex housing units, density, massing, and regional tradeoffs inherent in the preservation and further development of specific characteristics of each neighborhood will influence the character and sense of place. To account for this, the City may elect to have specific urban design plans for each RAC and planned urban efforts like Uptown.

To summarize, the major opportunities for enhancing the City’s character and sense of place include:

- Lessening the impact of wide roadways by incorporating opportunities for multi-modal enhancements, including bicycle accommodations, streetscape improvements that widen sidewalks and add shade trees;
- Reviewing urban design and master plans and policies to incorporate more form-based standards and ensure design aspects such as active ground floor uses to enhance the pedestrian experience, building form, mass and scale, streetscape design and other placemaking measures are implemented;
- Expanding the City’s shade tree canopy to the greatest extent possible;
- Ensuring that policies for encouraging sidewalk cafes, context sensitive signage, and others that help the overall character of place are continually updated to reflect successful outcomes;
- Increasing public art and cultural programing opportunities, and;
- Utilizing way-finding signage and other design elements to define and enhance the identity of City neighborhoods.
B. Other Planning Efforts

The City of Fort Lauderdale has proactively engaged in a number of planning initiatives in order to address the redevelopment needs and enhance the sense of place in targeted areas. The Downtown Master Plan, adopted in 2003 and updated in 2007, provides a comprehensive vision for development and redevelopment in Downtown Fort Lauderdale, and establishes a series of design guidelines for achieving this vision. These guidelines address a number of areas, including street and building design, quality of architecture, storefront design, character area guidelines (i.e. Downtown Core, Near Downtown, Neighborhood Transition Areas), thematic planning districts (i.e. Arts & Entertainment/Cultural District, F.A.T. Village, Government Campus, Judicial Campus), riverfront design, and implementation. The Plan was updated in 2014 to include Transit Oriented Development Guidelines.

The 2008 Downtown New River Master Plan/2010 Riverwalk District Plan further built upon the groundwork laid in the Downtown Master Plan for the area surrounding the New River waterfront. The plans recognized that the Riverwalk Promenade, despite being a major asset for Downtown, was not realizing its full potential; challenges include a lack of activity in certain areas, poor connections to surrounding activity centers, and public spaces that function more as special event venues than for daily use. The plans made a number of recommendations, including better connectivity to the Las Olas Corridor and between the north and south sides of the Riverwalk, improved public spaces, economic revitalization and activation strategies, and riverfront design guidelines.

The City has also prepared, or is in the process of preparing, master plans for a number of other targeted areas, including Central Beach, South Andrews Avenue, the Northwest Regional Activity Center, and the Uptown Area. These plans advance the sense of place and address specific challenges in these areas through design guidelines, streetscape improvements, targeted development strategies, and other redevelopment mechanisms.

Maintaining and enhancing Sense of Place is also an important component of the City’s Vision Plan - Fast Forward Fort Lauderdale; Our City Our Vision. The “WE ARE COMMUNITY” Vision Direction calls for vital, safe, and healthy neighborhoods. The “WE ARE HERE” Vision Direction envisions THE City as “an urban center and vacationland in the heart of South Florida”. As noted, the Vision Plan is the result of significant feedback received throughout the visioning process: of the 1,562 ideas received, 85 addressed various aspects of sense of place, including community identity, parks, entertainment and culture, Downtown and the riverfront, and special events.

The Press Play Strategic Plan 2018 outlines a number of objectives and strategic initiatives specific to sense of place. The Public Places Cylinder calls for healthy, sustainable and connected neighborhoods that include ample greenspaces, a healthy urban forest, eco-friendly landscaping, and recreational opportunities. Goal 3 under this Cylinder is “be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering spaces that highlight our beaches, waterways, urban areas, and parks”; Goal 4 is “be a healthy community with fun and stimulating recreational activities for our neighbors”. The Neighborhood Enhancement Cylinder calls for improved neighborhood aesthetics. Goal 5 is “be a community of strong, beautiful and healthy neighborhoods”; Goal 6 is “be an inclusive community made up of distinct, complementary, and diverse neighborhoods”. Objectives and strategic initiatives to achieve these goals include improved access to the beach, Riverwalk, waterways, parks and open spaces; a unified wayfinding program; a beautification and maintenance rating program for public places landscaping; an art in public places program; coordinated neighborhood and waterway clean up events; code
enforcements, and; codification of the design guidelines contained in special area master plans (i.e. Downtown, Central Beach, etc.)

The January 2015 Press Play Strategic Plan Progress Report indicates that the City has made progress in implementing the strategic initiatives specific to sense of place. For example, the report indicates that the number of waterfront parks accessible by boat increased from 67% to 80% and the number of Riverwalk events increased by 39% in 2014.
A. AFFORDABLE HOUSING NEEDS ASSESSMENT

Fort Lauderdale, with its strategic coastal location and renowned quality of life, has also experienced dramatically rising housing costs. The median sales price for a single-family home in the City was $308,000 in 2014, compared to a median sales price of $245,000 in Broward County and $185,000 in the State of Florida. For condominium units, the median sales price in Fort Lauderdale was $275,000 in 2014, compared to $105,800 in Broward County and $135,000 in the State. The median gross rent in Fort Lauderdale was $1,057, compared to the median gross rent of $1,171 in Broward County and $990 in the State.¹

“Housing cost burden”, defined as the percent of a household’s income that is used to pay for housing costs including but not limited to mortgage payments including taxes, insurance and utilities is frequently used as a measure for determining whether or not housing is affordable. According to federal and state housing program guidelines, housing costs should not exceed 30 percent of a household’s income in order to be considered affordable. Federal guidelines define an extremely low income household as a household whose income is at less than 30 percent of the median income for the area, a very low income household as a household whose income is at or below 50 percent of the median household income for the area, a low income household as a household whose income is between 50 and 80 percent of the median for the area, and a moderate income household as a household whose income is between 80 and 140 percent of the median for the area. The 2016 median income for a family of four in Broward County is $63,300.

The homeownership rate in Fort Lauderdale is 55.6 percent, compared to 67 percent in Broward County and 67.6 percent in the State. Among the 43,067 homeowner households in the City, 8,617 (20%) pay between 30 and 50 percent of their income and 10,991 (26%) pay over 50 percent of their income for housing costs. Among the 34,397 renter households in the City, 8,037 (23%) pay between 30 and 50 percent and 11,181 (33%) pay over 50 percent of their monthly income for rent. Therefore, 46 percent of the City’s homeowner households and 56 percent of its renter households are cost burdened, indicating a continued need for more affordable housing options.

¹ Shimberg Center for Affordable Housing, Housing Profiles, Fort Lauderdale, Broward County, and Statewide
Lower income households generally face the largest housing cost burdens. Out of the 14,253 extremely low-income households in the City, 11,617 (81%) paid more than 50 percent of their income and 1,566 (11%) paid between 30 and 50 percent of their income for housing. Among the 10,879 very low-income households, 5,168 (48%) paid more than 50 percent and 4,015 (37%) paid between 30 and 50 percent for housing. Among the 11,989 low income households, 2,940 (25%) paid more than 50 percent and 4,164 (35%) paid between 30 and 50 percent of their income for housing. Among the 39,434 households earning at or above 80 percent of the median, 2,447 (6%) paid more than 50 percent and 6,909 (18%) paid between 30 and 50 percent of their income for housing.2

2 Shimberg Center for Affordable Housing, Housing Profiles, Fort Lauderdale
B. HOUSING STOCK AND CONDITIONS

There are 78,407 households in the City of Fort Lauderdale, resulting in an average household size of 2.19 persons per unit. According to the American Community Survey, in 2014 there were 94,610 housing units in the City, of which 73,279 (77.5%) were occupied and 21,331 (23.5%) were vacant. The vacancy rate of owner-occupied units was four percent (4%), while the vacancy rate of rental units was eight percent (8%). Of the 94,610 units, 2,057 (2%) were built prior to 1939, 3,242 (3%) were built between 1940 and 1949, 22,049 (23%) were built between 1950 and 1959, 25,098 (27%) were built between 1960 and 1969, 20,267 (21%) were built between 1970 and 1979, 5,977 (6%) were built between 1980 and 1989, 4,011 (4%) were built between 1990 and 1999, 11,327 (12%) were built between 2000 and 2009, and 587 (0.6%) have been built between 2010 and 2013.

The State of Florida defines a substandard unit as any unit that: lacks heat and/or; a complete kitchen, and/or; complete plumbing, and/or; is overcrowded (housing more than one person per room). According to the 2009 – 2013 American Community Survey and Shimberg Center for Affordable Housing, 2,765 housing units in the City (3.9%) are overcrowded; 2,467 (3.4%) do not use home heating fuels; 1,246 (1.3%) lack complete plumbing facilities, and; 1,928 (2.1%) lack complete kitchens.

3 U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014
4 2009 – 2013 American Community Survey, U.S. Census Bureau
C. HOUSING SUPPLY AND DEMAND

The City’s ultimate residential development capacity can be calculated based on the acreage and maximum permitted residential density in each of the districts. A total of 162,928 units could be permitted in the City Future Land Use Districts are built out to the maximum residential density allowed in the Comprehensive Plan. Based on the average household size of 2.196 persons per unit, if the City were built out to the maximum residential capacity permitted in the Comprehensive Plan, a population of approximately 357,783 could be accommodated. In actuality, the City projects that its population will increase slightly in the planning period from 175,123 in 2015 to 186,645 in 2030. The Comprehensive Plan is therefore providing an adequate supply of residential lands to meet existing and current demand.

As previously indicated, there are 78,407 households in the City of Fort Lauderdale, resulting in an average household size of 2.19 persons per unit. Table C.1. below indicates the projected number of households by households by age, income range (average median income, AMI), and tenure.

<table>
<thead>
<tr>
<th>Tenure, Age, Income</th>
<th>2015</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>44,518</td>
<td>47,779</td>
<td>53,377</td>
<td>56,964</td>
</tr>
<tr>
<td>Renter</td>
<td>34,757</td>
<td>35,830</td>
<td>36,615</td>
<td>38,002</td>
</tr>
<tr>
<td>15-24</td>
<td>2,870</td>
<td>2,669</td>
<td>2,777</td>
<td>2,672</td>
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<tr>
<td>25-44</td>
<td>23,479</td>
<td>24,454</td>
<td>23,898</td>
<td>24,361</td>
</tr>
<tr>
<td>45-65</td>
<td>31,680</td>
<td>30,732</td>
<td>28,477</td>
<td>29,424</td>
</tr>
<tr>
<td>65+</td>
<td>21,245</td>
<td>25,754</td>
<td>34,900</td>
<td>38,489</td>
</tr>
<tr>
<td>30% AMI or less</td>
<td>13,185</td>
<td>14,109</td>
<td>15,721</td>
<td>16,679</td>
</tr>
<tr>
<td>30-50% AMI</td>
<td>10,575</td>
<td>11,384</td>
<td>12,764</td>
<td>13,571</td>
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<tr>
<td>50-80% AMI</td>
<td>13,345</td>
<td>14,204</td>
<td>15,591</td>
<td>16,505</td>
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<tr>
<td>80 – 120% AMI</td>
<td>10,305</td>
<td>12,537</td>
<td>13,289</td>
<td>13,971</td>
</tr>
<tr>
<td>120%+ AMI</td>
<td>30,215</td>
<td>31,375</td>
<td>32,627</td>
<td>34,243</td>
</tr>
</tbody>
</table>
D. ASSISTED HOUSING INVENTORY

Table D.1 below provides an inventory of assisted housing units in the City of Fort Lauderdale. As can be seen, there are a total of 4,915 assisted units in 37 developments including four public housing complexes.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Type</th>
<th>Assisted Units</th>
<th>Target Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alan Apartments</td>
<td>915 Sistrunk Boulevard</td>
<td>HUD Rental Assistance</td>
<td>72</td>
<td>Elderly</td>
</tr>
<tr>
<td>Broward Gardens</td>
<td>2960 NW 19 Street</td>
<td>Housing Credits 9% HUD Rental Assistance</td>
<td>96</td>
<td>Family; Link</td>
</tr>
<tr>
<td>Driftwood Terrace</td>
<td>3146 NW 19 Street</td>
<td>Housing Credits 4% HUD Rental Assistance; Local Bonds; State Bonds</td>
<td>176</td>
<td>Family</td>
</tr>
<tr>
<td>Emerald Palms</td>
<td>5331 SW 43rd Terrace</td>
<td>Housing Credits 4% Local Bonds; SAIL</td>
<td>318</td>
<td>Family</td>
</tr>
<tr>
<td>Federal Apartments</td>
<td>821 NW 11th Avenue</td>
<td>Refi Section 221(d)(4); HUD Rental Assistance</td>
<td>164</td>
<td>Family</td>
</tr>
<tr>
<td>Gateway Terrace Apartments</td>
<td>1842 NE 6th Court</td>
<td>HUD Rental Assistance; Section 202 Direct Loan</td>
<td>257</td>
<td>Elderly</td>
</tr>
<tr>
<td>Hillmont Gardens</td>
<td>2001 NW 9th Avenue</td>
<td>HUD Rental Assistance; Section 207/223(f)</td>
<td>124</td>
<td>Elderly</td>
</tr>
<tr>
<td>L.A. Lee Terrace Apartments</td>
<td>5189 NW 14th Avenue</td>
<td>HUD Rental Assistance</td>
<td>65</td>
<td>Family</td>
</tr>
<tr>
<td>Liberty Heights</td>
<td>412 NE 18th Street</td>
<td>Local Bonds</td>
<td>64</td>
<td>n/a</td>
</tr>
<tr>
<td>Mount Olive Gardens Apts.</td>
<td>1701 NW 6th Court</td>
<td>HUD Rental Assistance</td>
<td>60</td>
<td>Family</td>
</tr>
<tr>
<td>New Citrus Park</td>
<td>765 NW 12th Avenue</td>
<td>HUD Use Agreement</td>
<td>68</td>
<td>Family</td>
</tr>
<tr>
<td>Prospect Park</td>
<td>5500 NW 31st Avenue</td>
<td>Housing Credits 4% Local Bonds</td>
<td>125</td>
<td>Family</td>
</tr>
<tr>
<td>Suncrest Court</td>
<td>2301 NW 16th Court</td>
<td>Public Housing</td>
<td>66</td>
<td>Elderly; Family</td>
</tr>
<tr>
<td>Sunny Reach Acres</td>
<td>100 SW 18th Avenue</td>
<td>Public Housing</td>
<td>129</td>
<td>Elderly; Family</td>
</tr>
<tr>
<td>Sailboat Bend Artists Lofts</td>
<td>1310 SW 2nd Court</td>
<td>Housing Credits 4% Local Bonds</td>
<td>37</td>
<td>Family</td>
</tr>
<tr>
<td>Venice Homes</td>
<td>711 NW 19th Street</td>
<td>Guarantee; Housing Credits 4% Local Bonds; SAIL</td>
<td>150</td>
<td>Family</td>
</tr>
<tr>
<td>Meyer Estates</td>
<td>2411 NW 7th Street</td>
<td>Public Housing</td>
<td>87</td>
<td>Elderly; Family</td>
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<tr>
<td>Scattered Sites</td>
<td>2400 NW 22nd Street</td>
<td>Public Housing</td>
<td>87</td>
<td>Elderly; Family</td>
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<tr>
<td>Clusters 11</td>
<td>940 SW 29th Avenue</td>
<td>Legislative Appropriation</td>
<td>2</td>
<td>Homeless</td>
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</table>

5 Shimberg Center for Affordable Housing, Florida Housing Data Clearinghouse, 2016
<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Housing Credits</th>
<th>Family Type</th>
<th>Unit Count</th>
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<tr>
<td>Dixie Court</td>
<td>950 NW 4th Street</td>
<td>4% SAIL</td>
<td>Family</td>
<td>122</td>
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<tr>
<td>Dixie Court II</td>
<td>3220 West Dixie Court</td>
<td>4% Legislative</td>
<td>Family</td>
<td>32</td>
</tr>
<tr>
<td>Dixie Court III</td>
<td>306 West Dixie Court</td>
<td>Extremely Low</td>
<td>Family</td>
<td>100</td>
</tr>
<tr>
<td>Dr. Kennedy Homes</td>
<td>108 SW 11th Avenue</td>
<td>Exchange;</td>
<td>Family; Link</td>
<td>132</td>
</tr>
<tr>
<td>Eclipse</td>
<td>307 NW 1st Avenue</td>
<td>Housing Credits</td>
<td>Family</td>
<td>101</td>
</tr>
<tr>
<td>Northwest Gardens</td>
<td>645 NW 10th Avenue</td>
<td>Exchange</td>
<td>Elderly; Family</td>
<td>143</td>
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<tr>
<td>Northwest Gardens II</td>
<td>1204 NW 8th Street</td>
<td>Housing Credits</td>
<td>Elderly; Family; Link</td>
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</tr>
<tr>
<td>Northwest Gardens III</td>
<td>835 NW 13th Terrace</td>
<td>Exchange;</td>
<td>Family; Link</td>
<td>150</td>
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<tr>
<td>Northwest Gardens IV</td>
<td>Multiple Addresses</td>
<td>Housing Credits</td>
<td>Family; Link</td>
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</tr>
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<td>Northwest Gardens V</td>
<td>Scattered Sites</td>
<td>Extremely Low</td>
<td>Elderly; Family; Link</td>
<td>200</td>
</tr>
<tr>
<td>Pinnacle at Tarpon River</td>
<td>805 SE 3rd Avenue</td>
<td>Housing Credits</td>
<td>Family; Link</td>
<td>112</td>
</tr>
<tr>
<td>Progresso Point</td>
<td>619 N Andrews Avenue</td>
<td>Exchange;</td>
<td>Family; Link</td>
<td>76</td>
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<tr>
<td>Regal Trace</td>
<td>540 NW 4th Avenue</td>
<td>Housing Credits</td>
<td>Family</td>
<td>408</td>
</tr>
<tr>
<td>Sailboat Bend</td>
<td>425 SW 4th Avenue</td>
<td>Housing Credits</td>
<td>Elderly; Family; Link</td>
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</tr>
<tr>
<td>VOA Broward 2 - Fort Lauderdale</td>
<td>1013 NE 3rd Avenue</td>
<td>State HOME</td>
<td>Elderly; Family; Link</td>
<td>4</td>
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<td>Village Place</td>
<td>720 NE 4th Avenue</td>
<td>Housing Credits</td>
<td>Elderly; Family; Link</td>
<td>112</td>
</tr>
<tr>
<td>Wisdom Village Crossing</td>
<td>615 N Andrews Avenue</td>
<td>Housing Credits</td>
<td>Family; Link</td>
<td>105</td>
</tr>
</tbody>
</table>
E. HOUSING PROGRAMS

Purchase Assistance for First Time Homebuyers

The Purchase Assistance Program assists eligible first-time homebuyers with up to $75,000 to be applied towards down payment, closing cost and/or principal reduction for the purchase of new or existing housing within the City limits including single family homes, townhouses, condominiums or villas. To be eligible, a household must meet the income requirements and intend to live in their home as a permanent residence.

3. Substantial Rehabilitation Program

This program provides up to $60,000 assistance to low to moderate income households in need of repairs to correct code violations, and health and safety issues. If the cost of repairing the home exceeds fifty (50) percent of the current property assessed value, a replacement house may be built. The program is not intended to fund general home improvements. To be eligible, applicants must own their home, live in it as their permanent residence and meet the income requirements.

4. Emergency Repair Program

This program provides up to $10,000 assistance to improve the housing and living conditions of eligible owner occupant low to moderate income families by providing assistance to address conditions that may be an imminent danger to human life, health or safety or to protect the home from further structural damage. It is not a remodeling program. To be eligible, applicants must own their home, live in it as their permanent residence and meet the income requirements.

E. Other Planning Efforts

The City of Fort Lauderdale, as required by State Statute, has appointed an Affordable Housing Advisory Committee as a condition for participation in the State Housing Initiatives Partnership (SHIP) program. In their December 2015 Committee Report, the Affordable Housing Advisory Committee recommended that the City give priority consideration to the following affordable housing initiatives:

- Expedited permitting;
- Flexible zoning that focuses on the removal of regulatory barriers;
- Creation of more public/private partnerships, and;
- Additional funding;
- Create an Affordable Housing Trust Fund
- Utilization of City-owned property as affordable housing by:
  1. Donating or discounting property; or,
  2. Utilizing 100% of net proceeds from the sale of any residential property and 15% of net proceeds from the sale of commercial and industrial lots for affordable housing

Housing is a major consideration in the City's Fast Forward Fort Lauderdale Vision Plan (Vision Plan). Of the 1,562 ideas received during the visioning process, seven were specific to homelessness, 15 addressed code enforcement, and four addressed housing affordability. The Press Play Strategic Plan (Strategic Plan) addresses homelessness and housing affordability as well. Goal 6, Neighborhood Enhancement, is "Be an inclusive community made up of distinct, complimentary and diverse neighborhoods". Objective 2 under Goal 6 is "Ensure a range of
housing options for current and future neighbors”. Strategic initiatives to achieve that Objective include a Housing and Market Study and providing land use and zoning for a range of housing options, including accessory dwelling and live-work units.

The January 2015, Press Play Strategic Plan Progress Report indicates that the City has made progress in implementing its strategic initiatives. With regard to homelessness, in 2014 22 homeless individuals or households were provided permanent supportive housing under the Continuum of Care Program, and a full time Homeless Administrator City staff position was created and filled.
The City of Fort Lauderdale has played a proactive role in the preservation of its rich architectural heritage and historic resources. There are three historic districts, 58 individually designated historic sites, and ten sites listed on the National Register of Historic Places in the City.

In 2012, the City adopted Historic Preservation Design Guidelines in order to guide owners, design professionals, contractors, and City staff and officials in the management, maintenance, protection and improvement of historic properties. Historic preservation activities in the City are administered through the Urban Design & Planning Division, under the guidance of an appointed Historic Preservation Board.

Figure 1 depicts the location of designated historic sites and districts in the City. The Sailboat Bend Historic District, bounded by the New River to the south and west, W Broward Boulevard to the north, and SW 7th Avenue to the east, encompasses over 550 buildings and the City's oldest residential neighborhood. The Himmarshee Historic District, bounded by the New River to the south, Moffatt Avenue to the east, SW 4th Avenue and the eastern boundary of the downtown Post Office property to the west, and a line running two properties deep north of SW 2nd Street to the north, represents the oldest part of the Downtown commercial district, and includes early 20th century commercial buildings along Himmarshee Street and historic properties such as the Philemon Bryan House, King-Cromartie House, and New River Inn. The Stranahan House District encompasses the Stranahan House, the oldest existing building in the City, which currently operates as a museum.

Table 1 below lists the 58 individually designated historic sites in the City. Table 2 lists the 12 City sites on the National Register of Historic Places. As indicated in the Housing Element Data and Analysis, approximately 55 percent of the City's housing stock was constructed prior to 1970, and therefore is or soon will be more than 50 years old, indicating a continuing need for historic surveys and designation activities.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Year Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Side School</td>
<td>120 NE 11 Street</td>
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</tr>
<tr>
<td>Warfield Park</td>
<td>1010 N Andrews Avenue</td>
<td>1911</td>
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<td>North Woodlawn Cemetery</td>
<td>1901 NW 9 Street</td>
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</tr>
<tr>
<td>Victoria Courts</td>
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</tr>
<tr>
<td>Victoria Courts</td>
<td>715 NE 17 Avenue</td>
<td>1928</td>
</tr>
<tr>
<td>Victoria Courts</td>
<td>711 NE 17 Road</td>
<td>1928</td>
</tr>
<tr>
<td>Victoria Courts</td>
<td>711 NE 17 Avenue</td>
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</tr>
<tr>
<td>Victoria Courts</td>
<td>706 NE 17 Road</td>
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<tr>
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<td>200 SW 21 Terrace</td>
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<tr>
<td>David E. Oliver House</td>
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<tr>
<td>Bryan Homes</td>
<td>301 SW 3 Avenue</td>
<td>1903</td>
</tr>
<tr>
<td>Hamon Monument - West Side School</td>
<td>301 SW 13 Avenue</td>
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<tr>
<td>West Side Fire Station</td>
<td>1022 W Las Olas Boulevard</td>
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<tr>
<td>South Side School</td>
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</tr>
<tr>
<td>Richard Baxter House</td>
<td>701 SW 12 Avenue</td>
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</table>

1 City of Fort Lauderdale Historic Preservation Design Guidelines, 2012
### Table 2. National Historic Register Sites

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<td>Croissant Park Admin. Building</td>
<td>1421 S Andrews Avenue</td>
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<td>Historic Preservation Element Data and Analysis</td>
<td></td>
<td></td>
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<tr>
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<td></td>
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<tr>
<td>September 23, 2016</td>
<td></td>
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<tr>
<td>Page 3 of 4</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sam Gilliam House</td>
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<td>William’s House</td>
<td>119 Rose Drive</td>
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<tr>
<td>Old Dillard High School</td>
<td>1001 NW 4th Street</td>
<td>1924</td>
</tr>
<tr>
<td>St. Anthony School, Convent &amp; Gym</td>
<td>816 NW 3 Street</td>
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<tr>
<td>Bonnet House &amp; Bartlett Estate</td>
<td>900 Birch Road</td>
<td>1921</td>
</tr>
<tr>
<td>Stranahan House</td>
<td>335 SE 6 Avenue</td>
<td>1901</td>
</tr>
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<td>New River Inn</td>
<td>231 SW 2 Avenue</td>
<td>1905</td>
</tr>
<tr>
<td>Link Trainer Building</td>
<td>4050 SW 14 Avenue</td>
<td>1942</td>
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<tr>
<td>Snow-Red Swing Bridge/Eleventh Avenue Bridge</td>
<td>SW 11 Ave</td>
<td>1924</td>
</tr>
<tr>
<td>Alfred &amp; Olive Thorpe House</td>
<td>1001 NE 2 Street</td>
<td>1950</td>
</tr>
</tbody>
</table>
Figure 1. Historic Districts and Sites

Historic Preservation Element Data and Analysis
September 23, 2016
Page 4 of 4
A. Description

1. Overview

Fort Lauderdale’s natural environment is one of its greatest assets. The urban area is framed by the Atlantic Ocean to the east, and a 65-mile system of natural and manmade waterways has earned it the nickname “the Venice of America”, with seven miles of beaches and 165 miles of canals and waterways. Offshore coral reefs, although diminished by the effects of development, climate change, and other factors, continue to provide coastal protection and a habitat for a vast number of marine species. Fort Lauderdale’s beaches, dunes and waters are also the habitat for a number of species including sea turtles, manatees and numerous native fish species. The City’s wetlands provide important wildlife habitat and countless other benefits including cleaner water, flood protection and aquifer recharge. The City is located within a major migratory bird flyway. Within the urban environment itself, open spaces and natural and landscaped areas such as residential yards, parks and gardens provide habitat for insects, birds, reptiles and mammals. The Natural Resources and Environmentally Sensitive Areas Map (Figure A.1.) identifies natural resource areas in the City, including nature areas and wetlands. There are 394 acres of managed conservation lands, 213 acres of wetlands, 2,139 acres of water, and 133 acres of turtle nesting beaches in the City.

