

BROWARD COUNTY PLANNING COUNCIL

115 South Andrews Avenue, Room 307 ■ Fort Lauderdale, Florida 33301 ■ Phone: 954.357.6695

December 10, 2015

Ray Eubanks, Plan Processing Administrator
State Land Planning Agency
Florida Department of Economic Opportunity
Caldwell Building
107 East Madison, MSC 160
Tallahassee, FL 32399

Dear Mr. Eubanks:

On December 8, 2015, the Broward County Board of County Commissioners held a public hearing in accordance with Chapter 163, Florida Statutes, and voted to adopt Ordinance Numbers 2015-47 through 2015-49, amending the Broward County Comprehensive Plan (BCCP). The enclosed ordinances adopt two (2) amendments to the Broward County Land Use Plan text (PCT 15-1 and PCT 15-3) and one (1) amendment to the Broward County Natural Resource Map Series (PCNRM 15-2). PCT 15-1 was transmitted by the Board of County Commissioners on February 10, 2015, and was reviewed under the expedited State review process (DEO #15-3ESR). An extension until January 31, 2016, was granted for the adoption of this amendment by your agency on July 29, 2015. PCT 15-3 and PCNRM 15-2 were transmitted by the Board of County Commissioners on June 23, 2015, and were reviewed under the expedited State review process (DEO #15-7ESR). In addition, PCT 15-1 and PCT 15-3 amendment reports reflect changes from the transmittal submission package.

In accordance with the Florida Administrative Code, the adoption ordinances and the adopted amendments are provided (one hard copy and two digital copies). In addition, by copy of this letter, digital copies of this submittal are being provided directly to the South Florida Regional Council, the Florida Department of Transportation - District IV, the South Florida Water Management District, the Florida Department of Environmental Protection, the Florida Department of State, the Florida Fish and Wildlife Conservation Commission, the Florida Department of Agriculture and Consumer Services and the Florida Department of Education.

We appreciate the continued assistance and cooperation of the Division of Community Planning & Development in the development and refinement of the Broward County Comprehensive Plan. Please contact me or Deanne Von Stetina, AICP, Director of Planning for the Planning Council, if you have any questions or require additional information.

Ray Eubanks
December 10, 2015
Page Two

Respectfully,



Barbara Blake Boy
Executive Director

BBB:DDV

Enclosures

cc/enc: Isabel Cosio Carballo, Executive Director, South Florida Regional Council
Stacy L. Miller-Novello, PE, Director, Transportation Development, Florida Department
of Transportation, District IV
Terry Manning, AICP, Planning & Policy Analyst, South Florida Water Management
District
Plan Review, Office of Intergovernmental Programs, Florida Department of
Environmental Protection
Deena Woodward, Historic Preservation Planner, Florida Department of State
Scott Sanders, Conservation Planning Services, Florida Fish and Wildlife Conservation
Commission
Comprehensive Plan Review, Office of Policy & Budget, Florida Department of
Agriculture and Consumer Services
Tracy D. Suber, Educational Consultant-Growth Management Liaison, Florida
Department of Education
Maite Azcoitia, Broward County Deputy County Attorney

cc: Bertha Henry, Broward County Administrator
Henry A. Snizek, Deputy Director, Broward County Environmental Protection and
Growth Management Department
Jenni Morejon, Director, Fort Lauderdale Department of Sustainable Development

PUBLIC HEARING

BROWARD COUNTY COMPREHENSIVE PLAN

NOTICE OF CHANGE OF LAND USE

Broward County proposes amendments to the 1989 Broward County Comprehensive Plan. The amendments propose a change to the use of land within the areas as shown on the map in this advertisement through the adoption of amendments to the 1989 Broward County Comprehensive Plan, which includes the 1989 Broward County Land Use Plan. The Broward County Board of County Commissioners will hold a public hearing on the proposed amendments on Tuesday, December 8, 2015, at 2:00 P.M. in Room 422, Governmental Center Building, 115 South Andrews Avenue, Fort Lauderdale. The purpose of the hearing is to consider adoption of proposed amendments to the Broward County Comprehensive Plan.

At the public hearing, any citizen, property owner, public official or local government representative shall be entitled to be heard for or against the subject of the public hearing, in person or by letter addressed to the County Commission. Time allotted to speakers, other than staff, members of the Commission and applicants for amendments, may be limited by the Mayor for each public hearing agenda item to allow maximum participation by the public at large. Potential speakers shall be prohibited from assigning allotted time, unless specifically authorized to do so by the Commission. All potential speakers, excluding staff, members of the Commission and applicants for amendments, shall be required to sign in on the requisite sign-in sheet as to each public hearing agenda item. Strict order and decorum shall be preserved. The Mayor shall limit repetitive debate. If due to a disability, you require auxiliary aids, accommodations, or alternative formats of materials to participate in a public hearing or meeting, please contact the Public Communications Office at 954.357.6990 (V), or 954.357.6158 (TTY). Please make accommodation requests at least three (3) days in advance.

Information on the amendments is presented below. For additional information contact the Broward County Planning Council, 115 South Andrews Avenue, Room 307, Fort Lauderdale, Florida 33301, Phone: 954.357.6695 or the Broward County Planning and Development Management Division, 115 South Andrews Avenue, Room 329K, Fort Lauderdale, Florida 33301, Phone: 954-357-6634.

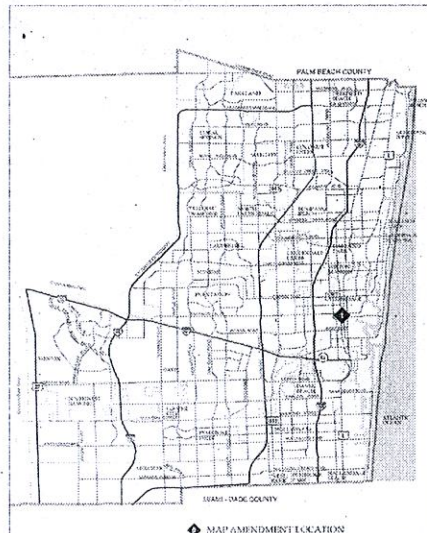
PUBLIC HEARING AGENDA

BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS

BROWARD COUNTY COMPREHENSIVE PLAN

DECEMBER 8, 2015 - 2:00 P.M.

- ITEM 1** **AMENDMENT PCT 15-1**
Public Hearing on Amendment to the Broward County Land Use Plan text to add 5,000 dwelling units to the "Downtown Fort Lauderdale Regional Activity Center;" generally located south of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue.
- ITEM 2** **AMENDMENT PCT 15-3**
Public Hearing on Amendment to the Broward County Land Use Plan text revising policies and criteria regarding Adaptation Action Areas (AAAs) and designating the Port Everglades Sand Bypass Project Area as an AAA.
- ITEM 3** **AMENDMENT PCNRM 15-2**
Public Hearing on Amendment to the Priority Planning Areas for Sea Level Rise Map of the Broward County Land Use Plan Natural Resource Map Series.
- ITEMS 4-8** **AMENDMENTS 15-T2, 15-T3, 15-T4, 15-T5 AND 15-T6**
~~Public Hearings on proposed text amendments to the Broward County Comprehensive Plan's Elements listed as follows: Coastal Management, Conservation, Capital Improvements, Intergovernmental Coordination, and Climate Change to be consistent with the process that is being created in the Broward County Land Use Plan to designate Adaptation Action Areas (AAAs) of Regional Significance consistent with Chapter 163.317(6)(a)10, Florida Statutes, and to achieve consistency between several comprehensive plan elements that address the designation of AAAs on the Priority Planning Areas for Sea Level Rise Map in the Broward County Land Use Plan.~~



PLEASE BE ADVISED that if a person decides to appeal any decision made by the Broward County Board of County Commissioners a record of the proceedings shall be necessary and the appealing party will need to ensure that a verbatim transcript of the proceeding be made. This notice is given pursuant to Section 286.0105, Florida Statutes.

SUN SENTINEL
Published Daily

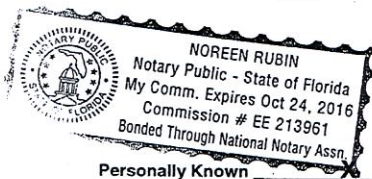
Fort Lauderdale, Broward County, Florida
Boca Raton, Palm Beach County, Florida
Miami, Miami-Dade County, Florida

STATE OF FLORIDA
COUNTY OF BROWARD/PALM BEACH/MIAMI-DADE

Before the undersigned authority personally appeared Mark Kuznitz who on oath says that he/she is a duly authorized representative of the Classified Department of the Sun-Sentinel, daily newspaper published in Broward/Palm Beach/Miami-Dade County, Florida, that the attached copy of advertisement, being, a PUBLIC NOTICE in the matter of THE CITY BROWARD COUNTY PLANNING COUNCIL, appeared on NOVEMBER 30, 2015 AD ID# 3780852 affiant further says that the said Sun-Sentinel is a newspaper published in said Broward/Palm Beach/ Miami-Dade County, Florida, and that the said newspaper has heretofore been continuously published in said Broward/Palm Beach/Miami-Dade County, Florida, each day, and has entered as second class matter at the post office in Fort Lauderdale, in said Broward County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant says that he/she has neither paid, nor promised, any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper

Mark Kuznitz
Mark Kuznitz, Affiant

Sworn to and subscribed before me on NOVEMBER 30, 2015, A.D.



Noreen Rubin
Signature of Notary Public)

(Name of Notary typed, printed or stamped)

Personally Known _____ or Produced Identification _____

PUBLIC HEARING
BROWARD COUNTY COMPREHENSIVE PLAN
NOTICE OF CHANGE OF LAND USE

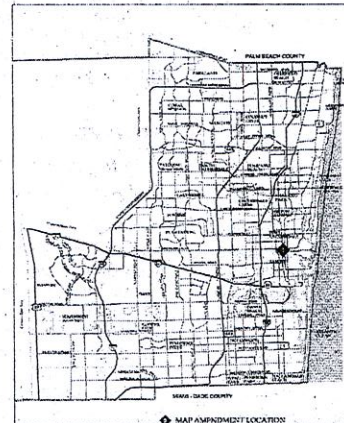
Broward County proposes amendments to the 1989 Broward County Comprehensive Plan. The amendments propose a change to the use of land within the areas as shown on the map in this advertisement through the adoption of amendments to the 1989 Broward County Comprehensive Plan, which includes the 1989 Broward County Land Use Plan. The Broward County Board of County Commissioners will hold a public hearing on the proposed amendments on Tuesday, December 8, 2015, at 2:00 P.M. in Room 422, Governmental Center Building, 115 South Andrews Avenue, Fort Lauderdale. The purpose of the hearing is to consider adoption of proposed amendments to the Broward County Comprehensive Plan.

At the public hearing, any citizen, property owner, public official or local government representative shall be entitled to be heard for or against the subject of the public hearing, in person or by letter addressed to the County Commission. Time allotted to speakers, other than staff, members of the Commission and applicants for amendments, may be limited by the Mayor for each public hearing agenda item to allow maximum participation by the public at large. Potential speakers shall be prohibited from assigning allotted time, unless specifically authorized to do so by the Commission. All potential speakers, excluding staff, members of the Commission and applicants for amendments, shall be required to sign in on the requisite sign-in sheet as to each public hearing agenda item. Strict order and decorum shall be preserved. The Mayor shall limit repetitive debate. If due to a disability, you require auxiliary aids, accommodations, or alternative formats of materials to participate in a public hearing or meeting, please contact the Public Communications Office at 954.357.6990 (V), or 954.357.6158 (TTY). Please make accommodation requests at least three (3) days in advance.

Information on the amendments is presented below. For additional information contact the Broward County Planning Council, 115 South Andrews Avenue, Room 307, Fort Lauderdale, Florida 33301, Phone: 954.357.6695 or the Broward County Planning and Development Management Division, 115 South Andrews Avenue, Room 329K, Fort Lauderdale, Florida 33301, Phone: 954-357-6634.

PUBLIC HEARING AGENDA
BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS
BROWARD COUNTY COMPREHENSIVE PLAN
DECEMBER 8, 2015 - 2:00 P.M.

- ITEM 1** AMENDMENT PCT 15-1
Public Hearing on Amendment to the Broward County Land Use Plan text to add 5,000 dwelling units to the "Downtown Fort Lauderdale Regional Activity Center," generally located south of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue.
- ITEM 2** AMENDMENT PCT 15-3
Public Hearing on Amendment to the Broward County Land Use Plan text revising policies and criteria regarding Adaptation Action Areas (AAAs) and designating the Port Everglades Sand Bypass Project Area as an AAA.
- ITEM 3** AMENDMENT PCNRM 15-2
Public Hearing on Amendment to the Priority Planning Areas for Sea Level Rise Map of the Broward County Land Use Plan Natural Resource Map Series.
- ITEMS 4-8** AMENDMENTS 15-T2, 15-T3, 15-T4, 15-T5 AND 15-T6
Public Hearings on proposed text amendments to the Broward County Comprehensive Plan's Elements listed as follows: Coastal Management, Conservation, Capital Improvements, Intergovernmental Coordination, and Climate Change to be consistent with the process that is being created in the Broward County Land Use Plan to designate Adaptation Action Areas (AAAs) of Regional Significance consistent with Chapter 163.3177(6)(g)10, Florida Statutes, and to achieve consistency between several comprehensive plan elements that address the designation of AAAs on the Priority Planning Areas for Sea Level Rise Map in the Broward County Land Use Plan.



PLEASE BE ADVISED that if a person decides to appeal any decision made by the Broward County Board of County Commissioners a record of the proceedings shall be necessary and the appealing party will need to ensure that a verbatim transcript of the proceeding be made. This notice is given pursuant to Section 286.0105, Florida Statutes.

ORDINANCE NUMBER 2015-47

ORDINANCE TO ADOPT AMENDMENT PCT 15-1

1

2

3

7

9

1

3

6

9

0

1

2

3

4

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community Planning
7 Act; and is in the best interests of the health, safety, and welfare of the residents of
8 Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby amended
12 by Amendment PCT 15-1, which is an amendment to the Broward County Land Use Plan
13 Text for the Downtown Fort Lauderdale Recreational Activity Center, as set forth in Exhibit
14 "A," attached hereto and incorporated herein.

15 Section 2. SEVERABILITY.

16 If any portion of this Ordinance is determined by any Court to be invalid, the invalid
17 portion shall be stricken, and such striking shall not affect the validity of the remainder of
18 this Ordinance. If any Court determines that this Ordinance, or any portion hereof, cannot
19 be legally applied to any individual(s), group(s), entity(ies), property(ies), or
20 circumstance(s), such determination shall not affect the applicability hereof to any other
21 individual, group, entity, property, or circumstance.

22 Section 3. EFFECTIVE DATE.

23 (a) The effective date of the plan amendment set forth in this Ordinance shall
24 be the latter of:

- 1 (1) Thirty-one (31) days after the Department of Economic Opportunity notifies
2 Broward County that the plan amendment is complete;
- 3 (2) If the plan amendment is challenged, the date a final order is entered by the
4 Administration Commission or the Department of Economic Opportunity
5 finding the amendment to be in compliance;
- 6 (3) If the Department of Economic Opportunity or the Administration
7 Commission finds the amendment to be in noncompliance, pursuant to
8 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
9 Commissioners, nonetheless, elects to make the plan amendment effective
10 notwithstanding potential statutory sanctions; or
- 11 (4) If a Declaration of Restrict Covenants or agreement is applicable, as per
12 Exhibit "B," the date the Declaration of Restrictive Covenants or agreement
13 is recorded in the Public Records of Broward County.
- 14 (b) This Ordinance shall become effective as provided by law.

15
16 ENACTED December 8, 2015

17 FILED WITH THE DEPARTMENT OF STATE

18 EFFECTIVE

19 Approved as to form and legal sufficiency:
20 Joni Armstrong Coffey, County Attorney

21 By: Maite Azcoitia 10/20/15
22 Maite Azcoitia (date)
Deputy County Attorney

23 MA/gmb

10/20/15

#15-401.03

24 Downtown Fort Lauderdale RAC.Ordinance

EXHIBIT A

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCT 15-1
(FORT LAUDERDALE)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

January 13, 2015

(Please see Page I-4 for Planning Council Staff Final Recommendation)

It is recommended that the proposed text amendment to the Broward County Land Use Plan (BCLUP) be approved for transmittal to the State of Florida review agencies, subject to the following:

- Recognizing that the City has engaged in an on-going effort to provide documentation and analysis to address the complex issue of mobility within a major downtown district, it is noted that the information to date may not demonstrate that **regional roadway network capacity and multi-modal facilities** will be available at the long-range planning horizon. Therefore, Planning Council staff would not object to the transmittal of the proposed amendment to the State of Florida review agencies, including the request for specific input from the Florida Department of Transportation;
- The City of Fort Lauderdale's commitment to **set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing** and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect; and
- The City of Fort Lauderdale's commitment to **amend the existing Educational Mitigation Agreement** between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff.

Further, Planning Council staff's recommendation is pending the following issues to be addressed and resolved to the satisfaction of Planning Council and County review staff prior to the second Planning Council public hearing:

- Demonstration, in consultation and coordination with Broward County "Complete Streets" staff and the Florida Department of Transportation, that sufficient regional transportation network capacity and multi-modal facilities will be available to serve the proposed additional dwelling units; and

RECOMMENDATIONS/ACTIONS (continued)

DATE

I. Planning Council Staff Transmittal Recommendation (continued) **January 13, 2015**

- Resolution of a phasing plan or City policy solution that will ensure the implementation of the commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing, and that will prevent the construction of the 4,250 market rate dwelling units without any of the 750 affordable dwelling units being constructed.

