

# **ADMINISTRATION AND IMPLEMENTATION ELEMENT**

## **I. Introduction**

The Fort Lauderdale Comprehensive Plan (Plan) strives to be a Plan that addresses the needs and aspirations of the community while addressing the requirements of Florida's growth management system. The Plan is required to be consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes), Strategic Regional Policy Plan for South Florida and Broward County Comprehensive Plan. It provides the City with long-term direction through goal statements as well as short-term objectives and policies to guide implementation efforts.

## **II. Sustainability**

The ultimate goal of the City's Plan is to create a sustainable community to ensure that adequate resources are available for future generations. As such, the City seeks a better quality of life for all residents by limiting waste, preventing pollution, providing affordable housing, maximizing conservation, promoting efficiency, and developing local resources to enhance the economy.

Sustainability also requires that development and redevelopment in the City be coordinated with public investments in alternative transportation modes, which will enable the City to accommodate the projected population and allow for expanded economic and cultural activity.

## **III. Goals, Objectives and Policies**

All goals, objectives and policies contained within the City's Comprehensive Plan have been prepared in conformance with the requirements of Chapter 9J-5, Florida Administrative Code (FAC). Consistent with the requirements of Chapter 9J-5, each goal is followed by one or more objectives, which in turn, are followed by one or more policies. They are defined as follows:

Goal - The long-term end toward which programs or activities are ultimately directed.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Policy - The way in which programs and activities are conducted to achieve an identified goal.

It is important to recognize that goals, objectives and policies of the Plan should be applied within the context of the overall intent of the Plan. Hence, no policy should be applied in isolation.

**GOAL 1:**

The Fort Lauderdale Comprehensive Plan will be used primarily:

- As a guide for shaping the City’s future;
- As a framework to link the planning and implementation of activities in the City;
- To review development proposals; and
- As a policy document to guide all of the City’s activities.

**OBJECTIVE 1.1:** The City shall continue to maintain a comprehensive planning program through the year 2018.

*Evaluation Measure: Record of City adoption of the City’s Evaluation Appraisal Report (EAR), Comprehensive Plan Amendments and EAR-based Plan amendments.*

POLICY 1.1.1: The City shall continue to provide funding for the administration of the Plan. The Planning and Zoning Director or such person(s) appointed by the City Manager will be responsible for answering all questions of interpretation and enforcement of the Plan.

POLICY 1.1.2: The Plan shall be administered by the Planning and Zoning Department ().

POLICY 1.1.3: The City shall continue to provide public participation procedures to encourage public participation in the comprehensive planning process, including consideration of amendments to the Plan and theEAR.

POLICY 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 1.1.5: The City Commission shall adopt public participation procedures for inclusion in the Unified Land Development Regulations (ULDR), and update them as necessary.

**OBJECTIVE 1.2:** The City shall provide for review and amendment of the Plan to respond to State and County mandates, or local needs, as needed between EAR cycles and the State required annual updating of the Capital Improvement Element, through the year 2018.

*Evaluation Measure: Record of recertification of the City’s Land Use Plan by the Broward County Planning Council (BCPC).*

POLICY 1.2.1: The City Commission, the City Manager or the real property owner (or his/her designee) is authorized to initiate amendments to the Plan.

POLICY 1.2.2: The Department shall provide and maintain procedures for processing Plan amendments.

POLICY 1.2.3: 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 BCPC for recertification.

POLICY 1.2.4 Update the Capital Improvement Program and amend the associated Capital Improvement Element annually.

**OBJECTIVE 1.3:** The Department 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.

*Evaluation Measure: Record of adoption of the City's EAR and EAR-based Plan amendments.*

POLICY 1.3.1: The Department shall prepare and maintain a future land use map, also known as 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 BCPC.

POLICY 1.3.2: 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 1.3.3: The Department shall submit the Future Land Use Element, and amendments thereto, to the BCPC for recertification upon completion of the EAR and EAR-based amendments, after final adoption by the City Commission.

#### **IV. Monitoring and Evaluation Procedures**

In order to ensure the successful long-term implementation of the City of Fort Lauderdale Comprehensive Plan's goals, objectives and policies, the City will monitor the plan on a continuous basis. In this regard, the City will, prior to taking final action, assess the individual and cumulative impacts of all proposed plan amendments to determine their degree of consistency with the City's Comprehensive Plan goals, objectives and policies.

## **Updating Baseline Data**

The City will review and update, as necessary, the base data contained within the City's Plan during the preparation of the plan's seven-year evaluation and appraisal report. All data and analyses activities will be conducted in accordance with the requirements of Chapters 163, FS and 9J-5, FAC. The major emphasis will be on updating the data and analysis sections directly supporting the goals, objectives and policies of the plan such as the plan's population projections, analysis of the availability of public services and facilities, and the analysis of vacant land within the City.

## **Analysis of Goals, Objectives and Policies**

The plan's seven-year evaluation and appraisal report will include recommendations for new or modified goals, objectives and policies. These recommendations will be based upon the updated base data and an evaluation of the successful achievement of the plan's objectives as outlined below. Unforeseen problems or obstacles relative to each objective will be identified along with remedial actions. At a minimum, the following criteria will be addressed during the evaluation process:

**New Data and Information** - Each existing goal, objective and policy related to the City's issues, as identified in the EAR scoping meeting, and agreed to by the State in its' Letter of Understanding, will be reviewed to determine its appropriateness in light of any new information obtained from such sources as the updated base data and recently published studies or reports.

**Specificity** - The wording of each current objective and policy will be analyzed to determine if any implementation problems have arisen due to a lack of specific direction within a particular objective or policy. If necessary, individual objectives or policies will be redrafted to include more specific directive wording.

**Time Frame** - Many objectives and policies identify programs with specific time frames for completion. An evaluation will be performed as to whether these programs have been successfully completed and their implications for the City's comprehensive planning process.

**Implementation Agency** - An evaluation will be performed as to whether the implementation assignments of specific agencies are still appropriate based upon organizational, program and other factors relating to the City's comprehensive planning process.

**New Mandates** - Applicable new State, Regional and local laws and initiatives will be reviewed and evaluated to determine their impact upon the City's Plan, including the need to revise the plan's goals, objectives and policies.

## **Evaluation Measures**

Evaluation measures for each objective are contained within each Element of the Plan. The evaluation framework for the objectives of the City's Plan emphasizes the "achievability" component of the Chapter 9J-5, FAC definition of objective. Where an objective itself is not specifically measurable, the policies underlying the objective are utilized in the evaluation/assessment of progress. The City's Plan contains policies to ensure compliance with the requirements of Chapter 9J-5, FAC.

## **Coordination on Monitoring and Evaluation**

The Planning and Zoning Department shall be responsible for coordination of the monitoring and evaluation of each element of the Comprehensive Plan. The Department shall review the required portions of the Plan as part of the EAR cycle every seven years to:

1. Update, baseline data as appropriate;
2. Update goals, objectives and policies which were not achieved as a result of obstacles or problems; and
3. Include new, or modify existing goals, objectives or policies to correct discovered problems.

The annual update of the Capital Improvement Element will occur following adoption of the City's annual budget, which reflects capital expenditures for capital improvements.

The Department shall work with staff of other City departments to assure that the adopted components of the plan are updated as necessary and are consistent with the supporting documentation of the Comprehensive Plan.

## **V. Public Participation Procedures for Comprehensive Plan Amendments/EAR**

### **Citizen Participation**

#### **Overview:**

In order to provide for and encourage public participation throughout its comprehensive planning process, the City will adhere to the public participation procedures established by Ch.163.3181, FS . Pursuant to the State of Florida's Growth Management Legislation, these procedures will ensure that the general public and private property owners will be informed and notified of all public meetings regarding amendments to the Plan and EAR.

These procedures will ensure that the City will hold all required public hearings, provide ample opportunities for interested parties to provide written and oral

comments at the public hearings and consider and respond to such comments. They will also provide real property owners with notice of all official actions that will regulate the use of their property. Prior to the date of a public hearing, the city shall publish legal notice according to the notice procedures described by Chapter.166.041(3)(c)2.b, FS.

### **Procedures**

- 1) A twice-yearly amendment period shall be established by the City, in accordance with State statute requirements.
- 2) Comprehensive Plan amendments and the EAR shall follow the same public participation procedures as established herein.
- 3) Amendments to the Comprehensive Plan, EAR and EAR-based plan amendments shall be advertised in accordance with State statute requirements.
- 4) In addition to publishing the required legal notice, neighborhood associations shall be notified, prior to public hearings on the proposed Comprehensive Plan amendments and the EAR and EAR-based plan amendments. This notice may be in the form of e-mail to the Association or by US mail, when the association does not have an e-mail address.
- 5) Public hearing agendas shall be posted on the City's website.

### **Public Hearings**

#### **A. EAR and EAR-based Plan Amendments**

The EAR and EAR-based plan amendments shall be presented and discussed at the following public hearings, following legal notice published in accordance with ss.166.041(3)(c) 2.b, FS:

- 1) The regular monthly Planning and Zoning Board Public Hearing, , where as required by s.163.3174, FS the Board acts as the Local Planning Agency (LPA), and which shall be held prior to the transmittal hearing for the purpose of making a transmittal recommendation to the City Commission; and
- 2) As required by s.163.3184, FS, the regular City Commission meeting, where two Public Hearings shall be held for EAR-based plan amendments as follows:
  - a) A Transmittal Hearing and first reading of an ordinance adopting the proposed amendments;
  - b) Second reading of the ordinance; final adoption of the proposed amendments
- 3) The EAR shall be adopted by resolution and therefore shall only require one City Commission public hearing as follows:

- a) Adoption by resolution at a regular meeting

## **B. Comprehensive Plan Amendments**

Proposed Comprehensive Plan Amendments initiated by the City, or the property owner, shall be presented and discussed at the following public hearings, following legal notice published in accordance with ss.166.041(3)( c )2.b, FS;

- 1) Text and map amendments shall be discussed and presented to the LPA as required by s.163.3174, FS at the regular monthly Planning and Zoning Board meeting, and which shall be held prior to the transmittal hearing for the purpose of making a transmittal recommendation to the City Commission; and
- 2) The regular City Commission meeting, where two public hearings shall be held for Comprehensive Plan amendments as follows:
  - a. A transmittal hearing and first reading of an ordinance adopting the proposed amendments;
  - b. Second reading of the ordinance; final adoption of the proposed amendments.
- 3) Small scale land use plan amendments shall follow the process outlined in paragraph #2 above, except transmittal to State and Regional agencies is not required. A copy of final adopted ordinance shall be sent to the State, Broward County Planning Council and South Florida Regional Planning Council for record purposes only.

### **Methods of Public Input**

- 1) Chapter166.041, FS requires that drafts of proposed Plan amendments and the EAR reports and EAR-based plan amendments be made available for public inspection, but does not specify locations or a period of time required for inspection in advance of the public hearing. The City will make these documents available at all branches of the Broward County Library system located within the City's corporate limits, the City Manager's Office and the Planning and Zoning Department at least ten (10) days prior to the LPA public hearings.
- 2) The documents shall be posted on the City's website ten (10) days prior to the LPA public hearing, and the agenda shall be e-mailed to the Neighborhood Associations that have provided an e-mail address.
- 3) Mail notice to adjacent municipalities shall be provided.
- 4) Subsequent revised EAR reports, EAR-based Plan amendments and Comprehensive Plan amendments with relevant public comment incorporated, shall be available for public inspection and shall be available from the Planning and Zoning Department continuously throughout the public hearing process.

- 5) Written and verbal comments from the public shall be accepted throughout the amendment process, and during the preparation of the EAR, both in the public hearings and by direct public contact with the Planning and Zoning Department. All comments shall be reviewed and every attempt will be made to incorporate citizen input, which is beneficial and appropriate to the City.
- 6) Sign-in sheets will be provided at the public hearings for those citizens who wish to receive notice of future Florida Department of Community Affairs (DCA) actions related to the Plan amendments and the EAR.

### **Administrative Hearing**

An affected person may request an administrative hearing pursuant to Chapters 120.569 and 120.57, FS. That person shall file the petition no later than 30 days after the public hearing or no later than 30 days after the change or new information is made available to the public, whichever is later. Affected local governments, the state land planning agency, or other affected persons may intervene, according to the procedures provided by the Statute. All procedures relating to an Administrative Hearing are governed by Sections 120.569 and 120.57.

### **Monitoring, Updating and Evaluation Procedures**

The City of Fort Lauderdale shall adhere to the following monitoring, updating and evaluation procedures to be utilized in the preparation of the required seven-year EAR of the Comprehensive Plan.

- 1) The City of Fort Lauderdale Planning and Zoning Board, acting as the LPA, shall solicit public comment in the evaluation and updating of the Plan.
- 2) During the seven-year time frame support data shall be informally updated as deemed appropriate and necessary by the Planning and Zoning Department. Objectives shall be updated to reflect substantial changes shown by the support data, or to address new issues identified during the amendment process.
- 3) At the end of the seven-year time frame, all support data base information shall be evaluated and updated. The respective objectives shall be evaluated in light of the updated data.
- 4) The report shall evaluate the goals, objectives and policies of the plan in terms of:
  - a) Accomplishment/achievement; and
  - b) Obstacles or problems.

## **VI. Implementation/Regulations and Procedures**

### **Concurrency Management System**

The City's Concurrency Management System is described in the Capital Improvements Element. The City's ULDR provides the regulatory procedures and processes to assure that development orders and permits are not issued unless the necessary public facilities and services are available at adopted levels of service, concurrent with the impacts of development, or will be available within the specified time frame allowed by the regulations.

A development permit shall only be issued consistent with the Plan, and the ULDR. The ULDR provides development review criteria intended to implement the goals, objectives, and policies of the Plan by providing a mechanism and substantive requirements for the review of development permits, so that such services, facilities and other conditions of approval required from the developer for a development permit shall be installed and completed. The ULDR also provides for mitigation, in the form of impact fees, to be addressed prior to issuance of a development permit or order.

### **City of Fort Lauderdale Platting Requirements**

The platting process serves to help the City and the County manage development and assures that development proposals conform to adopted standards of adequacy. By allowing applicants to proceed simultaneously through the City and County reviews, processing time is minimized.

All plats must be initiated at the municipal level. When a proposed plat within the City of Fort Lauderdale has been formally submitted to the City Planning and Zoning Department, it may also be submitted to the Broward County Department of Urban Planning and Redevelopment for simultaneous review. Proposed plats are reviewed at the City level according to the criteria established by the subdivision regulations, Section 47-24 of the ULDR . Proposed plats are reviewed by the City's Development Review Committee, the Planning and Zoning Board, and shall be approved by the City Commission.

The Broward County Land Development Code governs Broward County review of plats. Following review and approval by the BCPC and County DRC, plats are presented to the County Commission for action. If the County Commission finds that a plat meets all applicable standards as outlined in the Land Development Code, a development order is issued granting approval of the plat application. Following approval by the County Commission the applicant must record the plat in the Official Records of Broward County within the time-frame required by the Land Development Code.

## **VII. Definitions**

The following definitions are provided to clarify terms used in the City's Comprehensive Plan. In addition, all other terms not provided herein and defined by the Broward County Land Use Plan are hereby adopted by reference. Where a definition contained within this section is different or inconsistent with the definition contained in enabling State legislation (Ch. 163.3164, FS), or is inconsistent with the definition contained in 9J-5.003, FAC, the definition contained herein shall be utilized. Within this definition section, the use of [brackets] explains the context within which the defined word, or groups of words, is used.

**Action plan** – A program of transportation improvements designed to maintain and improve the capacity or reduce demand of roadway links in heavily congested areas. (Guidelines for the Development of Action Plans, Broward County, 1992)

**Adjusted for family size** - Adjusted in a manner which results in an income eligibility level which is lower for households with fewer than four people, or higher for households with more than four people, than the base income eligibility otherwise determined, based upon a formula as established by the United States Department of Housing and Urban Development.

**Adjusted gross income** - All wages, regular cash or noncash contributions from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under s.62 of the Internal Revenue Code.

**Affordable housing** - Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed thirty percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Ch.420.0004, FS (1991).

**Agricultural uses** - Activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland; pastureland; orchards; vineyards; nurseries; ornamental horticulture areas; groves; confined feeding operations; specialty farms; and silviculture areas.

**Airport clear zone** - A designated area of land, which is subject to peak aircraft noise and on which there is the highest potential of danger from airport operations.

**Airport facility** - Any area of land or water improved, maintained or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned

paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.

Airport obstruction - Any structure, object of natural growth, existing condition, or use of land, which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations.

Airport service level - A classification of an airport based on its functional role in the community. Service levels include: Commercial Air Service Airport, General Aviation Airport and Reliever Airport. (Florida Aviation System Plan, FDOT, 1992)

Amendment - Any action of a local government, which has the effect of amending, adding to, deleting from or changing an adopted comprehensive plan or plan element or map or map series, including an action affecting a prior plan amendment adoption ordinance, but shall not mean a legislative act which only codifies local legislation or makes corrections, updates and modifications of the capital improvements element concerning costs, revenue sources, acceptance of facilities or facility construction dates consistent with the plan as provided in Subsection 163.177(3)(b), FS, and corrections, updates, or modifications of current costs in other elements, as provided in Subsection 163.3187(2), FS Throughout this chapter, references to a plan or comprehensive plan shall also be deemed to refer to a plan amendment.

Annual average daily traffic - The volume passing a point or segment of a highway in both directions for one year divided by the number of days in the year. (Quality/Level of Service Handbook, Florida DOT, 2002)

Areas subject to coastal flooding - The areas delineated by the regional or local Hurricane Evacuation Plan as requiring evacuation.

Arterial road - A roadway providing service, which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

Backlogged roadways - Those roads that are operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT's adopted work program or the five-year schedule of improvements contained in a local government's capital improvement element, and not constrained. (Quality/Level of Service Handbook, Florida DOT, 2002)

Beach - The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the

effective limit of storm waves. “Beach,” as used in the coastal management element requirements, is limited to oceanic and estuarine shorelines.

Bicycle and pedestrian ways - Any road, path or way that is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

Bicycle facilities – A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking facilities (such as bike racks), mapping of all bikeways, and shared roadways not specifically designated for bicycle use.

Bicycle lane - A portion of a roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. (AASHTO, 1999)

Bicycle path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and located either within the right-of-way or within an independent right-of-way. (AASHTO, 1999)

Bicycle route – A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and information markers, with or without a specific bicycle route number. (AASHTO, 1999)

Boatyard – A facility whose function is the construction, repair or maintenance of boats, which may include provisions for boat storage and docking while awaiting service.

Broward County Trafficways Plan – The plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (Land Development Code). The Broward County Trafficways Plan is a roadway right-of-way preservation plan. To accommodate the impacts of new development, right-of-way is required of developing parcels to provide for an adequate regional roadway network. (Documentation of the Broward County Trafficways Plan, Broward County Planning Council)

Capacity – The maximum sustainable flow rate at which vehicles or persons reasonably can be expected to traverse a point or uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental, and control conditions; usually expressed as vehicles per hour, passenger cars per hour, or persons per hour. (Highway Capacity Manual, Transportation Research Board, 2000).

Capital budget – The portion of each local government’s budget, which reflects capital improvements scheduled for a fiscal year.

Capital improvements – Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purposes of this rule, physical assets, which have been identified as existing or projected needs in the individual comprehensive plan elements, shall be considered capital improvements.

Carpool and vanpool - Carpool is an arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together, and vanpool is an arrangement whereby a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together. (Transportation Expressions, U.S. DOT, 1996)

Central Business District - A compact urban core area of a municipality or unincorporated urbanized area, which serves as the primary center for economic activity in the jurisdiction.

Clustering - The practice of grouping residential or nonresidential uses close together rather than distributing them evenly throughout a project, while remaining at, or below, the designated density or intensity ceiling.

Coastal area - The thirty-five coastal counties and all coastal municipalities within their boundaries designated by the state land planning agency. These local governments are listed in the document entitled “Local Governments Required to Include Coastal Management Elements in their Comprehensive Plans,” dated July 1, 1986, and available from the DCA upon request. The local governments listed in the document and any other communities that incorporate subsequent to July 1, 1986, and meet the criteria in Section 380.24, FS, shall also be included in the coastal area.

Coastal barrier - Barrier islands, spits, peninsulas, or similar landform, including the Florida Keys, which front on the Atlantic Ocean, Gulf of Mexico, or Straits of Florida and which separate estuaries or harbors from the open waters of the Atlantic Ocean, Gulf of Mexico, or Straits of Florida.

Coastal Construction Control Line - A line, established pursuant to Chapter 161, Florida Statutes, which defines that portion of the shore, which is subject to severe fluctuations based on 100-year storm surge, storm waves, and other predictable weather conditions. Its purpose is to limit or restrict development in areas deemed vulnerable to the elements along the coastline.

Coastal High Hazard Areas (also “high-hazard coastal areas”) - The evacuation zone for a category one hurricane as established in the regional hurricane evacuation study applicable to the local government.

Coastal planning area - That when preparing and implementing all requirements of the coastal management element except those requirements relating to hurricane evacuation, hazard mitigation, water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal planning area shall be an area of the local government's choosing; however, this area must encompass all of the following where they occur within the local government's jurisdiction: water and submerged lands of oceanic water bodies or estuarine water bodies; shorelines adjacent to oceanic waters or estuaries; coastal barriers; living marine resources; marine wetlands; water-dependent facilities or water-related facilities on oceanic or estuarine waters; or public access facilities to oceanic beaches or estuarine shorelines; and all lands adjacent to such occurrences where development activities would impact the integrity or quality of the above. When preparing and implementing the hurricane evacuation or hazard mitigation requirements of the coastal management element, the coastal planning area shall be those portions of the local government's jurisdiction, which lie in the hurricane vulnerability zone. When preparing and implementing the requirements of the coastal management element concerning water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal planning area shall be all occurrences within the local government's jurisdiction of oceanic waters or estuarine waters.

Coastal or shore protection structures - Shore-hardening structures, such as seawalls, bulkheads, revetments, rubble mound structures, groins, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces including beach and dune restoration.

Collector road - A roadway providing service, which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial uses - Activities within land areas, which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Committed trip - A trip generated within the Traffic Review and Impact Planning System (TRIPS) model from an approved but not built development. (Land Development Code, Broward County, 1997)

Community park - A park located near major roadways, and designed to serve the needs of more than one neighborhood.

Compatibility - A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or

condition is unduly negatively impacted directly or indirectly by another use or condition.

Composition – The make up of various land uses by types, extent, intensity, density, or otherwise, which are included in a development or land use category.

Comprehensive emergency management plan – The plans prepared by the county emergency management agency addressing weather-related natural hazards and man-made disasters except nuclear power plant accidents and war. The plan covers hazard mitigation, emergency preparedness, emergency response, emergency recovery and in coastal counties, hurricane evacuation.

Concurrency - That the necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

Concurrency management system - The procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

Cone of influence – An area around one or more major water wells the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or draw down depth.

Conservation uses - Activities or conditions within land areas designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats.

Constrained roadways - These are roads that cannot be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints. (Quality/Level of Service Handbook, FDOT, 2002)

Container - A large standard sized metal box into which cargo is packed for shipment; containers are designed to be moved with common handling equipment, functioning as the transfer unit between modes rather than the cargo itself. (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999)

Currently available revenue sources - An existing source and amount of revenue presently available to the local government. It does not include a local

government's present intent to increase the future level or amount of a revenue source, which is contingent on ratification by public referendum.

Deepwater ports – The ports identified in s. 403.021(9), FS, including Jacksonville, Tampa, Port Everglades, Miami, Port Canaveral, Ft. Pierce, Palm Beach, Port Manatee, Port St. Joe, Panama City, St. Petersburg, and Pensacola.

Demand flow rate - The traffic flow rate that travels over a point on or section of a highway for a 15-minute period, expressed in vehicles per hour. (Quality/Level of Service Handbook, FDOT, 2002)

Demand response transit service - Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the systems service area. (Transit Fact Book, American Public Transit Association, 1996)

De minimus impact - An impact that would not affect more than 1 percent of the maximum volume at the adopted LOS of the affected transportation facility. No impact will be de minimus if it would exceed 110 percent of the sum of existing volumes and projected volumes from approved projects on a transportation facility; provided, however, that an impact of a single family home or duplex on a parcel of record prior to May 30, 1990, will constitute a de minimus impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimus if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.”

Density - An objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

Department – The Planning and Zoning Department .

Development - Meaning described in s.380.04, FS.

Development controls - Standards in the comprehensive plan which control the development or use of land and which are in addition to the densities, intensities, and uses assigned to land by the future conditions maps.

Development order - Any order granting, denying, or granting with conditions an application for a development permit.

Development permit - Any building permit, zoning permit, plat approval, or rezoning, certification, special exception, variance, or other official action having the effect of permitting development.

Distribution - The spatial array of land uses throughout an area.

Distribution electric substation - An electric substation which takes electricity from the transmission grid and converts it to a lower voltage so it can be distributed to customers in the local area on the local distribution grid through one or more distribution lines less than 69 kilovolts in size.

Drainage basin or stormwater basin - The area defined by topographic boundaries which contributes stormwater to a watershed, drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

Drainage detention structure – A structure, which collects and temporarily stores stormwater for the purpose of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

Drainage facilities - A system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and include stormwater sewers, canals, detention structures, and retention structures.

Drainage retention structure – A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

Dune – A mound or ridge of loose sediments, usually sand-sized sediments, lying landward of the beach and extending inland to the landward toe of the dune, which intercepts the 100-year storm surge.

Dwelling (Residential) unit - A house, apartment, or condominium unit, trailer, group of rooms, or single room intended for occupancy as separate living quarters with direct access from the outside of the building or through a common hall and with complete kitchen facilities for the exclusive use of the occupants, including rental units contained in a multi-unit structure or complex which are licensed by the State Department of Business Regulation, Division of Hotels and Restaurants, as “apartments,” “rental condominiums” and “retirement housing” or live-aboard vessels located in multi-family “Residential” designated areas which are required to hook up to marine sanitation systems.

Educational uses - Activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

Enplanements - Total number of revenue passengers boarding aircraft, including originating, stopover and transfer passengers in scheduled and non-scheduled services. (Florida Aviation System Plan, FDOT, 1992)

Environmentally Sensitive Lands - Areas of land or water, which are determined necessary by the local government, based on locally determined criteria, to

conserve or protect natural habitats and ecological systems. Nothing in this definition shall be construed to prohibit silvicultural operations, which employ Florida Department of Agriculture and Consumer Affairs Best Management Practices as revised in 1993.

Estuary - A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has a connection with oceanic waters, including bays, embayments, lagoons, sounds and tidal streams.

Evacuation routes - Routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

Evaluation and Appraisal Report - The report as adopted by the local governing body in accordance with the requirements of s.163.3191, FS.

Extent - The amount of development, including the area or size in acres.

Facility availability - Whether or not a facility is available in a manner to satisfy the concurrency management system.

Farebox recovery ratio - The ratio of fare revenue to operating expenses. (Transportation Expressions, U.S. DOT, 1996)

Feeder route - A transit route that has the characteristics of traveling on local streets, utilized for shorter trip lengths and transfer connections. (Transportation Expressions, U.S. DOT, 1996)

Fixed base operator - Private businesses that sell, rent, service, fuel, and provide support services for General Aviation.

Fixed-route service - Transit service provided on a repetitive, fixed-scheduled basis along a specific route, with vehicles stopping to pick-up and deliver passengers to specific locations; each fixed-route trip serves the same origins and designations, unlike demand response and taxicabs. (Transportation Expressions, U.S. DOT, 1996)

Flood plains - Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Flood prone areas - Areas inundated during a 100-year flood event or areas identified by the National Flood Insurance Program as an A Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Florida Intrastate Highway System - A statewide network of limited-access and controlled-access highways designed with general-use and exclusive-use lanes to accommodate Florida's high speed and high volume highway traffic. (Quality/Level of Service Handbook, FDOT, 2002)

Foster care facility - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional and needs of the residents and serving either children or adult foster residents.

Functional relationship - A complementary and interactive relationship among land uses or development, including at a minimum a substantial and positive exchange of human interaction, goods, resources, institutions, services, jobs or workers between land uses or developments.

General aviation - That portion of civil aviation which encompasses all facets of aviation except air carriers; it includes business flying, instructional, personal and commercial flying. (Transportation Expressions, U.S. DOT, 1996)

Goal - The long-term end toward which programs or activities are ultimately directed.

Greenway - A corridor of protected open space established for conservation, recreation or both. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails)

Greenway hub - Anchors in the greenway system that provides an origin and a destination for people or wildlife. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails)

Greenway link - Connections in the greenway system that allow movement from one hub to another. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails)

Greenway site - Small features that serve as points of origin or destination in the greenway system, but are not always linked with hubs or with each other. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails)

Group home – A facility, which provides a living environment for unrelated residents who operate, as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate Living Facilities comparable in size to group homes are included in this definition. It shall not

include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Hazardous waste - Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

Headway - The time interval between transit vehicles passing a specific location. (Transportation Expressions, U.S. DOT, 1996)

High recharge area or prime recharge – An area so designated by the appropriate water management district governing board. High recharge and prime recharge areas shall receive a level of protection commensurate with their significance to natural systems or their status as current or future sources of potable water.

Historic resources - All areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

Hurricane shelter – A structure designated by local officials as a place of safe refuge during a storm or hurricane.

Hurricane vulnerability zone (also “areas subject to coastal flooding”) - The areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-year storm or Category 3 storm event.

Impact area - The impact area consists of all property within the impact distance of the boundary of a proposed development site, where the impact distance is defined as follows:

<b>Proposed Use</b>	<b>Impact Distance (Miles)</b>
Church	1
Commercial, < 200,000 sf	1
Commercial, between 200,000 & 1,000,000 sf	2
Commercial, > 1,000,000 sf	3
Commercial Recreation	1
Community Facility	1
Day Care	1
Hotel	1
Industrial/Warehouse	2
Office	2
Park (local)	1
Park (regional)	2
Regional Cultural/Tourism Facility	3
Residential	1.5
School	1

Source: Broward County Comprehensive Plan 2007

Industrial uses – The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure - Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

Intelligent Transportation System - Electronic communications, or information processing used independently or in combination to improve the efficiency or safety of a surface transportation system. (23 CFR Parts 655 and 940, Intelligent Transportation System Architecture and Standards: final rule, 2001)

Intensity - An objective measurement of the extent to which land may be developed or used, including the consumption or use of the space above, on or below ground; the measurement of the use of or demand on natural resources; and the measurement of the use of or demand on facilities and services.

Interagency hazard mitigation report - The recommendations of a team of federal, state, regional, or local officials, which address measures to reduce the potential for future flood losses and which is prepared in response to a Presidential Disaster Declaration.

Intermodal facility - An intermodal facility is a single or closely related transportation facility used by two or more modes of transportation. Intermodal system is one providing connections between different modes, such as adequate highways to ports or bus feeder services to rail transit; individual modes working together to provide the user with the best choices of services. (Corridor Management Procedure, FDOT, 1996)

Level of service - An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

Limited access facility - A roadway especially designed for through traffic, and over, from, or to which owners or occupants abutting land or other persons have no greater than a limited right or easement of access.

Living marine resources - Oceanic or estuarine plants or animals, such as mangroves, seagrasses, algae, coral reefs, and living marine habitat; fish, shellfish, crustacean and fisheries; and sea turtles and marine mammals.

Local road – A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

Low income household - Meaning provided in s. 420.0004, FS

Major public transit trip generators or attractors - Major trip generators or attractors are concentrated areas of intense land use or activity that produce or attract a significant number of local trip ends. (9J-5). For public transit, a site that attracts a substantial number of person trips per day. Defined here as meeting or exceeding the following thresholds: Office parks - 100,000 sq. ft. GLA; shopping centers - 500,000 sq. ft.; schools - 1000 students; major employers - 1000 employees; health facilities - 100 beds (Broward County Comprehensive Plan 1989).

Major transit hub - A facility that provides service to more than 5 mainline BCT routes and more than 3 local circulators with a total daily ridership of over 5,000 passengers.

Major trip generators or attractors - Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends. For public transit, a site, which attracts a substantial number or persons per trips per day. Defined here as meeting or exceeding the following thresholds: Office parks - 100,000 sq. Ft. GLA; shopping centers - 500,000 sq. ft.; schools - 1000 students; major employers - 1000 employees; health facilities - 100 beds.

Manufactured home – A residential manufactured home meeting the definition in s. 320.01, FS

Marina – Docking facilities or boat berths and accessory services and facilities.

Marine habitat - Areas where living marine resources naturally occur, such as mangroves, seagrass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, nearshore mineral deposits, and offshore sand deposits.

Marine wetlands - Areas with a water regime determined primarily by tides and the dominant vegetation is salt tolerant plant species including those species listed in Subsection 17-4.020(17), FAC, “Submerged Marine Species.”

Mass transit - Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed bus route.

Minerals - All solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

Mobile home – A structure meeting the definition in s.320.01, FS

Modal split - The proportion of total person trips that use each of various specified modes of transportation. (Transportation Expressions, U.S. DOT, 1996)

Moderate income household - Meaning provided in s.420.0004, FS

Multimodal system - A transportation system consists of more than one mode of travel to serve transportation needs in a given area. (Corridor Management Procedure, FDOT, 1996)

Natural drainage features - The naturally occurring features of an area, which accommodate the flow of significant amounts of stormwater, such as streams, rivers, lakes, sloughs, floodplains and wetlands.

Natural drainage flow - The pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regrading.

Natural groundwater aquifer recharge areas or natural groundwater recharge areas or groundwater recharge areas - Areas contributing to or providing volumes of water, which make a contribution to the storage, or regional flow of an aquifer.

Natural reservations - Areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional or local government or non-profit agency such as: national parks, state parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands or Save Our Rivers programs, sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores, and Outstanding Florida Waters. This definition does not include privately owned land managed by a state agency on either a voluntary or a short-term contractual basis.

Neighborhood park - A park, which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

Neighborhood transit center - A facility needed to provide service to 2-3 mainline BCT routes and one local circulator with total daily ridership of 1,000 to 2,000 passengers.

New town – A new urban activity center and community designated on the future land use map and located within a rural area or at the rural-urban fringe, clearly functionally distinct or geographically separated from existing urban areas and other new towns. A new town shall be of sufficient size, population and land use composition to support a variety of economic and social activities consistent with an urban area designation. New towns shall include basic economic activities; all major land use categories, with the possible exception of agricultural and industrial; and a centrally provided full range of public facilities and services. A new town shall be based on a master development plan, and shall be bordered by land use designations, which provide a clear distinction between the new town and surrounding land uses.

Non-point source pollution - Any source of water pollution that is not a point source.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Oceanic waters - Waters of the Atlantic Ocean, Gulf of Mexico, or Straits of Florida, excluding estuaries.

Open spaces - Undeveloped lands suitable for passive recreation or conservation uses.

Operating revenue - For public transit, revenue from various sources including the farebox, pass sales, contracted service, advertising revenue, and other revenue generated through the activity of operating the transit system; and the amount of money which a carrier receives from transportation operations. (Transportation Expressions, U.S. DOT, 1996)

Operations - Arrival and departure activities performed by an aircraft in an airport's runway area during the operational hours of the air traffic control tower. (Airmans Information Manual, FAA, 1992)

Paratransit - Transit services, including ridesharing, car or vanpools, demand responsive buses, and other public transit services, which are characterized by their nonscheduled, non-fixed route nature.

Park – An urban open space, neighborhood, community, school-park, large urban park, special use facility or regional park.

Partial evaluation and appraisal report – An evaluation and appraisal report which focuses on selected issues or elements that may only be submitted by a municipality with fewer than 5,000 residents or a county with fewer than 50,000 residents pursuant to a written agreement with DCA and in accordance with the requirements of ss.163.3191(12), FS.

Pattern – The form of the physical dispersal of development or land use.

Planning analysis hour factors ( $K_{100}$ ) - The ratio of a highway sections volume in the year's 100<sup>th</sup> highest volume hour to its annual average traffic volume. In developed areas the years 100<sup>th</sup> highest volume hour represents a typical weekday peak traffic hour during the areas peak travel season, i.e., that areas peak season rush hour, usually in the late afternoon. The  $K_{100}$  factor refers to a demand volume, not necessarily a measured volume.

Planning horizons - The transportation planning horizons are 2015 and 2030 to correspond to the MPO Long Range Plan. The objectives correspond with the 2015 planning horizon and the goal corresponds with the 2030 planning horizon.

Playground - A recreation area with play apparatus.

Point source pollution – Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

Policy - The way in which programs and activities are conducted to achieve an identified goal.

Pollution – The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in

quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

Port facility - Harbor or shipping improvements used predominantly for commercial purposes including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, and all other property or facilities necessary or useful in connection.

Potable water facilities – A system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

Potable water wellfield - The site of one or more water wells, which supply potable water for human consumption to a water system, which serves at least fifteen service connections used by year-round residents or regularly serves at least twenty-five year-round residents.

Premium transit - Quality of service not an increase cost to the user. Premium transit enhancements consist of rail transit, existing Tri-Rail, rapid bus, and express bus with limited stops that provide high quality transit and ridership capacity to meet future demand. Enhancements also include exclusive right-of-way, frequent headways, higher level of passenger amenities and access facilities such as park and ride or shuttles.

Principal arterial - A roadway that serves the major centers of activity of urbanized areas, the highest traffic volume corridors. It carries most of the trips entering and leaving the urban area, as well as most of the through movements bypassing the central city. It could be stratified as follows: (1) interstate; (2) other freeways and expressways; and, (3) other principal arterials. (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials)

Private carrier - A carrier that provides transportation service to the firm that owns or leases the vehicles and does not charge a fee. (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999)

Private recreation sites - Sites owned by private, commercial or non-profit entities available to the public for purposes of recreational use.

Proposed Evaluation and Appraisal Report” - Draft evaluation and appraisal report prepared by the local planning agency that is transmitted to the local governing body for review and adoption.

Public access - The ability of the public to physically reach, enter or use recreation sites including beaches and shores.

Public recreation sites - Sites owned or leased on a long-term basis by a federal, state, regional or local government agency for purposes of recreational use.

Public buildings and grounds - Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public facilities - Transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems or facilities.

Public facilities and services - Must be made available concurrent with the impacts of development means those covered by comprehensive plan elements required by s.163.3177, FS, and for which level of service standards must be adopted under Chapter 9J-5, FAC.

Public transit - Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail; rail rapid transit; light rail transit; light guideway transit; express bus; and local fixed route bus.

Purchase of development rights - The acquisition of a governmentally recognized right to develop land, which is severed from the realty and held or further conveyed by the purchaser.

Recreation – The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation facility - A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational trip - A trip for leisure, relaxation, or enjoyment purposes, as opposed to utilitarian purposes.

Recreational uses - Activities within areas where recreation occurs.

Regional Activity Center (RAC) - A compact, high intensity, high density multi-use area designated as appropriate for intensive growth by local government, which may include: retail; office; cultural, recreational and entertainment facilities; hotels and motels; or appropriate industrial activities.

Regional park – A park, which is designed to serve two or more communities.

Regional Transit Center - A facility that provides service to 3-5 mainline BCT routes and 2-3 local circulators with total daily ridership of 2,000 to 5,000 passengers.

Relocation housing - Those dwellings, which are made available to families displaced by public programs, provided that such dwellings are decent, safe and sanitary and within the financial means of the families or individuals displaced.

Resident population - Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Residential uses - Activities within land areas used predominantly for housing.

Right-of-way - Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated for a transportation or utility use.

Risk Area - Areas delineated in the Broward County Coastal Hurricane Evacuation Plan as being vulnerable to the effects of a hurricane and requiring evacuation.

Roadway functional classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Principal arterial - A roadway that serves the major centers of activity of urbanized areas, the highest traffic volume corridors. It carries most of the trips entering and leaving the urban area, as well as most of the through movements bypassing the central city. It could be stratified as follows: (1) interstate; (2) other freeways and expressways; and, (3) other principal arterials. (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials)

Minor arterial - A roadway interconnects with and augments the urban principal arterial system. (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials)

Collector road - A roadway providing service that is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

- Local road - A roadway that has relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.
- Runway Protection Zone (RPZ) - An area off the runway end used to enhance the protection of people and property on the ground. (FAA Advisory Circular 150/5300-13, FAA, 1995)
- Rural areas - Low density areas characterized by social, economic and institutional activities which may be largely based on agricultural uses or the extraction of natural resources in unprocessed form, or areas containing large proportions of undeveloped, unimproved, or low density property.
- Rural village or rural activity center – A small, compact node of development within a rural area containing development, uses and activities which are supportive of and have a functional relationship with the social, economic and institutional needs of the surrounding rural areas.
- Saffir/Simpson Hurricane Scale - A scale that assigns a number from 1 to 5 to a hurricane based on wind speed and barometric pressure
- Sanitary sewer facilities - Structures or systems designed for the collection, transmission, treatment, or disposal of sewage, and includes trunk mains, interceptors, treatment plants and disposal systems.
- Sanitary sewer interceptor – A sewerage conduit, which connects directly to, and transmits sewage to, a treatment plant.
- Sanitary sewer trunk main – A sewerage conduit, which connects directly to, and transmits sewage to, an interceptor.
- School – Any building or group of buildings with classrooms the use, of which meet state requirements for elementary, middle or higher education, or a preschool, which has a regularly scheduled curriculum for its attendees. A school may also include as accessory uses, but not be limited to gymnasiums, auditorium stage, kitchen facilities, recreation facilities, offices and meeting rooms for school officials, child day care facilities and the like.”
- Seasonal population – Part-time inhabitants who utilize, or may be expected to utilize, public facilities or services, but are not residents. Seasonal population shall include tourists, migrant farmworkers, and other short-term and long-term visitors.
- Service Area – The service areas are different for the various transportation system features. Roadway systems are citywide and include roadways classified as

collectors and above that are maintained by the State, Broward County, and the City of Fort Lauderdale; the public transit system that consists of Broward County Transit (BCT), Tri-Rail, and community bus programs; bikeways that are limited to roadways classified as collectors and above; pedestrian ways that are limited to roadways classified as collectors and above; waterways including both navigable waterways and Port Everglades which is confined to the Port Jurisdiction Area (PJA); aviation including both the Fort Lauderdale/Hollywood International Airport (FLL) and the Fort Lauderdale Executive Airport Airport; the FEC railway system; and the South Florida Rail Corridor; and the intermodal system.

Services – The programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.

Shoreline or shore – The interface of land and water and, as used in the coastal management element requirements, is limited to oceanic and estuarine interfaces.

SIS Component – Facilities and services of statewide or interregional significance. This element includes the facilities and services that play a critical role in moving people and goods to and from other states and nation and between major economic regions in Florida. (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Connector – Designated roadways that connect SIS hubs to SIS highways. These may be either on or off the State Highway System. (The Strategic Intermodal System, FDOT, 2005)

SIS Emerging Component – Facilities and services of statewide or interregional significance that do not currently meet the criteria and thresholds for SIS designation but are experiencing growing levels of activity. (The Strategic Intermodal System, Florida Department of Transportation, 2005)

Solid waste – Sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

Solid waste facilities – Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

Solid waste processing plant – A facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

Solid waste transfer station – A facility for temporary collection of solid waste prior to transport to a processing plant or to final disposal.

Stormwater – The flow of water, which results from a rainfall event.

Stormwater facilities – Manmade structures that are part of a stormwater management system designed to collect, convey, hold, divert, or discharge stormwater, and may include stormwater sewers, canals, detention facilities and retention facilities.