The City is participating in the National Wildlife Federation’s Community Wildlife Habitat Program which encourages residents, businesses, student groups, and organizations to foster and protect wildlife habitats through the designation of certified wildlife habitats at various sites throughout the City, including residences, churches, businesses, parks, and schools. The City’s 2011 Sustainability Action Plan established the goal of increasing the City’s tree canopy by January 2015. Sustainability Action Plan Progress Report also indicates that the City has made progress in implementing the Strategic Plan; for example, it reports a tree canopy coverage increase from 20.6% to 23.4% between 2012 and 2014. The City projects that its will reach its goal of a 23.6% tree canopy by 2018 within the next year. The City’s 2011 Sustainability Action Plan also calls for encouraging green or cool roofs in order to reduce heat island effects. The City has incorporated “Green Building Practices”, including green roofs, into its Development Review Committee standard comments template in order to further the achievement of this goal.

The Florida Friendly Landscaping™ and NatureScape Broward programs assist local residents in implementing environmental friendly landscaping techniques that conserve water, protect water quality, and create habitats. In 2016 the City adopted the Florida Friendly Landscaping™ Ordinance in order to incorporate Florida Friendly Landscaping™ Principles into its Unified Land Development Regulations. The Ordinance addresses and includes provisions for the following seven Florida Friendly Landscaping™ Principles:

- Right Plant, Right Place;
- Water Efficiency;
- Fertilize Appropriately;
- Mulch;
- Reduce Stormwater Runoff;
- Protect the Waterfront, and;
- Attract Wildlife.
2. Local Areas of Particular Concern

The Broward County Board of Commissioners has designated five Local Areas of Particular Concern (LAPC’s) and thirteen Natural Resource Areas (NRA) within the jurisdictional boundaries of Fort Lauderdale. A LAPC (Vegetation Category) is an area which shows a predominance of native vegetation associated with one or more of the following ecological communities:

- Beach and Dune;
- Coastal Strand Forest;
- Mangrove (Saltwater Swamp/Marsh), Scrub;
- Pine Flatwoods; High Hammock;
- Low Hammock; Cypress (Freshwater Swamp) and;
- Everglades (Freshwater Marsh).

In addition, a Local Area of Particular Concern must satisfy at least three of the following criteria:

- Uniqueness - The site contains a significant sample of rare or endangered species, or the site is among a small number of sites in Broward County representing a particular ecological community.
- Diversity - A significant sample of two or more ecological communities are contained within the site.

3. Recreationally and Commercially Important Habitats

While there are no commercial fisheries in Fort Lauderdale, there is a limited commercial ocean fishing industry offshore in Broward County. Major commercial species in terms of both catch and value are: swordfish, spiny lobster, mackerel, tuna and bait shrimp. The National Marine Fisheries maintains data on fish landings for Dade and Broward Counties, and reports a total catch of more than 3 million pounds of fish. Map 6 shows recreational or commercially important fish or shellfish areas.

Recreational sport fishing is more active in Fort Lauderdale and in Broward County as a whole, and is pursued by tourists and residents alike. The types of fish found in the canals and lakes of the City are Largemouth Bass and various kinds of Bream, and Brown and Yellow Bullhead Catfish. Exotic freshwater fish include: Tilapia, Walking Catfish, and Peacock Bass. Saltwater fish include: Sailfish, Dolphin, King Mackerel, Spanish Mackerel, Snapper, Grouper, Amberjack, Wahoo, Blue Marlin, White Marlin, Tuna, and Bonita. Snook and Tarpon are saltwater fish found in canals and the Intracoastal Waterway around bridges.

To preserve and enhance offshore marine resources, the Broward County Environmental Planning and Community Resilience Division (EPCRD) administers the artificial reef program. The Artificial Reef Program has deployed dozens of artificial reefs from limestone boulders to large ships, creating additional habitat for various marine organisms and fish, while also protecting the reefs from boat anchors and scuba divers.

In addition to the artificial reefs there are three bands of natural coral reefs that run the entire length of Fort Lauderdale. These are coral communities on top of limestone outcrops. The first reef starts about 200 yards offshore in approximately 15 feet of water. It is made up of soft corals and sponges. The second reef is about one-half mile offshore at a depth of 45 feet of water and is made up of soft coral, sponges and some hard coral. The third reef is approximately three-quarters of a mile offshore in 60-70 feet of water. This one is the most diverse of the three coral communities with considerable hard coral/reef building coral.
4. Surface Water/Water Quality

There are approximately 84 miles of navigable waterways and canals in the City, inclusive of the 65 miles of manmade and natural canals and the Intracoastal Waterway. All the surface waters of the City are designated by the Florida Department of Environmental Protection (DEP) as Class III waters. Class III waters have recreation, and fish and wildlife propagation as priority uses. All navigable rivers within the City have been channelized.

There are no natural estuarine marshes or freshwater lakes in Fort Lauderdale. All existing lakes were manmade, usually formed as a result of excavation. All natural estuaries were altered by filling or dredging as the City developed.

The City currently uses deep well injection for the disposal of all wastewater. No effluent is discharged into the surface waters of the City or the Atlantic Ocean. Further, the City has an emergency outfall into the Intracoastal Waterway. In addition, all industrial sewage is pre-treated in accordance with federal standards. Thus, City utilities do not pose a significant threat to the waters of the City under normal operating conditions.

Stormwater runoff is the diversion of stormwater from both impervious surfaces such as streets and pervious surfaces such as lawns. Petroleum discharges, heavy metals, fertilizers and animal litter are among the many contaminants carried by runoff. Most homes or businesses in the City abutting waterways can be considered sources of non-point pollution. Stormwater runoff is the principal source of pollution to surface waters in the City, and degrades water quality for recreation uses and fish and wildlife inhabiting the canals, waterways and adjacent areas.

The investigation of water quality necessitates a formal sampling program which must detect potential or existing problems, adequately assess damages, and identify changes that may be required to improve a specific system or waterway. The City of Fort Lauderdale contracts with Broward County for surface water sampling in the recreational waters of Fort Lauderdale including the waters of the beach, water bodies in parks used for swimming and specific portions of the City’s secondary canal system, as part of the City’s NPES permit. Dependent on the type of water body and the condition under analysis, sampling occurs on a weekly to a biannual basis. Results of the sampling and analysis are then sent to the respective agency with jurisdiction over a water body or particular regulatory area for a determination of said water body’s condition.

5. Air Quality

The City of Fort Lauderdale’s level of air quality is dependent upon the interaction of urban activity with atmospheric conditions. Automobiles continue to be the primary non-point source of pollution, accounting for 92% of the emissions from all sources. Electric power plants are the main point-source polluters. The predominant easterly winds, which tend to blow from the east to southeast, keep pollutants well dispersed. When the wind direction is from the north, west, or southwest, passing over urban development, air pollution levels tend to increase.

Broward County maintains air quality monitoring stations throughout the County and publishes a daily Pollution Standards Index (PSI) rating for air quality. Vehicular traffic continues to be responsible for the highest quantities of pollution, notably carbon monoxide (CO), but including lead, particulate matter, volatile organic compounds (hydrocarbons), and lesser amounts of sulfur oxides and nitrogen oxides. The pollutant produced in the highest quantities is CO. Although more tons per day of CO are released into the air than any other pollutant, people are less sensitive to its effects than they are to those of ozone, which is more toxic in smaller amounts.
Therefore, although power plants emit fewer tons of pollutants per day than cars, their higher production of the ozone precursor nitrogen dioxide and of sulfur oxides, which are also very toxic, increases their significance as sources of pollution. The legally mandated reductions of lead allowed in gasoline have brought about marked reductions of lead emissions into the air in spite of the steady increase of vehicles on the road. Air quality is generally good throughout the Broward County area. The flat topography and the subtropical marine climate encourage almost constant air movement, preventing lasting air inversions and other weather patterns, which exacerbate pollution concentrations. As a result, those pollutants, which are produced locally are quickly dispersed and replaced by cleaner breezes off the ocean. The high annual rainfall - about 60 inches per year also removes particulate matter from the air through a natural scrubbing action.

5. Soils

Knowledge of soil types is essential in determining the suitability of various types of land uses. Soil surveys serve as useful general guides in managing a watershed or wildlife area or in planning engineering works, recreational facilities and community developments. Figure 2. shows soil types in the City of Fort Lauderdale. Figure 2. shows mineral resources.

The City of Fort Lauderdale does not experience any soil erosion problems. Mining activities ceased in the City in 1982.
Figure 1. Natural Resource and Environmentally Sensitive Areas
Figure 3. Minerals Map
B. Other Planning Efforts

Fort Lauderdale has recognized the importance of achieving greater sustainability and has demonstrated its commitment to sustainability through leading by example in a number of ways. In 2009 the City Commission created the Citizens Sustainability Green Committee, which became the Sustainability Advisory Board in 2011. The Sustainability Advisory Board played a key role in the development of the City’s Sustainability Action Plan Update 2011. In keeping with these efforts, the City took a number of actions, including: realigning its departmental structure along the Press Play Fort Lauderdale Our City, Our Strategic Plan’s five “Cylinders of Excellence”; establishing the Sustainability Division of the Public Works Department to assist in implementing the Sustainability Action Plan; and creating an internal “Green Team” to establish and implement sustainability goals within each Department.

The 2011 Sustainability Action Plan establishes a series of goals, objectives, and action items to increase sustainability in the areas of Leadership, Air Quality, Energy, Water, Built and Natural Environment, Transportation, Waste, and Progress Tracking. “Leadership” addresses the aforementioned actions that the City is taking to plan for climate change and mitigation and achieve sustainability in all of its activities and functions, and to work with other agencies and the public and private sectors to stimulate a local green economy and prepare for climate change impacts. Preparing for Climate Change impacts is a goal in “Leadership”, achieved through action items such as: creating a database of best green management practice; including adaptation/mitigation strategies in the City’s plans; establishing sustainable City procurement practices; and supporting a “green training program” to train the local workforce in such areas as weatherization, solar energy and energy audits.

“Air Quality” addresses strategies to improve air quality and reduce greenhouse gas emissions. Goals under “Air Quality” call for reducing Greenhouse Gas (GHG) emissions by 20% by 2020 community wide, and from City operations. A climate change challenge program is proposed to reduce greenhouse gas emissions in specific sectors, as is training staff to report annual GHG emission reductions into the decision making process.

“Energy” addresses strategies to reduce energy consumption and increase efficiency across sectors. Goals under “Energy” call for reducing electricity usage 20% community wide and sourcing 20% of electricity from renewable sources by 2020. Action items include reducing electricity use in City buildings by 20% by 2020, integrating electricity reduction goals with the capital improvements program, revising land development regulations to encourage the installation of wind powered systems, and creating renewable energy incentives for residential and commercial buildings.

“Water” addresses strategies to reduce water demand, and to protect and conserve water resources. Goals under “Water” call for reducing water demand by 20% by 2020, wastewater reduction, and stormwater treatment. Action items include implementing a landscape ordinance requiring low volume/avoidance watering, rainwater harvesting projects, and providing bio retention swales (bioswales) in urban areas.

“Built and Natural Environment” addresses how the City will implement sustainable development and management practices to ensure that that land use and development does not diminish the natural environment. Goals under “Built and Natural Environment” call for encouraging green buildings and development, preserving and expanding natural spaces, and improving energy performance.
“Transportation” addresses how the City will increase sustainability in its transportation sector. Goals under “Transportation” call for reducing the use of fossil fuels in vehicles (i.e. increased fuel efficiency) 20% by 2020, reducing vehicle miles travelled, and providing transportation alternatives to reduce automobile dependence. Action items include replacing City fleet vehicles with low-emitting hybrid and alternative fuel vehicles, providing for a community-wide infrastructure for alternative fuel supply, and expanding flexible work hour and telecommuting opportunities. The planned downtown WAVE streetcar system, an environmentally-friendly fixed-rail streetcar system, will significantly further the City’s transportation sustainability goals.

Finally, “Waste” addresses how the City will enhance sustainability by reducing the generation of, and the need for, the collection and disposal of solid waste. The Goal calls for increasing recycling rates 50% by 2020, while action items include doubling recycling efforts by City departments, reducing barriers to participation in recycling programs, supporting organic waste composting, and reducing the single use of plastic bags.

Sustainability is a major theme of the Fast Forward Fort Lauderdale Our City, Our Vision 2035 Plan. “WE ARE CONNECTED” Vision Direction calls for a safe multi-modal transportation system where the pedestrian is first. “WE ARE READY” calls for a resilient and safe coastal community. “WE ARE COMMUNITY” Vision Direction calls for vital, safe, and healthy neighborhoods. “WE ARE PROSPEROUS” Vision Direction calls for a thriving economy that offers employment, business and educational opportunities. As noted, the Vision Plan is the result of significant feedback received throughout the visioning process: of the 1,562 ideas received, 40 addressed various aspects of sustainability, including the environment, water supply and quality, energy efficiency, and sustainable construction.

The Press Play Fort Lauderdale Our City, Our Strategic Plan 2018 outlines a number of objectives and strategic initiatives specific to sustainability. The Infrastructure Cylinder calls for a “sustainable and resilient community”, and resource protection and enhancement. The Public Places Cylinder calls for healthy, sustainable and connected neighborhoods that include ample greenspaces, a healthy urban forest, eco-friendly landscaping, and recreational opportunities. The Neighborhood Enhancement Platform calls for improved neighborhood aesthetics, sustainable development practices, access to locally grown fresh food, and a diversity of housing options. The Business Development Cylinder calls for increased economic and educational opportunities.

The April 2014 Vision Plan Progress Report, Fast Forward Fort Lauderdale - Rewind: Year in Review, indicates progress in the “We Are Ready” Vision Direction. Specifically, the percent of sustainability action plans implemented in City operations increased from 12% in 2012 to 16% in 2013 through such programs as LED lighting of City Hall, LEED certifications, and increased use of hybrid vehicles. The January 2015 Press Play Strategic Plan Progress Report also indicates that the City has made progress in implementing the Strategic Plan; for example, it reports a tree canopy coverage increase from 20.6% to 23.4% between 2012 and 2014.

One important initiative launched by the City to reduce its environmental impact, lower costs, and make our workforce healthier and safer is the Environmental and Sustainability Management System (ESMS), an international standard known as International Organization of Standardization (ISO) 14001. The ESMS ISO 14001 institutes a systematic approach to innovation that improves the City’s service performance, lowers costs, improves safety, introduces new technology, and involves community builders in energy and water conservation, pollution prevention, waste reduction and natural resource protection. As part of this initiative, a Citywide...
ESMS policy was adopted which integrates the ESMS principles throughout the organization. ESMS ISO 14001 certifications were achieved for two sites, the City’s Fleet facility and the George T. Lohmeyer Wastewater Plant.
Climate change and resulting sea level rise resulting from greenhouse gas emissions are among the key challenges facing Fort Lauderdale and the world today. Short term climate change impacts such as increased sea level rise, flooding, temperature, drought, and extreme weather events are already being felt in many areas. Long term impacts such as damage to buildings and infrastructure, agriculture, ecosystems, and human health, including increased asthma and allergies, are starting to be felt as well. While efforts to limit climate change are taking place at the national and international levels, local governments can make a significant contribution to both reducing the degree of climate change and to mitigating its effects. Ultimately climate adaptation must be planned for and implemented at the local level.

In 2010, 22,177,409 metric tons of greenhouse gases were emitted by various sources in Broward County. The most significant source of these emissions was fuel consumption in the transportation sector (42%), followed by electric and energy use in the residential sector (30%), electric and energy use in the commercial sector (25%), and electric and energy use in other sectors, including industrial and waste (3%).

The City’s first GHG inventory shows the beginning of a trend towards lower emissions both in the residential sector and city-wide. Per capita emissions for the residential market were calculated to be 7.30MT (Metric Tons) CO₂e (Equivalent Carbon Dioxide) in 2010 and were down to 6.69 MT CO₂e by 2012. City-wide, per capita GHG emissions were 17.08 MT CO₂e in 2010 and fell to 15.65 MT CO₂e in 2012.

There are a number of actions that local governments can take to reduce greenhouse gas emissions. These actions include: reducing vehicle miles travelled through the provision of alternative transportation mechanisms; promoting land use patterns that reduce automobile

1. Broward County Community-wide Greenhouse Gas Inventory for baseline year 2007, 2010 Update
dependence (i.e. compact mixed use development vs. urban sprawl), and; reducing energy consumption in all sectors (i.e. green building techniques, efficiency standards...).

Given the City’s low-lying coastal location and exposure to hurricanes, Fort Lauderdale has recognized the real threat of climate change impacts, including sea level rise, stronger and more frequent storm events, and generally higher temperatures. The City has signed on to the Mayors’ Climate Change Pledge in support of the Southeast Florida Regional Climate Change Compact and the Regional Climate Action Plan. According to the South Florida Regional Climate Change Compact’s unified sea level rise projections for South Florida, sea levels are projected to rise by three to seven inches by 2030 and nine to 24 inches by 2060\(^2\), with potentially devastating circumstances.

Elevation is the key factor in identifying areas most at risk for sea level rise and/or increased storm frequency impacts. Figures A.1. shows flood zones in the City, while Figure A.2. shows Coastal High Hazard Areas, the areas of the City most at risk from sea level flooding and storm impacts.

\(^2\) Broward County Climate Change Action Plan, Addressing Our Changing Climate, May 4, 2010, Executive Summary pp. 3 - 6
Figure A.1. Flood Zones
Figure A.2. Coastal High Hazard Areas

City of Fort Lauderdale
Coastal High Hazard Areas

Legend
- Coastal High Hazard Area
- Local Streets
- Fort Lauderdale Municipal Boundary
- Values

Data Source: City of Fort Lauderdale (2015), South Florida Regional Planning Council (2015)

"The Coastal High Hazard area is "for area below the elevation of the Category 5 storm surge line as established by the SLOSH computerized storm surge model," as defined by Section 163.3178 (Coastal Management) of the Florida State Statutes."
“Climate change resilience” means the ability of the built and natural environment (including infrastructure) to adjust to and absorb climate change impacts to the maximum extent feasible. Examples of management and development practices that can increase climate change resilience include: requiring increased minimum floor elevations for new development and redevelopment; retrofitting buildings for increased flood risk; designing infrastructure that can withstand higher water levels such as raising seawalls and installing tidal valves; implementing natural drainage features such as bioswales and stormwater buffers; reducing the heat island effect through increased landscaping, shading, and green building practices; and, adopting building practices that reduce vulnerability to increased storm events.

Resilience strategies specific to sea level rise and increased flooding are often categorized as Protection, Accommodation, and Retreat. Protection measures are structurally defensive measures designed to repel the impacts of rising seas. They include hard measures such as fortified seawalls or embankments and wave energy dissipation structures as well as soft measures like widened beaches and fortified sand dunes. Protection measures are most appropriate for concentrated areas of buildings and infrastructure the high value of which justifies the high cost of protection. Also, a critical factor that cannot be quantified is human safety.

Accommodation measures are designed to allow for a degree of flooding without causing major damage. Raising building elevations and designing areas that can accept tidal or stormwater flooding without major damage are types of accommodation. There may be certain streets that can flood without property damage and water could be directed to these areas while other streets where flooding damages adjacent property could be raised. Accommodation is more difficult in heavily urbanized locations because there are fewer areas that can experience flooding without damage.

Another aspect of accommodation is designing infrastructure that can withstand and adapt to sea level rise. For example, sea level rise poses a particular threat to stormwater infrastructure in that the outfalls of gravity-fed drainage systems are likely to be blocked by rising tides well before any actual flooding from that rise occurs. This could lead to flooding during regular rainstorms, or during clear days in which extreme high tides are occurring, known as “sunny day flooding”. Sea water can also flow backwards into the pipes and onto the land at some elevations, an impact that is already occurring during seasonal high tides. One way valves, also known as tidal valves, installed on stormwater outlets can prevent the latter, but the only way to get stormwater from rain through the pipes and into the receiving canal would be pumps which are expensive and further contribute to greenhouse gas emissions. Diverting as much stormwater as possible away from the pipe based system into surface level bioswales and stormwater preserves is therefore key to reducing the high cost of pumping stormwater into canals.

Retreat strategies involve the actual removal or relocation of existing development and the prevention of future development in the areas most at risk. Transfer of development rights is another means of achieving retreat as property owners can still realize their property value even if development rights on vulnerable properties are restricted. Retreat is the most invasive and expensive measure but may be required in certain situations.

In Fort Lauderdale, much of the most valuable real estate is concentrated in the most vulnerable coastal areas which makes retreat prohibitively expensive. For example, the City’s most active economic areas, Downtown and the Beach, are vulnerable to climate change impacts. In all areas of South Florida the construction of new dense real estate in vulnerable waterfront areas is continuing at a record pace. This can increase the risk of future loss if these climate factors are not considered in the siting and design of these developments. Directing development to less threatened areas may be a manageable form of retreat.
B. Other Planning Efforts

Broward County adopted its Climate Change Action Plan (CCAP) in 2010, and the Climate Change Element of its Comprehensive Plan in 2013. The CCAP analyzed and documented Countywide greenhouse gas emission levels and sea level rise projections, and projected climate change impacts to the built and natural environment. The CCAP further made a series of recommendations to reduce the County’s emission levels and address climate change impacts. The CCAP recommendations were carried forward in the goals, objectives and policies contained in the County’s Comprehensive Plan Climate Change Element which was adopted in 2012.

Regionally, the Southeast Florida Regional Compact adopted the Regional Climate Action Plan in October 2012, a 110 action items plan with seven goal areas. The policy recommendations are to be implemented through several approaches including:

- existing legal structures, planning and decision-making processes;
- the development of new policy guiding documents by local and regional governing bodies; the development of operational guidance documents;
- the development of consistent goals and progress indicators throughout the various governments in the region;
- a coordinated multi-disciplinary outreach and education program; and
- processes for focused and prioritized investments.

In 2011, the City of Fort Lauderdale updated its Sustainability Action Plan which outlines strategies for increasing sustainability in a number of areas including preparation for climate change impacts and reduced greenhouse gas emissions. Specifically, the Sustainability Action Plan Leadership Chapter calls for the inclusion of adaptation strategies in City plans, enhanced communication about climate change adaptation in intergovernmental coordination efforts, and partnerships with agencies and institutions to increase disaster preparedness. With regard to greenhouse gas emissions, the Sustainability Action Plan’s Air Quality Chapter calls for reducing emissions from City operations by 20% by 2020.

The City of Fort Lauderdale Sustainability Action Plan Progress Report Making Waves was completed in May 2015 and found that 42% of the actions identified in the Sustainability Action Plan have been implemented, with another 30% in progress.

Addressing climate change and its impacts is a major component of the City’s vision for its future, as outlined in the Fast Forward Fort Lauderdale Our City Our Vision Plan. The “WE ARE READY” Vision Direction imagines that in 2035 Fort Lauderdale will be “a resilient and safe coastal community” that has effectively addressed the challenges presented by climate change. Of the 1,562 ideas received during the visioning process, nine were specific to climate change and sea level rise, two were specific to disaster response, and 22 were specific to drainage. Comparatively, in a Climate 101 presentation, there were 600 sustainability related items – 376 connected development, 132 regarding sustainability, and 92 for infrastructure. The 2015 Neighbor Survey found that 57% of the participating residents had observed coastal water level increases, while 52% had observed increased flooding.

In order to realize the vision expressed in the Fast Forward Vision Plan, the City adopted the Press Play Strategic Plan 2018 in 2013. Goal 2, Infrastructure is “Be a Sustainable and Resilient...”

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3 Broward County Climate Change Action Plan, Addressing Our Changing Climate, May 4, 2010, Executive Summary pp. 3 - 6
4 Broward County Comprehensive Plan Climate Change Element, Adopted February 12, 2013
5 Southeast Florida Regional Compact Regional Climate Action Plan, October 2012, Executive Summary pp. v - vi.
6 Fast Forward Fort Lauderdale, Our City, Our Vision 2035, adopted 2013
Community”. Objective 2 under that Goal 2 is “Reduce flooding and adapt to sea level rise”. Strategic initiatives under Objective 2 include: incorporating sea level rise and resiliency projections in the stormwater management plan and flood hazard mitigation program; identifying adaptation action areas and adaptation area policies, and including bioswale options in the “Save Our Swales” Program. Objective 3 under Goal 2 is “Improve climate change resiliency by incorporating local, regional, and mega-regional plans”. Strategic initiatives under Goal 2 call for implementing the Sustainability Action Plan and creating and monitoring a sustainability scorecard.

The April 2014 Vision Plan Progress Report, Fast Forward Fort Lauderdale – Rewind: Year in Review, indicates progress in the “We Are Ready” Vision Direction. Specifically, the City hosted the 2013 Southeast Florida Regional Climate Leadership Summit, and improved its Federal Emergency Management Agency (FEMA) Community Rating System Score from 7 to 6, resulting in a 20% discount in flood insurance premiums for many residents.

The January 2015 Press Play Strategic Plan Progress Report also indicates that the City has made progress in implementing its strategic initiatives. Most significantly, in 2014 the City adopted Adaptation Action Area policies into the Comprehensive Plan in order to address the locations most vulnerable to sea level rise (Figure B.1.). The policies were recognized by the State in early 2015. The Adaptation Action Areas are focused on reducing risks to residents, public infrastructure and services, private property, and the environment from the threat of rising sea levels. The corresponding policies adopted into the Comprehensive Plan address vulnerable infrastructure, adaptation strategies, criteria for area designation, funding options, and alignment with existing local and regional plans. In the FY16 Community Investment Plan, the City designated its 16 first AAAs and identified 36 projects within those areas.

In 2015 an innovative Citywide climate change and sustainability training program was conducted for all City employees, nearly 2,600 in total, likely making the City the first in the nation to implement a mandatory training initiative of this type and magnitude. This training used science to raise workforce awareness and actively engage them in addressing this formidable challenge.
Figure B.1. One Foot Sea Level Rise Inundation Map

CITY OF FORT LAUDERDALE
MUNICIPAL SCALE INUNDATION MAP
ONE FOOT SEA LEVEL RISE

Legend
- City of Ft. Lauderdale
- City Hall
- 1ft. Sea Level Rise
  - Possible
  - More Likely

Date: 11/11/2013
DEP Agreement No. CM238 DEP 16-2280(S)

WE ARE READY
We are a resilient and safe coastal community.

Climate Change Data Inventory and Analysis
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Figure B.1. Adaptation Action Areas

CITY OF FORT LAUDERDALE
PRIORITY PLANNING AREAS FOR SEA LEVEL RISE

This map identifies areas by land use type located near tidal water bodies at increased risk of inundation under a two (2) foot sea level rise scenario, projected to occur as soon as 2060. This map is for conceptual purposes only and should not be used for legal boundary determinations.

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Figure B.2. Adaptation Action Areas By Parcel

CITY OF FORT LAUDERDALE
PRIORITY PLANNING AREAS FOR SEA LEVEL RISE BY PARCEL

This map identifies the land use of parcels which contain PPAs. Due to their proximity to tidal water bodies these areas are at an increased risk of inundation under a two (2) foot sea level rise scenario projected to occur as soon as 2060. This map excludes right of ways and utilities.

Legend

- **Pt. Lauderdale Municipal Outline**
- **Other Municipal Boundaries**
- **Seaboard Air Line Railroad**
- **Other Railroads**
- **Highways**
- **Major Roads**
- **Minor Roads**
- **Water Bodies**
- **Acres**
- **Districts**
- **Other Boundaries**

Prepared by:

**Environmental Protection and Growth Management Department**

**Natural Resources Planning and Management Division**

**Date:** 1/5/2014

**CRP Agreement No.:** CM038 DEP 5(I) CR00817

WE ARE READY
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TRANSPORTATION ELEMENT DATA AND ANALYSIS

The City of Fort Lauderdale has a very robust multimodal transportation network that struggles to balance the needs of vehicles, pedestrians, bicyclists, transit, rail, and boats. In many instances these modes impact each other, and each need must be balanced. The City has already initiated plans to ensure increased multimodal connectivity through plans to inventory of sidewalks, Complete Streets, and Connecting the Blocks reports. There are 226 bridges within the city, of which 52 are managed by a project management team in Public Works working with FDOT, and nine bascule bridges which open to provide access for marine vehicle traffic. There are 26 rail crossings between the two rail lines that run through the City and that provide both freight and passenger movements and that are about to change with several project in the region to add additional passenger service as well as changes in freight movements due to improvements in the Panama Canal.