It is also recommended that any approval be conditioned on the execution, to the satisfaction of Broward County, of a legally enforceable mechanism regarding the voluntary commitments offered by the applicant.

Update: January 22, 2015: Correspondence has been received from the City of Fort Lauderdale.

II. Planning Council Transmittal Recommendation **January 22, 2015**

Approval per Planning Council staff transmittal recommendation. (Vote of the board; Unanimous: 15-0; Blattner, Castillo, Gomez, Good, Graham, Hobby, Kaplan, Kiar, Long, Mack, McCartney, Ryan, Steffens, Stermer and Castro.)

III. County Commission Transmittal Recommendation **February 10, 2015**

Approval per Planning Council transmittal recommendation.

IV. Summary of State of Florida Review Agency Comments **March 20, 2015**

The South Florida Water Management District (SFWMD) and the Florida Department of Transportation (FDOT) have commented on the proposed amendment:

Comment: The SFWMD notes that the potable water analysis is not based on the City's current Water Use Permit. The potable water analysis projects that 2.14 MGD will be needed to serve the new development. The analysis includes an allocation from the Floridan Aquifer in the amount of 6.0 MGD. The city's current Water Use Permit does not include a Floridan Aquifer allocation and only includes an allocation of water from the Biscayne Aquifer. Should the City need water from the Floridan Aquifer, a Water Use Permit modification would be required. Further, the SFWMD recommends that the potable water analysis be based on the City's current 5-Year Community Investment Plan, not the FY 2009-2013 Capital Improvement Program. The SFWMD also recommends that the City clarify the status of the Reverse Osmosis (RO) facility expansion at the Peele-Dixie Water Treatment Plant.

IV. Summary of State of Florida Review Agency Comments (continued) March 20, 2015

Response: The City of Fort Lauderdale submitted a revised potable water analysis based on its updated 10-year Water Supply Facilities Work Plan, which indicates annual allocations from both the Biscayne and the Floridan Aquifers. However, based on revised projected demands and reuse projects, the Floridan Aquifer will not be required to meet demand over the planning period from 2015-2035. Further, there are no current plans to proceed with the RO facilities expansion at the Peele-Dixie Water Treatment Plant. The City also notes that once the 5,000 dwelling units are approved, the City will annually review and incorporate the capital needs to accommodate future growth into the evaluation of water and sewer capital improvements.

Update: October 22, 2015: The SFWMD has indicated that the City of Fort Lauderdale has adequately resolved the issues raised by the SFWMD during the review and update of the City's 10-year Water Supply Facilities Work Plan.

Comment: The FDOT reviewed the proposed amendment pursuant to Florida Statutes, and, as requested by the County Commission, for impacts to the Strategic Intermodal System (SIS) and other transportation resources and facilities of state importance. The FDOT understands and supports the intentions of the proposed amendment to create a livable and dynamic urban center, however, it is unclear to what extent the mitigation strategies proposed by the City will address the adverse impacts to SIS and other regionally significant facilities (I-95, Broward Boulevard, State Road 84 and U.S. 1).

Further, FDOT is prepared to participate in a coordinated agency effort to pursue mobility solutions and offers the following areas to focus on during this effort. The City should:

- Participate in and contribute funding to the Broward County Active Arterial Management (AAM) program. The AAM is focused on the effective use of the traffic signal system to safely and efficiently move multi-modal traffic within the City. Funding would support development and implementation of traffic signal control strategies for transit, pedestrians/bicyclists, parking facilities and emerging modes of transportation, such as the WAVE Streetcar.
- Submit a traffic analysis and mitigation plan for a larger impact area and demonstrate how the City will coordinate the implementation of transit service enhancements and accessibility to local and regional connections which addresses adverse impacts to SIS facilities.
- Adopt a phasing plan for the additional dwelling units based on achieving targets for multi-modal performance measures.
- Consider implementing strategies to utilize the street grid to provide a variety of route options within the Downtown RAC, including a comprehensive parking strategy and parking facilities with access to the WAVE and Sun Trolley.

RECOMMENDATIONS/ACTIONS (continued)

DATE

IV. Summary of State of Florida Review Agency Comments (continued) March 20, 2015

- Consider adopting a Transportation Demand Management (TDM) ordinance to require business and residential developments over a certain size to implement TDM strategies.
- Develop strategies that incentivize the diversification and distribution of land uses within the RAC to achieve increased mode split and reduced vehicle miles traveled.

Response: The City of Fort Lauderdale has provided a response to FDOT. Further, the City submitted an alternative traffic analysis and multi-modal mitigation strategies based on the urban character of the Downtown RAC.

V. Planning Council Staff Final Recommendation October 13, 2015

It is recommended that the proposed text amendment to the Broward County Land Use Plan (BCLUP) be approved, subject to the following conditions regarding **regional transportation network impacts, affordable housing and public school impacts**:

- The City shall monitor and collect data of transportation patterns and use of multi-modal options as new Regional Activity Center (RAC) development is established;
- Prior to any future land use amendments for additional dwelling units, the City must demonstrate consistency with the ITE "urban infill area" definition based on the actual development pattern within the RAC and provide data and analysis demonstrating that the existing and committed multi-modal system ~~fully~~ mitigates impacts to the transportation network;
- The City of Fort Lauderdale's commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect;
- Prior to the issuance of building permit 2,501 of the 5,000 dwelling units, the City shall demonstrate that at least 15% (375 dwelling units) of the permitted or built units are affordable (up to 120% of the median income limits adjusted for family size for the households). If the City is unable to demonstrate that at least 15% of the permitted or built dwelling units meet that criteria, no additional market rate units shall be permitted or built until such time that the City provides an implementation action plan or program that is reviewed and approved by the County Commission; and

RECOMMENDATIONS/ACTIONS (continued)

DATE

V. Planning Council Staff Final Recommendation (continued)

October 13, 2015

- The City of Fort Lauderdale's commitment to amend the existing Educational Mitigation Agreement between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff.

Further, Planning Council staff supports the following incentive density bonus provision:

- In addition and separate from the 5,000 dwelling units (at least 750 affordable), the City will be granted three (3) additional, density bonus market rate units for every one (1) "very low" (up to 50% of the median income limits adjusted for family size for the households) or "low" (up to 80% of the median income limits adjusted for family size for the households) affordable dwelling unit that is constructed for a maximum of an additional 750 market rate dwelling units; and
- These potential additional, bonus market rate dwelling units are separate from the pool of 5,000 dwelling units and bring the potential total of new dwelling units to a maximum of 5,750 new dwelling units.

Effectiveness of the approval shall not occur until after the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of a legally enforceable mechanism as proffered by and executed by the City, regarding the voluntary commitments offered by the applicant as an inducement for Broward County to favorably consider its application.

Further, if the Broward County Land Use Plan amendment is adopted by the County Commission, this action by the Planning Council shall be considered the "conditional" recertification of the municipal land use plan amendment which directly correlates to the referenced Broward County Land Use Plan amendment. The recertification will not be deemed effective until such time as the Planning Council Executive Director and Attorney determine that the municipality has fulfilled all application requirements for recertification of local land use plans, as outlined in Appendix 3 of the Administrative Rules Document: Broward County Land Use Plan. The Planning Council Executive Director will issue a written letter of effectiveness to the municipality upon satisfaction of the same.

RECOMMENDATIONS/ACTIONS (continued)

DATE

VI. Planning Council Final Recommendation

October 22, 2015

Approval per Planning Council staff final recommendation, excluding the word “fully” as struck-through in the above Planning Council staff final recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

VII. County Commission Final Action

December 8, 2015

Approved per Planning Council final recommendation.

PROPOSED AMENDMENT PCT 15-1

INTRODUCTION AND APPLICANT'S RATIONALE

- | | | |
|------|--|---|
| I. | <u>Municipality:</u> | Fort Lauderdale |
| II. | <u>County Commission District:</u> | District 7 |
| III. | <u>Site Characteristics</u> | |
| A. | Size: | Approximately 710 acres |
| B. | Location: | In Sections 2, 3, 10 and 11, Township 50 South, Range 42 East; generally located south of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue. |
| C. | Existing Uses: | Commercial, office, industrial, transportation, recreation and open space, single- and multi-family residential and vacant. |
| IV. | <u>Broward County Land Use Plan (BCLUP) Designations</u> | |
| A. | Current Designation: | Regional Activity Center |
| B. | Proposed Designation: | Regional Activity Center |
| C. | Estimated Net Effect: | Addition of 5,000 dwelling units [8,100 dwelling units currently permitted by the BCLUP] |
| V. | <u>Existing Uses and BCLUP Designations Adjacent to the Amendment Site</u> | |
| A. | Existing Uses: | <p><i>North:</i> Retail and multi-family residential</p> <p><i>East:</i> Retail, single-family residential and multi-family residential</p> <p><i>South:</i> Single-family residential, multi-family residential and government facilities</p> <p><i>West:</i> Single-family residential, multi-family residential and retail</p> |

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site (continued)

- B. Planned Uses:**
- North:** Commercial, Medium-High (25) Residential and Regional Activity Center (Northwest Fort Lauderdale)
- East:** Commercial, Recreation and Open Space, Medium-High (25) Residential and Medium (16) Residential
- South:** Low (5) Residential, Medium-High (25) Residential, Regional Activity Center (South Fort Lauderdale), Medium (16) Residential and Recreation and Open Space
- West:** Medium (16) Residential, Recreation and Open Space, Medium-High (25) Residential, Commercial and Regional Activity Center (Northwest Fort Lauderdale)

VI. Applicant/Petitioner

- A. Applicant/Agent:** City of Fort Lauderdale
- B. Property Owners:** There are numerous property owners within the subject area.

VII. Recommendation of Local Governing Body:

The City of Fort Lauderdale recommends approval of the proposed amendment. The City anticipates adoption of the corresponding local amendment in June of 2015.

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN TEXT AMENDMENT PCT 15-1

BROWARD COUNTY LAND USE PLAN

Downtown Fort Lauderdale Regional Activity Center

Acreage: Approximately 710 acres

General Location: South of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue.

Density and Intensity
of Land Uses: Residential Land Uses 8,100 13,100 dwelling units^{1,2}

(450 1,200 of the ~~3,000~~ 8,000 additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 05-3 and PCT 15-1 are restricted to "affordable housing" as defined by the BCLUP)

Commercial Land Uses no specified limit
Industrial Land Uses no specified limit
Transportation Uses no specified limit
Recreation and Open Space 8.5 acres minimum (exclusive of easement areas and rights-of-way, Flagler Heights Park, Florence Hardy Park and Southside School sites are restricted to Recreation/Open Space use.)

¹ 450 of the 3,000 additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 05-3 are restricted to "affordable housing" as defined by the BCLUP.

² 750 of the 5,000 additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 15-1 are restricted to "affordable housing" as defined by the BCLUP.

Remarks: Site has direct access to a Tri-County Commuter Rail Station and a Broward County Mass Transit Station.

NOTE: ~~Struck-through~~ and Underlined text was transmitted by the City of Fort Lauderdale. Double underlined text is recommended by Broward County Planning Council staff, consistent with the City's commitments.

EXHIBIT B

A legally enforceable mechanism has not been recorded as of this mailing, however will address the issues identified in the Planning Council staff final recommendation and County Commission final action outlined on pages I – 4 through I – 6 of the amendment report.

ORDINANCE NUMBER 2015-48

ORDINANCE TO ADOPT AMENDMENT PCT 15-3

ORDINANCE NO. 2015 - 48

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE BROWARD COUNTY LAND USE PLAN TEXT REGARDING ADAPTATION ACTION AREAS (AAAs) AND DESIGNATING THE PORT EVERGLADES SAND BYPASS PROJECT AREA AS AN AAA;" AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on May 28, 2015 and October 22, 2015, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on June 23, 2015, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on December 8, 2015, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community Planning
7 Act; and is in the best interests of the health, safety, and welfare of the residents of
8 Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby amended
12 by Amendment PCT 15-3, which is an amendment to the Broward County Land Use Plan
13 Text for the Adaptation Action Areas (AAAs) and designating the Port Everglades Sand
14 Bypass Project as an AAA, as set forth in Exhibit "A," attached hereto and incorporated
15 herein.

16 Section 2. SEVERABILITY.

17 If any portion of this Ordinance is determined by any Court to be invalid, the invalid
18 portion shall be stricken, and such striking shall not affect the validity of the remainder of
19 this Ordinance. If any Court determines that this Ordinance, or any portion hereof, cannot
20 be legally applied to any individual(s), group(s), entity(ies), property(ies), or
21 circumstance(s), such determination shall not affect the applicability hereof to any other
22 individual, group, entity, property, or circumstance.

23 Section 3. EFFECTIVE DATE.
24

1 (a) The effective date of the plan amendment set forth in this Ordinance shall
2 be the latter of:

3 (1) Thirty-one (31) days after the Department of Economic Opportunity notifies
4 Broward County that the plan amendment is complete;

5 (2) If the plan amendment is challenged, the date a final order is entered by the
6 Administration Commission or the Department of Economic Opportunity
7 finding the amendment to be in compliance; or

8 (3) If the Department of Economic Opportunity or the Administration
9 Commission finds the amendment to be in noncompliance, pursuant to
10 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
11 Commissioners, nonetheless, elects to make the plan amendment effective
12 notwithstanding potential statutory sanctions.

13 (b) This Ordinance shall become effective as provided by law.
14

15 ENACTED December 8, 2015

16 FILED WITH THE DEPARTMENT OF STATE

17 EFFECTIVE

18
19 Approved as to form and legal sufficiency:
Joni Armstrong Coffey, County Attorney

20
21 By: Maite Azcoitia 10/20/15
Maite Azcoitia (date)
22 Deputy County Attorney

23 MA/gmb
10/20/15

24 #15-401.14
PCT15-3 Adaptation Action Areas AAA Text.Ordinance

EXHIBIT A

SECTION I AMENDMENT REPORT BROWARD COUNTY LAND USE PLAN TEXT PROPOSED AMENDMENT PCT 15-3

"ADAPTATION ACTION AREAS"

RECOMMENDATIONS/ACTIONS

DATE

- I. Planning Council Staff Transmittal Recommendation May 19, 2015

It is recommended that the proposed text amendment be approved. Please see **Attachment 1**.

- II. Planning Council Land Use/Trafficways Committee Recommendation May 28, 2015

Approval per Planning Council staff transmittal recommendation.

- III. Planning Council Transmittal Recommendation May 28, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 16-0; Blattner, Castillo, de Jesus, DiGiorgio, Friedel, Gomez, Graham, Grosso, Kiar, Long, Mack, McColgan, Parness, Ryan, Stermer and Castro)

Further, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas; and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 4).

- IV. County Commission Transmittal Recommendation June 23, 2015

Approval per Planning Council transmittal recommendation.

- V. Summary of State of Florida Review Agency Comments July 29, 2015

The Florida Department of Transportation (FDOT) has commented on the proposed amendment:

Technical Assistance Comment (for informational purposes): The FDOT recommends that Policy A.03.06 be amended to provide for County coordination with FDOT and other agencies that plan for or own, operate and maintain public facilities/infrastructure within or crossing proposed Adaptation Action Areas.

RECOMMENDATIONS/ACTIONS (continued)

DATE

- V. Summary of State of Florida Review Agency Comments (continued) July 29, 2015

Response: Planning Council staff, in coordination with the Broward County Environmental Planning and Community Resilience Division, recommends that Policy A.03.06 remain as originally proposed. **See Attachment 1.**

- VI. Planning Council Staff Final Recommendation October 13, 2015

It is recommended that the proposed text amendment be approved as amended. Please see **Attachment 1.**

- VII. Planning Council Land Use/Trafficways Committee Recommendation October 22, 2015

Approval per Planning Council staff final recommendation.

- VIII. Planning Council Final Recommendation October 22, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

- IX. County Commission Final Action December 8, 2015

Approved per Planning Council final recommendation.

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN AMENDMENT PCT 15-3 REVISIONS TO POLICIES AND IMPLEMENTATION REGULATIONS AND PROCEDURES

II. GOALS, OBJECTIVES AND POLICIES

"SMART GROWTH," "GREEN"/ENERGY EFFICIENT AND SUSTAINABLE LAND USE PATTERNS

GOAL A.00.00

PROMOTE AND COORDINATE A DESIRABLE, SUSTAINABLE AND EFFICIENT LAND USE PATTERN FOR THE BENEFIT AND ENJOYMENT OF ALL BROWARD COUNTY RESIDENTS, VISITORS AND ECONOMIC INTERESTS WHICH MAXIMIZES PRESERVATION AND CONSERVATION OF NATURAL RESOURCES.

.
. .
.

OBJECTIVE A.03.00 SUSTAINABLE AND CLIMATE RESILIENT LAND USE PATTERN

Adopt, implement and encourage land use planning strategies which increase community resiliency and protect property, infrastructure and cultural and natural resources from the impacts of climate change.

POLICY A.03.01 Broward County shall by 2025, evaluate and address risk from climate change impacts, especially sea level rise, into the planning, siting, design, construction, replacement and maintenance of public infrastructure, and encourage its municipalities and partner agencies to do the same.

POLICY A.03.02 Broward County shall by 2015, adopt model codes, such as the International Green Construction Code (IGCC), which address: green building practices, sustainable site development and land use patterns, energy and water conservation, air and indoor environmental quality, in a manner relevant to Southeast Florida, and encourage its municipalities to do the same.