Stormwater management system – Meaning described in ss.17-40.210(21), FAC

Stormwater Runoff – Stormwater from impervious surfaces such as streets and pervious sources such as lawns.

Storm Surge – The increase in normal water levels, driven by high winds, near the area where the storm center makes landfall.

Strategic Intermodal System (SIS) – A statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

Sufficiency review – DCA review of an adopted Evaluation and Appraisal Report to determine whether it has been submitted in a timely fashion and whether it contains components in accordance with the prescribed criteria in s.163.3191, FS, and Chapter 9J-5, FAC

Support documents – Any surveys, studies, inventory maps, data, inventories, listings or analyses used as bases for or in developing the local comprehensive plan.

Suitability – The degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development.

Terminal – Any location where passenger or freight either originates, terminates, or is handled in the transportation process; or where commercial motor carriers maintain operating facilities. (Transportation Expressions, U.S. DOT, 1996)

Traffic Review and Impact Planning System, (TRIPS) Model – A computer model maintained in the Broward County Development Management Division that

accounts for the traffic from approved but not built development. See Committed Trip (Land Development Code, Broward County, 1997).

Transfer of development rights – A governmentally recognized right to use or develop land at a certain density, or intensity, or for a particular purpose, which is severed from the realty and placed on some other property.

Transfer station – A fixed location where passengers interchange from one route or vehicle to another. (Transportation Expressions, 1996)

Transit service area – A ¼ mile buffer around the bus stops along a corridor. This is considered a comfortable five-minute walking distance to a bus stop. A ½ mile buffer around rail stations.

Transit-Oriented Development (TOD) – A residential or commercial area designed to maximize access to public transportation, and often incorporates features to encourage transit ridership. A TOD typically has a train or bus station, surrounded by relatively high-density development with progressively lower-density development spreading outwards from the center. TODs generally are located within a radius of one-quarter to one-half mile from a transit stop.

Transit Ways – Encompasses the physical environment that provides the connections, accessibility and comfort conducive to a balanced transportation system. Infrastructure improvements within transit ways, such as sidewalk connectivity and bus stop enhancements make transit more user friendly. (Source: Transportation and Land Use Innovation by Reid Ewing)

Transportation corridors – Major routes used for moving people and goods by one or more transportation options. (Strategic Regional Policy Plan for South Florida, SFRPC, 1995)

Transportation concurrency exception area (TCEA) – A specific geographic area, or areas, delineated in the local government comprehensive plan for urban infill development, for urban redevelopment, and for downtown revitalization within the designated central business district that could be excepted from the traffic circulation concurrency requirements.

Transportation demand management (TDM) – Strategies and techniques that can be used to increase the efficiency of the transportation system. TDM focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation disadvantaged – Those individuals who because of physical or mental disability, income status, or age are unable to transport themselves to or purchase transportation and are, therefore dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

Transportation system management (TSM) – A range of improvement strategies that are non-facility and low capital oriented to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system in the short range.

Trunk line - A transit route that travels longer distances, primarily along arterial roads or rail corridors, with few deviations. (Transportation Expressions, U.S. DOT, 1996)

Unlinked trip – The number of passengers who board public transportation vehicles. Transit trip taken by both initial boarding and transfer passengers. (Transportation Expressions, U.S. DOT, 1996)

Urban infill – For roadway concurrency purposes, development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place and the average residential density is at least five dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant, developable land does not constitute more than 10 percent of the area. (Section 163.3164, F.S.)

Utilitarian trip – A trip for work or errand purposes, as opposed to recreational purposes. (1989 Broward County Comprehensive Plan, Broward County Planning Services Division)

Volume-to-capacity (V/C) ratio – The ratio of demand flow to capacity for a highway. (Quality/Level of Service Handbook, FDOT, 2002)

Wide curb lane – The outermost lane of a roadway, for vehicle travel, which is expanded from the standard 12 feet width to at least 14 feet in order to accommodate bicycle travel. Wide curb lanes are not designated by striping or pavement markings. (1989 Broward County Comprehensive Plan, Broward County Services Division)

Urban area – An area of or for development characterized by social, economic and institutional activities which are predominantly based on the manufacture, production, distribution, or provision of goods and services in a setting which typically includes residential and nonresidential development uses other than those which are characteristic of rural areas.

Urban infill or infill development – The development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place: the average density is at least 5 dwelling units per acre and vacant developable land is not more than 10 percent of the area.

Urban sprawl – Urban development or uses which are located in predominantly rural areas, or rural areas interspersed with generally low-intensity or low-density urban uses, and which are characterized by one or more of the following conditions: (a) The premature or poorly planned conversion of rural land to other uses; (b) The creation of areas of urban development or uses which are not functionally related to land uses which predominate the adjacent area; or (c) The creation of areas of urban development or uses which fail to maximize the use of existing public facilities or the use of areas within which public services are currently provided. Urban sprawl is typically manifested in one or more of the following land use or development patterns: Leapfrog or scattered development; ribbon or strip commercial or other development; or large expanses or predominantly low-intensity, low-density, or single-use development.

Vegetative communities – Ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals.

Very low-income family – One or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within the metropolitan statistical areas (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Very low-income household – Meaning provided in s.420.0004, FS

Water-dependent uses – Activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

Water recharge areas – Land or water areas through which groundwater is replenished.

Water-related uses – Activities, which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

Water wells – Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural or potable water for general public consumption.

Wellhead protection area – An area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, as defined in this chapter, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

Wetlands – Those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include long leaf or slash pine flat woods with an under story dominated by saw palmetto. The delineation of actual wetland boundaries may be made by any professionally accepted methodology consistent with the type of wetlands being delineated but shall be consistent with any unified statewide methodology for the delineation of the extent of wetlands ratified by the Legislature.

Yacht Club – A club whose primary function is to further the enjoyment of yachting and which may consist of meeting facilities, storage facilities for boats, boating equipment belonging to members, dining and docking facilities, and anchorages or moorings.

## **FUTURE LAND USE ELEMENT**

### **I. Introduction**

The Future Land Use Element (FLUE) of a Comprehensive Plan serves as a guide for land development in an economically, environmentally and socially acceptable manner. It contains a planned program to direct all physical development within a municipality. Its function is to define future land uses and their locations, recognize development trends and maintain consistency throughout the comprehensive plan to improve the quality of life for the community. This Element describes the land uses that provide the basis for planning future City services and facilities. The FLUE has been prepared in accordance with the appropriate County, State and Federal guidelines, and includes the goals, objectives and policies for future land use that the City of Fort Lauderdale supports.

### **II. Goals, Objectives and Policies**

**GOAL 1:** Promote the distribution of land uses that will preserve and enhance the character of Fort Lauderdale by establishing land development guides designed to promote environmental protection, meet social and economic needs, provide for adequate services and facilities, conserve natural resources, and ensure compatibility of land uses.

#### **OBJECTIVE 1.1: CONCURRENCY MANAGEMENT**

Maintain a concurrency management system to assure the availability of facilities and services, which meet the adopted level of service standards as identified in the City's Comprehensive Plan elements, concurrent with the impacts of new development.

- Evaluation Measures:*
- 1. Annual record of facility and service improvements as identified in the Plan that are undertaken to support development and redevelopment within the City so as to ensure that all facilities are operating at or below capacity.*
  - 2. Record of the City achieving and maintaining those levels of service standards established within the City.*

**POLICY 1.1.1:** The City shall continue to ensure that adequate facilities and services are in place to accommodate proposed development and to assess the impacts which proposed development will have on existing public services

and facilities and monitor ongoing concurrency findings for cumulative impacts on public services and facilities.

POLICY 1.1.2: The City shall apply the concurrency management system described in the Administration and Implementation Element, to developments requiring plat approval and to developments requiring site plan and building permit approval.

The concurrency management system requires the provision of facilities and services needed to support development in accordance with adopted levels of service for the following facilities and services: roads, mass transit, wastewater, solid waste, potable water, drainage, and parks prior to the issuance of a development order and permit.

POLICY 1.1.3: Maintain a local level of service standard of 3 acres per 1,000 population of public park, recreation and open spaces.

POLICY 1.1.4: Through the development review process, ensure safe and convenient on-site vehicular movement, off-street parking, pedestrian safety measures and adequate access for service and emergency vehicles are provided. Such improvements shall not impede flow on adjacent rights-of-way.

POLICY 1.1.5: The City shall provide for the collection of solid waste at a level of service of 7.2 lbs per capita per day.

POLICY 1.1.6: Provide for approximately 197 gallons per capita per day of water service. Actual gallon per day figures shall be adjusted based upon the type of use.

POLICY 1.1.7: Provide for the following levels of service for sanitary sewer: single family detached housing units; 350 gallons per day per housing unit; other residential buildings; 250 gallons per day per housing unit; hotel/motel; 150 gallons per day per bedroom; office, retail and warehouse uses; 1 gallon per square foot per day; institutional uses; 200 gallons per day per bed; restaurant; 30 gallons per seat per day.

POLICY 1.1.8: The City shall consider the seasonal impact placed upon infrastructure by certain types of development, particularly tourist-related infrastructure including roadways and other facilities in the coastal area.

POLICY 1.1.9: During the plat review and approval process, the City shall review public facilities and services for adequacy in accordance with the ULDR. Transportation and transit impacts will be reviewed as part of the site plan process. Park and recreation impacts will be assessed at the time of building permit.

POLICY 1.1.10: Except for schools, city master plans, including the Riverwalk Plan, Central Beach Revitalization Plan, and Safe Neighborhoods Plan, shall provide that regional and major community facilities be located near pedestrian safe major traffic corridors and mass transit routes adequate to accommodate all mobility needs in the volume anticipated; local, community and neighborhood-oriented facilities shall be located on pedestrian and bicycle safe corridors and in close proximity to transit routes whenever possible.

POLICY 1.1.11: Assure drainage and storm water management utilizing the following standards:

Road Protection*	Residential streets not greater than fifty feet wide rights-of-way to have crown elevations no lower than the elevation for the respective area depicted on the ten year Flood Criteria Map. 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 floor elevation no lower than the elevation or the respective area depicted on the 100 Year Flood Elevation Map. Retain the first inch on storm water 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 South Florida Water Management District 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 Sewers	Design frequency minimum to be three-year rainfall intensity of the State Department of Transportation Zone 10 rainfall curves.
Flood Plain Routing	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 and the 100 Year Flood Elevation Map.

On Site Storage	Per South Florida Water Management District (SFWMD) Permit Review Manual, Volume 4.
Best Management Practices	Prior to discharge to surface or ground water, Best Management Practices will be used to reduce pollutant discharge.

\*Regulations for roads and parking lots shall be consistent with the criteria established by the South Florida Water Management District for such uses.

### **OBJECTIVE 1.2: RIGHTS-OF-WAY**

Ensure that rights-of-way within the City are planned as a means of ensuring the availability of land for facilities to support proposed development.

*Evaluation Measure: Record of continued implementation of the Broward County Trafficways Plan by the City through the required dedication of rights-of-ways.*

POLICY 1.2.1: Require right-of-way dedications per the requirements of the ULDR.

POLICY 1.2.2: Rights-of-way sufficient to meet the requirements of the Broward County Trafficways Plan shall be conveyed to the public by deed, easement, or other legal means at the time of plat recordation.

POLICY 1.2.3: The City shall not issue development orders that violate right-of-way requirements established by the Broward County Trafficways Plan.

### **OBJECTIVE 1.3: ENSURE ADHERENCE TO STANDARDS**

Ensure that future land use categories provide for the regulation of densities and permitted uses and adequately reflect soil conditions, topography, and the availability of facilities and services.

*Evaluation Measure:*

- 1. Annual record of the City's adherence to the density standards and permitted uses, as provided by the Future Land Use Element.*
- 2. Annual record of consideration of the suitability of soils and the physical and natural land features as part of the development review process.*

*3. Annual record of facility and service improvements as defined in the Plan that are undertaken to support development and redevelopment in the City so as to ensure that all facilities and services are operating at or below capacity.*

POLICY 1.3.1: The City shall, when developing population projections to be utilized in determining the adequacy of public services and facilities, take into consideration the City's tourist population and seasonal demands.

POLICY 1.3.2: The City shall continue to consider the suitability of soils and the physical and natural features of the land as part of the development review process.

POLICY 1.3.3: The City shall develop criteria for reviewing and making recommendations regarding the adoption of amendments to the Future Land Use Element Map (Series). At a minimum, the criteria shall reflect the land use analysis requirements as set forth in Section 9J-5.006 (2) (a) through (e) Florida Administrative Code (FAC).

POLICY 1.3.4: The City shall continue to maintain and revise, as necessary, the intensity and density standards contained in this Future Land Use Element.

POLICY 1.3.5: The City of Fort Lauderdale shall continue to utilize the development review process to implement its standards and criteria for construction and operation of water management works to provide for drainage and stormwater management and to control seasonal and/or periodic flooding in the City.

POLICY 1.3.6: The City shall continue to implement flood hazard standards.

The City meets the requirements of the National Flood Insurance Program as required by the Federal Emergency Management Administration (FEMA). Section 14, Article III of the ULDRs describes provisions for reducing flood hazards. These provisions include standards for residential construction, nonresidential construction, elevated buildings, and coastal high hazard areas as well as standards for subdivision proposals.

POLICY 1.3.7: The City shall continue to maintain a comprehensive water resources management plan, which addresses drainage and stormwater management in the City not included within an independent special or water control district.

POLICY 1.3.8: 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) (d) and (3), Florida Statutes.

POLICY 1.3.9: Schools, including vocational schools with state approved academic curriculum and “schools within businesses”, are considered to be community facilities and are allowable on lands with the following City of Fort Lauderdale Future Land Use designations:

1. All residential designations, pursuant to Conditional Use Zoning Approval
2. Commercial
3. Community Facilities
4. Office Park
5. Employment Center

POLICY 1.3.10: Schools, including vocational schools with state approved academic curriculum and “schools within businesses”, shall be considered as allowable uses on lands with Downtown, Northwest, South and Central Beach Regional Activity Center Future Land Use designation, subject to the following criteria:

1. Existing or proposed residential uses are located proximate to the proposed school.
2. A proposed vocational school is to be located proximate to employment uses.
3. If sites are not available in proximity to the students to be served, expansion of an existing school, or location of a new school adjacent to an existing school, shall be a permitted use if such expansion or new school can be safely accessed by students, and if school traffic and business traffic can be safely accommodated on roads serving the school.
4. Only “schools within businesses” can be located on lands with a Central Beach Regional Activity Center land use designation.

POLICY 1.3.11: Vocational schools with state approved academic curriculum and “schools within businesses” shall be considered as allowable uses on lands with Industrial Future Land Use designation, subject to the following criteria:

1. Proposed vocational schools shall not be located adjacent to rail lines.
2. Proposed vocational schools shall not be located within warehouse districts.
3. Proposed vocational schools shall not be located within 100 feet of any industrial use, which includes the manufacture or processing of raw

materials, the storage of flammable fuels, outdoor storage or a communications tower.

4. Schools in businesses classrooms shall not be located within 100 feet of a storage area for flammable fuels and safe on-site vehicular and pedestrian circulation must be demonstrated.

POLICY 1.3.12: The City of Fort Lauderdale shall coordinate with the School Board of Broward County, Florida, to co-locate new schools with public facilities such as parks and community centers to the extent financially feasible and practical. The following criteria shall be considered for co-locating public schools and public facilities:

1. Availability of vacant or redevelopable land designated Residential, Community Facilities, Commercial, Office Park, Employment Center or Regional Activity Center, of suitable size and dimensions for the co-location of all necessary uses.
2. Proximity to the population to be served.
3. Safe access by the population to be served.
4. Compatibility of the proposed co-located facilities with surrounding neighborhoods, including but not limited to: ability to buffer neighborhoods from noise and light; ability of local streets to safely accommodate vehicular and pedestrian traffic attracted to the co-located use; adequacy of public facilities and services to serve the proposed co-located public facility; environmental features and limitations on the site; and scale of the proposed co-located public facility relative to surrounding use.
5. No net loss of land designated as, or in use of park or open space shall occur.

#### **OBJECTIVE 1.4: DEVELOPMENT REVIEW PROCESS**

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.

*Evaluation Measure: Annual record of review of development permits in accordance with the Plan by the development review process.*

POLICY 1.4.1: Monitor the number and types of projects reviewed by the development review process since its establishment to determine the appropriateness of existing referral thresholds.

## **OBJECTIVE 1.5: SUBDIVISION REGULATIONS**

The City's subdivision regulations shall be consistent with Broward County regulations, including platting requirements.

*Evaluation Measure: Annual record of plat approvals by the City consistent with Broward County Regulations.*

POLICY 1.5.1: Comply with Broward County Land Use Plan Goals, Objectives and Policies and with the Broward County Planning Council Administrative Rules document.

## **OBJECTIVE 1.6: REDEVELOPMENT AND REVITALIZATION OF BLIGHTED AREAS**

Continue to redevelop and revitalize blighted areas of the City.

*Evaluation Measure: Annual record of redevelopment revitalization projects and programs within blighted and deteriorating areas of the City.*

POLICY 1.6.1: Facilitate desirable redevelopment activities through innovative land development regulation techniques.

## **OBJECTIVE 1.7: DEVELOPMENT AND REDEVELOPMENT CONSISTENT WITH NORTHWEST PROGRESSO/FLAGLER HEIGHTS REDEVELOPMENT PLAN**

Ensure that development and redevelopment activities in the Northwest Progresso/Flagler Heights Community Redevelopment Area (CRA), which was identified as a blighted area, are consistent with the adopted Northwest Community redevelopment Plan.

*Evaluation Measure: Record of the City's adoption of programs and activities by the year 2013 that are consistent with the adopted Northwest/Progresso/Flagler Heights Community Redevelopment Plan.*

POLICY 1.7.1: 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 1.7.2: 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 1.7.3: 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 1.7.4: Amend the ULDR as necessary to incorporate appropriate recommendations of the NWPFH CRA Plan to implement the Northwest-RAC.

POLICY 1.7.5: Evaluate industrial land uses in the Northwest RAC to determine where possible zoning changes are needed to assure compatibility with surrounding neighborhoods.

POLICY 1.7.6: Evaluate established residential zoning in the Northwest-RAC - neighborhoods to determine appropriate densities.

#### **OBJECTIVE 1.8: SISTRUNK BOULEVARD REDEVELOPMENT EFFORTS**

Implement the Sistrunk Boulevard recommendations adopted by the Northwest Neighborhood Improvement District Safe Neighborhoods Plan and those recommendations of the Sistrunk Boulevard Charrette. Such recommendations include, but are not limited to: ensuring commercial development is compatible with adjacent residential areas, commercial lot depths are increased where appropriate, opportunities are provided for mixed-use development and increased densities along Sistrunk Boulevard, redevelopment of Sweeting Estates and surrounding areas, the enhancement of 22nd Road, water enhancement and walkways along New River, creation of a Commerce/Technology Park or Industrial Park, or whatever is feasible, east of 7th Avenue and north of Sistrunk Boulevard, and redevelopment of Lincoln Park and adjoining areas.

- Evaluation Measures:*
- 1. Annual record of utilization of density and intensity standards specific to the Northwest-RAC to ensure compatibility of commercial, and adjacent residential areas, along Sistrunk Boulevard.*
  - 2. Annual record of mixed-use development permits issued for projects along Sistrunk Boulevard.*

POLICY 1.8.1: Amend the Comprehensive Plan, as necessary, to incorporate recommendations of the Sistrunk Boulevard Safe Neighborhoods Plan.

POLICY 1.8.2: Continue to seek state assistance under the Florida Main Street Program and other state sources for redevelopment of Sistrunk Boulevard.

POLICY 1.8.3: Encourage developers to build mixed-use projects and implement the City's streetscape design and urban enhancements for Sistrunk Boulevard.

**OBJECTIVE 1.9: CENTRAL BEACH REGIONAL ACTIVITY CENTER (CENTRAL BEACH-RAC) REDEVELOPMENT EFFORTS**

Continue to ensure that development of the Central Beach Regional Activity Center (Central Beach-RAC), which was identified as a blighted area, will be consistent with the Community Redevelopment Area Plan, established for the designated beach redevelopment area.

*Evaluation Measure: Annual record of development permits issued within the Central Beach-RAC consistent with the Community Redevelopment Area Plan.*

POLICY 1.9.1: The City shall continue to implement the Community Redevelopment Area Plan for Central Beach, which was prepared and adopted pursuant to Chapter 163, Part III, Florida Statutes.

The City designated the Central Beach Area as a slum or blighted area, which was eligible for treatment as a CRA pursuant to Florida Statutes.

POLICY 1.9.2: Conduct redevelopment activities as appropriate in the beach redevelopment area.

POLICY 1.9.3: Provide infrastructure improvements to implement the Central Beach Redevelopment Plan.

**OBJECTIVE 1.10: NORTHWEST REGIONAL ACTIVITY CENTER (NORTHWEST-RAC) REDEVELOPMENT EFFORTS**

Encourage redevelopment and expansion of employment and housing opportunities for very low, low and moderate-income households within the Northwest-RAC through the establishment of alternate levels of service on portions of the roadway network serving the area.

*Evaluation Measure: Increase in employment and housing opportunities for very low, low, and moderate income households within the Northwest-RAC.*

POLICY 1.10.1: Transportation levels of service should be consistent with the Broward County's Transit Oriented Concurrency system. In addition, proposals with a de minimus impact shall be exempt from established levels of service.

POLICY 1.10.2: Coordinate with the Broward County Mass Transit Division to evaluate the feasibility of City operations of shuttle bus service that connects the Redevelopment Area with Broward County transit routes.

POLICY 1.10.3: By 2013, the City shall evaluate housing and employment figures in the Northwest-RAC to determine whether the alternate levels of service are achieving the objective of expanding opportunities for low and moderate-income households.

POLICY 1.10.4: Implement Development Review Committee policies addressing traffic and neighborhood compatibility and the adopted Safe Neighborhoods Plan to stabilize and preserve the Northwest-RAC neighborhoods.

POLICY 1.10.5: Continue to work with Broward County to improve and promote the Broward Boulevard Corridor to revitalize Broward Boulevard into a thriving regional center of commercial, residential and cultural activities.

**OBJECTIVE 1.11: CENTRAL BEACH REGIONAL ACTIVITY CENTER (CENTRAL BEACH-RAC) DESIGN GUIDELINES**

Utilize the Beach Design Guidelines to create and enhance a positive visual and physical image of the Central Beach-RAC.

*Evaluation Measure: Annual record of the utilization of the Beach Design Guidelines in the development review process.*

POLICY 1.11.1: Establish a design character in the Central Beach-RAC.

POLICY 1.11.2: Enhance landscaping, street and pedestrian amenities through the development review process within the Central Beach -RAC.

POLICY 1.11.3: Enhance views of the oceanfront and Intracoastal Waterway within the Central Beach-RAC.

## **OBJECTIVE 1.12: CENTRAL BEACH-RAC ZONING**

Monitor and evaluate development in the Central Beach-RAC zoning districts to ensure compliance with goals and objectives of the adopted Central Beach Revitalization Plan.

*Evaluation Measure: Annual record of monitoring and evaluation of development within the Central Beach-RAC zoning district for compliance with the adopted Central Beach Revitalization Plan.*

POLICY 1.12.1: Central Beach-RAC zoning districts shall require land uses consistent with the adopted Central Beach Revitalization Plan.

## **OBJECTIVE 1.13: CENTRAL BEACH REGIONAL-RAC AND ROADWAY CONFIGURATIONS**

Continue to evaluate the recommendations of the Urban Land Institute Beach Panel.

*Evaluation Measure: Record of traffic studies performed for the Central Beach-RAC that examine capacity and signalization issues.*

POLICY 1.13.1: Use the DRC process to examine optimal roadway configurations and alignments to reduce traffic impacts within the Central Beach-RAC.

## **OBJECTIVE 1.14: USE OF DESIGN GUIDELINES FOR DOWNTOWN REGIONAL ACTIVITY CENTER (DOWNTOWN-RAC)**

Continue to utilize design guidelines and land development standards unique and specific to the Downtown Regional Activity Center (Downtown-RAC) area to promote quality development of a desirable nature in the City's Downtown.

*Evaluation Measure: Annual record of the utilization of design guidelines and land development standards, in the development review process including standards provided in the Future Land Use Element.*

POLICY 1.14.1: Continue to provide incentives, which encourage housing and hotel units in the Downtown-RAC.

POLICY 1.14.2: Utilize land development regulations for the Downtown-RAC, to address the core, fringe and corridor areas, and to promote mixed-use development in the Downtown-RAC.

POLICY 1.14.3: Improve the pedestrian environment in the Downtown through implementation of setbacks, which pertain to individual streets, and through a unified system of pedestrian corridors consistent with the Downtown Fort Lauderdale Master Plan.

POLICY 1.14.4: 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.

POLICY 1.14.5: Incorporate streetscape guidelines for the Downtown-RAC to include provisions for arcades, landscaping and other pedestrian amenities.

POLICY 1.14.6: Continue to implement the Riverwalk Plan, consistent with the City's revitalization effort.

POLICY 1.14.7: Update the existing Downtown-RAC boundary 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.

POLICY 1.14.8: Implement the Downtown Fort Lauderdale Master Plan and Sub-Area Mobility Study.

#### **OBJECTIVE 1.15: TRANSITION ZONES FOR DOWNTOWN RAC**

Continue to utilize transitional zones between the Downtown-RAC and adjacent established neighborhoods to protect against incompatible uses.

*Evaluation Measure: Annual record of utilization of transitional zones between the Downtown-RAC and adjacent adopted established neighborhoods.*

POLICY 1.15.1: Where appropriate, create necessary buffering to protect established neighborhoods from the encroachment of commercial uses.

POLICY 1.15.2: Prevent future inconsistent land uses via land development regulations and as a function of redevelopment.

POLICY 1.15.3: Utilize criteria in the Future Land Use Element to limit commercial intensity adjacent to residential uses outside of the Downtown-RAC.

**OBJECTIVE 1.16:** Concentrate development, particularly large-scale, mixed-use development, in the Downtown-RAC to discourage urban sprawl.

*Evaluation Measure: Annual record of development permits issued in support of large-scale, mixed-use development in the Downtown-RAC.*

POLICY 1.16.1: Provide incentives through the land development ordinance to encourage development in the Downtown-RAC. Should the Transportation Concurrency Exception Area Contained in the Broward County Plan be eliminated, Fort Lauderdale may grant an exception from the concurrency requirement for transportation facilities pursuant to provisions of Section 163.3180(5)(d), Florida Statutes, if the proposed development is otherwise consistent with the City's Comprehensive Plan, is a project that promotes public transportation and is located within a "Regional Activity Center" as described in and defined by the Broward County Land Use Plan (as of August 19, 2002), and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development upon the Florida Intrastate Highway System, as defined in Section 338.001, Florida Statutes, must be considered and addressed.

POLICY 1.16.2: Expedite the review of projects consistent with all approved master plans (e.g., Downtown Master Plan, South Andrews Avenue Master Plan and Davie Boulevard Master Plan).

**OBJECTIVE 1.17: ASSURE INFRASTRUCTURE AVAILABILITY**

Develop the infrastructure necessary to meet adopted levels of service standards set in the individual elements, to support the Riverwalk Plan, Central Beach Revitalization Plan for the Central Beach-RAC, Downtown-RAC, and the Northwest-RAC.

*Evaluation Measure: Record of infrastructure improvements for the Downtown, Central Beach and Northwest RACs.*

POLICY 1.17.1: Throughout the development review process, ensure that infrastructure is developed as needed to meet adopted levels of service.

POLICY 1.17.2: Encourage development in redevelopment areas upgraded as part of WaterWorks 2011.

## **OBJECTIVE 1.18: PARCEL ASSEMBLY**

Encourage parcel aggregation to result in larger parcels for redevelopment, except in the Central Beach and other coastal high hazard areas of the City.

*Evaluation Measures: Annual record of development permits issued for development on parcels that have been aggregated.*

POLICY 1.18.1: Encourage parcel assembly, replatting, and higher residential density with design standards in the Downtown-RAC and when a proposed development is compatible with the surrounding neighborhood.

POLICY 1.18.2: Utilize standards for residential properties along major thoroughfares, as necessary, to encourage higher densities, which will in turn serve as a buffer between major roadways and low-density neighborhoods and support use of public transit.

## **OBJECTIVE 1.19: NEIGHBORHOOD COMPATIBILITY**

In existing neighborhoods, development shall be compatible with present neighborhood density and with specific plans for redevelopment and revitalization.

*Evaluation Measure: Annual record of development permits issued compatible with present neighborhood density and with specific plans for redevelopment and revitalization.*

POLICY 1.19.1: Facilitate the development of small area Neighborhood Plans as a means to preserve and enhance the City's neighborhoods.

POLICY 1.19.2: Respond to community desires and preserve neighborhood integrity through the master planning process.

POLICY 1.19.3: Coordinate neighborhood area plans to ensure consistency with the City's adopted Comprehensive Plan.

POLICY 1.19.4: Continue to evaluate and revise existing zoning in established single-family neighborhoods to be consistent with existing density, scale and intensity.

POLICY 1.19.5: Limit intensity of commercial development adjacent to residential neighborhoods through ULDR controls including height and floor area ratio limitations and buffering requirements.

POLICY 1.19.6: Review land use amendments for compatibility with adjacent uses.

POLICY 1.19.7: Preserve the character of recently annexed areas by ensuring land use compatibility with existing neighborhoods.

POLICY 1.19.8: The scale and mass of new development should be consistent with existing neighborhoods.

**OBJECTIVE 1.20: PROTECTION OF RESIDENTIAL NEIGHBORHOODS**

Protect residential neighborhoods from impacts created by adjacent non-residential uses.

*Evaluation Measure: Annual record of development permits issued for non-residential development adjacent to residential neighborhoods.*

POLICY 1.20.1: The City shall continue to maintain, through the ULDR, buffering provisions, which are necessary to protect residential areas from adjacent commercial developments.

POLICY 1.20.2: Non-residential uses adjacent to residential areas shall be planned with setbacks and buffer landscaping and traffic patterns leading away from residential areas.

POLICY 1.20.3: Acceptable industrial land uses, when located near residential areas, shall be buffered from existing and proposed residential areas by setbacks, landscaping, and/or fencing to insure compatibility.

POLICY 1.20.4: Through annual updates to the Plan, ensure consistency between zoning and the City's adopted Comprehensive Plan and the City's mission statement.

POLICY 1.20.5: To ensure that future growth does not cause the environment to adversely affect the health of the population, the Department shall continue to maintain provisions which address the potential adverse impacts of industry, including noise, vibration, air pollution, glare, heat, solid waste, hazardous waste, fire and explosion.

POLICY 1.20.6: Continue to utilize intensity criteria contained in the Future Land Use Element to ensure that commercial development is compatible with adjacent residential land uses.

POLICY 1.20.7: The ULDR shall protect whenever possible existing and planned residential areas, including single family neighborhoods, from disruptive land uses and nuisances.

### **OBJECTIVE 1.21: ENCOURAGING MIXED USE DEVELOPMENT**

Encourage mixed-use developments to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

*Evaluation Measure: Annual record of number of approved mixed-use development projects.*

POLICY 1.21.1: The City shall maintain and recommend amendments, as necessary, to land use categories, which permit mixed-use developments.

POLICY 1.21.2: Provide for mixed-use redevelopment in the Tarpon River area located southwest of the Downtown-RAC.

POLICY 1.21.3: Support additional mixed-use development in stagnant commercial corridors, RACs, CRAs and other appropriate areas.

POLICY 1.21.4: Consider adding Broward County's mixed-use land use categories (i.e., local activity center and mixed-use residential) to the City's Future Land Use Element. The residential land use category permits office and/or retail sales of merchandise or services subject to certain limitations and provisions. The commercial and employment center land use categories provide for the mixing of non-residential uses subject to limitations.

POLICY 1.21.5: Amend the ULDRs for the SRAC to be consistent with the South Andrews Avenue Master Plan.

### **OBJECTIVE 1.22: ENCOURAGING HIGH QUALITY DEVELOPMENT**

Continue to respond to identified problems/opportunities; develop incentive systems for quality development and redevelopment; prevent incompatible uses; and incorporate design criteria.

*Evaluation Measure: Adoption of design criteria and application through the development review process.*

POLICY 1.22.1: Ensure consistency between zoning and the City's adopted Comprehensive Plan and the City's Mission Statement through annual updating of the Plan.

POLICY 1.22.2: Downtown-zoning districts shall provide for a pedestrian friendly environment including requirements and incentives for the provision of open space, parks, plazas and streetscape treatments consistent with the Downtown Fort Lauderdale Master Plan.

POLICY 1.22.3: Amend the ULDRs to include design criteria consistent with the Downtown Fort Lauderdale Master Plan. Criteria related to size and massing should include the consideration of vicinity historical structures.

POLICY 1.22.4: All utility facilities, including electrical substations shall be appropriately setback, landscaped, buffered and screened to be compatible with the surrounding area.

POLICY 1.22.5: When feasible, new utility lines shall be underground.

### **OBJECTIVE 1.23: PRESERVATION OF ENVIRONMENTAL ASSETS**

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

- Evaluation Measures:*
- 1. Annual record of local initiatives to protect and conserve the natural and vegetative resources of the City.*
  - 2. Record of permits issued for lot clearing in designated NRAs.*
  - 3. Designation of Conservation Areas on the City's Future Land Use Map (Series).*

POLICY 1.23.1: The City shall monitor development activity in designated NRAs in accordance with the Broward County Lot Clearing Ordinance.

POLICY 1.23.2: The development review process shall consider the presence of environmentally sensitive lands in formulating these recommendations for development approvals. Plats, which include LAPCs, shall be referred to the County for Environmental Impact Statements.

POLICY 1.23.3: Local initiatives, which address environmentally sensitive lands, shall be developed:

- 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;

- 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 1.23.4: Areas determined to be natural reservations by the Broward County Planning Council shall be protected through designation as a "Conservation" use on the City and County Land Use Plan.

POLICY 1.23.5: 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 1.23.6: Lakes shall be required to be constructed with vegetated shallow water habitat as required by the State Department of Environmental Protection.

POLICY 1.23.7: 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 within wellhead protection areas of influence.

#### **OBJECTIVE 1.24: MARINE RESOURCES**

Continue to protect and enhance marine uses as a recognized resource of the City.

*Evaluation Measure: Annual record of development permits issued which result in the protection and enhancement of marine uses*

POLICY 1.24.1: Protect marine resources as employment generators and economic resources of the City by reviewing all projects on waterways to gauge their potential impact on marine uses.

POLICY 1.24.2: Utilize design criteria and development standards for marinas and boat yards, as a method to protect and enhance water quality as well as the aesthetic and recreational value of the City's waterways.

POLICY 1.24.3: New marinas shall provide for sewage pumpage facilities and other improvements, which promote environmental compatibility with marine resources consistent with State law.

POLICY 1.24.4: Continue to implement the Marine Industry Association's South Florida Marine Master Plan.

POLICY 1.24.5: Give high priority and preference to uses and facilities, which are dependent upon proximity to the water or the shorelands immediately adjacent to marine and estuarine waters.

POLICY 1.24.6: Promote the development, reuse or redevelopment of waterfront sites, giving the highest priority and preference to water-dependent uses.

POLICY 1.24.7: Promote through local planning, development and regulatory programs, the use of existing developed shorefront areas for water-dependent uses.

POLICY 1.24.8: Identify vacant or redevelopment sites appropriate for water dependent and water related uses.

#### **OBJECTIVE 1.25: HISTORIC RESOURCES**

Protect historic resources of the City.

- Evaluation Measures:*
- 1. Annual record of implementation of programs to protect historic resources.*
  - 2. Record of existing historic resources.*

POLICY 1.25.1: The Historic Preservation Board shall continue to recommend the designation of properties in the City for Historic Preservation.

POLICY 1.25.2: Continue to utilize the Historic District Regulations of the ULDR to consider the potential impacts of land use amendments upon the City's historic resources.

POLICY 1.25.3: The City shall analyze the impacts of proposed land use plan amendments on historic resources in the City and reflect any findings in its recommendation.

POLICY 1.25.4: The City shall identify historically significant structures and archaeological sites in the City, which may be eligible for inclusion on the Florida Master Site File and the National Register of Historic Places.

POLICY 1.25.5: Coordinate the City's historic preservation activities with the Broward County Historical Commission.

**OBJECTIVE 1.26: COORDINATE COASTAL PLANNING WITH EVACUATION STANDARDS**

Coordinate coastal planning area population densities at a level commensurate with the analysis of hurricane evacuation facilities provided in the Broward County Coastal Evacuation Plan and the City's Coastal Management Element.

*Evaluation Measures:*

- 1. Decreases in the total population of the coastal high hazard area as indicated in the year 2000 census data for the City.*
- 2. Annual comparisons of coastal high hazard area residential densities and population densities as permitted by the City's Future Land Use Element Map (Series) to maintain adequacy of hurricane evacuation as determined by Broward County.*

POLICY 1.26.1: The City shall recommend against any proposed land use plan amendments within the coastal high hazard area, which would increase the population densities and negatively impact the evacuation rate of the barrier island.

POLICY 1.26.2: Coordinate planning decisions with the local hurricane evacuation plan and the City's Coastal Management Element.

POLICY 1.26.3: Continue to apply the Central Beach-RAC density and intensity regulations as contained in the Future Land Use Element, which reduces residential uses and densities in the coastal high hazard area.

**OBJECTIVE 1.27: COORDINATE DEVELOPMENT WITH HAZARD MITIGATION REPORTS**

Eliminate or reduce uses that are inconsistent with the recommendations of the Broward County Comprehensive Hurricane Evacuation Plan, Local Mitigation Strategy and applicable hazard mitigation reports.

*Evaluation Measure:*

*Record of development permits issued that result in the elimination or reduction of uses that are inconsistent with the recommendations of the Broward County Comprehensive Hurricane*

*Evacuation Plan and the City's adopted local strategic mitigation plan.*

POLICY 1.27.1: The City shall analyze proposed development and redevelopment based on applicable hazard mitigation reports.

POLICY 1.27.2: The City shall coordinate the review of land uses with applicable mitigation reports.

#### **OBJECTIVE 1.28: COORDINATION OF CHAPTER 380 PLANNING**

Coordinate resource planning and management, as appropriate, pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet.

*Evaluation Measure: Record of the City's participation in the review of Chapter 380 developments.*

POLICY 1.28.1: The City shall utilize the development review process to coordinate the review of Chapter 380 developments.

#### **OBJECTIVE 1.29: REDUCING INCONSISTENCIES**

Encourage the eventual elimination or reduction of existing land uses found to be inconsistent with the community's character and with the City's Future Land Use Plan Element Map (Series).

*Evaluation Measures:*

- 1. Annual record of amendments to the City's Future Land Use Plan to eliminate or reduce the number of existing land uses found to be inconsistent with the Future Land Use Element.*
- 2. Record of implementation of Policies 1.29.1 and 1.29.2 during the City's land use plan amendments review process.*

POLICY 1.29.1: The City shall continue to recommend against proposed land use plan amendments for the purpose of recognizing nonconforming uses, which are incompatible with the surrounding uses.

POLICY 1.29.2: The Department shall continue to recommend against proposed land use plan amendments, which are incompatible with adjacent land use designations.

#### **OBJECTIVE 1.30: ADDRESSING FUTURE NEEDS**

Continue to amend the Future Land Use Element to:

- meet the requirements and intent of 9J-5 FAC;
- specify and establish density and intensity of future land use categories in the City;
- meet the requirements of the Broward County Land Use Plan; and
- assess the adequacy of public facilities and services in accordance with adopted level of service standards.

*Evaluation Measure: Record of the City’s adoption of future land use amendments.*

POLICY 1.30.1: The City’s Capital Budget and land development regulations shall provide for the completion and regular maintenance of all required capital improvements, coordinated with the City’s Capital Improvements Element.

POLICY 1.30.2: The ULDR shall incorporate the appropriate sections of the City’s sign ordinance.

**OBJECTIVE 1.31: INDUSTRIAL LAND USE CATEGORY**

Provide for industrial uses necessary to meet the City’s projected 2018 population/labor force.

*Evaluation Measures: 1. Comparison of acreage designated for industrial use on the City’s Future Land Use Plan Map with projected industrial acreage needs.*

*Industrial acreage will be defined to include both lands designated Industrial and Employment Center on the City’s Future Land Use Map.*

*2. An inventory of Industrial acreage will be utilized in this evaluation.*

POLICY 1.31.1: Future industrial uses shall be concentrated near major transportation facilities to ensure adequate access.

POLICY 1.31.2: Those areas designated Industrial on the City Land Use Plan shall not be used for other purposes except those allowed by the City’s Land Use Plan.

POLICY 1.31.3: Utilize the ULDR to better control obnoxious uses including noise, vibration, air pollution, glare, heat, fire and explosion hazards, associated with industrial uses and provide for buffering and setbacks from residential neighborhoods.

POLICY 1.31.4: Limit industrial uses, to the greatest extent feasible, within identified wellhead protection areas.

POLICY 1.31.5: Resource recovery facilities, including recycling plants and landfills, shall be limited to industrial areas so as to decrease potential incompatibilities with adjacent land uses and shall be required to provide adequate transition and buffer zones to minimize adverse impacts on adjacent existing or planned development.

POLICY 1.31.6: The City shall, when preparing recommendations for proposed industrial land use plan amendments, consider access to major transportation facilities, including highways, airports, and seaports.

POLICY 1.31.7: Proposed amendments to the City and County Land Use Plans which allow industrial uses will require an analysis of potential impacts to wellhead protection areas and, if necessary, will be required to provide alternatives to protect the City's potable water supply.

**OBJECTIVE 1.32: GUIDING GROWTH TO DISCOURAGE SPRAWL AND ENCOURAGE TRANSIT**

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: Record of a 25% increase in development in the Urban Redevelopment/Downtown Revitalization Area by the year 2013.*

POLICY 1.32.1: Increase the percentage of countywide employment within the Central Urban Redevelopment/Downtown Revitalization Area by 1.0 percent by the year 2013 and 2.0 percent by 2018.

POLICY 1.32.2: Increase the floor area ratio within the identified Central Urban Redevelopment/Downtown Revitalization Area from 2 to 3 by the year 2000 and to 4 by 2010.

POLICY 1.32.3: Levels of service for the regional roadway network and local collectors, as established within the Broward County Comprehensive Plan and City Comprehensive Plan, shall serve to facilitate the achievement of the

employment and floor area ratio standards for the Central Urban Redevelopment/Downtown Revitalization Area.

POLICY 1.32.4: The ULDR shall provide incentives, which facilitate achievement of the employment and floor area ration standards for the Central Urban Redevelopment/Downtown Revitalization Area. This shall include, but not be limited to reduced height and setback requirements, reduced parking standards and modified landscaping requirements.

POLICY 1.32.5: In cooperation with the Downtown Development Authority (DDA), monitor increases in square footage in the Urban Redevelopment/Downtown Revitalization Area through the building permit process on an ongoing basis. The City shall assess employees per acre, percent of countywide employment and FAR in the Urban Redevelopment/Downtown Revitalization Area to determine the degree to which the employment and floor area ratio standards for the Central Urban Redevelopment/Downtown Revitalization Area) are being achieved as per Policies 1.32.1 and 1.32.2 and other applicable Urban Redevelopment/Downtown Revitalization Area provisions.