There are efforts to improve efficiencies for all modes of transportation and working to balance the variety of needs.

A. Complete Streets

Complete streets are the cornerstone of the City’s transportation strategy. A complete street is a roadway designed to accommodate pedestrians, bicycles, transit, and automobiles in a manner that reduces conflicts and prioritizes non-automobile transportation modes in a context sensitive manner. Roadway design has traditionally been oriented to the automobile, and the result has been streets that are inconvenient or even unsafe for other transportation modes. The complete streets movement reverses this trend.

The City has adopted a Complete Streets Policy in order to “guide the planning, design, operation and maintenance of appropriate facilities for pedestrians, bicyclists, transit and transit riders, freight carriers, and emergency responders”. As per this Policy, the City will transform many of its streets into Complete Streets, in a manner that is sensitive to the land use context of each street, that accommodate a range of transportation options. The result is streets that are compatible with adjacent land uses, functional for all users, safe, convenient, and visually appealing. A Complete Streets Manual has been prepared in order to guide the implementation of this Policy. It is important to note that a Complete Street does not always require accommodation of every transportation mode; in some cases, certain modes might be inappropriate due to the roadway’s function and context in the built environment.

Accommodating the pedestrian is the primary objective of the City’s Complete Streets program. In order to be a Complete Street, wide sidewalks, shade, street furniture, lighting, marked crosswalks, and other features that put the pedestrian first must be provided. Beyond Complete Streets, a connected system of sidewalks and pedestrian facilities that makes walking a viable transportation option should be provided throughout the City. In addition to pedestrian facilities, promoting compact mixed-use development that allows people to safely and conveniently walk to and from their homes to jobs, shops, services, schools, parks, and other community facilities is one of the most effective strategies for the providing a pedestrian friendly environment.

Bicycles and bicycle facilities are an important part of the City’s multi-modal transportation system. Bicycles are a convenient and efficient mode for making short trips, and also provide

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1 City of Fort Lauderdale Transportation and Mobility Department Complete Streets Manual, October 2013
numerous environmental and public health benefits. Encouraging bicycles as a safe and viable alternative to the automobiles can be accomplished by providing safe and connected bicycle lanes, convenient and well-located parking racks, transit accommodations, and other facilities and services. Incorporating bicycle lanes and facilities on streets is an essential part of providing a “Complete Street”.

Figure A.1 shows bicycle lanes and facilities in the City of Fort Lauderdale. Unfortunately, at present many of the City’s collector and arterial streets have limited bicycle facilities, and in many cases the bicycle facilities are not connected. The City will address these deficiencies in its transportation planning through a combination of Connecting the Blocks Program implementation and Complete Street initiatives.

B-Cycle, a membership-based bicycle sharing program, has been offered at various locations throughout Fort Lauderdale since 2011. The program allows members to rent a bicycle at any B-cycle station and drop it off at the same or any other station. As shown of Figure F, there are currently 18 B-Cycle stations located throughout Downtown Fort Lauderdale and Fort Lauderdale Beach. Since the creation of Broward B-Cycle there have been 110,054 bike rides by 74,730 individual riders. The program’s 1,619 annual members have ridden 393,589 miles, saving 19,387 gallons of gas and reducing carbon emissions by 381,374 lbs. while also burning 14,956,367 calories and 4,171 lbs. of fat. Efforts are on-going to continue increasing the infrastructure to grow the bike share program. B-cycle utilization continues to grow each year within the City of Fort Lauderdale.

The City’s Connecting the Blocks Program identifies pedestrian, bicycle and transit infrastructure improvements needed to implement the Complete Streets Policy. Each street was evaluated based on its function and current conditions to determine needed improvements. A comprehensive list was then prioritized based on criteria utilizing rankings from various funding sources to assist in determining the viability of funding the projects in the future. Those criteria were weighted based on input from the City Commission, with a higher weight given to projects that improve safety, contain sustaining elements, fill existing network gaps, and support transit.

The City has begun implementing projects under the Connecting the Blocks Program, including:
- new pedestrian crossings on Broward Boulevard and NE/SE 1st Avenue;
- new pedestrian crossing on Sunrise Boulevard at NE 17th Ct.;
- addition of bicycle lanes on Powerline Road; parallel bike route on Sunrise Boulevard between Searstown and Gateway;
- new pedestrian crossing on A1A at NE 37th Street;
- bike land facilities in the design of SE 3rd Avenue, Andrews Avenue, NE 4th Avenue, and NW 19th Street, and;
- $500,000 in walkability improvements in downtown Fort Lauderdale.

As of 2015, 6,590 linear feet of bike lanes have been installed, with an additional 14,000 linear feet planned.

The City’s 2016 – 2020 adopted Community Investment Plan lists over 400 complete streets projects targeted for completion between 2015 and 2035, totaling over $800,000,000 in unfunded costs. The City will actively seek to identify funding for the project in concert with agency partners such as FDOT and the Broward County MPO.
Figure A.1  City of Fort Lauderdale Existing Bicycle Infrastructure
B. Transit

The City of Fort Lauderdale has a current network of transit services that are both local and regional provided by rail, bus and boat. City and regional projects to improve transportation, including transit will leverage together to create a shift in mode choice by providing options to the single vehicle trip where they are currently very limited.

There are many factors that contribute to successful transit services. In order to support transit, there needs to be activity centers that serve as generators and attractors, potential ridership through either transportation dependent populations or choice riders. These factors along with operational measures contribute to a healthy transit system. Major public transit generators and attractors are concentrated areas of intense land use or activity that produce or attract a significant number of local trip ends. Public transit generators are typified by residential land uses. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors. Employment and dwelling density are utilized to determine potential ridership and to ascertain stop typology.

Analyzing where people are traveling today and where their end of trip are located is an important factor to explore when determining future routes in a transit system as well as reviewing existing routes for efficiency. The City is completing a Transit Mobility Management Master Plan that looks at transit service provided by the City to develop a Master Plan for improvements. The image below illustrates the current trip ends and where the greatest movements are occurring today in the City of Fort Lauderdale, as well as the projections in 2040. These maps show the need to improve transit between the highest nodes in order to help reduce vehicle congestions. Of importance is understanding travel between different areas of the City and the region. The figures below indicate the daily vehicular trips between various nodes and corridors in the City. As the City seeks to move away from an automobile dominated society, understanding this data is important as transit capacity must be provided to accommodate these trips.
Transit in Fort Lauderdale includes buses, paratransit, land and water trolleys, and commuter rail. Regional bus service in the City is offered along 21 fixed routes by Broward County Transit (BCT). Average daily weekday ridership on Broward County’s route bus system was 138,711 in February 2015. In the fourth quarter of 2014 BCT’s weekday bus service was the 23rd largest bus system in the U.S. in terms of ridership. In addition to the BCT transit service, the Sun Trolley provides community bus service along nine routes in the City, including a water trolley route, shown on Figure B.1. Unlike the BCT bus service, Sun Trolley buses do not have fixed stops, but can be flagged down by riders, and primarily move riders within the City of Fort Lauderdale. Monthly ridership on the City’s Sun Trolley in March 2015 was 54,621. Broward County Transit also offers paratransit service by reservation to eligible riders. As part of the Connecting the Blocks Program projects were ranked on criteria that included such factors as the level of support for transit stops and ridership. Projects are also regionally ranked based on their created connections to premium transit routes.

South Florida Regional Transportation Authority’s (SFRTA) Tri-Rail system offers commuter rail service between Mangonia Park in Palm Beach County and Downtown Miami. Fort Lauderdale’s two Tri-Rail stations are located at SW 21st Terrace south of W Broward Boulevard, and at NW 59th Ct, just south of Cypress Creek Road. In 2013, the Cypress Creek Station had 1,097 daily boardings, and the Broward Boulevard Station had 1,005 daily boardings. Efforts are...
underway to examine land use and infrastructure improvements to support transit ridership and create a Mobility Hub in the area surrounding the Cypress Creek Tri-Rail Station. Land use changes to support the station have been studied by the Broward MPO, including an extensive market study detailing projected residential and commercial needs and potential. Based upon the market analysis, the SFRTA/Broward MPO Cypress Creek Mobility Hub Master Plan Economic & Market Analysis noted that the near to mid-term term potential development options for the area should primarily target residential (rental) housing, office and/or hotel development.

The Tri-Rail Coastal Link Project is being explored to be able to expand Tri-Rail service to the Florida East Coast (FEC) Railway Corridor that traverses South Florida’s urban core, including Downtown Fort Lauderdale. The Coastal Link will significantly expand the Tri-rail system, and its Downtown Fort Lauderdale station, currently planned for the Government Center area. This area is the recipient of Broward County’s first Mobility Hub project to create a transit-oriented development area that supports the Central BCT Terminal, and Brightline which is a planned passenger rail service that will link Miami, Fort Lauderdale, West Palm Beach, and Orlando. The Brightline station will be located within this Mobility Hub, just north of Broward Boulevard. The efforts include examining land use and infrastructure improvements necessary to support transit ridership and create the Mobility Hub in the area surrounding the Brightline Station.
Figure B.1. City of Fort Lauderdale Existing and Proposed Transit Infrastructure
C. Roadways

Like many areas in South Florida, vehicle traffic congestion and the function of the roadway system is challenging in Fort Lauderdale. Fort Lauderdale is largely built-out, and it is unlikely that the vehicle capacity of its roadways system can be significantly increased. However, by providing alternatives to the automobile the capacity of the roadways to move people will be increased, reducing vehicle traffic congestion.

The Broward County Trafficways Plan preserves road rights-of-way throughout the County including the City of Fort Lauderdale. Under the Plan, right-of-way dedication is required through the development review process to mitigate the effects of development and redevelopment. The Broward County Metropolitan Planning Organization’s capacity reports are based on the regional travel demand model (SERPM) and focuses on vehicular traffic projections.

The Level of Service Standard for roadways is based on the following definitions:
- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C - uncongested with other users causing significant interactions;
- LOS D - congested stable flow with major delays;
- LOS E - very congested with traffic at or near capacity, and;
- LOS F - extremely congested with breakdown flows.

The City’s current adopted Level of Service Standard is E for Interstate 95 other roadways, and D for other Strategic Intermodal System roadways. Table IV.C.1 lists the recorded Levels of Service on the City’s roadways in 2013, while Figure C.1 shows the Levels of Service on the City’s roadways in 2013, while Figure C.2 shows the projected Level of Service in 2035. As can be seen, twelve roadway segments in the City were not meeting the standard in 2035 based on the MPO’s capacity reports; by 2035 it is projected that the number of segments not meeting the standard will more than double.

There is a need to consider levels of service for all modes of transportation. Vehicle congestion can benefit the function of pedestrians and bicycles by slowing vehicles and encouraging the use of transportation modes other than the personal vehicle. A lower level of service might be acceptable in areas with a rich multimodal environment such as Downtown and the Beach.

**Table C.1. Level of Service on City Roadways, 2013 and 2035**

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Figure C.1. City of Fort Lauderdale Roadway Level of Service 2013
D. Seaport

Fort Lauderdale has one seaport controlled by Broward County Port Everglades Department. Port Everglades, portions of which are located in Fort Lauderdale, Hollywood, Dania Beach and Unincorporated Broward County, encompasses 2,190 acres adjacent to the Intracoastal Waterway. Port Everglades is a component of the Strategic Intermodal System.

With its containerized cargo, liquid and dry bulk commodities, and cruise activities, the Port is one of the most diversified in Florida. Port Everglades ranks among the top U.S. Container ports, moving more than 1,000,000 20-foot equivalent container units (TEUs) in Fiscal Year (FY) 2014. The Port is the primary storage and distribution seaport for refined petroleum product in South Florida distributing to facilities in 12 counties. The cargo and cruise operations are also expected to grow significantly over the next several decades. In 2014, the Port had over four million cruise passengers; by 2033, the number of annual cruise passengers is anticipated to increase to 5.6 million.

Port Everglades estimates the economic impacts of its diverse operations include 13,322 direct jobs and 224,054 jobs Statewide, as well as an annual $28 billion in business activities and $773 million in State and local taxes.

Port Everglades' rail connections facilitate the intermodal transfer of freight. The internal Port Everglades Railroad system is owned by the Port but operated by the Florida East Coast (FEC) Railroad. Rail service accesses Port Everglades from CSX along Eller Drive and then branches to several spurs just west of SE 14th Street. Cargo rail service is provided to Slips 1, 2 and 3, along Eller Drive, and along Spangler Boulevard. This rail facility is a component of SIS Connectors. In 2014 the Florida East Coast Railway, through a public-private partnership, opened the Intermodal Container Transfer Facility on 43.4 acres provided by Broward County. The facility transfers international intermodal containers between ship and rail, and domestic cargo destined for or originating from South Florida.2

Access roadways facilitate the intermodal transfer of freight and passengers. The ingress and egress points to Port Everglades are: Eller Drive, Spangler Boulevard and Eisenhower Boulevard. Port Everglades will continue to maintain and improve access and internal roadways network within the Port area.

The impacts to the local streets of the freight movement in and out as well as the passenger vehicle traffic is important to discuss. It is also important to talk about the changes to the Panama Canal and the dredging of the port to allow for those larger ships into the port and the impact on movements.

The movement in and out of the port significantly impacts the rest of the transportation system both because of the rail delays and the passenger vehicles in and out when one day can see 50,000 visitors getting on and off. This also needs to have a better connection to SE 17th Street and the airport to help reduce some of the roadway impacts.

E. Airports

Fort Lauderdale-Hollywood International Airport (FLL) occupies a site of 1,718 acres in the southeastern part of the county, located south of I-595 and two miles west of the coastline. The airport is accessible by roadway (from I-95 and I-595, Griffin Road and US Route 1), by Tri-Rail and

2 Port Everglades 2014 Annual Commerce Report
by a Broward County BCT bus route. Fort Lauderdale-Hollywood International Airport is a component of the SIS.

FLL is one of the fastest growing airports in the U.S. It ranked 21st in the nation in total passenger traffic and 13th in domestic origin and destination passengers, with more than 325 departure and 325 arrival flights a day. The airport offers nonstop service to more than 125 cities throughout the U.S. and flights to Canada, the Bahamas, the Caribbean, Mexico and Europe. Each day over 73,000 passengers pass through the airport. In 2014 the airport opened a new South Runway, creating an estimated 11,000 construction jobs with a $1.4 billion annual impact. The airport is also expanding Terminal 4 to include additional gates and facilities. These and other improvements will continue to expand the airport’s function and capacity.

The City of Fort Lauderdale operates the Fort Lauderdale Executive Airport, a 1,000-acre general aviation facility located in the Uptown Business District. Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the U.S., with more than 165,000 annual operations and an annual economic impact of $839 million. With two intersecting runways, the airport accommodates general aviation business jet aircraft. The airport has five fixed base operators, which include Aero Toy Store, Banyan, Sano Aviation, W Aviation, and World Jet. The airport serves as a corporate aviation and charter flight center for South Florida, with a notable volume of air ambulance and medical activity, flight training, recreational flying, and real estate and sightseeing tours that take place at the airport.

F. Transportation Projects

Commitment 2040 is an investment plan for Broward County created by the Broward Metropolitan Planning Organization. The vision includes a variety of implementable projects which move people, create jobs and strengthen communities. Moving people, creating jobs, and strengthening communities is vital to the development and success of a region and establishes clear goals for our transportation system.

The Commitment 2040 Plan identifies five funded projects that will be implemented in Fort Lauderdale between now and 2035. These projects are detailed on Table IV.F.1. below:

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In addition, the City’s FY 2016 – 2020 Community Investment Plan contains a five year Capital Improvements Schedule that is adopted into the Comprehensive Plan’s Capital Improvements Element. The Capital Improvements Schedule contains a number of mobility projects that will be

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3 Broward County MPO Commitment 2040 Long Range Transportation Plan

Transportation Data Inventory and Analysis
September 23, 2016
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implemented in the short-range (five-year) planning period. These projects are detailed on Table F.2. below.

<table>
<thead>
<tr>
<th>Project</th>
<th>FY 16</th>
<th>FY 17</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE 15th Ave. Corridor Safety Improvements</td>
<td></td>
<td>$500,000</td>
<td></td>
<td></td>
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<tr>
<td>NW 7th Avenue Corridor Project</td>
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<td></td>
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<tr>
<td>NW 7th Ave. Improvement Project</td>
<td></td>
<td></td>
<td>$1,000,000</td>
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</tr>
<tr>
<td>Cordova Road Complete Streets Project</td>
<td></td>
<td></td>
<td></td>
<td>$982,032</td>
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</tr>
<tr>
<td>Las Olas Boulevard Safety Project</td>
<td>$800,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Walkability Project Phase 3</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>SE/SW 6 Street Corridor Improvements</td>
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<tr>
<td>Sidewalk and Paver Replacement</td>
<td>$1,255,340 $1,400,000</td>
<td>$275,000</td>
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<tr>
<td>6th Street/Sistrunk Streetscape and Enhancements</td>
<td>$19,221</td>
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<tr>
<td>NPF CRA Street Improvement Grant</td>
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<td>$150,000</td>
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<tr>
<td>2015 NCIP Lauderdale Beach Traffic Calming</td>
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<tr>
<td>2015 NCIP Sunrise Intracoastal Traffic Calming</td>
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</tr>
<tr>
<td>2015 NCIP Historical Dorsey Riverbend Sidewalk</td>
<td>$35,000</td>
<td></td>
<td></td>
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<tr>
<td>2015 NCIP Riverland Roundabout</td>
<td>$35,000</td>
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<tr>
<td>Downtown Walkability Project Phases 4-7</td>
<td>$500,000 $500,000</td>
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<td></td>
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<tr>
<td>Cordova Road Complete Streets</td>
<td>$343,840</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Broward MPO

The Broward MPO has developed a Complete Streets Initiative to implement multimodal projects across the County. The City of Fort Lauderdale has several projects that will be completed over the next 5 years:

- SW 4th Avenue bike lanes
- SW 31st Avenue bike lanes
- NW 19th Street bike lanes
- SE 3rd Avenue bike lanes
- NE 4th Avenue bike lanes
- SR 7 Transit Study
- Oakland Park Blvd transit improvements

FDOT

The Florida Department of Transportation also has a work program for roadways under their jurisdiction that includes projects within the City. Many of these projects have elements that will improve mobility for users other than just the vehicle:

- Powerline Road bike lanes
- US1 Oakland Park Blvd to Commercial Blvd
- A1A Oakland Park Blvd to Flamingo Ave
- A1A Mercedes River Bridge to Sunrise Blvd
- Sunrise Blvd pedestrian crossings

Grant Funded Projects

The City also receives grants toward transportation projects from a variety of sources. The below are projects funded from such sources:

- Bayview Drive
- NW 9th Avenue
- Cordova Road
- NE 13th Street

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost 1</th>
<th>Cost 2</th>
<th>Cost 3</th>
<th>Cost 4</th>
<th>Cost 5</th>
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<tr>
<td>NW 15th Avenue Complete Streets Project</td>
<td></td>
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<td></td>
<td>$200,000</td>
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<tr>
<td>Riverland Road Complete Streets Improvements</td>
<td></td>
<td></td>
<td></td>
<td>$300,000</td>
<td></td>
</tr>
<tr>
<td>Las Olas Boulevard Corridor Improvements</td>
<td>$7,000,000</td>
<td></td>
<td></td>
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<td><strong>Total</strong></td>
<td>$5,039,561</td>
<td>$15,168,840</td>
<td>$3,800,000</td>
<td>$4,561,032</td>
<td>$800,000</td>
</tr>
</tbody>
</table>
G. Other Planning Efforts

The City, and agencies with jurisdiction over portions of the City’s transportation infrastructure (Broward County, FDOT, the SFRTA, Broward County Transit) have adopted a number of transportation plans and studies.

A fully connected multi-modal City emerged as the top community priority in Fast Forward Fort Lauderdale Our City Our Vision. Of the 1,562 ideas received during the visioning process, 376 were related to this topic. “WE ARE CONNECTED” Vision Platform states that in 2035, “We move seamlessly and easily through a safe transportation system where the pedestrian is first”.

Multi-modal connectivity is a major focus of the Press Play Strategic Plan 2018. Goal 6, Neighborhood Enhancement, is “Be an inclusive community made up of distinct, complimentary and diverse neighborhoods”. Goal 1 under infrastructure is “Be a pedestrian friendly, multi-modal City”. Objectives under that Goal call for improving transportation options and reducing congestion by working with agency partners, integrating transportation land use and planning to create a walkable and bikeable community, and improving pedestrian, bicyclist and vehicular safety. Strategic initiatives to achieve these objectives include expanded transit options, pedestrian and bicycle infrastructure improvements, the adoption of complete street guidelines, traffic calming measures, and public education.

The January 2015 Press Play Strategic Plan Progress Report indicates that the City has made progress in implementing these strategic initiatives. For example, since 2011 2.8 miles of bike lanes and 63 bike racks were added to the multi-modal network. There were 400 projects identified in the Connecting the Blocks Program to create a connected community meeting the City’s adopted Complete Streets Policy.

A comprehensive community planning effort was conducted to develop strategies to realize the vision of having a connected community where the pedestrian is first. The effort included input from the Vision planning efforts as well as supplemental outreach focusing on multimodal transportation needs. The resulting Program is entitled “Connecting the Blocks Program: A multimodal connectivity program”. The Program was established in compliance with the Complete Streets Policy adopted by the City Commission in October 2013, and identifies a detailed listing of roadway improvements to create connected, complete streets.

The Connecting the Blocks Program identifies pedestrian, bicycle and transit infrastructure improvements needed to implement the Complete Streets Policy. Each street was evaluated based on its context (i.e. such categories as Center City Boulevard, Commercial Avenue and Residential Street) and current conditions to determine needed improvements. The comprehensive list was then prioritized based on criteria utilizing rankings from various funding sources to assist in determining the viability of funding the projects in the future. Those criteria were weighted based on input from the City Commission, with a higher weight given to projects that improve safety, contain sustaining elements, fill existing network gaps, and support transit.

Commitment 2040 is an investment plan for Broward County created by the Broward Metropolitan Planning Organization. The vision includes a variety of implementable projects which move people, create jobs and strengthen communities. Moving people, creating jobs,
and strengthening communities is vital to the development and success of a region and establishes clear goals for our transportation system.

In response to citizens’ concerns about the safety of the transportation system, the City of Fort Lauderdale has initiated the Vision Zero Program, with the goal of creating a “zero fatality transportation network”. Under this program, the City will partner with the Broward County MPO, Broward County, the Florida Department of Transportation, and other agencies in order to implement improvements to increase the safety of and reduce fatalities on the multi-modal transportation network. The City and its partners will identify areas with a high number of bicycle and pedestrian fatalities and crashes in order to target improvements and safety strategies through a comprehensive approach.

H. Interactions between Land Use and Transportation

Fort Lauderdale’s historic growth and development are primarily linked to the construction of the Atlantic Intracoastal Waterway, Flagler’s railroad and the Seaboard Air Line / CSX Railway. These improvements allowed the movement of freight and passengers to and from Fort Lauderdale. The subsequent construction of US 1 and then I-95 through the City provided it with roadway access and the construction of Fort Lauderdale/Hollywood International Airport provided access by air. These transportation facilities are all located within four miles of the coast. The construction of the Central and South Florida Project, which provided drainage for much of Broward County’s western developable area, made it available for development. I-595, the major east-west expressway in south-central Broward County provided easy access from the western municipalities into Fort Lauderdale. It is anticipated that the City’s future transportation needs will be met by increased multi-modal transportation options instead of significant expansions of the roadway network due to the fact that it is substantially built-out; the provision of these options will have a focus on multimodal capacity to reduce auto dependency over time.

Access to serve existing land uses requires an extensive network of connections. Roadways, public transit, bikeways, and pedestrian ways are transportation modes that require an extensive network of connections in order to serve existing uses. Some transportation modes, such as waterways, railways and the recreational traffic network, have limited connections and do not serve the primary function of serving or providing access to existing land uses. Still other transportation modes, such as airports and related facilities and intermodal facilities, are in essence transportation hubs serving regions. Consequently, this section addresses availability of the roadway, public transit, bikeways, and pedestrian ways networks to serve existing land use.

1. Roadway Network

Availability of the roadway network to service existing land uses is primarily a function of the existing local roadway system. New development is assured access by the Broward County Land Development Code that requires that development have adequate access to roadways. Collector and arterial roadways, as a secondary or tertiary function, oftentimes provide access to existing land uses. This occurred prior to the implementation of access management standards.

2. Public Transit Network

Availability of public transit to service existing land uses is based on the functional area coverage of the existing fixed-route bus network. Functional area coverage is defined as a ½...
mile corridor surrounding a bus route, three mile in each direction. The ¼ mile radius is based upon studies showing a person would walk up to three miles to access the public transit network. The City uses ¼ mile radius around bus stops and ½ mile around rail stations. The level of service requires 70 percent coverage.

The Americans with Disabilities Act (ADA) requires that BCT, as an operator of a fixed-route bus system, offer complementary service to persons with disabilities who are unable to use the fixed-route system. A complementary paratransit service should operate at the level of service comparable to what is provided to persons without disabilities who use the fixed-route system. Since 1996, Broward County Transit has been in full compliance with the six service criteria established by the ADA. BCT continues to meet or exceed service requirements mandated in the ADA legislation. Efforts to coordinate service delivery with Tri-Rail, Miami-Dade and Palm Beach Counties are ongoing in order to meet growing demand of inter-county trips.

3. Bikeways Network

Availability of the bikeways network to serve existing land uses can be defined by the functional area coverage for utilitarian bicycle trips, which can be categorized as a two-mile radius from the point of trip origination. The two-mile radius was derived from a special tabulation of the 1990 Nationwide Personal Transportation Survey that found that 72 percent of the work trips by bicycle are two miles or less; the comparable figure for shopping trips is 87 percent.

4. Pedestrian Ways

Availability of pedestrian ways to service existing land uses is primarily a function of the functional area coverage of the existing pedestrian way. As noted in the public transit availability discussion, the distance a person would be willing to walk is approximately ¼ mile. Since this distance is so small, the pedestrian way network should be geared toward improving access to the public transit network and improving connections within compact mixed-use areas, such as downtowns and regional activity centers.

5. Greenways

The term greenway was coined by taking the "green" from green belt and adding it to the "way" from parkway. Often applied to railroad rights-of-way which fall into disuse and are converted to public use, greenways are vegetated, linear routes and used for multiple purposes. These are often converted into a long-distance paths or trails for cyclists, walkers, and riders. Fort Lauderdale has one existing greenway located along the Dixie Highway Corridor. Trailheads in the City include: Floranada Park, Sistrunk Park, Himmarshee Village, Florence Hardy Park, Croissant Park and Snyder Park.

I. Strategies to maintain adopted Level of Service Standards

In addition to the improvement projects identified herein, Fort Lauderdale employs several strategies or tactics to help maintain its adopted transportation level of service (LOS) standards. These include implementation of a concurrency management system, transportation system management, and transportation demand management.