POLICY A.03.03 Broward County shall promote climate change resilient building design and, by 2015, pursue changes to the Florida Building Code which increase resistance to impacts from more intense storm events.

POLICY A.03.05

Broward County shall evaluate plan amendments within Priority Planning Areas for Sea Level Rise and strongly discourage those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. In review of such amendments, the County shall consider:

- a. Sea level rise/flood protection mitigation strategies and requirements included within local comprehensive plans and/or development regulations; or
- b. Flood protection improvements committed to by amendment applicants, which would mitigate or enhance flood protection and adaptation from rising sea levels.

POLICY A.03.06

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAAs), per Florida State Law, ~~using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to enhance the funding potential of infrastructure adaptation projects and develop policies for adaptation. in order to:~~

- a. Identify areas of regional significance that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience; and
- c. Enhance the funding potential of infrastructure adaptation projects.

POLICY A.03.07

Broward County shall update climate related policies and maps, including the Priority Planning Areas for Sea Level Rise Map, in the Land Use Plan with best available data, every 5 years or as available, including findings of the Broward County and USGS joint Climate Change Inundation Modeling effort, which seeks to achieve a better understanding of the impacts of climate change and rising sea level on the County's water supplies, drainage and flood control systems.

Note: Underlined words are proposed additions. ~~Struck-through~~ words are proposed deletions.

IV. PLAN IMPLEMENTATION REQUIREMENTS

D. IMPLEMENTATION REGULATIONS AND PROCEDURES

13. CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

As consistent with Policy A.03.06 of the Broward County Land Use Plan, Adaptation Action Areas may be designated by a local government in order to identify areas vulnerable to sea level rise, enhance the funding potential of infrastructure adaptation projects and implement policies for adaptation.

To be eligible for Adaptation Action Area of Regional Significance designation, the applicant must clearly detail how vulnerabilities identified in the proposed Adaptation Action Area will be exacerbated by climate change or sea level rise within a 50-year planning horizon. In addition, the proposed Adaptation Action Area must meet at least one (1) of the following criteria:

- a. Areas which experience tidal or coastal flooding;
- b. Areas which have a hydrologic connection to coastal waters;
- c. Locations which are within areas designated as evacuation zones for storm surge;
- d. Areas vulnerable to flash floods and severe storm water runoff or coastal erosion; or
- e. Areas vulnerable to other predicted impacts of climate change and sea level rise where management strategies, infrastructure investments and planning decisions can help to mitigate the magnitude or severity of future climate impacts.

Local governments may apply for county designation of an Adaptation Action Area of Regional Significance within the Broward County Land Use Plan if the identified problem(s) conform(s) with one or more of the criteria identified above, or additional demonstration of climate vulnerability is provided. In addition, proposed adaptation strategies for the designated area should demonstrate investments and benefits of regional significance. The Unified Sea Level Rise Projection for Southeast Florida and the Broward County Priority Planning Area Map may serve as reference materials in review of the request. Notice submitted to the Planning Council should include:

Note: Underlined words are proposed additions.

- a. The geographical area under consideration;
- b. Documentation of the issue(s) or vulnerability of the area;
- c. A description of strategies, policy and/or infrastructure improvements proposed; and
- d. Explanation of how these solutions will reduce risk and increase the area's resilience to climate impacts.

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. If the Broward County Commission or the Broward County Planning Council will be the applicant for an Adaptation Action Area (AAA) designation, the County or Planning Council staff, as applicable, shall notify, in writing, any municipality in which the proposed AAA is located. Such written notification shall be sent at least 35 days before the first County Commission or Planning Council meeting to consider the AAA designation, and will solicit comment from the municipality. Municipal comments received will be included as part of the AAA report reviewed by the County Commission and Planning Council. Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic or social considerations which support de-designation.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Broward County Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Note: Underlined words are proposed additions. Double-underlined words are additions proposed by Planning Council staff subsequent to the Broward County Commission's transmittal to the State review agencies.

<u>Ref No. on SLR Map</u>	<u>AAA Name</u>	<u>Applicant</u>	<u>Qualifying Criteria Met</u>	<u>Strategies Proposed</u>	<u>Expected Benefits</u>
<u>1</u>	<u>Port Everglades Sand Bypass Project Area</u>	<u>Broward County</u>	<u>c) Storm Surge</u> <u>d) Coastal Erosion</u> <u>e) Sea Level Rise</u>	<u>-Sand bypass at Port Everglades</u> <u>-Beach renourishment</u> <u>-Shoreline management</u>	<u>-Protection of critical infrastructure</u> <u>-Protection of public and private property</u> <u>-Preservation of habitat for threatened and endangered species</u> <u>-Reduced shoaling in the navigation channel</u> <u>-Maintenance of recreational opportunities at John U. Lloyd Beach State Park</u> <u>-increased potential of federal permitting and funding support</u>

Note: Underlined words are proposed additions. Double-underlined words are additions proposed by Planning Council staff.

ORDINANCE NUMBER 2015-49

ORDINANCE TO ADOPT AMENDMENT PCNRM 15-2

ORDINANCE NO. 2015 - 49

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE NATURAL RESOURCE MAP SERIES OF THE BROWARD COUNTY LAND USE PLAN REGARDING UPDATING THE PRIORITY PLANNING AREAS FOR SEA LEVEL RISE MAP; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on May 28, 2015, and October 22, 2015, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on June 23, 2015, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on December 8, 2015, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community Planning
7 Act; and is in the best interests of the health, safety, and welfare of the residents of
8 Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby amended
12 by Amendment PCNRM 15-2, which is an amendment to the 1989 Broward County
13 Natural Resource Map Series of the Broward County Land Use Plan updating the Priority
14 Planning Areas for Sea Level Rise Map, as set forth in Exhibit "A," attached hereto and
15 incorporated herein.

16 Section 2. SEVERABILITY.

17 If any portion of this Ordinance is determined by any Court to be invalid, the invalid
18 portion shall be stricken, and such striking shall not affect the validity of the remainder of
19 this Ordinance. If any Court determines that this Ordinance, or any portion hereof, cannot
20 be legally applied to any individual(s), group(s), entity(ies), property(ies), or
21 circumstance(s), such determination shall not affect the applicability hereof to any other
22 individual, group, entity, property, or circumstance.

23 Section 3. EFFECTIVE DATE.
24

1 (a) The effective date of the plan amendment set forth in this Ordinance shall
2 be the latter of:

3 (1) Thirty-one (31) days after the Department of Economic Opportunity notifies
4 Broward County that the plan amendment is complete;

5 (2) If the plan amendment is challenged, the date a final order is entered by the
6 Administration Commission or the Department of Economic Opportunity
7 finding the amendment to be in compliance; or

8 (3) If the Department of Economic Opportunity or the Administration
9 Commission finds the amendment to be in noncompliance, pursuant to
10 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
11 Commissioners, nonetheless, elects to make the plan amendment effective
12 notwithstanding potential statutory sanctions.

13 (b) This Ordinance shall become effective as provided by law.
14

15 ENACTED December 8, 2015

16 FILED WITH THE DEPARTMENT OF STATE

17 EFFECTIVE

18 Approved as to form and legal sufficiency:
19 Joni Armstrong Coffey, County Attorney

20 By: Maite Azcoitia 10/20/15
21 Maite Azcoitia (date)
22 Deputy County Attorney

23 MA/gmb

10/20/15

#15-401.15

24 PCNRM15-2 Sea Level Rise Map.Ordinance

EXHIBIT A

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCNRM 15-2

**(NATURAL RESOURCE MAP SERIES -
PRIORITY PLANNING AREAS FOR SEA LEVEL RISE MAP)**

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

May 19, 2015

It is recommended that the proposed amendment to the Broward County Natural Resource Map Series – Priority Planning Areas for Sea Level Rise Map be approved.

II. Planning Council Land Use/Trafficways Committee Recommendation

May 28, 2015

Approval per Planning Council staff transmittal recommendation.

III. Planning Council Transmittal Recommendation

May 28, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 16-0; Blattner, Castillo, de Jesus, DiGiorgio, Friedel, Gomez, Graham, Grosso, Kiar, Long, Mack, McColgan, Parness, Ryan, Stermer and Castro)

Further, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas (see PCT 15-3, Attachment 1); and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 5).

IV. County Commission Transmittal Recommendation

June 23, 2015

Approval per Planning Council transmittal recommendation.

V. Summary of State of Florida Review Agency Comments

July 29, 2015

The State of Florida Review Agencies issued no comments or objections regarding the proposed amendment.

RECOMMENDATIONS/ACTIONS (continued)

DATE

VI. Planning Council Staff Final Recommendation

October 13, 2015

It is recommended that the proposed amendment to the Broward County Natural Resource Map Series – Priority Planning Areas for Sea Level Rise Map be approved.

VII. Planning Council Land Use/Trafficways Committee Recommendation

October 22, 2015

Approval per Planning Council staff final recommendation.

VIII. Planning Council Final Recommendation

October 22, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

IX. County Commission Final Action

December 8, 2015

Approved per Planning Council final recommendation.

Legend

-  Sand Bypass Adaptation Action Area
-  Priority Planning Areas

This map identifies areas near tidal water bodies at increased risk of inundation under a 2 foot sea level rise scenario, projected to occur as soon as 2060.

This map was produced by Broward County in partnership with the South Florida Water Management District (SFWMD) and the National Oceanographic and Atmospheric Administration (NOAA).

The model uses a V-DATUM sea level surface developed by NOAA to determine the elevation of the mean higher high water events. The land elevation was generated using LiDAR (Light Detection and Ranging) remote sensing technology that accurately measures elevations using airborne lasers.

The 2007 LiDAR elevation dataset was developed for the Florida Division of Emergency Management. The timeline for a two foot sea level rise is based on the Southeast Florida Regional Climate Change Compact unified sea level rise projection for the Southeast Florida.

Priority Planning Areas are limited to the coastal communities with land east of the SFWMD's salinity control structures.

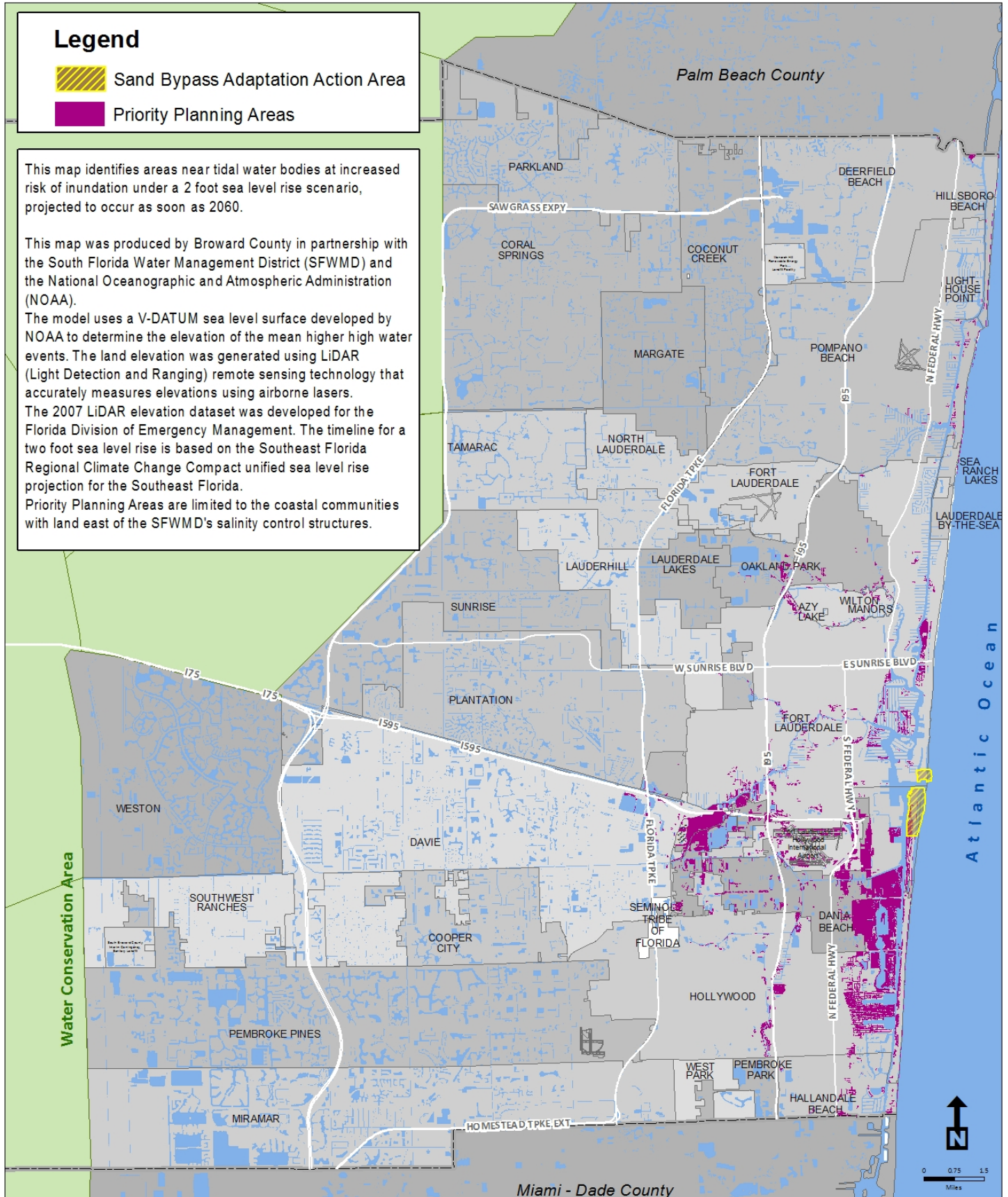


TABLE OF CONTENTS

AMENDMENTS TO THE BROWARD COUNTY COMPREHENSIVE PLAN PCT 15-1, PCT 15-3 AND PCNRM 15-2 ADOPTION "Expedited State Review Process"

DECEMBER 8, 2015

ITEM 1 AMENDMENT PCT 15-1

Public Hearing on Amendment to the Broward County Land Use Plan text to add 5,000 dwelling units to the "Downtown Fort Lauderdale Regional Activity Center;" generally located south of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue.

ITEM 2 AMENDMENT PCT 15-3

Public Hearing on Amendment to the Broward County Land Use Plan text revising policies and criteria regarding Adaptation Action Areas (AAAs) and designating the Port Everglades Sand Bypass Project Area as an AAA.

ITEM 3 AMENDMENT PCNRM 15-2

Public Hearing on Amendment to the Broward County Priority Planning Areas for Sea Level Rise Map of the Land Use Plan Natural Resource Map Series.

EXPLANATION OF TRANSPORTATION TERMINOLOGY

Year 2035:	Long Range Regional Transportation Network
I.T.E.:	Institute of Transportation Engineers Trip Generation Manual
Capacity:	Capacity at Level of Service D in thousands of vehicles at p.m. peak hour
P.M. Peak Hour:	Traffic in thousands of vehicles per peak hour (i.e. one hour measured between 4:00 and 6:00 p.m.)
Annual Average Daily Traffic (A.A.D.T.):	The volume passing a point or segment of a roadway in both directions for one year divided by the number of days in the year. ¹
Significance Threshold:	Corresponding to additional p.m. peak hour trips at three-percent (3%) or more of such capacity of a regional transportation link at the long-range planning horizon per Broward County Land Use Plan Policy 12.01.11
LOS:	Level of Service ² (LOS D is a policy of the Broward County Board of County Commissioners)
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
B	LOS B describes reasonable unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
C	LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free-flow speed for the street class.
D	LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of free-flow speed.
E	LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the free-flow speed. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
F	LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

¹ Definition provided by the Broward Metropolitan Planning Organization.

² Highway Capacity Manual. Transportation Research Board: National Research Council, Washington, D.C. 2000, page 10-5.



September 21, 2015

RECEIVED

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

SEP 21 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Comprehensive Plan Amendment Application – City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center (BCLUP #PCT 15-1)

Dear Ms. Boy:

This letter responds to the conditions of approval set by the Broward County Board of County Commissioners on February 10, 2015 for the Downtown Fort Lauderdale Housing Land Use Plan Amendment (LUPA). The purpose of the amendment is to increase the residential development allowed in the Downtown Regional Activity Center (DRAC) by 5,000 dwelling units, which would bring the total allowable number of dwelling units in the DRAC to 16,060.

Responses to the conditions are as follows:

- 1) **Transportation Analysis Condition:** The City should further demonstrate that the regional roadway network capacity and multimodal facilities will be available in the long range planning horizon. In addition, the Florida Department of Transportation (FDOT) recommended that the City should contribute funds to the Broward County Active Arterial Management (AAM) program, which includes traffic signal control strategies for multimodal transportation in the RAC.

City Response: City staff has held several meetings with the County, FDOT, and the Broward MPO in order to refine the traffic analysis upon multi-agency consensus. The City's Transportation and Mobility Department has prepared an updated traffic analysis with supporting documentation in response to this condition. See Attachment A.

- 2) **Affordable Housing Condition:** Resolution of a phasing plan or City policy solution that will ensure the implementation of the City's previous commitment to set aside 1.5% of the 5,000 dwelling units (or 750 units) as affordable housing, in order to prevent a hypothetical scenario where the 4,250 market rate units are constructed without any of the 750 affordable units being constructed. Also, requiring the City to execute a legally enforceable mechanism regarding the affordable housing unit set aside.