POLICY 1.32.6: Utilize the provisions of the Downtown Regional Activity Center designation and the ULDR to provide for and encourage mixed-use developments within the Urban Redevelopment/Downtown Revitalization Area. These include, but are not limited to, density incentives, minimum residential requirements, minimum floor area ratios, mixed-use requirements, and unlimited height requirements.

POLICY 1.32.7: Ensure that development will take into consideration the character and integrity of residential neighborhoods through the implementation of the Transportation Element.

POLICY 1.32.8: 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 1.32.9: Coordinate with the Broward County Mass Transit Division to ensure a level of service in the Urban Redevelopment/Downtown Revitalization Area as follows:

- available service within one-quarter mile of all areas of the Urban Redevelopment/Downtown Revitalization Area; and thirty minute headways.

POLICY 1.32.10: The City shall address the mobility needs with short and long-term mobility standards as identified in the Transportation Element.

**OBJECTIVE 1.33: SOUTH REGIONAL ACTIVITY CENTER**

Encourage a mixture of professional office and residential uses in the South Regional Activity Center (South RAC) while maintaining the existing single family character in certain areas.

*Evaluation Measure: Annual record of development permits issued that enhance the mixture of residential and professional office uses as established in this area.*

POLICY 1.33.1: Utilize intensity and density standards provided in the Future Land Use Element to preserve the mixture of residential and professional office uses as established in the South RAC.

POLICY 1.33.2: Implement the recommendations of the South Andrews Avenue Master Plan.

**OBJECTIVE 1.34: PROMOTE AND ENHANCE OPPORTUNITIES FOR ARTS**

Promote and enhance opportunities for the City residents and visitors to participate in the Arts through accessibility to cultural facilities and activities.

*Evaluation Measure: Increases or decreases in the following: the number of community cultural facilities available and the number of developments providing public space for cultural facilities and public art.*

POLICY 1.34.1: The City shall work with Broward County to ensure a role for art and culture in development plans, e.g., site plans and comprehensive plans, when practical.

POLICY 1.34.2: The City shall maintain a current list of cultural facilities in the City.

POLICY 1.34.3: The City shall support the development of regional and local community cultural facilities readily accessible to its residents.

POLICY 1.34.4: The City shall work with private and public organizations to encourage availability of adequate public space in developments plans for cultural purposes, such as exhibits, festivals, artist studios and performing space.

POLICY 1.34.5: Due to the economic and cultural impact of the arts on both residents and tourists, the City will encourage Broward County to earmark funds from the Broward Cultural Council Special Purpose Fund to projects within the City of Fort Lauderdale.

### **OBJECTIVE 1.35: TOURISM**

Increase the City's attractiveness to tourists through the establishment of a land use pattern aimed at accommodating increased tourism while enhancing the area's natural and man-made environments such as beaches, shorelines and marine facilities.

- Evaluation Measures:*
- 1. Annual record of increases in tourist related development projects.*
  - 2. Annual record of utilization in the development review process of intensity and density standards that ensure the enhancement of the area's natural and man-made environment.*

POLICY 1.35.1: The City will continue to foster a land use pattern that protects the area's tourism attractions, such as the beach, natural, and marine areas.

POLICY 1.35.2: To ensure the adequate provision of public services and facilities, the City shall take into consideration tourist population and the seasonal demands placed upon the City's infrastructure.

POLICY 1.35.3: Activities intended to diversify the City's economy should not adversely impact the quality of life of the City's permanent, seasonal, or tourist populations.

POLICY 1.35.4: The City should consider undeveloped land in the coastal high hazard area for acquisition as recreation and open space and restoration to its natural state, where feasible.

POLICY 1.35.5: The City should coordinate with Broward County and the State of Florida Department of Environmental Protection, Department of Transportation and the Division of Tourism in the provision of tourist facilities such as booths and roadside viewing sites as well as signage in parks and along roadways.

POLICY 1.35.6: The City should, as appropriate, identify community facilities and public facilities, which reflect the community's cultural character and

address their preservation through the land use plan and/or land development regulations.

POLICY 1.35.7: The City should provide for public transportation, walking and bicycling opportunities to enhance tourism.

**OBJECTIVE 1.36: USE OF FLEXIBILITY AND IRREGULAR DENSITY PROVISIONS**

Utilize the flexibility rules and irregular densities established by the Broward County Land Use Plan in order to facilitate the arrangement of residential densities and commercial acreage to allow the City to respond to changing conditions.

*Evaluation Measure: Annual record of approved applications that implement the Flexibility Rules of the City and Broward County. .*

POLICY 1.36.1: The City’s 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 for any application or allocation of “flexibility” west of the “urban infill” area boundary as designated on the Broward County Land Use Plan and not designated as an “urban redevelopment” or “downtown revitalization” area on the Broward County Land Use Plan. 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. 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, unless the subject site is located adjacent to a Broward County or regional park, or an Environmentally Sensitive Land, as defined within the Broward County Comprehensive Plan.

**OBJECTIVE 1.37: DEVELOPMENT REVIEW AND CRIME PREVENTION**

Support Crime Prevention Through Environmental Design (CPTED) principles to reduce the incidence of crime and protect the safety and welfare of all City residents.

*Evaluation Measure: Crime rates will be examined and utilized to determine if CPTED principles have been effective in reducing incidences of crime in the City.*

POLICY 1.37.1: The City shall utilize standards addressing CPTED principles, such as lighting, street design, natural surveillance, natural access control and territorial reinforcement in its development review process.

### **OBJECTIVE 1.38: ECONOMIC DEVELOPMENT**

Support a competitive and diversified economy.

*Evaluation Measure: Record of participation in meetings, workshops, and other public and private efforts to improve existing job base and job opportunities in the City.*

POLICY 1.38.1: The City will participate in public and private efforts to identify and implement the best ways to retain and strengthen the existing job base as well as to expand job and training opportunities in the City so as to support a competitive and diversified economy.

### **OBJECTIVE 1.39: COORDINATION OF TRANSPORTATION AND LAND USE PLANNING**

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: Comprehensive Plan amendments processed to achieve consistency with the Broward County Transportation Element.*

POLICY 1.39.1: 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 1.39.2: 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 1.39.3: 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.

## **OBJECTIVE 1.40: 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: Interlocal agreements executed with local governments with jurisdiction over lands under noise contours and flight paths of Fort Lauderdale Executive Airport.*

POLICY 1.40.1: 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 1.40.2: 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 1.40.3: 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 1.40.4: The City of Fort Lauderdale shall protect navigable airspace regulated by the Federal Aviation Administration from obstruction.

POLICY 1.40.5: Post noise contour data and noise abatement information for Fort Lauderdale Executive Airport on the City's website.

## **OBJECTIVE 1.41: LOCAL ACTIVITY CENTER**

Encourage compact development reflecting characteristics which includes a mixture of community-serving uses such as commercial, office, employment, civic and institutional, recreation and open space and residential, characterized by an efficient infrastructure, close-knit neighborhoods and sense of community, preservation of natural systems, promotion of pedestrian circulation and convenient access to mass transit facilities through the establishment of a Local Activity Center (LAC) land use category within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

*Evaluation Measure: Increase in the number of mixed use projects with pedestrian and transit amenities.*

POLICY 1.41.1: Local Activity Center applications shall be consistent with the criteria contained within the Permitted Uses section of the Future Land Use Element.

POLICY 1.41.2: Local Activity Centers will 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. Local Activity Centers will support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in a Local Activity Center shall be directly accessed via pedestrian ways, and accessible to existing or future alternate public transportation modes, including bicycle and transit.

POLICY 1.41.3: Parkland and/or open space that is accessible to the public must be included as a functional component within a Local Activity Center.

POLICY 1.41.4: Housing opportunities must be included as a functional component within a Local Activity Center.

POLICY 1.41.5: Affordable and workforce housing will be encouraged in a Local Activity Center through the utilization of affordable flexibility units, the direction of public housing program funds into the Local Activity Center, reduced lot size for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, the allowance of accessory dwelling units, or through other mechanisms proven effective in increasing the affordable and workforce housing stock. To promote Local Activity Centers, which propose to include "low income" housing as a viable component, the City shall support all reasonable means and methods to mitigate potential negative impacts to public facilities and services, which may result from the amendment.

POLICY 1.41.6: The rehabilitation and use of historic buildings shall be encouraged within a Local Activity Center.

POLICY 1.41.7: Fully connected routes to all destinations within a Local Activity Center shall be provided through pedestrian, bicycle paths and/or greenways. The paths should be spatially defined by buildings, trees and lighting, and should incorporate designs, which discourage high speed traffic.

POLICY 1.41.8: Convenient access to mass transit or multi-modal facilities should be provided within a Local Activity Center.

POLICY 1.41.9: Encourage internal transit systems to serve the residents and employees within a Local Activity Center (e.g. trolley, community transit services). Transit shelters should be incorporated in the local design

guidelines to provide safe and comfortable service and to encourage transit usage.

POLICY 1.41.10: The development of key intersections or major transit stops to create nodes of development should be promoted within a Local Activity Center.

## **OBJECTIVE 1.42: TRANSIT ORIENTED CORRIDOR**

Facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Corridor (TOC) land use category within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

State Road 7, which is an existing transit corridor designated for high performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, may be appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO's Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan.

*Evaluation Measure: Increase in the number of mixed use projects with pedestrian and transit amenities.*

### **Land Use Criteria**

POLICY 1.42.1: The TOC designation may only be applied to areas within approximately ¼ mile on either side of the mainline transit corridor. The area may extend beyond ¼ mile around all major intersections, activity nodes and in locations served by existing or funded community shuttle service.

POLICY 1.42.2: Residential use is required as a principal component within a Transit Oriented Corridor. Maximum residential densities must be specified when the designation is applied to the future land use map. Residential densities may be specified either as units per net acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units in the "Local Activity Center" and "Regional Activity Center" designations). When the density of the area is specified as units per net acre the percentage distribution among the mix of uses must also be identified.

POLICY 1.42.3: At least two non-residential uses must be permitted in the designated area as a principal use: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including “live work” buildings), research business, civic and institutional.

POLICY 1.42.4: Minimum and Maximum Floor Area Ratio (FAR) for non residential uses within a Transit Oriented Corridor 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 along the corridor 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.

POLICY 1.42.5: Additional or expanded stand alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and will only be allowed if designed in a manner to encourage pedestrian and transit usage.

#### Design Guideline Principles

POLICY 1.42.6: The ULDR should include design guidelines that promote connectivity to transit stations and stops and define transitional areas adjacent to residential development.

POLICY 1.42.7: 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 Corridor.

POLICY 1.42.8: Within one year of the adoption of the first TOC 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 Corridors shall include design features that promote and enhance pedestrian

mobility, including connectivity to transit stops and stations, based on the following characteristics:

- Integrated transit stop with shelter or station (within the TOC area).
- 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 TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

POLICY 1.42.9: Transit Oriented Corridors shall include internal pedestrian and transit amenities (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks and 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

POLICY 1.42.10: The transportation impact analysis for a proposed Transit Oriented Corridor designation shall consider the modal shift provided through the provision of transit and the transit oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed-use projects.

POLICY 1.42.11: In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Corridor 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 and ULDR rather than the alternative 10,000 square feet per gross acre utilized for non-residential impact analysis.

POLICY 1.42.12: 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 Corridor which provides that monitoring of

development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the City.

### **OBJECTIVE 1.43: TRANSIT ORIENTED DEVELOPMENT**

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit 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.

*Evaluation Measure: Increase in the number of mixed use projects with pedestrian and transit amenities.*

#### Land Use Criteria

POLICY 1.43.1: Residential use is required as a principal component within a Transit Oriented Development.

POLICY 1.43.2: 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.

POLICY 1.43.3: 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.

POLICY 1.43.4: 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.

POLICY 1.43.5: Additional or expanded, stand alone automobile oriented uses such as large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the local government, or limited, unless designed in a manner to encourage pedestrian and transit usage.

#### Design Guideline Principles

POLICY 1.43.6: 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 stop 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).

POLICY 1.43.7: 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

POLICY 1.43.8: 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.

POLICY 1.43.9: 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.

POLICY 1.43.10: 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.

#### **OBJECTIVE 1.44: MIXED USE – RESIDENTIAL**

Promote mixed use land development patterns which combine residential and nonresidential uses to achieve an attractive, well integrated, and pedestrian and transit friendly environment through the establishment of residential mixed land use categories within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

*Evaluation Measure: Increase in the number of mixed use projects with pedestrian and transit amenities.*

POLICY 1.44.1: 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 1.44.2: 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 1.44.3: 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 1.45: 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: Implementation of water supply projects described in the 10-Year Water Supply Facilities Work Plan.*

POLICY: 1.45.1: 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: 1.45.2: Monitor water demand needs and land use planning in municipalities receiving water from the City and providing water to the City.

POLICY: 1.45.3: Assess the Water Supply Facilities Work Plan as part of the Evaluation and Appraisal Report analysis.

POLICY 1.45.4: 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.

POLICY: 1.45.5: Meet monthly with wholesale customers to review the status of wholesale agreements, population projections, infrastructure needs and other issues included in the wholesale agreements.

POLICY: 1.45.6: Continue to use Monthly Operating Reports to track the amount of water being sold to others.

POLICY: 1.45.7: The City shall provide the local governments within its water service area with a copy of its annual update of the five-year Capital Improvements Plan (CIP) for all capacity related water supply facility projects to be included in their respective CIP updates.

## **OBJECTIVES AND POLICIES REQUIRED FOR BROWARD COUNTY PLANNING COUNCIL CERTIFICATION**

Objectives and policies required for Broward County Planning Council certification of the Future Land Use Element of the City of Fort Lauderdale are hereby incorporated from the Goals, Objectives and Policies sections of the respective individual comprehensive plan elements. Note: each of these Goals, Objectives and Policies have been adopted by the City Commission pursuant to requirements of Chapter 163, Florida Statutes and Chapter 9J-5, Florida Administrative Code, and are duplicated here for reference purposes only, to meet the requirements of the Broward County Planning Council.

### Infrastructure Element:

Policy 1.2.3  
Policy 1.4.3  
Objective 5.1  
Goal 6  
Objective 6.1

### Coastal Management Element:

Objective 1.14  
Policy 1.9.4

### Conservation Element:

Objective 1.1  
Policy 1.1.2  
Policy 1.1.4  
Objective 1.2  
Policy 1.2.2

Policy 1.2.3  
Objective 1.3  
Policy 1.3.1  
Policy 1.3.2  
Policy 1.3.3  
Objective 1.4  
Objective 1.5  
Objective 1.6  
Policy 1.9.7  
Policy 1.9.8  
Policy 1.10.2  
Policy 1.11.3  
Objective 1.12  
Objective 1.13  
Policy 1.13.2  
Policy 1.13.3  
Policy 1.13.4

Intergovernmental Coordination Element:

Objective 1.1  
Policy 1.1.2  
Objective 1.11

### **III. Permitted Uses**

Uses 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 Plan 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.

Areas designated on the City's Future Land Use Plan Map (Series) 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.

## **A. Commercial Use**

The areas designated commercial on the City's Future Land Use Plan Map (Series) are intended to provide for business, retail, service, office and other commercial enterprises which support the resident and tourist populations of the City and create employment opportunities.

The following uses are permitted within the Commercial Land Use category.

1. Retail uses.
2. Office and business uses.
3. Wholesale, warehouse, storage, light manufacturing or fabricating uses.
4. Hotels, motels and similar lodging.
5. Parks, recreation, open space, commercial recreation and City approved outdoor events.
6. Community facilities, including schools.
7. Utilities, transportation and communication facilities, excluding landfills and electrical power plants.
8. Non-residential agricultural uses.
9. Residential uses are permitted, without the need to amend the Land Use Plan Map, provided that the City applies flexibility or reserve units to the parcel in one or more of the following manners:
  - a. The residential floor area of mixed commercial/ residential structures does not exceed 50% of the total floor area of the building; and/or
  - b. The first floor area of mixed commercial/residential structures is totally confined to commercial uses; and/or
  - c. For parcels 5 acres in size or less, free standing multi-family residential uses are permitted; within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas or Chapter 163 Redevelopment Areas, free standing multi-family residential uses are permitted on parcels 10 acres in size or less; and/or
  - d. For mixed commercial/residential developments greater than 5 acres in size, (or 10 acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas or Chapter

163 Redevelopment Areas) free standing multi-family residential uses are permitted provided that the gross residential acreage does not exceed 5 acres (10 acres within areas designated on the County Plan as Urban Infill. Urban Redevelopment or Downtown Revitalization Areas or Chapter 163 Redevelopment Areas) or 40% of the total gross acreage of the commercially designated parcel, whichever is greater, and 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; and/or

- e. 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 without the application of flexibility units or reserve units.
- f. Special Residential Facilities, subject to meeting one of the Category definitions as contained in the Implementation Regulations and Procedures section of this Element, and if applicable, the provisions regarding the use and allocation of reserve units, flexibility units or bonus sleeping rooms as contained in the “Administrative Rules Document” of the Broward County Planning Council, and adopted by reference in this Element. Subject to meeting one of the Category definitions as contained in the Implementation Regulations and Procedures section of this Element, and if applicable, the provisions regarding the use and allocation of reserve units, flexibility units or bonus sleeping rooms as contained in the “Administrative Rules Document” of the Broward County Planning Council, and adopted by reference in this Element.

## **B. 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 facilities, such as golf courses, tennis clubs, sports arenas, commercial marinas, pari-mutual facilities, amusement complexes and City approved outdoor events.
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 Other active and passive recreation uses.

### **C. Community Facilities**

Community facilities on the City's Future Land Use Plan Map (Series) are intended to provide a full range of community use that 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:
  - a. Special Residential Facility Category (2) development as defined in the Special Residential Facilities subsection of this Element and consistent with the definition contained in the "Definitions" subsection of the Plan Implementation Requirements of the Broward County Land Use Plan, subject to the allocation of two (2) reserve or flexibility units in accordance with the Special Residential Facilities provisions and policies for application of these units contained in the "Administrative Rules Document: Broward County Land Use Plan".
  - b. Special Residential Facility Category (3) development as defined in the Special Residential Facilities subsection of this Element and consistent with the definition contained in the "Definitions" subsection of the Plan Implementation Requirements of the Broward County Land Use Plan; subject to the allocation of reserve or flexibility units in accordance with the Special Residential Facilities provisions and policies for application of these units as contained in the "Administrative Rules Document: Broward County Land Use Plan", each flexibility or reserve unit shall permit two (2) sleeping rooms regardless of the number of kitchens or baths.
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, subject to the requirements of and consistent with, Future Land Use Policy 1.3.11.

7. Historic areas and buildings.
8. Parks, recreation and open space excluding commercial recreation, including co-located public schools, subject to the requirements of and consistent with, Future Land Use Policy 1.3.11 and City approved outdoor events.

#### **D. Conservation**

The areas designated Conservation on the City's Future Land Use Plan Map (Series) are intended to protect major reserve water supply areas and natural reservations.

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 Plan Map (Series) and include public lands, which are conservation areas.
4. Natural Reservations that are designated for conservation use on the City's Future Land Use Plan map (Series) 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)
5. City approved outdoor events.

#### **E. Electrical Generation Facilities Use**

Electrical Generation Facilities Uses are designated on the Future Broward County Map (series), consistent with Broward County Land Use Objective 8.09.00, 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.

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 the areas designated Electrical Generation Facility 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. An Electrical Generation Facilities Use shall be required to enter into a Developer Agreement as defined in Chapter 163, Florida Statutes that will specify, among other conditions, wall and landscape buffering, the placement of electrical lines and fuel tanks underground and the intensity of land use. The intensity of land use of any Electrical Generation Facilities site 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.

## **F. Employment Center**

The areas designated Employment Center on the City's Future Land Use Plan Map (Series) are intended to encourage employment-based development, compatible with residential and other less intensive land uses, and which would support the tourist-oriented segment of the economy as well as high technology and service-based activities. This type of category is further refined into “Employment Center-

Low” and “Employment Center-High”. The “Employment Center-Low” category does not allow manufacturing uses and is designed to be inherently compatible with residential uses. The “Employment Center-High” category will allow light manufacturing uses.

A. Employment Center-Low

1. Principal Uses:

- a. office uses
- b. research and assembly
- c. hotels, motels and similar lodging
- d. restaurants and personal services, including banking and financial institutions
- e. community facilities, including schools, “schools within businesses” and vocational schools with state approved academic curriculum
- f. communication facilities
- g. non-residential agricultural uses
- h. Residential uses are permitted without the need to amend the local land use map, provided that the local government entity applies flexibility or reserve units to the parcel in the following manner:

- 1) For parcels 5 acres in size or less, free standing multi-family residential uses are permitted; within areas designated on the County Land Use Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas, free standing multi-family residential uses are permitted on parcels 10 acres in size or less.
- 2) For mixed use developments greater than 5 acres in size (or 10 acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas), free standing multi-family residential uses are permitted providing that the gross residential acreage does not exceed 5 acres (or 10 acres within areas designated as Urban Infill, Urban Redevelopment or Downtown Revitalization Area), or 40% or the total gross acreage of the employment center designated parcel, whichever is greater, and that the entire mixed use development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility of land uses within and surrounding the development.

i. City approved outdoor events

2. Accessory Uses

- a. transportation and utilities, excluding electrical power plants (limited to less than fifty percent of the developable area)

- b. storage (limited to less than fifty percent of the building area)
  - c. retail within buildings devoted to principal uses (limited to less than fifty percent of the building area)
  - d. recreation and open space uses (limited to less than fifty percent of the developable area)
3. Commercial and retail business uses may also be permitted if certified by the Broward County Planning Council in the local land use plan, subject to the review and approval requirements of Broward County Land Use Policy 13.01.10 for those portions of the City of Fort Lauderdale that are subject to this policy, and as long as the total area of these does not consume more than twenty percent of the employment center land within a flexibility zone, and as long as the location of these uses do not preclude or adversely affect the future use of surrounding areas for employment center use.

B. Employment Center-High

1. Principal Uses:

- a. Light manufacturing
- b. Office uses
- c. Research and assembly
- d. Hotels, motels and similar lodging
- e. Restaurants and personal services, including banking and financial institutions
- f. Community facilities, including schools, “schools in businesses” and vocational schools with state approved academic curriculum.
- g. Communication facilities
- h. Non-residential agricultural uses
- i. Residential uses are permitted without the need to amend the local land use map, provided that the local government entity applies flexibility or reserve units to the parcel in the following manner:

(1) For parcels 5 acres in size or less, free standing multi-family residential uses are permitted; within areas designated on the County Land Use Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas, free standing multi-family residential uses are permitted on parcels 10 acres in size or less.

(2) For mixed use developments greater than 5 acres in size (or 10 acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas), free standing multi-family residential uses are permitted providing that the gross residential acreage does not exceed 5 acres (or 10 acres within areas designated as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas), or 40% of the total gross acreage of the

employment center designated parcel, whichever is greater, and that the entire mixed use development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility of land uses within and surrounding the development.

j. City approved outdoor events

2. Accessory Uses

- a. transportation and utilities, excluding electrical power plants (limited to less than fifty percent of the developable area)
- b. storage (limited to less than fifty percent of the building area)
- c. retail within buildings devoted to principal uses (limited to less than fifty percent of the building area)
- d. recreation and open space uses (limited to less than fifty percent of the developable area)

3. Commercial and retail business uses may also be permitted if certified by the Broward County Planning Council in the local land use plan, subject to the review and approval requirements of Broward County Land Use Policy 13.01.10 for those portions of the City of Fort Lauderdale that are subject to this policy, and as long as the total area of these does not consume more than twenty percent of the employment center land within a flexibility zone, and as long as the location of these uses do not preclude or adversely affect the future use of surrounding areas for employment center use.

## **G. Industrial Use**

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, 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 that do not preclude or restrain industrial use of the surrounding areas, including technical schools, vocational schools and schools in businesses, subject to the criteria of Future Land Use Policy 1.3.10.
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 if certified by the Broward County Planning Council in the City of Fort Lauderdale's Plan, and subject to the review and approval requirements of Broward County Future Land Use Policy 13.01.10 for those portions of the City of Fort Lauderdale which are subject to that policy, as long as the total area of these uses does not consume more than 20 percent of the industrial land designated on the City Land Use Plan Map (Series) within a flexibility zone, and as long as the location of these uses does not preclude or adversely affect the future use of surrounding areas for industrial uses:
  - a. Commercial and retail business uses.
  - b. Hotel, motel and similar lodging

#### **H. Local Activity Center**

Consistent with Objective 1.41, the intent of the Local Activity Center land use designation is to support a balanced mix of land uses characterized by compactness, pedestrian friendly design, neighborhood-scale and framed by architecture and landscape design appropriate to local history and ecology. Development patterns within Local 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 a 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, consistent with Objective 1.41, 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.)

## **I. 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:

- The Low 4.4 Mixed Use (permits up to 4.4 residential dwelling units per net acre and a FAR of 1.0 for combined development - residential and non-residential).
- The Low-Medium 8 Mixed Use (permits up to 8 residential dwelling units per net acre and a FAR of 1.0 for combined development - residential and non-residential).
- The Medium 15 Mixed Use (permits up to 15 residential dwelling units per net acre and a FAR of 1.5 for combined development - residential and non-residential).
- The Medium-High 25 Mixed Use (permits up to 25 residential dwelling units per net acre and a FAR of 2.0 for combined development - residential and non-residential).
- The High 60 Mixed Use (permits up to 60 residential dwelling units per net acre and a FAR of 2.5 for combined development - residential and non-residential).

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\*\*

Use	Percentage of Use	Square Footage of Use
Residential	25.5%	5 units @ 2,000 sq. ft. = 10,000 sq. ft.
Commercial	74.5%	39,204 - 10,000 = 29,204 sq. ft.
Total	100%	39,204 (residential 10,000; commercial 29,204)

\* 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 the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement and promotes the public realm. These guidelines may include:

- Buildings should front the street. (zero or minimum setbacks are preferable).
- 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 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.)

## **J. 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, “schools within businesses” and vocational schools with state approved academic curriculum.
6. Special Residential Facility Category (2) development as defined in the Special Residential Facilities subsection of this Element; subject to the allocation of two (2) reserve or flexibility units in accordance with the Special Residential Facilities provisions and policies for the application of these units as contained in the "Administrative Rules Document" of the Broward County Planning Council.
7. Utilities excluding sanitary landfills and electrical power plants.
8. Communication facilities.
9. Non-residential agricultural uses.
10. Parks, recreation, open space uses and City approved outdoor events.
11. Hotels, motels or similar lodging.

#### **K. Park/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, proshops, 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.

#### **L. Regional Activity Center**

The Regional Activity Center (RAC) land use category is intended to encourage development or redevelopment of areas that are of regional significance. The major purposes of this designation are to facilitate mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. This designation will only be applied to areas that are of regional significance. Examples of areas, which may be appropriate for the regional activity center designation, include downtown and community redevelopment areas; Area-wide 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 Area wide 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**

General Location: South of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1 and N.W. 7 Avenue

Density and Intensity of Land Uses:

Increase the floor area ratio (FAR) from 2 to 3 by the year 2000 and to 4 by 2010 consistent with Policy 1.32.2 of the Future Land Use Element. 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:

Residential	11,060 dwelling units 5,100 original approval 2,960 flex and reserve added November 20, 2003* 3,000 additional dwelling units added January 18, 2006 (450 of the 3,000 additional dwelling units are restricted to affordable housing as defined by the Broward County Land Use Plan)
Commercial	FAR - 4
Industrial	FAR - 4
Transportation	no specified limit
Community Facilities, limited to parks, civic and cultural centers, schools, "schools within businesses" and vocational schools with state approved academic curriculum	no specified limit

Park-Open Space

8.5 acres minimum

\*An additional 2,197 residential units (2,000 flexibility and 197 reserve units) were added in November 2003. These units are currently allowed in flexibility zone 49 as identified in the Broward County Land Use Plan (immediately adjacent to the east), shall be allocated north of Broward Boulevard in the area described above as the Downtown Regional Activity Center.

\*An additional 763 residential units (750 flexibility and 13 reserve units) were added in November 2003. These units are currently allowed in the flexibility zone 54 as identified in the Broward County Land Use Plan (immediately adjacent to the west), shall be allocated south of Broward Boulevard in the area described above as the Downtown Regional Activity Center.

These allocations will be made subject to compliance and consistency with Objectives 1.14 and 1.15, Policies 1.14.1, 1.14.2, 1.14.3, 1.14.4, 1.14.5, 1.14.6, 1.14.7, 1.14.8, 1.15.1, 1.15.2, 1.15.3 and 1.18.1 as well as the associated implementing Unified Land Development Regulation policies.

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)

Comments:

1. Downtown RAC has direct access to a Tri-County Commuter Rail Station and a Broward County Mass Transit Terminal.
2. Downtown Fort Lauderdale was also designated as a Regional Activity Center in order to encourage intense development and bring residential uses back to the downtown area. In 1997, Downtown districts with different permitted uses and development regulations were adopted to foster redevelopment of this area.
3. Chapter 380.06 (2)(e), Florida Statutes (F.S.), and Chapter 28-24.014(10), Florida Administrative Code (FAC), authorize local governments to designate areas as regional activity centers, hereinafter "Chapter 380 regional activity centers", where the local government seeks to encourage higher intensities of development by increasing the threshold of development size required to undergo State review as a Development of Regional Impact (DRI). Additionally, Policy 2.1.12 of the Strategic Regional Policy Plan for South Florida authorizes the designation of "Regional Development Districts" to implement the provisions of Chapter 380.0651(3) (d) (3) and (3) (g) (2), F.S., which provide for the designation of geographic areas highly suitable for increased (DRI review) threshold intensity.

The designation of a specific area and boundaries as a Chapter 380 regional activity center for the purpose of increasing DRI review thresholds does not change the City of Fort Lauderdale Land Use Plan map designation of any land, nor does it change the uses or intensities of development authorized by the Future Land Use Element of the City's Comprehensive Plan. It only changes the circumstances under which proposed development in the designated area would have to be reviewed through the Chapter 380, F.S., DRI process.

The Downtown-RAC is hereby designated to be a Chapter 380 regional activity center, and, subject to amendment of the Strategic Regional Policy Plan for South Florida by the South Florida Regional Planning Council, as a regional development district (a geographic area specifically designated as highly suitable for increased threshold intensity), for the purpose of increasing DRI thresholds.

### **Central Beach Regional Activity Center**

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:

Residential	5,500 Dwelling Units (3,050 dwelling units existing as of July 1998) – limited by peak hour trip cap described in Comment #2 below
Commercial	Limited by peak hour trip cap described in Comment #2 below
Recreation/Open Space	Limited by peak hour trip cap described in Comment #2 below
Community Facilities, including “schools within businesses” and excluding electrical power plants	Limited by peak hour trip cap described in Comment #2 below

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.
4. All development shall be consistent with the Fort Lauderdale Beach CRA Community Redevelopment Plan.
5. Site is a center of regional tourist activity.

**Northwest Regional Activity Center**

General Location: West of Flagler Ave, 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:

Residential	10,900 dwelling units Maximum
Commercial	13,500,000 sq. ft. Maximum
Industrial	4,500,000 sq. ft. Maximum
Community Facilities, including Schools excluding Electrical power plants	1,500,000 sq. ft. Maximum Utilities, 500,000 sq. ft. Maximum
Recreation/Open space	500,000 sq. ft. Minimum
Conservation	1.97 acres Minimum

Comments: In order to achieve the objectives and opportunities for redevelopment as identified in the Northwest Progresso/Flagler Heights Community Redevelopment Area, the City has established a Northwest-Regional Activity Center.

The Northwest-RAC provides the ultimate flexibility for redevelopment activities and for preserving single-family residential neighborhoods within the area.

Northwest-RAC zoning districts will be established to provide for uses, dimensional regulations, density and design criteria to ensure that:

1. Commercial development is compatible with residential areas.
2. Planned residential development is provided, which encourages single-family housing.
3. Commercial lot depths are increased where appropriate.
4. 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.

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:

Residential	Maximum dwelling unit count restricted to 936 units.
Commercial	6,000,000 sq. ft. Maximum
Office	4,000,000 sq. ft. Maximum
Community Facilities, including schools and excluding electrical generating plants	1,000,000 sq. ft. Maximum
Recreation/ Open Space	500,000 sq, ft Maximum

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 the professional office and single family uses in the area. 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 stand alone 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.
2. 475 dwelling units were transferred from Flex Zone 56 to the SRAC by the City Commission in May 2006.

**M. Residential Use**

The areas designated for residential use on the City's Future Land Use Map (Series), are intended primarily for dwellings, but other land uses in support of the residential environment, such as, neighborhood parks and schools, may also be appropriate therein.

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 (Series) and as shown below and as further explained in the following subsection entitled "Density Provisions".

The Low Residential category permits up to 4.4 dwelling units per net acre.

The Low-medium Residential category permits up to eight (8) dwelling units per net acre.

The Medium Residential category permits up to fifteen (15) dwelling units per net acre.

The Medium-High Residential category permits up to twenty-five (25) dwelling units per net acre.

The High Residential category permits up to sixty (60) dwelling units per net acre.

See Conversion Table (City/County) in Density Section

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 Map (Series) 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 Policy 13.01.10 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. 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.

- d. Regardless of the constraints of a and b above, space within residential buildings in areas designated medium residential density may be used for offices, as long as no more than 50% of the floor area is used for offices.
10. Mobile Home park sites in the Low-Medium, Medium, Medium-High, and High Residential density ranges. The maximum number of Mobile Home park sites permitted is equal to the maximum number of dwelling units designated for that parcel on the Future Land Use Plan Map (Series) 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, subject to meeting one of the Category definitions as contained in the Implementation Regulations and Procedures section of this Element and, if applicable, the provisions regarding the use and allocation of reserve units, flexibility units or bonus sleeping rooms as contained in the “Administrative Rules Document” of the Broward County Planning Council, and adopted by reference in this Element.

**Density Provisions for Special Residential Facilities**

- a. Special Residential Facility Category (1) development shall count as one (1) dwelling unit each.
- b. Special Residential Facility Category (2) development shall count as two (2) dwelling units each.
- c. Special Residential Facility Category (3) development shall count as one (1) dwelling unit per every two (2) sleeping rooms regardless of the number of kitchens or baths

**Irregular Density** - 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 dwelling units allowable within the dashed line. The dwelling units that are permitted within areas circumscribed by a dashed line may only be applied within the boundaries of the circumscribed area and may not be transferred.

#### **N. Transit Oriented Corridor**

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

(No specific sites designated at time of printing.)

#### **O. 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.

(No specific sites designated at time of printing.)

#### **P. 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 {tc "Executive Airport " \ 4}**- 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. Parks, recreation and open space and “schools within businesses” 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, and such “schools within businesses” shall only be allowed, consistent with the Broward County Land Use Plan, 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{tc "Port Everglades Transportation Area " \ 4}** - 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 {tc "Other Air Transportation Areas " \ 4}**- 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{tc "Expressways " \ 4}** - 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 not 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.

## **Q. 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, substations, 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 ULDR.
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.

## **IV. Density and Intensity Standards {tc "III. DENSITY AND INTENSITY STANDARDS PROVISIONS " \ 2}**

### **Intensity and Density Standards {tc "Intensity and Density Standards " \ 3 }**

- A. The following 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:
  1. 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;

2. Consideration of unique characteristics of the land or site to determine its capacity for residential and/or non-residential uses;
  3. The regulation of the amount of impervious surfaces provided on a development site;
  4. The regulation of density through density ranges and housing types;
  5. 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;
  6. 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
  7. The reduction of nonconforming uses.
- B. In recognition of the City as a developed community, the City utilizes 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:
1. Principals of urban form and interrelationship with anticipated future land uses;
  2. Achieving a cleaner, healthier environment;
  3. Reducing urban sprawl through the Sustainable South Florida growth and redevelopment;
  4. Protecting natural areas;
  5. Advancing the efficient use of land and other resources;
  6. Creating a quality community and jobs for residents of the City;
  7. Distribution, extent and location of future land uses proposed within a development; and
  8. Anticipated impacts on future land uses and on public services and facilities.
- C. In addition to the intensity standards described in A and B above, the City utilizes all the intensity and density standards provided in the:
1. Future Land Use Element;
  2. Housing Element;
  3. Infrastructure Element;
  4. Transportation Element;
  5. Coastal Management Element;
  6. Conservation Element;
  7. Intergovernmental Element;
  8. Capital Improvements Element;
  9. Parks and Recreation Element; and
  10. Historic Preservation Element.

D. Nonresidential Intensity Standards

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.”

The FAR will not be applied to individual parcels, but will be applied to the subregions of the City defined as the Community Area Planning (CAP) regions. (CAP regions are further detailed in the Support Document to this Element.) The FAR for each nonresidential use will be the maximum for the nonresidential use for the CAP. Thus, individual parcels may exceed the maximum FAR for that nonresidential land use, but maintaining the FAR maximum for the entire CAP area will assure that the City of Fort Lauderdale can provide services to the proposed amendment. Intensities will be monitored by CAP.

The following table summarizes the FAR maximums for each nonresidential land use for each CAP area. ULDR amendments will be processed to maintain consistency with the table below.

**Intensity Standards for Nonresidential Land Use Categories**

<b>NONRESIDENTIAL LAND USE</b>	<b>MAXIMUM FAR PER CAP AREA</b>
Commercial	3
Community Facilities	3
Office Park	3
Industrial	3
Utilities	3
Park-Open Space (Structures)	3
Commercial Recreation	3

**Density Calculation**

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. Mixed-use development is defined by the City of Fort Lauderdale Unified Land Development Regulations (ULDR), as “a development parcel which includes a mixture of residential dwelling units and commercial retail sales, service or office uses. A Mixed Use Development may consist of the following: 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.

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

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.

**Residential Density Conversion Table**

<b>City Residential Land Use Category Dwelling Units Per Net Acre</b>	<b>County Residential Land Use Category Dwelling Units Per Gross Acre</b>
Low (0 to 4.4 du/net acre)	Low (3 du/gross acre)
Low Medium (4.4 to 8 du/net acre)	Low (5 du/gross acre)
Medium (8 to 15 du/net acre)	Low Medium (10 du/gross acre)
Medium High (15 to 25 du/net acre)	Medium (16 du/gross acre) Medium High (25 du/gross acre)
High (25 to 60 du/net acre)	High (50 du/gross acre)

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.

**Arrangement of Dwelling Units**

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 ULDR.

**Flexibility Units**

“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.

Since the City's Future Land Use Plan Map may be more restrictive than the Future Broward County Land Use Plan Map (Series), available flexibility units may be utilized by the City government entity to rearrange residential densities, consistent with Broward County Land Use Policy 1.02.01 and Broward County Land Use Policy 13.01.10 for those portions of the City that are subject to that Policy.

Rearrangement of residential densities utilizing flexibility units will be administered within "flexibility zones". The boundaries of and rules governing "flexibility zones" and rearrangement of residential densities therein, consistent with Broward County Land Use Policy 1.02.01 and Broward County Land Use Policy 13.01.10 for those portions of the City that are subject to that Policy, will be established within the Broward County Planning Council's "Administrative Rules Document".

Utilization of the Broward County Land Use Plan "Flexibility Rules", as per Policies 01.01.03, 01.01.04, 01.02.01, 01.02.02, 02.04.04, 02.04.05, 03.01.06 and 03.02.02, 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.

The maximum number of dwelling units permitted in a flexibility zone by the City's Future Land Use Plan Map shall not exceed the number of dwelling units permitted in the flexibility zone by the Future Broward County Land Use Plan Map (Series).

### **Reserve Units**

"Reserve units" mean additional permitted dwelling units equal to two percent (2%) of the total number of dwelling units permitted within a flexibility zone by the Future Broward County Land Use Plan Map (Series).

The City may allocate residential densities, utilizing reserve units, which exceed those shown on the local land use plan map.

Allocation of reserve units will be administered within "flexibility zones" and do not require an amendment to the City's Land Use Plan Map. The boundaries of and rules governing "flexibility zones" and allocation of reserve units therein will be established within the Broward County Planning Council's "Administrative Rules Document".

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.

The number of reserve units in a flexibility zone will be fixed at the adoption of the Future Broward County Land Use Plan Map (Series). The number of reserve units assigned to a parcel designated for residential use on the Land Use Plan Map may not exceed 100% of the maximum number of dwelling units indicated for the parcel by the City's Land Use Plan Map. However, the City's Land Use Plan, the zoning, and the applicable land development Unified Land Development Regulations shall not permit any density higher than fifty (50) dwelling units per gross acre.

### **Broward County Flexibility Rules**

The City's Flexibility Rules (Section 47-28 of the ULDR), and Broward County Flexibility Rules are hereby incorporated by reference.

### **Broward County Reporting Requirements to the Broward County Planning Council**

The City Planning and Zoning Department shall prepare and transmit to the Broward County Planning Council information regarding demolition permits and use of residential and commercial “flexibility” in accordance with Article 6 of the Administrative Rules Document: Broward County Land Use Plan and Section IV.D.7 of the Broward County Land Use Plan.

### **Broward County Special Residential Facilities Definitions**

1. The Broward County Land Use Plan defines categories of special Residential Facilities, in accordance with Broward County Ordinance 85-92, 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).

## 2. 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. 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.

### **Broward County Recreation and Open Space Requirements**

This section hereby incorporates by reference those sections of the Recreation and Open Space Element necessary to demonstrate compliance with the Broward County Community Parks standard of 3 acres per 1000 population, consistent with Section IV-C of the Broward County Land Use Plan including:

Existing and projected build-out populations.

Current and projected community parks requirement utilizing the 3 acres per thousand standard.

Inventory of all existing park and recreation acreage used to satisfy the above standard relative to current population. Acreage used to satisfy the requirement must be consistent with the portion of Section IV-C entitled "Community Parks" of the County Plan.

Inventory of all proposed park and recreation acreage used to satisfy the above standard relative to buildout population. Acreage used to satisfy the requirement must be consistent with the portion of Section IV-C entitled "Community Parks" of the County Plan.

# **HOUSING ELEMENT**

## **I. Introduction**

The purpose of the housing element is to provide guidelines for the City to: 1) enhance and revitalize its single family neighborhoods; 2) improve the quality of the existing housing stock; 3) provide safe and adequate housing for all residents of various income levels; 4) encourage housing development in the downtown urban core; and to 5) analyze housing conditions and trends to identify any housing problems; 6) identify existing or projected housing supply deficits; 7) Revitalize distressed areas; 8) Reduce long distance commuter traffic by coordinating transportation and housing and 8) develop appropriate plans and programs to accomplish its housing goals.

## **II. Goals, Objectives and Policies**

**GOAL 1:** Preserve, enhance, and revitalize the City's existing neighborhoods.

**OBJECTIVE 1.1:** Enhance neighborhood preservation goals.

- Evaluation Measures:*
- 1. This evaluation will utilize data obtained through the monitoring of the City's compliance with Policy 1.1.4.*
  - 2. Record of development permits issued that support revitalization and stabilization in deteriorating neighborhoods of the City, which result in a reduction in blight commensurate with available funding & increased construction costs, within 5 years of adoption of EAR-based amendments.*

**POLICY 1.1.1:** Continue to utilize community design standards to enhance housing characteristics and neighborhood preservation.

**POLICY 1.1.2:** Continue to utilize intensity and density standards as provided in the Future Land Use Element to preserve existing single-family uses.