1. Traffic Impact Assessment and Mitigation

Fort Lauderdale employs procedures and processes to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with
the impacts of development. The City of Fort Lauderdale requires each proposed development undergo a prior to the issuance of any development order or permit.

The City requires any project with greater than 1,000 average daily trips provide a traffic impact study. If a project’s daily trip generation is less than 1,000 trips, and when more than 20 percent of the total daily trips are anticipated to arrive or depart, or both, within one-half hour (30 minutes); or when the proposed use creates varying trip generation each day, but has the potential to place more than 20 percent of its maximum 24-hour trip generation onto the adjacent transportation system within a one-half hour (30 minute) period; the applicant shall submit a traffic impact analysis prepared by the applicant.

In addition to the trip threshold requirement, providing safe pedestrian access is required. Additionally, to meet the City’s goals and vision of fostering multimodal improvements, providing on-site and off-site multimodal facilities is addressed as part of the review and approval process.

Future options for multimodal facilities will require the City to develop a multimodal assessment, and as needed, a potential mobility fee. This mobility fee will require that the City have a master list of projects which need to be implemented, as well as a continuously updated list of existing infrastructure. To provide for the dual rational nexus test, the City may elect to assess the existing infrastructure by mode and provide LOS grades for each type of facility. The City may elect to move to a single Multimodal LOS system, or, following the example of other areas, such as Bellevue, Washington, to create a multimodal LOS system that exists through a weighted combination of Transit, Pedestrian, Bicycling, and Vehicular LOS grades.

As a basis for mobility fees, the City may also elect to base the judgement on the number of person trips, which can be derived through applying the regional household travel survey’s average person per vehicle to the generated number of vehicular trips. The mobility fee will then be based on the expected person trips generated by the development, and can be weighed against the master list of projects previously designed to allow for the City to meet infrastructure needs.

2. Transportation System Management (TSM)

TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system. In lieu of traditional widening and construction, alternative solutions are proposed in order to eliminate traffic problems. Examples of such solutions include:

- Corridor studies to develop Transportation Systems Management/Demand management.
- Establishment of a Congestion Management System to identify problem corridors and coordinate improvements.
- Adding a turning lane at an intersection is another TSM technique.
- Access management such as the control and regulation of spacing and design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roads to improve safe and efficient traffic flow on the road system.
- Computerization of signals on roadways has been recognized as one of most effective ways to improve the traffic flows.
3. Transportation Demand Management (TDM)

TDM means strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than thresholds requirements for successful public transit and pedestrian and bicycle programs.
SANITARY SEWER, WATER, AND STORMWATER ELEMENT DATA INVENTORY AND ANALYSIS

The Infrastructure Element addresses the physical capacity and condition of the City’s hard infrastructure system (sanitary sewer, potable water, solid waste, drainage and aquifer recharge). In order to maintain the physical capacity of its infrastructure system, the City of Fort Lauderdale has adopted Level of Service Standards in the Comprehensive Plan and Land Development Code. The City ensures that these standards are met through: Concurrency Management, which requires that the infrastructure needed to serve new development and redevelopment is in place prior to or at the time of development; capital improvement projects, and; coordination with other service providers, such as Broward County.

A. Sanitary Sewer

The City’s adopted Level of Service standards for sanitary sewer, daily and by type of development, are as follows:

- Single family housing, Duplex, Triplex – 300 gallons per day per unit;
- Condominiums and Apartments – 241.5 gallons per day per unit;
- Merchandising – 165 gallons per 1000 square feet of building area;
- Hotels (with restaurants and/or meeting rooms) – 260.4 gallons per day per room;
- Hotels (without restaurants and/or meeting rooms) – 77 gallons per day per room;
- Office uses – 191 gallons per square feet of building area;
- Institutional uses, 200 gallons per day per bed;
- Other Commercial – 157 gallons per square feet of building area;
- Restaurant, 749 gallons per 1000 square feet of building area.

Prior to issuing a development order, the City ensures that the system-wide capacity of the wastewater treatment system, and the sanitary sewer infrastructure that serves the site (i.e. pipes, pump stations), are sufficient to meet the standard based on the type and scale of development. If they are not sufficient, the developer may be required to provide the necessary improvements.

Central wastewater treatment in the City is provided through the George T. Lohmeyer Wastewater Treatment Plant, which is located on a ten-acre site at Port Everglades. The plant provides continuous wastewater treatment to approximately 180,000 customers in Fort Lauderdale, Wilton Manors, and Oakland Park, as well as sections of Tamarac, Davie and unincorporated Broward County. Some residents in the service area remain on septic tank systems, mostly within the southern portion of the City of Fort Lauderdale. It is anticipated that these septic systems will be replaced with sewer service during the ten-year planning period. The Plant has a current treatment capacity of 56.6 million gallons per day. In 2014, the City treated 14.24 billion gallons of wastewater, an average of 39,013,699 gallons per day.¹

In addition to ensuring capacity to meet demand, the City is also implementing strategies to reduce wastewater flow. The Waterworks 2011 program identified approximately $70 million in capital projects to reduce groundwater infiltration and unnecessary treatment, modernize infrastructure, and otherwise improve the operation and efficiency of the system.² This work has been completed. The 2015 Commission Annual Action Plan prioritized wastewater infiltration and inflow reduction through the rehabilitation of gravity mains, sewer laterals, manholes, and ten pump station areas between 2016 and 2019.³

¹ City of Fort Lauderdale Comprehensive Annual Financial Report, September 30, 2014
² City of Fort Lauderdale Sustainability Action Plan, 2011
³ City of Fort Lauderdale Press Play Progress Report, January 2015
B. **Potable Water**

The City’s adopted Level of Service Standard for potable water is 197 gallons per capita per day. In 2014 the City updated its 10-Year Water Supply Facilities Workplan, which indicates how it will meet its potable water needs and level of service standard during the ten year planning period. Water consumption was 173 gallons per capita per day (gpcd) in 2015 and 165 gpcd in 2014. The City should monitor the water use closely to determine if the low usage is not a weather or economy related activity.

The City of Fort Lauderdale is the largest potable water supplier in Broward County. The City’s Water Service Area provides potable water to 228,546 customers in the City and surrounding areas. By 2025 the service area population is projected to increase to 251,758, and by 2035 it is projected to increase to 267,196.

In order to meet the Level of Service, the City needs to have the capacity to provide 45,023,562 gallons of potable water per day. To meet projected demand in 2035, the City will require the capacity to treat 52,637,612 gallons per day. The City currently has the capacity to treat 82,000,000 gallons per day. However, the City is not limited by treatment capacity, but by the permitted quantity of water. The South Florida Water Management District (SFWMD) limits the City’s raw water withdrawals from the Biscayne Aquifer to 52.55 million gallons per day. Increasing the amount withdrawn will require an adjustment to the City’s Water Use Permit from SFWMD, which is not likely to be granted. In observance of this, the City has a long range plan to add 6.0 million gallons a day of treated water capacity from the brackish Floridan Aquifer. This water source will require treatment by reverse osmosis, which is very expensive. Fortunately, the City’s water demand forecast shows that no additional water will be needed in the planning period ending in 2035.

It is therefore anticipated that the City will continue to meet its potable water Level of Service Standard through the short- and long-range planning periods. The City has established a conservation goal to reduce the potable water Level of Service Standard to 170 gallon per day.
by 2028. In order to achieve this goal, the City will continue to implement programs and activities such as:

- Broward Water Partnerships - collaboration with other municipalities to achieve shared conservation goals;
- Conservation Pay$ Program - encourages water customers to reduce water use through rebates and the provision of water-conservation devices (estimated to save approximately 23,000 gallons per day);
- NatureScape Irrigation Services - promotes efficient irrigation and landscaping practices (estimated to have saved 70.5 million gallons between 2010 and 2014);
- Water Matters Day
- Landscape Irrigation restrictions;
- New Utility Rates (Effective 10/1/2015)
- Conservation Rate Structure - progressively higher rates as water use increases;
- Irrigation System Design - All irrigation systems permitted since 2008 require rain sensors, and;
- Education programs such as Water Matters Day and the Water Conservation Education Program (brochures and literature, City website, etc.).

These programs are more fully described in the City’s 10-Year Water Supply Facilities Workplan, adopted on October 6, 2014.

The intrusion of coastal saltwater into the Biscayne Aquifer presents an ongoing threat to the City’s potable water supply. An elevated concentration of chloride of 250 mg/liter is the limit above which water is not potable. The indication of saltwater intrusion is much lower. It could be as low as 10 mg/l. The City has a program to monitor the saltwater intrusion called SALT. Monthly samples are taken from ten monitoring wells and the level of chlorides and other parameters is recorded. At the end of each year, the sample results are included in a report to the SFWMD, as required by the City’s water use permit. These reports show no significant increase of saltwater intrusion. The saltwater intrusion is there because of the significant number of canals in the City and the relatively few barriers to salt water (canal gates). The CUS Master Plan section WA2

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4 City of Fort Lauderdale 0-Year Water Supply Facilities Work Plan, October 6, 2014
Sanitary Sewer, Water, and Stormwater Element Data Inventory and Analysis
September 23, 2016
Page 3 of 5
contains the following conclusion: "(The City) Has not experienced significant advancements in the Biscayne Aquifer saline interface nor are such advancements predicted for the 20-year planning period, however, the City should continue to monitor in cooperation with Broward County and SFWMD."

The City addresses saltwater intrusion through such strategies as managing wellfield pumpage, relocating wellfields out of impacted areas, abandonment of eastern wells, and the collection and analysis of data from ten monitoring wells. The City will continue its efforts to manage and prevent further saltwater intrusion through the planning period.

C. Solid Waste

The City’s Level of Service Standard for solid waste is 7.2 pounds per capita per day. This requires a collection and disposal capacity of 1,235,189 lbs. per day at present (current population 171,544) and will require a collection and disposal capacity of 1,360,354 lbs. per day in 2035 (projected population 188,938).

In order to increase efficiencies and reduce the amount of solid waste produced, the City of Fort Lauderdale follows an integrated approach to solid waste management, including municipal solid waste, recycling, bulk trash, yard waste, and household waste and electronics disposal. In 2010, the City collected and disposed of approximately 40,000 tons of municipal solid waste, recycled approximately 10,000 tons and diverted 25,000 tons of yard waste from the waste stream. The amount of landfilled solid waste decreased almost 6,000 tons between 2007 and 2010, while the amount of materials recycled doubled and the amount of yard waste diverted almost tripled. The City, in accordance with its Sustainability Action Plan and other green initiatives, plans to achieve a recycling rate of 93% by 2020.

D. Drainage

The City’s adopted Level of Service standards for stormwater drainage are: a minimum public road elevation to withstand flooding that will occur during a ten year, one-day storm event, and; a minimum floor elevation to withstand flooding during a 100 year, three day storm event. In addition, new development and redevelopment must provide for retention and treatment of the first inch of stormwater runoff through the use of vegetative swales, perforated pipes, deep well injection, or other means acceptable to City, County and/or State agencies or departments.

The City’s stormwater drainage infrastructure includes 171 miles of stormwater pipes, 2,324 manholes, 1,258 outfalls, 37 drainage wells, and 8,288 catch basins. The City participates in the Federal Emergency Management Agency’s (FEMA) Community Rating System, which allows residents to receive discounts on federal flood insurance. In addition, the City maintains a Stormwater Master Plan, which identifies projects to maintain and improve drainage performance through 2025.

E. Other Planning Efforts

The 2011 Sustainability Action Plan outlines a number of strategies to increase the sustainability and performance of the City’s infrastructure. The Sustainability Action Plan calls for reducing water demand 20% by 2020. Action steps to achieve this goal include water-efficient plumbing and fixtures, escalation of potable water fees for high-users in single family areas, low

5 City of Fort Lauderdale Sustainability Action Plan, 2011
volume/avoidance watering, resource planning and conservation efforts focused on large water users, and rainwater harvesting. The Sustainability Action Plan’s wastewater and stormwater goal is to reduce and improve wastewater treatment through reduced inflow and infiltration, runoff pre-treatment requirements, bioswales, and storm inlet improvements. With regard to solid waste, the Sustainability Action Plan establishes recycling and waste reduction goals for City departments and calls for increasing recycling rates by 50% by 2020.

Infrastructure is also addressed in the City’s Fast Forward Fort Lauderdale Our City Our Vision Plan. Of the 1,562 ideas received during the visioning process, eight were specific to potable water supply and demand, two addressed recycling and composting, six addressed drainage, and four addressed wastewater treatment. The Press Play (Strategic Plan) addresses infrastructure under Goal 2, “Be a sustainable and resilient community”. Objective 1 is “Proactively maintain our water, wastewater, road and bridge infrastructure”. Objective 2 is “Reduce flooding and adapt to sea level rise”. Objective 4 is “Reduce solid water disposal and increase recycling”. Objective 6 is “Secure our community’s water supply”. Strategic initiatives to achieve these objectives include developing performance measures to reduce infiltration and inflow, expanding multi-family and commercial recycling programs, reusing yard waste in a free mulch program, and identifying and implementing water reuse opportunities.

The January 2015 Press Play Strategic Plan Progress Report indicates that the City has made progress in implementing its strategic initiatives. For example, water line breaks decreased by 20% in 2014, and storm drains are inspected and cleaned on a more frequent basis.
SOLID WASTE DATA INVENTORY AND ANALYSIS

The City’s Level of Service Standard for solid waste is 7.2 pounds per capita per day. This requires a collection and disposal capacity of 1,235,189 lbs. per day at present (current population 171,544) and will require a collection and disposal capacity of 1,360,354 lbs. per day in 2035 (projected population 188,938).

In order to increase efficiencies and reduce the amount of solid waste produced, the City of Fort Lauderdale follows an integrated approach to solid waste management, including municipal solid waste, recycling, bulk trash, yard waste, and household waste and electronics disposal. In 2010, the City collected and disposed of approximately 40,000 tons of municipal solid waste, recycled approximately 10,000 tons and diverted 25,000 tons of yard waste from the waste stream. The amount of landfilled solid waste decreased almost 6,000 tons between 2007 and 2010, while the amount of materials recycled doubled and the amount of yard waste diverted almost tripled.\(^1\) The City, in accordance with its Sustainability Action Plan and other green initiatives, plans to achieve a recycling rate of 93% by 2020.

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\(^1\) City of Fort Lauderdale Sustainability Action Plan, 2011
ECONOMIC DEVELOPMENT ELEMENT DATA INVENTORY AND ANALYSIS

A. Description

Greater Fort Lauderdale, with a gross metro product of $81.3 billion, boasts a vibrant and diverse economy. Marine commerce is the area’s leading industry, providing more than 134,000 jobs and an annual economic impact of $10.78 billion. (The Fort Lauderdale International Boat Show, the world’s largest in-water boat show, alone has an annual economic impact of $650 million.) Tourism is the area’s second largest industry, employing 180,000 people and having an annual economic impact of $14.2 billion. The Greater Fort Lauderdale Convention and Visitors Bureau estimates that the area had 15.4 million visitors in 2015. Greater Fort Lauderdale, also an important center for international trade and business, has a strong manufacturing base, and serves as the corporate or regional headquarters for a number of corporations. The City’s strong business climate and central location on South Florida’s “Internet Coast”, an emerging high-tech corridor that is home to more than 6,000 high technology firms, has made it a high-tech hotbed.

A summary of Fort Lauderdale’s land use profile and taxable values is in the table below:

<table>
<thead>
<tr>
<th>Property Category</th>
<th>Number of Parcels</th>
<th>Land Area (ac)</th>
<th>% of Category</th>
<th>Building Area (sf)</th>
<th>Units / Hotel Rooms</th>
<th>Taxable Value (Land + Building)</th>
<th>% of Category</th>
</tr>
</thead>
<tbody>
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<td>73,684</td>
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(Florida Department of Revenue, Final 2015 NAL Tax Roll)

Fort Lauderdale’s economy is based on a number of economic drivers. The tourism industry is largely centered on the City’s seven miles of beaches and extensive system of waterways. The 600,000-square-foot LEED certified Greater Fort Lauderdale Convention Center hosts numerous large conventions and smaller meetings annually. Fort Lauderdale-Hollywood International Airport is the nation’s 21st busiest airport and includes a growing number of international flights. The airport and related business provide more than 139,900 jobs and have an annual economic impact of $13.2 billion. Fort Lauderdale’s City-owned and operated Executive Airport is one of the nation’s busiest general aviation airports, with an annual economic impact of $839 million. Port Everglades is ranked as the 12th busiest container port in the nation, and the third busiest cruise port in the world. Other major economic assets and employment centers include a number of major medical centers, Downtown, and the Cypress Creek business and technology district. Figure A.1. shows employment distribution in the City of Fort Lauderdale.2

Greater Fort Lauderdale’s median household income of $50,997 is higher than the median household income in the State ($45,050), while the median owner-occupied home value in 2016 is estimated to be $312,515, compared to $172,045 in the State. The City’s unemployment rate in March 2015 was 5.5%, equal to the national rate and slightly lower than the State’s rate of 5.7%.3

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1 www.forbes.com/places/fl/fort-lauderdale/
2 www.fortlauderdale.gov/departments/sustainable-development/economic-development

Economic Development Element Data Inventory and Analysis
September 23, 2016
Page 1 of 5
The cost of living in Fort Lauderdale is 9% above the national average, and the 2013 job growth rate of 2.5% ranks 125th among metropolitan areas. Education attainment for the over 25 population indicates that 85.6% have completed high school, 33.2% have earned a Bachelor’s degree and 12.7% have earned a graduate or professional degree.

The City and its partners like the Greater Fort Lauderdale Alliance, Chamber of Commerce, Convention and Visitors Bureau, Downtown Development Authority, and Broward County Economic Development work together to implement economic development efforts. Many of these efforts are focused on creating, fostering and attracting jobs and businesses in targeted industry sectors, including: aerospace and aviation; advanced materials and high-tech manufacturing; alternative energy and renewable resources; global business services and logistics; human resources development and higher education; information and communications technologies; creative economy and film; corporate headquarters; global logistics; life science; and marine. Tax refunds and other incentives are available to companies that commit to providing high-wage jobs in these sectors.

In addition to these programs, another strategy to expand economic opportunities is to create synergies between the City’s core economic assets by seamlessly linking them via dedicated bus lines. Such a link between the airport, port, downtown, beach, and northern business areas would allow for more efficient and easy movement between the locations which can clearly enhance economic activity. For example, business travelers who might stay in the northern Cypress Creek area to be near an office for meetings might be enticed to visit downtown destinations if the connection was easy and inexpensive.

An urban design option for linking the core asset locations is a sophisticated gateway and wayfinding program that shows users the easiest and fastest way to travel between the locations. Such a program would enable even short-term visitors to the City to quickly navigate to multiple destinations.

While helping the City’s existing 30,200 businesses to expand and be more successful is a logical focus for economic development, an equally important effort is to encourage innovation and start-up efforts which are frequently undertaken by what has been termed the creative class. Strategies to encourage creative class activity include creating attractive public spaces and collaborative and inexpensive workspaces where people can exchange ideas with low up-front costs. Another component for encouraging innovation and the creative class is the promotion of arts activities of all kinds including permanent museums, pop up exhibits, public art, art festivals and events, street murals on buildings, and any of the many other forms of art expression that are constantly being developed and repurposed.

In supporting business development, the City’s Economic and Community Investment Division a business profile of the City. This data includes office, retail, and residential market space, with regular updates to note the quarterly market absorption rates.

Another major component of encouraging innovative economic development is supporting the development of knowledge. The Broward County Public School District is the 6th largest public school system in the US. BCPS is Florida’s first fully accredited school system. BCPS has 238 schools (including centers and technical colleges) and 103 charter schools, serving over 268,000 students and approximately 175,000 adult students from 208 countries - 76.5% of Broward County students graduated last year. With 43 institutions of higher learning within 30 miles, eleven of which offer MBA degrees, Fort Lauderdale offers an abundance of opportunity for higher education.
education. While the comprehensive plan does not set educational policies, it does deal with the development of the physical facilities where education is provided. In general, the widest flexibility needs to be shown in the location and design of educational facilities so that they can be responsive to the constantly evolving needs of innovative education programs.
Figure A.1. Employment Distribution
B. Other Planning Efforts

The local economy, and expanded economic opportunities, are important components of the Fast Forward Fort Lauderdale Our City Our Vision Plan. The “WE ARE PROSPEROUS” Vision Direction calls for a “strong, diversified economic base coupled with excellent business and education centers”. As noted, the Vision Plan is the result of significant feedback received throughout the visioning process: of the 1,562 ideas received, 93 addressed various aspects of the economy, including education, talent supply, innovation, tourism, and the airport.

The Press Play Strategic Plan 2018 outlines a number of objectives and strategic initiatives specific to the economy. The Business Development Cylinder calls for “a thriving economy with a healthy range of industries, including marine, tourism, manufacturing, finance, healthcare, insurance, real estate, high technology, avionics/aerospace, and film and television production”. Goal 6 under this Cylinder is “be a well-positioned City within the global economic and tourism markets of the South Florida region, leveraging our airports, port and rail connections”; Goal 7 is “be known for educational excellence”. Objectives and strategic initiatives to achieve these goals include defining and targeting emerging industries, developing “Green Business” incentives, and coordinating with educational institutions to connect skills development with employment opportunities.

The April 2014 Vision Plan Progress Report, Fast Forward Fort Lauderdale – Rewind: Year in Review, indicates progress in the “We Are Prosperous” Vision Direction. Specifically, the City’s unemployment rate decreased from 6.9% in 2012 to 5.6% in 2013. Further indicating progress, the Press Play Strategic Plan Progress Report reports that 428 new jobs were created in targeted industry sectors in 2014.
Education Element Data Inventory and Analysis

Overview

The following Broward County Public School Facilities Element Support Document serves as the Data Inventory and Analysis for the Fort Lauderdale Education Element.
The Final Deployment
by Anna Prokos

Sofia stepped on her sneakers and ran to the airport like a reindeer, spirits to the wind.

She was past traffic and trees; She was past clouds and experts. She had reached her final destination.

And turned their own eyes in her direction. She took a gage to lead. It was closed to three hundred others.

She shot her brother and a little flower, and a little fiddle had stirred a straight vision to give way. That had wanted her to be given.

Sofia kicked off her sneakers, and baled them back. She was family kissed and hugged, and cried a river of tears.

Sofia stepped on her sneakers, and baled them back. She was family kissed and hugged, and cried a river of tears.

By herself, she stepped on her sneakers. She was family kissed and hugged, and cried a river of tears.
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Public School Facilities Element

INTRODUCTION

A. General

The Florida Legislature strengthened the ties between school planning and general land use and comprehensive planning with the adoption of Senate Bill 360 in 2005, but reversed course and repealed many provisions, including mandatory school concurrency in 2011 with the passage of the Community Planning Act (House Bill 7207). The Community Planning Act shifts much more regulatory discretion to local governments to plan their communities and reduces state oversight in comprehensive planning areas. Under new/revised provisions adopted with Florida Statutes (SF) Chapter 2011-139:

1. Requirement for a Public School Facilities Element is deleted.
2. State-mandated school concurrency is optional.
3. Data and analysis and mapping requirements relaxed.

Public School Facilities Element Requirements

FS Chapter 2011-139 provides that local governments have the option to repeal or continue implementing public school concurrency. Local governments who choose to continue implementing it, can do so under provisions set forth in s. 163.3177(1), 163.31777 and 163.3180(6)(a). Broward County will continue to implement the provisions according to state statute and the Interlocal Agreement for Public School Facilities Planning (ILA).

The Public School Facilities Element goals, objectives, and policies address the following areas:
1. Procedure of annual update process;
2. Procedure for school site selection;
3. Procedure for school permitting;
4. Provision of infrastructure necessary to support proposed schools;
5. Provision for collocation of other public facilities in proximity to public schools;
6. Provision for location of schools proximate to residential areas and to complement patterns of development;
7. Measures to ensure compatibility of school sites and surrounding land uses; and
8. Coordination with adjacent local governments and the school district on emergency preparedness issues.

The data and analysis portion of the Public School Facilities Element addresses:

1. How Level-of-Service (LOS) standards will be achieved and maintained;
2. The Interlocal Agreement (ILA) adopted pursuant to s. 163.31777 and the 5-year school District Educational Facilities Program (DEFP), including LOS maps, adopted pursuant to s. 1013-35, Florida Statutes;
3. The educational plant survey prepared pursuant to s. 1013.31 and an existing educational map or map series;
4. Projected future population and associated demographics, including development patterns year by year for the upcoming 5-year and long-term planning periods; and
5. Information on existing development and development anticipated for the next 5 years and the long-term planning period;
6. An analysis of problems and opportunities for existing schools and schools anticipated in the future;
7. An analysis of opportunities to collocate future schools with other public facilities such as parks, libraries, and community centers as per the ILA;
8. Inventory of public schools that serve as emergency shelters; and
9. Funding sources for capital improvements.
B. Service Area

The planning service area is countywide and includes both charter schools and public schools in all 31 municipalities and the BMSD. Serving students in 234 schools, centers and technical colleges, and 93 charter schools, Broward County has the sixth (6th) largest school district in the nation and second (2nd) largest in Florida. Broward County.

C. Planning Horizon

The planning horizons for the Public School Facilities Element are five years (2021-22) and ten years (2027), in compliance with FS Chapter 163.3177(5)(a).
DATA REQUIREMENTS

A. Collaborative Planning Process and Intergovernmental Coordination

Beginning in 2006, School Board staff began working collaboratively with the County and municipalities through the School Board’s Staff Working Group and Oversight Committee to form consensus on the amendments to the Interlocal Agreement and the preparation of a model Public School Facilities Element. The committee continues to meet on a regular basis in order to implement state and Interlocal Agreement requirements to coordinate and collaborate on updates to the financially feasible District Educational Facilities Plan (DEFP), Concurrency Service Areas (CSAs) and amendments to the Comprehensive Plans of the County and non-exempt municipalities (those whose schools are operating at less than 100 percent of capacity and whose projected five-year student growth rate is under 10 percent) for the implementation of public school concurrency.

B. Concurrency Management System (CMS)

The concurrency management system for Broward County is an intergovernmental effort that is grounded in the provisions of the Broward County Charter, which provide for county-wide planning processes implemented through the County’s Land Development Code. The public school facility Concurrency Management System operates according to the state mandated requirements (Section 163.31777 F.S. and 163.3180 F.S.) for the implementation of school concurrency and the adopted ILA. These require Broward County, the School Board and non-exempt municipalities to ensure that the adopted LOS Standard to be achieved and maintained for each school type and CSA.

Unlike existing concurrency services (roads, sanitary sewer, solid waste, drainage, potable water, recreation and mass transit) which are the responsibility of local governments, the School Board, by constitutional mandate, has the responsibility of providing educational facilities to meet the needs of current and future students as represented in the School Board’s adopted Five Year DEFP. The local governments, therefore, do not have control of the funding sources or the allocation of funds for new or renovated schools which would add student capacity. Concurrency Management Systems are implemented by the local governments through their Land Development Regulations.

The Broward County Land Development Code contains the County’s Concurrency Management System. The Code requires plat approval of all parcels of land prior to receiving a Development Order. Plat approval applies to land within the municipal boundaries as well as
that in the unincorporated areas. Per Section 8.2 of the Interlocal Agreement the point of review for Public School Concurrency is plat or site plan (or functional equivalent).