City Response: The City Commission is scheduled to consider the adoption of a Fort Lauderdale Affordable Housing Policy on October 6, 2015. The policy was originally

scheduled for the September 15, 2015 Commission Agenda but due to holiday conflict the meeting was moved to September 16, 2015, and the agenda was reduced.

At this time, City staff is providing copy of the Commission Agenda Memo to adopt the Affordable Housing Policy, which includes a copy of the memo, City Resolution, Affordable Housing Policy, and the affordable housing study completed by the Florida International University Metropolitan Center. The City requests this information be reviewed as official response to this condition and immediately subsequent to the October 6, 2015 City Commission meeting, City staff will provide results as well as a signed copy of the City Resolution. See Attachment B.

Furthermore, the City is committing to setting aside fifteen (15%) of the proposed 5,000 dwelling units for affordable housing, which equates to 750 affordable units, and the City Commission will commit that five percent (5%) of the first 2,500 allocated dwelling units (or 125 dwelling units) will be affordable housing units. Staff will monitor the allocation of dwelling units in the Downtown RAC and if it is found that the five percent (5%) affordable housing commitment is not met, the City Commission shall evaluate the adopted Affordable Housing Policy and determine whether there is the need to amend the policy to ensure that affordable housing units are being allocated effectively in the in the Downtown RAC.

To ensure the allocation of the proposed 5,000 dwelling units, as outlined in the LUPA application and conditioned above, within a legally enforceable mechanism, the City proposes an interlocal agreement for monitoring development units in the Downtown RAC. Allocation would occur upon final approval in the City's Development Review Process per site plan. This approach allows the City to monitor the allocation of affordable housing units in relation to the overall units. If this proposal is acceptable to BCPC, City staff will prepare a draft agreement and development unit chart for further discussion.

- 3) Education Mitigation Agreement Condition:** The City should amend the existing Educational Mitigation Agreement between Broward County, the City, and the School Board of Broward County, which currently requires higher school impact fees for residential development projections in the RAC, to incorporate the new units.

City Response: City staff has met with School Board staff in May 2015 and currently, the City Attorney's office is drafting an amended mitigation agreement. Upon completion of the updated Educational Mitigation Agreement, it will be forwarded to the School Board-General Counsel and School Board for review. After the language is agreed upon, the agreement would then require approval by the City Commission, Broward County School Board, and the Broward County Commission.

The City commits to executing the agreement per condition. See Attachment C for draft copy of the amended agreement.

In addition to responses outlined above, the City has provided letters to the South Florida Water Management District (SFWMD) and Florida Department of Transportation (FDOT) regarding review comments. See attachment C for copies.

Thank you for the opportunity to respond to the conditions of approval set by the Board of County Commissioners regarding the City's proposed amendment to the City of Fort Lauderdale Comprehensive Plan. The City appreciates the continuing support by the Broward County Planning Council of this land use plan amendment that will create a vibrant Downtown Fort Lauderdale. If you should have any questions or require additional information, please do not hesitate to contact Jim Hetzel, AICP, LEED Green Associate, at (954) 828-5019 or jhetzel@fortlauderdale.gov

Yours truly,



Jenni Morejon
Director

Attachments

cc: Ella Parker, AICP, Urban Design & Planning Manager
Jim Hetzel, AICP, LEED Green Assoc., Urban Planner (Planner III)
Barbara Blake Boy, Executive Director, Broward County Planning Council
Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council

ATTACHMENT 29.A.

ATTACHMENT A



Downtown Fort Lauderdale Housing Land Use Plan Amendment (LUPA) Transportation Analysis

List of Attachment Items:

- **Analysis Narrative**
- **Downtown LUPA Programmed Projects Map**
- **Regional LUPA Programmed Projects Map**

Downtown Fort Lauderdale Regional Activity Center

Land Use Plan Amendment (LUPA)

Additional Information for Traffic Analysis submitted as part of LUPA Application

1.0 INTRODUCTION

This report presents the culmination of continuous coordination with the Broward County Complete Streets Team, the Broward County Planning Council (BCPC), the Broward Metropolitan Planning Organization (MPO), and the Florida Department of Transportation (FDOT) on the City of Fort Lauderdale's Downtown Regional Activity Center's (RAC) Land Use Planning Amendment (LUPA). The analysis demonstrates that by applying an urban context to the analysis, coupled with a proposal for traffic mitigation through building a multimodal transportation network, the impact of traffic projected from the 5,000 dwelling units (DU) will be greatly reduced. It is also important to note that the programmed multimodal and system efficiency improvements will cause a shift in modes for more than the people associated with the additional units, which this analysis is limited to. In other words, people who currently live, work and play in the RAC area will make the choice to leave their cars at home as the City transitions, further reducing the amount of trips projected through this analysis process.

From a technical perspective, allowing the residential densification of Downtown would create the "trip originators" that will complement the "trip attractors", balancing the origin-destination formula and reducing vehicular trips. The US Department of Transportation has conducted a survey indicating that the vast majority (three quarters) of all vehicle trips are short trips taken for personal purposes (less than 10 miles). This means that as people have more nearby options to work, shop, and dine, the likelihood of completing these trips by a viable alternative mode of transportation increases. This effect of reducing urban travel through creating sufficient housing stock and accessible transportation options has been proven across the nation. In fact, the federal government Environmental Protection Agency's (EPA) Smart Growth program, recognizing the need to better account for the impacts of compact, connected, and mixed use developments has conducted research across the country to develop tools to improve upon the accuracy of trip generation methods. These methods are not currently recognized by County policy for application in Land Use Plan Amendment processes.

There are local examples of the impact of compact development on trip generation. In a case study conducted for West Palm Beach's Downtown, residential unit supply increased by over 70 percent in the area between 2005 and 2013. During that same period, average Daily Traffic (ADT) decreased by more than 75 percent on some corridor segments, leading to lane eliminations that allowed for expanding multimodal facilities. Additionally, regional transit travel, including Tri-Rail ridership, has generally increased over the last decade, which supports the trends of shifting travel behavior in the region, where choice transit riders are more likely to opt for multimodal travel if provided with viable options. At the local level, the Fort Lauderdale Sun Trolley's Downtown Link has experienced an almost 30 percent increase in ridership between 2013 and 2015, indicating the shifting trends at the downtown level.

Similarly, over the last couple of years, the City of Fort Lauderdale's Downtown urban core has seen a spike in residential development, with over 1,000 units recently constructed, over 850 units currently under construction, and over 3,000 units that are either under review or have been approved. Fort Lauderdale has started to see similar trends to West Palm Beach with AADTs that have either decreased, remained flat, or increased at a much lower rate than model projections.

Absent an approved multimodal traffic analysis process, the City and its partners have pioneered the approach to augment the vehicular based model by adding consideration of the context of the urban area, applying a person trip methodology, and anticipating the impact multimodal improvements will have on reducing vehicle trips. Specifically, the methodology was developed based on input from the County's Complete Streets team, best engineering and planning practices for urban centers, and actual performance and research data. Through analysis and project commitments, the approach demonstrates that the vehicular trips anticipated by the proposed amendment are alleviated and mitigated to an extent that is appropriate for an area evolving from a more suburban design to an economically vibrant and connected urbanized city.

2.0 ANALYSIS APPROACH

This section describes the analysis approach of calculating the traffic impacts of the proposed 5,000 DU. The approach includes the application of the Southeast Florida Regional Planning Model (SERPM 6.5¹) as well as the trip reduction rates based on existing and future conditions of the Downtown RAC. The resulting traffic impacts are summarized in Table 4.

2.1 Background Analysis

To estimate the traffic impacts of the proposed 5,000 dwelling units (DU) in Downtown Fort Lauderdale, a land use assessment of developable land was done to allocate the proposed units in the different quadrants of the Downtown's Regional Activity Center (RAC). As required by the Broward County's policies and procedures for Land Use Planning Amendments (LUPAs), the regional travel demand model, SERPM, was used to project the future traffic impacts of the proposed amendment. The 2035 SERPM model results with and without the amendment were used to calculate the level of significance of the amendment's impact on the roadway network.

Through coordination with the Broward County Complete Streets team, and recognizing the inherent issues with the SERPM in projecting traffic volumes in urban areas, trip reduction rates were applied to the 2035 PM Peak estimated vehicle trips. To account for the nature of higher density development in downtown areas, 50% of the proposed 5,000 units were assumed to be mid-rise apartments (Land Use Code (LUC) 223), and 50% were assumed to be high-rise residential condominiums (LUC 232). Additionally, a 21% trip reduction rate was applied to the 2,264 trips as approved by Broward County staff. The 21 percent trip reduction rate represents existing conditions that are based on current land use and transportation trends in the City's Downtown core that are not fully captured in the model. The trip reduction rate was calculated as follows:

¹ The phrases SERPM 6.5 and SERPM 6.5 Subarea Models are used interchangeably throughout this document.

- Internal capture was calculated for the Downtown core based on the type and intensity of the land uses within the four quadrants of the RAC. Using ITE internal capture formulas, the internal capture was calculated to be 13 percent. Appendix A includes the internal capture calculations.
- Current census data shows that 17 percent of all commuter trips are taken by travel modes alternative to the car in Downtown Fort Lauderdale. To be conservative, and to eliminate potential overlap, only 4 percent of these trips were assumed as a trip reduction rate.
- Based on forecasting models, 4 percent of PM Peak trips are estimated to be taken by the proposed Wave Streetcar. Appendix B illustrates the model and off-model assumptions for the Wave-related vehicular trip reductions.

Table 1 illustrates the process of applying the ITE formulas and 21 percent trip reduction rate to calculate the proposed amendment's net PM Peak trips.

Table 1²

ITE 9th Ed.										Less 0.00%		NET		ROUNDED NET	
BCLUP DESIGNATION	ITE CODE	DESCRIPTION	PAGE #	FORMULA	Avg Rate	Variable	Units	EXP	GROSS PM PH TRIPS	Reduction		PM PH TRIPS		PM PH TRIPS	
Mid-Rise RAC	223	Mid-Rise Apartment	390	$T=0.53(X)-11.27$			2,500 dwelling units		1,313.73	-		1,313.73		1,314	
	223	Mid-Rise Apartment	390	$0.44(X)$	0.440		2,500 dwelling units		1,100.00	-		1,100.00		1,100	
	223	Mid-Rise Apartment adjacent street	388	$T=0.48(X)-11.07$			2,500 dwelling units		1,168.93	-		1,168.93		1,169	
	223	Mid-Rise Apartment adjacent street	388	$0.39(X)$	0.390		2,500 dwelling units		975.00	-		975.00		975	
High-Rise RAC	232	High-Rise Residential Condominium/Townhouse	431	$Ln(T)=0.84 Ln(X)+0.07$			2,500 dwelling units	8.64	768.78	-		768.78		767	
	232	High-Rise Residential Condominium/Townhouse	431	$0.38(X)$	0.380		2,500 dwelling units		950.00	-		950.00		950	
	232	High-Rise Residential Condominium/Townhouse adj	429	$T=0.34(X)+15.47$			2,500 dwelling units		865.47	-		865.47		865	
	232	High-Rise Residential Condominium/Townhouse adj	429	$0.38(X)$	0.380		2,500 dwelling units		950.00	-		950.00		950	
ITE 9th Ed.										Less 21.00%		NET		ROUNDED NET	
BCLUP DESIGNATION	ITE CODE	DESCRIPTION	PAGE #	FORMULA	Avg Rate	Variable	Units	EXP	GROSS PM PH TRIPS	Reduction		PM PH TRIPS		PM PH TRIPS	
Mid-Rise RAC	223	Mid-Rise Apartment	390	$T=0.53(X)-11.27$			2,500 dwelling units		1,313.73	275.08		1,037.65		1,038	
	223	Mid-Rise Apartment	390	$0.44(X)$	0.440		2,500 dwelling units		1,100.00	231.00		869.00		869	
	223	Mid-Rise Apartment adjacent street	388	$T=0.48(X)-11.07$			2,500 dwelling units		1,168.93	249.68		919.25		919	
	223	Mid-Rise Apartment adjacent street	388	$0.39(X)$	0.390		2,500 dwelling units		975.00	204.75		770.25		770	
High-Rise RAC	232	High-Rise Residential Condominium/Townhouse	431	$Ln(T)=0.84 Ln(X)+0.07$			2,500 dwelling units	8.64	768.78	161.02		607.76		608	
	232	High-Rise Residential Condominium/Townhouse	431	$0.38(X)$	0.380		2,500 dwelling units		950.00	199.50		750.50		751	
	232	High-Rise Residential Condominium/Townhouse adj	429	$T=0.34(X)+15.47$			2,500 dwelling units		865.47	181.75		683.72		684	
	232	High-Rise Residential Condominium/Townhouse adj	429	$0.38(X)$	0.380		2,500 dwelling units		950.00	199.50		750.50		751	
										BEFORE 21% REDUCTION					
										2,500 Mid-Rise Units				1,314	
										2,500 High-Rise Units				950	
										NET PM PH TRIPS				2,264	
										AFTER 21 % REDUCTION					
										2,500 Mid-Rise Units				1,038	
										2,500 High-Rise Units				751	
										NET PM PH TRIPS				1,789	

As per correspondence from the Broward County Planning Council, 13 segments in and around the Downtown RAC were considered significantly impacted by the proposed amendment based on the above assumptions and computations. These segments are Sunrise Blvd from Searstown to Gateway, Sistrunk Blvd from NW 27th Ave to Andrews Ave, Broward Blvd from I-95 to US 1, Andrews Ave from SR 84 to Broward Blvd, and US 1 from SE 7th St to Broward Blvd. The proposed amendment was projected to add 3 percent or more traffic volume of these segment's capacities in the PM Peak hour in 2035.

2.2 K Factor

Through coordination efforts with agency partners, it was agreed upon that the peak hour K Factor would be adjusted to 9% instead of the 9.5% K Factor assumed by the Broward MPO Capacity Reports. The 9% K Factor represents the standard K Factor outlined in the FDOT 2013 QLOS Handbook, where it ranges between 0.08 and 0.09 in urban areas. As noted in the Handbook, the K factor generally drops as

² Source: Broward County Planning Council

an area becomes more urbanized. The 0.5% drop in the K Factor was applied to the proposed amendment's vehicle trips on the impacted segments.

2.3 Person-Trip Methodology Analysis

The person-trip methodology, outlined in the ITE Trip Generation Handbook's 3rd Edition, was utilized to quantify the vehicular trips produced by the proposed amendment given the context of Downtown. The person-trip methodology was employed to account for the future makeup of the Downtown RAC and better recognize Downtown as an urban infill area given the City's vision and programmed multimodal investments.

The City of Fort Lauderdale's Downtown RAC is consistent with the characteristics of an urban infill area as defined by the ITE Trip Generation Handbook, where a site in the urban infill area is described as follows:

- The site is located in a walkable area characterized by central city blocks, sidewalks, crosswalks, and pedestrian phases at intersections and blocks.
- The site is located within half a mile of heavy or light rail, or transit bus service that has 20 minute headways for 4-6 hours per weekday.
- The site is located in a bicycle accessible area, including bike features such as bicycle lanes and bicycle parking.
- The site is located in an area with a mix of land uses including commercial, residential, retail, dining, civic, cultural, and other uses that complement each other.

The Handbook proceeds to emphasize that the above thresholds are not intended to be restrictive. The premise is that in areas where walking, bicycling, and taking transit are viable modes of transportation, redevelopment and new development would produce less vehicular trips than what is reflected in the Trip Generation Manual's traditional trip generation formulas. This determination is based on actual research and data collection efforts in urban infill areas.

While the Handbook states that a particular site does not need to satisfy all the criteria to be considered an urban infill site, the City of Fort Lauderdale's Downtown RAC generally meets these thresholds. In addition to providing bicycle, pedestrian, and transit options, the City is embracing emerging technologies that respond to on-demand trips as opposed to the traditional supply-based services. Uber and similar businesses have grown to become thriving services across the globe, leading to higher car share rates and ultimately less vehicular trips. These emerging travel options are not currently captured in data processing and modeling efforts and are anticipated to be game changers in mobility.

Analysis Methodology

The person-trip approach consists of identifying the baseline vehicle trips generated by the proposed amendment based on the traditional ITE formulas found in the 9th edition of the Trip Generation Manual. The baseline trips are then converted to person trips, where transit, walk, and bike trips are deducted and vehicle occupancy is taken into consideration. Based on data for current conditions, vehicle occupancy in Downtown is higher than the standard vehicle occupancy assumed by general ITE formulas that are designed for a more suburban setting. This is evident in Census data for Downtown that shows that 10 percent of all motor vehicle trips are carpooled. This is also consistent with the characteristics of a Downtown/urban infill area. However, to be conservative and consistent with the ITE methodology, the proposed approach does not account for additional discounts based on the carpooling factor. Recognizing that Downtown Fort Lauderdale is consistent with the urban infill area definition, urban infill area mode shares were utilized in the person trip methodology.

Table 2 outlines the baseline PM Peak inbound and outbound mode shares that were calculated based on actual counts in urbanized areas in different parts of the country. Appendix C includes a copy of the ITE appendix tabulating these rates. The most conservative mode shares were assumed for the purpose of this amendment. The average mode share was calculated to portray non-directional PM Peak mode shares and vehicle occupancy rate.