**POLICY 1.1.3:** To ensure stabilization of existing neighborhoods, the Planning and Zoning Department will review future rezonings for impacts upon neighborhood quality in accordance with adopted Neighborhood Master Plans.

POLICY 1.1.4: Protect neighborhoods from unreasonable traffic impacts by utilizing traffic calming measures, such as but not limited to, street closures, diverters, signalization, site modifications including access controls, stop signs, and traffic separators.

POLICY 1.1.5: Utilize the neighborhood compatibility criteria and other appropriate regulations to maintain or improve the quality of housing in established residential areas.

POLICY 1.1.6: Preserve the neighborhood character of annexed residential areas that included this request in their annexation documents and amend the ULDRs to include appropriate regulations to implement.

POLICY 1.1.7: Promote neighborhood compatibility strategies and include appropriate regulations within the ULDR.

**OBJECTIVE 1.2:** Utilize the master planning and corridor planning process, as updated, to concentrate public resources to revitalize and stabilize deteriorating neighborhoods of the City.

*Evaluation Measures:*

*1. Record of development permits issued that support revitalization and stabilization within the blighted and deteriorating neighborhoods of the City, which result in a reduction in blight to the maximum extent of available funding, by the year 2013.*

POLICY 1.2.1: Assign concentrated police resources (such as community police) to targeted neighborhoods for specialized crime reduction projects.

POLICY 1.2.2: Improve aesthetics of selected roadway vistas through the development of corridor plans that include planting of trees and other visual accents.

POLICY 1.2.3: Continue to utilize crime prevention through environmental design standards when reviewing development proposals, as a means of creating defensible spaces in the City that are visible to neighbors and reduce opportunities for criminal activity.

POLICY 1.2.4: Support community policing and community watch organizations to reduce opportunities for criminal activity by strengthening the social fabric of neighborhoods in the City.

POLICY 1.2.5: Increase the supply of affordable housing by maintaining and re-stabilizing existing neighborhoods.

POLICY 1.2.6: Continue to implement the recommendations of the accepted Central, South and East Community Area Plans (CAP).

POLICY 1.2.7: Develop recommendations for the two remaining CAP study areas (North Area and Barrier Island) that focus on stabilizing deteriorating neighborhoods.

**OBJECTIVE 1.3:** Reduce non-local traffic on residential streets by 10% in 2013 and by 15% in 2018.

*Evaluation Measure: Record of implementation of traffic calming measures to reduce non-local traffic on residential city streets by 10% by the year 2013 and 15% by 2018.*

POLICY 1.3.1: Continue to implement the recommendations of the Neighborhood Traffic Study which specifically addresses neighborhood traffic issues and seeks to return local streets to local use only.

POLICY 1.3.2: Continue to implement the Public Services Department's traffic calming policies.

**OBJECTIVE 1.4:** Continue to survey historic houses in Fort Lauderdale utilizing state and federal grant funds, and investigate additional funding sources.

*Evaluation Measure: Record of City's surveys of historic houses.*

POLICY 1.4.1: Through architectural surveys determine those houses most suitable for historic designation and preservation of the city's existing housing stock.

POLICY 1.4.2: Encourage and promote national and local historic designation of properties identified as eligible on the surveys that have been completed.

**GOAL 2:** Improve housing stock through rehabilitation and reconstruction.

**OBJECTIVE 2.1:** Continue to moderately rehabilitate renter-occupied housing units and substantially rehabilitate renter-occupied housing units by 2013 through utilization of various federal and state funding sources for rental rehabilitation programs available to local non-profit and for-profit organizations, to the extent that funds are available and proposed projects support long-term planning goals. Provide and substantial rehabilitation to additional renter-occupied units by 2018.

*Evaluation Measure: Record of number of renter-occupied units rehabilitated by 2013 and by 2018 and disbursement of 100% of funding received from Federal and State agencies.*

POLICY 2.1.1: Support applications for federal and state funding from the Housing Authority of the City of Fort Lauderdale and other nonprofit and for-profit organizations to preserve the existing housing stock in blighted areas.

POLICY 2.1.2: Pursue grant funding and participation from the non-profit and private sectors to expand the scope of diminished government programs.

POLICY 2.1.3: Continue to implement the Rental Rehabilitation Program using program income funds supplemented from Federal CDBG funds as needed, if feasible.

POLICY 2.1.4: Identify opportunities for nonprofit organizations to receive grants from the City's federal allocations for the HUD HOME program to acquire and/or renovate existing rental housing stock for occupancy by very-low, and low income households.

**OBJECTIVE 2.2:** Continue to demolish unsafe structures as they are identified and funding is available. Continue to survey and monitor housing conditions to identify unsafe structures that should be demolished and replaced. Improve, rather than demolish, dilapidated units where cost-effective.

*Evaluation Measure: Record of unsafe structure demolitions and improved dilapidated units by 2013.*

POLICY 2.2.1: Utilize Community Development Block Grants (CDBG) and/or other available funding to demolish dilapidated structures in designated redevelopment areas and replace with new housing.

POLICY 2.2.2: Subsequent to demolition and acquisition, package properties for redevelopment in designated redevelopment areas.

POLICY 2.2.3: Through the Unsafe Structures Board, determine which structures should be demolished to protect citywide health, safety and welfare.

**OBJECTIVE 2.3:** The City's Community Inspections team shall continue to work in blighted areas to annually inspect and re-inspect housing units and shall continue to implement effective code enforcement as a way of discouraging criminal activity and strengthening neighborhoods.

*Evaluation Measure: Record of code enforcement inspection of housing units annually through 2013.*

POLICY 2.3.1: Concentrate code enforcement resources in recognized blighted areas to improve the existing housing stock.

POLICY 2.3.2: Maintain a monthly/cumulative status report on code enforcement activities in the Northwest Progresso/Flagler Heights Community Redevelopment Area (CRA).

POLICY 2.3.3: Maintain statistics on reported offenses in the concentrated enforcement area to measure the effectiveness of code enforcement upon the quality of life.

POLICY 2.3.4: Continue the activities of the NEAT program established in 2004, which includes a concentration of code enforcement efforts in blighted areas.

**OBJECTIVE 2.4:** Continue rehabilitation or replacement of dilapidated owner-occupied units by to the extent funds are available from various federal and state funding sources for owner-occupied programs.

*Evaluation Measure: Record of number of owner-occupied units that are rehabilitated or replaced with 100% disbursement of available funds, by 2013.*

POLICY 2.4.1: Continue to implement the owner-occupied rehabilitation programs funded from federal Community Development Block Grants (CDBG), HOME and state SHIP funds.

POLICY 2.4.2: Continue to replace those owner-occupied units that are not suitable for rehabilitation.

**OBJECTIVE 2.5:** Continue elimination of substandard housing conditions by continuing to fund the Housing Recovery Program, which is expected to recover 5 vacant, substandard single-family homes per year for occupancy by new very low and low income households. Assist first-time homebuyers to acquire and rehabilitate vacant single-family units and to improve the structural and aesthetic conditions of existing housing, as funding permits.

*Evaluation Measure: Record of City's continued participation in Housing Recovery Program to the maximum amount of funding available.*

POLICY 2.5.1: Utilize the Housing Recovery Program to conserve the existing housing stock and increase opportunities for the purchase of affordable housing by lower-income first-time homebuyers.

**OBJECTIVE 2.6:** Reduce the number of substandard housing units in the City by encouraging the rehabilitation or conservation of the existing housing stock, including historic structures, and provide that an increased number of very low, low and moderate-income units comes from housing rehabilitation, and adaptive re-use of non-residential structures.

*Evaluation Measure: Record of substandard housing units improved by rehabilitation and structures designated as historic.*

POLICY 2.6.1: Identify, conserve and protect historically significant housing and stabilized neighborhoods from the intrusion of incompatible land uses that would adversely affect neighborhood character or existing structures.

POLICY 2.6.2: Review current demolition processes and suggest modifications if they inhibit the rehabilitation of housing for low income and work force households or the adaptive reuse of non-residential structures for such housing.

**GOAL 3:** Meet the needs of very low income, low income and low-income households by ensuring the availability and equitable distribution of affordable housing.

**OBJECTIVE 3.1:** Facilitate maximum opportunities for economic integration by making housing programs available throughout the City to provide for adequate sites and distribution of housing for very-low income and low-income income households, and adequate sites for mobile homes, which will encourage the development of affordable housing on sites which are outside areas of lower-income concentration.

*Evaluation Measure: Record of active City housing programs that facilitate opportunities for adequate sites and distribution of very low and low income households.*

POLICY 3.1.1: Design and administer housing programs citywide to promote economic dispersion of affordable housing units.

POLICY 3.1.2: Encourage the development of affordable housing through the adoption of various incentives that may be reviewed and adopted by the City Commission.

POLICY 3.1.3: Utilize criteria in the ULDR for the location of housing for very-low-income low-income, and income households to sites at sufficient

densities to accommodate the need for affordable housing through the year 2018. Such sites shall be properly zoned and adequate in size to accommodate the number and type of units proposed in an aesthetically pleasing environment with supporting infrastructure and public facilities. Such sites shall be free of or developed to acceptably mitigate adverse environmental conditions, natural or manmade.

POLICY 3.1.4: Very-low-income and low-income housing sites shall have access to adequate public streets, infrastructure and utilities to service the site pursuant to the City's development review process.

POLICY 3.1.5: The development review process shall promote projects with a greater choice of housing opportunities including those for lower -income households.

POLICY 3.1.6: Mobile home parks and manufactured homes shall be allowed on appropriately zoned sites and in accordance with recognized Neighborhood Master Plans and guided by the same community design standards outlined in Policy 1.1.1.

POLICY 3.1.7: Coordinate and cooperate with the efforts of the South Florida Regional Planning Council and other Broward County agencies in the development of regional affordable Housing Strategies.

POLICY 3.1.8: Investigate methods of providing low-cost residential dwelling units and review, evaluate and streamline those aspects of planning, zoning, permitting and other land development codes that may unduly restrict or increase the cost of housing.

POLICY 3.1.9: Amend the Comprehensive Plan within 12 months and the ULDRs within 18 months of adoption of \_workforce/affordable housing study recommendations.

**OBJECTIVE 3.2:** Promote adequate sites for the siting of group homes and foster care facilities licensed or funded by the Florida Department of Children and Family Services and facilitate the siting of such facilities in areas of residential character in a manner which provides for the development of such facilities as an alternative to institutionalization setting forth standards for the protection of the health, safety and welfare of the City's residents.

*Evaluation Measures:*            1. *Annual record of implementation of programs that promote adequate sites for group homes and foster care facilities.*

2. *Annual record of development permits issued providing adequate sites for group homes and foster care facilities.*

3. *Annual record of Certificates of Occupancy issued for group homes and foster care facilities.*

POLICY 3.2.1: Control 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 3.2.2: As an alternative to institutionalization, provide for the future siting of group homes and other Social Service Residential Facilities.

POLICY 3.2.3: Support other local government efforts to provide affordable housing as an alternative to institutionalization.

**OBJECTIVE 3.3:** Promote equal housing opportunities in all City housing programs.

*Evaluation Measure: Record of evaluation of effectiveness of City housing programs to ensure equitable access to all participants.*

POLICY 3.3.1: Ensure equitable access for all participants in City housing programs.

POLICY 3.3.2: Require and monitor affirmative marketing plans for all sponsors of federally-funded affordable housing projects, including rental rehabilitation projects.

POLICY 3.3.3: Ensure the effectiveness of promoting affordable housing assistance to all eligible income groups by regular monitoring of marketing materials.

**OBJECTIVE 3.4:** Promote continuing efforts to explore new ways to create and or preserve affordable housing for all current and anticipated future residents and households with special housing needs.

*Evaluation Measure: Record of surveys, job training programs, and other activities to create or preserve affordable housing for all current, and future residents and households with special needs.*

POLICY 3.4.1: Conduct surveys periodically and hold public planning sessions to identify gaps in affordable housing programs.

POLICY 3.4.2: Continue to partner with the private and non-profit sectors to develop affordable housing programs which are easy to use and effective in meeting identified needs.

POLICY 3.4.3: Continue to identify ways to leverage federal and state housing funds to try to provide the most affordable housing units with the least amount of subsidy.

POLICY 3.4.4: Identify affordable housing incentives, which may be included in an affordable housing incentive ordinance, within 18 months of adoption of workforce/affordable housing study recommendations.

POLICY 3.4.5: Continue to identify programs and actions to streamline the permitting process and minimize costs and delays for housing, especially affordable housing.

POLICY 3.4.6: Utilize job training and job creation to improve the economic status of residents as a partial solution to affordable housing concerns.

POLICY 3.4.7: Ensure availability of very low, and low -income households in proximity to job centers.

POLICY 3.4.8: Support and promote efforts of the Broward County and South Florida Regional Planning Councils in their efforts to develop Regional Housing Plans that address opportunities for income (workforce) housing, by participating in the Broward County Planning Council's Ad Hoc Affordable Housing Committee and other planning initiatives.

**OBJECTIVE 3.5:** Continue facilitating the construction of 20 low-density residential housing units for very low, low, -income owners to the extent that vacant land is available.

*Evaluation Measure: Record of participation in public and private programs to facilitate construction of 20 affordable housing units, by 2013.*

POLICY 3.5.1: 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 income households that are first-time home buyers.

POLICY 3.5.2: Continue to assemble vacant lots as they become available to the City, through foreclosure, donations, and acquisition, to provide for the development of new single-family homes on scattered sites.

**OBJECTIVE 3.6:** Ensure that persons displaced from a residence as a result of a government program receive relocation assistance and that relocation assistance will be included within the City’s relocation programs.

*Evaluation Measure: Record of City participation in relocation assistance programs.*

POLICY 3.6.1: Persons who are temporarily or permanently displaced will be assisted in securing adequate new housing in accordance with the requirements of the Federal Uniform Relocation Assistance and Real Property Act or through City policies.

**OBJECTIVE 3.7:** Continue to provide assistance to eligible renter households in the form of grants and job training and continue to support Section 8 housing rental programs for qualified low income tenants.

*Evaluation Measure: Record of City support of Section 8 rental programs and provision of assistance to qualified households2013.*

POLICY 3.7.1: Support the Fort Lauderdale Housing Authority's program to provide Section 8 existing certificates and vouchers.

POLICY 3.7.2: Utilize the Rental Rehabilitation Program in conjunction with the Section 8 program.

**GOAL 4:** Provide private sector incentives to stimulate real estate activity, and specifically affordable housing construction, in the Downtown Regional Activity Center (Downtown-RAC) and the Northwest Regional Activity Center (Northwest-RAC).

**OBJECTIVE 4.1:** Encourage the construction of multi-family housing units in the Downtown-RAC and the Northwest-RAC by utilizing regulatory and procedural guidelines and intensity and density standards provided in the Future Land Use Element and consistency with the Northwest Progresso/Flagler Heights Community Redevelopment Plan for development with the NPFH CRA.

*Evaluation Measure: Annual record of multifamily development permits issued in the Downtown-RAC and Northwest-RAC.*

POLICY 4.1.1: Allow housing to be included as a mixed-use within the Downtown-RAC and the Northwest-RAC.

POLICY 4.1.2: Streamline the Development Review and Permit Process for development within the Downtown-RAC and the Northwest-RAC.

POLICY 4.1.3: Review opportunities to reduce permit fees for affordable housing projects in the Downtown-RAC and the Northwest-RAC.

POLICY 4.1.4: Promote incentives for land assembly within the Downtown-RAC and the Northwest-RAC.

POLICY 4.1.5: Implement the affordable and workforce housing set-aside requirements for the Downtown Regional Activity Center by adopting ULDR regulations within 18 months of adoption of the Land Use Plan Amendment adding new units to the DRAC.

POLICY 4.1.6: Encourage a mix and range of housing types in the Northwest CRA.

POLICY 4.1.7: Preserve the existing, stable, low density single-family neighborhoods in the Northwest CRA, consistent with the Strategic Plan.

POLICY 4.1.8: Encourage “live-work” units along the main arterial roadways within the Downtown and Northwest Regional Activity Centers.

**GOAL 5:** Promote downtown housing, including the specific established need for affordable housing, through tools such as incentives and marketing.

**OBJECTIVE 5.1:** Establish an organizational framework necessary to facilitate and market downtown housing.

*Evaluation Measure: Record of residential development permits issued for additional downtown housing units .*

POLICY 5.1.1: Continue working with the Downtown Development Authority (DDA) to promote and improve the downtown area, and specifically to promote downtown housing.

POLICY 5.1.2: Expand residential uses within and immediately surrounding the Downtown-RAC/City Center.

POLICY 5.1.3: Provide regulatory and zoning incentives for residential uses in the Downtown-RAC with the highest density residential concentrated in the Downtown-RAC City Center.

**OBJECTIVE 5.2:** Continue to require residential amenities necessary to support downtown housing.

*Evaluation Measure: Record of amenities provided in support of new downtown housing, such as but not limited to,*

*passive open space, active recreational facilities, convenience retail and services.*

POLICY 5.2.1: The City shall require the development of active uses on ground floors appropriate to residential needs.

POLICY 5.2.2: The City shall continue to sponsor fairs, festivals, entertainment and active street-level uses as a means to provide a twenty-four hour street presence in the Downtown.

POLICY 5.2.3: Reduce the perception of crime through marketing and police presence associated with Riverwalk and other improvements.

POLICY 5.2.4: Develop design guidelines to increase sensitivity to the downtown streetscape by providing for street-level activity and visual interest.

POLICY 5.2.5: Support the City's recreation and open space planning efforts, particularly the development of a "Public Realm and Open Space Plan" (PROSP) for the Regional Activity Centers by amending the Land Use Plan within one year of adoption of the Long Range Strategic Plan (LRSP) and amending the ULDRs within 18 months of adoption of the LRSPs recommendations.

**OBJECTIVE 5.3:** Create development strategies to promote redevelopment for residential uses in the Northwest-RAC.

*Evaluation Measure: Record of creation of strategies to promote redevelopment for residential uses in the Northwest RAC.*

POLICY 5.3.1: The Housing and Community Development Division shall support the Northwest-RAC specifically to improve this area for housing redevelopment.

POLICY 5.3.2: Continue to coordinate and collaborate with the Northwest Community Redevelopment Agency in its efforts to amend the ULDR to implement the Northwest Regional Activity Center land use designation by developing zoning districts that include standards and incentives for residential redevelopment that incorporates affordable and workforce housing.

**OBJECTIVE 5.4:** Encourage and support the *SABA Master Plan and Development Guide* and the intent of the South Regional Activity Center (South-RAC) Land Use Designation to encourage a mix of uses at a variety of densities and intensities while

addressing the community's desire to preserve the existing, intact adjacent single-family neighborhoods.

*Evaluation Measure: Record of development permits issued by 2013 .*

POLICY 5.4.1: Allow for the mixture of professional office and residential uses in the South-RAC.

POLICY 5.4.2: Encourage the development and adoption of specific zoning districts and standards to implement the intent of the South-RAC land use designation.

POLICY 5.4.3: Support land development regulations that will enable the construction of new residential/mixed-use development in the SOUTH-RAC that includes workforce housing to satisfy the needs of the local medical profession.

POLICY 5.4.4: Encourage the development of higher density multi-family and mixed-use development along transportation corridors to take advantage of access to public transportation.

**GOAL 6:** Advance the efficient use of affordable housing by locating it near to employment centers or mass transit corridors that provide access to employment.

**OBJECTIVE 6.1:** Increase affordable housing opportunities for very low, low, and moderate-income households within reasonable proximity to places of employment, mass transit and necessary public services in existing urbanized areas.

*Evaluation Measure: Record of affordable housing units located within proximity to employment centers, mass transit and public services by 2013.*

POLICY 6.6.1: Location of affordable housing near employment centers or premium transportation services should be promoted through the application of comprehensive planning provisions and cooperation with County agencies which provide lower income affordable housing,

POLICY 6.6.2: Continue to use incentives, such as the Federal Empowerment Zone and State Enterprise Zone designations, Brownfields, the Urban Jobs Tax Credit Program, and Community Redevelopment Area designations, to attract industries to locate in or near infrastructure-ready infill sites in very low, low and moderate income residential areas and to employ residents of these areas.

POLICY 6.6.3: Priority should be given to assist affordable work force housing projects, which are proximate to employment concentrations, mass transit, or with easy access to a range of public services.

**GOAL 7:** All variations of housing products should be provided through the most economically feasible alternatives.

**Objective 7.1:** Bring about housing design and development alternatives that are aesthetically pleasing, encourage energy efficiency and enhance the overall health, safety and general welfare of City residents.

*Evaluation Measure: Development consistent with adopted neighborhood master plans.*

POLICY 7.1.1: Ensure that growth management, housing design, and development alternatives form an integral part of a community of functional neighborhoods and city centers that promote community identity, and enhance the overall quality of life.

POLICY 7.1.2: Continue supporting development of new and innovative economically feasible construction techniques, materials and manufacturing methods that maintain or improve housing structural quality.

POLICY 7.1.3: Promote programs designed to enhance neighborhood safety in order to help prevent possible housing deterioration by crime.

POLICY 7.1.4: Encourage new legislation that promotes energy efficiency, use of alternative energy and conservation alternatives, in the construction and rehabilitation of new and existing buildings.

POLICY 7.1.5: Promote affordable utility costs for new public housing projects by utilizing Florida Green Building Coalition green construction standards or other acceptable standards, and through the incorporation of alternative energy technologies into low-income weatherization programs.

POLICY 7.1.6: Discourage the practice of illegal housing conversions, additions, or unpermitted new residential construction through a program, which includes: strong public communications; aggressive inspections; penalties; and, information on affordable housing programs.

**GOAL 8:** Meet the housing needs of all income level persons by ensuring the availability and equitable distribution of attainable housing.

**OBJECTIVE 8.1:** Promote a variety of housing opportunities for all ages and income levels City-wide.

*Evaluation Measure: Approved mixed-use and multi-family developments providing a range of housing types.*

POLICY 8.1.1: Foster a diversity of affordable housing types to include single-family detached, attached and duplex housing, multi-family and manufactured homes, provided they meet design and building guidelines and are compatible with the surrounding community.

POLICY 8.1.2: Promote zoning code changes consistent with the City of Fort Lauderdale Comprehensive Plan, that provide housing product opportunities such as accessory apartments, and the mixing of unit types.

# **INFRASTRUCTURE ELEMENT**

## **I. Introduction**

The City provides solid waste, stormwater management, sanitary sewer and potable water services in accordance with federal, state, regional, and county regulations. Fort Lauderdale provides water and sanitary sewer services for areas outside of the City and receives a minimal amount of water and sanitary sewer service from Broward County.

## **II. Goals, Objectives and Policies**

**GOAL 1:** To develop and maintain an adequate wastewater collection and treatment system, which meets existing and projected needs of Fort Lauderdale users.

**OBJECTIVE 1.1:** Provide wastewater service to adjacent jurisdictions within the Broward County Central Zone via User and other agreements through the time frames of the individual contracts.

*Evaluation Measure: Record of the City achieving and maintaining those levels of service standards established within the City.*

POLICY 1.1.1: The daily average sanitary sewer wastewater flowage level of service (millions of gallons per day - MGD) for Users shall be specified in agreements with Users, the City shall meet the future demands of the Users, and future flow calculations shall be updated as listed in the Water and Wastewater Master Plan or other planning documents.

POLICY 1.1.2: Ensure that the City and Users abide by the provisions of User and other Agreements.

POLICY 1.1.3: Require Users to provide yearly projections of future demand for services based on their respective future land use plans and projects for which development orders have been issued.

**OBJECTIVE 1.2:** As lead agency for the Broward County Central Region, the City shall provide wastewater treatment operations to meet demands within the service area in an efficient, economical and environmentally sensitive manner through 2018.

*Evaluation Measure: Record of wastewater treatment operations to meet demands within the service area at those levels of service standards established within the City.*

POLICY 1.2.1: Sewage Treatment facilities shall maintain a three month average daily flow capacity of 55.6 MGD. Injection well capacity has also been increased. An additional injection well was constructed in 1998 and placed into service in 2003. The additional injection well increased peak hour disposal capacity from 75.0 MGD to 93.0 MGD.

POLICY 1.2.2: The levels of service for wastewater are as follows: 350 gallons per day per single family housing unit; other residential buildings: 250 gallons per day per housing unit; hotel/motel: 150 gallons per day per bedroom; office, retail and warehouse uses: 1 gallon per square foot per day; institutional uses: 200 gallons per day per bed; restaurant: 30 gallons per seat per day. The level of service for water shall be 197 gallons per capita per day.

POLICY 1.2.3: Sanitary sewer service extension shall be as follows: service will be extended to each area of the City, as shown on the “WaterWorks 2011” map entitled “Septic Tank Areas to be Sewered” contained in the Support Document to this Plan Element.

POLICY 1.2.4: Conduct wastewater operations 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 1.2.5: Maintain an inventory of commercial and industrial enterprises which utilize, produce or dispose of hazardous chemicals as a means to track potential sources of water contaminants.

**OBJECTIVE 1.3:** Expand and improve the necessary facets of the sanitary sewer system to meet the projected 2018 demand for the service area.

*Evaluation Measure: Record of expansions to sanitary sewer services to meet projected 2018 demands.*

POLICY 1.3.1: The existing wastewater system, in order to adequately collect and transmit sewage will be maintained or repaired on an average of five miles linear, per year, and the Water and Wastewater Plan shall address priorities for the wastewater system.

POLICY 1.3.2: Provide extensions of the sanitary sewer 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.

**OBJECTIVE 1.4:** By 2011 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: Record of conversions from septic tanks to sanitary sewer system.*

POLICY 1.4.1: The City will implement the WaterWorks 2011 Program and Water and Wastewater Master Plan.

POLICY 1.4.2: Scheduling for conversion of areas currently using septic tanks shall follow the groupings listed in the WaterWorks 2011 Program and Policy 1.2.3 of this Element, and will be based on the need to ensure the optimum operation of the system.

POLICY 1.4.3: When sewer 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 of Fort Lauderdale 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 1.5:** As a nearly builtout city, with limited vacant land available for new development, the City will continue to encourage redevelopment and infill development on parcels with adequate infrastructure service and in compliance with the Future Land Use Plan.

*Evaluation Measure: Annual record of development permits issued in areas with adequate infrastructure service.*

POLICY 1.5.1: Concentrate expansions of main capacities and upgrade system to implement the Water and Wastewater Master Plan and Waterworks 2011 Program.

**OBJECTIVE 1.6:** The George T. Lohmeyer Wastewater Treatment Plant was upgraded to 55.6 MGD (three month average daily flow) in 2003, which will accommodate projected capacity demands through 2020. All expansions will be with the cooperation of all appropriate governmental agencies to ensure that demands and cost of service are economically feasible.

*Evaluation Measure: Record of City participation in intergovernmental coordination programs for wastewater treatment facilities and services.*

POLICY 1.6.1: Continue to upgrade and replace major plant components, as identified in the City's Water and Wastewater Master Plan or other planning documents, on a continual basis.

POLICY 1.6.2: Expansions to City utilities shall include consideration of energy efficient design and operations.

POLICY 1.6.3: The City will support any new funding recommendations in the Water and Wastewater Master Plan or other planning documents to ensure financial feasibility.

**GOAL 2:** 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 2.1:** Expand and improve the necessary facets of the water supply system to meet the projected demand for the service area.

*Evaluation Measure: Record of completion of update of the City's Water and Wastewater Master Plan.*

POLICY 2.1.1: Immediate priorities for water system maintenance shall be as follows:

- instances where the health, safety and welfare of system users is a concern;
- repeated occurrences of leakage and/or breakage due to a deteriorated condition;
- repeated quality problems including color, clarity, taste and odor complaints, which do not pose a health threat.

POLICY 2.1.2: 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 2.1.3: Water supply and distribution mains must assure adequate flow for both fire fighting and consumer needs.

POLICY 2.1.4: 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.

POLICY 2.1.5: Potable water storage shall be as recommended in the Water and Wastewater Master Plan or other planning documents. Daily potable water pressure shall be shall be 70 pounds of pressure as needed to maintain adequate system pressure and ensure adequate fire protection.

POLICY 2.1.6: 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 Water and Wastewater Master Plan Update or other planning documents.

POLICY 2.1.7: Concentrate expansions of water lines and upgrades where identified in the Water and Wastewater Master Plan or other planning documents.

POLICY 2.1.8: The City will support any new funding recommendations in the Water and Wastewater Master Plan or other planning documents to ensure financial feasibility.

**OBJECTIVE 2.2:** Continue to provide water service to adjacent jurisdictions through the time frames of individual interlocal agreements.

*Evaluation Measure: Record of City participation in interlocal agreements for potable water services.*

POLICY 2.2.1: The potable water daily average level of service for Users shall be as listed in users agreements.

POLICY 2.2.2: Work with Broward County and other municipalities to update the Broward County Population Forecasting Model. User agreements shall meet the demand projected by the Broward County Population Forecasting Model.

POLICY 2.2.3: Monitor wholesale water use through monthly meetings with users and monthly reports.

**OBJECTIVE 2.3:** The City shall provide potable water service to meet the demands of the service area in an efficient, economical and environmentally sensitive manner through 2018. The City shall coordinate land use planning with the management of water source and supply plans through the Comprehensive Plan, local water supply initiatives and the South Florida Water Management Districts Lower East Coast (LEC) Water Supply Plan (adopted February 15, 2007).

*Evaluation Measure: Record of the City providing potable water service to meet the demands at adopted levels of service.*

POLICY 2.3.1: The level of service for potable water shall be 197 gallons per capita per day.

POLICY 2.3.2: 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.

POLICY 2.3.3: 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.

POLICY 2.3.4: Monitor water usage for compliance with the City's Consumptive Use Permit.

POLICY 2.3.5: Implement the City's 10-Year Water Supply Facilities Work Plan.

POLICY: 2.3.6: 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 County's water service areas and support other local and regional water supply plans. The Work Plan shall be incorporated wholly into the Infrastructure Element of the Comprehensive Plan and be supported by data and analysis contained in Volume II of the Comprehensive Plan.

POLICY: 2.3.7: Coordinate and be consistent with the South Florida Water Management Districts LEC Plan when proposing or amending the Water Supply Facilities Work Plan. Update the City's Work Plan within 18 months following an update to the LEC Plan and be documented in the text of the Work 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.

**GOAL 3:** Protect aquifer recharge potential and water supply quality in the City.

**OBJECTIVE 3.1:** The City shall continue to protect the viability of the Peele/Dixie and Prospect Wellfields by reducing the potential for contamination of the wells from pollution and saltwater intrusion.

*Evaluation Measures:* 1. Record of City participation in wellfield protection programs.

*2. Record of annual wellfield analysis.*

POLICY 3.1.1: The City shall encourage and assist Broward County in enforcing the Wellfield Protection Ordinance to the maximum extent possible.

POLICY 3.1.2: Monitor activities at the Fort Lauderdale Executive Airport that may affect the wellfield.

POLICY 3.1.3: Voluntarily comply with all mandates of the Broward County Wellfield Protection Ordinance.

POLICY 3.1.4: Continue to use natural areas and open space to facilitate both adequate drainage and aquifer recharge.

POLICY 3.1.5: Install interconnects from surface waters of Broward County (i.e., drainage features) to appropriate areas for recharge of both Peele-Dixie and Prospect wellfield, thus intercepting waters that would otherwise have been lost to tide.

POLICY 3.1.6: Sample groundwater in the vicinity of potential industrial contamination annually to detect pollution that may enter the aquifer.

**GOAL 4:** Ensure that all areas of the City are reasonably protected from flooding giving due consideration to the City's natural environment.

**OBJECTIVE 4.1:** Continue to review all new development and redevelopment per Development Review Requirements, to ensure that drainage is adequately and properly provided.

- Evaluation Measures:*
- 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 Public Services Department to insure adequate drainage by all regulating agencies.*

POLICY 4.1.1: The following design storms are established for drainage facility capacity:

- public road elevation: 10 year, one-day storm event.
- 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 4.1.2: 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 4.1.3: Assure drainage and stormwater management utilizing the following standards for new development:

Road Protection	<p>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."</p> <p>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."</p>
Buildings	<p>To have the lowest floor elevation no lower than the elevation for the respective area depicted on the "100 Year Flood Elevation Map." Retain the first inch on stormwater runoff on-site.</p>
Off Site Discharge	<p>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.</p> <p>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.</p>
Storm Sewers	<p>Design frequency minimum to be three year rainfall intensity of the State Department of Transportation Zone 10 rainfall curves.</p>
Flood Plain	<p>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</p>

the ten year "Flood Criteria Map" and the "100 Year Flood Elevation Map."

On Site Storage

Per South Florida Water Management District (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 South Florida Water Management District for such uses.

POLICY 4.1.4: Continue to enforce land development regulations adopted to implement minimum design criteria for drainage improvements.

POLICY 4.1.5: Utilize the land use designations of Conservation and Park/Open Space to protect open natural drainage areas from undue development.

**OBJECTIVE 4.2:** 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: Record of participation in FEMA program.*

POLICY 4.2.1: Participate in programs designed to protect life and property.

POLICY 4.2.2: Participate in the update of Federal Emergency Management Administration (FEMA) maps as per federal requests.

**OBJECTIVE 4.3:** Monitor and participate in the Federal National Pollution Discharge Elimination System (NPDES) permitting program.

*Evaluation Measure: Record of participation in the NPDES program.*

POLICY 4.3.1: Continue to comply with the current Municipal Separate Stormwater System Permit awarded to the City by the federal government, and apply for and receive a new Municipal Separate Stormwater System permit in 2008.

POLICY 4.3.2: Comply with specific conditions of stormwater sampling and infrastructure maintenance and repair for the ensuing annual reports.

POLICY 4.3.3: Incorporate the City's needs analysis into the NPDES permit by 2008.

POLICY 4.3.4: Provide local drainage data and other pertinent information to Broward County for analysis and assessment as part of its permitting process.

**OBJECTIVE 4.4:** Pursuant to the 1991 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 South Florida Water Management District, the Regional Planning Council, Broward County and private developers.

*Evaluation Measure: Record of improvements to drainage facilities necessary to meet the drainage needs and increase in drainage capacity as identified in the 1991 Broward County Drainage Assessment.*

POLICY 4.4.1: Determine areas in the City in which stormwater is not adequately addressed by completing a Master Drainage Plan.

POLICY 4.4.2: As a consequence of the proposed analysis the City shall set priorities regarding replacement, correcting deficiencies, and addressing future needs on an annual basis.

POLICY 4.4.3: 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 is physically and economically possible.

POLICY 4.4.4: Following a determination of the City's course of action, amend this objective as appropriate.

POLICY 4.4.5: 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 in the City. These standards are consistent with Chapter 17-25 F.A.C. standards for water quality.

POLICY 4.4.6: The City shall support financing recommendations in the Master Drainage Plan.

**GOAL 5:** Continue to provide for a high quality of solid waste removal services for city residents and businesses.

**OBJECTIVE 5.1:** The City will participate, as appropriate, with Broward County solid waste disposal operations including future resource recovery operations.

*Evaluation Measure: Record of City participation in Broward County solid waste disposal operations.*

POLICY 5.1.1: The City shall support the development of cost-efficient means to maximize the recovery of materials and energy from solid waste.

POLICY 5.1.2: Support County efforts to provide disposal capabilities as stated in the Solid Waste Element, Broward County Comprehensive Plan.

POLICY 5.1.3: Participate in the County's Resource Recovery program as a means to reduce the amount of trash sent to the landfill.

**OBJECTIVE 5.2:** The City will provide for adequate convenient and economical solid waste collection and disposal within its service area to meet existing and future demands through the year 2018, in accordance with the City's Interlocal Agreement.

*Evaluation Measure: Record of City's provision of an economical and efficient solid waste disposal and collection service.*

POLICY 5.2.1: The City shall provide collection of 7.2 lbs per capita per day.

POLICY 5.2.2: The City will continue to make provisions for solid waste collection by City and/or private haulers and solid waste disposal at County facilities described herein.

POLICY 5.2.3: The City will investigate and participate in new Broward County programs aimed at implementing innovative methods of waste collection and disposal in accordance with State laws requiring recycling of approximately 35% of all paper, metal, plastic and glass.

POLICY 5.2.4: All firms within the City which maintain hazardous materials on their premises shall comply with Broward County Department of Planning and Environmental Protection (DPEP) licensing requirements. Per DPEP regulations, each licensee shall have an emergency clean-up plan, secondary containment, specific and general site conditions and proper storage, processing, use and disposal provisions.

**GOAL 6:** In the interest of preventing sprawl development by encouraging redevelopment and infill development, the City shall extend new services as needed, on a cost-feasible basis.

*Evaluation Measure: Record of service extensions to areas experiencing redevelopment.*

**OBJECTIVE 6.1:** The City shall assist, and shall give priority to, areas experiencing affordable housing development, redevelopment and infill development consistent with the Water and Wastewater Master Plan and the Waterworks 2011 Program, and, for annexation, with extension of services, on a cost-feasible basis and as desired by those areas, as approved by the City Commission.

**GOAL 7:** Insure coordination of infrastructure improvements.

**OBJECTIVE 7.1:** Continue to participate in the Technical Coordinating Committee (TCC) of the Metropolitan Planning Organization (MPO) and provide advance notice of City water and wastewater capital improvements to the Florida Department of Transportation so that efficiencies can be achieved through coordination of the improvements with programmed roadway projects.

*Evaluation Measure: Attendance at TCC Meetings and regular coordination with FDOT.*

# **COASTAL MANAGEMENT ELEMENT**

## **I. Introduction**

Chapter 163, Florida Statutes requires that local coastal governments plan for, and where appropriate, restrict development where development would damage or destroy coastal resources and protect human life and limit public expenditures in areas that are subject to destruction by natural disaster. This element contains goals, objectives and policies that address redevelopment and economic development in the City's coastal area.

## **II. Goals, Objectives and Policies**

**GOAL 1:** Plan for, encourage and manage development and redevelopment activities in the coastal area to maximize aesthetic, environmental, recreational and economic values of coastal areas of the City, while taking measures to protect the City's natural and historic resources and to protect human life and public and private property from harm by natural disasters.

**OBJECTIVE 1.1:** Protect and conserve remaining coastal wetlands, living marine resources, coastal barriers and wildlife habitat, as applicable in the coastal areas of the City.

*Evaluation Measure: Record of development permits issued demonstrating that 100 percent of existing coastal wetland acreage is preserved through the year 2018.*

**POLICY 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 1.1.2:** Assist county and state agencies in the enforcement and monitoring of compliance with the Florida Department of Environmental Protection (DEP) Coastal Construction Control Line regulations.

**POLICY 1.1.3:** Monitor development in the coastal areas to ensure proper compliance with state and local regulations.

**POLICY 1.1.4:** Development and redevelopment in the coastal area shall not degrade or destroy existing natural beaches or berm areas.

**POLICY 1.1.5:** Continue to support a Beach Nourishment Program as a means of conserving the barrier island's resources.

**OBJECTIVE 1.2:** Maintain or improve estuarine environmental quality in the City.

*Evaluation Measure: Record of the City's coordination with Broward County and monitoring of development impact on estuaries.*

POLICY 1.2.1: The City shall provide for restoration or enhancement of disturbed or degraded natural resources including beaches and dunes, estuaries, wetlands and drainage systems, and programs to mitigate future disruptions or degradations by complying with the Broward County policies.

POLICY 1.2.2: Coordinate efforts with Broward County and existing resource protection plans of the City to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, reduce exposure to natural hazards and ensure public access.

POLICY 1.2.3: The City shall monitor for potential development impacts on estuaries through the development review processes, including site plan and plat applications.

POLICY 1.2.4: The City shall coordinate with existing resources protection plans of other agencies through the development review process.

**OBJECTIVE 1.3:** Utilize criteria or standards provided in the Comprehensive Plan for prioritizing shoreline uses, giving priority to water-dependent uses.

*Evaluation Measure:*

- 1. Annual record of development permits issued for water-dependent uses.*
- 2. Annual record of development permits issued for projects that displace or reduce water-dependent uses.*

POLICY 1.3.1: Areas within the Port Everglades Jurisdictional Area shall be consistent with priorities identified within the Deepwater Port Component of the Broward County Comprehensive Plan.

POLICY 1.3.2: The City shall continue to maintain, review and amend land development regulations which give priority to water-dependent and water related uses, especially in areas along the sandy beach and for shoreline uses that are public in nature and promote tourism.

POLICY 1.3.3: The entire sandy beach area shall be used for water-dependent, water-related uses, recreation and support facilities.

POLICY 1.3.4: Areas adjacent to the beach, comprised of a high percentage residential uses shall be preserved for residential uses.

POLICY 1.3.5: The “Central Beach Revitalization” area, adjacent to the beach and promenade, shall be comprised of commercial and residential uses, including hotels/motels, restaurants and retail uses; and any other priorities deemed appropriate pursuant to the Central Beach Revitalization Plan.

POLICY 1.3.6: Preserve and enhance existing marinas in the City and standards for future marina siting 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 1.3.7: Land use priorities along and adjacent to the shoreline shall be comparable with existing development and shall further the Central Beach Revitalization Plan.

POLICY 1.3.8: The City shall give priority to water dependent uses in zoning decisions.

POLICY 1.3.9: The locating of water-dependent uses shall take into consideration the protection of manatees in areas, which they frequent.

**OBJECTIVE 1.4:** Utilize criteria within the Plan for the siting of future water-dependent and water-related uses in the coastal area including boat rentals and water taxis.

- Evaluation Measure:*
- 1. Annual record of development permits issued demonstrating that design criteria were utilized in the siting of water-dependent and water-related uses.*
  - 2. Utilize data obtained through the monitoring of the City’s compliance with Policy 1.4.1.*

POLICY 1.4.1: Utilize performance standards for siting water-dependent and water-related uses which afford such priority uses in the coastal area while giving consideration to the surrounding uses.

POLICY 1.4.2: Protect existing marine uses as a resource of the City.

**OBJECTIVE 1.5:** Monitor City and State mandated construction standards to minimize the impacts of redevelopment activities on beach or dune systems adjacent to the shoreline.

*Evaluation Measure: Annual record of monitoring activities undertaken to comply with State mandated coastal construction line development standards.*

POLICY 1.5.1: Ensure that development is consistent with Florida Department of Environmental Protection Coastal Construction Control Line Regulations.

POLICY 1.5.2: Development and redevelopment activities in the coastal high hazard area shall seek to protect and enhance the aesthetic quality of the beach for all residents and visitors.

POLICY 1.5.3: Maximize the aesthetic quality of Fort Lauderdale's beaches and provide for unobstructed scenic viewing.

POLICY 1.5.4: Continue to prohibit activities adjacent to the City's beaches, which may have adverse effects on coastal resources.

POLICY 1.5.5: Promote passive and active recreational activities on or adjacent to the City's beaches and shores which maximize the positive aspects of the beach environment while protecting this natural resource.

POLICY 1.5.6: Where feasible, incorporate native vegetation into projects on or adjacent to coastal resources.

POLICY 1.5.7: Increase non-beach public space, Intracoastal plazas, and provide pedestrian linkages between the Intracoastal and the beach.

POLICY 1.5.8: Where feasible, incorporate xeriscaping and native plantings into City General Obligation Bond projects.

**OBJECTIVE 1.6:** Utilize specific standards within the Plan to reduce the exposure of human life and property to natural hazards in the coastal high hazard area.

*Evaluation Measures: Annual record of development permits issued in the coastal high hazard area, demonstrating the application of specific standards that result in a reduction in the exposure of human life and property to natural disasters.*

POLICY 1.6.1: Regulations contained within the Florida Building Code will be enforced to reduce exposure of life and property to the damaging effects of a

hurricane to protect human life and property and conserve the City's natural resources.