When a development application is reviewed for school concurrency, it must be determined if the development is exempted or vested (as per Section 8.11 of the Interlocal Agreement) or has been issued a School Capacity Availability Determination Letter (SCAD) by the School Board indicating that adequate school capacity exists. If so, it can be accepted by the County for further processing.

If the development application is not exempted or vested, it is subject to school concurrency and the applicant must submit a Public School Impact Application (PSIA) to the applicable local government for review by the School Board according to the provisions and processes outlined in Section 8.13 of the Interlocal Agreement.

C. Level of Service Standard Methodology

The LOS standard is based upon the capacity of the school facility, which is the number of pupils to be served by the facility. The level of service is expressed as the percentage (ratio) of student enrollment to the student capacity of the school. The level of service is standard and is expressed in terms of Florida Inventory of School Houses (FISH) capacity. FISH capacity is determined by Florida Department of Education guidelines and represents a measure of the physical capacity of the facility itself. FISH capacity includes satisfactory student stations in classrooms. Based on the Third Amended and Restated Interlocal Agreement for Public School Facility Planning, which became effective in May 2018, the level of service standard was set for schools of the same type as follows:

1. School Type A is a bounded elementary, middle or high school that has the equivalent of at least 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type A shall be 100% gross capacity (including relocatables).

2. School Type B is a bounded elementary, middle or high school that has less than the equivalent of 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type B shall be 110% permanent FISH capacity.
The relationship of enrollment to capacity, for individual schools and for concurrency service areas, is derived directly from the five-year schedule of capital improvements that incorporates the Five-Year District Educational Facilities Work Program adopted annually by the School Board. The school capacity and level of service analysis is assigned in a capacity/enrollment and level of service table. This table provides a year-by-year projection of capacity, enrollment, levels of service (LOS) and available capacity, illustrating surpluses and deficiencies, based on the financially feasible capital program adopted by the school district.

Student enrollment is projected annually based on the specific function of the educational facility and the characteristics of the school attendance area, historical trends, and the current and projected pace of development.

Other factors such as students attending schools outside their assigned attendance areas due to reassignments, magnet programs, charter schools and other educational choices are factored into the methodology for enrollment projections and for allocating school capacity.

Student enrollment projections are geographically based using local development trend data and the District’s historic student enrollment data. School-by-school enrollment projections by concurrency service areas are applied. General locations of future public schools to be constructed within the District over five years are applied to concurrency service areas relative to the location serving the anticipated capacity deficit. In addition, as stated in School Board Policy 5000, the School Board will maximize the use of existing space throughout the District, not to exceed capacity equal to or greater than 100% of gross FISH capacity, through boundary changes in order to meet school concurrency. As a temporary solution, the implementation of alternative enrollment options as identified by the Superintendent will be the sole discretion of the School Board to ease overcrowding until permanent capacity becomes available through the building of additional facilities on site, boundary change, or new schools.

School enrollments exceeding the adopted level of service capacity, achieve the level of service standard by the fifth year due to planned capital improvements not yet available until the final year or by utilizing options in School Board Policy 5000 to meet the level of service.
D. Problems and Opportunities for Existing and Future Schools

1. Land Availability

Some schools that experienced rapid growth have had to utilize areas of their sites to place classroom additions and relocatables. As a result, much of the available green space, playfields, playgrounds, and parking areas have been used to locate building programs. The demand for water retention areas and additional parking has also reduced the useable area for educational programs.

Strategies to design for and construct on smaller sites were incorporated in the Guidelines for Urban Conscripts, adopted by the School Board in February 2009 via Resolution #09-66. The resolution encourages designing a more compact building footprint, sharing parking and playfields, as well as exploring the use of parking garages versus surface parking.

2. Construction Costs and Revenue Sources

The primary source of revenue for the District’s capital outlay is the tax on local property. Property tax revenues increased by 6.1% between 2017 and 2018.

On November 4, 2014, Broward County Voters approved an $800 million General Obligation Bond. The district has committed to investing the funding to enhance students' learning environments by focusing on improvements in Safety, Music and Art, Athletics, Renovation, and Technology (SMART Program). When the general obligation bond is combined with other capital outlay funds, the SMART Program is currently $1,009.6 Million.

To keep the School Board and the public fully informed of how the District is using sound policies and practices that meet the essential needs of students and that warrant public confidence in District operations, each year the District prepares and the School Board adopts a Five Year DEFP. The Adopted DEFP is incorporated in the District’s adopted budget annually as required by Section 1013.35, Florida Statutes. The current Five Year DEFP was adopted on September 5, 2018 and will be updated again in September 2019. The Adopted DEFP includes the SMART program and lays out a $2.8 billion long-term financial plan.

The Adopted DEFP highlights SMART Program construction projects across the District. These projects are being implemented through contracts the District has entered
with outside firms to provide Owner’s Representative and Cost/Program Controls management services. Using these firms, the District is enhancing efficiency by keeping current with the latest developments in construction management systems and practices. In addition, the firms have established a central coordinated repository of data by implementing, maintaining, and upgrading management information systems appropriated to facilitate the efficient and effective use of information throughout the District’s capital projects.

3. Enrollment Projections

Enrollment is not uniform throughout the District as local communities go through their aging cycles at different rates. The District is still experiencing growth in certain areas of the county that has stressed the educational facility capacities in those areas. This imbalance created by regionalized growth, combined with a decline in enrollment in other areas, has left the District with a surplus in permanent capacity of 21,602 seats, and therefore, due to state plant survey restrictions, unable to add capacity in overcrowded schools. Planning based on sound enrollment projections has proven to be a crucial component especially in times of financial challenges.

Broward County Public School’s (BCPS) primary projection tool is a geographically-based Cohort Survival model, which projects future students by grade. The Cohort Survival model is considered very reliable and is utilized by the Florida Department of Education in their student projections and the U.S. Census Bureau for their reports. The model uses an "aging" concept that moves a group, or cohort, of students into the future and increases or decreases their numbers according to past experience through history.

The Cohort Survival methodology relies on historical enrollment and birth data to capture the effects of in and out-migration, housing changes, and natural trends in population. In essence, the model derives a growth factor or ratio for student survival matriculation to the next grade based upon previous survival numbers to the same grade of students in each Traffic Analysis Zone (TAZ), the basic geographic area for the model. In most cases, TAZ areas represent neighborhoods. There are 953 TAZ areas in Broward County. TAZ areas are further divided into smaller geographic areas to account for schools that matriculate to more than one school at each grade level, (e.g. an elementary school that feeds into 2 different middle schools). The combination of elementary, middle and high school attendance zones and TAZ areas create a unique identifiable area called a Study Area IDentification or SAID. SAIDs capture the grade
cohorts more accurately by including feeder patterns. For example, if elementary school A matriculates to 2 different middle schools B and C and one high school D, there would be 2 different SAIDs for elementary school A—one SAID to represent matriculation from elementary A to middle school B to high school D and another SAID to represent matriculation from elementary A to middle school C to high school D.

Once the model has been run for the small geographic units or SAIDs, the projections are then summarized by TAZ. In some instances, individual TAZ areas are corrected to reflect changes in growth which are not picked up in the projection model’s histories. A few examples where corrections are required include areas where:

1. new construction is anticipated to exceed the pace of historical construction for an area,
2. an area is reaching build-out and all new construction will cease or slow down,
3. an unprecedented slow-down in the economic market, or
4. a boundary change has artificially increased/decreased the area.

a. Birth Data

The historical number of births is a good indicator of future kindergarten class size. Birth data is acquired from the Florida Department of Health Vital Records by U. S. Census tract. Several steps are taken to interpolate future kindergarten enrollment based on births, as not all children born will enter kindergarten. To project kindergarten enrollment, births by census tract have to be estimated for a five year period i.e., births from 2011 will potentially enter kindergarten in 2016-17. Data is then increased or decreased based on past kindergarten populations by census tract. Once the number of births is adjusted, the percentage of students that are in each census tract is broken down to the SAID level. Since the census tract may intersect more than one SAID, a unique identifier is created between the census tracts and SAIDs. The percentage of actual attending kindergarten students for the past two years is calculated for each unique SAID/census tract. This percentage is used to extrapolate the number of kindergarten from the total number of kindergarten aged students within a given unique SAID/census tract. The SAIDs are then summarized to obtain the estimated number of kindergarten students by SAID for five years.

b. Residential Development Data
Each year Broward County municipal planning staff provides current and forecasted certificates of occupancy to assist county and BCPS demographic staff in estimating population changes. Residential growth is also shared and monitored through the Facility Planning and Real Estate Department. BCPS requests city and county planning staff to estimate future certificates of occupancy over the next five years.

c. Other Data

Other information is analyzed to determine if the Cohort Survival rates may need to be adjusted to align with a shorter or longer historical time horizon. These data may include:

1. Existing home sales (source: Florida Association of Realtors)

d. Attrition Rate of Attending Students

BCPS includes four years of attending enrollment to calculate the rate of attrition or rate of students matriculating to the next level within their SAID by grade. Attending enrollment is the total number of students within the attendance zone that are attending their geographically assigned school. Determining the attrition rate by SAID, keeps the feeder patterns intact as the grades matriculate to each specific school. For example:

\[
\frac{\text{(# of 2007-2008 attending 2nd graders) by SAID}}{\text{(# of 2006-2007 attending 1st graders) by SAID}} = \text{SAID 2nd grade attrition rate 2007-2008}
\]

\[
\frac{\text{(# of 2008-2009 attending 2nd graders) by SAID}}{\text{(# of 2007-2008 attending 1st graders) by SAID}} = \text{SAID 2nd grade attrition rate 2008-2009}
\]

\[
\frac{\text{(# of 2009-2010 attending 2nd graders) by SAID}}{\text{(# of 2008-2009 attending 1st graders) by SAID}} = \text{SAID 2nd grade attrition rate 2009-2010}
\]

Once the attrition rate is calculated for each grade, grades one through twelve, over the past three years, it is then averaged and used as a factor to obtain next year’s projections for that grade. For example:
To calculate subsequent years of projections by grade, the model uses the projected rate of attrition based on the projected enrollment of the previous year to calculate the next projection year. For example:

\[
\left( \frac{\text{Average SAID 2nd grade}}{\text{projected attrition rate from 2008-2011}} \right) \times \left( \frac{\text{# of 2009-10 attending 2nd graders by SAID}}{\text{# of projected 2010-11 attending 2nd graders by SAID}} \right) = \text{projected 2010-11 2nd graders by SAID}
\]

Projections by SAID for each grade are then reviewed school-by-school. Attrition rates can cause projections to be exceedingly high or low in which case they will have to be adjusted so as not to cause an exponential effect in outer projection years. The following are possible corrections to rates:

Out-of-Boundary Students (OOB): Out-of-boundary (OOB) students are students attending a school from outside their attendance area (i.e. approved reassignments).

BCPS assumes that OOB students at each grade level at each school will be the same as the existing year and will have a survival rate of 100% as they matriculate through the grade levels. For example, Middle School A currently has the following OOB students: 35-6th grade, 38-7th grade, and 42-8th grade. For all projected years, Middle School A will have 35-6th grade, 38-7th grade, and 42-8th grade OOB students.

However, adjustments can be made to OOB students if enrollments naturally decline based on the calculated cohort survival rate yet economic or other conditions may suggest enrollment should increase or if schools are eligible to receive assignment transfers. Since assignment data is determined after the release of the projections and is subject to change, the OOB students typically remain constant in the model based on the current year’s data.

The school-by-school Cohort Survival model projections, by grade, are compared and tested for reasonableness with other models such as the Florida Department of Education (FDOE) projections and the Broward County Planning
and Redevelopment Division school-aged population projections. Accordingly, adjustments may be made to the Cohort Survival model based on the following factors:

1. changes in the rate or type of new housing development within Broward county
2. changes in economic conditions (e.g. the creation of jobs usually means families are moving in whereas a recession usually means families are moving out)
3. immigration
4. natural phenomena (e.g. hurricanes)

There are also decisions made within BCPS, which may have a dramatic effect upon projections. These include:

1. future placement of English Language Learners (ELL) clusters
2. future placement of Exceptional Student Education (ESE) clusters
3. opening and closing of magnet programs (first year projections are difficult because of the lack of a “track record”)
4. student choice reassignments
5. other approved reassignments
6. opening and closing of charter schools throughout the year

4. State Plant Survey

Florida Statue 1031.31 requires that every five years each county must submit a plant survey to aid in formulating plans for housing the educational program and student population as well as ancillary plants that provide services for the district. The Educational Plant Survey is a long-range facility planning tool that determines the future housing and facility needs of the district to provide an appropriate educational program and services for each student based on the district’s mission statement and strategic plan. The survey is developed using Department of Education five-year projections. All projects in the Adopted District Educational Facilities Plan using state authorized funds must be in the district’s state plant survey. Because of declining enrollment and increased space availability this requirement will eliminate building new capacity additions as a viable option to resolve level of service compliance. However, through the passage of the General Obligation Bond, which includes $800 million for capital
projects, the District will provide replacement permanent capacity to certain facilities that rely on aging relocatable classrooms to house their student population.

The updated five-year student enrollment projections provide a basis for determining capital needs. Table PSF-1 below, summarizes the actual enrollment, by level, for the 2018-19 and the projected enrollment for 2023-24 school years. The enrollment projections are compared to the benchmark day figures for the current (2018-19) school year. As indicated in the table, a decrease of 967 students occurred between 2017-18 and 2018-19.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-Kindergarten</td>
<td>5,939</td>
<td>6,158</td>
<td>219</td>
<td>6,158</td>
<td>0</td>
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<tr>
<td>Elementary (K-5)</td>
<td>96,374</td>
<td>94,864</td>
<td>-1,510</td>
<td>95,487</td>
<td>623</td>
</tr>
<tr>
<td>Middle</td>
<td>48,335</td>
<td>48,804</td>
<td>469</td>
<td>48,821</td>
<td>17</td>
</tr>
<tr>
<td>High</td>
<td>70,686</td>
<td>70,358</td>
<td>-328</td>
<td>70,974</td>
<td>616</td>
</tr>
<tr>
<td>Centers</td>
<td>5,090</td>
<td>4,447</td>
<td>-643</td>
<td>4,447</td>
<td>0</td>
</tr>
<tr>
<td>Charters</td>
<td>45,093</td>
<td>45,919</td>
<td>826</td>
<td>47,521</td>
<td>1,602</td>
</tr>
<tr>
<td>Total</td>
<td>271,517</td>
<td>270,550</td>
<td>-967</td>
<td>273,409</td>
<td>2,859</td>
</tr>
</tbody>
</table>

Source: School Board of Broward County 2018

The District is projected to increase by 2,859 total pre-kindergarten through twelfth grade students, including those in centers and charter schools, by the 2023-24 school year. Enrollment in charter schools is 45,919 this year, with an undetermined number of additional charter schools anticipated in the next year. If the charter school trend continues, then these projected students will impact the capital needs of other public schools in the District. Recent trends in District and charter school enrollment, as well as current birth data indicate that elementary (pre-kindergarten through grade 5) enrollment in District-owned facilities will increase over the next five years by 623 students. Middle school enrollment in District-owned facilities is projected to show an increase of 17 students while high school enrollment will increase by 616 students. By the end of the five-year period, Broward County School District’s projected enrollment will total 273,409 students.

5. Class Size Reduction
In November 2002, Florida’s voters approved an amendment to the Florida Constitution that set limits on the number of students in core classes in the State’s public schools. In 2003, the Florida Legislature enacted Chapter 2003-391, Laws of Florida, which implemented the amendment by requiring the number of students in each core classroom to be reduced by at least two students per year beginning in the 2003-04 school year, with full compliance measured at the classroom level by the 2010-11 school year. The class size maximums established in section 1003.03, Florida Statutes (F.S.), are described in Table PSF-2 below.

Table PSF-2: Class Size Maximums

<table>
<thead>
<tr>
<th>Grade Group</th>
<th>Class Size Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>PK-3</td>
<td>18</td>
</tr>
<tr>
<td>4-8</td>
<td>22</td>
</tr>
<tr>
<td>9-12</td>
<td>25</td>
</tr>
</tbody>
</table>

a. Compliance

As of the 2010-11 school year, class size compliance is measured at classroom level, by room and period, for all core courses. Core-curricula courses that are included in the class size calculations are defined by the Florida Department of Education (FLDOE) by grade group per section 1003.01(14), F.S. The term is limited in meaning and used for the sole purpose of designating classes that are subject to the maximum class size requirements established in s. 1, Art. IX of the State Constitution. This term does not include virtual education or blended learning courses offered under ss. 1002.321(4)(e), 1002.33(7)(a)2.b., 1002.37, 1002.45, and 1003.499, F.S.

In 2010, Florida Legislature clarified that charter schools must comply with maximum class size requirements, except that the calculation for compliance pursuant to section 1003.03, F.S. shall be at the school level average by grade group, instead of at the classroom level. In 2013, Florida Legislature revised section 1002.31(9), F.S., requiring district-operated schools of choice to comply with section 1003.03, F.S., relating to maximum class size, with the calculation for compliance at the school level average by grade group, in the same manner as charter schools.
For the 2011-12 school year, when class size implementation began at the classroom level, Broward County Public Schools (BCPS) was meeting class size in 52.3% of the total core periods. The following year, in 2012-13, overall District class size compliance increased to 87.7% and continued to increase in 2013-14 to 89.3%. In 2014-15, all of the District’s non-charter schools were able to meet 100% class size compliance requirements, at the classroom level for traditional schools and at the school level average by grade group for Schools of Choice. In 2017-18, for the fourth consecutive year, BCPS has continued to meet 100% class size compliance requirements at all of the District’s non-charter schools. Final class size data for the 2018-19 school year will be released by the FLDOE at year’s end.
b. Accountability

Accountability provisions included in the amendment and revised during the 2011 legislative session provide the following:

1. Compliance with the class size amendment is determined from student course records submitted to the Florida Department of Education (FLDOE) from the October student membership survey;
2. For each district out of compliance with class size requirements, the FLDOE will calculate a penalty reduction in the district’s class size allocation;
3. Districts that have fully met class size requirements will receive a reallocation bonus of up to five percent of the base student allocation multiplied by the total district FTE students, not to exceed 25 percent of the reduced funds;
4. Each district that has not complied with class size requirements must submit a class size compliance plan, certified by the district school board, by February 1st that describes the specific actions the district will take to fully comply with class size requirements by October of the following school year; and
5. Section 1003.03(4)(c), F.S., authorizes the commissioner to recommend an alternate reduction amount if there is evidence that class size requirements were not met despite appropriate efforts to do so or because of an extreme emergency.

The 2011 legislature session also amended section 1003.03(2)(b), F.S., providing class size flexibility for students that enroll after the October student membership survey. If a district school board determines that it is impractical, educationally unsound or disruptive to student learning, students may be temporarily assigned to a class that exceeds the maximum. In kindergarten through grade 3, up to three students may be assigned to a teacher above the maximum. In grades 4 through 12, up to five students may be assigned to a teacher above the maximum. The district school board must develop a plan that provides that the school will be in full compliance by the next October student survey.

6. Options for Reducing Capacity

Broward County’s School Board has considered options to optimize the usage of educational facilities within the District. Each year the District undergoes an extensive boundary process and considers the effectiveness of programs that are being utilized
as an alternative to adding capacity.

**Boundary Process**

Each year the District undergoes a boundary process that considers the demographic changes in student populations, available and future facility capacity, programming components, as well as the diversity at each school. As part of the annual boundary process the District relies on input from the communities and stakeholders. Through the boundary process, every effort is made to maintain equal educational opportunities.

**Multi-track Scheduling**

Broward County Schools has utilized multi-track schedules for an elementary school successfully. In that school, this multi-track schedule accommodated up to 120% of the school’s FISH capacity in the 2005-06 school year. The community was content with the multi-track scheduling and has shown increases in student achievement, attendance and less discipline situations. The District can utilize this method in the future to increase the utilization of schools.

**Grade Level Organization**

Various grade level configurations are examined to reduce or add capacity. Presently we have two primary schools with grade levels of PreK-3, five PreK -8 school, and three 9-12 schools.

**Block Scheduling**

Broward County Schools have been in the forefront of implementing and evaluating block scheduling. Broward County Schools utilize block schedules at several schools.

**High School Options**

Dual enrollment gives high school juniors and seniors the opportunity to take college level courses and receive credits towards high school graduation. If a student qualifies for this it can free up capacity while benefiting student achievement. The early admissions and 18 credit diploma option allows for high school students to apply for early graduation, which will also relieve enrollment at our high schools.

**Other Alternatives**

Broward County Schools has also been using creative alternative methods to assist in distributing the student population by allowing parents and students the choice of school assignment. Some examples are:
1. Broward Virtual School: Broward Virtual School (BVS) offers full-time enrollment to students in grades K-12 through an online educational delivery system. Students in grades 6-12 may enroll part-time as well. BVS offers equitable access to high quality, individualized education, through the Internet and other distance learning technologies. The virtual environment provides flexibility of time and location, and promotes development of the skills, the attitudes, and the self-discipline necessary to achieve success in the 21st century. Broward Virtual School offers students the opportunity to earn a standard high school diploma entirely online.

2. Magnet Schools: The District offers magnet programs in several locations largely in schools where space is available. These programs offer a thematic educational program; which entices students/parents to choose a school and fill available seats. They have been a popular choice alternative option.

3. Charter Schools: Second only to Miami-Dade County, the District has led the state in the number of students attending charter schools. During the 1999-00 school year 3,873 students attended charter schools. Since that time charter school enrollment has increased an additional 42,046 students, enrolling a total of 45,919 students during the 2018-19 school year.

Table PSF-3: Charter Schools Serving Elementary, Middle and High School Students

<table>
<thead>
<tr>
<th>Charters Serving Elementary School Students</th>
<th>Charters Serving Middle School Students</th>
<th>Charters Serving High School Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpha International Academy</td>
<td>Avant Garde Academy</td>
<td>Academic Solutions Academy - A</td>
</tr>
<tr>
<td>Atlantic Montessori Charter School</td>
<td>Avant Garde K-8 Broward</td>
<td>Academic Solutions Academy High School</td>
</tr>
<tr>
<td>Atlantic Montessori Charter School West Campus</td>
<td>Ben Gamla Charter</td>
<td>Andrews High School</td>
</tr>
<tr>
<td>Avant Garde K-8 Broward</td>
<td>Ben Gamla Charter North Campus</td>
<td>Ascend Career Academy</td>
</tr>
<tr>
<td>Ben Gamla Charter</td>
<td>Ben Gamla Charter South Broward</td>
<td>Avant Garde Academy</td>
</tr>
<tr>
<td>Ben Gamla Charter North Campus</td>
<td>Bridge Prep Academy Broward County</td>
<td>Broward Math and Science Schools</td>
</tr>
<tr>
<td>Ben Gamla Charter South Broward</td>
<td>Broward Math and Science Schools</td>
<td>Championship Academy of Distinction at Davie High School</td>
</tr>
<tr>
<td>Bridge Prep Academy Broward County</td>
<td>Central Charter School</td>
<td>City of Pembroke Pines High</td>
</tr>
<tr>
<td>Bridge Prep Academy of Hollywood Hills</td>
<td>Championship Academy of Distinction at Davie</td>
<td>Coral Springs Charter School</td>
</tr>
<tr>
<td>Broward Math and Science Schools</td>
<td>Championship Academy of Distinction Middle School</td>
<td>Eagles’ Nest Charter Academy</td>
</tr>
<tr>
<td>Central Charter School</td>
<td>Championship Academy of Distinction of West Broward</td>
<td>Franklin Academy - Pembroke Pines High School</td>
</tr>
<tr>
<td>School Name</td>
<td>City Name</td>
<td>Charter School Name</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>--------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Championship Academy of Distinction at Davie</td>
<td>City of Pembroke Pines High</td>
<td>International School of Broward</td>
</tr>
<tr>
<td>Championship Academy of Distinction at Hollywood</td>
<td>City of Pembroke Pines Middle</td>
<td>Somerset Academy Charter High School Miramar Campus</td>
</tr>
<tr>
<td>Championship Academy of Distinction of West Broward</td>
<td>City of Pembroke Pines Middle - West</td>
<td>Somerset Academy High</td>
</tr>
<tr>
<td>Charter School of Excellence</td>
<td>Coral Springs Charter School</td>
<td>Somerset Conservatory</td>
</tr>
<tr>
<td>Charter School of Excellence @ Davie</td>
<td>Eagles' Nest Charter Academy</td>
<td>Somerset Key High Charter School</td>
</tr>
<tr>
<td>City of Pembroke Pines Elementary</td>
<td>Eagles' Nest Middle</td>
<td>Somerset Preparatory Charter High at North Lauderdale</td>
</tr>
<tr>
<td>City of Pembroke Pines Elementary - East</td>
<td>Everest Charter School</td>
<td>SunEd High of North Broward</td>
</tr>
<tr>
<td>City of Pembroke Pines Elementary - West</td>
<td>Franklin Academy - Pembroke Pines High School</td>
<td>SunEd High School</td>
</tr>
<tr>
<td>Eagles' Nest Charter Academy</td>
<td>Franklin Academy - Sunrise</td>
<td>Sunrise High School</td>
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<td>Everest Charter School</td>
<td>Franklin Academy Cooper City</td>
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<td>Excelsior Charter of Broward</td>
<td>Franklin Academy F</td>
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<td>Franklin Academy - Sunrise</td>
<td>Franklin Academy Pembroke Pines</td>
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<td>Franklin Academy Cooper City</td>
<td>Greentree Preparatory Charter School</td>
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<td>Franklin Academy F</td>
<td>Hollywood Academy of Arts &amp; Science Middle</td>
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<td>Imagine Charter School at Broward</td>
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<td>Greentree Preparatory Charter School</td>
<td>Imagine Charter School at Weston</td>
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<tr>
<td>Hollywood Academy of Arts &amp; Science</td>
<td>Imagine Schools - Plantation Campus</td>
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<td>Imagine Charter School at Broward</td>
<td>International School of Broward</td>
<td></td>
</tr>
<tr>
<td>Imagine Charter School at Weston</td>
<td>North Broward Academy of Excellence Middle</td>
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<tr>
<td>Imagine Elementary School at North Lauderdale</td>
<td>Paragon Academy of Technology</td>
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<td>Imagine Schools - Plantation Campus</td>
<td>Renaissance Charter Middle School at Pines</td>
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<td>Innovation Charter School</td>
<td>Renaissance Charter School at Cooper City</td>
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<tr>
<td>Kidz Choice Charter</td>
<td>Renaissance Charter School at Pines</td>
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<tr>
<td>New Life Charter Academy</td>
<td>Renaissance Charter School at University</td>
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<tr>
<td>North Broward Academy of Excellence Elementary</td>
<td>Renaissance Charter School of Coral Springs</td>
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<td>Panacea Prep Charter School</td>
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<tr>
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<td>Matched School Name</td>
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</tr>
<tr>
<td>--------------------------------------------------------------</td>
<td>----------------------------------------------</td>
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</tr>
<tr>
<td>Renaissance Charter Middle School at Pines</td>
<td>RISE Academy School of Science and Technology</td>
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<td>Renaissance Charter School at Pines</td>
<td>Somerset Academy Middle</td>
<td></td>
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<td>Renaissance Charter School at University</td>
<td>Somerset Academy Miramar Middle</td>
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<td>Renaissance Charter School of Coral Springs</td>
<td>Somerset Academy Riverside Middle Charter School</td>
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<td>Renaissance Charter School of Plantation</td>
<td>Somerset East Preparatory Academy</td>
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<td>RISE Academy School of Science and Technology</td>
<td>Somerset Pines Academy</td>
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<tr>
<td>Somerset Academy Davie</td>
<td>Somerset Preparatory Academy Charter at North Lauderdale</td>
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<tr>
<td>Somerset Academy Elementary</td>
<td>Somerset Preparatory Charter Middle</td>
<td></td>
</tr>
<tr>
<td>Somerset Academy Elementary South Campus</td>
<td>Somerset Village Academy Middle</td>
<td></td>
</tr>
<tr>
<td>Somerset Academy Miramar</td>
<td>The Ben Gamla Preparatory Charter High School</td>
<td></td>
</tr>
<tr>
<td>Somerset Academy Pompano</td>
<td>West Broward Academy</td>
<td></td>
</tr>
<tr>
<td>Somerset Academy Riverside Charter School</td>
<td></td>
<td></td>
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<tr>
<td>Somerset East Preparatory Academy</td>
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</tr>
<tr>
<td>Somerset Miramar South</td>
<td></td>
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<td>Somerset Neighborhood</td>
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<td>Somerset Pines Academy</td>
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<td>Somerset Preparatory Academy Charter at North Lauderdale</td>
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<td>Somerset Village Academy</td>
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<td>South Broward Montessori Charter School</td>
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<td>Sunshine Elementary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Broward Academy</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: School Board of Broward County 2018
E. Analysis of Infrastructure Needs for Existing and Proposed School Facilities

Broward County currently has 322 public school facilities, including elementary, middle, high, charter and special schools. Infrastructure, including roads, drainage, sanitary sewer and potable water facilities, are available to support existing and proposed school facilities.