Table 2

Baseline Weekday PM Peak Period Mode Share and Veh Occ					
Apartment (LUC 220)					
Inbound Mode Shares			Outbound Mode Shares		Average Mode Shares
Passenger Vehicle	97.75		Passenger	97	Passenger 97.375
Truck	1		Truck	1.75	Truck 1.375
Walk	0.75		Walk	1	Walk 0.875
Bike	0.5		Bike	0.25	Bike 0.375
Transit	0		Transit	0	Transit 0
	100			100	100
PV + Truck	98.75		PV + Truck	98.75	PV + Truck 98.75
Veh Occ	1.1475		Veh Occ	1.235	Veh Occ 1.19125

The mode shares were then utilized to convert the baseline vehicle trips, as calculated by baseline ITE formulas, into baseline person trips using the following formula:

$$\text{Person-Trips}_{\text{BASELINE}} = \frac{\text{VehTrips}_{\text{BASELINE}} \times \text{VehOcc}_{\text{BASELINE}}}{\left[100\% - \left(\frac{\% \text{Transit}_{\text{BASELINE}}}{+ \% \text{WalkBicycle}_{\text{BASELINE}}} \right) \right]} \quad 3$$

Similarly, infill area mode shares and vehicle occupancy rates were obtained from the ITE Handbook's Appendices, also included in the appendix of this report. An infill area vehicle occupancy factor was not provided for high-rise and mid-rise apartments, so to be conservative, the baseline vehicle occupancy factor was applied, even though current census data figures show a 10% carpool factor out of total vehicle trips. Table 3 outlines the infill area mode shares for the two land uses used for this amendment. Appendix D includes a copy of the ITE Appendix with data collection results on infill area AM & PM Peak mode shares and vehicle occupancies.

Table 3

Infill Weekday AM & PM Nondirectional Mode Share and Veh Occ					
High-Rise Apartments			Mid-Rise Apartments		Average Mode Shares
Motor Vehicle	48.5		Motor Veh	56.8	Motor Veh 52.65
Walk+Bike	43.8		Walk+Bike	30	Walk+Bike 36.9
Transit	7.8		Transit	13.3	Transit 10.55
	100.1			100.1	100.1
Veh Occ	1.19125		Veh Occ	1.19125	Veh Occ 1.19125

The infill area person trips were then computed using the baseline person trips and the multimodal mode shares as follows:

$$\begin{aligned} \text{Person-Vehicle-Trips}_{\text{INFILL}} = & \text{Person-Trips}_{\text{BASELINE}} \\ & \times [100\% - (\% \text{Transit}_{\text{INFILL}} \\ & + \% \text{WalkBicycle}_{\text{INFILL}})] \end{aligned}$$

The final step of the person trip methodology is to convert the infill area person trips to infill area vehicle trips based on the following formula:

³ Source: FDOT Trip Generation Recommendations Report, October 2014 [which follows the ITE Trip Generation Handbook person trip methodology approach].

$$\text{Vehicle-Trips}_{\text{INFILL}} = \frac{\text{Person-Vehicle-Trips}_{\text{INFILL}}}{\text{VehOcc}_{\text{INFILL}}}$$

2.4 Summary

Table 4 summarizes the results of the analysis. Each roadway segment's capacity and 2035 PM Peak volumes are shown. The segments were considered significantly impacted by the proposed amendment based on the 3% significance rule, where if the proposed site is producing 3 percent or more of the total segment's capacity, it is considered to be significantly impacting the segment. As mentioned, the 21 and 0.5 percent trip reduction rates account for deductions in trips based on existing conditions to reconcile the difference between ITE generated trips and the existing multimodal dense uses in Downtown. The person-trip methodology that incorporates infill area factors accounts for the future makeup of Downtown. The "Infill Vehicle Trips" column includes the net PM Peak trips produced by the proposed amendment based on the approach presented in this section. The 3% significance test is then applied to the net PM Peak trips to determine the impacts of the proposed amendment on the surrounding transportation network. The analysis reveals that only 6 out of the 13 impacted segments remain significantly impacted on the following two roadways:

- Broward Blvd from I-95 to Federal Highway
- Federal Highway from SE 7th St to Sistrunk Blvd.

Total 2035 PM Peak trips for each roadway segment are shown in the last column. Section 3 outlines the proposed mitigation measures.

Table 4

Corridor Segment	Begin Limit	End Limit	Capacity	2035 Volume w/o 5,000 DU	2035 Volume w 5,000 DU	PM Peak Trips from 5,000 DU Only	0.5% K Factor Reduction	ADJUSTED Trips from 5,000 DU	Baseline Person-Trip Conversion	Infill Person Trip Conversion	Infill Area Vehicle Trips for 5,000 DU	Total Trips on the Segment
Sunrise Blvd	Searstown	Gateway	4,500	6,230	6,379	149	1	148	1.79	93.98	79	6,309
Sistrunk Blvd	NW 27th Ave	Andrews Ave	2,628	2,866	2,999	133	1	132	1.60	83.89	70	2,936
Broward Blvd	I-95	SW 11th Ave	5,390	7,374	7,772	398	2	396	4.78	251.04	211	7,585
Broward Blvd	SW 11th Ave	SW 7th Ave	5,390	5,392	5,768	376	2	374	4.51	237.16	199	5,591
Broward Blvd	SW 7th Ave	FEC RR	4,500	5,157	5,567	410	2	408	4.92	258.61	217	5,374
Broward Blvd	FEC RR	Federal Hwy	4,500	4,489	4,749	260	1	259	3.12	164.00	138	4,627
Andrews Ave	SR84	SE 17th St	2,628	2,646	2,746	100	1	100	1.20	63.08	53	2,699
Andrews Ave	Davie Blvd	SW 7th St	2,628	2,630	2,754	124	1	123	1.49	78.21	66	2,696
Andrews Ave	SW 7th St	Broward Blvd	2,628	2,704	2,834	130	1	129	1.56	82.00	69	2,773
Andrews Ave	Sunrise Blvd	Oakland Park Blvd	2,628	3,570	3,692	122	1	121	1.46	76.95	65	3,635
Andrews Ave	Oakland Park Blvd	Prospect Rd	2,628	3,384	3,485	101	1	100	1.21	63.71	53	3,437
Federal Hwy	SE 7th St	Broward Blvd	4,500	5,703	6,010	307	2	305	3.68	193.64	163	5,866
Federal Hwy	Broward Blvd	Sistrunk Blvd	4,500	4,593	4,839	246	1	245	2.95	155.17	130	4,723

It is worth underscoring that the trip reduction rates were only applied to the proposed amendment's trips, and not all trips within the Downtown RAC. While applying trip rates to all trips would be a more consistent and logical approach, restricting the deductions to the amendment trips addresses the concerns raised by the County's Complete Streets team, due to the limitations of applying these deductions to a model that partially accounts for internal capture. However, when viewing these remaining trips, it is reasonable to assume that some of the existing trips will fall off in the future because multimodal improvements will not be limited to use by the people associated with the additional 5,000 units.

2.5 Limitations of the Southeast Florida Regional Planning Model (SERPM 6.5⁴) for Conducting Traffic Impact Analysis

The Southeast Florida Regional Planning Model - SERPM 6.5 - 24 Hour Subarea Model version was the adopted regional travel demand model at the time of the initiation of this application process. Trip rate reductions are based on current data and the person trip methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 3rd Edition*.

While the SERPM 6.5 Subarea models are the "adopted" sources for predicting future travel and providing detailed roadway level of service analysis at a regional scale, they have several limitations when simulating travel behavior for:

- smaller geographies with relatively unconventional land use characteristics, such as mixed-use high-density developments; and
- subareas where transportation networks incorporate facilities that enhance the convenience of transit, bicycle and pedestrian services and systems; and

These limitations are further exacerbated when travel demand and traffic impacts are analyzed over longer time spans, such as, 20- to 25-year forecasts. The following is a description of some of the limitations in using the SERPM 6.5 model for identifying traffic impacts for the Downtown Fort Lauderdale RAC LUPA, as well as providing a set of rationale for making "off-model" adjustments.

- 1. Existing Trends Extrapolation:** The year 2035 forecasts produced by the SERPM 6.5 model are based primarily on existing transportation markets and a continuation of existing travel behaviors. The SERPM 6.5 model does not reflect the current or changing personal preferences of the *millennial* generation⁵ and the elderly population - two major demographic groups of customers for transportation services in the next 20 years. The 5,000 dwelling units are being

⁴ The phrases SERPM 6.5 and SERPM 6.5 Subarea Models are used interchangeably throughout this document.

⁵ For which there is ample evidence of distinctly different vehicle ownership – see *The Cheapest Generation*, Atlantic Magazine, September 2012 <http://www.theatlantic.com/magazine/archive/2012/09/the-cheapest-generation/309060/> and *Timing of Driver's License Acquisition and Reasons for Delay Among Young People*, AAA Foundation for Traffic Safety, July 2013 <http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf>

developed in the Downtown Fort Lauderdale RAC because developers have found that these two markets as well as other demographic segments prefer to *live, work, and play* in densely populated downtowns where a car is not required for all trip making.

2. ***Smart Growth and Mixed Use Developments:*** The future year 2035 travel forecasts and impacts produced by the SERPM 6.5 model are based on the assumption that existing land development patterns and current transportation user costs (such as, costs for fuel, insurance, travel time, parking, etc.) will continue into the future. This presents a challenge in accurately estimating traffic impacts, since elements such as fuel costs, parking, and multimodal amenities significantly affect travel behavior.
3. ***Internal Capture:*** The internal capture trips (i.e., trips that remain within the same traffic analysis zone or TAZ) are underestimated by the SERPM 6.5 model. For instance, on a regional scale, the SERPM 6.5 model estimates that intrazonal trips comprise less than three (3) percent, which may be reasonable for the entire region, but it is not reasonable to assume that the Downtown Fort Lauderdale RAC produces an internal capture rate as low as less than 0.5 percent
4. ***Bicycle and Pedestrian Trips:*** The SERPM 6.5 model does not include bicycle and pedestrian systems in the network nor does it account for any bicycle or pedestrian trips. The Downtown Fort Lauderdale RAC includes an interconnected pedestrian system and a growing bicycle lane network. Moreover, the City has committed an investment of almost \$16,500,000 for various bicycle, pedestrian, streetscape/landscape, bicycle/pedestrian safety, and Complete Streets projects in the next five years in Downtown to encourage the use of non-motorized modes of transportation. In addition, the City has over \$190,000,000 planned for multimodal projects in Downtown over the 20-year horizon.
5. ***Emerging Trends and Technology in the Transportation Industry:***

As stated above, the SERPM 6.5 model future year forecasts are based on historical trends, including assumptions that the travel behaviors and development patterns experienced over the past ten to twenty years will continue to proliferate over the next 20 years. There are several trends and technological advancements that have started to both affect vehicle ownership rates and shape people's choices and travel behaviors which are not incorporated in the SERPM 6.5 model.

- ***Flex-time:*** The SERPM 6.5 model considers a three-hour window for the morning (AM) and evening (PM) peak period. The evening rush hour (PM peak period) lasts from 3:30 PM to 6:30 PM in the model, which includes the peak hour shoulder periods. But the model does not have the ability to account for the flex-time options that are commonly offered to employees by major employers in downtown Fort Lauderdale.
- ***Tele-commuting:*** Coupled with flex-time, a large number of employers provide tele-commuting as an employee benefit to attract the most talented workers in the industry.

According to the 2010 American Community Surveys (ACS), the percentage of workers working the majority of the work week at home increased from 3.3 percent in the year 2000 to 4.3 percent in the year 2010; an increase of approximately 30 percent. About one-fourth of the home-based workers were employed in the management, business, and financial sectors – sectors that employ a significant percentage of the workers in the Downtown Fort Lauderdale RAC.

- **Bike sharing, Car sharing and Ridesharing:** Like other regional travel demand forecasting models, the SERPM 6.5 model does not incorporate new transportation modes available to the traveling public, such as, bike sharing, car sharing, and ridesharing. While technically it may be possible to include these modes in the model, they are not incorporated due to the lack of available data. These modes are currently available to residents of Fort Lauderdale and Broward County through B-Cycle (bike sharing program), Zip Car (car sharing) and Uber, Tappxi, Lyft (ridesharing), amongst other service providers.
 - **Parking Management & Technology:** Parking cost is a key factor affecting an individual's transportation choices. Besides parking costs, the perception of parking availability and convenience are other factors that are correlated to mode choice. Improved parking technology and management can significantly reduce chronic traffic congestion and increase overall efficiency of the transportation system. From parking attributes and transportation model – SERPM 6.5 standpoint, fixed existing short term and long term parking costs serve as an input to the modeling process. Given that SERPM 6.5 is a regional macro model, it is understood that it has limitations in incorporating technological improvements that increase parking operational efficiency.
- 6. Overestimation of Traffic Volumes:** While the SERPM 6.5 model is calibrated and validated based on existing condition highway speeds and traffic count data and performs remarkably well at the regional level, one of the known shortfalls of the SERPM 6.5 model is its inability to produce link volumes with precision for smaller geographies. For instance, the City's analysis for the Powerline Road Lane Elimination Application completed in June 2014 indicated that the model forecast for the year 2035 on Powerline Road between Sunrise Boulevard and Oakland Park Boulevard overestimates traffic volume by 100 percent. Model outputs need to be closely examined and adjusted for such discrepancies in an iterative fashion to appropriately reflect speeds and volumes on specific links when conducting a traffic impact analysis study.
- 7. Transit Ridership:** As mentioned above, the SERPM 6.5 model is calibrated and validated based on existing conditions and therefore it is strongly biased toward only dependent or captive transit riders. For evaluating premium transit projects, which have been shown to generate large numbers of "choice" riders, the Florida Department of Transportation (FDOT) District Four and its partner agencies have agreed to use SERPM 6.7 as the "official" model.

The SERPM 6.7 model includes several enhancements. For example, it incorporates on-board survey data collected for the Palm Tran, Miami-Dade Transit (MDT), Broward County Transit (BCT), and South Florida Regional Transportation Agency (SFTRA) systems over the past five (5) years to better estimate transit ridership and reflect the park-and-ride transit market. The SERPM 6.7 model also includes updated highway speeds and travel time information based on field surveys conducted as part of several corridor studies - *Central Broward Transit, Tri-Rail Coastal Link, Oakland Park Boulevard Transit Study, University Drive Alternatives Analysis*, and the *Broward Boulevard Transit Study*.

Another major drawback of the SERPM 6.5 model relates to shuttle bus service ridership forecasts. The shuttle bus service is coded using nodes and links available in the model which is driven by the roadway network representation. Given the nuances of the shuttle bus service operations (i.e. flag and stop) and model limitations, its ridership is underestimated by the SERPM 6.5 model.

8. **Managed Lanes:** The All-day (or 24 Hour) SERPM 6.5 model does not replicate the variations in travel behavior, traffic congestion, traffic operations and transit operations that occur throughout the day, which is better reflected in the SERPM 6.5 Time-of-Day Model. Since the I-95 managed lanes are being extended from the Golden Gate Interchange (GGI) in Miami-Dade County to Broward Boulevard in Broward County, it is anticipated that some single occupant vehicular travel will shift to carpooling and vanpooling due to these changes. At the same time, the I-95 Express Bus service will also see improvements both in terms of speed and reliability and is expected to have increased ridership levels.

3.0 MITIGATION

The analysis approach presented in Section 2 outlines applying the appropriate trip reduction rates to account for the context of Downtown now and in the future, and to address the challenges with the travel demand model, which was used as the baseline to generate the anticipated traffic impacts of the proposed amendment. The net PM Peak trips produced by the analysis approach are further mitigated through a committed, funded, and fiscally constrained set of improvement projects that are programmed directly on the impacted segments, as well as on the surrounding transportation network. These projects will collectively act as a game changer in terms of transforming the City, particularly Downtown Fort Lauderdale, into a fully connected city, where multimodal transportation options are viable and competitive alternatives to the car. **The tables included in this section correlate to the maps in Appendix E, which illustrate the realm of the financially committed and fiscally constrained project list.**

The need to increase multimodal capacity is borne by the induced demand that is shifting towards multimodal transportation options. Table 5 shows that the City's Downtown population over the last 15 years has been on a consistently positive uptick. In contrast, Average Annual Daily Traffic (AADT) on

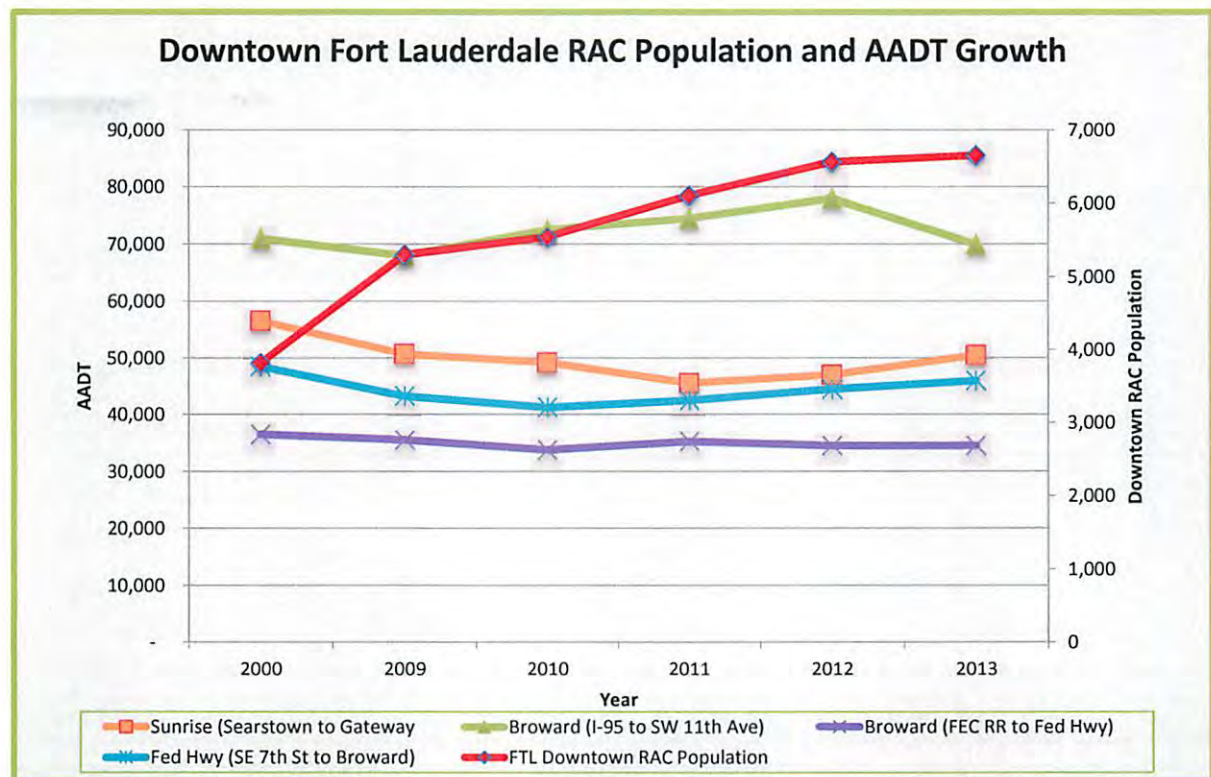
major segments in Downtown has decreased, remained flat, or only slightly increased during the same time period.