POLICY 1.6.2: Regulate inappropriate development, including infrastructure, in the coastal high hazard area.

POLICY 1.6.3: Development in the coastal high hazard area shall be reviewed for significant impacts upon evacuation routes, and shall require roadway improvements if deemed necessary.

**OBJECTIVE 1.7:** Continue to protect and enhance dunes and coastal biological communities on Fort Lauderdale's sandy beach as a means to protect the beach system and to enhance the aesthetic quality of the City's coastal area.

*Evaluation Measure: Annual record of programs undertaken to protect and enhance 100 percent of existing beach dunes and coastal biological communities through the year 2018.*

POLICY 1.7.1: Continue to protect existing beach vegetation and to revegetate the beach where appropriate; and to encourage landscaping with native trees, shrubs and ground cover as a means of mitigating the impacts of development and redevelopment on the beach system.

**OBJECTIVE 1.8:** Complete the dune systems, located on the south end of the Central Beach north to Alexander Park. The dune system at Sunrise and AIA near Bonnett House has been created. Vegetate the dunes as appropriate.

*Evaluation Measures:*

- 1. Record of creation of dune systems at the south end of the Central Beach north to Alexander Park.*
- 2. Record of application of State funding to plan and create dunes.*

POLICY 1.8.1: Limit the impacts of development and redevelopment by working toward restoring the dune system.

POLICY 1.8.2: Apply for state funding through the DEP to plan and create the dunes.

POLICY 1.8.3: Work with the Broward County Soil and Water Conservation District to appropriately vegetate and maintain the dunes.

**OBJECTIVE 1.9:** Continue to participate in the Broward County Beach Management Program, Sea Turtle Conservation Program and reef protection

initiatives, as a means to protect and conserve the City's coastal resources as well as adjacent municipality's coastal resources, which may affect the City.

*Evaluation Measures: 1. Annual record of implementation of the recommendations of Broward County Beach Management Program. Record of increase or decrease in erosion/accretions process.*

*2. Annual record of participation in the Sea Turtle Conservation Program.*

POLICY 1.9.1: The Beach front shall be monitored for changes in the erosion/accretions process.

POLICY 1.9.2: Maintain the existing sea turtle hatchery in cooperation with the guidelines for local government implementation of sea turtle conservation programs.

POLICY 1.9.3: Protect turtles through Florida Statutes Chapter 370 and by the United States Endangered Species Act of 1973.

POLICY 1.9.4: Continue to implement beachfront lighting ULDRs 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).

**OBJECTIVE 1.10:** Protect human life and continue to limit public expenditures that subsidize development permitted in the coastal high hazard area subject to destruction by a natural disaster, especially for public facilities that can reasonably be located outside the coastal high-hazard area, and except for those public expenditures deemed necessary to promote the restoration, or reinforcement of natural resources, rehabilitation and redevelopment of the Central Beach, or serve the existing population or facilitate hurricane evacuation.

*Evaluation Measure: Record of public expenditures in the coastal high hazard area.*

POLICY 1.10.1: Protect public investments in areas vulnerable to natural disasters by constructing improvements in accordance with DEP standards.

POLICY 1.10.2: Public expenditures should focus on projects, which restore and enhance natural resources such as beach nourishment.

POLICY 1.10.3: The City shall not utilize public funds for infrastructure expansion or improvements in the coastal high hazard area unless such funds are necessary to provide services to the existing development and to provide adequate evacuation in the event of an emergency.

**OBJECTIVE 1.11:** Direct population concentrations away from the coastal high hazard area.

- Evaluation Measures:*
- 1. Annual record of development permits issued in the coastal high hazard area.*
  - 2. Annual record of City actions to direct away or reduce the population of the coastal high hazard area.*

POLICY 1.11.1: Enhance the City's and County's economic base by creating a resort and hotel development area aimed at the tourist and conference markets and discouraging additional residential development which conflicts with tourist uses.

POLICY 1.11.2: Land use densities and intensities established for the City's coastal high hazard area, shall not be increased.

POLICY 1.11.3: Prohibit an increase in permanent residential land use densities in the coastal high hazard area.

POLICY 1.11.4: By 2010 Conduct a feasibility analysis for the establishment of a transfer of development rights and/or purchase of development rights program or other options for directing density away from the barrier island.

**OBJECTIVE 1.12:** Continue to cooperate with the Broward County Emergency Management Agency, to, at a minimum, maintain or reduce predicted hurricane evacuation times in accordance with the most recent Broward County standards.

- Evaluation Measures:*
- 1. Annual record of development permits issued and their potential impacts on hurricane evacuation times.*
  - 2. Annual record of public actions taken within the City, which contribute to reduction in hurricane evacuation times.*

POLICY 1.12.1: Provide input for inclusion to the Broward County Hurricane Evacuation Plan (CHEP) on development and redevelopment in order to

enhance the protection of Fort Lauderdale citizens through the Emergency Coordinating Council.

POLICY 1.12.2: Deficiencies in hurricane evacuation times or facilities that arise in the future shall be analyzed, planned for, and reflected by amendments to this element.

POLICY 1.12.3: The vehicle trip cap contained in the Future Land Use Element, shall address the roadway carrying capacity of the Central Beach Area.

POLICY 1.12.4: Development review in the coastal high hazard area shall consider significant impacts upon evacuation routes, and shall require roadway improvements if deemed necessary.

POLICY 1.12.5: Coordinate efforts with Broward County to relieve deficiencies identified in the hurricane evacuation analysis and ensure that there are sufficient and appropriate personnel assigned to implement and expedite the County's evacuation plan.

POLICY 1.12.6: 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 1.12.7: Continue and participate in regular meetings of local and regional evacuation planning professionals.

POLICY 1.12.8: Continue to provide data to the County from police and fire departments regarding transit dependent evacuation needs of mobile home park residents within municipalities.

POLICY 1.12.9: Coordinate with Broward County Elderly Services Division and continue its procedures to inform Persons with Special Needs (PSN) of evacuation transportation and shelter services that may be available to them.

**OBJECTIVE 1.13:** Develop and implement post-disaster redevelopment and hazard mitigation plans to reduce or eliminate exposure of life and property to natural hazards to protect the health, safety and welfare of the City's current and future residents.

- Evaluation Measures:*
- 1. Record of City's participation in the Broward County local mitigation strategy*
  - 2. Record of participation in Broward County Emergency Preparedness meetings, activities and programs.*

*3. Record of permits issued to upgrade existing units so as to reduce or eliminate exposure of life and property to natural hazards.*

POLICY 1.13.1: Post disaster 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 1.13.2: Implement the City's Hurricane Plan, including debris clearance, immediate repairs and replacement of public infrastructure needed to protect public health and safety.

POLICY 1.13.3: Should City infrastructure in the coastal area be damaged or destroyed as a result of storm damage, including sewer and water mains, sewer pump stations, and watertanks, they shall be repaired or replaced in their present location or relocated as determined appropriate by the City but consistent with federal funding provisions for unsafe structures as necessary, with the exception of two water tanks located west of the Intracoastal.

POLICY 1.13.4: Future land use designations shall be retained following a major hurricane event.

POLICY 1.13.5: Long-term redevelopment following a major hurricane event shall be conducted in accordance with DEP standards.

POLICY 1.13.6: 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 infrastructure as determined appropriate and be consistent with federal funding provisions and unsafe structures.

POLICY 1.13.7: Implement the 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 1.13.8: Eliminate unsafe conditions and inappropriate uses in the coastal high hazard area as a function of the post-disaster redevelopment plan as opportunities arise.

POLICY 1.13.9: Demolish structures deemed unsafe by the City Commission assessing the property owner of the full costs.

POLICY 1.13.10: The City shall limit redevelopment in areas of repeated hurricane damage.

POLICY 1.13.11: Recommendations of the CHEP and existing interagency hazard mitigation plans are hereby incorporated into the City of Fort Lauderdale Comprehensive Plan.

**OBJECTIVE 1.14:** Ensure that adequate public access to the beach is provided and maintained, and increase public access consistent with public needs, through making such improvements as enhanced signage, alternative parking space and pedestrian promenades.

*Evaluation Measure: Annual record of activities taken by the City to provide for a target of two additional public access points and a 10 percent increase in parking by the year 2018.*

POLICY 1.14.1: Continue to maintain and enhance public access to the beach and to provide sufficient parking for residents and tourists.

POLICY 1.14.2: Enforce the public access requirements of the s. 161.55(5), Florida Statutes.

**OBJECTIVE 1.15:** Provide for the protection and preservation of the Bonnet House as a historic resource of the coastal area.

*Evaluation Measure: Record of the City's preservation of the Bonnet House as a historic resource.*

POLICY 1.15.1: Continue to comply with State regulations recognizing the Bonnet House as a property of the Florida Trust for Historic Preservation.

POLICY 1.15.2: As a property of the Florida Trust for Historic Preservation, the Bonnet House is ensured to remain protected as a historic resource.

**OBJECTIVE 1.16:** Ensure that infrastructure is provided in accordance with the adopted levels of service established in the Transportation Element, Infrastructure Element, Recreation and Open Space Element and the Capital Improvements Element to serve development and redevelopment in the coastal area, consistent with plans for coastal resource preservation and safe evacuation.

*Evaluation Measures: 1. Annual record of improvements or maintenance of existing infrastructure undertaken as necessary to meet adopted levels of service.*

2. *Actual record of level of service results.*

POLICY 1.16.1: Through the land development review process, ensure that funding for infrastructure will be phased to coincide with the demands generated by development or redevelopment.

POLICY 1.16.2: Infrastructure in the coastal area shall be constructed to standards, which reduce the exposure of human life to hazards.

**OBJECTIVE 1.17:** Continue to implement the Community Redevelopment Area Plan for the Central Beach.

*Evaluation Measure: Annual record of development permits issued which demonstrate implementation of the Community Redevelopment Area Plan for the Central Beach.*

POLICY 1.17.1: Redevelop blighted beach areas utilizing existing state and local programs and exploring new and innovative redevelopment techniques.

POLICY 1.17.2: All redevelopment activities shall include state-of-the-art drainage improvements as a means to enhance water quality.

**OBJECTIVE 1.18:** Continue to monitor and amend the Comprehensive Plan, as needed, to bring the Plan into conformance with applicable resource protection plans developed by state and regional entities having jurisdiction within the City.

*Evaluation Measure: Record of the City's Comprehensive Plan amendments to bring the Plan into conformance with applicable resource protection plans.*

POLICY 1.18.1: The City shall coordinate with existing resource protection plans through the appropriate regulatory procedures.

**OBJECTIVE 1.19:** Through existing intergovernmental coordination mechanisms continue to determine the best course of action for protecting natural resources located within the City, which are interjurisdictional.

*Evaluation Measure: Record of City participation in intergovernmental meetings and programs to protect natural resources.*

POLICY 1.19.1: Participate in studies affecting natural resources located in or adjacent to the City through intergovernmental coordination mechanisms.

POLICY 1.19.2: Coordinate with other governments to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, reduce exposures to natural hazards and ensure public access to the beaches.

**OBJECTIVE 1.20:** Minimize risks to hospital patients and special needs population due to an emergency.

- Evaluation Measures:*
- 1. Record of participation in Broward County Emergency Preparedness meetings, activities and programs to reduce risks to hospital patients and special needs populations due to an emergency.*
  - 2. Record of compliance with Florida Building Code Standards to ensure that health care facilities outside the storm surge areas are built to shelter specifications.*

POLICY 1.20.1: New health facilities or the expansion of existing health care facilities in the storm surge areas should protect the health and safety of the existing local population, but not to draw new in-patients from other parts of the region.

POLICY 1.20.2: The City will utilize Florida Building Code standards to ensure that new, reconstructed, and expanded health care facilities outside the storm surge areas are built to shelter specifications. Existing health care facilities outside the storm surge areas 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.

POLICY 1.20.3: The City should coordinate with Broward County to ensure that shelter spaces are reserved for health care within the storm surge areas and to establish requirements for patients. Health care facilities are to be responsible for evacuating their own patients or to provide on-site enhanced protection areas for them.

POLICY 1.20.4: The City should coordinate with Broward County to prepare an inventory for special needs population and designate a special shelter(s) to accommodate their needs and establish an outreach program to assist the special needs population in evacuation and sheltering.

**GOAL 2:** The Deepwater Port Component of the Broward County Comprehensive Plan. Orderly Development, and use of the Port Everglades Deepwater Port in a manner consistent with the City of Fort Lauderdale Comprehensive Plan.

**OBJECTIVE 2.1:** The Deepwater Port Component of the Broward County Comprehensive Plan's Goals, Objectives, Policies, as adopted and subsequently amended by the Broward County Board of County Commissioners, are incorporated by reference into the Coastal Element of the City of Fort Lauderdale Comprehensive Plan.

**OBJECTIVE 2.2:** The data and analyses provisions of the Deepwater Port Component of the Broward County Comprehensive Plan, as amended from time to time, are incorporated by reference into the City of Fort Lauderdale Comprehensive Plan.

**OBJECTIVE 2.3:** 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.

*Evaluation Measures for Objectives 2.1, 2.2 and 2.3:*

- 1. Record of recertifications of the City's Land Use Plan by the Broward County Planning Council.*
- 2. Record of participation in meetings and review of development within the Port Everglades Area with Broward County.*
- 3. Record of City land use amendments to resolve inconsistencies, which may arise between the City of Fort Lauderdale's Comprehensive Plan and the Deepwater Port Component of the Broward County Comprehensive Plan.*

**POLICY 2.3.1:** The City of Fort Lauderdale and Broward County shall attempt to resolve any inconsistency which may arise between the City of Fort Lauderdale Comprehensive Plan and the Deepwater Port Component of the Broward County Comprehensive Plan.

**POLICY 2.3.2:** 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.

# **CONSERVATION ELEMENT**

## **I. Introduction**

Programs, policies and standards related to environmental protection and conservation within the City of Fort Lauderdale are developed and implemented by federal, state, regional and county agencies. In addition, the City has adopted ordinances to conserve and enhance its natural amenities and resources.

The primary agencies charged with the enforcement of environmental regulations in Fort Lauderdale are the Florida Department of Environmental Protection (DEP) (DER), the South Florida Water Management District (SFWMD), the Broward County Environmental Protection Department (EDP), and the Broward County Office of Water and Wastewater Services (WWS) along with the City's Planning and Zoning, Building and Public Works Departments.

## **II. Goals, Objectives and Policies**

**GOAL 1:** Conserve, protect and appropriately utilize the City's natural resources.

**OBJECTIVE 1.1:** The City shall maintain and enhance water quality as per the requirements of the City's National Pollution Discharge Elimination System (NPDES) permit for discharge to the waters of the United States. The City will restrict runoff based on the City's "needs analysis" as approved.

*Evaluation Measures:*      1. *Record of the City's adoption of development regulations consistent with and furthering those policies under the objective.*

*A checklist of requirements based upon the policies under the objective will be utilized to record and evaluate the City's compliance.*

2. *This evaluation will utilize the review of 100% of all development and redevelopment plans to insure adequate protection of water quality under the City's NPDES Permit, as well as drainage requirements by regulatory agencies.*

**POLICY 1.1.1:** All new development and redevelopment as well as drainage improvements to City facilities shall provide on site retention of the first inch of stormwater.

**POLICY 1.1.2:** The City shall cooperate with, facilitate, and develop new monitoring procedures for surface waters with the Broward County Department of Broward County Environmental Protection Department (EPD) .

POLICY 1.1.3: The City shall report annually to the Environmental Protection Agency (EPA) on the requirements of the NPDES permit concerning additions to and maintenance of, the Municipal Separate Stormwater System.

POLICY 1.1.4: Through the City's development review process, ensure that development and redevelopment meet modern, adopted drainage standards.

**OBJECTIVE 1.2:** Work with Broward County to maintain or enhance air quality in the City in accordance with Broward County standards.

- Evaluation Measures:*
- 1. Record of the City's adoption of development regulations consistent with and furthering those policies under the objective. A checklist of requirements based upon the policies under the objective will be utilized to record and evaluate the City's compliance.*
  - 2. This evaluation will also utilize data obtained through the monitoring of the City's compliance with Policy 1.2.2.*

POLICY 1.2.1: Monitor air quality indicators yearly through the planning period to determine areas of concern.

POLICY 1.2.2: Provide for improved traffic conditions in transportation related planning by discouraging automobile travel through encouragement of mixed use and transit-oriented development along major roadway corridors with transit accessibility.

POLICY 1.2.3: Large land use developments, which generate high traffic volumes, should be sited at locations with direct access to transit.

POLICY 1.2.4: Provide a multimodal transportation system that will reduce dependence on automobiles.

POLICY 1.2.5: Support the use of alternative fuel vehicles that reduce emissions for public transportation.

**OBJECTIVE 1.3:** Maintain or enhance water quality in the City by sampling, monitoring and analyzing surface water based upon local, regional and state regulations.

- Evaluation Measure:* *Record of increases or decreases in water quality standards.*

POLICY 1.3.1: Coordinate with environmental agencies having jurisdiction over a water body or function within the City of Fort Lauderdale to formally sample and analyze surface waters.

POLICY 1.3.2: Utilize the County surface water-monitoring program to identify land uses adjacent to waterways, which may be detrimental to water quality.

POLICY 1.3.3: Take actions to restrict activities and land uses known to affect adversely the quality and quantity of identified water resources, such as natural groundwater recharge areas, wellhead protection areas and surface waters which are used as a source of public water supply.

**OBJECTIVE 1.4:** Monitor City wellhead protection areas for contamination.

*Evaluation Measure: Record of monitoring program of City wellhead protection areas.*

POLICY 1.4.1: The City will continue to monitor wellhead protection areas for contaminant intrusion through formal sampling and testing of groundwater on a minimum of an annual basis.

**OBJECTIVE 1.5:** Continue the protection of the public wellhead areas by voluntary cooperation in enforcing the Broward County Potable Water Supply Wellfield Protection Ordinance.

*Evaluation Measure: Record of enforcement of Broward County Wellfield Protection Ordinance.*

POLICY 1.5.1: Cooperate with EPD , the South Florida Water Management District (SFWMD), and the Florida Department of Environmental Protection (DEP) in their efforts to monitor and regulate groundwater quality.

**OBJECTIVE 1.6:** Comply with Broward County regulations concerning Local Areas of Particular Concern (LAPC) and Natural Resource Areas (NRA) as a means to appropriately use, protect and conserve native vegetative and other natural resources of the City.

*Evaluation Measure: Annual record of development permits issued in the LAPC's, and NRA's.*

POLICY 1.6.1: The City shall monitor permit activity in designated NRA's.

POLICY 1.6.2: The City shall be sensitive to the need to protect native vegetative communities from destruction by development activities.

POLICY 1.6.3: The Development Review Process shall consider the presence of environmentally sensitive lands in formulating their recommendations for development.

POLICY 1.6.4: Plats, which include local areas of particular concern, shall be referred to the County for Environmental Impact Statements.

POLICY 1.6.5: Promote the acquisition, retention and management of unique natural areas to preserve environmental, recreation and other public benefits.

POLICY 1.6.6: Cooperate with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located within more than one local jurisdiction.

POLICY 1.6.7: The City shall manage the disposal of solid waste so as to protect natural resources.

**OBJECTIVE 1.7:** Continue to develop local initiatives, which address environmentally sensitive lands.

- Evaluation Measures:*
- 1. Maintain annual records of environmentally sensitive land preservation to determine if an increase in land preservation of 10 percent by 2018 has been achieved.*
  - 2. This evaluation will also utilize data obtained through the monitoring of the City's compliance with Policy 1.7.2.*

POLICY 1.7.1: Develop criteria based upon County standards for LAPC's and NRA's 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 1.7.2: Survey and assess the City's environmentally sensitive lands giving due consideration to the size, location, and condition of the parcel to determine suitability and viability for preservation.

POLICY 1.7.3: Based upon the survey and assessment, formulate policies to protect those environmentally sensitive lands deemed viable and valuable.

POLICY 1.7.4: Areas determined to be Natural Reservations by the Broward County Planning Council shall be protected through designation as a "Conservation" use on the City and County Land Use Plan.

**OBJECTIVE 1.8:** Continue to increase the City's existing tree canopy by 7% through 2018.

- Evaluation Measures:*
1. *Maintain annual records on tree removals and plantings in the City to determine if increase in tree canopy of 7% by 2018 has been achieved.*
  2. *This evaluation will also utilize data obtained through the monitoring of the City's compliance with Policy 1.8.4.*

POLICY 1.8.1: Continue to apply the landscape and tree preservation requirements in the ULDR to preserve, protect and enhance the natural environment and vistas of the City.

POLICY 1.8.2: Consider appropriate portions of the Model Landscape Code for South Florida, available from the South Florida Water Management District (SFWMD) for inclusion in the City's development regulations.

POLICY 1.8.3: Continue to enforce the Tree Protection Ordinance.

POLICY 1.8.4: Maintain annual records on tree removals and plantings in the City.

**OBJECTIVE 1.9:** Continue to conserve water as a resource of the City and region as a whole and work to reduce per capita water demand.

- Evaluation Measure:* *Record of City participation in water conservation programs.*

POLICY 1.9.1: Work on a local and regional basis to conserve and protect water resources by enforcement of the conservation rate ordinance adopted in 1996.

POLICY 1.9.2: During drought periods, limit the use of water for irrigation and car washing and cooperate with the SFWMD water withdrawal limitations through enforcement of the emergency restrictions ordinance adopted in 1994.

POLICY 1.9.3: Distribute literature pertaining to water conservation and appropriately cite residents not complying with mandatory drought prohibitions.

POLICY 1.9.4: Replace water mains with a history of leakage through an annual infiltration repair program.

POLICY 1.9.5: Determine the most cost-effective water reuse system for the City as well as water-saving devices for future City facilities.

POLICY 1.9.6: If necessary, implement an emergency conservation of water resources in accordance with the plans of the regional water management district.

POLICY 1.9.7: Continue to investigate wastewater reuse options to offset potable water deliveries from the regional water management system. Identify potential sites potential sites and determine the feasibility of their use for aquifer recharge and irrigation.

POLICY 1.9.8: Continue to enforce City of Fort Lauderdale Ordinance 28-1, which states that the City shall comply with South Florida Water Management District rules and enforce and restrictions relating to water shortages and surface watercourses.

POLICY 1.9.9: Implement the water conservation practices described in the 10-Year Water Supply Facilities Work Plan.

POLICY 1.9.10: In order to protect and preserve the Biscayne Aquifer, the City will utilize alternative water supplies to supplement the City's consumptive use permit water withdrawal allocation.

POLICY 1.9.11: Work with the SFWMD to implement the following water conservation measures:

- Limitation of lawn and ornamental irrigation hours;
- Use of xeriscape principles;
- Requirement of ultra-low volume plumbing in new construction;
- Water conservation based rate structure;
- Leak detection program;
- Rain sensor device ordinance;
- Water conservation education program;
- 20 year water conservation plan; and
- Water demand reduction ordinance.

**OBJECTIVE 1.10:** Conserve, appropriately use and protect fisheries, wildlife habitat and marine habitat.

*Evaluation Measures:* 1. Annual record of programs and activities undertaken within the City, which result in an increase in the conservation and protection of fisheries, wildlife, and marine habitats.

*2. This evaluation will also utilize data obtained through the monitoring of the City's compliance with Policy 1.10.2*

POLICY 1.10.1: Continue to cooperate with the Urban Wilderness Board to maintain the gopher tortoise preserve, near Fort Lauderdale Executive Airport.

POLICY 1.10.2: Prohibit unmitigated development and human encroachment in and around areas known to be a habitat, reproduction, nesting and feeding areas for animals listed as endangered or threatened species, or species of special concern.

POLICY 1.10.3: 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.

**OBJECTIVE 1.11:** Continue to identify, conserve and protect all groundwater and aquifer recharge areas consistent with the requirements of the State Comprehensive Plan.

*Evaluation Measures:*

- 1. Record of monitoring of groundwater and aquifer recharge areas.*
- 2. Record of number of new septic tank systems installed.*
- 3. Record of the City's response to comments received during the Chapter 163, Florida Statutes local comprehensive plan review process.*

POLICY 1.11.1: Maintain the existing high level of open space in the City.

POLICY 1.11.2: New septic tank systems shall only be permitted when the Florida Department of Health Bureau of Water and Onsite Sewage Program, County Health Department determines they are consistent with Broward County's Water and Septic Tank Ordinance and with mandates of Florida Statutes and the Florida Administrative Code.

POLICY 1.11.3: By 2011, the City will replace septic tanks in all areas of the City with sanitary sewer utilizing the "Waterworks 2011" program.

**OBJECTIVE 1.12:** Continue to conserve, appropriately use and protect marine resources by participation in and enforcement of appropriate regulatory programs designed to protect manatees and sea turtles, reduce the careless operation of

boats, protect water quality and reduce beach erosion, locate marinas, boat ramps and other water-dependent uses in a manner that protects manatees in those areas which they frequent, enforce use construction standards that do not entrap manatees, restrictive signage and speed restrictions.

*Evaluation Measure: Record of City participation in programs designed to protect manatees, sea turtles, reduce careless operations of boat and beach erosion.*

POLICY 1.12.1: Cooperate with Broward County's manatee count to obtain an estimate of the number of animals countywide on a year-round and seasonal basis.

POLICY 1.12.2: The Marine Unit Police shall enforce state and local ordinances, dependent upon the jurisdiction of the waterway to reduce the careless operation of boats, including speed and wake restrictions which may in turn injure marine creatures and habitat.

POLICY 1.12.3: Participate in the appropriate water quality and Erosion Prevention District programs.

**OBJECTIVE 1.13:** Wetlands and the natural functions of wetlands shall be protected and conserved.

*Evaluation Measures:*

- 1. Record of any development permits issued which result in a decrease in acreage of wetlands and natural functions.*
- 2. This evaluation will utilize data obtained through the monitoring of the City's compliance with Policy 1.13.2.*

POLICY 1.13.1: 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.

POLICY 1.13.2: 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 1.13.3: The City shall work in close coordination with the US Army Corps of Engineers, SFWMD, FDEP, Broward County EPD, and other wetland regulatory and planning agencies to assure wetland mitigation, environmental protection and water management efforts citywide, and to support and optimize the use of identified East Coast Buffer/Water Preservation Area lands.

POLICY 1.13.4: No development order may be issued, except as otherwise specified by the Broward County Land Use Plan, for development within wetlands as defined by the Broward County Land Use Plan, until an Environmental Resource License has been issued by Broward County. However, the City may issue rezoning, site plan, plat approval or development orders pursuant to Chapter 380, Florida Statutes, in areas containing wetlands upon issuance of a conceptual review report by Broward County.

# **INTERGOVERNMENTAL ELEMENT**

## **I. Introduction**

The Intergovernmental Element identifies and analyzes coordination mechanisms between the City of Fort Lauderdale and other government entities. In addition, the element seeks to identify and resolve incompatible goals, objectives and policies. Lastly, the element determines the need for and quality of existing coordination mechanisms as well as examines the potential for creating additional mechanisms.

The scope of the Intergovernmental Element encompasses adjacent municipalities, Broward County, the Broward County School Board, other units of governments providing service to or receiving service from the City, independent special districts, regional agencies and State agencies.

## **II. Goals, Objectives and Policies**

**GOAL 1:** Provide for and participate in the coordination processes necessary and proper to ensure the delivery of quality municipal services, facilitate sound development, and maintain positive intergovernmental relationships.

**OBJECTIVE 1.1:** Ensure coordination of the City's Comprehensive Plan and subsequent amendments to the City's Future Land Use Element, the Recreation and Open Space Element, and the Capital Improvements Element with the Broward County Public Schools District Educational Facilities Plan (Five Year Plan), Broward County Land Use Plan (BCLUP) of Broward County and Trafficways Plan of Broward County.

*Evaluation Measure Record of the City's response to comments received during the Chapter 163, Florida Statutes local comprehensive plan review process.*

**POLICY 1.1.1:** Maintain direct contact with the Broward County School Board offices to keep informed of any changes in the Five-Year Plan and to solicit their input on any major residential land use plan amendments.

**POLICY 1.1.2:** Provide information to and solicit input from the School Board for use in the Comprehensive Plan and established by the Interlocal Agreement for Public School Facility Planning between the City and the Broward County School Board the following joint processes for collaborative planning and decision making on population projections and public school siting:

- 1) Provide information on proposed major residential developments and proposed major residential land use plan amendments to the School

- Board and as otherwise requested by the School Board in compliance with State Law, for use in the City and School Board Five-Year Plan;
- 2) Through the Development Review Committee Pre-Application process, and the twice-monthly Development Review Committee meeting process, assist the School Board to verify that the proposed school sites are compatible with Future Land Use Element Policies 1.3.8 through 1.3.12. These measures assure an expedited process.
  - 3) Provide information and assist the Broward County School Board with studies necessary to determine student generation rates resulting from mixed use development.

**POLICY 1.1.3:** Participate in the development of the Broward County Public School Facilities Element.

**POLICY 1.1.4:** Subsequent to the Broward County adoption of a Public School Facilities Element, the City will adopt a Public School Facilities Element. This Element will be consistent with the County version and adopted within the State mandated deadline.

**POLICY 1.1.5:** Participate in cooperative exchanges of information regarding the Comprehensive Plan, amendments and subsequent land development regulations through the Broward County MPO Technical Coordination Committee (TCC).

**OBJECTIVE 1.2:** Implement the City’s Water and Sewer Master Plan, including services agreed to through its User Agreements.

*Evaluation Measure: Record of revisions to the Infrastructure Element to ensure consistency with updates to the City’s Water and Sewer Master Plan and changes to User Agreements.*

**POLICY 1.2.1:** Revise the Infrastructure Element as required by any updates to the Water and Sewer Master Plan, changes in User Agreements or changes in its Groundwater Withdrawal Permit.

**OBJECTIVE 1.3:** Review the Comprehensive Plans and EAR-based Plan amendments of adjacent municipalities for consistency and compatibility with the Fort Lauderdale Comprehensive Plan.

*Evaluation Measure: Record of City’s comments during the Chapter 163, F.S., local Comprehensive Plan review process.*

**POLICY 1.3.1:** Request copies of adjacent municipalities’ comprehensive plans and amendments as they become available.

POLICY 1.3.2: Participate in cooperative exchanges of information regarding the Comprehensive Plan and amendments through Broward County and South Florida Regional Planning Council (SFRPC) and the TCC.

POLICY 1.3.3: Review the relationship of proposed development of an area to the existing comprehensive plans of affected adjacent local governments.

POLICY 1.3.4: Review development proposed in the Comprehensive Plan and indicate any adverse relationship that the proposed development poses to the existing comprehensive plans of adjacent local governments.

**OBJECTIVE 1.4:** Continue to amend the Future Land Use Element (FLUE) to be consistent with the BCLUP.

*Evaluation Measures:*

1. *Record of implementation of Policy 1.4.1 during the City's land use plan amendments review process.*
2. *Record of City recertification of the City's Land Use Plan by the Broward County Planning Council.*

POLICY 1.4.1: Make amendments to the City's Land Use Plan in cooperation with and in accordance with the procedures of the Broward County Planning Council.

POLICY 1.4.2: Continue to amend the Future Land Use Element (FLUE) to be consistent with the Broward County Land Use Plan in cooperation with and in accordance with the procedures of the Broward County Planning Council.

POLICY 1.4.3: Ensure the consistency of the Transportation Element with Broward County and adjacent municipalities through the TCC.

**OBJECTIVE 1.5:** Changes proposed to the Broward County Land Use Plan, which affect and impact abutting local jurisdictions will follow existing Broward County Planning Council procedures, including notification of adjacent property owners.

*Evaluation Measure: Record of City recertification of the City's Land Use Plan by the Broward County Planning Council.*

POLICY 1.5.1: Utilize the Broward County Planning Council's Land Use/Trafficways Subcommittee proceedings to work out land use change details with affected municipalities.

POLICY 1.5.2: Make presentations as necessary to the Broward County Planning Council regarding land use and trafficways changes.

**OBJECTIVE 1.6:** Concerning annexation, coordinate all efforts with the County, County Legislative Delegation, affected neighborhood associations and property owners.

*Evaluation Measure: Record of participation in workshops, meetings and annexation programs.*

POLICY 1.6.1: Preliminary annexation requests will be coordinated with the affected property owners and neighborhood associations representing the area to be annexed and the County Administration via direct contact.

POLICY 1.6.2: All annexations, including voluntary, will be processed in conformity with the Broward Legislative Delegation's adopted annexation policies and state statutes.

POLICY 1.6.3: In conformity with the Broward Legislative Delegation's adopted annexation policies directing all cities wishing to annex unincorporated areas to submit reports detailing services and costs if annexation takes place, and, in conformity with the requirements of Chapter 163, F.S. to identify "joint planning areas" for purposes of annexation and joint infrastructure service area, the following "annexation area/joint planning areas" are identified (but are not limited to):

- (1) "Intracoastal Beach Area" (other potential annexing municipalities: Pompano Beach and the Town of Lauderdale-by-the-Sea).
- (2) North Andrews Gardens Area/Twin Lakes (other potential annexing municipality: City of Oakland Park).
- (3) Central County Area (other potential annexing municipalities: City of Plantation, City of Oakland Park, City of Lauderdale Lakes, City of Lauderhill.)

POLICY 1.6.4: Provision of services shall be as follows: in any annexation area/joint planning area where the City of Fort Lauderdale currently provides potable water, sanitary sewer or both services, such service shall continue whether the area is annexed by the City of Fort Lauderdale or another city, unless the annexing city reimburses the City of Fort Lauderdale for expenses incurred in the installation of infrastructure. Public transit service shall continue to be provided by Broward County Transit (BCT). Should an area be annexed by the City of Fort Lauderdale, it shall be included in the City of Fort Lauderdale's capital improvements program for stormwater drainage and road repair services. Residents of areas annexed by the City of Fort Lauderdale shall be served by City parks.

POLICY 1.6.5: The City of Fort Lauderdale shall continue to participate in Interlocal Agreements with other jurisdictions to which the City of Fort Lauderdale provides sanitary sewer and potable water as Users, and shall continue to participate in Interlocal Agreements with the School District for joint use of recreational facilities. In compliance with State Law, the City of Fort Lauderdale shall consider additional Interlocal Agreements for the provision of services or joint service provision, at the request of other jurisdictions.

**OBJECTIVE 1.7:** Facilitate greater coordination between the City’s transportation planning process and the Broward County MPO and other agencies.

*Evaluation Measure: Record of participation in TCC meetings.*

POLICY 1.7.1: Actively participate in activities regarding transportation planning through TCC.

POLICY 1.7.2: Provide input to the TCC on transportation issues, which affect Fort Lauderdale and the County as a whole.

POLICY 1.7.3: Work with the MPO, FDOT and other agencies to facilitate the financing of the improvements recommended in the City of Fort Lauderdale Downtown Master Plan and the Transportation Management Agency’s Community Based Transit Plan.

POLICY 1.7.4: Coordinate mass transit efforts and planning for Strategic Intermodal System facilities with the MPO, BCT and FDOT.

POLICY 1.7.5: Participate in the update process for the Broward County Transit Development Plan.

POLICY 1.7.6: In coordination with Broward County, monitor the effectiveness of development project requirements for encouraging transit use and promoting access to transit.

**OBJECTIVE 1.8:** Ensure consistency of the City’s Transportation Element with the County’s Transportation Element and those of adjacent municipalities.

*Evaluation Measure: Record of City recertification of the City’s Land Use Plan by the Broward County Planning Council.*

POLICY 1.8.1: Continue to work with the MPO, FDOT and adjacent municipalities to ensure planning consistency in updating transportation level of service standards.

**OBJECTIVE 1.9:** Utilize, as a minimum, the Broward County park acreage level of service standard of 3 acres per 1,000 population.

*Evaluation Measure: Record of the City's adoption of development regulations consistent with and furthering those policies under the objective.*

POLICY 1.9.1: Maintain compliance with the requirements of the BCLUP criteria and minimum level of service standards regarding park acreage.

**OBJECTIVE 1.10:** Solicit input from the City of Tamarac regarding development activities at Fort Lauderdale Executive Airport.

*Evaluation Measure: Record of the City's response to comments from the City of Tamarac regarding development activities at Fort Lauderdale Executive Airport.*

POLICY 1.10.1: Through direct contact and through ad hoc membership on the Airport Advisory Board, City staff shall coordinate airport development decisions with Tamarac, which may be affected by said development.

**OBJECTIVE 1.11:** Through the SFRPC, work groups, task forces and regular Council Board meetings and procedures apprise adjacent counties and other local governments in the region of major developments in the City and their respective impacts on same.

*Evaluation Measure: Participation in SFRPC meetings, workshops, programs and mediation process.*

POLICY 1.11.1: Participate in regular and special meetings of the SFRPC to exchange information and to consider proposed major developments in light of the Strategic Regional Policy Plan for South Florida.

POLICY 1.11.2: Resolve conflicts with other local governments through the SFRPC's informal mediation process, including any conflicts pertaining to the siting of facilities of countywide significance and locally unwanted land uses.

POLICY 1.11.3: Directly contact the appropriate state or regional agency where development and redevelopment activities fall under state jurisdiction.

**OBJECTIVE 1.12:** Work with the City of Hollywood and Broward County to mitigate the impacts of any expansions of the Fort Lauderdale - Hollywood International Airport.

*Evaluation Measure: Record of City participation in interlocal agreements to mitigate impacts associated with*

*any expansions of the Fort Lauderdale-Hollywood International Airport.*

POLICY 1.12.1: 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.

**OBJECTIVE 1.13:** Monitor level of service standards for use in the Transportation Element furthering the intent of those standards developed by Broward County.

- Evaluation Measures:*
- 1. Record of the City achieving and maintaining transportation levels of service standards established within the City.*
  - 2. Record of implementation of Amendments to the City's Comprehensive Plan to adopt a Transportation Element.*
  - 3. Record of City recertification of the City's Land Use Plan by the Broward County Planning Council.*

POLICY 1.13.1: Participate in workshops, joint meetings, and existing planning groups with the Broward County Planning Council and Broward County Planning Services to refine and periodically update roadway level of service standards and related issues for consideration in the City's future Transportation Element and concurrency management system.

**OBJECTIVE 1.14:** Ensure coordination in establishing level of service standards for public facilities with any state, regional or local entity having operational and maintenance responsibility for such facilities.

- Evaluation Measure:*
- Record of the City achieving and maintaining those levels of service standards established within the City.*

POLICY 1.14.1: Implement the City's Water and Sewer Master Plan, including services agreed to through its user agreements.

POLICY 1.14.2: Coordinate the monitoring and updating of level of service standards for drainage and solid waste with Broward County.

**OBJECTIVE 1.15:** Through the City's development review process determine if development proposals in the City will have significant impacts on adjacent municipalities, the county, the region and the state.

*Evaluation Measure: Record of BCLUP recertifications, findings of consistency with the Strategic Regional Policy Plan for South Florida and findings of “in compliance” with the State Comprehensive Plan. Record of the City’s adoption of development regulations consistent with and furthering those policies under the objective.*

POLICY 1.15.1: 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.

POLICY 1.15.2: 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 1.15.3: Through the SFRPC appraise adjacent counties, the state and other local governments in the region of major developments in the City or identified joint planning areas and their respective impacts. Provide for procedures for dispute resolution to resolve any conflicts that arise, through the SFRPC informal mediation process.

POLICY 1.15.4: Through the City’s development review process, review modifications of development of regional impact (DRI) development orders without loss of development rights.

POLICY 1.15.5: Through the City’s development review process recognize campus master plans.

POLICY 1.15.6: By participating in work shops, joint meetings, and other planning groups, the City will provide for collaborative planning and decision making with Broward County, other cities, the Broward County School Board and other service providers.

POLICY 1.15.7: Participate on the Broward County School Board staff working group process and implement the School Board Interlocal Agreement.

POLICY 1.15.8: Make presentations as necessary to the Broward County Planning Council regarding land use and trafficways changes.

**OBJECTIVE 1.16:** Coordinate with the SFRPC, FDOT, South Florida Water Management District (SFWMD), Broward County, the School Board of Broward County and other agencies to insure that all of the Intergovernmental Coordination Element requirements of Chapter 163, Florida Statutes are adequately addressed.

POLICY 1.16.1: As part of the phase in process, coordinate with FDOT in situations where proposed developments could significantly impact the Strategic Intermodal System.

POLICY 1.16.2: Coordinate with FDOT, early in the development review process, to determine the potential impacts of proposed developments on access management along state facilities and to learn about applicable FDOT permit regulations.

POLICY 1.16.3: Coordinate with and be consistent with the South Florida Water Management Districts LEC Plan when proposing or amending the Water Supply Facilities Work Plan. At a minimum, this coordination shall take place within 18 months following an update to the LEC Plan and be documented in the text of the Work 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 1.16.4: Pursuant to Chapter 163.3177(h) F.S., the County, School Board and municipalities shall coordinate their planning and permitting processes consistent with the procedures established within the ILA as follows.

1. Review and update of the annual DEFP containing the financially feasible schedule of capital improvements for school facilities needed to achieve and maintain the adopted level of service standards 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 countywide public school concurrency system.

**OBJECTIVE 1.17:** Facilitate intergovernmental coordination to provide for the implementation of planning and policies affecting more than one municipality.

POLICY 1.17.1: 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.

POLICY 1.17.2: 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: 1.17.3: Monitor water demand needs and land use planning in municipalities receiving water from the City and providing water to the City.

POLICY 1.17.4: 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.

# **CAPITAL IMPROVEMENT ELEMENT**

## **I. Introduction**

An integral part of the City of Fort Lauderdale's budget is the funding for its Capital Improvement Plan (CIP). The five-year capital improvement plan is based on the City Commission CIP policies and CIP Committee deliberations, and in recognition of the need to have a comprehensive and financially balanced plan. Under the guidance of the City Manager, the CIP has been assembled by the Capital Improvement Committee, which is comprised of the Directors of Public Works, Management & Budget, Parks & Recreation, Procurement and Finance. The Committee is responsible for developing the plan, for meeting and managing the City's capital improvement needs based upon the established levels of service, and for controlling the CIP upon approval by the City Commission. The five-year capital improvement plan is presented to the City Commission annually for adoption.

A capital improvement project must meet the following criteria in order to be a candidate for the CIP:

1. Represent a physical improvement;
2. Have an anticipated life of not less than 10 years; and
3. Cost \$5,000 or more.

## **II. Goals Objectives and Policies**

**GOAL 1:** To provide infrastructure as appropriate to meet existing and projected needs in a cost-effective manner.

**OBJECTIVE 1.1:** A one-year capital improvement plan shall be proposed by the City Manager to the City Commission annually for adoption.

*Evaluation Measure: Annual adoption of capital improvement plan.*

POLICY 1.1.1: The proposed plan shall include sources of funding for each capital improvement or category of capital improvement.

POLICY 1.1.2: Utilize the Capital Improvement Program (CIP) Committee in the development of the plan.

POLICY 1.1.3: Utilize the findings and recommendations of the Comprehensive Plan in developing the annual capital improvement plan.

**OBJECTIVE 1.2:** 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 2025.

*Evaluation Measures:*

*1. Record of capital improvements.*

POLICY 1.2.1: Capital improvements will adhere to all construction standards, minimize construction costs and assure acceptable useful life and minimum maintenance cost.