One area which needs attention however, is pedestrian infrastructure. The County has some areas where sidewalks and unobstructed access to schools can be improved. To address this, Broward County promotes safe routes to schools (SRTS) through the Broward County MPO 2035 Long Range Transportation Plan. A goal to “ensure and where possible enhance safety and security” in transportation projects near schools is intended to reduce hazards by providing infrastructure needed for school children within a 2-mile radius of schools. In furthering this goal, the 2035 Plan proposes sidewalk infrastructure improvements in areas which are deemed hazardous and/or enhance the safety and security of pedestrians. The School District has also applied for Safe Route to School (SRTS) Grants for sidewalk construction since 2006. The list of needed sidewalk improvements contains over 150 locations in Broward County and is updated annually.

In addition, the development review and site selection process of any proposed school must consider infrastructure needs. These procedures and processes are outlined in Sections V and VI of the Third Amended ILA. The School Board also requires that all major expansion, remodeling and/or replacements projects (exceeding $1,000,000) undergo a Master Planning process. This process involves public input and evaluates infrastructure issues such as site circulation, parking, retention areas and public utility locations.
A. Population and Housing Conditions

1. Population Growth in Broward County

Broward County has experienced significant population growth since 1970. As Table 3 below illustrates, in 1970 Broward County had a population of 620,100 and the 2010 Census population count was 1,748,066, a growth of 182%. Though the County is approaching “build-out”, expectations are that growth will continue. The future pace of growth will be less than in past decades, both in terms of percentage and in absolute growth as Broward makes the transition from large tracts of “Greenfield” development to “redevelopment.” However, with the addition of lands in the northwest “Wedge” near Parkland, over two thousand acres of agricultural lands were transferred into Broward County from Palm Beach County’s boundary.

At the same time the population demographics will continue to change. A larger percentage of population growth will occur from international migration. Generally, migrants are younger and less likely to have a family. The “Median Age” and “% 65 or over” columns, from Table 3 below, are indicators of this change in the short term. Broward’s median age increased as it became home to larger numbers of retirees during the 1970’s and early 1980’s. The population ages 65 or greater peaked in the early 1980’s at 22%; but, an increase in international migration to Broward brought that percentage down to 14% in 2010, approaching its lowest level since 1960, before the influx of retirees. Looking to the future, demographic trends are expected to shift once more. This shift is most likely to result from the “baby boomer” generation achieving retirement age, accompanied by a trend towards smaller families. Broward County can expect an increase in the percentage population ages 65 and older, combined with a slow reduction in the percentage of population ages 18 or under. These trends are expected to continue into the long-term planning horizon by 2045, as shown in Table PSF-34 below.
Table PSF-4: Population Broward County 1970-2045

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Average Annual Change</th>
<th>Median Age</th>
<th>% 18 or Under</th>
<th>% 65 or over</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Percent</td>
<td>Population</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970</td>
<td>620,100</td>
<td>8.6%</td>
<td>28,615</td>
<td>38.7</td>
<td>29%</td>
</tr>
<tr>
<td>1980</td>
<td>1,018,257</td>
<td>6.4%</td>
<td>39,816</td>
<td>38.7</td>
<td>22%</td>
</tr>
<tr>
<td>1990</td>
<td>1,255,531</td>
<td>2.3%</td>
<td>23,727</td>
<td>37.8</td>
<td>21%</td>
</tr>
<tr>
<td>2000</td>
<td>1,623,018</td>
<td>2.9%</td>
<td>36,749</td>
<td>37.8</td>
<td>24%</td>
</tr>
<tr>
<td>2010</td>
<td>1,748,066</td>
<td>0.8%</td>
<td>12,505</td>
<td>39.7</td>
<td>22%</td>
</tr>
<tr>
<td>2015*</td>
<td>1,827,367</td>
<td>0.9%</td>
<td>15,860</td>
<td>–</td>
<td>21%**</td>
</tr>
<tr>
<td>2016*</td>
<td>1,854,513</td>
<td>1.0%</td>
<td>17,741</td>
<td>–</td>
<td>21%**</td>
</tr>
<tr>
<td>2020*</td>
<td>1,914,498</td>
<td>1.2%</td>
<td>21,553</td>
<td>–</td>
<td>21%**</td>
</tr>
<tr>
<td>2025*</td>
<td>1,989,753</td>
<td>1.0%</td>
<td>19,543</td>
<td>–</td>
<td>21%**</td>
</tr>
<tr>
<td>2030*</td>
<td>2,052,432</td>
<td>0.8%</td>
<td>15,752</td>
<td>–</td>
<td>21%**</td>
</tr>
<tr>
<td>2035*</td>
<td>2,111,652</td>
<td>0.6%</td>
<td>13,015</td>
<td>–</td>
<td>20%**</td>
</tr>
<tr>
<td>2040*</td>
<td>2,158,080</td>
<td>0.5%</td>
<td>11,121</td>
<td>–</td>
<td>20%**</td>
</tr>
<tr>
<td>2045*</td>
<td>2,200,492</td>
<td>0.5%</td>
<td>10,590</td>
<td>–</td>
<td>20%**</td>
</tr>
</tbody>
</table>

Sources for Table PSF4:
University of Florida Bureau of Economic and Business Research, Detailed Population Projections by Age, Sex, Race, and Hispanic Origin, for Florida and Its Counties, 2020-2045, With Estimates for 2016 All Races
* Median Age data not available from BEBR.
** Calculation of % 18 or Under for 2015-2045 is for % 17 or Under

2. School Age Population

As with population growth in general, Broward’s school age population has experienced considerable growth since 1970. Table PSF-45, below, illustrates how the influx of retirees through the early 1980’s caused the Kindergarten through 12th Grade population to decrease by more than 5% of the total. The decline continued into 1990, but by 2000 the K-12 population’s percentage of the total increased. Since 2000, the
school age population, in both K-12 and Higher Education, has slowly declined as a percentage of total population. This trend is expected to continue into the long-term planning horizon in 2045. During this time, the absolute numbers in school age population are expected to increase for both K-12 and Higher Education.

Table PSF-5: School Age Population Broward County 1970-2045

<table>
<thead>
<tr>
<th>Year</th>
<th>School Age Population</th>
<th>Percent of Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>K-12</td>
<td>Higher Ed.</td>
</tr>
<tr>
<td>1970</td>
<td>133,064</td>
<td>118,673</td>
</tr>
<tr>
<td>1980</td>
<td>164,431</td>
<td>250,044</td>
</tr>
<tr>
<td>1990</td>
<td>177,638</td>
<td>317,283</td>
</tr>
<tr>
<td>2000</td>
<td>279,888</td>
<td>348,245</td>
</tr>
<tr>
<td>2010</td>
<td>288,093</td>
<td>371,647</td>
</tr>
<tr>
<td>2015</td>
<td>284,090</td>
<td>401,087</td>
</tr>
<tr>
<td>2016</td>
<td>286,454</td>
<td>405,946</td>
</tr>
<tr>
<td>2020</td>
<td>294,344</td>
<td>423,059</td>
</tr>
<tr>
<td>2025</td>
<td>305,980</td>
<td>436,134</td>
</tr>
<tr>
<td>2030</td>
<td>315,355</td>
<td>431,019</td>
</tr>
<tr>
<td>2035</td>
<td>322,598</td>
<td>431,309</td>
</tr>
<tr>
<td>2040</td>
<td>328,250</td>
<td>441,211</td>
</tr>
<tr>
<td>2045</td>
<td>331,076</td>
<td>453,278</td>
</tr>
</tbody>
</table>

University of Florida Bureau of Economic and Business Research, Detailed Population Projections by Age, Sex, Race, and Hispanic Origin, for Florida and Its Counties, 2020-2045, With Estimates for 2016 All Races
3. Housing Characteristics

While Broward’s housing inventory once was dominated by the single-family detached home, that is no longer the case. The housing industry responded to the influx of retirees during the 1970’s and 1980’s by building large numbers of multi-family condominiums and apartments. Between 1970 and 1990, single family homes grew by nearly 87,000. During that same time period, multi-family homes grew by 264,000 units (averaging 13,000 per year).

Expansion in the southwest and northwest portions of Broward shifted new construction emphasis back to single-family homes. They increased by nearly as much during the decade of the 1990’s as they did for the twenty years prior. Still, in 2016 there are 15% more multi-family units than single-family. Multi-family units represent 56% of all housing units in Broward. With the annexation of the “Wedge” into the northwest boundary of Broward County, a small increase in single-family units should be expected in the next few years, but these new units will likely be balanced out by multi-family infill and redevelopment in the eastern corridor closer to the beaches.

Reported vacancy rates are influenced primarily by the number of seasonally-occupied units and magnitude of current residential construction. The high vacancy rate in Broward County may be attributed to its role as a destination for many seasonal residents, and that these units have been counted as vacant regardless of the actual status. Both of these influences on vacancy rates are expected to decrease. The vacancy rate reached its lowest in 2000, during a time when the County was experiencing intensive construction for single family houses. At that time, the school age population also spiked, particularly in the K-12 age group. The relationship between vacancy rate and school age population is expected to loosen in the coming years as development patterns shift away from single family homes to other types of housing.
Table PSF-6: Housing Characteristics, Broward County 1970-2016

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Units</th>
<th>Single Family</th>
<th>% Single Family</th>
<th>Multi-Family</th>
<th>Other</th>
<th>Owner Occupied</th>
<th>Renter Occupied</th>
<th>% Vacant</th>
<th>% Owner Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>253,325</td>
<td>149,447</td>
<td>59.0%</td>
<td>94,017</td>
<td>9,861</td>
<td>161,962</td>
<td>60,601</td>
<td>12.1%</td>
<td>72.8%</td>
</tr>
<tr>
<td>1980</td>
<td>477,468</td>
<td>202,898</td>
<td>42.5%</td>
<td>258,987</td>
<td>15,583</td>
<td>299,730</td>
<td>117,787</td>
<td>12.6%</td>
<td>71.8%</td>
</tr>
<tr>
<td>1990</td>
<td>628,660</td>
<td>236,321</td>
<td>37.6%</td>
<td>358,665</td>
<td>33,674</td>
<td>359,570</td>
<td>168,872</td>
<td>15.9%</td>
<td>68.0%</td>
</tr>
<tr>
<td>2000</td>
<td>741,043</td>
<td>303,357</td>
<td>40.9%</td>
<td>409,756</td>
<td>27,930</td>
<td>454,750</td>
<td>199,695</td>
<td>11.7%</td>
<td>69.5%</td>
</tr>
<tr>
<td>2010</td>
<td>806,858</td>
<td>330,550</td>
<td>41.0%</td>
<td>452,673</td>
<td>23,635</td>
<td>463,511</td>
<td>205,387</td>
<td>17.1%</td>
<td>69.3%</td>
</tr>
<tr>
<td>2015</td>
<td>814,454</td>
<td>336,671</td>
<td>41.3%</td>
<td>455,767</td>
<td>22,016</td>
<td>425,691</td>
<td>244,593</td>
<td>17.7%</td>
<td>63.5%</td>
</tr>
<tr>
<td>2016</td>
<td>816,886</td>
<td>337,760</td>
<td>41.3%</td>
<td>456,331</td>
<td>22,795</td>
<td>422,354</td>
<td>250,634</td>
<td>17.6%</td>
<td>62.8%</td>
</tr>
</tbody>
</table>


4. Development Trends

Broward County has approached “build-out” status while still feeling the pressure of population growth. As shown on Table H-33 in the Housing Element Support Document, a total of 29,955 residential building permits were issued in Broward County in 2016. The majority (61%) were for multi-family construction permits, which have seen a steady increase since 2012. The demand for rental units includes new households and households switching from owning to renting. This growth in renter household growth reflects in part the sharp decline in the national homeownership rate after 2004. While many factors drove that decline, the massive wave of foreclosures after the housing crash was a key contributor.
B. Current Profile of Broward County Public Schools

1. Summary Profile of Public Schools in Broward County

The numbers of school buildings, student stations and classrooms are reflected in Table PSF-7. The majority of buildings and student stations are for elementary students, 55% and 44% respectively as compared to the total for the School District. High Schools have the highest level of relocatable stations (9,883) and Elementary has the highest level of relocatable classrooms (414). As noted in Table PSF-8, most of the school facility buildings were constructed in the last 20 years. Figure PSF-A in the Appendix depicts the locations of all Public Schools in Broward County.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary</td>
<td>1,322</td>
<td>414</td>
<td>116,004</td>
<td>7,696</td>
<td>6,551</td>
<td>414</td>
<td>15,444,070</td>
<td>358,760</td>
</tr>
<tr>
<td>Middle</td>
<td>389</td>
<td>323</td>
<td>57,954</td>
<td>5,938</td>
<td>2,714</td>
<td>323</td>
<td>7,145,931</td>
<td>267,421</td>
</tr>
<tr>
<td>High</td>
<td>486</td>
<td>418</td>
<td>74,821</td>
<td>9,883</td>
<td>3,389</td>
<td>418</td>
<td>9,624,340</td>
<td>343,099</td>
</tr>
<tr>
<td>Special</td>
<td>189</td>
<td>122</td>
<td>13,866</td>
<td>2,251</td>
<td>823</td>
<td>122</td>
<td>2,420,506</td>
<td>100,764</td>
</tr>
<tr>
<td>Charter</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total</td>
<td>2,386</td>
<td>1,277</td>
<td>262,645</td>
<td>25,768</td>
<td>13,477</td>
<td>1,277</td>
<td>34,634,847</td>
<td>1,070,044</td>
</tr>
</tbody>
</table>

Source: School Board of Broward County, Florida Inventory of School Houses (FISH) data 2018.

<table>
<thead>
<tr>
<th>School Type</th>
<th>% of sq.ft. 1-10 years</th>
<th>% of sq.ft. 11-20 years</th>
<th>% of sq.ft. 21-30 years</th>
<th>% of sq.ft. 31-40 years</th>
<th>% of sq.ft. 41-50 years</th>
<th>% of sq.ft. over 50 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary Schools</td>
<td>6%</td>
<td>31%</td>
<td>37%</td>
<td>7%</td>
<td>14%</td>
<td>6%</td>
</tr>
<tr>
<td>Middle Schools</td>
<td>2%</td>
<td>26%</td>
<td>33%</td>
<td>4%</td>
<td>24%</td>
<td>11%</td>
</tr>
<tr>
<td>High Schools</td>
<td>4%</td>
<td>32%</td>
<td>13%</td>
<td>7%</td>
<td>29%</td>
<td>15%</td>
</tr>
<tr>
<td>Special Schools</td>
<td>5%</td>
<td>22%</td>
<td>25%</td>
<td>17%</td>
<td>19%</td>
<td>12%</td>
</tr>
<tr>
<td>Charter Schools</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Source: School Board of Broward County Florida Inventory of School Houses (FISH) data 2018.

2. Elementary Schools

There are 140 public elementary schools in Broward County as of 2018-19 not including Broward Virtual Elementary. There are five K-8 Combination school. A profile of the existing elementary schools is depicted in Table PSF-9 below.
<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Site Size (Acres)</th>
<th>Age Range</th>
<th>Permanent Buildings</th>
<th>Relocatable Buildings</th>
<th>Current Enrollment (Benchmark Day)</th>
<th>LOS Capacity</th>
<th>% of Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic West Elementary</td>
<td>8</td>
<td>1974-2004</td>
<td>6</td>
<td>13</td>
<td>712</td>
<td>1,009</td>
<td>70.6%</td>
</tr>
<tr>
<td>Banyan Elementary</td>
<td>10</td>
<td>1980-2009</td>
<td>4</td>
<td>5</td>
<td>612</td>
<td>831</td>
<td>73.6%</td>
</tr>
<tr>
<td>Bayview Elementary</td>
<td>2</td>
<td>1958-2000</td>
<td>4</td>
<td>0</td>
<td>578</td>
<td>629</td>
<td>91.9%</td>
</tr>
<tr>
<td>Bennett Elementary</td>
<td>8</td>
<td>1952-2007</td>
<td>10</td>
<td>0</td>
<td>366</td>
<td>596</td>
<td>61.4%</td>
</tr>
<tr>
<td>Bethune, Mary Elementary</td>
<td>18</td>
<td>1961-2008</td>
<td>12</td>
<td>0</td>
<td>436</td>
<td>1,217</td>
<td>35.8%</td>
</tr>
<tr>
<td>Boulevard Heights Elementary</td>
<td>10</td>
<td>1961-2008</td>
<td>15</td>
<td>0</td>
<td>669</td>
<td>893</td>
<td>74.9%</td>
</tr>
<tr>
<td>Broadview Elementary</td>
<td>10</td>
<td>1965-2006</td>
<td>5</td>
<td>8</td>
<td>806</td>
<td>1,130</td>
<td>71.3%</td>
</tr>
<tr>
<td>Broward Estates Elementary</td>
<td>10</td>
<td>1957-2007</td>
<td>18</td>
<td>0</td>
<td>388</td>
<td>765</td>
<td>50.7%</td>
</tr>
<tr>
<td>Castle Hill Elementary</td>
<td>9</td>
<td>1969-2007</td>
<td>8</td>
<td>17</td>
<td>621</td>
<td>817</td>
<td>76.0%</td>
</tr>
<tr>
<td>Central Park Elementary</td>
<td>13</td>
<td>1990-2004</td>
<td>10</td>
<td>10</td>
<td>865</td>
<td>1,123</td>
<td>77.0%</td>
</tr>
<tr>
<td>Challenger Elementary</td>
<td>8</td>
<td>2000-2004</td>
<td>3</td>
<td>0</td>
<td>1,033</td>
<td>1,100</td>
<td>93.9%</td>
</tr>
<tr>
<td>Chapel Trail Elementary</td>
<td>10</td>
<td>1994-2003</td>
<td>6</td>
<td>0</td>
<td>808</td>
<td>1,159</td>
<td>69.7%</td>
</tr>
<tr>
<td>Coconut Creek Elementary</td>
<td>10</td>
<td>1969-2002</td>
<td>5</td>
<td>3</td>
<td>629</td>
<td>811</td>
<td>77.6%</td>
</tr>
<tr>
<td>Coconut Palm Elementary</td>
<td>12</td>
<td>2000-2000</td>
<td>2</td>
<td>13</td>
<td>737</td>
<td>902</td>
<td>81.7%</td>
</tr>
<tr>
<td>Colbert Elementary</td>
<td>10</td>
<td>1952-2008</td>
<td>5</td>
<td>0</td>
<td>700</td>
<td>893</td>
<td>78.4%</td>
</tr>
<tr>
<td>Collins Elementary</td>
<td>10</td>
<td>1957-2005</td>
<td>11</td>
<td>0</td>
<td>369</td>
<td>408</td>
<td>90.4%</td>
</tr>
<tr>
<td>Cooper City Elementary</td>
<td>10</td>
<td>1970-2007</td>
<td>3</td>
<td>2</td>
<td>738</td>
<td>771</td>
<td>95.7%</td>
</tr>
<tr>
<td>Coral Cove Elementary</td>
<td>12</td>
<td>2004-2004</td>
<td>3</td>
<td>0</td>
<td>666</td>
<td>913</td>
<td>72.9%</td>
</tr>
<tr>
<td>Coral Park Elementary</td>
<td>11</td>
<td>1989-2007</td>
<td>12</td>
<td>6</td>
<td>607</td>
<td>776</td>
<td>78.2%</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Site Size (Acres)</td>
<td>Age Range</td>
<td>Permanent Buildings</td>
<td>Relocatable Buildings</td>
<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>----------------------</td>
<td>------------------------------------</td>
<td>--------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Coral Springs PreK-8</td>
<td>10</td>
<td>1974-2006</td>
<td>6</td>
<td>2</td>
<td>692</td>
<td>998</td>
<td>69.3%</td>
</tr>
<tr>
<td>Country Hills Elementary</td>
<td>15</td>
<td>1990-2006</td>
<td>10</td>
<td>0</td>
<td>845</td>
<td>934</td>
<td>90.5%</td>
</tr>
<tr>
<td>Country Isles Elementary</td>
<td>9</td>
<td>1987-2004</td>
<td>13</td>
<td>6</td>
<td>984</td>
<td>1,096</td>
<td>89.8%</td>
</tr>
<tr>
<td>Cresthaven Elementary</td>
<td>10</td>
<td>1992-2008</td>
<td>7</td>
<td>0</td>
<td>585</td>
<td>776</td>
<td>75.4%</td>
</tr>
<tr>
<td>Croissant Park Elementary</td>
<td>12</td>
<td>1992-2003</td>
<td>7</td>
<td>2</td>
<td>771</td>
<td>882</td>
<td>87.4%</td>
</tr>
<tr>
<td>Cypress Elementary</td>
<td>13</td>
<td>1969-2010</td>
<td>8</td>
<td>2</td>
<td>758</td>
<td>960</td>
<td>79.0%</td>
</tr>
<tr>
<td>Dania Elementary</td>
<td>7</td>
<td>1958-2007</td>
<td>11</td>
<td>3</td>
<td>461</td>
<td>626</td>
<td>73.6%</td>
</tr>
<tr>
<td>Davie Elementary</td>
<td>9</td>
<td>1977-2003</td>
<td>5</td>
<td>5</td>
<td>740</td>
<td>815</td>
<td>90.8%</td>
</tr>
<tr>
<td>Deerfield Beach Elementary</td>
<td>14</td>
<td>1927-2010</td>
<td>11</td>
<td>3</td>
<td>590</td>
<td>672</td>
<td>87.8%</td>
</tr>
<tr>
<td>Deerfield Park Elementary</td>
<td>11</td>
<td>1978-2005</td>
<td>10</td>
<td>0</td>
<td>628</td>
<td>829</td>
<td>75.8%</td>
</tr>
<tr>
<td>Dillard Elementary</td>
<td>10</td>
<td>1994-1994</td>
<td>7</td>
<td>2</td>
<td>854</td>
<td>835</td>
<td>102.3%</td>
</tr>
<tr>
<td>Discovery Elementary</td>
<td>15</td>
<td>2008-2009</td>
<td>3</td>
<td>0</td>
<td>972</td>
<td>1,036</td>
<td>93.8%</td>
</tr>
<tr>
<td>Dolphin Bay Elementary</td>
<td>12</td>
<td>2005-2005</td>
<td>3</td>
<td>0</td>
<td>697</td>
<td>913</td>
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<td>9</td>
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<td>84.4%</td>
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<td>Permanent Buildings</td>
<td>Relocatable Buildings</td>
<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
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<td>4</td>
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<td>4</td>
<td>4</td>
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<td>27</td>
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<td>22</td>
<td>15</td>
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<td>4</td>
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<td>13</td>
<td>0</td>
<td>497</td>
<td>528</td>
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<td>1990-2006</td>
<td>10</td>
<td>10</td>
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<td>0</td>
<td>1,142</td>
<td>1,096</td>
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<td>9</td>
<td>1</td>
<td>433</td>
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<td>9</td>
<td>0</td>
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<td>0</td>
<td>502</td>
<td>652</td>
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<td>587</td>
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<td>6</td>
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<td>9</td>
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<td>712</td>
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<td>1961-2006</td>
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<td>9</td>
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<td>3</td>
<td>3</td>
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<td>Relocatable Buildings</td>
<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
<tr>
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<td>1995-1995</td>
<td>6</td>
<td>0</td>
<td>674</td>
<td>959</td>
<td>70.3%</td>
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<td>979</td>
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<td>5</td>
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<td>746</td>
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<td>1967-2004</td>
<td>10</td>
<td>4</td>
<td>596</td>
<td>709</td>
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<td>1991-2002</td>
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<td>1</td>
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<td>1993-2002</td>
<td>8</td>
<td>1</td>
<td>620</td>
<td>745</td>
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<td>15</td>
<td>1958-2009</td>
<td>12</td>
<td>6</td>
<td>709</td>
<td>809</td>
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<td>1</td>
<td>608</td>
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<td>8</td>
<td>7</td>
<td>671</td>
<td>791</td>
<td>84.8%</td>
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<td>10</td>
<td>1976-2008</td>
<td>7</td>
<td>0</td>
<td>532</td>
<td>914</td>
<td>58.2%</td>
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<td>8</td>
<td>1975-2004</td>
<td>3</td>
<td>7</td>
<td>635</td>
<td>857</td>
<td>74.1%</td>
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<tr>
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<td>1976-2008</td>
<td>11</td>
<td>0</td>
<td>778</td>
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<td>6</td>
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<td>921</td>
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<td>10</td>
<td>1965-2007</td>
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<td>363</td>
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<td>Age Range</td>
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<td>Relocatable Buildings</td>
<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
<tr>
<td>-----------------------------</td>
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<tr>
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<td>1927-2004</td>
<td>13</td>
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<td>603</td>
<td>924</td>
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<td>13</td>
<td>6</td>
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<td>2006-2006</td>
<td>3</td>
<td>0</td>
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<td>76.3%</td>
</tr>
<tr>
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<td>9</td>
<td>1971-2005</td>
<td>6</td>
<td>2</td>
<td>657</td>
<td>794</td>
<td>82.7%</td>
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<tr>
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<td>10</td>
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<td>1969-2009</td>
<td>6</td>
<td>3</td>
<td>609</td>
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<td>1997-1997</td>
<td>2</td>
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<td>555</td>
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<td>7</td>
<td>539</td>
<td>781</td>
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<td>1976-2007</td>
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<td>4</td>
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<td>741</td>
<td>96.9%</td>
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<td>8</td>
<td>592</td>
<td>709</td>
<td>83.5%</td>
</tr>
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<td>12</td>
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<td>845</td>
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<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
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<td>9</td>
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<td>17</td>
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<td>1987-2001</td>
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<td>6</td>
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<td>804</td>
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<td>1,302</td>
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<td>841</td>
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<td>7</td>
<td>1971-2001</td>
<td>6</td>
<td>0</td>
<td>517</td>
<td>668</td>
<td>77.4%</td>
</tr>
<tr>
<td>Sheridan Park Elementary</td>
<td>13</td>
<td>1966-2008</td>
<td>7</td>
<td>0</td>
<td>690</td>
<td>891</td>
<td>77.4%</td>
</tr>
<tr>
<td>Silver Lakes Elementary</td>
<td>12</td>
<td>1997-1997</td>
<td>2</td>
<td>1</td>
<td>414</td>
<td>856</td>
<td>48.4%</td>
</tr>
<tr>
<td>Silver Palms Elementary</td>
<td>14</td>
<td>1995-2001</td>
<td>3</td>
<td>0</td>
<td>635</td>
<td>898</td>
<td>70.7%</td>
</tr>
<tr>
<td>Silver Ridge Elementary</td>
<td>13</td>
<td>1989-2008</td>
<td>14</td>
<td>6</td>
<td>1,032</td>
<td>1,002</td>
<td>103.0%</td>
</tr>
<tr>
<td>Silver Shores Elementary</td>
<td>12</td>
<td>2002-2003</td>
<td>3</td>
<td>0</td>
<td>433</td>
<td>902</td>
<td>48.0%</td>
</tr>
<tr>
<td>Stirling Elementary</td>
<td>9</td>
<td>1991-2007</td>
<td>7</td>
<td>4</td>
<td>602</td>
<td>771</td>
<td>78.1%</td>
</tr>
<tr>
<td>Sunland Park Academy</td>
<td>4</td>
<td>1992-1994</td>
<td>3</td>
<td>1</td>
<td>434</td>
<td>528</td>
<td>82.2%</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Site Size (Acres)</td>
<td>Age Range</td>
<td>Permanent Buildings</td>
<td>Relocatable Buildings</td>
<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------</td>
<td>------------------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>-----------------------------------</td>
<td>--------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Sunset Lakes Elementary</td>
<td>12</td>
<td>2002-2008</td>
<td>4</td>
<td>0</td>
<td>897</td>
<td>1,430</td>
<td>62.7%</td>
</tr>
<tr>
<td>Sunshine Elementary</td>
<td>9</td>
<td>1964-2002</td>
<td>15</td>
<td>5</td>
<td>587</td>
<td>893</td>
<td>65.7%</td>
</tr>
<tr>
<td>Tamarac Elementary</td>
<td>8</td>
<td>1974-2004</td>
<td>7</td>
<td>0</td>
<td>740</td>
<td>1,419</td>
<td>52.1%</td>
</tr>
<tr>
<td>Tedder Elementary</td>
<td>12</td>
<td>1964-2004</td>
<td>14</td>
<td>0</td>
<td>583</td>
<td>1,364</td>
<td>42.7%</td>
</tr>
<tr>
<td>Tradewinds Elementary</td>
<td>12</td>
<td>1995-2008</td>
<td>4</td>
<td>9</td>
<td>1,242</td>
<td>1,380</td>
<td>90.0%</td>
</tr>
<tr>
<td>Tropical Elementary</td>
<td>10</td>
<td>1971-2008</td>
<td>6</td>
<td>0</td>
<td>1,011</td>
<td>1,025</td>
<td>98.6%</td>
</tr>
<tr>
<td>Village Elementary</td>
<td>12</td>
<td>1968-2009</td>
<td>13</td>
<td>0</td>
<td>711</td>
<td>957</td>
<td>74.3%</td>
</tr>
<tr>
<td>Walker Elementary</td>
<td>10</td>
<td>1959-2009</td>
<td>9</td>
<td>0</td>
<td>818</td>
<td>1,119</td>
<td>73.1%</td>
</tr>
<tr>
<td>Watkins Elementary</td>
<td>10</td>
<td>1995-1995</td>
<td>2</td>
<td>0</td>
<td>528</td>
<td>895</td>
<td>59.0%</td>
</tr>
<tr>
<td>Welleby Elementary</td>
<td>13</td>
<td>1991-2004</td>
<td>6</td>
<td>6</td>
<td>802</td>
<td>915</td>
<td>87.7%</td>
</tr>
<tr>
<td>West Hollywood Elementary</td>
<td>11</td>
<td>1991-1991</td>
<td>5</td>
<td>5</td>
<td>535</td>
<td>687</td>
<td>77.9%</td>
</tr>
<tr>
<td>Westchester Elementary</td>
<td>10</td>
<td>1976-2009</td>
<td>10</td>
<td>8</td>
<td>1,135</td>
<td>1,166</td>
<td>97.3%</td>
</tr>
<tr>
<td>Westwood Heights Elementary</td>
<td>9</td>
<td>1958-2008</td>
<td>12</td>
<td>3</td>
<td>723</td>
<td>861</td>
<td>84.0%</td>
</tr>
<tr>
<td>Wilton Manors Elementary</td>
<td>8</td>
<td>1995-1998</td>
<td>5</td>
<td>0</td>
<td>616</td>
<td>677</td>
<td>91.0%</td>
</tr>
<tr>
<td>Winston Park Elementary</td>
<td>12</td>
<td>1990-2004</td>
<td>12</td>
<td>0</td>
<td>1,206</td>
<td>1,310</td>
<td>92.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,480</strong></td>
<td></td>
<td><strong>1,026</strong></td>
<td><strong>441</strong></td>
<td><strong>99,382</strong></td>
<td><strong>127,506</strong></td>
<td><strong>77.9%</strong></td>
</tr>
</tbody>
</table>