Table 5⁶

Downtown Fort Lauderdale RAC Population and AADT Growth						
Year	2000	2009	2010	2011	2012	2013
FTL Downtown RAC Population	3,817	5,299	5,540	6,100	6,559	6,648
Sunrise (Searstown to Gateway)	56,500	50,667	49,167	45,500	47,000	50,500
Broward (I-95 to SW 11th Ave)	71,000	68,000	72,500	74,500	78,000	70,000
Broward (FEC RR to Fed Hwy)	36,500	35,500	33,750	35,250	34,500	34,500
Fed Hwy (SE 7th St to Broward)	48,500	43,250	41,250	42,500	44,500	46,000

The relationship of the historic traffic volumes and population is demonstrated in Figure 1. As shown, traffic volumes growth trends are not linear to population growth, which confirms the fact that volumes are sensitive to other factors besides population growth, such as fuel prices, availability of competitive multimodal transportation options, and economic trends. This further emphasizes that increasing density and population in the City's Downtown will not necessarily translate to an increase of traffic volumes.

Figure 1



⁶ Annual Population Census data was not available for Downtown Fort Lauderdale between 2001 and 2008.

Increasing the capacity of these roadway segments is an infeasible approach as it would require acquisition of right of way, which would have a significant adverse impact on hundreds of residential, retail, commercial, institutional, cultural and recreational properties, as well as result in prohibitive cost. Under these conditions, the only viable and cost-effective strategy to augment capacity on major arterials is by expanding the capacity/facilities and services of the transit systems (Broward County Transit, SFRTA, City of Fort Lauderdale, and FDOT) as well as improving traffic flow through Transportation System Management and Operations (TSM&O) projects.

Specifically, planning and implementation of a number of regional and local premium transit projects is currently underway, including The Wave Streetcar, Tri-Rail Coastal Link, added service on BCT routes, and enhanced service levels for the Sun Trolley. The FDOT, District Four is emphasizing TSM&O strategies (e.g., enhancing the traffic signal system, managed lanes, traveler information systems, etc) as a means of reducing traffic congestion and increasing throughput. The City's Community Investment Plan (CIP) increases the capacity of the transportation system without expanding the right-of-way for vehicular traffic, in part, through significantly increasing the connectivity and convenience of the Downtown RAC's bicycle and pedestrian systems; thereby increasing person throughput and improving mobility and accessibility. CIPs are evaluated and ranked for funding based on how they address adopted plans, such as the City's Connecting the Blocks multimodal program, and their impact on pedestrian, bicycle safety and promotion of transit services.

While Broward County's Comprehensive Plan calls for promoting mixed use development, creating bicycle and pedestrian facilities, improving bicycle and pedestrian safety, and supporting partner agencies in their quests to increase multimodal travel, it currently uses roadway level of service as the only measure to evaluate the performance of the transportation system. Use of this sole measure does not adequately account for the City's investments in multimodal improvements to reduce vehicular demand. Therefore, a region-wide multimodal analysis approach should be implemented through policies and procedures to better capture the mobility impacts of development.

The projects outlined in this section can be categorized into multimodal capacity improvements, safety and mobility infrastructure improvements, studies, and plans, and operational system enhancements. These types of projects contribute to vehicular trip reductions and improved system efficiencies. For example, adding bicycle facilities provides bicycle capacity at a rate of approximately 100 bicycles per hour, which translates to a bicycle LOS range of A- C⁷. Mobility projects, such as implementing ADA-compliant pedestrian facilities and crossings and neighborhood mobility master plans, facilitates multimodal mobility, thereby reducing vehicular travel and traffic congestion as the multimodal mode split increases. Operational improvements include Active Arterial Management System and Adaptive traffic signal control improvements, which entails the use of enhanced traffic control systems to quantify and evaluate the performance of operational improvements. These technological

⁷ *Capacity Analysis of Bicycle and Pedestrian Facilities*, Federal Highway Administration, February 1998

advancements have been proven to reduce traffic congestion using microsimulation models, as operational conditions are adapted in real time to facilitate travel along congested corridors.

The following section breaks down the proposed funded projects by corridor. While the analysis presented revealed that the only impacted corridors are Broward Blvd and US 1 within City limits, this section addresses the originally identified impacted segments to ensure the parameters of the condition of approval presented by the Broward County Planning Council have been addressed. System-wide projects and efforts are also included to provide a comprehensive representation of the magnitude of investments that are aimed at truly changing urban travel through the City of Fort Lauderdale. It is important to note that while the corridor-based project breakdown highlights the improvements specific to a particular corridor, the global list of projects, studies, plans, and initiatives will collectively and effectively contribute to enhancing multimodal transportation in the City and Downtown.

The mitigation section includes the following subsections:

- 3.1 Sunrise Boulevard
- 3.2 Sistrunk Boulevard
- 3.3 Broward Boulevard
- 3.4 Interstate 95 (I-95)
- 3.5 Andrews Avenue
- 3.6 Federal Highway
- 3.7 Area wide Projects and Initiatives
- 3.8 Local and Regional Transit Improvements
- 3.9 Area Wide Studies
- 3.10 Land Use, Zoning, and Innovative Policy
- 3.11 Bicycle Programs
- 3.12 Parking Demand Management

3.1 Sunrise Boulevard

Improvement projects on Sunrise Blvd include a corridor-wide mobility study from I-95 to the beach that will identify implementable solutions to the corridor's congestion and safety issues. This study, which focuses on Sunrise Blvd within City limits, is complemented with another mobility study that extends from the beach to the Sawgrass Expressway that will develop recommendations on enhancing overall multimodal operations. Additionally, the FDOT is in the process of implementing an Active Arterial Management system on Sunrise Blvd, which will improve signal operations and responsiveness to real time congestion conditions. A safety study is also underway for the Gateway intersection to explore alternatives to the current configuration that will resolve congestion, safety, and operational issues and improve multimodal mobility across Sunrise Blvd. A bicycle facility system has also been recently implemented parallel to Sunrise Blvd on NE 9th St and NE 11th St between Searstown and Gateway, which will provide east-west bicycle access to users and facilitate travel to key destinations such as Galleria and the beach. Table 6 outlines the programmed projects on Sunrise Blvd.

Table 6

Investment	Lead Agency	Investment \$	Investment Type	Description	Funding Year	Status	Map Key
Sunrise Blvd Parallel Bike Facilities	FDOT	\$ 66,300	Implementation	NE 9th and NE 11th Streets sharrow bike route to the north and south of Sunrise Blvd between Searstown and Gateway Intersections	Complete	Complete	1
Gateway Safety Study	FDOT	\$ 30,000	Study	FDOT is finalizing the Gateway Area Intersection Safety Study which includes the evaluation of a roundabout, traffic adaptive signals with pedestrian and bicycle signals, and a hybrid alternative through this intersection safety study.	FY 2015	In progress	2
Sunrise Blvd. (Corridor wide)	FDOT	\$ 9,149,833	Implementation	FDOT is in the process of implementing Active Arterial Management System on Sunrise Blvd	FY 2016	In progress	3
East Sunrise Mobility Study from I-95 to the Beach	FDOT	\$ 201,529	Study	Planning study that identifies needs, and short to mid-term solutions for the corridor. Improvements considered include signalization enhancements, revisiting Gateway, and bicycle and pedestrian improvements.	FY 2016	In progress	4
Sunrise Blvd (Sawgrass Expressway to A1A)	MPO	\$ 2,171,223	Study	Urban Congestion Management and Transit Operational Improvement Study	FY 2015	In progress	5
Total		\$ 11,618,885					

3.2 Sistrunk Boulevard

A \$12 million improvement project, including bicycle and pedestrian facility enhancements was recently completed for Sistrunk Blvd. These improvements including enhancing sidewalk conditions, as well as adding pedestrian lighting and streetscape improvements, to enhance the pedestrian experience.

Table 7

Investment	Lead Agency	Investment \$	Investment Type	Description	Funding Year	Status	Map Key
Sistrunk Blvd from NW 27th Ave to Andrews Ave	City	\$ 12,000,000	Implementation	Provided pedestrian enhancements including sidewalks, pedestrian lighting, and landscaping.	Complete	Complete	1
Total		\$ 12,000,000					

3.3 Broward Boulevard

Table 8 includes a description of the committed projects in the Broward Boulevard corridor and their potential impact based on the trips that would be generated by the proposed 5,000 dwelling units. The

implementation of the Active Arterial Management System along Broward Blvd will increase traffic operations and reduce congestion. In addition, the multimillion dollar resurfacing project proposed for implementation in FY 2016 will include enhanced sidewalks and bicycle lanes, which will add multimodal capacity and enhance overall mobility. FDOT is also planning on installing a signalized mid-block pedestrian crossing at Broward Blvd and SE 1st Ave as part of this effort, which will address the need to provide safe pedestrian access from the pedestrian generator uses, primarily offices, on the north side of Broward Blvd, to the pedestrian attractors on the south side. A number of transit efforts, including the Central Broward East-West transit study, are programmed to evaluate facilitating in transit east-west travel, which will reduce the dependency on the car, especially for commuters from the west end of Broward County traveling into Downtown Fort Lauderdale. Finally, the Downtown Mobility Hub is a \$3.5 million investment that is intended to transform the transit hub area north of Broward Blvd along the FEC Railroad tracks into a multimodal mobility center that will enhance walkability, bikeability and transit access.

Table 8

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Key
Broward Blvd (Corridor wide)	FDOT	\$ 2,300,925	Implementation	FDOT is in the process of implementing Active Arterial Management System on Broward Blvd	FY 2016	In progress	1
Broward Blvd at SE 1st Ave	FDOT	\$ 250,000	Implementation	Pedestrian signalized crossing - new pedestrian signal, enhanced crosswalks, ADA ramp upgrades, new pedestrian refuge area, and channelization improvements.	FY 2016	In progress	2
Broward Blvd from I-95 to Federal Hwy	FDOT	\$ 23,000,000	Implementation	A significant reconstruction project is in design by FDOT for this entire corridor. The roadway is being widened to accommodate bike lanes, the sidewalks are being reconstructed with concrete, a new pedestrian crossing is being added at NW/SW 1st Ave, new crosswalks at NW 14th Ave., and bridge reconstruction.	FY 2016	In progress	3
Central Broward East-West Transit Study	MPO	N/A	Study	Study to examine implementing premium transit service from Downtown Fort Lauderdale to Sawgrass Mills Mall.	2012	Completed	4
Downtown Mobility Hub	City	\$ 3,500,000	Implementation	Streetscape improvements that will improve walkability, bikeability, and transit access to the area and to transit systems including the Wave Streetcar, BCT terminal, TMA community buses and trolleys, All Aboard Florida, and the future Tri-Rail Coastal Link. The Mobility Hub is generally bounded by Broward Boulevard, Andrews Avenue, NW 4th Street, and the Florida East Coast Railroad ("FEC") tracks.	FY 2015-2018	Planned	5
Total		\$ 29,050,925					

3.4 Interstate 95 (I-95)

A number of system wide improvements are currently underway on I-95 aimed at alleviating congestion levels along the corridor. The Managed Lanes program, which will be extending from Miami-Dade County to Palm Beach County, will help reduce congestion by implementing the congestion pricing strategy along I-95, thereby allowing for less congested travel options on the managed lanes compared to the general purpose lanes. The managed lane system will include enhancements to the key

interchanges through the City, in addition to evaluating bicycle and pedestrian travel across the interchanges on the major arterials.

The extension of the I-95 Managed Lanes to the Broward Boulevard interchange will further improve reliability and speed of I-95 Express Bus service and likely reduce the number of single occupant vehicles on Broward Boulevard since the I-95 Managed Lanes may be used free by registered carpools of three or more persons, registered hybrid vehicles, registered South Florida Vanpools, motorcycles, and transit, school and Greyhound buses. The Express Bus services and Vanpool Program increased total person throughput by 20 to 25 percent in Express Lanes in peak hour peak direction⁸.

One of the recommendations from the *2014 I-95 Managed Lanes Monitoring Report* was for Broward and Palm Beach county transit agencies to develop new express bus services and to modify existing express bus services on I-95 to better meet travel demand needs. This is particularly important with the expected completion of the Phase II construction of the I-95 Managed Lanes. Table 9 includes a description of the committed projects in the I-95 corridor.

Table 9

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Key
I-95 Managed Lanes	FDOT	\$ 120,000,000	Implementation	Implementing managed lanes on I-95 in Broward and Palm Beach Counties and connecting to existing managed lanes in Miami-Dade County and on I-595	FY 2015	In progress	1
Broward Blvd Ramp Improvements	FDOT	\$ 5,236,494	Implementation	The I-95 ramps at Broward Blvd will be redesigned as part of the I-95 Managed Lane project to include a fully signalized intersection at the northbound off ramp that will include 3 right turn lanes. Southbound ramp improvements will include a triple left turn and free flow right turn lane.	FY 2015	In progress	2
I-95 Broward Blvd Interchange PD&E	FDOT	\$ 2,000,000	Study	A PD&E study will be conducted for the Broward Blvd Interchange to redesign and reconstruct the interchange to include bike lanes, improved pedestrian accommodations including to Tri-rail and be able to support the Wave Streetcar.	FY 2016	In progress	3
I-95 Sunrise Blvd Interchange	FDOT	\$ 12,538,080	Implementation	The project will design and construct improvements to the interchange for all users to help to reduce vehicle congestion as well as improve access across the interchange for all users.	FY 2016 (Design) & FY 2020 (Construction)	In progress	4
Total		\$ 139,774,574					

3.5 Andrews Avenue

As shown in Table 10, the committed improvements are geared towards improving bicycle and pedestrian facilities along Andrews Ave. Specifically, adding pedestrian crossings and repurposing the existing right of way to accommodate bicycle and pedestrian facilities will provide multimodal capacity that will reduce vehicular trips. Additionally, The All Aboard Florida (AAF) and Wave Streetcar stations, which will be located on Andrews Avenue between Broward Boulevard and NE 2nd Street, will generate a significant number of pedestrian and bicycle trips that would otherwise arrive in the area by automobile. The ridership forecast for the AAF service alone expects approximately 3,400 daily riders.

⁸ 2014 I-95 Managed Lanes Monitoring Report, Florida Department of Transportation

Table 10

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
N. Andrews Ave at N. 1st St	City	\$ 75,000	Implementation	As part of the City's Downtown Walkability Program, a pedestrian crosswalk will be installed with a refuge area and native plants. The project will include sustainable materials, a pedestrian accented lit crossing sign system, and ADA improvements.	FY 2015	In progress	1
Andrews Ave Bridge Enhancement	County	\$ 6,300,000	Implementation	Broward County refurbishment project is being planned and includes a full menu of fixes such as the installation of wheel paths that will help to reduce the sound of cars traveling over the bridge, improving the experience for folks strolling on the Riverwalk just below. Other improvements include replacing the roof, windows, and doors on the control tower, bringing the pedestrian ramp into compliance with the American with Disabilities Act, and replacing the bridge's solid railing with steel cable to make the area more open to the surroundings. The slopes of the sidewalks will also be improved and the roadway will be resurfaced from the bridge to SW Sixth Street, making for a more comfortable crossing on foot or by car. It's not just an external makeover. The hydraulic mechanical and electrical systems will also receive their fair share of attention.	FY 2016	In progress	2
Andrews Ave (Las Olas Blvd to Oakland Park Blvd)	FDOT	\$ 797,075	Implementation	Add bicycle facilities and pedestrian enhancements including additional crossings to the north of Sunrise Blvd and add pedestrian crossings and context sensitive features consistent with the commercial corridor south of Andrews Ave by eliminating the center turn lane.	FY 2018 (Design)	Planned	3
Total		\$ 7,172,075					

3.6 Federal Highway

Improvements on this corridor are not intended to provide additional highway capacity but are aimed at increasing bicycle and pedestrian safety and as well as improve motorist experience. Transit investments on Federal Highway include the installation of transit signal priority (TSP) systems at eight intersections, signal phasing improvements at two intersections, and bus stop improvements at six locations, as well as increased service frequency. Increased transit capacity and connectivity along with these efficiencies are expected to generate higher ridership by providing convenient transit options to area residents and workers, and thereby reduce vehicle trips.