POLICY 1.2.2: Water, sanitary sewer, and stormwater improvements will be designed and constructed to the size required to serve the City's projected needs. Water and sanitary sewer support systems need not reflect full future demand, but should be designed to accept future facilities without the need to substantially redesign existing facilities.

POLICY 1.2.3: 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.

POLICY 1.2.4: The levels of service for wastewater are as follows: 350 gallons per day per single family housing unit; other residential buildings: 250 gallons per day per housing unit; hotel/motel: 150 gallons per day per bedroom; office, retail and warehouse uses: 1 gallon per square foot per day; institutional uses: 200 gallons per day per bed; restaurant: 30 gallons per seat per day. The level of service for water shall be 197 gallons per capita per day.

POLICY 1.2.5: 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.

POLICY 1.2.6: 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.

**OBJECTIVE 1.3:** Acquire land to accommodate those capital facility improvements contained herein for the ten-year time frame.

*Evaluation Measure: Record of acquisition of land for capital improvements.*

POLICY 1.3.1: Undeveloped land required to meet City goals should carry a high priority; developed land required to achieve City goals should be

acquired in reasonable proximity to the time the property is required for City purposes.

**POLICY 1.3.2:** Every effort shall be made to acquire property through negotiation with eminent domain reserved to those circumstances when immediate possession is required and the property cannot be acquired through negotiation or at a cost which has a reasonable relationship to market value.

**OBJECTIVE 1.4:** As a guideline, one or more of the following methods of finance shall be used:

- Ad Valorem Taxes - For improvements of community-wide benefit and use, such as general municipal buildings and parks.
- General Revenue - For improvements of community-wide benefit and use, such as general municipal buildings and parks. This source is to be used only when it is felt voter approval is not necessary.
- Enterprise Revenues - For major improvements to the City's water, stormwater, parking, sewer systems and aviation facilities.
- Assessments - For new subdivision improvements and replacement of subdivision improvements. Also includes storm sewers.
- Tax Increment - For improvements required to increase future tax base and where rehabilitation or development is required.

*Evaluation Measure: Record of financial methods utilized for capital improvements.*

**POLICY 1.4.1:** 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 1.5:** Require developers via the development review process to make improvements to their respective sites, which specifically benefit that site.

*Evaluation Measure: Record of the City's adoption of development regulations consistent with and furthering those policies under the objective.*

POLICY 1.5.1: The City is responsible for the cost of a new capital improvement except for that portion of storm sewer, sanitary sewer, and street improvements that meet minimum City standards and directly benefit a subdivision area. These improvements will be either developer installed and paid for, or upon Commission determination may be financed through assessment.

**OBJECTIVE 1.6:** The Capital Improvements Element will be updated annually as a function of the Capital Improvement Program preparation process to provide for the capital needs of the City to accommodate projected growth and redevelopment/revitalization efforts, to maintain existing facilities and to replace obsolete or deteriorated facilities.

*Evaluation Measure: Record of annual update of Capital Improvements Element.*

POLICY 1.6.1: The prioritization of capital improvements shall be responsive to public needs identified in the Comprehensive Plan elements and shall consider capital as well as operating costs associated with the improvements.

POLICY 1.6.2: A schedule, generally indicating the quantity, replacement cost, life cycle and annual depreciation/recapitalization needs shall be used in budget allocation decisions. Top priority will be given to appropriate levels and schedules of recapitalization when developing budget recommendations for the CIP.

POLICY 1.6.3: A high priority is to be placed on replacement of capital improvements when such improvements have deteriorated to the point of becoming hazardous, incur high maintenance costs, are negatively affecting property values, and are no longer functionally serving their intended purposes. The nature of use will determine whether the funding will be from general revenues or enterprise fund activities.

POLICY 1.6.4: Utilize existing intergovernmental coordination mechanisms to coordinate planning for City improvements with plans of state agencies, the South Florida Water Management District, the County and adjacent municipalities.

**OBJECTIVE 1.7:** The following standards regarding debt shall be adhered to where feasible:

- Direct, Non-Self-Supported debt shall not exceed 3% of assessed valuation.
- Direct, Non-Self-Supported debt shall not exceed \$750 per capita.
- Direct, Non-Self-Supported and overlapping debt shall not exceed 5% of assessed valuation.
- Annual debt service requirements shall not exceed 10% of the annual budget.
- Average annual bond maturities shall not exceed 15 years.
- Where required, debt reserves equal to the highest scheduled principal and interest payment shall be maintained (except assessment debt).
- Debt payment shall not exceed the anticipated useful life of an improvement and, in no case, shall exceed 30 years.

*Evaluation Measure: Record of utilization of standards regarding debt.*

POLICY 1.7.1: Efforts shall be made to maintain or improve the City's bond rating.

**OBJECTIVE 1.8:** 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.

*Evaluation Measure: 1. Record of capital improvements necessary to meet adopted levels of service.*

POLICY 1.8.1: Street closures and other traffic calming techniques shall be considered in neighborhoods burdened by through traffic infiltration.

POLICY 1.8.2: Local roadway facilities shall be adequate to serve development for which development orders have been issued.

POLICY 1.8.3: Developers shall pay a pro rata share of the cost of improving roadways and/or transit impacted by their development to maintain adopted level of service and their proportionate fair share.

POLICY 1.8.4: Continue to explore private-public and multiagency collaborations to fund improvements to support the multi-modal transportation system.

POLICY 1.8.5: The City of Fort Lauderdale shall participate in Broward County’s Transit-Oriented Concurrency Management System and FDOT’s SIS Program and implement local road concurrency in order to mitigate traffic impacts created by development. The City of Fort Lauderdale is located within the Airport/Port, Eastern Core and Central Transit Orientated Concurrency Districts. The transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by fiscal year 2009:

*SIS Roads*

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

<i>SIS Roadways</i>	<b>Affected Roadway Segments</b>	<b>LOS Standard</b>
Interstate 95	Oakland Park Blvd. To I-595	E
Interstate 595	I-95 to US 1	D
<i>SIS Connectors</i>		
Andrews Avenue	SR-84 to Eller Drive	D
SR-84	I-95 to Spangler Blvd.	D
Broward Blvd.	I-95 to NE 3 <sup>rd</sup> Avenue	D
SW 4 <sup>th</sup> Avenue	SR-84 to Perimeter Road	D

*Broward County's Transit-Oriented Concurrency*

1. The concurrency management system shall establish the following level of service standards for the Port/Airport District:

Establish at least one additional community bus route.

2. The concurrency management system shall establish the following level of service standards for the Central District:

Achieve headways of 30 minutes or less on 80% of routes, establish at least one neighborhood transit center, and establish at least two additional community bus routes.

3. The concurrency management system shall establish the following level of service standards for the Eastern Core District:

Achieve headways of 30 minutes or less on 90% of routes, achieve headways of 20 minutes or less on 40% of routes, establish at least one neighborhood transit center and establish at least two additional community bus routes.

Citywide - Increase number of bus stop shelters by 30 percent, maintain the maximum service volumes on arterial roadways within each District, as displayed below:

*County and Non-SIS State Roads*

Peak Hour Two Way Maximum Service Volumes\*

	Eastern Core District	All Other Districts
Two-lane arterials	2,485	2,555
Four-lane arterials	5,267	5,442
Six-lane arterials	7,910	8,190
Eight-lane arterials	10,342	10,605

\* The maximum Service Volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas", published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

*Local Roads*

Local roads will be maintained at LOS D.

POLICY 1.8.6: The transportation LOS standards for the purpose of long range transportation planning (2030) are:

*SIS Roads*

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

SIS Roadways	Affected Roadway Segments	LOS Standard
Interstate 95	Oakland Park Blvd. To I-595	E
Interstate 595	I-95 to US 1	D
<i>SIS Connectors</i>		
Andrews Avenue	SR-84 to Eller Drive	D
SR-84	I-95 to Spangler Blvd.	D
Broward Blvd.	I-95 to NE 3 <sup>rd</sup> Avenue	D
SW 4 <sup>th</sup> Avenue	SR-84 to Perimeter Road	D

*Broward County and Non-SIS State Roads*

For facilities not within the SIS, the LOS standard shall be the generalized two-way peak-hour LOS “E” standard volumes depicted on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the Florida Department of Transportation’s Level of Service Manual within the Eastern Core District, and the generalized two-way peak-hour LOS “D” standard volumes depicted on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the Florida Department of Transportation’s Level of Service Manual, within the Port/Airport and Central Districts.

*Local Roads*

Local roads will be maintained at LOS D.

POLICY 1.8.7: The City will request a transit oriented concurrency annual report from Broward County to ensure that transit-oriented concurrency funds collected for development in the City of Fort Lauderdale are spent in the City.

**OBJECTIVE 1.9:** Provide park acreage necessary to meet Broward County’s minimum adopted local level of service of 3 acres per 1000 persons.

*Evaluation Measure: Record of park acreage at 3 acres per 1,000 persons in the City.*

POLICY 1.9.1: The local level of service for park acreage shall be 3 acres per 1,000 population as detailed in the Parks and Recreation Element.

POLICY 1.9.2: Pledge additional park revenues to facility development.

**OBJECTIVE 1.10:** Limit public expenditures that subsidize development in the coastal high hazard area except for those deemed necessary to promote the continued restoration, rehabilitation and redevelopment of the barrier island, and those needed to serve the existing population or facilitate hurricane evacuation.

*Evaluation Measure: Record of public expenditures in the coastal high hazard area.*

POLICY 1.10.1: Redevelopment of existing infrastructure shall be considered as appropriate development in the coastal high hazard area.

POLICY 1.10.2: Protect public investments in areas subject to natural disasters.

**OBJECTIVE 1.11:** Require property owners to provide for drainage improvements as described in the Infrastructure Element through 2025.

*Evaluation Measure: Record of installation of drainage improvements necessary to meet drainage levels of service.*

POLICY 1.11.1: The level of service for drainage shall meet the following design standards:

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

Streets in the 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 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 Sewers	Design frequency minimum to be three year rainfall intensity of the State Department of Transportation Zone 10 rainfall curves.
Flood Plain Routing	Calculated Flood elevations based on the ten year and one hundred year return frequency rainfall of three day duration shall not exceed the corresponding elevation of the ten year "Flood Criteria Map" and the "100 Year Flood Elevation Map."
On Site Storage	Per South Florida Water Management District (SFWMD) Permit Review Manual, Volume 4.
Best Management Practices (BMP)	Prior to discharge to surface or ground water, BMP's will be used to reduce discharge.

POLICY 1.11.2: The City shall construct drainage improvements requested by a majority of property owners in an area and assess the affected property owners for a percentage of the cost based upon water quality improvement cost.

**OBJECTIVE 1.12:** Assure the availability of financial resources to provide or require the provision of needed capital improvements through the Capital Improvement Program process and the Development Review Committee process.

- Evaluation Measures:*
- 1. Record of availability of financial resources to provide for or to require the provision of needed capital improvements.*
  - 2. Record of City's required solid waste disposal and collection system.*

POLICY 1.12.1: The Capital Improvement Program Committee shall work with the Finance Department to ascertain the financial feasibility of proposed capital projects.

POLICY 1.12.2: Public facilities are deemed adequate to serve development for which development orders were issued prior to adoption of this plan.

POLICY 1.12.3: The City will evaluate potential annexation areas to determine the projected cost of capital facilities needed and revenue generated.

**OBJECTIVE 1.13:** Provide for solid waste collection and disposal necessary to meet the City's adopted level of service.

POLICY 1.13.1: The level of service for solid waste collection and disposal shall be 7.2 pounds per capita per day.

**GOAL 2:** Ensure adequate funding for infrastructure and capacity exist concurrent with development or redevelopment.

**OBJECTIVE 2.1:** Provide funding for infrastructure and require infrastructure to be in place concurrent with development.

- Evaluation Measure:*
- Record of availability of financial resources to provide for or to require the provision of needed capital improvements.*

POLICY 2.1.1 The City will institute and maintain the following Concurrency Management System.

### **Concurrency Management System**

The following is the Concurrency Management System used by the City for monitoring and ensuring adherence to: the adopted level of service standards (LOS), 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 insures D.O.'s and D.P.'s are issued in a manner that will not result in a reduction in the levels of service below the adopted LOS standard for the affected facility.

## 1. Capacity and Level of Service 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 level of service 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 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. The improvements to be made to the roadway and transit network in the current fiscal year 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 level of service 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 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.

c. Potable Water

The design capacity of potable water treatment facilities.

The existing level of service 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 level of service 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 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.

The 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.

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 level of service 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 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.

e. Stormwater Drainage

The existing level of service measured by storm event as determined by the City and its Consulting Engineers.

The adopted level of service standard for storm drainage.

2. Concurrency Assessment

The Planning and Zoning Department will be responsible for determining concurrency for all applications of development orders for final site plans and/or final subdivision plans. When reviewing applications for such development orders, the Department shall perform a Concurrency Assessment to ensure that the public facilities are available 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 Capital Improvements Element (CIE) shall be used as a base for the establishment of existing conditions. Finally, a determination of concurrency shall be made. Such determination may include conditions of approval that are deemed necessary for concurrency to be ensured.

The Department shall provide recommendations to the Planning and Zoning Board and City Commission concerning those development order applications that require Planning and Zoning Board and City Commission approval. The comments are recommendations provided by the Department shall include, but are not limited to:

- a. The ability of existing facilities to accommodate the proposed development at the adopted level of service standards;
- b. Any existing facility deficiencies that will need to be corrected prior to the completion of the proposed development;
- c. 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);
- d. 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
- e. A recommendation of approval or denial with any applicable conditions for the timing and location of needed improvements.

Prior to the issuance of a development order for a proposed new development, the City Commission and/or the Department shall:

- a. Make a finding on the impacts created by the proposed development;
- b. Make a finding as to whether the public facilities covered under the concurrency Management System will be available concurrent with the impacts of new development at the adopted level;
- c. Make a finding of those facility(s) improvements or additions that are required to ensure the finding of concurrency; and
- d. Make a finding of the entity responsible for the design and installation of all required facility(s) improvements or additions.

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 Planning and Zoning Board or the City Commission from imposing other conditions of approval including improvements and additions to the facilities covered under this system beyond the minimums necessary to achieve concurrency.

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 on the Concurrency Management System as set forth in the City's Land Development Regulations.

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:

- a. The necessary facilities and services are in place at the time a development permit is issued; or
- b. 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; or
- c. The necessary facilities are under construction at the time a permit is issued; or
- d. 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; or
- e. 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
- f. 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.

### 3. Guidelines for Interpreting and Applying LOS Standards

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

- a. Be consistent with the Infrastructure Element, and the Coastal Management Element and not contribute to a condition of public hazard.
- b. Be consistent 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.
- c. Generate public facility demands that may be accommodated by planned capacity increases.
- d. Conform with future land uses as shown on the Future Land Use Map of the Future Land Use Element.
- e. 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.
- f. Be consistent with state and regional agencies' and water management district's facilities plans.

POLICY 2.1.2: The City will establish capital improvements and funding sources to meet the adopted LOS standards.

POLICY 2.1.3: 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.

OBJECTIVE 2.2: 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 2.2.1: 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.

POLICY 2.2.2: The uniform, district-wide LOS shall be 110 percent of the permanent Florida Inventory of School Houses capacity for each elementary, middle and high school.

POLICY 2.2.3: The adopted LOS shall be applied consistently by Broward County, the municipalities and the School Board, district-wide to all schools of the same type.

POLICY 2.2.4: The School Board's DEFP adopted by the School Board on August 1, 2007 is adopted by reference into the CIE.

The following table identifies the five-year capital improvements program adopted by the City of Fort Lauderdale on September 16, 2008. The Peele-Dixie Reverse Osmosis Project is included with the Water Master Plan Projects. Additional detail on this project is provided after the table.



## **TRANSPORTATION ELEMENT**

### **I. Introduction**

The City originally adopted its Comprehensive Plan in 1989. At that time the main focus of transportation was moving people and goods primarily using auto-based transportation. Fort Lauderdale, as a built-out urban city, has shifted its focus and priority toward multimodal transportation systems that will place an emphasis on both non-motorized and public forms of transportation, while reducing the need for single-occupancy vehicle trips.

Given the regional nature of transportation, the City of Fort Lauderdale will coordinate with other transportation providers to work towards a cost-feasible seamless transportation system that will strengthen our economic vitality and quality of life through the development of an integrated transportation system compatible with land use and development with the capacity to serve future resident, tourist and workforce populations.

The Transportation Element has been prepared consistent with the Broward County Metropolitan Planning Organization Long Range Transportation Plan, the Broward County Comprehensive Plan, the South Florida Regional Policy Plan and the State Comprehensive Plan, Broward County Transit (BCt), South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT) and adjacent municipalities have been involved in the drafting of this element.

### **II. Goals, Objectives and Policies**

**GOAL 1:** With an emphasis on public transportation systems, maintain and, where feasible, improve Fort Lauderdale's multimodal transportation system that serves local and regional movement of people and goods in a manner that provides for safety and security, convenience and energy efficiency; that coordinates and balances the transportation system with the orderly growth, development, and sustainability of the environment; that is coordinated with adopted transportation plans, programs, neighboring municipalities and implementing agencies; that addresses the transportation needs of present and future populations; supports economic vitality; provides mobility choices; and provides for participation in regional transportation coordination.

**OBJECTIVE 1.1:** Continue to provide for, and participate in, cooperative intergovernmental plans and programs in order to reduce vehicular, bicycle and pedestrian accidents and promote a safe multimodal transportation system.

*Evaluation Measure*      *Record of bicycle and pedestrian safety training sessions.*

POLICY 1.1.1: Continue to protect the safety of motorists, bicyclists and pedestrians by controlling the connections of driveways and access points to roads, using where possible the FDOT Access Management Guidelines on State roadways, Broward County Access standards on County roadways and City Access Standards on City roadways through the City's Development Review Process.

POLICY 1.1.2: Continue to protect the safety of motorists, bicyclists and pedestrians on local streets by a strategy of conducting in-depth studies of local neighborhood circulation and, where demonstrated problems exist, implementing traffic calming measures allowing circulation modifications including but not limited to: street closure, speed humps, roundabouts and turn restrictions or allowing for one way movements only.

POLICY 1.1.3: Investigate high accident locations for motorists, pedestrians, bicyclists and transit riders to determine means for reducing frequency and or severity, as resources permit.

POLICY 1.1.4: Incorporate safety considerations in the annual prioritizing of local road improvement funding.

POLICY 1.1.5: Continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations as required by the Unified Land Development Regulations (ULDR), and shall follow the design guidelines of the Downtown Master Plan within the downtown area as stated in Policy 1.1.8.

POLICY 1.1.6: Continue the City's active involvement with the Broward County MPO, SFRTA and Broward County Transit Division to provide for area-wide coordination relative to transit safety.

POLICY 1.1.7: Continue to use Crime Prevention Through Environmental Design (CPTED) review during the Development Review Process to address safety of pedestrians in proposed parking lots, safety of pedestrians and riders for proposed improvements to transit terminals and safety of pedestrians and riders for mixed use developments which feature rail and transit connections on-site.

POLICY 1.1.8: Provide safe and interconnected pedestrian ways within the Downtown Regional Activity Center through implementation of the Pedestrian Priority Streets ULDR requirement of the Downtown Master Plan, and continued requirement for sidewalks citywide for redevelopment projects

through the Development Review Process to assure the safety of pedestrians.

POLICY 1.1.9: Through its membership on the MPO, the City shall support FDOT's investigation and demonstration of the feasibility of alternatives to conventional warning devices for railroad crossings, support the closing of all unnecessary grade crossings and support the requirement that all new crossings be grade separated.

POLICY 1.1.10: Continue to maintain safe and secure airport operations areas and airport facilities to meet Federal Aviation Administration (FAA) requirements, and to provide for safe and efficient vehicular and non-vehicular movements, parking and adequate access to the airport for service and emergency vehicles.

POLICY 1.1.11: 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.

POLICY 1.1.12: Seek additional grants through the Broward County Marine Advisory Board to support expanded waterway police patrols and boat safety education programs, and shall evaluate as needed the feasibility of altered community policing efforts to ensure security of users of the City's parking facilities and transit facilities.

POLICY 1.1.13: Work through the MPO to improve connections between roadways and the railway network to ensure the safety of the multimodal transportation system users.

POLICY 1.1.14: Pursue coordination and improvement of inter-County transit services to better provide for regional travel needs improved safety, according to the adopted plans through the MPO, the Technical Coordinating Committee (TCC) of the MPO, SFRTA and BCt.

POLICY 1.1.15: Continue to monitor the number of aviation-related accidents at the Executive Airport.

POLICY 1.1.16: 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.

POLICY 1.1.17: The City shall, at a minimum, incorporate in the design of streets in urban areas the policies outlined in the Florida Department of Transportation's *Transportation Design for Livable Communities, Chapter 21*, of the *Plans Preparation Manual, Volume 1*.

**OBJECTIVE 1.2:** Continue to provide for a convenient multimodal transportation network.

*Evaluation Measure: Participation in Downtown Fort Lauderdale Transportation Management Association (DFLTMA) programs.*

POLICY 1.2.1: Pursue coordination and improvement of inter-County transit services to better provide for convenient regional travel needs, according to the adopted plans, within the Fort Lauderdale area through the MPO, the TCC and BCt.

POLICY 1.2.2: Continue to support and utilize the existing DFLTMA's programs to provide alternatives to single-occupant vehicles.

POLICY 1.2.3: Provide information to BCt and SFRTA as needed to identify transit user needs.

POLICY 1.2.4: Continue to support County strategies making transit more convenient that helps facilitate local traffic to use alternatives to the Strategic Intermodal System to protect its interregional and intrastate functions.

POLICY 1.2.5: Support the DFLTMA's Transit Development Plan (TDP) by means of grants obtained through the Federal Transit Administration.

POLICY 1.2.6: Continue to monitor DFLTMA operations.

POLICY 1.2.7: Continue, in conjunction with the Future Land Use Element, to encourage land uses that promote public transportation in County designated public transportation corridors to allow for convenient transit service.

POLICY 1.2.8: Continue to cooperate with the County and MPO to help determine if either additional or upgrades to existing intermodal terminals are needed.

POLICY 1.2.9: 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 1.2.10: The City's development review process shall assure mobility needs are met through including BCt and DFLTMA representatives in the review process whenever necessary.

POLICY 1.2.11: Continue to work with the DFLTMA to increase local transit service in the beach area.

POLICY 1.2.12: Continue to monitor developments related to the Fort Lauderdale- Hollywood International Airport DRI relative to transit and connections with Port Everglades.

POLICY 1.2.13: Continue to work with FDOT and the MPO to identify alternative methods of managing cargo from Port Everglades, and alternative cargo routes to and from Port Everglades that do not include SR 84.

POLICY 1.2.14: Continue to support studies to identify methods to provide transit connections between the downtown, the Executive Airport/Cypress Creek Road area and the Fort Lauderdale-Hollywood International Airport.

POLICY 1.2.15: Work with SFRTA and BCt to improve and expand the existing feeder bus connections, transit service and pedestrian, and bicycle amenities.

POLICY 1.2.16: Continue to partner with the Downtown Development Authority (DDA), MPO and the Community Redevelopment Agency Transportation Demonstration Project and Transit Master Plan that includes transit, shuttle system and pedestrian enhancements.

POLICY 1.2.17: Continue to expand the use of Transportation Demand Management Techniques beyond the Downtown RAC area.

POLICY 1.2.18: Encourage the use of transit oriented/friendly development along transit corridors.

POLICY 1.2.19: Continue to maintain the downtown heliport to foster connections between Florida airports, outlying areas and downtown.

POLICY 1.2.20: Continue to implement the design concepts for the Downtown Regional Activity Center and beach business area which includes high profile roadway pedestrian design amenities such as street trees, canopies/arcades, street pavers and signage.

POLICY 1.2.21: Continue to work with the DFLTMA to provide convenient locations for bicycle parking to promote the use of bicycles.

POLICY 1.2.22: Utilize the Development Review Process to include the construction of sidewalks and bikeways in all improvement projects where adequate right-of-way exists on State and County Roads.

POLICY 1.2.23: Participate in bicycle planning programs of the Broward MPO and the State DOT to provide bike lanes with all roadway improvements, where feasible.

POLICY 1.2.24: 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 1.2.25: The City shall continue coordination efforts to promote pedestrian activity and the use of bicycles and to ensure pedestrians and bicycles are accommodated in the development of design guidelines of the Downtown Master Plan as well as other City master plans, site plans, and engineering projects.

POLICY 1.2.26: The City will consolidate the City's pedestrian and bicycle policies and strategies, especially those pertaining to terminals and other multimodal locations, into one document to provide clear guidance to developers, and provide information for policy makers to determine methods by which to accommodate safe and convenient non-motorized transportation.

POLICY 1.2.27: The City's peak hour transit level of service standard is 70 percent of residential and employment functional area coverage.

POLICY 1.2.28: Initiate discussions with the DDA 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.

**OBJECTIVE 1.3:** Continue to provide for an energy efficient and effective multimodal transportation network

*Evaluation Measures:*

- 1. Development projects approved with pedestrian, bicycle, and transit amenities.*
- 2. Record of coordination with BCt during development reviews.*

POLICY 1.3.1: Contact Commuter Services of South Florida, the FDOT, MPO, DFLTMA, public safety agencies and other regional agencies to identify techniques and opportunities that will increase the usage of existing park and ride lots in the City to reduce the number of vehicle miles traveled per capita within the community and region.

POLICY 1.3.2: To encourage Transportation System Management techniques, the City will initiate discussions between the City's TMA and the County to utilize existing transportation systems management techniques to improve system efficiency.

POLICY 1.3.3: 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 1.3.4: Pursue coordination and improvement of inter-County transit services to better provide for regional travel needs, according to the adopted plans, within the Fort Lauderdale area through the MPO, the TCC and through direct contact with the County Urban Transit Section.

POLICY 1.3.5: 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 1.3.6: Through participation in the TCC, MPO, Development Review Process, etc. secure funding for traffic operations improvements with particular emphasis on fully developed roadways such as US 1, Broward Boulevard, Davie Boulevard, Sunrise Boulevard etc.

POLICY 1.3.7: Continue to evaluate and implement pedestrian and transit design standards for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings outside of the downtown.

POLICY 1.3.8: Work with the appropriate County and State transportation agencies to implement recommendations of that Study, as appropriate, to alleviate demand upon the SIS in order to protect its inter- and intra-regional functions.

POLICY 1.3.9: After the city-wide parking study completion, the City will review and modify, as appropriate, existing parking strategies that promote the City's multimodal transportation system, including disincentives for surplus parking in the Downtown RAC.

POLICY 1.3.10: The City shall review and modify, as appropriate, its existing strategies relative to the protection of right-of-way.

**OBJECTIVE 1.4:** Continue to coordinate the transportation system with the future land use map or map series through the Development Review Process to ensure that existing and proposed population densities, housing and employment patterns and land uses are consistent with the transportation modes and services proposed to serve the City.

*Evaluation Measure: Future Land Use Map amendments that promote redevelopment along designated transit corridors.*

POLICY 1.4.1: Coordinate changes to the Future Land Use Element with the County and the FDOT and include, where appropriate, transit-oriented land use patterns and or transit sensitive zoning criteria which support increased transit use.

POLICY 1.4.2: Adopt Comprehensive Plan text amendments allowing development of a transit village, compatible with the Master Plan of the Fort Lauderdale Executive Airport and surrounding land uses, at the Cypress Creek SFRTA station.

POLICY 1.4.3: Consistent with Future Land Use Element, the City will review and modify, as appropriate, existing strategies to encourage higher densities for residential properties along major thoroughfares which will serve as a buffer between major roadways and low density neighborhoods and support mass transit. Should Broward County propose designation of a public transportation corridor through the City (Broward County Transportation Element) the City will assist the County with data collection as needed and as feasible. The City will coordinate with Broward County and the FDOT to incorporate land use guidelines and site design guidelines that are consistent with the Downtown Master Plan in the ULDR as needed to assure accessibility of new development and redevelopment to public transit.

POLICY 1.4.4: Review existing land uses along any Broward County designated public transportation corridors and propose amendments, where appropriate, to land uses in the designated public transportation corridors in order to promote public transportation.

POLICY 1.4.5: Review and modify, as appropriate, existing measures for the acquisition and preservation of existing and future public transit rights-of-way and exclusive public transit corridors, where such exclusive public transit corridors have been identified within the City.

POLICY 1.4.6: Review and modify, as appropriate, existing land use, land development regulations City-wide and Downtown Master Plan design strategies to promote walking and the use of bicycles in order to continue to enhance those strategies.

POLICY 1.4.7: The City, in coordination with the Downtown Development Authority, will develop Transportation Demand Management strategies to reduce the generation of additional trips on the SIS.

**OBJECTIVE 1.5:** When reviewing development proposals, provide for minimal negative impacts associated with access point locations, and provide for safe and efficient on-site traffic circulation and parking.

*Evaluation Measure: Record of approved development plans consistent with neighborhood master plans.*

POLICY 1.5.1: Continue to develop and enforce improved roadway and parking lot designs, including minimum access spacing criteria, cross access easement requirements or other access controls, through local engineering and development review procedures.

POLICY 1.5.2: 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 commercial development.

POLICY 1.5.3: Ensure that development will take into consideration the character and integrity of residential neighborhoods, the Development Review Process shall address pedestrian and bicycle access and facilities, traffic improvements or modifications either on-site or within public rights-of-way, including, but not limited to, sidewalks, pedestrian ways, bicycle parking, roadway adjustments, traffic control devices or mechanisms and access restrictions to control on-site traffic flow or divert traffic as needed to mitigate the negative impacts of development generated traffic on neighborhood streets as warranted, feasible and consistent with this Plan.

POLICY 1.5.4: The Development Review Process will give consideration to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. When recommended improvements for the mitigation of impacts to any neighborhood conflict with any applicable provision of the City's ULDR, then the provisions of the ULDR shall prevail.

POLICY 1.5.5: Review and modify as appropriate, existing land development regulations that control access points and minimize curb cuts on City maintained arterial roadways so as to provide safe and convenient pedestrian circulation and on-site traffic flow and parking for motorized and non-motorized vehicles.

**OBJECTIVE 1.6:** Implement the Transportation Element on a priority basis and in concert with the City's Future Land Use Element.

*Evaluation Measure: Comprehensive Plan amendments processed to maintain consistency between transportation system improvements (transit and roadway construction) and the Future Land Use Map.*

POLICY 1.6.1: Plan for the funding of additional needed road improvements as identified in the Capital Improvements Program of the City of Fort Lauderdale.

POLICY 1.6.2: Continue to establish transportation improvement priorities and provide or support funding in a consistent manner.

POLICY 1.6.3: Provide local funding necessary to satisfy the City's Capital Improvement Program for road improvements, in accordance with the City's fiscal capabilities.

POLICY 1.6.4: Additional city development will only be approved in concert with maintenance of the adopted level of service standards.

POLICY 1.6.5: Continue to monitor the progress of all programmed road improvements as identified in the Capital Improvements Program of the City of Fort Lauderdale.

**OBJECTIVE 1.7:** The City will continue to maintain adequate LOS standards for the City's transportation system.

*Evaluation Measure: Record of participation in the Broward County Transit Oriented Concurrency system.*

POLICY 1.7.1: The City of Fort Lauderdale shall participate in Broward County's Transit-Oriented Concurrency Management System and FDOT's SIS Program and implement local road concurrency in order to mitigate traffic impacts created by development. The City of Fort Lauderdale is located within the Airport/Port, Eastern Core and Central Transit Orientated Concurrency Districts. The transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by fiscal year 2009:

*SIS Roads*

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

SIS Roadways	Affected Roadway Segments	LOS <sup>1</sup> Standard
Interstate 95	Oakland Park Blvd. To I-595	E
Interstate 595	I-95 to US 1	D
<i>SIS Connectors</i>		
Andrews Avenue	SR-84 to Eller Drive	D
SR-84	I-95 to Spangler Blvd.	D
Broward Blvd.	I-95 to NE 3 <sup>rd</sup> Avenue	D
SW 4 <sup>th</sup> Avenue	SR-84 to Perimeter Road	D

*Broward County's Transit-Oriented Concurrency*

1. The concurrency management system shall establish the following level of service standards for the Port/Airport District:

Establish at least one additional community bus route.

2. The concurrency management system shall establish the following level of service standards for the Central District:

Achieve headways of 30 minutes or less on 80% of routes, establish at least one neighborhood transit center, and establish at least two additional community bus routes.

3. The concurrency management system shall establish the following level of service standards for the Eastern Core District:

Achieve headways of 30 minutes or less on 90% of routes, achieve headways of 20 minutes or less on 40% of routes, establish at least one neighborhood transit center and establish at least two additional community bus routes.

Citywide - Increase number of bus stop shelters by 30 percent, maintain the maximum service volumes on arterial roadways within each District, as displayed below:

*Broward County and Non-SIS State Roads*

Peak Hour Two Way Maximum Service Volumes\*

	Eastern Core District	All Other Districts
Two-lane arterials	2,485	2,555
Four-lane arterials	5,267	5,442
Six-lane arterials	7,910	8,190
Eight-lane arterials	10,342	10,605

\* The maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

*Local Roads*

Local roads will be maintained at LOS D.

POLICY 1.7.2: The transportation LOS standards for the purpose of long range (2030) transportation planning are:

*SIS Roads*

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

SIS Roadways	Affected Roadway Segments	LOS <sup>1</sup> Standard
Interstate 95	Oakland Park Blvd. To I-595	E
Interstate 595	I-95 to US 1	D
<i>SIS Connectors</i>		
Andrews Avenue	SR-84 to Eller Drive	D
SR-84	I-95 to Spangler Blvd.	D
Broward Blvd.	I-95 to NE 3 <sup>rd</sup> Avenue	D
SW 4 <sup>th</sup> Avenue	SR-84 to Perimeter Road	D

*Broward County and Non-SIS State Roads*

For facilities not within the SIS, the LOS standard shall be the generalized two-way peak-hour LOS “E” standard volumes depicted on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the Florida Department of Transportation’s Level of Service Manual within the Eastern Core District, and the generalized two-way peak-hour LOS “D” standard volumes depicted on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the Florida Department of Transportation’s Level of Service Manual, within the Port/Airport and Central Districts.

*Local Roads*

Local roads will be maintained at LOS D.

POLICY 1.7.3: Transit-Oriented Concurrency Fees must be paid prior to submitting a building permit application. The City shall require a Broward County issued Transportation Concurrency Satisfaction Certificate that roadway and/or transit impact fees have been paid at time of building permit application. The applicant shall follow all Broward County Transit Oriented Concurrency procedures for determining fees and providing mitigation.

POLICY 1.7.4: The City of Fort Lauderdale may adopt land development regulations, which provide for a waiver of the Transit Concurrency Assessment for a class of development on property within that municipality, provided that all such waived Assessments are paid to Broward County by the City, or by a source designated by the City.

POLICY 1.7.5: Broward County will issue a Transportation Concurrency Satisfaction Certificate under the following conditions:

1. If the building permit application is on property within a recorded plat that was approved by the County Commission on or after March 20, 1979, and before the effective date of Amendment 04-2-T1; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the County Commissions finding of satisfaction of transportation concurrency for the plat has not expired; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
2. If the building permit application is on property for which Broward County has made a finding of vested rights with respect to transportation concurrency; and the building permit application is consistent with the level of development under which the plat was approved by the County Commission; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
3. If the building permit application is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
4. If the building permit application is for property within a transit oriented concurrency district; and the applicant has paid to Broward

County a Transit Concurrency Assessment, as described in Policy 3.4.7, for the development proposed in the building permit application.

5. If the building permit application is for property within a transit oriented concurrency district; and the application is for an addition to, replacement of, or renovation to a residential building, and does not increase the number of dwelling units within that building nor change the type of units.

6. If the building permit application is for property within a transit oriented concurrency district; and the application is for an addition to, replacement of, or renovation to a non-residential building, and does not increase the number of peak-hour trips generated by the building.

7. If the building permit application is for development that promotes public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.

8. The County Commission may, by Ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issued, relative to a building permit application, if the proposed development is a project which promotes public transportation and is located within a Regional Activity Center as described in and defined by the Broward County Comprehensive Plan, and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development on the Florida Intrastate Highway System, as defined in Section 338.001, F.S. shall be considered in issuing said Certificate.

POLICY 1.7.6: The City shall continue to discourage the use of the SIS by encouraging citizens to use modes of transportation other than single-occupant automobiles to include transit services provided and ride-sharing initiatives promoted by either Broward County Transit, DDA, South Florida Regional Transit Authority or the Downtown Fort Lauderdale Transportation Management Association through the implementation of ridership incentives, parking pricing, transit oriented development and improvements in multimodal connections where financially feasible.

POLICY 1.7.7: The City in coordination with the Broward County Transportation Planning Division and FDOT shall conduct a study on constrained roadway facilities. The study, which shall identify constrained facilities, propose adequate LOS standards for those identified constrained facilities, and recommend appropriate actions to improve mobility for all users on the constrained roadways, shall be completed by December 2011. The study findings shall be implemented through a Transportation Element amendment.

POLICY 1.7.8: Continue to update and apply, on an annual basis, the results of the County Traffic Circulation Analysis, including level of service determinations, prior to the development of its Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to increasing pedestrian and bicycle LOS and appropriate City road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS standard.

POLICY 1.7.9: Continue to seek County matching funds in the Capital Improvements Element for locally sponsored, efficient road and traffic engineering improvements to address concerns on City roads, which tend to have low priority in major road programs.

POLICY 1.7.10: Recognizing the growing need for regional connectivity, coordinate with the FDOT, the MPO, and the SFRTA to continue implementing strategies to maintain Level of Service Standards on the SIS, including strategies to facilitate local traffic to use alternatives to the SIS as a means of protecting interregional and intrastate functions.

POLICY 1.7.11: Continue its current practice of recognizing the interaction with mixed-use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed-use developments which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, land uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.

POLICY 1.7.12: The City, in coordination with Broward County and the FDOT, will review and modify, as appropriate, its Comprehensive Plan and land development regulations, to implement Broward County's Transit-Oriented Concurrency System for Broward County.

POLICY 1.7.13: The development will bear an equitable and proportionate fair share of the cost of providing new or expanded public facilities required to maintain adopted levels of service through mechanisms such as transit

concurrency fees and developer contributions pursuant to the City's land development regulations.

**OBJECTIVE 1.8:** The City shall continue to recognize the unique transportation needs of Fort Lauderdale's multi-modal transportation system.

**POLICY 1.8.1:**The following short-term Transportation Demand Management (TDM) and Transportation System Management (TSM) mobility strategies will be implemented within three years of adoption of the Transportation Element:

1. Support the Plans of the existing Transportation Demand Management (TDM) activities of the Florida Department of Transportation (FDOT), Commuter Services of South Florida, Downtown Development Authority (DDA) and the Downtown Fort Lauderdale Transportation Management Association (DFLTMA) employer-based Trip Reduction Programs through such measures as providing links to websites from the City's website, and considering the use of staggered work hours on a case-by-case basis.
2. The City shall continue to cooperate with the DFTMA and Commuter Services of South Florida by providing program informational materials to City employees and distributing DFTMA information at City Hall to increase the number of motorists using programs such as carpooling and express buses by five percent (5%).
3. The City shall work with BCt to increase transit opportunities and the DFTLMA to expand its service area.
4. The City shall work with the DDA and the FDOT to continue to support the DFLTMA.
5. The City and County shall evaluate the need to change timing of traffic signals on links of roadways designated as Pedestrian Streets by the City's Unified Land Development Regulations (ULDR).
6. The City shall investigate the need to designate certain roads in the City as Pedestrian Priority Streets and restricting right turns on red may be evaluated by the City.

7. The City may work with Beach area businesses to evaluate the feasibility of a future parking strategy in the Beach Area which involves installation of variable message signage, capable of frequent updating to direct drivers to available parking, with timing of a feasibility study to be dependant upon the availability of funding.
8. The City shall continue to grant occupational licenses to alternative modes of transportation including: water taxis, pedicabs and horse drawn carriages to provide alternatives to the use of the automobile. Occupational licenses will not be issued for any mode deemed incompatible by the City with public safety.9. Upon request by the BCt, the City shall provide data summarizing major development approvals and road improvements to coordinate necessary transit improvements.
9. The City, in association with the DFTLTMA, may investigate the use of ridesharing at the Executive Airport. Ridesharing may be utilized as a method to reduce the amount of parking required for developments within the Executive Airport.

POLICY 1.8.2: The following long-term mobility strategies shall be implemented within ten years, as financial feasibility permits:

1. The City shall work through the MPO to obligate funds for feasibility studies to evaluate cost-feasible improvement options for critical intersections in the City. Should feasibility studies demonstrate that the impacts upon adjacent residential neighborhoods and commercial areas can be mitigated, the improvements shall be further evaluated and scheduled in City, County and State work programs for implementation.
2. The City shall support the DFLTMA in evaluating the feasibility of expanding TMA services to serve park and ride commuters using the Commercial Boulevard and Broward Boulevard – I-95 park and ride lots. The City shall also encourage the DFLTMA and other interested providers to evaluate the feasibility of providing beach-oriented transit shuttles in conjunction with off-site parking facilities.

3. The City shall complete the study evaluating improvements for the Andrews Avenue - 3rd Avenue corridor and Sistrunk Boulevard.
4. The City shall initiate a sidewalk study in the Downtown Regional Activity Center to identify missing links and establish a program to eliminate missing links and maintain existing sidewalk in order to encourage walking.
5. The City shall initiate a study to identify an overall signage program to advise commuters of locations of multi-modal transportation facilities (park and ride lots, multi-modal terminals, transit stops, parking lots and public transportation connections to airports and ports.)
6. The City will work with the MPO to identify appropriate locations to install bicycle parking in the Downtown Regional Activity Center.
7. A study shall be initiated, as financially feasible, to coordinate park and ride lots, public parking garages and TMA services, along with parking strategies (i.e., more costly parking meters closer to downtown), in order to improve transportation conditions.
8. The City, through its participation in the TMA, shall seek to promote achievement of the following numerical indicators of achievement of mobility goals:
  - a. Increase the average monthly ridership of the services operated by the TMA by 5%.
  - b. Support the activities of the Commuter Services of South Florida to increase annual participation in ridesharing by 5% above the 1997 participation rate by the end of the planning period.
  - c. Support the planning activities of the DFLTMA to investigate the expansion of the TMA shuttle system to connect the downtown with existing and proposed park and ride lots.
9. The City shall work with the Downtown Development Authority to increase the number of bicycle parking facilities and other

bicycle support facilities, such as lockers within buildings, within the Downtown Regional Activity Center by 5% by the end of the planning period.

10. The City shall work with beach area businesses to investigate expanding parking opportunities in the area near the beach.
11. The City shall work with the County and the MPO to identify downtown and beach intersections where pedestrian priority signalization can be installed.

**OBJECTIVE 1.9:** Continue to assess transportation impacts in both residential and non-residential areas.

*Evaluation Measure*                      *Number of project reviews consistent with the City's traffic impact analysis requirements.*

POLICY 1.9.1: Applicants to the DRC shall submit a traffic impact analysis to the City prepared by Broward County or a registered Florida engineer complying with the requirements contained within the City's Unified Land Development Regulations. under the following circumstances:

1. More than one thousand (1,000) daily trips are generated by the proposed development,
2. Less than one thousand (1,000) daily trips are generated with twenty percent (20%) of the trips either arriving or departing within one-half (1/2) hour, or;
3. Less than one thousand (1,000) daily trips are generated but the development has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one (1) hour period.