Source: School Board of Broward County, 2018

Elementary school locations and attendance zones/concurrency service areas (CSAs) are illustrated in Appendix Figure PSF-B. Elementary school enrollment, including prekindergarten, for 2018-19, not including Broward Virtual Elementary, centers, charters, or schools without attendance areas, is 99,382 students. There are 5 elementary schools with enrollment greater than their LOS capacity, which is the adopted LOS standard (i.e. the higher of: 100% gross capacity or 110% permanent FISH capacity. For the 2018-19 school year, this translates into 4% of elementary schools in Broward County not meeting the LOS.
3. Middle Schools

There are 37 public middle schools in Broward County as of 2018-19 not including Broward Virtual Middle or schools without attendance boundaries. A profile of these schools is shown by Table PSF-10.

Table PSF-10: Current Profile – Broward County Middle Schools 2018-19

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Site Size (Acres)</th>
<th>Age Range</th>
<th>Permanent Buildings</th>
<th>Relocatable Buildings</th>
<th>Current Enrollment (Benchmark Day)</th>
<th>LOS Capacity</th>
<th>% of Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apollo Middle</td>
<td>15</td>
<td>1969-2007</td>
<td>8</td>
<td>16</td>
<td>1,400</td>
<td>1,558</td>
<td>89.9%</td>
</tr>
<tr>
<td>Attucks Middle</td>
<td>24</td>
<td>1960-1997</td>
<td>8</td>
<td>0</td>
<td>814</td>
<td>1,350</td>
<td>60.3%</td>
</tr>
<tr>
<td>Bair Middle</td>
<td>10</td>
<td>1975-1993</td>
<td>4</td>
<td>5</td>
<td>902</td>
<td>1,318</td>
<td>68.4%</td>
</tr>
<tr>
<td>Coral Springs Middle</td>
<td>19</td>
<td>1975-2005</td>
<td>4</td>
<td>0</td>
<td>1,147</td>
<td>2,089</td>
<td>54.9%</td>
</tr>
<tr>
<td>Crystal Lake Middle</td>
<td>14</td>
<td>1971-2002</td>
<td>3</td>
<td>16</td>
<td>1,407</td>
<td>1,583</td>
<td>88.9%</td>
</tr>
<tr>
<td>Dandy, William Middle</td>
<td>19</td>
<td>1991-1992</td>
<td>19</td>
<td>5</td>
<td>1,003</td>
<td>1,246</td>
<td>80.5%</td>
</tr>
<tr>
<td>Deerfield Beach Middle</td>
<td>32</td>
<td>1960-2003</td>
<td>10</td>
<td>4</td>
<td>1,175</td>
<td>1,543</td>
<td>76.2%</td>
</tr>
<tr>
<td>Driftwood Middle</td>
<td>22</td>
<td>1961-2005</td>
<td>13</td>
<td>4</td>
<td>1,388</td>
<td>1,837</td>
<td>75.6%</td>
</tr>
<tr>
<td>Falcon Cove Middle</td>
<td>21</td>
<td>1999-1999</td>
<td>2</td>
<td>48</td>
<td>2,284</td>
<td>2,239</td>
<td>102.0%</td>
</tr>
<tr>
<td>Forest Glen Middle</td>
<td>20</td>
<td>1990-2004</td>
<td>19</td>
<td>8</td>
<td>1,360</td>
<td>1,788</td>
<td>76.1%</td>
</tr>
<tr>
<td>Glades Middle</td>
<td>20</td>
<td>2006-2008</td>
<td>4</td>
<td>11</td>
<td>1,396</td>
<td>2,026</td>
<td>68.9%</td>
</tr>
<tr>
<td>Indian Ridge Middle</td>
<td>26</td>
<td>1995-2005</td>
<td>5</td>
<td>28</td>
<td>1,982</td>
<td>2,233</td>
<td>88.8%</td>
</tr>
<tr>
<td>Lauderdale Lakes Middle</td>
<td>14</td>
<td>1969-1976</td>
<td>4</td>
<td>17</td>
<td>868</td>
<td>1,243</td>
<td>69.8%</td>
</tr>
<tr>
<td>Lauderhill 6-12</td>
<td>22</td>
<td>1969-1995</td>
<td>7</td>
<td>9</td>
<td>862</td>
<td>1,054</td>
<td>81.8%</td>
</tr>
<tr>
<td>Lyons Creek Middle</td>
<td>22</td>
<td>1999-2006</td>
<td>3</td>
<td>3</td>
<td>1,945</td>
<td>2,091</td>
<td>93.0%</td>
</tr>
<tr>
<td>Margate Middle</td>
<td>23</td>
<td>1966-2001</td>
<td>9</td>
<td>1</td>
<td>1,211</td>
<td>1,439</td>
<td>84.2%</td>
</tr>
<tr>
<td>McNicol Middle</td>
<td>12</td>
<td>1997-1997</td>
<td>2</td>
<td>0</td>
<td>745</td>
<td>1,433</td>
<td>52.0%</td>
</tr>
<tr>
<td>Millennium 6-12 Collegiate Academy</td>
<td>11</td>
<td>2001-2006</td>
<td>4</td>
<td>8</td>
<td>1,648</td>
<td>1,780</td>
<td>92.6%</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Site Size (Acres)</td>
<td>Age Range</td>
<td>Permanent Buildings</td>
<td>Relocatable Buildings</td>
<td>Current Enrollment (Benchmark Day)</td>
<td>LOS Capacity</td>
<td>% of Capacity</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------------</td>
<td>-----------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>------------------------------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
<tr>
<td>New Renaissance Middle</td>
<td>20</td>
<td>2000-2000</td>
<td>4</td>
<td>0</td>
<td>1,193</td>
<td>1,702</td>
<td>70.1%</td>
</tr>
<tr>
<td>New River Middle</td>
<td>18</td>
<td>1995-1995</td>
<td>3</td>
<td>6</td>
<td>1,574</td>
<td>1,511</td>
<td>104.2%</td>
</tr>
<tr>
<td>Olsen Middle</td>
<td>20</td>
<td>1954-1991</td>
<td>28</td>
<td>0</td>
<td>655</td>
<td>1,238</td>
<td>52.9%</td>
</tr>
<tr>
<td>Parkway Middle</td>
<td>15</td>
<td>1958-2010</td>
<td>27</td>
<td>0</td>
<td>1,502</td>
<td>2,411</td>
<td>62.3%</td>
</tr>
<tr>
<td>Pines Middle</td>
<td>21</td>
<td>1993-2005</td>
<td>3</td>
<td>0</td>
<td>846</td>
<td>1,946</td>
<td>43.5%</td>
</tr>
<tr>
<td>Pioneer Middle</td>
<td>20</td>
<td>1975-1991</td>
<td>5</td>
<td>44</td>
<td>1,488</td>
<td>1,650</td>
<td>90.2%</td>
</tr>
<tr>
<td>Plantation Middle</td>
<td>22</td>
<td>1969-2004</td>
<td>5</td>
<td>0</td>
<td>717</td>
<td>1,480</td>
<td>48.4%</td>
</tr>
<tr>
<td>Pompano Beach Middle</td>
<td>12</td>
<td>1964-2008</td>
<td>10</td>
<td>9</td>
<td>1,106</td>
<td>1,227</td>
<td>90.1%</td>
</tr>
<tr>
<td>Ramblewood Middle</td>
<td>17</td>
<td>1976-2005</td>
<td>4</td>
<td>20</td>
<td>1,235</td>
<td>1,437</td>
<td>85.9%</td>
</tr>
<tr>
<td>Rickards, James Middle</td>
<td>13</td>
<td>1968-2004</td>
<td>5</td>
<td>0</td>
<td>882</td>
<td>1,132</td>
<td>77.9%</td>
</tr>
<tr>
<td>Sawgrass Springs Middle</td>
<td>20</td>
<td>1995-1998</td>
<td>8</td>
<td>3</td>
<td>1,204</td>
<td>1,293</td>
<td>93.1%</td>
</tr>
<tr>
<td>Seminole Middle</td>
<td>21</td>
<td>1958-2009</td>
<td>5</td>
<td>13</td>
<td>1,126</td>
<td>1,416</td>
<td>79.5%</td>
</tr>
<tr>
<td>Silver Lakes Middle</td>
<td>20</td>
<td>1983-2002</td>
<td>15</td>
<td>0</td>
<td>706</td>
<td>1,163</td>
<td>60.7%</td>
</tr>
<tr>
<td>Silver Trail Middle</td>
<td>22</td>
<td>1995-2009</td>
<td>3</td>
<td>22</td>
<td>1,470</td>
<td>1,785</td>
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</tr>
<tr>
<td>Sunrise Middle</td>
<td>18</td>
<td>1991-1999</td>
<td>15</td>
<td>8</td>
<td>1,358</td>
<td>1,403</td>
<td>96.8%</td>
</tr>
<tr>
<td>Tequesta Trace Middle</td>
<td>23</td>
<td>1990-2006</td>
<td>19</td>
<td>4</td>
<td>1,614</td>
<td>1,500</td>
<td>107.6%</td>
</tr>
<tr>
<td>Westglades Middle</td>
<td>24</td>
<td>2001-2001</td>
<td>4</td>
<td>16</td>
<td>1,792</td>
<td>1,825</td>
<td>98.2%</td>
</tr>
<tr>
<td>Westpine Middle</td>
<td>18</td>
<td>1990-2006</td>
<td>19</td>
<td>0</td>
<td>1,022</td>
<td>1,399</td>
<td>73.1%</td>
</tr>
<tr>
<td>Young, Walter C Middle</td>
<td>30</td>
<td>1987-2008</td>
<td>16</td>
<td>0</td>
<td>1,108</td>
<td>1,432</td>
<td>77.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>720</strong></td>
<td></td>
<td><strong>326</strong></td>
<td><strong>328</strong></td>
<td><strong>46,135</strong></td>
<td><strong>58,800</strong></td>
<td><strong>78.5%</strong></td>
</tr>
</tbody>
</table>

**Source:** School Board of Broward County, 2018

Middle school locations and attendance zones/concurrency service areas (CSAs) are illustrated in Appendix Figure PSF-C. Middle school enrollment for 2018-19 is 46,135 students not including Broward Virtual Middle, centers or charters. There are 3 middle schools with enrollment greater than their LOS capacity, which is the adopted LOS standard (i.e. the higher of: 100% gross capacity or 110% permanent FISH capacity. For the 2018-19 school year, this translates into 8% of middle schools in Broward County not meeting the LOS.
4. High Schools

There are 27 public high schools in Broward County as of 2018-19 not including Broward Virtual High or schools without attendance boundaries. A profile of these schools is shown by Table PSF-11.

Table PSF-11: Current Profile – Broward County High Schools 2018-19

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Site Size (Acres)</th>
<th>Age Range</th>
<th>Permanent Buildings</th>
<th>Relocatable Buildings</th>
<th>Current Enrollment (Benchmark Day)</th>
<th>LOS Capacity</th>
<th>% of Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anderson, Boyd High</td>
<td>32</td>
<td>1972-2010</td>
<td>14</td>
<td>1</td>
<td>1,808</td>
<td>3,112</td>
<td>58.10%</td>
</tr>
<tr>
<td>Coconut Creek High</td>
<td>40</td>
<td>1964-2000</td>
<td>15</td>
<td>34</td>
<td>1,536</td>
<td>2,884</td>
<td>0.532594</td>
</tr>
<tr>
<td>Cooper City High</td>
<td>30</td>
<td>1971-2009</td>
<td>31</td>
<td>2</td>
<td>2,368</td>
<td>2,494</td>
<td>94.95%</td>
</tr>
<tr>
<td>Coral Glades High</td>
<td>45</td>
<td>2003-2008</td>
<td>4</td>
<td>0</td>
<td>2,485</td>
<td>2,874</td>
<td>0.864649</td>
</tr>
<tr>
<td>Coral Springs High</td>
<td>37</td>
<td>1975-2005</td>
<td>9</td>
<td>13</td>
<td>2,816</td>
<td>3,244</td>
<td>86.81%</td>
</tr>
<tr>
<td>Cypress Bay High</td>
<td>45</td>
<td>2001-2004</td>
<td>8</td>
<td>64</td>
<td>4,807</td>
<td>4,761</td>
<td>100.97%</td>
</tr>
<tr>
<td>Deerfield Beach High</td>
<td>41</td>
<td>1969-2010</td>
<td>16</td>
<td>22</td>
<td>2,453</td>
<td>2,848</td>
<td>86.13%</td>
</tr>
<tr>
<td>Dillard High</td>
<td>51</td>
<td>1959-2001</td>
<td>16</td>
<td>0</td>
<td>2,267</td>
<td>2,980</td>
<td>76.07%</td>
</tr>
<tr>
<td>Ely, Blanche High</td>
<td>39</td>
<td>1952-2010</td>
<td>23</td>
<td>0</td>
<td>2,063</td>
<td>3,065</td>
<td>67.31%</td>
</tr>
<tr>
<td>Everglades High</td>
<td>45</td>
<td>2002-2010</td>
<td>5</td>
<td>22</td>
<td>2,352</td>
<td>2,980</td>
<td>78.93%</td>
</tr>
<tr>
<td>Flanagan, Charles W High</td>
<td>45</td>
<td>1995-1995</td>
<td>13</td>
<td>31</td>
<td>2,526</td>
<td>3,034</td>
<td>83.26%</td>
</tr>
<tr>
<td>Fort Lauderdale High</td>
<td>27</td>
<td>1958-2007</td>
<td>12</td>
<td>0</td>
<td>2,132</td>
<td>2,218</td>
<td>96.12%</td>
</tr>
<tr>
<td>Hallandale High</td>
<td>28</td>
<td>1976-1976</td>
<td>6</td>
<td>10</td>
<td>1,236</td>
<td>1,821</td>
<td>67.87%</td>
</tr>
<tr>
<td>Hollywood Hills High</td>
<td>30</td>
<td>1968-2006</td>
<td>7</td>
<td>19</td>
<td>1,916</td>
<td>2,667</td>
<td>71.84%</td>
</tr>
<tr>
<td>McArthur High</td>
<td>40</td>
<td>1958-2002</td>
<td>32</td>
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<td>1969-2005</td>
<td>13</td>
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<td>7</td>
<td>10</td>
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<td>27</td>
<td>3</td>
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<td>1971-2007</td>
<td>18</td>
<td>39</td>
<td>2,439</td>
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<td>15</td>
<td>7</td>
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<td>2,561</td>
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<td>1990-2008</td>
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<td>Current Enrollment (Benchmark Day)</td>
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<td>% of Capacity</td>
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<td>2,613</td>
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<td>19</td>
<td>23</td>
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<td>419</td>
<td>341</td>
<td>64,469</td>
<td>79,622</td>
<td>80.97%</td>
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</table>

Source: School Board of Broward County, 2018

High school locations and attendance zones/concurrency service areas (CSAs) are illustrated in Figure PSF-D. High school enrollment for 2018-19 was 64,469 students not including Broward Virtual High, centers or charters, or schools without attendance boundaries. For the 2018-19 school year, there were 2 high schools with enrollment greater than their LOS capacity, which is the adopted LOS standard (i.e. the higher of: 100% gross capacity or 110% permanent FISH capacity. This translates to 7% of high schools that do not meet the LOS. Note: Atlantic Technical, McFatter Technical, Sheridan Technical, Nova, College Academy at BC, and Pompano Beach Institute of International Studies are not traditional high schools with attendance boundaries/concurrency service areas, and therefore are not subject to LOS requirements.

5. Charter Schools

There are 88 charter schools operating in Broward County as of the 2018-19 school year. The profiles of these schools are shown in Table PSF-12.
<table>
<thead>
<tr>
<th>Facility Name &amp; Location</th>
<th>Contract Capacity</th>
<th>Current Enrollment 2018-19</th>
<th>Surplus or Deficit Capacity</th>
<th>Projected Enrollment 2023-24</th>
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<td>196</td>
<td>54</td>
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<td>Projected Enrollment 2023-24</td>
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<td>Projected Enrollment 2023-24</td>
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Source: Contract Capacity reported by Charter Schools Support, September 2018
Charter school locations are illustrated in Appendix Figure PSF-E. They have a District-wide attendance zone/concurrency service area, which means they are not subject to LOS requirements. Charter school enrollment for 2018-19 was 45,919 students.

C. Projected 5 Year School Enrollment, Capacity, LOS and Improvement Costs

The analysis of the current and five (5) year projected data of school facilities is compiled in the LOS Plan contained within the Adopted District Educational Facilities Plan. It represents information for the years 2018-19 through 2022-23. The LOS Plan is a matrix that contains the data to demonstrate each elementary, middle and high school’s ability to meet the adopted LOS Standard during each DEFP period by calculating the projected enrollment divided by the LOS capacity of the facility. As previously stated on page 8 (Level of Service Standard Methodology), the LOS Standard is the maximum permissible school utilization rate relative to capacity. Based upon the newly adopted Third Amended and Restated ILA, LOS Capacity is implemented as the higher of: 100% gross capacity or 110% permanent FISH capacity. The LOS Plan therefore shows the projected enrollment for each of the five years covered by the DEFP divided by the LOS Capacity of each school. It should be noted that the LOS Plan contained in the 2018-19 to 2022-23 DEFP still reflects the previous LOS contained in the Second Amended ILA which was 100% gross capacity and commencing in the 2019/20 school year, converted to 110% permanent FISH capacity. This is because the DEFP was published prior to adoption of School Board Policy 1161 to enable implementation of the new LOS.

1. Concurrency Costs – Affected Parties

The costs associated with achieving and maintaining the LOS during the five (5) year period are paid for and shared by public and private funding sources. The Revenue and Appropriations Summary within the Adopted DEFP details the primary public and private entities which pay for the capacity improvements. Millage - funds collected through property taxes which are the primary revenue source. Impact/Mitigation Fees are another source collected from developers to address capacity improvement costs.
The cost associated with the capacity additions for those school facilities not currently meeting the LOS are depicted in the Adopted DEFP. The improvement costs are derived from the financially feasible DEFP. There may be additional costs to meet concurrency which are addressed through Proportionate Share Mitigation provisions. These provisions and requirements are outlined in the Second Amended Interlocal Agreement, specifically, Sections 8.14 and 8.15.

2. Land Area Requirements

There are currently no new schools planned which would require additional land to meet capacity improvements. As such, the Adopted DEFP does not contain information to indicate the number of acres needed per school type or a listing of planned school site acquisitions.

The School Board adopted new “urban school” standards intended to reduce the acreage amounts required to build schools given the diminishing availability of land in Broward County.

D. Projected 10 Year School Enrollment, Capacity, LOS and Improvement Costs

The long-term planning period for school facilities is ten years. Table PSF-13 below represents capacity needs information for the end of the ten-year period through 2028-29. The data compares the School District’s LOS by grade level and Planning Area to the 2028-29 projected student enrollments and the available LOS capacity. The cumulative information presents a total LOS capacity of 269,257, versus a projected enrollment of 212,278 or an excess of 56,959 seats. The cumulative total solely based on permanent capacity is 235,340 with an excess of 23,062 seats.
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<th>Improvement Strategy</th>
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<td>Elementary School</td>
<td>13,339</td>
<td>10,145</td>
<td>3,194</td>
<td>None</td>
<td>N/A</td>
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<tr>
<td></td>
<td>Middle School</td>
<td>5,325</td>
<td>4,260</td>
<td>1,064.9</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td></td>
<td>High School</td>
<td>7,811</td>
<td>5,859</td>
<td>1,952</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Area F</td>
<td>Elementary School</td>
<td>20,280</td>
<td>14,462</td>
<td>5,818</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Planning Area Type</td>
<td>School Type</td>
<td>LOS (110% Perm. Capacity)</td>
<td>Projected Enrollment 2027-28</td>
<td>Surplus or (Deficit) Capacity</td>
<td>Improvement Strategy</td>
<td>Projected Cost</td>
<td>Projected Added Capacity</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------</td>
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<td>-----------------------------</td>
<td>----------------------------</td>
<td>---------------------</td>
<td>----------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td></td>
<td>Middle School</td>
<td>10,541</td>
<td>7,682</td>
<td>2,859</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>High School</td>
<td>14,366</td>
<td>12,297</td>
<td>2,069</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Area G</td>
<td>Elementary School</td>
<td>17,803</td>
<td>13,470</td>
<td>4,333</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Middle School</td>
<td>7,416</td>
<td>5,613</td>
<td>1,803</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>High School</td>
<td>9,438</td>
<td>7,572</td>
<td>1,866</td>
<td>None</td>
<td>N/A</td>
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</tr>
<tr>
<td>District-Wide</td>
<td>Elementary School</td>
<td>130,835</td>
<td>100,596</td>
<td>30,239</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td></td>
<td>Middle School</td>
<td>58,800</td>
<td>46,366</td>
<td>12,434</td>
<td>None</td>
<td>N/A</td>
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<tr>
<td></td>
<td>High School</td>
<td>79,622</td>
<td>65,317</td>
<td>14,305</td>
<td>None</td>
<td>N/A</td>
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</tr>
<tr>
<td>Total</td>
<td></td>
<td>269,257</td>
<td>212,278</td>
<td>56,979</td>
<td>$0</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Source: School Board of Broward County, 2018.

Based on LOS capacity, there are no planning areas where there is projected to be a deficit of seats.

E. Collocation of School Facilities

The collocation of public school facilities with local government public/civic facilities, is used in the context of this analysis as public facilities collocated or located adjacent to each other, and used by both the School Board and local governments through the use of a Recreation Lease Agreement. Shared use facilities are facilities that are not located adjacent to each other, are owned by either the School Board or the local government, but shared by both parties through mutual agreement or understanding. Article IX of the Third Amended Interlocal Agreement for Public School Facility Planning includes a process to ensure that the opportunity for collocation is maximized to the greatest extent possible.
F. Emergency Shelters

New educational facilities located outside the Hurricane Evacuation Zones (Plan A or B) as shown on the Broward County Hurricane Evacuation Map (ND-1) are required to have core facility areas designed as Enhanced Hurricane Protection Areas unless the facility is exempted based on a recommendation by the local emergency management agency or the Department of Community Affairs. Certain factors are considered to qualify for the exemption, such as low evacuation demand, size, location, accessibility and storm surge. For example, if the County has adequate shelter capacity, a school may be exempt. Table PSF-1414 is an inventory of schools within Broward County that serve as general population emergency shelters. **Three of the general population shelters are also designated as pet friendly shelters.** Additionally, there are five (5) additional schools within Broward County designated as “Special Needs Shelters”. Since these shelters are not publicly advertised by Broward County, they are not included on the inventory of schools shelter listing (Table PSF-144).