Table 11

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
Federal Hwy from Broward Blvd to NE 17th Way	FDOT	\$ 4,500,000	Implementation	Resurfacing and new signalized pedestrian crossing at NE 16th Ter., and a new crosswalk at NE 17th Way.	FY 2015	In progress	1
US-1 BARC	SFRTA	\$ 1,132,000	Implementation	<u>Transit Signal Priority:</u> 1. Broward Blvd & SE 3rd Ave; 2. SE 3rd Ave & SE 2nd St; 3. SE 3rd Ave & Las Olas Blvd; 4. SE 3rd Ave & SE 6th St; 5. SE 3rd Ave & SE 7th St; 6. SE 3rd Ave & SE 9th St; 7. SE 3rd Ave & SE 12th St; 8. US-1 & SE 24th St (SR-84) <u>Signal Phasing or Timing Modifications:</u> 1. Broward Blvd & SE 3rd Ave: Provide reserve of NB left-turn phase instead of Prot+Perm phasing SE 3rd Ave & SE 7th St: Use full cycle instead of half-cycle; 2. SE 3rd Ave & SE 17th St: Provide protected SB left-turn movement and use a full cycle length. <u>Bus Stop Placement Modifications:</u> 1. Las Olas Blvd: Shift SB combined station to far-side and modify curb; 2. SE 6th St: Shift SB combined stop closer to intersection; 3. SE 7th St: Eliminate NB and SB local stops; 4. SE 11th St: Eliminate NB local stop; 5. SE 13th St: Eliminate SB local stop; 6. SE 14th St: Shift SB local bus stop to nearside; 7. SE 16th St: Shift SB combined stop further north; 8. SE 24th St (SR-84): Shift local bus stop to far-side and modify curb. <u>Queue Jump Lanes (signal modification only):</u> SE 3rd Ave & SE 6th St: SB direction	FY 2017 (Design)	Planned	2
Total		\$ 5,632,000					

3.7 Area-wide Projects and Initiatives

The Table 12 series and Tables 13-14 represent projects, plans, and studies in Downtown Fort Lauderdale that are on corridors not identified as being significantly impacted. These projects will have a positive impact in terms of reducing vehicular travel and improving congestion levels. These projects consist of infrastructure improvement projects that are located on corridors not outlined above, citywide traffic improvement initiatives, parking strategies, neighborhood studies, wayfinding, and major transit system projects that will all contribute to significant systemic improvements to the multimodal transportation system in the City, County, and region as whole. The benefits that will be realized by these improvements will be game changers in the sense that they are intended to induce multimodal travel across the region to reduce the effects of urban congestion. These critical improvements realize the geographical constraints, the need to account for sustainable and resilient practices, and the transitional nature of the region.

Other Improvements by Corridor

Table 12 Series

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
SE 17th St	City	\$ 118,915	Study	Comprehensive area-wide study to coordinate with agencies and evaluate multimodal needs	FY 2015	In progress	1
Total		\$ 118,915					

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
NE 3rd Ave at NE 1st St	City	\$ 75,000	Implementation	As part of the City's Downtown Walkability Program, a pedestrian crosswalk will be installed with a refuge area and native plants. The project will include sustainable materials, a pedestrian accented lit crossing sign system, and ADA improvements.	FY 2015	In progress	1
NE 2nd St at NE 3rd Ave	City	\$ 75,000	Implementation	ADA and pedestrian crosswalk improvements are planned for this intersection.	FY 2015	In progress	2
NE 3rd St at NE 3rd Ave	City	\$ 75,000	Implementation	ADA and pedestrian crosswalk improvements are planned for this intersection.	FY 2015	In progress	3
SE 3rd Ave (SE 17th Street to SE 6th St)	FDOT	\$ 6,205,470	Implementation	The mobility project is in design currently and will include the elimination of the center turn lane to add bike lanes as well as add new pedestrian crossings.	FY 2015 (Design) & FY 2017 (Construction)	In progress	4
Total		\$ 6,430,470					

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
Las Olas Blvd at Federal Hwy	City	\$ 75,000	Implementation	ADA and pedestrian crosswalk improvements are planned for this intersection.	FY 2015	In progress	1
Las Olas Blvd at SE 4th Ave	City	\$ 50,000	Implementation	ADA and pedestrian crosswalk improvements are planned for this intersection.	FY 2015	In progress	2
Tunnel Top Plaza	City	\$ 1,900,000	Implementation	Constructing a pedestrian plaza atop the Kinney Tunnel at Las Olas Blvd and Federal Hwy	FY 2015	In progress	3
Las Olas Blvd Safety Improvements	City	\$ 2,241,282	Implementation	improvements to Las Olas Boulevard from Andrews Avenue to the Intracoastal Waterway . Elements include: streetscape improvements; signal timing modifications; traffic calming measures, including a raised intersection and bulb-outs; pedestrian signalization; and crosswalk upgrades, including in -pavement LED crosswalk lights, speed management, bike lanes and lane adjustments.	FY 2015/2016	In progress	4
Total		\$ 4,266,282					

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
NW 9th Ave from Broward Blvd to Sistrunk Blvd	City	\$ 2,141,229	Implementation	The addition of bike facilities, sidewalks, pedestrian lighting and stormwater improvements to improve mobility and access to Broward Blvd for pedestrians and bicyclists	Construction begins April 2016	In progress	5
Total		\$ 2,141,229					

SE 6th Street

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
SE 6th St	City	\$ 1,500,000	Implementation	Corridor Improvement on SE 6th St from Andrews Ave to Federal Hwy that will include a transit/bicycle/pedestrian corridor along the Wave route that will include lighting, landscaping, wayfinding, enhanced pedestrian facilities, and iconic features.	FY2015-2016	In progress	6
Total		\$ 1,500,000					

SE 2nd Street

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
SE 2nd St at SE 4th Ave	City	\$ 75,000	Implementation	ADA and pedestrian crosswalk improvements are planned for this intersection.	FY 2015	In progress	7
Total		\$ 75,000					

NE/NW 4th Street

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
NE/NW 4th St	City	\$ 1,100,000	Implementation	This project includes making pedestrian and bicycle improvements to portions of NE/NW 4th Street from US 1 to Avenue of the Arts (NW 7th Avenue). Redesign of the street will include improvements that make it safer for pedestrians and bicyclists to traverse the corridor, including lighting, shade trees, signage, intersection /crossing improvements, and more.	FY2015	Planned	8
Total		\$ 1,100,000					

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Ke
NE 15th Ave (Sunrise Blvd to NE 13th St)	City	\$ 801,000	Implementation	The project includes reassignment of the right of way for lane reduction, median, traffic calming possibly including traffic circles, and the addition of bicycle lanes in compliance with the Lake Ridge Mobility Master Plan.	FY 2018	Planned	9
Total		\$ 801,000					

Neighborhood plans, studies, and improvement projects

Table 13

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Shown on Map?
Lakeridge Mobility Master Plan	City	\$ 78,862	Plan	Neighborhood mobility master plan for the Lakeridge Neighborhood that identifies mobility issues and recommends short-, mid-, and long-term solutions	Complete	Complete	11
Lakeridge Mobility Master Plan Implementation	City	\$ 75,000	Implementation	The City has programmed \$75,000 for each neighborhood that goes through the process of completing a Mobility Master Plan for implementation.	FY 16	In progress	11
Total		\$ 153,862					

Other projects, Studies, Plans, and Initiatives

Table 14

Investment	Lead Agency	Investment \$	Type	Description	Funding Year	Status	Map Key
Traffic Flow CAAP	City	N/A	Implementation	Development of an interactive City-wide traffic circulation application that will assist road users in assessing traffic conditions.	Ongoing	Ongoing	N/A
Developer Contributions	City	\$ 500,000	Implementation	Contributions from developments in the City are aimed at improving multimodal transportation options aimed at offsetting development traffic impacts.	Ongoing	Ongoing	N/A
Comprehensive Plan Amendment	City	N/A	Plan	Update City's Comprehensive Plan	2015/2016	In progress	N/A
Mobile Enforcement for Citywide Parking Enhancement	City	\$ 1,718,000	Implementation	Installation of mobile enforcement parking devices Citywide, which will enhance parking customer's ability to find available parking. The program will also alert Parking Enforcement on violations. Pilot program off Las Olas Blvd is currently underway to manage, forecast and enforce parking through wireless, solar-powered sensor technology.	FY2014	In progress	1
Progreso / Flagler Village Parking Study	City	\$ 37,176	Study	Parking and evaluation study for the Progreso/Flagler Village area that will inventory existing parking inventory and make recommendations for public parking needs and parking code rewrite	10/1/2015	In progress	2
Downtown Wayfinding	City	\$ 445,000	Implementation	Design, fabrication, construction and installation of a family of distinct, coordinated, vehicular, pedestrian, and parking signage; transit vehicle informational signage; and gateway signage for Downtown Fort Lauderdale, generally bounded by Sunrise Blvd., 17th Street, Avenue of the Arts, and Federal Highway.	FY 2015	In progress	3
Flagler Village TOD Streetscaping	City	\$ 7,000,000	Implementation	public improvements and initiatives in support of a Transit Oriented Development (TOD) program in the Flagler Village area	FY 2015-2018	Planned	4
Traffic & Parking Code Rewrite	City	N/A	Plan	Revising the current traffic and parking code to address development impacts in a sustainable and multimodal manner.	FY 2016	In progress	N/A
Transit Concurrency	County	N/A	Implementation	Development projects in the City are required to contribute transit concurrency fees	Ongoing	Ongoing	N/A
Comprehensive Plan Amendment	County	N/A	Plan	Comprehensive plan update	2015 - 2016	In progress	N/A
FEC AAF Quiet Zone Improvements	MPO	\$ 750,000	Implementation	Implementing safe pedestrian crossing features at the intersections of the FEC tracks with major streets in Downtown.	FY 2016	In progress	5
Wave Streetcar	SFRTA	\$ 170,000,000	Implementation	2.9 mile downtown streetcar system with pedestrian enhancements and ADA improvements along the alignment.	FY 2013 - 2017	In progress	6
All Aboard Florida Station	Private	N/A	Implementation	The All Aboard Florida (AAF) station in Downtown Fort Lauderdale will be one of 3 stations in the south Florida region that will create commuter rail options for regional commuters.	2017 Completion	In progress	7
Tri- Rail Coastal Link	Private	N/A	Study	Proposed commuter rail along the FEC that will connect major regional destinations from Miami to Jupiter.	N/A	In progress	N/A
Wave Streetcar Extension to the Airport	FDOT	\$ 6,000,000	Study	The proposed extension of the Wave will connect the Streetcar's Downtown loop with the Fort Lauderdale-Hollywood International Airport and the Broward County Convention Center and will run on SE 17th St.	2018	In progress	8
NW CRA Streetcar Feasibility Study	City	\$ 185,000	Study	The feasibility Study is evaluating an east-west extension to the Wave, particularly on Sistrunk Blvd.	2017	In progress	N/A
Total		\$ 186,635,176					

3.8 Local and Regional Transit Investments

Fort Lauderdale is at the epicenter of an emerging transit system being planned for the region. With projects such as the Wave Streetcar, the Central Broward East West Study, the Tri-Rail Link Coastal Service, and the All-Aboard Florida inter-regional rail service scheduled to begin in the next few years, Fort Lauderdale is well-positioned to take advantage of and benefit greatly from these initiatives. These projects will have the effect of diverting motorists from their personal automobiles. As these projects are completed, the demand for regional roadway connections in and out of the Downtown RAC should decline. In addition, the Central East-West Transit Broward Study, which is in the preliminary design phase, will provide direct and frequent connections between downtown Fort Lauderdale, the Tri-Rail/Amtrak station, Fort Lauderdale-Hollywood International Airport (FLL), and western Broward County. The following is a brief description of these investments.

3.8.1 Wave Streetcar: Anticipated to be operational in the year 2018, the Wave Streetcar will provide connections to the AAF station and the TRCL in the Downtown RAC and facilitate seamless transfers for passengers travelling to, from and within the urban core. The Wave Streetcar will carry approximately 2,900 daily riders on the 2.7 mile system and thereby eliminate several short trips on Downtown RAC roadways.

The initial 2.7 mile system starts at Sistrunk Boulevard/ NE 6th Street and travels to SE 17th Street along both Andrews and 3rd Avenues. As a local circulator system, the Wave Streetcar will make frequent stops and promote short trips throughout the study area. The project is fully funded for both capital and operations.

As seen in other systems across the United States, streetcar opening day ridership estimates are significantly undervalued due to limitations to the model. Tucson, AZ, a similar system in size to the Wave Streetcar opened in July 2014. With a projection of less than 4,000 riders per day, the actual opening day ridership numbers were between 15,000 – 25,000 per day on the opening weekend. In addition, the Wave Streetcar comes with traffic signalization improvements to the impacted signals along the alignment. A prioritization/ preemption communication system is also part of the Wave Streetcar, which will ensure headways are maintained for the streetcar vehicles.

Extensions to the Wave are currently underway across the City, including on SE 17th St connecting the Airport to the Convention Center, and along Sistrunk Blvd. This multi-agency effort has committed funds of approximately \$200 million and is proposed to connect to regional transit systems and facilitate multimodal travel within Downtown.

3.8.2 All Aboard Florida (AAF): Anticipated to be operational in early 2018, the AAF service will create a faster, more frequent and highly attractive alternative for regional travel in South Florida, thus reducing trips into and from the Downtown RAC. The

ridership forecast for the AAF indicates that the Downtown RAC station between NW 2nd Street and NW 4th Street will generate 3,400 daily riders.

3.8.3 Tri-Rail Coastal Link (TRCL): The Florida Department of Transportation (FDOT), District Four is conducting a PD&E Study for this corridor, which is anticipated to be completed by the end of 2016. This regional commuter service would be operational within the next five years and will connect major South Florida destinations from Miami to the City of Jupiter, as well as connections with the Wave Streetcar and AAF station in the Downtown RAC. According to 2016 forecasts, the proposed TRCL is anticipated to have 25,000 daily boardings.

3.8.4 Central Broward East-West Transit Project:

The Central Broward East-West Transit project will implement premium transit service between Downtown Fort Lauderdale and the Sawgrass Mills area. Several stops are planned in the Downtown RAC; and is proposed to connect to the Wave Streetcar and to the Broward Boulevard Tri-Rail station. Coordination has begun with the Downtown Fort Lauderdale Transportation Management Authority (TMA) to run a pilot of at least a portion of this route on the short term to examine long term feasibility needs to promote transit east-west along Broward Blvd during prime commuting times.

3.8.5 Sun Trolley Community Bus System

The City currently provides a robust network of community bus services to the residents of the City of Fort Lauderdale that has grown over the past 10 years. Many of these routes run through the Downtown RAC and provide free transit services for residents. The overall Sun Trolley system carries more than 500,000 riders annually. Figure 2 illustrates the Sun Trolley's annual ridership. The routes include:

- **Downtown Link** –the downtown circulator between Sistrunk Blvd and SE 17th Street along Andrews Avenue and NE/SE 3rd Avenue. This route had 81,627 riders last fiscal year and is on track to exceed those numbers this year with 79,812 riders through July.
- **Las Olas Link** –provides service along Las Olas Blvd to the Beach. This route had 52,633 riders in fiscal year 2014 and is on track to meet these numbers again this year.
- **NW Link and Neighborhood Links** - provide service from Central Terminal west to the Tri-Rail station and areas north and west of the Downtown RAC. This route had 33,555 riders in fiscal year 2014 and is on track to exceed those ridership numbers with year with 29,956 riders through July.

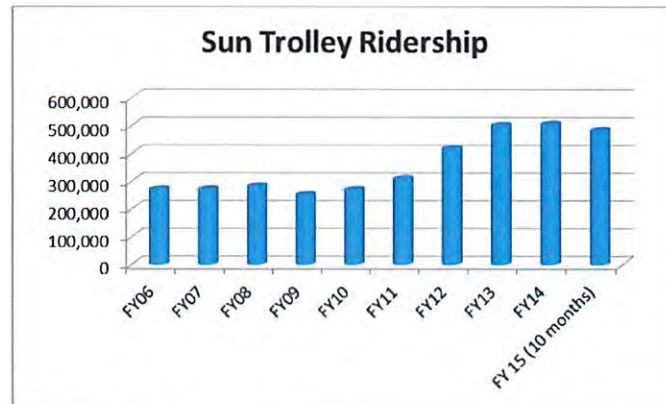
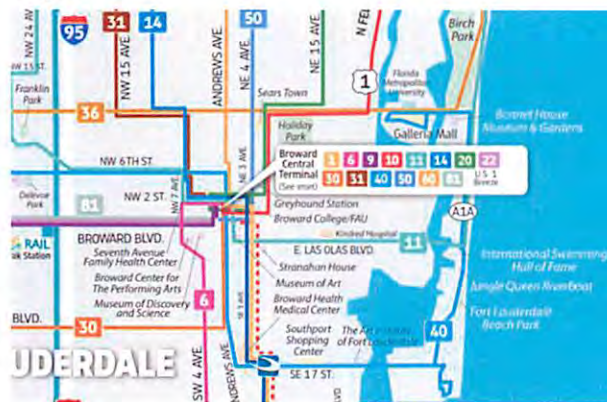


Figure 2

- Water Trolley – this new water-based transit route was a collaboration to provide cross-river access for residents as well as provide transit access up and down the river within the Downtown core. This route has been a great success with 64,251 for 9 months of running a new service. New services generally take time to gain ridership; however this route has been an instant success.