POLICY 1.9.2: Per the, Proportionate Fair Share Program, review of development approvals affecting any City Collector roadway segments, DRC review shall continue to require that impacts upon residential neighborhoods are minimized, and may result in proportionate fair share mitigation measures

deemed necessary by the City Engineering department may be required as a condition of approval.

POLICY 1.9.3: Any proposal required to submit a trip generation analysis to the City will continue to be reviewed for traffic impacts and neighborhood compatibility. If the project accesses Residential Collectors and demonstrates impacts on neighborhood streets, a traffic impact study will be required addressing mitigation measures. Projects that are exempt from the DRC approval process are also exempt from submitting trip generation analysis and a traffic impact study.

**OBJECTIVE 1.10:** Coordinate the transportation system through participation in the Broward County MPO and with the plans and programs of South Florida Regional Transportation Authority, MPO, Broward County Transit, the Florida Transportation Plan and FDOT.

POLICY 1.10.1: Continue to work with the State and County through the TCC and the MPO to insure that the Five-Year work programs and long range transportation plans of the State and County reflect the City's transportation needs.

POLICY 1.10.2: Continue to participate as a member of the MPO to monitor proposed, programmed and planned improvements.

POLICY 1.10.3: Maintain active, positive relationship with FDOT, Broward County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements, as City finances permit.

POLICY 1.10.4: Solicit the expenditure of County Transit-Oriented Concurrency fees on facilities, which best benefit the City of Fort Lauderdale through participation in the MPO's Policy and Technical Coordinating Committee's.

POLICY 1.10.5: Participate in the development of future plans of the MPO through membership on the MPO and other intergovernmental coordination mechanisms.

POLICY 1.10.6: Work with the MPO to formulate alternatives to the proposed roadway improvements contained in the Year 2030 Long-Range Transportation Plan Update, which may negatively impact adjacent neighborhoods or businesses.

POLICY 1.10.7: Work with the MPO to obtain funding for the traffic calming/landscape/Greenway improvements proposed throughout the City.

POLICY 1.10.8: Initiate the development of procedures for improving coordination of State, county, local and developer roadway construction projects to minimize conflicts created by, and congestion resulting from multiple projects. Procedures may include greater participation in the “Moving Broward” collaborative, which shares information about ongoing transportation-related projects.

POLICY 1.10.9: Initiate TCC and MPO requests to retain regional east-west roadway extension projects in the 2030 LRTP designed to alleviate congestion on multiple roadways.

**OBJECTIVE 1.11:** Provide for private sector responsibility to include project related transportation improvements.

*Evaluation Measure: Developer contributions to transit oriented concurrency.*

POLICY 1.11.1: Maintain the requirements of developer sponsored funding of project-related transportation improvements through negotiation and/or application of project impact fees.

POLICY 1.11.2: Through the City's Development Review Process, continue to review plans and provide comments pertaining to pedestrian and bicycle access, circulation, and amenities to ensure safe and convenient accommodation on site and to surrounding properties.

**OBJECTIVE 1.12:** Coordinate its land development review process with BCt to maintain Mass Transit Level of Service as peak hour transit service to 70 percent of all residences and employment locations within the City to serve existing and proposed major trip generators and attractors, to ensure safe and convenient public transit terminals, and coordination of transit and land uses. The City shall also

provide information to BCt and Broward County to ensure accommodation of the special needs of the transportation disadvantaged.

*Evaluation Measure: Record of coordination with BCt, DFTMA and other transit related agencies.*

POLICY 1.12.1: Through the City's Development Review Process, continue to provide information to the BCt regarding the proposed development of major future trip generators and attractors to ensure that transit LOS can be achieved, and so that necessary considerations can be included in future transit planning.

POLICY 1.12.2: Provide updated information as requested to BCt's Marketing Division and TMA to ensure that eligible elderly and handicapped are aware of the existing transit services which have been developed to accommodate their demands.

POLICY 1.12.3: Contact BCt's Service Development and Marketing Divisions with requests for special presentations to neighborhood and civic associations to inform them about existing and planned transit service.

POLICY 1.12.4: Transportation planning in the City shall give due consideration to the County's Program for Mass Transportation Services for Handicapped Persons.

POLICY 1.12.5: Consistent with Future Land Use Element and Future Land Use Element Policy 1.6.1, the City's Unified Land Development Regulations (ULDR) shall continue to encourage mixed-use developments at appropriate locations, to enhance the livability of the City through fostering an attractive and functional mix of living, working, shopping and recreational activities which will feature walking and bicycle use, internal trip capture and design elements which facilitate transit access.

POLICY 1.12.6: Consistent with Future Land Use Element, future industrial uses shall be concentrated near major transportation facilities, including highways, airports and seaports, to ensure adequate access via the multi-modal transportation system.

**OBJECTIVE 1.13:** The City’s ULDRs shall continue to provide for the protection of existing and future rights-of-way from building encroachment as a part of the Development Review Process.

*Evaluation Measure: Projects approved consistent with the Broward County Trafficways Plan and City Transportation Plan.*

POLICY 1.13.1: Continue to protect existing or future transportation rights-of-way as identified by Broward County and provide for their acquisition, preservation, or protection through the development review process consistent with the Broward County Trafficways Plan and the Future Land Use Element of the City of Fort Lauderdale.

POLICY 1.13.2: Coordinate with Broward County to establish measures requiring developments to provide sufficient right-of-way necessary to reserve land for existing and future Greenways and public transit corridors.

POLICY 1.13.3: Utilize the Broward County Trafficways Plan to preserve and acquire future mass transit rights-of-way and exclusive mass transit corridors.

POLICY 1.13.4: Continue to include a traffic engineering review process for all proposed land development or redevelopment projects and requests for permits to utilize or access public right-of-way.

POLICY 1.13.5: Continue to require conveyance of right of way, preferably through fee simple dedication, consistent with the City’s Transportation Plan and/or the Broward County Planning Council’s Trafficways Plan by application of all applicable Subdivision Regulations or other planning efforts.

**OBJECTIVE 1.14:** Continue to work with Broward County and other responsible authorities to coordinate the siting of new, or expansion of existing, ports, airports, or related facilities with the City’s future land use, coastal management, and conservation elements.

*Evaluation Measure: Record of coordination with Broward County and jurisdictions adjacent to Fort Lauderdale-Hollywood*

*International Airport, Fort Lauderdale Executive Airport  
and Port Everglades.*

POLICY 1.14.1: Continue to evaluate development proposals near Port Everglade and Fort Lauderdale-Hollywood International Airport relative to existing DRI agreements.

POLICY 1.14.2: Continue to work with Broward County to encourage the development of roadway and transit service improvements in coordination with the future needs of the Executive Airport and ports adjacent to the City including Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY 1.14.3: Continue to cooperate with other local municipalities, the South Florida Regional Planning Council and the State to establish strategies, agreements and other mechanisms to provide the areawide coordination necessary to implement the transportation, land use, parking and other provisions of the Transportation Element.

POLICY 1.14.4: Continue to coordinate the Executive Airport's Master Plan with the Future Land Use, Coastal Management, and Conservation Elements.

POLICY 1.14.5: Mitigate adverse structural and non-structural impacts from the Executive Airport upon adjacent natural resources and land uses.

POLICY 1.14.6: Protect and conserve the areas designated as either Local Areas of Particular Concern or Natural Resource Areas within the Executive Airport, which serve as habitats for gopher tortoises.

POLICY 1.14.7: Continue to help coordinate intermodal management of surface and water transportation within Port Everglades through its involvement in the MPO and the South Florida Regional Planning Council.

POLICY 14.8: Work with the MPO to investigate alternative routes for cargo traffic into Port Everglades other than SR 84.

POLICY 1.14.9: Protect Fort Lauderdale Executive Airport and Port Everglades facilities from the encroachment of incompatible land uses during the review of land use amendments and development proposals.

POLICY 1.14.10: Develop and operate the airport in a manner which will mitigate any adverse effects of airport operations on the surrounding community, by implementing the recommendations contained in the Part 150 Noise Study and by complying with Broward County regulations concerning environmental issues and traffic.

POLICY 1.14.11: Consider amendments to the ULDRs to Protect airport facilities from the encroachment of incompatible uses consistent with Chapter 333.03, Florida Statutes.

POLICY 1.14.12: Protect the airport from the encroachment of incompatible land uses and zoning by advising the adjacent municipality and the public on such issues.

POLICY 1.14.13: Protect adjacent properties from incompatible uses on airport property by public notice on airport development and through representation of the adjacent municipality on the Airport Advisory Board.

POLICY 1.14.14: Work in continued cooperation with regional agencies toward protecting the existing natural resources of the City.

POLICY 1.14.15: Planning for future transportation facilities shall consider the adverse impacts of structural and non-structural improvements upon adjacent natural resources and shall comply with Broward County regulations concerning the environment.

POLICY 1.14.16: In compliance with the City of Fort Lauderdale Code of Ordinance (Sec. 7-15), the erection of any building, smokestack, chimney, flagpole, tower, derrick or other structure or appurtenance of any kind or character within the City, as applicable, is required to comply in with Part 77, Title 14 of the Code of Federal Regulations entitled "Objects Affecting Navigable Airspace" and requires advanced written approval from the Federal Aviation Administration (FAA).

**OBJECTIVE 1.15:** Continue to coordinate the surface transportation access to the Executive Airport and other ports adjacent to the City with the traffic circulation system shown on the Transportation map series.

*Evaluation Measure: Maintenance of existing airport and port access points.*

POLICY 1.15.1: Continue to control connections and access points of driveways and roads to roadways to the Executive Airport.

POLICY 1.15.2: Participate in regional initiatives to maintain and improve access to Port Everglades, consistent with the requirements of the U.S. Department of Homeland Security.

**OBJECTIVE 1.16:** Continue to coordinate with any ports, airports, or related facilities plans of the appropriate ports, airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration (FAA, Broward County MPO, military services, or resource planning and management plan prepared pursuant to Chapter 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-Year Transportation Plan, and the Continuing Florida Aviation System Planning Process as adopted.

*Evaluation Measure: Number and scope of projects included in FDOT and MPO programs.*

POLICY 1.16.1: Coordinate with the FDOT and the Broward County Metropolitan Planning Organization to insure the City's transportation priorities are reflected in the five-year work programs.

POLICY 1.16.2: Utilize airport and industrial airpark revenues, FDOT funds and FAA funds to develop aviation infrastructure and support improvement as detailed in the City of Fort Lauderdale Comprehensive Plan Support Documents.

**OBJECTIVE 1.17:** The City will continue to ensure that access routes to the Executive Airport and the access routes in the City for Port Everglades are properly integrated with other modes of surface or water transportation.

*Evaluation Measure: Record of participation in updates to the Port Everglades Master Plan and Fort Lauderdale Executive Airport Master Plan.*

POLICY 1.17.1: Continue to participate in regional planning studies to address the access needs of Port Everglades.

POLICY 1.17.2: Coordinate management of intermodal transportation needs when the Executive Airport's Master Plan is updated and during the capital improvement planning process.

**OBJECTIVE 1.18:** Continue to investigate alternative roadway designs, which accommodate vehicles without jeopardizing the surrounding uses.

*Evaluation Measure: Number and scope of roadway improvements with no negative impact on existing neighborhood.*

POLICY 1.18.1: Continue to promote traffic calming to reduce negative neighborhood impacts associated with local roads.

POLICY 1.18.2: Consider the implementation of the alternative designs for the SR 84 Corridor proposed during the public Charrette.

**OBJECTIVE 1.19:** The City will continue to accommodate water-oriented multi-modal connections.

*Evaluation Measure: Record of support to maintain the existing waterbus route and expand service in the future.*

POLICY 1.19.1: Continue to permit the waterbus to operate in the City for use by residents and tourists.

POLICY 1.19.2: Work with BCt to expand existing bus connections to the water-bus, which operates along the Intracoastal Waterway.

**OBJECTIVE 1.20:** Work with the County to ensure transportation and safety improvements are developed in conjunction with the City and existing port facilities.

*Evaluation Measure: Record of participation in the process for updating the Port Everglades Master Plan.*

POLICY 1.20.1: Continue to work with the County to coordinate transportation planning with land use planning and the appropriate local planning agency.

POLICY 1.20.2: Continue to consider the Port Everglades Master Plan in writing and amending the Transportation Element.

**OBJECTIVE 1.21:** Implement the transportation recommendations of the DRAC Sub-area Mobility Study and Downtown Master Plan, the South Andrews Avenue Master Plan, and the Davie Boulevard Corridor Master Plan and Community Redevelopment Area Plans, to ensure a transportation system that recognizes the multimodal transportation needs of the City.

*Evaluation Measure: Adoption of Comprehensive Plan and ULDR amendments to implement the DRAC Sub-area Mobility Study, Downtown Master Plan, South Andrews Avenue Master Plan, Davie Boulevard Corridor Master Plan and CRA plans.*

POLICY 1.21.1: After adoption of the Transportation Element, review and modify, as appropriate, land development regulations relative to the recommendations outlined in the DRAC Sub-area mobility study, the Downtown Master Plan and the South Andrews Avenue Master Plan.

POLICY 1.21.2: Continue to evaluate the need to change current plans and requirement in line with the recommendations outlined in the DRAC Sub-area mobility study Downtown Master Plan, South Andrews Avenue Master Plan, Davie Boulevard Corridor Master Plan and Community Redevelopment Area Plans.

POLICY 1.21.3: Make recommendations to the county to ensure the removal of conflicting recommendations outlined in the DRAC Sub-area mobility study and the Downtown Master Plan, South Andrews Avenue Master Plan, Davie Boulevard Corridor Master Plan and Community Redevelopment Area Plans.

POLICY 1.21.4: The City will use language contained in the Broward County Comprehensive Plan and recommendations of City consultants in creating transit-oriented and pedestrian-oriented design standards for future mixed-use developments and redevelopment. In addition, in collaboration with the County, the City shall seek to identify alternative methods of payment for transportation impact fees for transit-oriented and pedestrian oriented redevelopment projects. Additionally, the City will work with the County in the development of quantifiable and qualitative measurements of direct mobility benefits to the City in the event of payment of transit impact fees.

1. The following design standards will be used when determining accessibility, scheduling, passenger amenities and information systems:
  - a. Accessibility design standards shall include a maximum residential walking distance to a transit stop of  $\frac{1}{4}$  mile for high and medium densities and  $\frac{1}{2}$  mile for low density. Bus stop locations of .3 miles apart, except where existing land uses make the standard infeasible.
  - b. Scheduling design standards shall include the provision that transit travel times not exceed two (2) times the automobile travel time for comparable trips, that weekday peak-hour headways for 90 percent of all routes be 30 minutes, and service be available 7 days a week including holidays.
  - c. Passenger amenities standards include bus bench placement at designated bus stop locations.
  - d. The information systems standard is to make timetables available at all major transfer points.

# **PARKS AND RECREATION ELEMENT**

## **I. Introduction**

The City of Fort Lauderdale Parks and Recreation Department strives to provide and promote a quality standard of living and distinctive recreational opportunities for all who reside, work or visit in the City. In addition to successfully executing the day to day activities of maintenance and programming, the City is developing a comprehensive long range strategic plan (LRSP). Both the Comprehensive Plan and ULDRs will be amended upon completion of the LRSP for parks and recreational facilities. "The Mission of the City of Fort Lauderdale Parks and Recreation Department is to provide citizens and visitors the opportunity to participate in quality leisure programs and activities, in an aesthetically pleasing and safe environment, at a reasonable cost to the user. The community is to be provided with well-maintained parks, open space, beaches and roadway landscaping that communicates and compliments the spirit and tropical beauty of the Fort Lauderdale area." The Parks and Recreation Department was recently recognized for its outstanding service when it received the 2006 Florida Recreation and Park Association Excellence Award.

## **II. Goals, Objectives and Policies**

**GOAL 1:** Provide levels of service for Parks and Recreation Facilities sufficient to meet the existing and future needs of the City of Fort Lauderdale's population.

**OBJECTIVE 1.1:** The City will provide parkland and open space to meet a Level of Service Standard of 3 acres per one thousand residents. This 3 acre standard shall be comprised of a mix of park classifications with Local Facility Guidelines.

*Evaluation Measure: Annual report of the current park LOS.*

POLICY 1.1.1: The Parks and Recreation Department shall continue to maintain a computerized inventory and map of all public recreational lands.

POLICY 1.1.2: All city owned/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 1.1.3: Continue to provide 2.0 acres of neighborhood parks for each one thousand residents.

POLICY 1.1.4: Continue to provide 1.0 acre of community parks for each one thousand residents.

POLICY 1.1.5: Large Urban Parks and Special Use Facilities/Parks will continue to be provided by the City of Fort Lauderdale to meet public needs.

POLICY 1.1.6: No parkland shall be diverted to other uses except in instances of overriding public interest, in which case it will be effectively replaced within the applicable park service area.

POLICY 1.1.7: Provide at least 20% land area in order to accommodate the open space needs of its residential development. Such open space shall include greenways, blueways and other natural areas.

POLICY 1.1.8: By 2010, the City shall develop a Pedestrian and Bicycle Master Plan (to include a Greenways/recreational trail systems component, in conjunction with the LRSP), that will aid in creating new or enhanced facilities for the purpose of meeting transportation, recreation, and Open Space needs.

POLICY 1.1.9: In order to ensure that the allocation of parklands are equitably distributed, the City of Fort Lauderdale shall give high priority in developing its park system based on a service radius calculation.

Urban Open Space = 1/4 mile

Neighborhood Parks = 1/2 mile

Community Parks = 1 mile

Large Urban Park, and Special Use Facilities/Parks = 30 minute drive time

POLICY 1.1.10: Continue to comply with Broward County's Park Level of Service standard of 3 acres per 1000 population.

POLICY 1.1.11: The City of Fort Lauderdale shall ensure the equitable geographic distribution of parkland and open space, and funding for parks by monitoring the service radii described in Policy 1.1.8.

POLICY 1.1.12: The City of Fort Lauderdale remains committed to improving the quality of life of all of its citizens. For the future, the City of Fort Lauderdale will need to refine the traditional Park LOS standard of acres per 1000 population to one that uses urban density as the guideline to reflect the Commercial/Industrial Development mixed with Residential within the urban core. The refined Park LOS will remain in Substantial Conformance with the LOS standard of the Broward County Plan of acres per 1000 of population, and will include the unique needs of higher density residential areas located within or near mixed-use development.

POLICY 1.1.13: Amend the Comprehensive Plan within 12 months and the ULDRs within 18 months of adoption of the LRSP.

**OBJECTIVE 1.2:** The City shall ensure that Parks and Recreation Facilities meet the level of service standards established within the City of Fort Lauderdale's Parks and Recreation Element.

*Evaluation Measure: Monitor population projections and planned park improvements.*

POLICY 1.2.1: To maintain the levels of service standards identified within the Parks and Recreation Element of the City of Fort Lauderdale's Comprehensive Plan, the City shall determine whether adequate Parks and Recreation Facilities will be available when needed to serve proposed development.

POLICY 1.2.2: Prior to site plan approval, the City of Fort Lauderdale shall ensure that Parks and Recreation Facilities necessary to meet the level of service standards established within the City of Fort Lauderdale's Comprehensive Plan will be available consistent with state concurrency requirements (ss.163.3180(2)(b) Florida Statutes and ss.9J-5.0055(3)(b), Florida Administrative Code.

POLICY 1.2.3: Continue to review and revise, where necessary, its land development codes and regulations to ensure that all new development in the City of Fort Lauderdale meets the level of service standards established within the City of Fort Lauderdale's Comprehensive Plan.

POLICY 1.2.4: In order 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 Unified Land Development Regulations.

**GOAL 2:** Establish and preserve an appropriate open space system to protect public health, safety and welfare, and assure retention of aesthetic and environmental amenities.

**OBJECTIVE 2.1:** The City shall improve its visual attractiveness as possible, both through positive measures of orderly development and beautification as well as consistent efforts to avoid, remove, or diminish the impact of unsightly features.

*Evaluation Measure: Record of aesthetic improvements, park maintenance and elimination of unsightly features such as graffiti.*

POLICY 2.1.1: The City's Land Development Regulations shall require adequate landscaping of public projects, as well as private development. The City's adopted Land Development Regulations will be implemented consistent with s.163.3202 (1), F.S.

POLICY 2.1.2: The City's provision of public open spaces shall be consistent with the Goals, Objectives and Policies of related Elements of the Comprehensive Plan (Land Use, Conservation, Coastal Management, et. al.).

POLICY 2.1.3: 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 2.1.4: Follow standard design guidelines for all recreational and open space adhering to current Natural Resource Protection Areas (NRPA) and Crime Prevention Through Environmental Design (CPTED) concepts/guidelines.

POLICY 2.1.5: The Parks and Recreation Department shall utilize native plant materials where appropriate in development of new parks, redevelopment of existing sites, and at other public locations to achieve the benefits associated with such materials (lower maintenance costs, habitat provision, drought tolerance, etc.).

POLICY 2.1.6: Upgrade and modernize parks through the implementation of maintenance standards and the ongoing five year Capital Improvement Program.

POLICY 2.1.7: Amend the Comprehensive Plan within 12 months and the ULDRs within 18 months of adoption of the Pedestrian and Bicycle Master Plan to enhance pedestrian access to recreational facilities.

**GOAL 3:** Provide and maintain diverse parks, recreation facilities and activities of high quality for all residents.

**OBJECTIVE 3.1:** Utilize the following Local Facility Guidelines (LFG), whenever feasible in the provision of adequate recreational facilities through the life of the plan.

- a) One baseball/softball field per 5,000 residents aged 5-34.
- b) One basketball court per 4,000 residents aged 10-34.
- c) One tennis court per 2,000 residents aged 10-84.
- d) One football /soccer field per 5,000 residents aged 5-34.
- e) One handball/racquetball court per 12,000 residents aged 10-59.
- f) One playground per 1,000 residents aged 5-14.
- g) One community center per 25,000 residents of all ages, with all resident's to be within one mile of a center.
- h) One volleyball court per 6,000 residents aged 15-34.
- i) One roller hockey rink per 20,000 residents aged 5-34.

*Evaluation Measure: Annual report describing the ratio of facilities to population.*

POLICY 3.1.1: Continue and expand the use of cooperative agreements with public and private schools, surrounding jurisdictions nonprofit agencies, churches and the private sector to assure facilities for active recreational opportunities year-round.

POLICY 3.1.2: Allocate sufficient funds to adequately supervise and maintain existing parks and recreational facilities in order to protect the public investment.

POLICY 3.1.3: Every five years the City shall reassess the ability of existing sites and facilities to meet the changing needs of the population to be served.

POLICY 3.1.4: Through its Park Ranger program, the City shall give high priority to public safety at park and recreation sites.

**OBJECTIVE 3.2:** Ensure that 100% of all recreational sites are accessible to all residents and visitors by 2018.

*Evaluation Measure: Record of access improvements.*

POLICY 3.2.1: Centrally locate new park and recreation facilities in the neighborhood area to be served whenever possible.

POLICY 3.2.2: 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 3.2.3: Provide for safe and convenient pedestrian and bicycle access to parks and recreational facilities, especially in the case of neighborhood- serving sites.

POLICY 3.2.4: Require accessibility for all residents, including elderly, handicapped, and economically disadvantaged others with special mobility needs, as a design criteria for new facilities and shall retrofit all existing sites by 2018.

POLICY 3.2.5: Coordinate with Broward County to ensure facilities apply design principles that place pedestrians as first priority. All park facilities should be designed to accommodate safe and convenient pedestrian and bicycle access and connectivity.

**OBJECTIVE 3.3:** Continue and expand efforts to ensure public awareness and utilization of park and recreational programs and facilities throughout the life of the plan.

*Evaluation Measure: Record of park users.*

POLICY 3.3.1: Gather and analyze participation and usage data as a measure of programming success and utilization effectiveness.

POLICY 3.3.2: Conduct one annual citywide survey of the population to determine the adequacy of and quality of services and to determine areas of dissatisfaction and need.

POLICY 3.3.3: Utilize program evaluations to determine and document user satisfaction and preferences in recreational and special programming.

POLICY 3.3.4: Administer survey sampling in all parks on an ongoing basis to update/address park maintenance concerns and recreational needs.

POLICY 3.3.5: Obtain public input into all park planning and design decisions.

POLICY 3.3.6: In order to reflect current or updated needs, every five years, the City shall review facilities, amenities and recreational programs offered at each neighborhood and community park. This assessment shall include community input.

POLICY 3.3.7: Maintain a balance of recreational interests among members serving on the Parks and Recreation Advisory Board.

POLICY 3.3.8: Research and initiate new recreation facilities and programs to expand recreational opportunities available to residents.

**GOAL 4:** Develop new funding sources for expansion of parks and recreation facilities and make use of all available funding sources in the provision of quality recreation and open space opportunities.

**OBJECTIVE 4.1:** Because the City's park requirements may change in the future due to unforeseen growth or future annexations, the City of Fort Lauderdale shall continue to monitor levels of service for parks and open space, and, if necessary, shall identify and implement alternative funding mechanisms, and explore all regulatory mechanisms (including, but not limited to conservation easements, covenants, options to purchase, right of first refusal, and eminent domain) for parks and open space.

*Evaluation Measure: Applications and awards for grants and other funding sources.*

POLICY 4.1.1: 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 4.1.2: Where the School Board of Broward County has facilities for recreation established, and because there is no need for duplication of services, the City of Fort Lauderdale shall propose agreements for joint use of these facilities. For the purpose of outdoor recreation, school facilities may be considered equivalent to a neighborhood park within traditional city boundaries or in other infill areas where the shortage of suitable vacant sites makes acquisition of additional park acreage unfeasible. This substitution may only be used where satisfactory interlocal use agreements have been negotiated. The City of Fort Lauderdale shall identify potential locations for joint use, with priority given to neighborhood areas experiencing a deficiency.

POLICY 4.1.3: Continue and enhance use of subdivision reviews, DRIs, planned unit developments, site plan review and other mechanisms to provide recreation and open space.

POLICY 4.1.4: Maintain and improve the existing recreation lands and encourage the dedication of properties for recreation and open space uses through appropriate incentives.

POLICY 4.1.5: 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 archeologically significant resources and their impact on the City's park levels of service. The City of Fort Lauderdale shall consider the following as park projects are undertaken, particularly projects utilizing or attempting to obtain federal and/or state grants:

1. The project's ability to maintain or improve park levels of service;
2. The protection of Endangered and Threatened Species and Species of Special Concern, including rare or threatened vegetative communities;
3. The enhancement or restoration of natural areas and shoreline ecosystems, and the removal of nuisance and/or exotic vegetation;
4. The creation or continuation of greenway systems utilizing environmentally sensitive lands, existing linear open spaces, or designated Brownfield areas;
5. The preservation of large canopy trees;

6. The protection or improvement of groundwater quality and/or surface water quality;
7. 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.
8. 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.

**OBJECTIVE 4.2:** The Parks and Recreation Department shall prepare and maintain a coordinated five-year Parks and Recreation Capital Improvement Program.

*Evaluation Measure: Park improvements contained in the City's annual CIP update.*

POLICY 4.2.1: 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 by:

- a. Public Safety
- b. Protection of the City's investments
- c. Upgrading and replacement of existing sites, and
- d. Need for new facilities and expansion

POLICY 4.2.2: The Parks and Recreation Department will update the Capital Improvement Program, related to parks and recreation facilities, annually.

**OBJECTIVE 4.3:** The City shall recognize the significant role leisure provision plays in economic prosperity of the community.

*Evaluation Measure: Promotional events and materials marketing parks to visitors.*

POLICY 4.3.1: 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 4.3.2: 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.

## **HISTORIC PRESERVATION ELEMENT**

### **I. Introduction**

The Historic Preservation Element is an optional element of the Fort Lauderdale Comprehensive Plan and is prepared pursuant to Chapter 9J-5, Florida Administrative Code and Chapter 163, Florida Statutes.

The City of Fort Lauderdale has a substantial number of historic architectural buildings and prehistoric archeological resources that merit preservation. It is this inventory of historic and cultural resources that creates the unique character that is Fort Lauderdale. It is the purpose of the historic preservation element to enable the community to identify, promote, and encourage the preservation and use of its historic resources, such as landmark sites, buildings, structures, bridges, roads and districts, for the benefit of future generations and to enhance the quality of life and economy of Fort Lauderdale through the preservation of its historic sites and districts.

### **II. Goals, Objectives and Policies**

**GOAL 1:** To provide for the identification, recognition and evaluation of the historic resources of Fort Lauderdale and to enhance public awareness and involvement in various applicable aspects of historic preservation.

**OBJECTIVE 1.1:** All historic resources shall be located and identified.

*Evaluation Measure: Properties identified on historic surveys.*

POLICY 1.1.1: Update the architectural and historical surveys of buildings, structures, and sites, which contribute to the cultural development of Fort Lauderdale as resources and need indicate, and coordinate with Broward County in the update of archeological site surveys.

POLICY 1.1.2: All sites identified shall be recorded pursuant to the policies of the Florida Department of State, Division of Historical Resources when State Funds are utilized to conduct the survey.

POLICY 1.1.3: Develop an automated system, which can merge the Florida Master Site Files of Fort Lauderdale with the City's parcel information system.

POLICY 1.1.4: Monitor the site database (Florida Master File) periodically for corrections, updates, and removals of listed properties also submitted to the Florida Department of State, Division of Historical Resources. Maintain the City's database in a format compatible with the State's system.

**OBJECTIVE 1.2:** Continue to evaluate the historic and archeological resources according to adopted criteria of significance.

*Evaluation Measure:           Number of sites evaluated during the development review process.*

POLICY 1.2.1: Evaluate the historical resources of Fort Lauderdale for eligibility for designation as opportunities arise, pursuant to the historic preservation Ordinance and/or nomination to the National Register of Historic Places.

POLICY 1.2.2: Advocate the performance of archaeological surveys within the development review process for all ground disturbing activity on sites located along the New River, listed in Table 1 of the Historic Element's Data and Analysis and other known historic settlements.

**OBJECTIVE 1.3:** Formally recognize those historic resources that are considered significant according to adopted criteria.

*Evaluation Measure:           Number of resources recognized by means of nomination to National or Local Register (and number of resources recognized by historic marker program).*

POLICY 1.3.1: Maintain a local register of historic buildings, structures, and sites, and utilize Broward County's register of archeological sites in evaluation of resources.

POLICY 1.3.2: List by importance those historic properties, sites, buildings, structures and districts that require protection and recommend appropriate local ordinances to effect that protection.

POLICY 1.3.3: Establish a method of recognizing properties listed on the local register of historic places.

POLICY 1.3.4: Establish a historic marker program with the goal of marking the locations of significant historic resources and the boundaries of historic districts.

**OBJECTIVE 1.4:** Encourage and support nomination of all eligible buildings, structures, sites, or districts to the National Register of Historic places if the owners concur.

*Evaluation Measure: Number of historic resources nominated for inclusion in the National Register.*

POLICY 1.4.1: Encourage, through information or technical assistance, private property owners to submit the nomination of eligible resources to the Local and National Register of Historic Places.

POLICY 1.4.2: Encourage, through education and technical assistance, private property owners and entities to submit nomination of eligible resources for local historic designation.

**OBJECTIVE 1.5:** The City shall continue to enact, amend, or revise, as appropriate, regulatory measures that will further its historic preservation goals.

*Evaluation Measure: Record of regulatory measures adopted and included in the ULDR that further preservation goals.*

POLICY 1.5.1: The Historic Preservation Ordinance shall be amended, or Rules of Procedure shall be developed and adopted by the Historic Preservation Board, to assure conformity with the Certified Local Government Program.

POLICY 1.5.2: The Fort Lauderdale Code of Ordinances shall be amended to incorporate the findings and recommendations found within the Historic Preservation Element and to be consistent with amendments to the Historic Preservation Element, when appropriate.

POLICY 1.5.3: Explore all regulatory mechanisms (including, but not limited to, conservation easements, covenants, options to purchase, right of first refusal and eminent domain) that will assist the City in its preservation efforts.

POLICY 1.5.4: Examine the current City ordinance with regard to adding or revising provisions for protection of archaeological resources and demolition of buildings by neglect, up to and including, enforcement by issuing notice of violation to owners of historic buildings and structures to ensure compliance with regulations.

**OBJECTIVE 1.6:** Maintain the City's program for the provisions of financial incentives for historic preservation purposes, and evaluate the current financial incentive program for effectiveness and investigate additional, less administratively cumbersome financial incentive tools.

*Evaluation Measure: Record of financial incentives utilized for preservation purposes and new incentives established.*

POLICY 1.6.1: Continue to seek and make applications for historic preservation grants from private, state, and federal sources.

POLICY 1.6.2: Monitor the availability of low interest loans and grants for the rehabilitation of historic resources. Where possible, set aside funds from Federal Housing Programs to be utilized for historic preservation or restoration of eligible structures.

POLICY 1.6.3: Provide information and technical support in the use or rehabilitation investment tax credits or other financial incentives that may be available.

POLICY 1.6.4: Devise a program to have commercial historic buildings and districts declared eligible for National Register status so that they may take advantage of the 20% tax rehabilitation credits.

**OBJECTIVE 1.7:** Develop an inventory and assessment of all City owned historic resources within Fort Lauderdale, and identify a prioritized list of maintenance and rehabilitation needs, including costs and potential funding sources.

*Evaluation Measure: Completion of city-owned historic resource inventory and identification of maintenance and rehabilitation needs.*

POLICY 1.7.1: Preserve and protect the historic and archaeological resources owned, acquired, or disposed of by the City.

POLICY 1.7.2: In considering the acquisition of historic resources, the City shall assess doing so according to the Standards established by the U.S. Department of the Interior.

POLICY 1.7.3: In disposing of publicly owned historic resources, the City shall attach deed restrictions, which may include a preservation easement to the property.

POLICY 1.7.4: Develop a prioritized schedule of improvements to city-owned historic resources for consideration by the CIP Committee for inclusion in the annual Capital Improvement Program.

**OBJECTIVE 1.8:** Encourage the retention of historical and cultural resources, which foster community identity and civic pride. This may include the encouragement of

revitalization of older housing stock, the preservation of existing low residential density, the discouragement of intrusion from more extensive incompatible uses, and the discouragement of urban sprawl.

*Evaluation Measure: Record of annual designations that place historical and cultural resources on the local or national registers.*

POLICY 1.8.1: Encourage the preservation and revitalization of existing residential neighborhoods through the preservation and maintenance of historic and cultural resources.

POLICY 1.8.2: New development within or adjacent to the neighborhood shall be compatible with the architecture and scale of the neighborhood and assessed for potential impacts upon designated historic resources. The impacts of increased traffic brought about by new development shall be a matter of serious consideration in the review of proposed new development.

POLICY 1.8.3: Provide technical assistance to homeowners planning rehabilitation or other alterations in order to preserve the character and integrity of the historic buildings within the neighborhood. Architectural 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 1.8.4: Encourage sensitive, adaptive reuse of historic structures as a preferred alternative to demolition.

POLICY 1.8.5: Establish guidelines in the ULDR for the Preservation and Adaptive Reuse of Historic Building Methods including, but not limited, to the following:

- Maintenance of the entire structure;
- Restoration of the historic fabric;
- Maintenance of significant interior spaces
- Respect for existing scale and massing
- Sensitive and respectful rooftop and adjacent additions

POLICY 1.8.6: Repair, rather than replace, deteriorated historic structures and their features. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.

POLICY 1.8.7: Update ULDR provisions, as needed, to ensure that compatibility of new or rehabilitated development with historic resources is

part of the review process and to encourage repair of deteriorated historic structures and their features, according to design criteria.

**OBJECTIVE 1.9:** Establish a public information program for the purpose of educating the public on national, state, and local historic preservation programs including incentives available for preservation.

*Evaluation Measure: Record of establishment of public information program and number of educational initiatives completed.*

POLICY 1.9.1: Develop a historic resource guide to assist historic property owners obtain information on preserving and maintaining their properties, consistent with appropriate historic preservation standards.

POLICY 1.9.2: Cooperate with local historical organizations in their efforts to create and maintain programs, displays, maps, tours, and brochures illustrating the history of Fort Lauderdale and to inform the public about its historic preservation programs.

POLICY 1.9.3: Encourage the Fort Lauderdale Historical Society to compile, store, and make available to the public information related to historic preservation.

POLICY 1.9.4: Continue to support the Fort Lauderdale Historical Society and Museum in its mission to promote historic preservation.

POLICY 1.9.5: Coordinate with local educational institutions to establish internship programs to assist with completion and updating of the city historic sites survey.

**OBJECTIVE 1.10:** Preserve, when possible, existing mechanisms for the notification and involvement of historic property owners and the interested public in historic preservation activities.

*Evaluation Measure: Record of public notification regulations in the ULDR (e.g. notices mailed or posted, workshops conducted, etc.).*

POLICY 1.10.1: Continue to maintain contact with all owners of historic properties and notify them of the property's status as a historic resource and the availability of historic preservation programs.

POLICY 1.10.2: Continue to notify interested citizens and organizations of the time, location, and purpose of all meetings of the Historic Preservation Board.

**OBJECTIVE 1.11:** Continue commitment to the review of impacts on historic and archaeological resources using the procedures and standards established in the City's land development regulations and the regulations of other agencies with jurisdiction over the resources.

*Evaluation Measure: Record of development review committee comments related to impact of proposed development on historic and archaeological resources.*

POLICY 1.11.1: Cooperate with all local, State and Federal agencies in their requests for survey and inventory information.

POLICY 1.11.2: Require all development proposals from the private or public sector that involve ground disturbing activities in archaeologically significant zones, to indicate the location, extent, status and proposed impact to archaeological or above ground historic resources, utilizing available survey data or the results of historical or archaeological assessments made for the express purpose of providing said information.

POLICY 1.11.3: All proposed impacts to historic resources shall be reported to the Historic Preservation Board for review and comment.

**OBJECTIVE 1.12:** Assist local, State and Federal agencies in the recognition and registration of the historic resources of Fort Lauderdale.

*Evaluation Measure: Record of assistance provided to various agencies in the recognition and registration of city historic, cultural and public art resources.*

POLICY 1.12.1: Seek assistance from the State Division of Historic Resources to obtain Certified Local Government Program status (CFR Section 5, Title 36, Part 61).

POLICY 1.12.2: After Certified Local Government Program status is achieved, participate in the Program's benefits and responsibilities.

POLICY 1.12.3: Assist the Broward County School Board in the evaluation and nomination of eligible School Board properties to the National Register of Historic Places.

**OBJECTIVE 1.13:** Coordinate with other governmental and non-governmental agencies in promoting Fort Lauderdale as an educational, commercial, industrial, recreational, cultural and tourist center.

*Evaluation Measure: Record of city activities assisting Broward County School Board in achieving Objective 1.13.*

POLICY 1.13.1: Provide information to those private and public agencies that function to promote Fort Lauderdale's resources, with an emphasis on its historic, cultural and archaeological resources.

**OBJECTIVE 1.14:** Use Historic Preservation as a catalyst to strengthen Fort Lauderdale's economy.

*Evaluation Measure: Historic information supplied to the Fort Lauderdale Historical Society and Greater Fort Lauderdale Convention and Visitors Bureau.*

POLICY 1.14.1: Market the economic benefits of cultural and heritage tourism, and promote information to make the city a heritage tourism destination.

**OBJECTIVE 1.15:** Increase the quality of, visibility of, and build audiences for cultural and heritage organizations and activities in Fort Lauderdale.

*Evaluation Measure: Historic information supplied to the Fort Lauderdale Historical Society and Greater Fort Lauderdale Convention and Visitors Bureau.*

POLICY 1.15.1: Increase the web presence of Fort Lauderdale on county and statewide Internet sites through links and listings of activities (such as Broward or Dade County, and State tourism sites).

POLICY 1.15.2: Investigate city sponsorship for an Historic Preservation Commendation Awards Program, which would be used to highlight good projects and increase visibility of local projects, and promote the program on the city web site.

POLICY: 1.15.3: Evaluate national, state and county programs and take advantage of opportunities to publicize heritage and cultural activities in the city, such as Historic Preservation Months, Arts Months, Archives Months, Ethnic Months, etc.

# **PUBLIC SCHOOL FACILITIES ELEMENT**

## **I. Introduction**

Public schools in the City of Fort Lauderdale are provided and maintained by the School Board of Broward County. As a signatory to the Interlocal Agreement for Public School Facility Planning, the City of Fort Lauderdale assists the School Board in this effort. Due to the fact that public school concurrency service areas overlap municipal boundaries and public school facilities are the responsibility of the School Board, an accurate and complete Public School Facilities Element can only be implemented at the County level. Therefore, the City of Fort Lauderdale's Public School Facilities Element contains the same goals, policies and objectives as Broward County's Public School Facilities Element.

## **II. Goals, Objectives and Policies**

### **GOAL 1: PUBLIC SCHOOL CONCURRENCY**

The Broward County Board of County Commissioners (Broward County) in collaboration with the School Board of Broward County (School Board) and Broward County municipalities (municipalities) shall ensure that public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards (LOS). This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of adequate public school facilities and the authority of Broward County and the municipalities for development permitting and comprehensive planning.

### **OBJECTIVE 1.1: FINANCIALLY FEASIBLE DISTRICT EDUCATIONAL FACILITIES PLAN**

The School Board, pursuant to Chapters 163.3177 and 163.3180 F.S. and the Interlocal Agreement for Public School Facility Planning (ILA), shall prepare and annually update and adopt the Five-Year District Educational Facilities Plan (DEFP) which shall contain a five-year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted level of service in all concurrency service areas (CSAs). The School Board shall also ensure that school facilities are planned to meet the long-term planning period of the Public School Facility Element (PSFE) of the Broward County Comprehensive Plan.

POLICY 1.1.1: The DEFP shall include a 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. This financially feasible schedule shall be annually adopted into the Broward County

Comprehensive Plan Capital Improvements Element (CIE) and the capital improvement elements of the municipalities. This adoption may either be by reference or by restatement of the relevant portions of the adopted DEFP, but in no event shall the County or municipality attempt to modify the adopted DEFP.

POLICY 1.1.2: The DEFP shall provide 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 PSFE.

POLICY 1.1.3: The DEFP's five-year financially feasible schedule shall provide for the remodeling/renovation of existing schools to meet the identified needs of aging schools and replace worn facilities.

POLICY 1.1.4: The DEFP shall be amended on an annual basis 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 1.1.5: Annually adopted updates to the DEFP and CSA maps shall be coordinated with annual plan amendments to the CIE of the Broward County Comprehensive Plan and comprehensive plans of the municipalities. The annual plan amendments shall ensure that the schedule of capital improvements within the CIE continues to be financially feasible and the LOS will be achieved and maintained.

## **OBJECTIVE 1.2: CONCURRENCY MANAGEMENT SYSTEM**

Broward County shall adopt a county-wide public school facilities concurrency management system for implementation of public school concurrency to ensure that public school facilities are available at the adopted level of service standard concurrent with the impact of proposed residential development.

POLICY 1.2.1: Broward County and the municipalities, in collaboration with the School Board shall implement concurrency management systems consistent with the policies included in the Broward County and municipal public school facility elements, procedures and requirements included within the ILA and Broward County and municipal land development regulations (LDRs).

POLICY 1.2.2: The CSAs shall be the annually adopted school attendance boundaries for each elementary, middle and high school. The maps of the CSAs are maintained in the data and analysis section of the PSFE.