**Table PSF-14: List of Emergency Shelters**

<table>
<thead>
<tr>
<th>SCHOOL NAME</th>
<th>ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATC - Arthur Ashe, Jr. Campus</td>
<td>1701 N.W. 23 Ave., Fort Lauderdale, FL 33311</td>
</tr>
<tr>
<td>Beachside Montessori Village</td>
<td>2230 Lincoln Street, Hollywood, FL 33020</td>
</tr>
<tr>
<td>Challenger Elementary</td>
<td>5703 NW 94 Ave., Tamarac, FL 33321</td>
</tr>
<tr>
<td>Coconut Palm Elementary</td>
<td>13601 Monarch Lakes Blvd., Miramar, FL 33027</td>
</tr>
<tr>
<td>Coral Cove Elementary</td>
<td>5100 S.W. 148 Ave., Miramar, FL 33027</td>
</tr>
<tr>
<td>Coral Glades High</td>
<td>2700 Sportsplex Drive, Coral Springs, FL 33065</td>
</tr>
<tr>
<td>Dolphin Bay Elementary</td>
<td>16450 Miramar Parkway, Miramar, FL 33027</td>
</tr>
<tr>
<td>Everglades Elementary</td>
<td>2900 Bonaventure Boulevard, Weston, FL 33331</td>
</tr>
<tr>
<td>Everglades High (Pet Friendly)</td>
<td>17100 SW 48th Court, Miramar, FL 33027</td>
</tr>
<tr>
<td>Falcon Cove Middle (Pet Friendly)</td>
<td>4251 Bonaventure Blvd, Weston, FL 33332</td>
</tr>
<tr>
<td>Floranada Elementary</td>
<td>5251 NE 14 Way, Fort Lauderdale, FL 33334</td>
</tr>
<tr>
<td>Fox Trail Elementary</td>
<td>1250 Nob Hill Rd., Davie, FL 33324</td>
</tr>
<tr>
<td>Gator Run Elementary</td>
<td>1101 Glades Parkway, Weston, FL 33327</td>
</tr>
<tr>
<td>Gulfstream Academy of Hallandale Beach, South</td>
<td>900 8th Street, Hallandale Beach, FL 33009</td>
</tr>
<tr>
<td>Lakeside Elementary</td>
<td>900 NW 136 Ave., Pembroke Pines, FL 33028</td>
</tr>
<tr>
<td>Liberty Elementary</td>
<td>2450 Banks Rd., Margate, FL 33063</td>
</tr>
<tr>
<td>Lyons Creek Middle (Pet Friendly)</td>
<td>4333 Sol Press Blvd., Coconut Creek, FL 33073</td>
</tr>
<tr>
<td>Manatee Bay Elementary</td>
<td>19200 Manatee Isles Drive, Weston, FL 33332</td>
</tr>
<tr>
<td>Monarch High</td>
<td>5050 Wiles Rd., Coconut Creek, FL 33073</td>
</tr>
</tbody>
</table>
G. Funding Sources for Capital Improvements

The School Board of Broward County has total projected revenue, and financing sources of $2.8 billion for public school capital improvements for the 5-year period ending 2022-23 as depicted in the Revenue and Appropriations Summary of the Adopted DEFP. The major sources of revenues are millage, which is collected from local property taxes, and a voter approved general obligation bond. They comprise 88% of total revenues. The primary appropriations are for construction programs, debt service, and renovation of district facilities, which comprise 85% of total appropriations.

The projected capital outlays, by school facility for the 5-year period are depicted in the 5-Year Adopted DEFP.
H. Operating Cost Considerations

There are just under 1,000 school buses used by Broward District Schools on daily routes, transporting more than 73,000 students to and from school, and driving more than 16 million miles to 234 locations.
Appendix PSF-D

FUTURE CONDITIONS - HIGH SCHOOLS
FIVE YEAR PLAN (2017-2022)

Legend

★ Combo: Middle-High
▲ High School
--- High School Boundary/CSA
(2018-19 adopted boundaries)

Prepared by:
Planning and Development Management Division
Environmental Protection & Growth Management Department
#14194 adjlzs 12-12-2018

BROWARD COUNTY
FLORIDA

0 5 Miles
Appendix PSF-J

Third Amended and Restated Interlocal Agreement for Public School Facility Planning,
Broward County, Florida, 2017

THIRD AMENDED
AND
RESTATED
INTERLOCAL AGREEMENT
FOR
PUBLIC SCHOOL FACILITY PLANNING
BROWARD COUNTY, FLORIDA

2017

Appendix J can be found on the Broward County Public Schools web page by clicking the image above or clicking the hyperlink below at:

Appendix K can be found on the Broward County Public Schools web page by clicking the image above or clicking the hyperlink below at:

Appendix L can be found on the Broward County Public Schools, Facility Planning and Real Estate Department web page by clicking the hyperlink below at:

http://www.broward.k12.fl.us/propertymgmt/new/facilityplanning/docs.html
PARKS, RECREATION, AND OPEN SPACE DATA INVENTORY AND ANALYSIS

Overview

An inventory of city parks and open spaces can be found on pages 68-69 in the Parks Master Plan which can be found at the below link:

https://www.fortlauderdale.gov/home/showdocument?id=19637

Level of Service (LOS)

The Level of Service standard for parks is five acres of parkland and open space per 1,000 residents. The City’s population in 2015 was 175,228, which required 876.1 acres of parks and open space. In 2030 the City’s projected population is 222,915, which would require 1,114.6 acres of recreation and open space. The City is currently providing 977.5 acres of parks and open space including the inventory from the Parks Master Plan, the three-acre Riverland Park and crediting ten percent of the 180-acre Birch State Park.

Analysis of Park Acreage for Updated Park Level of Service: 5 Acres Per 1000 People

<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
<th>2040</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>175,228</td>
<td>179,991</td>
<td>208,747</td>
<td>222,915</td>
<td>232,419</td>
<td>240,134</td>
<td>247,613</td>
</tr>
<tr>
<td>Acres/1,000 people</td>
<td>5.56</td>
<td>5.43</td>
<td>4.68</td>
<td>4.38</td>
<td>4.20</td>
<td>4.07</td>
<td>3.95</td>
</tr>
<tr>
<td>Additional Park Acreage Needed to Maintain Level of Service Standard</td>
<td>None</td>
<td>None</td>
<td>66.235</td>
<td>137.075</td>
<td>184.595</td>
<td>223.17</td>
<td>260.565</td>
</tr>
</tbody>
</table>

Population Source: Broward County, 2017

Key notes on Park Level of Service:
- Total park acreage for LOS Analysis- 977.5 acres per Parks Master Plan
- Population projection to be revised by Broward County after 2020 Census
- Statewide 2013 Statewide Comprehensive Outdoor Recreation Plan Target: 6 acres

The city intends to add park space through purchases made with the Parks Bond funding approved by voters in 2018.
A. Coastal Area Land Use and Working Waterfronts

Figure A.1. shows the location of beaches and shores in the City of Fort Lauderdale. Land use at the shoreline proper is recreational (public beach). The City boasts approximately seven miles of beachfront representing twenty-six percent of the total county length. Much of the City is located within two miles of the Atlantic Ocean.

Figure A.2. shows land uses in the coastal area of the City. As can be seen, the area contains mostly residential areas with commercial activity on major streets such as US 1, A1A, S.E. 17th Street, Sunrise, Oakland Park, Commercial and Las Olas Boulevards. Single family detached housing occupies 329 acres. Multi-family residential development occupies 292 acres. There are approximately 62 acres of commercial and office uses. Hotels comprise 128 acres of the barrier island. There are also significant government facilities including 20 acres of community facilities, 245 acres of park space and 30 acres of other government facilities. The land inventory in the coastal area has experienced only minimal changes in recent years.

A working waterfront is defined as a parcel or parcels that provide access for water dependent commercial activities, and/or that provide public access to navigable waters (i.e. marinas). Recreational and commercial uses are adjacent to the shoreline along the Central Beach Regional Activity Center (Central Beach RAC) from Sunrise Boulevard to near Harbor Drive; commercial and residential uses are adjacent to the shoreline north and south of the Central Beach RAC. The economic base of the coastal area is comprised mainly of commercial/tourist activities and residential uses, including seasonal. The coastal area provides numerous job opportunities and generates revenues both directly and indirectly for the City. Figure A.3. identifies the location of water dependent commercial and industrial parcels (working waterfronts) in the City.

Elevation is the key factor in identifying areas most at risk for sea level rise and/or increased storm frequency impacts. Figures A.4. shows flood zones in the City. As can be seen, a significant percentage of the City, including most of the coastal area, is vulnerable to flooding. Figure A.5. shows the location of the Coastal High Hazard Area, defined as the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. As per this definition, few developed areas within the City are located in the Coastal High Hazard Area; most of the area consist of waterways or water bodies, with the exception of some portions of Hugh Taylor Birch State Park on the barrier island.

In 2014 the City adopted Adaptation Action Area policies into the Comprehensive Plan in order to address the locations most vulnerable to sea level rise (Figure A.6.). The policies were recognized by the State in early 2015. The Adaptation Action Areas are focused on reducing risks to residents, public infrastructure and services, private property, and the environment from the threat of rising sea levels.
Figure A.2. Coastal Area Land Uses in Fort Lauderdale

City of Fort Lauderdale
Existing Land Use
Coastal Area

Legend
- Beaches and Shores
- Parks and Recreation
- Roads
- Residential
- Commercial
- Institutional
- Vacant
- Water

Data Source: City of Fort Lauderdale, Broward County

Coastal Management Element Data Inventory and Analysis
September 23, 2016
Page 3 of 9
Figure A.3. City of Fort Lauderdale Waterfront Commercial and Industrial Uses
Figure A.4. Flood Zones
Figure A.5. Coastal High Hazard Area

Legend
- Coastal High Hazard Area
- Local Streets
- Fort Lauderdale Municipal Boundary
- Water

"The Coastal High Hazard area is "the area below the elevation of the Category 1 storm surge line as established by the SLOSH computerized storm surge model," as defined by Section 163.3176 (Coastal Management) of the Florida State Statutes.

Date Source: City of Fort Lauderdale (2015), South Florida Regional Planning Council (2015)

City of Fort Lauderdale
Coastal High Hazard Areas
Figure A.6. Adaptation Action Areas

Legend
- Priority Planning Areas for Sea Level Rise
- Fort Lauderdale Municipal Boundary
- Local Streets
- Water

*This map identifies areas near tidal water bodies at increased risk of inundation under a 2 foot sea level rise scenario, projected to occur by 2050.

Data Source: City of Fort Lauderdale (2015), Broward County (2015)

City of Fort Lauderdale
Priority Planning Areas for Sea Level Rise

Coastal Management Element Data Inventory and Analysis
September 23, 2016
Page 7 of 9
B. Natural Disaster Planning Efforts

The City is under the authority of the Broward County Emergency Management Agency for Hurricane evacuation and procedures. Figure B.1 shows the Agency’s designated evacuation zones and routes. Residents of Evacuation Zone A are required to evacuate during any Category 1 to 5 storm event. Residents of Evacuation Zone B are required to evacuate during any Category 3 to 5 storm event. In addition, mobile home residents are required to evacuate during any Category 1 to 5 storm event, regardless of location in the County.1

The Fort Lauderdale Comprehensive Emergency Management Plan (Fort Lauderdale CEMP) guides the City’s emergency response to disasters and catastrophic events. The Fort Lauderdale CEMP identifies the basic emergency preparedness, response, and recovery mechanisms necessary for all City departments and other supporting organizations to receive notification of emergency events, mobilize needed resources, evaluate emergency situations and make policy decisions to implement and conduct emergency response and disaster recovery actions, and to de-mobilize resources and personnel as needed.2

General recovery functions begin immediately following a disaster. Preliminary Damage and Impact assessments, restoration of essential services, Individual and Public Assistance, long term recovery, the National Flood Insurance program and hazard mitigation are conducted at the various stages of emergency management. Representatives from the County, municipal, and public sector agencies form damage assessment teams based on areas of expertise. If the response to an emergency is beyond the capabilities of local resources, the Broward County Administrator will sign a “declaration of a local state emergency” and direct the County Division of Emergency Management to implement the County’s Comprehensive Emergency Operations Plan to ensure proper coordination of overall emergency response activities.

---

1Broward County Emergency Management Map
2 Fort Lauderdale Comprehensive Emergency Management Plan
Figure B.1. Broward County Emergency Management Agency Evacuation Routes and Zones

Evacuation Plan A
All residents east of the Intracoastal Waterway, mobile home residents, residents beside tidal bodies of water and in low-lying areas should evacuate.

Evacuation Plan B
All residents east of U.S. 1 (Federal Highway), mobile home residents, residents beside tidal bodies of water and in low-lying areas should evacuate.

- If you live in an evacuation zone and an evacuation is ordered, you are required by law to evacuate.
- Leave as early as 48 hours in advance, and no later than Hurricane Watch issued.
- Evacuate to a family or friend’s home or hotel outside the evacuation area. Shelters provide for basic needs only and are a place of last resort.
- Tell someone outside the storm area where you are going.
- Take your hurricane kit and important papers with you.
The City is currently meeting its Level of Service standards for sanitary sewer, potable water, solid waste, drainage, and parks, and anticipates that it will continue to meet these standards through 2030. The City’s FY 2016 - 2020 Community Investment Plan contains a five-year Capital Improvements Schedule that is adopted into the Comprehensive Plan’s Capital Improvements Element. The Community Investment Plan includes over $13 million in park improvements, over $169 million in water and sewer system improvements, almost $165 million in stormwater drainage improvements, and $231,569 in sanitation (solid waste) projects between 2016 and 2020.

As indicated in the Transportation Element Data and Analysis, however, a number of roadway segments in the City are not meeting the adopted Level of Service standard for roadways. The City’s current adopted Level of Service Standard is E for Interstate 95, and D for other Strategic Intermodal System roadways and local roads. Twelve roadway segments in the City were not meeting the standard in 2013; by 2035 it is projected that the number of segments not meeting the standard will more than double. Despite the above, there is a need to consider levels of service for all modes of transportation. Vehicle congestion can benefit the function of pedestrians and bicycles by slowing vehicles and encouraging the use of transportation modes other than the personal vehicle. A roadway Level of Service F might be acceptable in areas with a rich multimodal environment such as Downtown and the Beach.

The City’s Community Investment Schedule includes over $29 million in City-funded multimodal transportation and roadways improvements between 2016 and 2020. In addition, the Broward Metropolitan Planning Organization’s Long Range Transportation Plan identifies over $96 million in funded and $560 million in unfunded multimodal transportation and roadway improvements in the City between 2016 and 2035.

**B. Revenue Sources**

Below is a summary of funds allocated by source to pay for the capital improvement projects. A short description of these funds is as follows:

- **Community Development Block Grant (CDBG) Fund** – Funds received from the U.S. Department of Housing & Urban Development based on entitlement status to meet community development and housing needs;
- **Grants Fund** – Funds received from a variety of grants to be utilized in accordance with individual program guidelines;
- **General Capital Projects Fund** – A transfer from the General Fund to implement the highest priority projects;
- **Gas Tax Fund** – Revenue generated through a Broward County tax on the sale of fuel and distributed to cities to implement transportation projects;
- **Community Redevelopment Agency (CRA) funds** – Funds generated through tax increments in designated Community Redevelopment Areas, and earmarked for improvement projects in those areas;

---

1. Data and Analysis, Infrastructure and Parks and Recreation Elements
2. City of Fort Lauderdale FY 2016 - 2020 Community Investment Plan
3. Data and Analysis, Transportation Element
4. City of Fort Lauderdale FY 2016 - 2020 Community Investment Plan
• Park Impact Fee Funds – Funds generated through an impact fee on developers and earmarked to expand park capacity to serve new development;
• Sanitation Fund – Funds generated through residential waste management fees to provide for a full range of modern solid waste services, including household garbage, recycling, yard waste, and bulk trash collection;
• Central Region Wastewater Fund – A fund established to provide wastewater treatment services and improvements in the City and to Oakland Park, Wilton Manors, Port Everglades, and parts of Tamarac and Davie;
• Water and Sewer Master Plan Fund – Funds transferred from the Water and Sewer operating fund for improvements to the City’s water and sewer system;
• Parking Services Fund & Parking Revenue Bonds funds – Funds derived from parking fees and fines, and used to maintain and improve the City parking system;
• Airport Fund – Funds paid by individuals and businesses that use the Fort Lauderdale Executive Airport, and used for airport improvements;
• Stormwater & Stormwater Revenue Bond funds – Funds derived from the stormwater fee placed on water and sewer bills, and used to fund stormwater drainage improvement projects;
• Central Services Operations Fund – Charges derived from charges to client departments for maintenance and improvement of the City’s technology system;
• Vehicle Rental Operations Fund – Internal charges to City departments to maintain and operate the vehicle fleet, and;
• FAA and FDOT Grant Funds – Federal Aviation Authority (FAA) and Florida Department of Transportation (FDOT) funds allocated for airport and roadway improvements.
The City of Fort Lauderdale is a charter municipality located in Broward County, Florida that encompasses approximately 36.29 square miles bounded by: the Atlantic Ocean to the east; Hollywood, Dania Beach, and Davie, and the Ft. Lauderdale-Hollywood International Airport to the south; Plantation, Lauderdale, Lauderdale Lakes, and North Lauderdale, and unincorporated sections on Broward County to the west; Pompano Beach to the north; and Lauderdale-by-the-Sea and Sea Ranch Lakes to the northeast. The City’s boundaries almost completely surround the municipalities of Wilton Manors and Oakland Park, which are located between the Middle River area to the south and the Cypress Creek area to the north.

A. Interlocal Agreements and Mechanisms

The City of Fort Lauderdale interacts with numerous governmental entities to deliver municipal services and manage development. Table VII.A.1 presents these entities with a description of the existing coordination mechanism, the subject and nature of the relationship, and the City of Fort Lauderdale office charged with coordination.

<table>
<thead>
<tr>
<th>Government Entity/Agency</th>
<th>Coordination Mechanism</th>
<th>Subject</th>
<th>City Office with Primary Responsibility</th>
<th>Nature of Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjacent Local Governments</td>
<td>Large User Agreements (Interlocal Agreements)</td>
<td>Potable Water and Sanitary Sewer</td>
<td>Public Works</td>
<td>Contractual</td>
</tr>
<tr>
<td>City of Oakland Park</td>
<td>City of Oakland Park Administrative Services</td>
<td>Radio System</td>
<td>Finance</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>City of Lauderhill</td>
<td>City of Lauderhill Forfeiture Services</td>
<td>Professional Services</td>
<td>City Attorney</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>City of Wilton Manors</td>
<td>City of Wilton Manors Police Dispatch Center</td>
<td>Police Dispatch</td>
<td>Police</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>City of Wilton Manors</td>
<td>City of Wilton Manors Fire Rescue</td>
<td>Fire Communications</td>
<td>Fire Rescue</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>City of Pompano Beach</td>
<td>City of Pompano Beach</td>
<td>Radio System</td>
<td>Finance</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>Broward County</td>
<td>Broward County Planning Council</td>
<td>Comprehensive Plan, County Land Use Plan, Trafficways Plan</td>
<td>Urban Design &amp; Planning</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>Broward County</td>
<td>Broward County DRC</td>
<td>Land Use Planning</td>
<td>Urban Design &amp; Planning</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>Broward County</td>
<td>Broward County MPO Technical</td>
<td>Transportation</td>
<td>Transportation and Mobility</td>
<td>Appointed Members</td>
</tr>
</tbody>
</table>

1 City of Fort Lauderdale Intergovernmental Coordination Element Support Document, references and names updated 2016
<table>
<thead>
<tr>
<th>Broward County</th>
<th>Coordinating Committee</th>
<th>Transportation</th>
<th>n/a</th>
<th>Appointed Members (public)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broward County</td>
<td>Large User Agreements (Interlocal Agreements)</td>
<td>Potable Water and Sanitary Sewer</td>
<td>Public Works</td>
<td>Contractual</td>
</tr>
<tr>
<td>Broward County</td>
<td>Emergency Coordinating Committee</td>
<td>Emergency Management</td>
<td>Police</td>
<td>Formal Management</td>
</tr>
<tr>
<td>Broward County</td>
<td>Ad Hoc Affordable Housing Task Force</td>
<td>Affordable Housing</td>
<td>Urban Design &amp; Planning</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>Broward County</td>
<td>Mass Transit/Use of Van</td>
<td>Transportation</td>
<td>Economic Development</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>Broward County</td>
<td>Riverwalk Area 5</td>
<td>Maintenance</td>
<td>Public Works</td>
<td>Communicate as Needed</td>
</tr>
<tr>
<td>Broward County</td>
<td>MSBU (EMS)</td>
<td>Emergency Management Services</td>
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<td>Broward County</td>
<td>Port Everglades Transition/City of Hollywood/City of Dania</td>
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<td>Broward County</td>
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<td>Household Hazardous Waste</td>
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<td>Broward County</td>
<td>911/Cooperative Dispatch Center</td>
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<td>Fire Rescue</td>
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<td>Broward County</td>
<td>Broward County Cities/Sheriff’s Department</td>
<td>Intergovernmental Services</td>
<td>Police</td>
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<td>Broward County</td>
<td>Broward County Aviation Department</td>
<td>Land Use in Vicinity of Airport</td>
<td>Urban Planning &amp; Design</td>
<td>Communicate as Needed</td>
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<tr>
<td>Broward County</td>
<td>Broward League</td>
<td>Identify and</td>
<td>City Commission Board</td>
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</table>

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<table>
<thead>
<tr>
<th>Broward County</th>
<th>School Board Cooperative Use Agreements (Interlocal Agreement)</th>
<th>Park Land and Facilities</th>
<th>Parks and Recreation</th>
<th>Contractual</th>
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<tbody>
<tr>
<td>Broward County</td>
<td>Interlocal Agreement for Public School Facility Planning</td>
<td>Coordination of density increases and schools</td>
<td>Urban Design &amp; Planning</td>
<td>Contractual</td>
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<td>MPO</td>
<td>Broward County MPO Technical Coordinating Committee</td>
<td>Transportation</td>
<td>City Commission</td>
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<td>Broward County MPO</td>
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<td>Transportation and Mobility</td>
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<td>Beach Management Program</td>
<td>Direct Contact with Staff</td>
<td>Sea Turtle Conservation</td>
<td>Parks &amp; Recreation</td>
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<td>Broward County</td>
<td>Soil &amp; Water Conservation District</td>
<td>Direct Contact with Staff</td>
<td>Beach Revegetation</td>
<td>Public Works and Parks and Recreation</td>
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<td>Broward County</td>
<td>Direct Contact with Staff</td>
<td>Downtown Development and Redevelopment</td>
<td>Urban Design &amp; Planning, City Commission</td>
<td>Communicate as Needed</td>
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<td>Downtown Development Authority</td>
<td>Direct Contact with Staff</td>
<td>Downtown Transit System/Trolley</td>
<td>Urban Planning &amp; Design, City Manager</td>
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<tr>
<td>Fort Lauderdale Housing Authority</td>
<td>Direct Contact with Staff</td>
<td>Housing</td>
<td>Housing &amp; Community Development</td>
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<td>Port Everglades Authority</td>
<td>Fort Lauderdale DRC</td>
<td>Land Use</td>
<td>Urban Design &amp; Planning</td>
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<td>Performing Arts Center Authority</td>
<td>Direct Contact with Staff</td>
<td>Performing Arts Center</td>
<td>City Manager</td>
<td>Communicate as Needed</td>
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<td>South Florida Regional Council</td>
<td>Planning Council Board</td>
<td>Regional Planning</td>
<td>City Commission</td>
<td>Formal, Appointed Member</td>
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<td>South Florida Regional Council</td>
<td>Conflict Mediation Process</td>
<td>Interlocal Conflict Mediation</td>
<td>City Attorney</td>
<td>Formal, Required</td>
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<td>South Florida Regional</td>
<td>Workgroups, Task Forces, Joint</td>
<td>Various Issues on a Regional Basis</td>
<td>Various</td>
<td>Informal</td>
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</table>

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B. Intergovernmental Coordination Needs During the Planning Period and by Element

The City’s 2016 Evaluation and Appraisal Report (EAR) identified seven major topics to address in the EAR-based update to the Comprehensive Plan: Climate Change, Sustainability, Infrastructure, Housing, Transportation, Sense of Place and Economic Development. Based on these topics, it is anticipated that climate change will be a major focus of intergovernmental coordination between 2016 and 2030, particularly as the City develops its climate change element. Other areas of anticipated coordination would be continued coordination with other agencies and local governments in addressing regional transportation, infrastructure and housing needs, economic development, and education. Table B.1. below summarizes intergovernmental coordination needs by Element.

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<table>
<thead>
<tr>
<th>Element</th>
<th>Coordination Needs</th>
<th>Agency</th>
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<tbody>
<tr>
<td>Future Land Use Element</td>
<td>Review of Comprehensive Plan and land use amendments.</td>
<td>Adjacent local governments, Broward County (Regulatory Approval), State Department of Economic Opportunity, designated review agencies</td>
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<tr>
<td>Transportation Element</td>
<td>Improving regional and local mobility, coordinated planning with agencies having jurisdiction over transportation facilities</td>
<td>Florida Department of Transportation, Broward County MPO, South Florida Regional Transportation Authority, Broward County, Seaport Authority, Broward County Aviation Department, other local governments</td>
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<tr>
<td>Housing Element</td>
<td>Housing needs in the City and regionally</td>
<td>U.S. Department of Housing &amp; Urban Development, State of Florida, Fort Lauderdale Housing Authority, Broward County, South Florida Regional Council</td>
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<td>Infrastructure Element</td>
<td>Infrastructure needs in the City and regionally</td>
<td>South Florida Water Management District, Broward County, service providers, adjacent local governments</td>
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<tr>
<td>Coastal Management</td>
<td>Management of coastal resources with jurisdictional agencies</td>
<td>U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, State of Florida, South Florida Water Management District, Broward County, adjacent coastal local governments</td>
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<tr>
<td>Conservation Element</td>
<td>Resource management and protection</td>
<td>U.S. Environmental Protection Agency, State of Florida, Broward County, other local governments</td>
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<tr>
<td>Recreation and Open Space</td>
<td>Regional and local recreation needs</td>
<td>State of Florida, Broward County</td>
</tr>
<tr>
<td>Historic Preservation Element</td>
<td>Protection of historic resources</td>
<td>National Register, State of Florida, Broward County</td>
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<tr>
<td>Capital Improvements</td>
<td>Levels of Service</td>
<td>Florida Department of Transportation, Broward County, Service Providers</td>
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<tr>
<td>Public Schools Element</td>
<td>Public Education</td>
<td>State of Florida, Broward County Public Schools</td>
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<tr>
<td>Proposed Climate Change</td>
<td>Regional strategies to address</td>
<td>U.S. Environmental Protection Agency</td>
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<table>
<thead>
<tr>
<th>Element</th>
<th>climate change</th>
<th>Protection Agency, Broward County, South Florida Regional Climate Change Compact, other local governments</th>
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<td>Proposed Economic Development Element</td>
<td>Economic Development</td>
<td>State of Florida, Broward County, Private sector, Educational Institutions,</td>
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