POLICY 1.2.3: The Level of Service standard shall be 110% of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.

POLICY 1.2.4: If adequate capacity is not available in a CSA for a proposed residential development, but capacity exists in one or more contiguous CSAs, the development may proceed consistent with the provisions and procedures in the ILA and County and municipal LDRs.

POLICY 1.2.5: 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), development of the project may proceed in accordance with the provisions and procedures in the ILA and County and municipal LDRs.

POLICY 1.2.6: Broward County and the municipalities 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 County and municipal LDRs.

POLICY 1.2.7: The CSAs shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools 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 (elementary, middle, high) and provide an equitable distribution of student enrollment district-wide.

POLICY 1.2.8: 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 1.2.9: The public school concurrency approval for residential plats shall expire if development within the plat does not commence within 5 years following the date of County Commission approval.

### **OBJECTIVE 1.3: PROPORTIONATE SHARE MITIGATION**

The School Board, pursuant to Chapter 163.3180 F.S. and the ILA, shall adopt proportionate share mitigation alternatives, which provide an option for residential developments unable to meet the public school concurrency requirement. 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 1.3.1: A residential development's proportionate share mitigation value shall be determined 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(13)(e)(2), F.S., 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 1.3.2: Proportionate share mitigation shall enhance the capacity of the schools (or provide for the construction of new schools) serving the proposed residential development. The mitigation shall equate to at least one permanent classroom, which may be funded by one or more residential developments, or other identified funding sources. Mitigation that results in the need for school site(s) shall primarily be the dedication of land. Proportionate share mitigation shall include the following options, as further defined and subject to, procedures and requirements in the ILA;

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.

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 1.3.3: Mitigation shall be assured by a legally binding agreement between the School Board, the applicant and the County or municipality (as applicable), which shall be executed prior to the issuance of the final subdivision plat or the final site plan approval (or functional equivalent). If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation in the first three years of the DEFP.

## **GOAL 2: COLLABORATE AND COORDINATE TO MAXIMIZE QUALITY EDUCATION**

Maximize collaboration and coordination between Broward County, the School Board and the municipalities, to effectively plan for public elementary and secondary school facilities to meet the current and future needs of Broward County's public school population. Pursuant to Chapter 163.3177 F.S., Broward County and all non-exempt municipalities within the County, shall coordinate and cooperate to ensure the adopted public school facilities elements are consistent with each other.

### **OBJECTIVE 2.1: LAND USE CONSISTENCY, COMPATIBILITY & ADEQUATE INFRASTRUCTURE**

Broward County, the School Board and the municipalities shall establish coordination mechanisms to ensure that the locations of existing and proposed school sites are compatible with and proximate to the existing and planned land uses they serve. Such coordination shall also ensure there is adequate public infrastructure available to serve existing and planned school sites including infrastructure, which provides safe access to schools.

POLICY 2.1.1: Broward County, the School Board, and the municipalities will coordinate 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 2.1.2: Broward County, the School Board and the municipalities shall coordinate 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 2.1.3: Consistent with Section 163.3177 (12) (g), F.S., the Broward County PSFE 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. Maps 1 through 12 depict the short and long term existing and anticipated public school facilities and ancillary plants.

POLICY 2.1.4: Consistent with provisions and procedures in the ILA, the School Board will advise Broward County and the municipalities of inconsistencies in comprehensive plans and plan amendments with the DEFP and Long-Range School Facilities Plan.

POLICY 2.1.5: The School Board shall 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 2.1.6: Broward County, the School Board and the municipalities shall 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 in addition to the preparation and annual reviews of public school facilities elements and ensure that the elements are consistent with each other.

POLICY 2.1.7: The School Board shall annually update and adopt the DEFP and transmit it, including any supplemental amendments, to Broward County and the municipalities, which then shall amend their CIEs to incorporate the updated DEFP consistent with the provisions and procedures of the ILA.

POLICY 2.1.8: Broward County, the School Board and the municipalities shall share and coordinate information 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 2.1.9: Broward County shall coordinate with the School Board and the municipalities through the school siting process identified in the

ILA and Broward County and municipal platting and site plan approval processes to implement strategies, consistent with Florida's Safe Ways to School 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.

## **OBJECTIVE 2.2: SCHOOL FACILITY SITING, COLLOCATION & DESIGN**

Broward County, the School Board and the municipalities, pursuant to the ILA, shall coordinate 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.

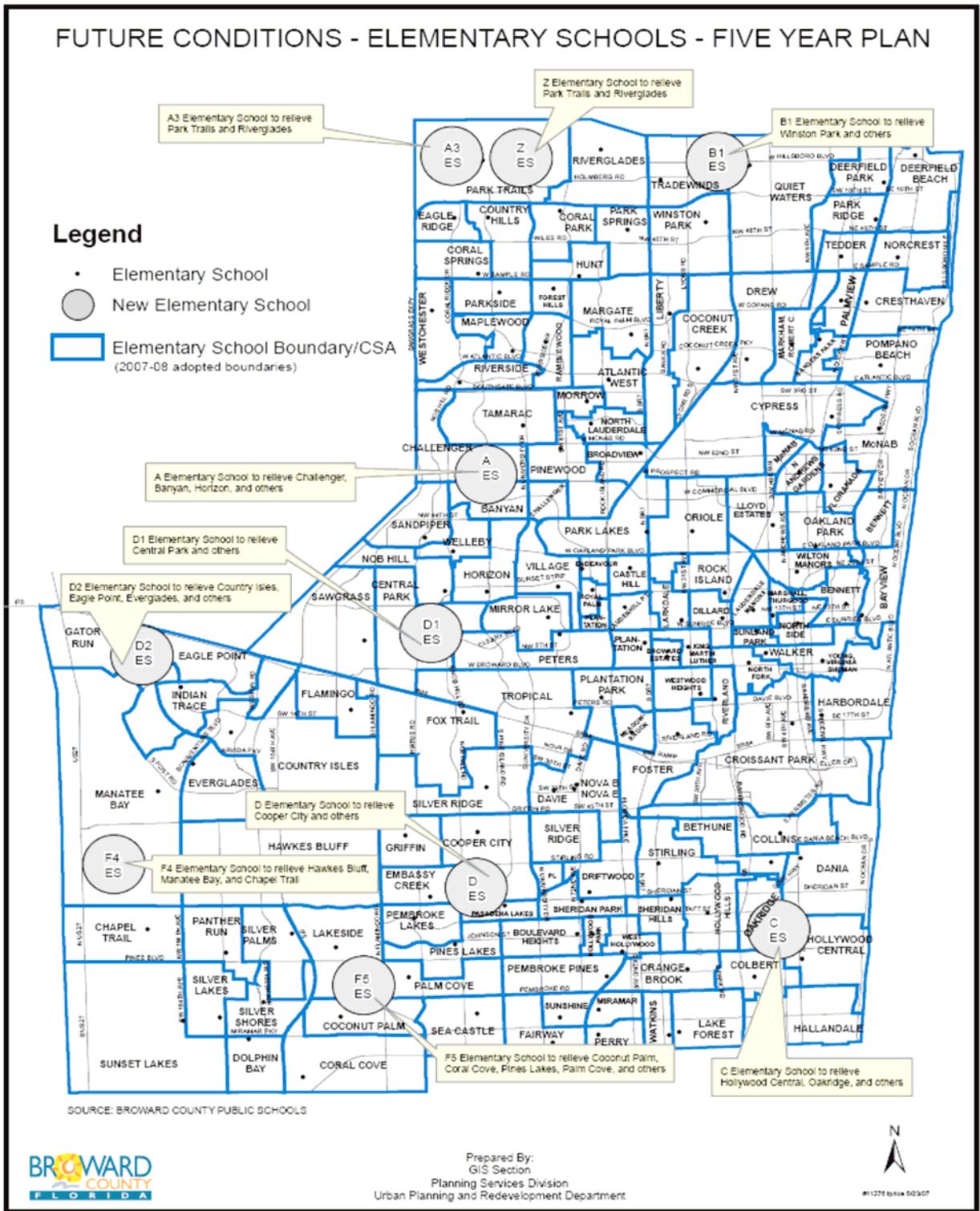
**POLICY 2.2.1:** In the planning, siting, land acquisition, permitting and development of a new school facility or significant renovation or expansion, the School Board shall coordinate with Broward County and the municipalities on the availability of public facilities, services and grounds (especially for the purposes of collocating parks, libraries, ball fields, community centers, public safety facilities, parking facilities, drainage facilities and other appropriate facilities).

**POLICY 2.2.2:** Broward County, the School Board and the municipalities shall pursue shared-use and co-location of school sites with County and municipal facilities having similar facility needs, such as libraries, parks, ball fields, other recreation facilities. At a minimum, per the ILA, Broward County will look for opportunities to collocate and share use of County facilities when preparing updates to the Schedule of Capital Improvements within the Comprehensive Plan and planning and designing new or renovated facilities.

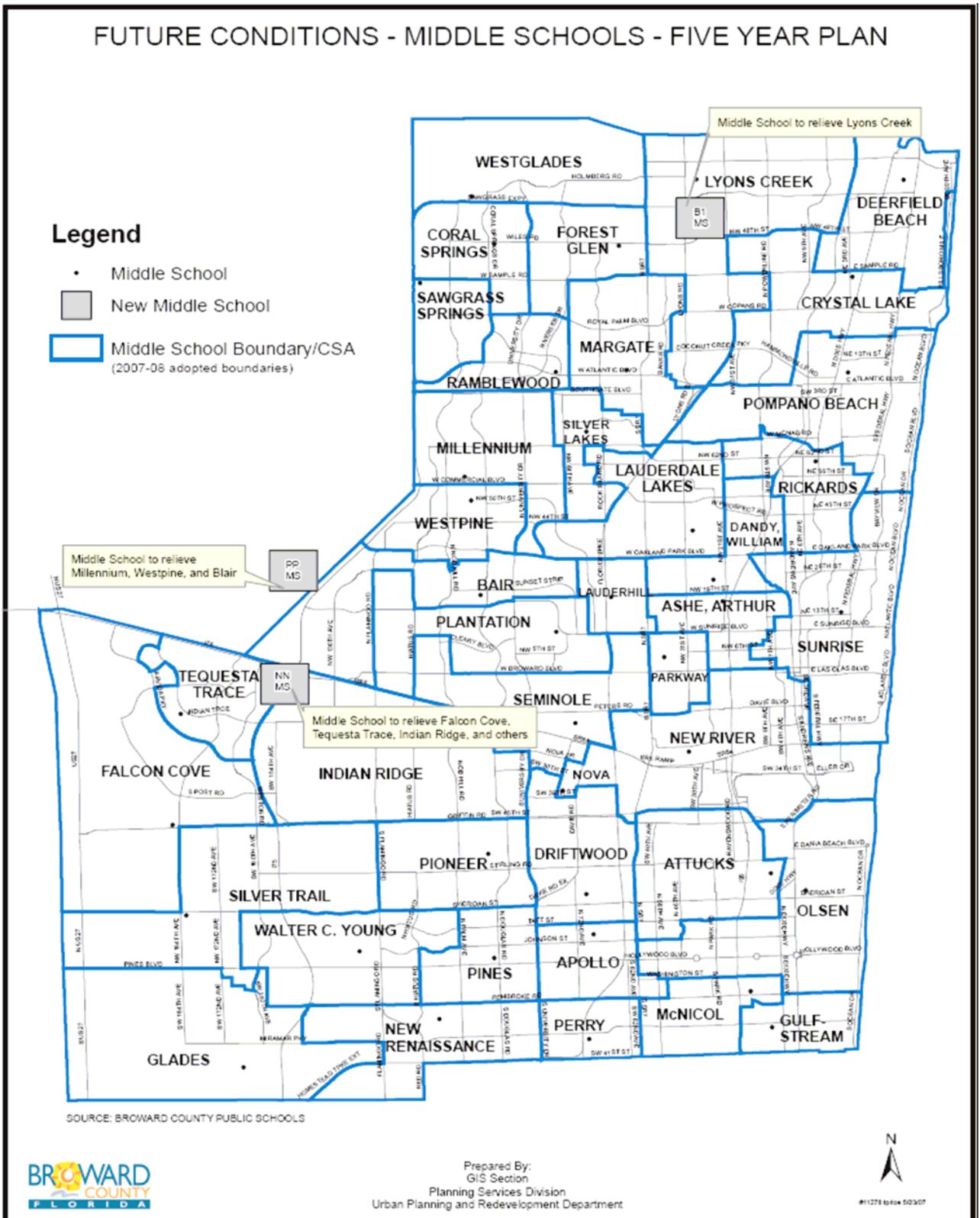
**POLICY 2.2.3:** Through the design of school facilities, establishment of school siting standards and pursuit of collocation opportunities, the School Board shall encourage school facilities to serve as community focal points.

**POLICY 2.2.4:** Broward County will coordinate with the School Board and the municipalities on efforts to build new school facilities, which are designed to serve as emergency shelters as required by Section 1013.372, F.S., Broward County will also collaborate and coordinate with the School Board and the municipalities on emergency preparedness issues through the County's Emergency Operating Center.

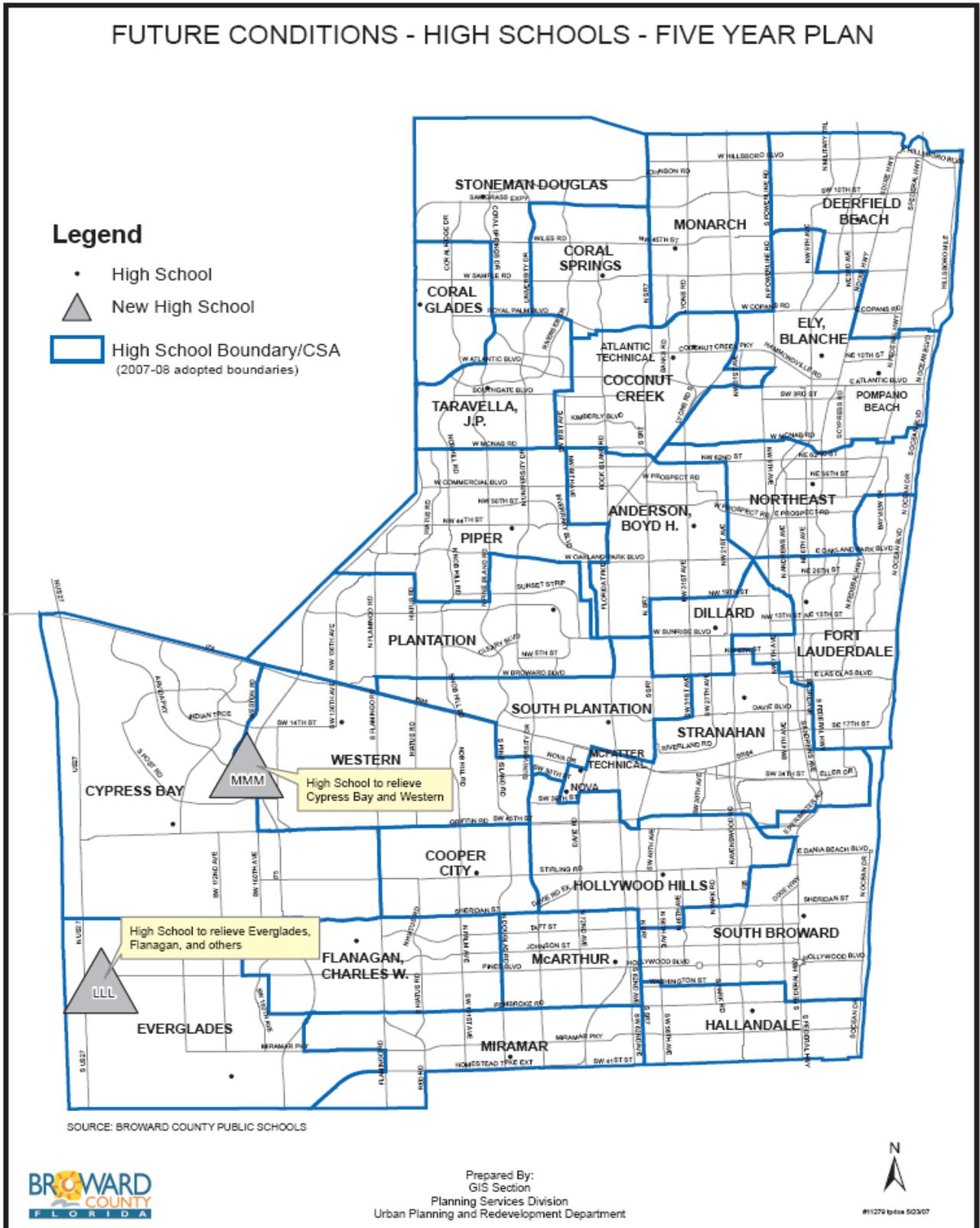
# MAP 1: Future Conditions – Elementary Schools – Five Year Plan



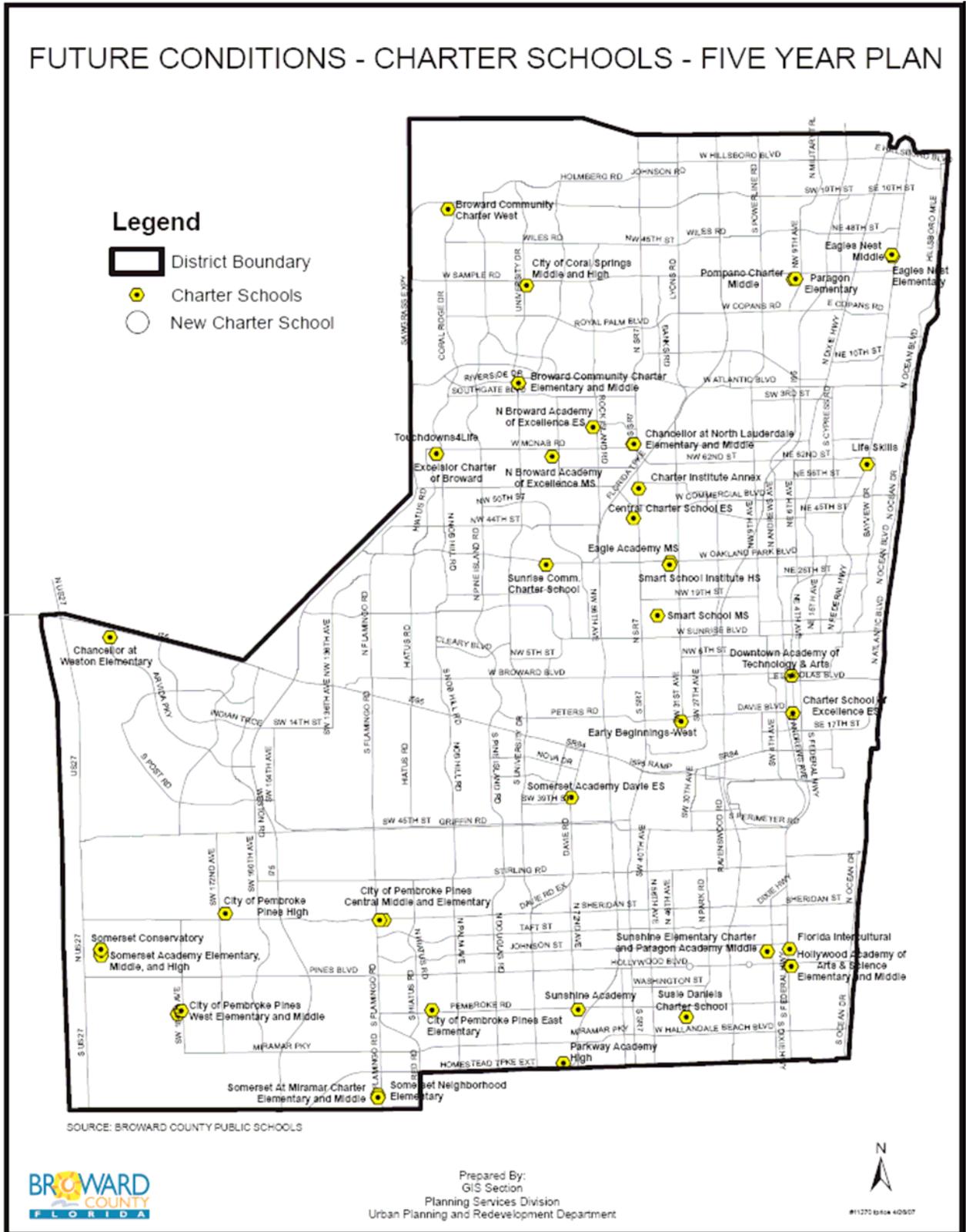
## MAP 2: Future Conditions – Middle Schools – Five Year Plan



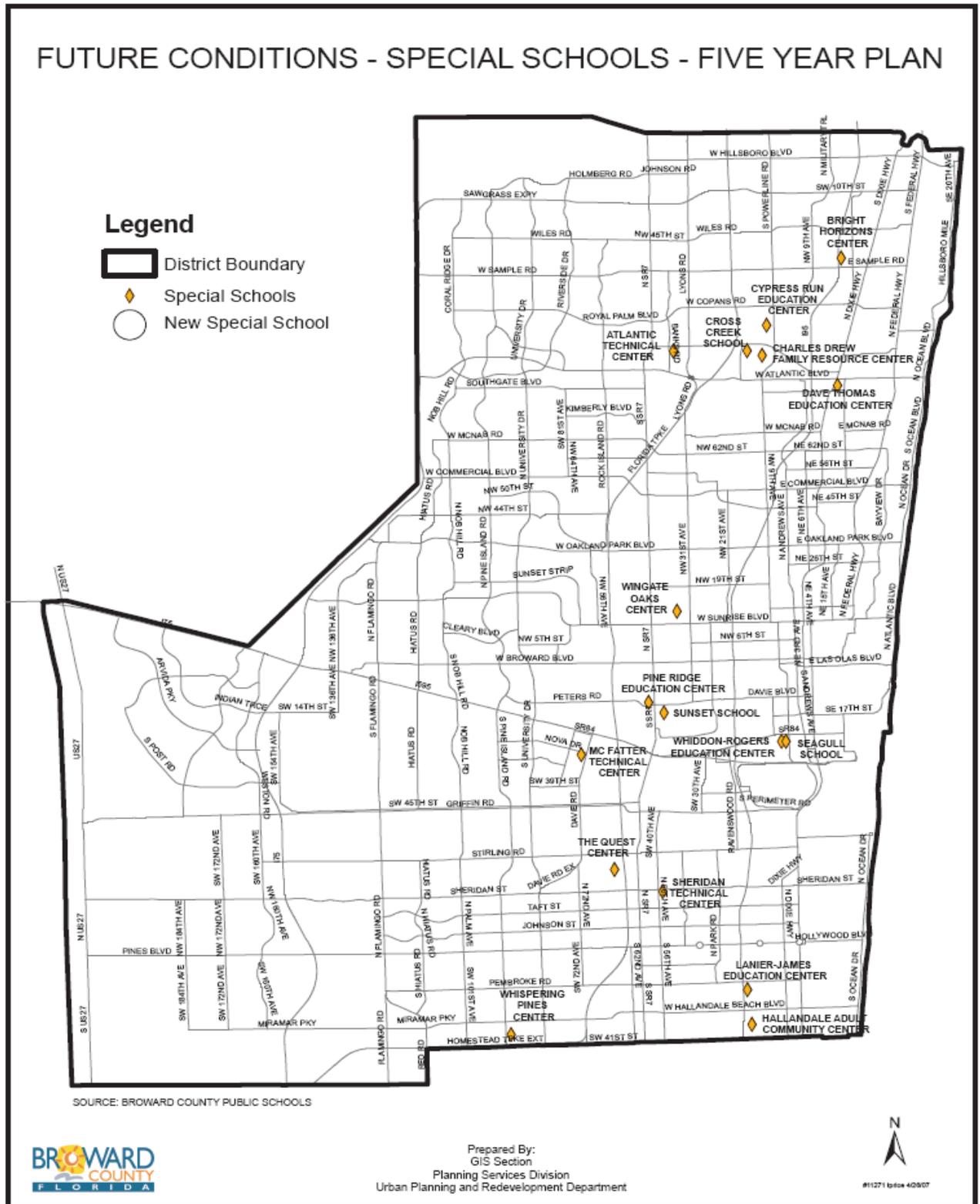
# MAP 3: Future Conditions – High Schools – Five Year Plan



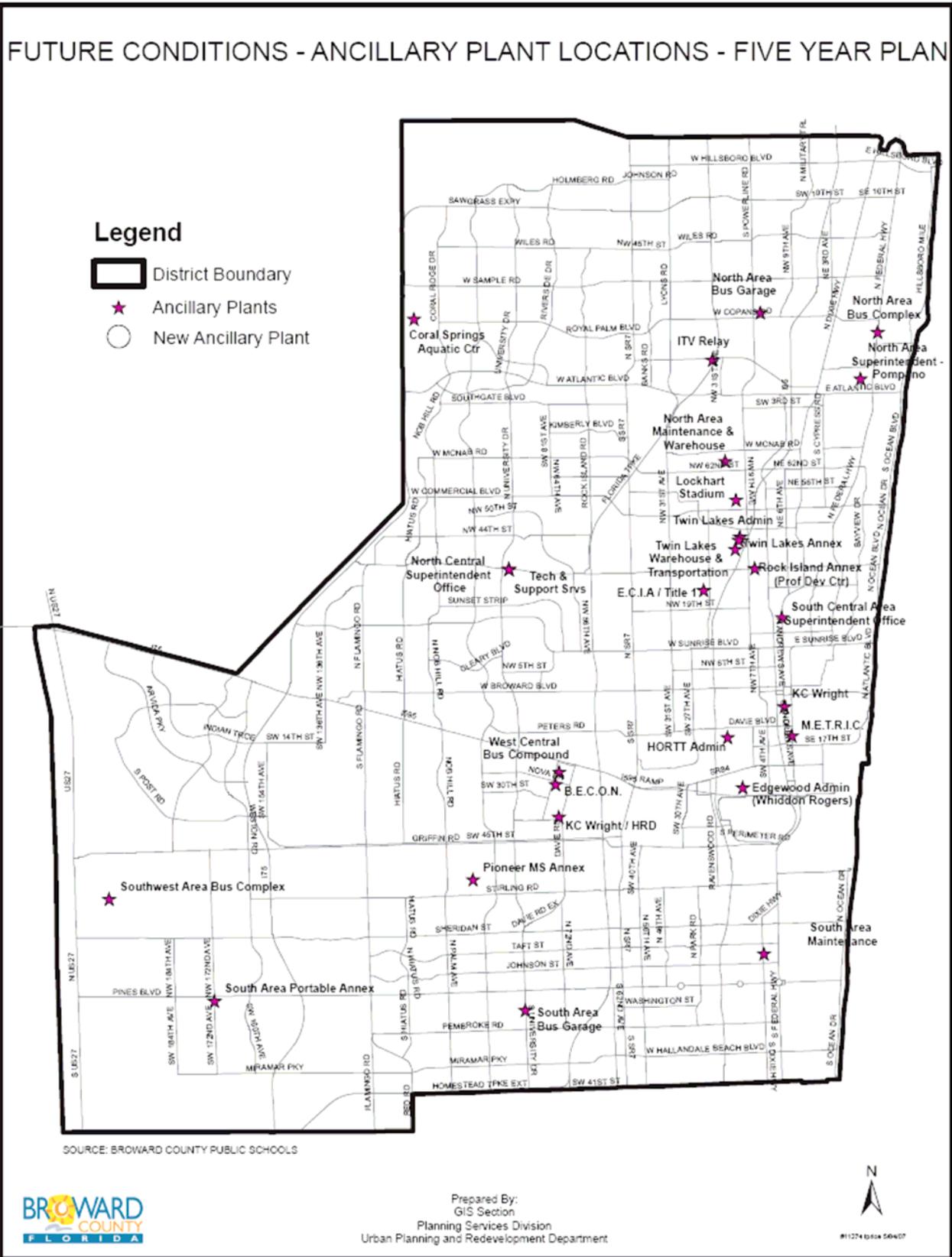
**MAP 4: Future Conditions – Charter Schools – Five Year Plan**



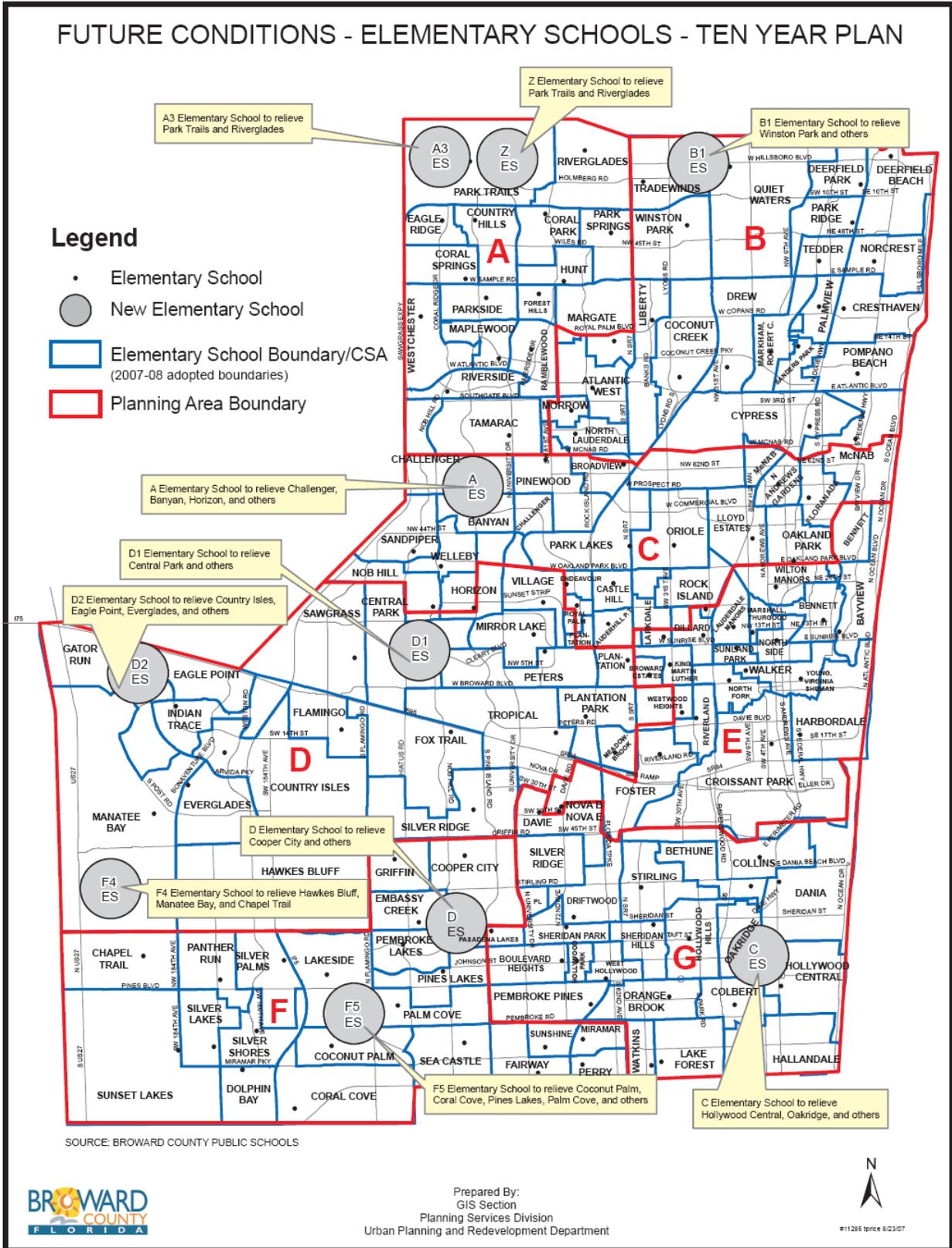
# MAP 5: Future Conditions – Special Schools – Five Year Plan



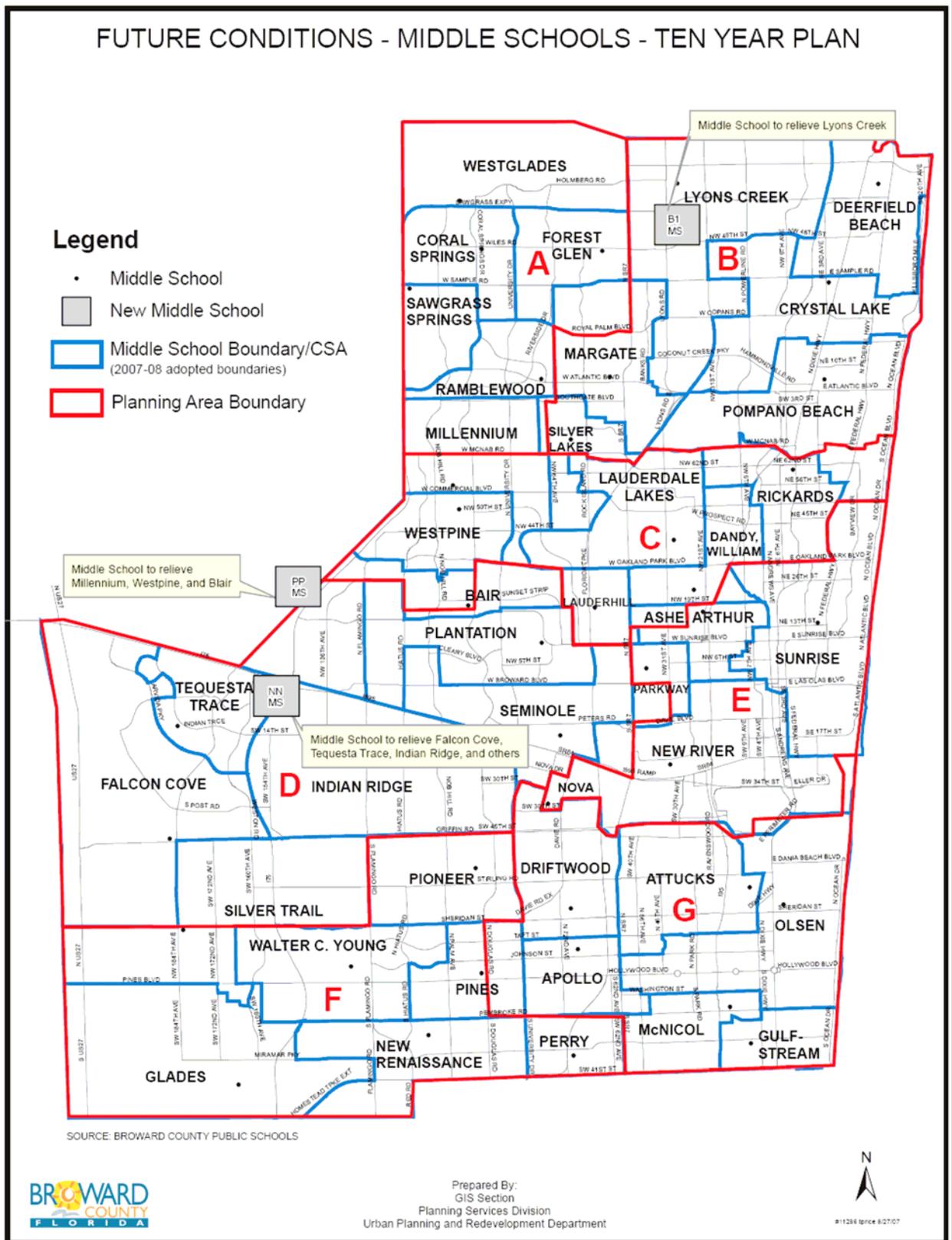
**MAP 6: Future Conditions – Ancillary Facilities – Five Year Plan**



# MAP 7: Future Conditions – Elementary Schools – Ten Year Plan

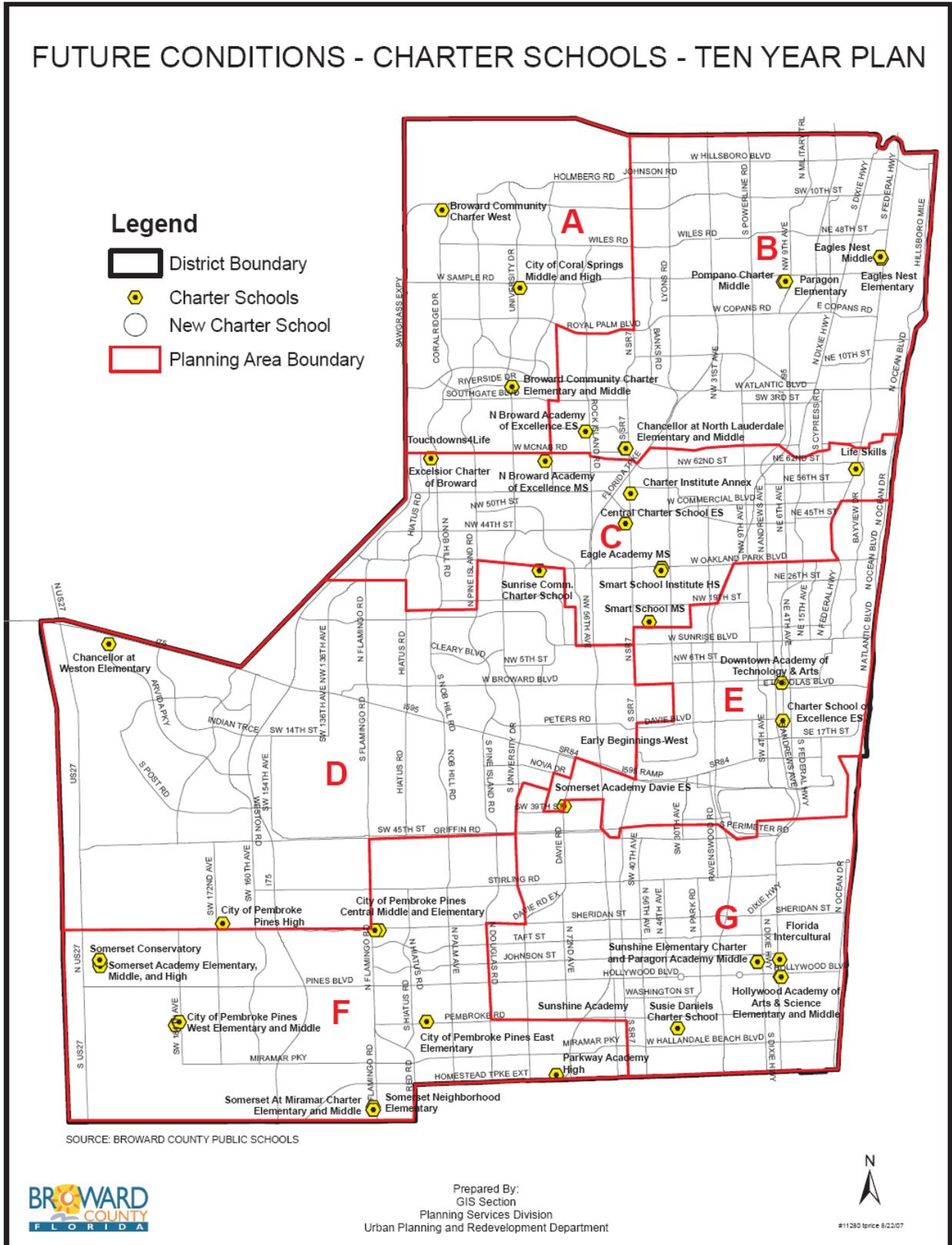


# MAP 8: Future Conditions – Middle Schools – 10 Year Plan

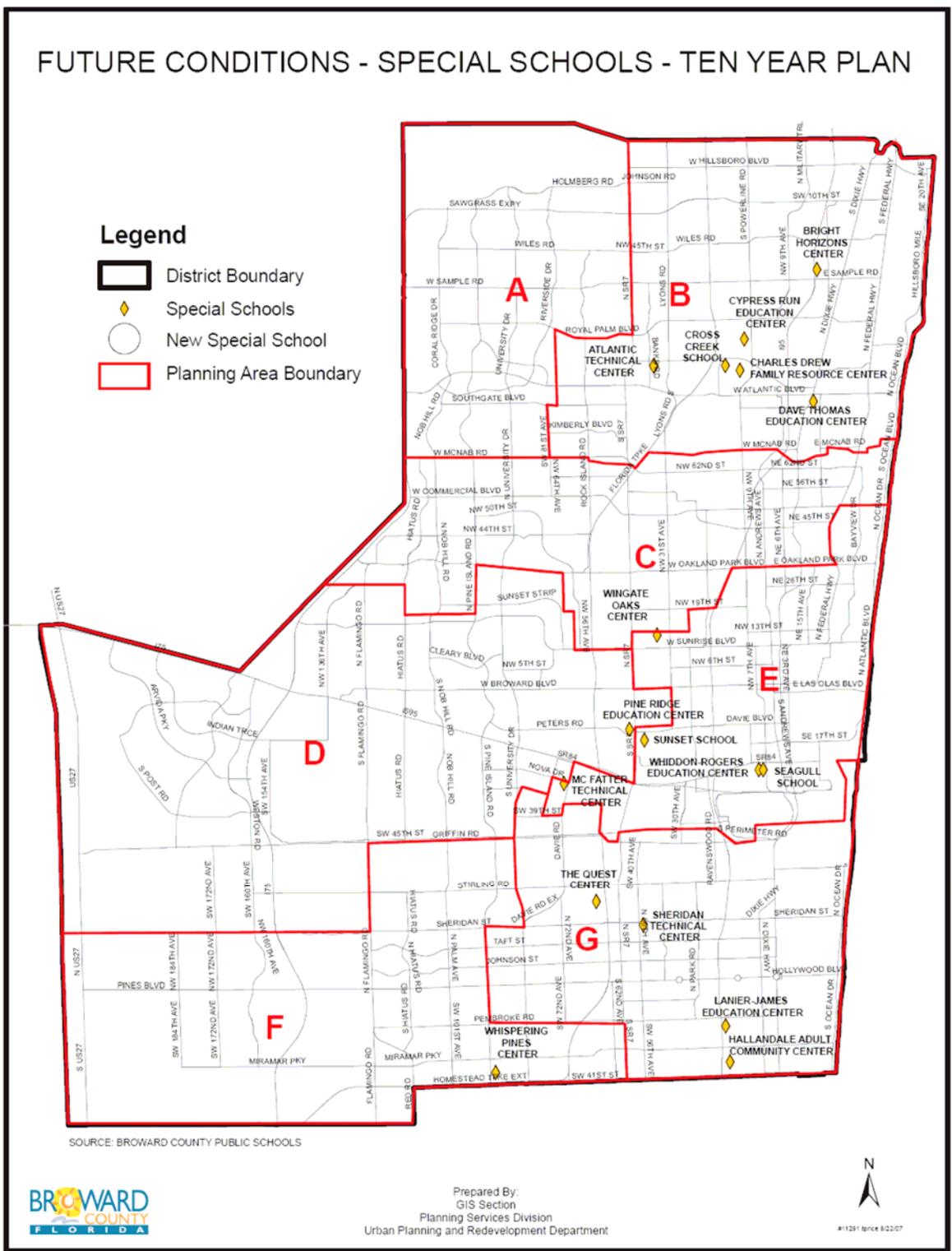




# MAP 10: Future Conditions – Charter Schools – Ten Year Plan



# MAP 11: Future Conditions – Special Schools – Ten Year Plan



# MAP 12: Future Conditions – Ancillary Plant Locations – Ten Year Plan