3.8.6 Broward County Transit Routes

Figure 3



Broward County Transit (BCT) provides regional transit service for residents and employees within the Downtown RAC. The Central Terminal is located within the RAC and provides transfer services for fifteen (15) routes, including the Breeze which provides express service to the south of Fort Lauderdale down US1.

BCT recently completed the US1 TARC which included recommendations to the US1 Breeze and will include improvements for transit within Fort Lauderdale including Transit Signal Priority, BAT Lanes and shelter improvements. This plan was recently endorsed by the County Commission and Short term improvements programmed through FDOT's Work Program.

Additionally, as shown in Figure 4, there are planned improvements for BCT routes serving Downtown Fort Lauderdale. These enhancements will further facilitate and promote local transit ridership in the County and Downtown, providing a convenient alternative to the car.

Figure 4

Table 4-3: FY 2017-25 Fixed Route Service Plan

Fiscal Year	Headway Improvements	Running Time Enhancements	Service Span Increase	Restored Route Service	Route Realignment - Extensions	New Local Routes	New Limited Stop/Express Routes	New Rapid Routes
2017	14,18,19,42,72	18,19,102,441	18,19,42,72,102,441		2,42,109X		Oakland Park Breeze	
2018	30,50	TBD	TBD		11	Rock Island Rd		SR 7
2019	62	TBD	TBD		55,62	Nob Hill Rd, McNab Rd	Broward Breeze	US 1
2020	31,72,81	TBD	TBD		9,12,31,40,81	Johnson St	Sunrise Breeze	University Dr
2021	34,55	TBD	TBD	23	23	Griffin Rd	Sample Breeze	Oakland Park Blv
2022	31,40,60	TBD	TBD		20	Taft St	Pines/Hlwd Breeze	Broward Blv
2023		TBD	TBD	48	48	Douglas Rd		Sunrise Blv
2024	14,40,50,60	TBD	TBD			Wiles Rd		Sample Rd
2025	88	TBD	TBD	15,16,56,88	56	Palm Ave		Pines/Hlwd Blv

3.8.7 Federal Transit Administration Transit Oriented Development Pilot Project Planning Grant

The City was notified this month that it is being awarded a 2-year, \$1.25 million grant for a Pilot Program for Transit-Oriented Development (TOD) Planning. In summary, the planning pilot focuses on a framework for development of TOD in anticipated extensions of the Wave Streetcar corridor as well as in other key transportation corridors throughout the City and the County. Specifically, the pilot will focus on the 17th Street Corridor and the area within a ½ mile from the northern terminus of the system, which is within the Downtown Regional Activity Center. The City is seeking to increase growth appropriate development, including housing, and create a more walkable, livable and inviting neighborhood for all modes of transportation. A central theme is to enable and catalyze effective TOD by addressing key components including pedestrian and bike access and connectivity, good urban design, sustainable design, mixed-use, affordable, workforce, and a variety of housing, that is in alignment with local desires and serves regional connectivity, and parking management – “right sizing parking,” cultural development and place-making.

Connectivity to other modes is essential in making the final destination a realistic and practical end result for the system users to promote the use of transit. As part of this effort, the city will partner with county, regional, state and private transportation providers to address and

facilitate all modes of transportation within the project footprint with a specific emphasis to accommodate both pedestrian and bicycle access to other modes. The study will include significant Public and Private Stakeholder engagement to maximize the inputs and identify all potential transportation opportunities to be served by TOD. Additionally, land use and zoning requirements will be addressed to facilitate mixed use development at the locations to support and enhance the site uses. The final product will identify specific infrastructure needs for the TOD implementation, and identify specific private sector partnership opportunities to deliver a seamless and comfortable transportation experience to the system users. Central to this effort is the development of zoning overlays, standards, expanding the Design and Construction Manual for a Sustainable and Resilient Community and other related elements that will be used at other multi-modal transportation sites in the City, County and overall region.

3.9 Area-Wide Studies

The City is undertaking several efforts that are aimed at transforming the City's infrastructure into a connected multimodal network. A sample of the diversity of these efforts is listed below and includes strategies that are targeted at creating short term improvements, while other initiatives are aimed at creating a sustainable long term vision of multimodal transportation. These projects include:

1. Progreso/Flagler Village Parking Study: the City is conducting an area-wide parking study for the Progreso/Flagler Village neighborhoods to better assess parking and develop strategies that would enhance multimodal travel
2. Flagler Village Improvements Project that is a collaborative effort to implement roadway improvements within Flagler Village based on a lighting study and walk audit that were previously conducted.
3. Mobility Master Plans; including the Lakeridge Mobility Master Plan. The city is providing technical assistance to several neighborhoods each year to develop comprehensive transportation mobility master plans on a holistic level. Other neighborhoods include Coral Ridge Country Club, Twin Lakes, and Palm Aire Village West.

3.10 Land Use, Zoning, and Innovative Policy

There are a number of land use, zoning, and code amendments in place and proposed by the City that will help facilitate multimodal transportation, encourage urban land use interactions, and contribute to a better quality of life through creating walkable livable places. These policy change efforts will essentially support the implementation of the *Vision Fast Forward Fort Lauderdale 2035* to have a Connected Community with a multimodal transportation network. Both the County and the Florida Department of Transportation are also developing policies to further support Complete Streets and the development of vibrant downtowns that with safer multimodal facilities.

3.10.1 Comprehensive Plan Amendment

The City's Comprehensive Plan is currently being amended. City Departments, including the Departments of Sustainable Urban Development and Transportation & Mobility are working collaboratively to create and codify parameters that are consistent with the City's goals and vision in creating a multimodal sustainable City. These parameters include adopting a multimodal level of service, enacting sustainable infrastructure requirements, and enabling the Development Review Committee to process development guidelines that are consistent with its mission and purpose of creating a walkable and livable City, especially in its Downtown core.

The County is also in the process of updating its Comprehensive Plan, Broward NEXT, which emphasizes the need to integrate multimodal level of service analysis and incorporating Complete Streets policies into its processes. In developing its goals, the Plan's Multi-modal vision is based on supporting multimodal transportation options that will safely and adequately address the County's current and future residents and visitors. The County's support of investing in multimodal transportation infrastructure is borne out the built out nature of the eastern portion of the County, where adding roadway capacity is physically and fiscally prohibitive.

3.10.2 Unified Land Development Code Amendments

The City's existing traffic code is currently being revised to include more specific traffic evaluation and analysis criteria, as well as integrate traffic mitigation measures for the different types and intensities of development projects. The code will mirror the City's vision in creating a completely connected and multimodal city. Preliminary elements that are proposed to be included in the revised code include contribution traffic impact fees, implementing minimum bicycle and pedestrian facilities and TDMs, contributing to transit improvements, implementing sustainable infrastructure practices, and implementing traffic calming measures. The traffic code rewrite is anticipated to wrap up by early next year (2016). It is worth noting that the contents of the revised traffic code will be vetted by the different stakeholders to ensure the success and consistency of implementation. Similarly, the City's parking code is in the process of being reevaluated to allow for parking code requirements that are more in line with the City's vision for reducing the dependency on the car. The code rewrite will include revisions to certain areas in the City including Downtown, as well as incorporating incentives for parking reductions and impact fees for parking consolidation. As with the traffic code, this effort is currently underway and is anticipated to make headway next year (2016).

The City has established an Innovative Design (ID) zoning category to encourage private developers to integrate bicycle, pedestrian, car share, bike share, as well as sustainable transportation strategies (charging stations for electric vehicles), into their development

projects. The City approves the site plans submitted by the developer after it ensures that the above travel modes and strategies have been adequately incorporated into the development projects. Each car share vehicle can reduce as many as 9 to 13 personal automobiles or single occupant vehicles from these developments⁹. In other words, if the City were to designate 100 parking spaces throughout the Downtown Fort Lauderdale RAC for the car share program, it could reduce as many as 1,000 personal automobiles in the area.

In addition to the above, through the Development Review Committee (DRC) process, the City is encouraging private developers to invest in multimodal transportation improvements and infrastructure such as bicycle racks, wide sidewalks, landscaping, streetscape improvements, secured bicycle facilities and showers, etc.

3.10.3 Downtown Fort Lauderdale Transportation Management Association (DFTLMA) – Flextime & Telecommute

Several major employers in DFTLMA offer flextime and telecommute options to their employees. Ewing (1993) estimates that flextime and telecommute together can reduce peak-hour vehicle commute trips by as much as 20-50%, while Modarres (1993) found that flextime is a significant factor in the effectiveness of commute trip reduction programs in reducing peak-period traffic¹⁰.

3.11 Bicycle Facilities

3.11.1 Bicycle Facility Improvements

The City has committed funds to creating an interconnected bicycle lane network throughout Fort Lauderdale. The City is adding over 12 miles of new bicycle lanes over the next 5 years, and almost 7 miles of bike paths and 5 miles of sharrows Citywide. This represents an increase of approximately 24 miles of bicycle facilities.

These non-motorized trips directly translate to a reduction in automobile trips. Walking and bicycling improvements also support Public Transit and Ridesharing. Communities that improve non-motorized travel conditions often experience significant increases in non-motorized travel and related reductions in vehicle travel. Residents in a pedestrian friendly community walked, bicycled, or rode transit for 49% of work trips and 15% of their non-work trips; i.e., 18- and 11-percentage points more than residents of a comparable automobile oriented community (Cervero and Radisch 1995)¹¹.

A study conducted by Portland University for the National Institute for Transportation and Communities examined the effect of adding new bicycle lane systems in Portland, San Francisco, Austin, and Washington. The study found that within a year of installation, ridership increased between +21% to

⁹ *Non-Motorized Transportation Planning*, TDM Encyclopedia, May 2014, Victoria Transport Policy Institute (VTPI)

¹⁰ *Alternative Work Schedules*, TDM Encyclopedia, January 2010, Victoria Transport Policy Institute (VTPI)

¹¹ *Non-Motorized Transportation Planning*, TDM Encyclopedia, April 2014, Victoria Transport Policy Institute (VTPI)

+68%, for an average increase of 51.6%. In another study conducted by the Victoria Transport Policy Institute on Non-Motorized Transportation Planning¹², it was found that for every mile of bike lane, there was an increase of 1 percent in the bicycle share for commute trips. This supports that adding the new bicycle lanes in the City of Fort Lauderdale will boost bicycle ridership, especially during the AM and PM Peak hours, as bicycle commuters feel safer and opt to bike to work. Applying the correlations to the added bicycle lanes in the City translates to potentially a 12 percent increase in ridership.

3.11.2 Bicycle Share Programs in the City

Broward B-Cycle, a County-wide bicycle sharing program that offers economic and convenient bicycling options for users, has boasted significant increases in bicycle ridership at its City locations since its inception. The City encourages and supports the implementation of the B-Cycle stations to facilitate bike access to key destinations, including Downtown and the beach. Table 15 shows the annual ridership rates for B-Cycle in the City. As shown, ridership has been significantly increasing over the years, prompting B-Cycle to plan, seek, and invest in additional B-Cycle locations across the City. The boost in bicycle share ridership is another indicator of the increased overall non-motorized usage in Downtown and the City.

Table 15

Fort Lauderdale B-Cycle Stations Annual Ridership					
Year	(Dec-2011)	2012	2013	2014	2015 YTD
Total Trips	803	11,255	17,920	27,165	21,356

3.12 Parking Demand Management

The City is investing approximately \$1.8 million in Smart Parking through its Mobile Enforcement for Citywide Parking Enhancement CIP. The program includes the installation of over 1,000 mobile enforcement and parking location devices for on-street parking spaces Citywide. The implementation includes installing embedded parking sensors, meter monitors, repeaters, and gateways to the cellular network.

The program will enhance parking customers' ability to find available parking spaces through cellphones. The program will also alert Parking Enforcement on violations. This technology has been found to greatly improve operations by reducing spillback from parking facility driveways onto roadways and reduce the circulation and excess vehicular trips.

The City is currently deploying a pilot for the program at the Heron, Pelican and Venice parking lots off Las Olas Blvd. The pilot will manage, forecast, and enforce parking through wireless, solar-powered sensor technology.

¹² Source: Non-Motorized Transportation Planning, TDM Encyclopedia, April 2014, Victoria Transport Policy Institute (VTPI))

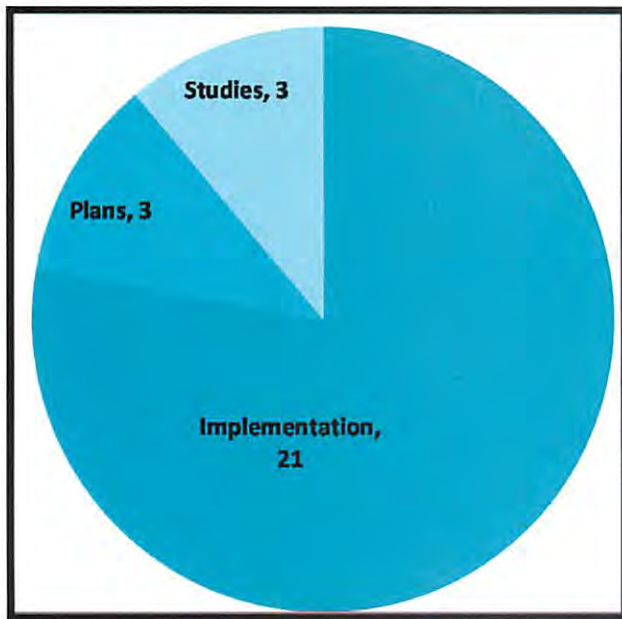
Conclusion

The traffic analysis approach presented in this report represents the City's efforts to address the traffic impacts anticipated by the proposed amendment. The approach also characterizes the City's commitment to transforming Downtown Fort Lauderdale and the City as a whole into a fully connected, multimodal urban area. The evaluation is a result of ongoing coordination with the City and its County and regional partners, aimed at providing a technically sound approach that accounts for the City's present and future multimodal efforts.

As required by Broward County policies and procedures, the analysis approach included using the regional travel demand model, SERPM, as the basis for developing 2035 PM peak traffic volumes anticipated by the LUPA proposal of adding 5,000 residential dwelling units in the Downtown RAC. Recognizing the inherent limitations of the model, vehicle trip reduction rates were applied to better represent the existing and future makeup of downtown Fort Lauderdale. These trip reductions are based on the continuous collaboration of the City with its partners on this amendment, accepted national practices, and current and historical data trends. The reductions are aimed at offsetting the known constraints of the regional model, which include the inability to account for bike and walk trips, modal shifts, user costs such as fuel prices, and the impact of accelerated multimodal investments; amongst other limitations.

The analysis was complemented with an extensive depiction of the mitigation measures that are aimed at not only providing viable multimodal transportation alternatives to the car, but are poised to transform the downtown and City as a whole into a fully connected urban City. The mitigation measures described include financially committed, fiscally constrained projects that are going to be implemented over the next five years. These capital and operational improvements, studies, initiatives, and policy changes represent the collective effort of the City and its partners at creating a sustainable transportation system that recognizes that adding vehicular capacity has become prohibitive in terms of available resources.

At the City level, the projects set forth are testimonial to the City's commitment in implementing multimodal transportation projects that will connect Downtown and other parts of the City and is in line with its adopted plans and policies. The projects include a multitude of capital, operational, and area-wide efforts that will work effectively to deliver transit, bicycle, and pedestrian amenities that will catalyze the transitioning of Downtown Fort Lauderdale into a true urban core. Furthermore, it is worth noting that approximately 80 percent of the City's investments are actual programmed improvements that will be breaking ground over the next 5 years, as shown in the following graphic. Other projects are aimed at identifying area-wide system deficiencies to more effectively address mobility and accessibility issues.



City of Fort Lauderdale's Investments over the next five years

The policy shift to consider all road users is evident in the City's Vision, strategic plan, policies, codes and planning and capital programs, as well as in the policies and procedures that are being proposed by the County, FDOT, and the MPO. This includes the comprehensive plan amendments that are currently underway by the City and the County. As part of its plan amendment, the City is committed to implementing policy practices that will qualitatively and quantitatively identify, monitor, and evaluate multimodal transportation performance to better represent its goals and vision.

Similarly, BROWARDEX, the County's comprehensive plan currently being amended, has drafted its transportation policy to focus on integrating multimodal elements and analysis practices. Specifically, the Multimodal Vision under development as part of the comprehensive plan update includes a policy to "support strategically directing new growth and redevelopment to mixed use areas such as downtowns and along major corridors which offer multimodal connections and cost effective infrastructure investments to accommodate full access to housing, jobs, local businesses, and community services." The draft vision also calls for the identification of a sustainable funding source, creation of additional capacity for other types of mobility within our constrained roadways, including transit, pedestrians and bicycles, and finally, calls for utilizing a multi-modal capacity and impact measure to analyze and evaluate (re)development proposals, including those that require a Broward County Land Use Plan amendment. The City applauds the direction these policies provide as they directly align with the intent of the City's application and will provide appropriate means for consideration of the application and its impacts.

Clearly the County recognizes the need to invest in and evaluate multimodal infrastructure, given the built out vehicular capacities within its boundaries and anticipated population growth County-wide. Providing tools to analyze, prioritize and support this increased population will lead to the ultimate goal,

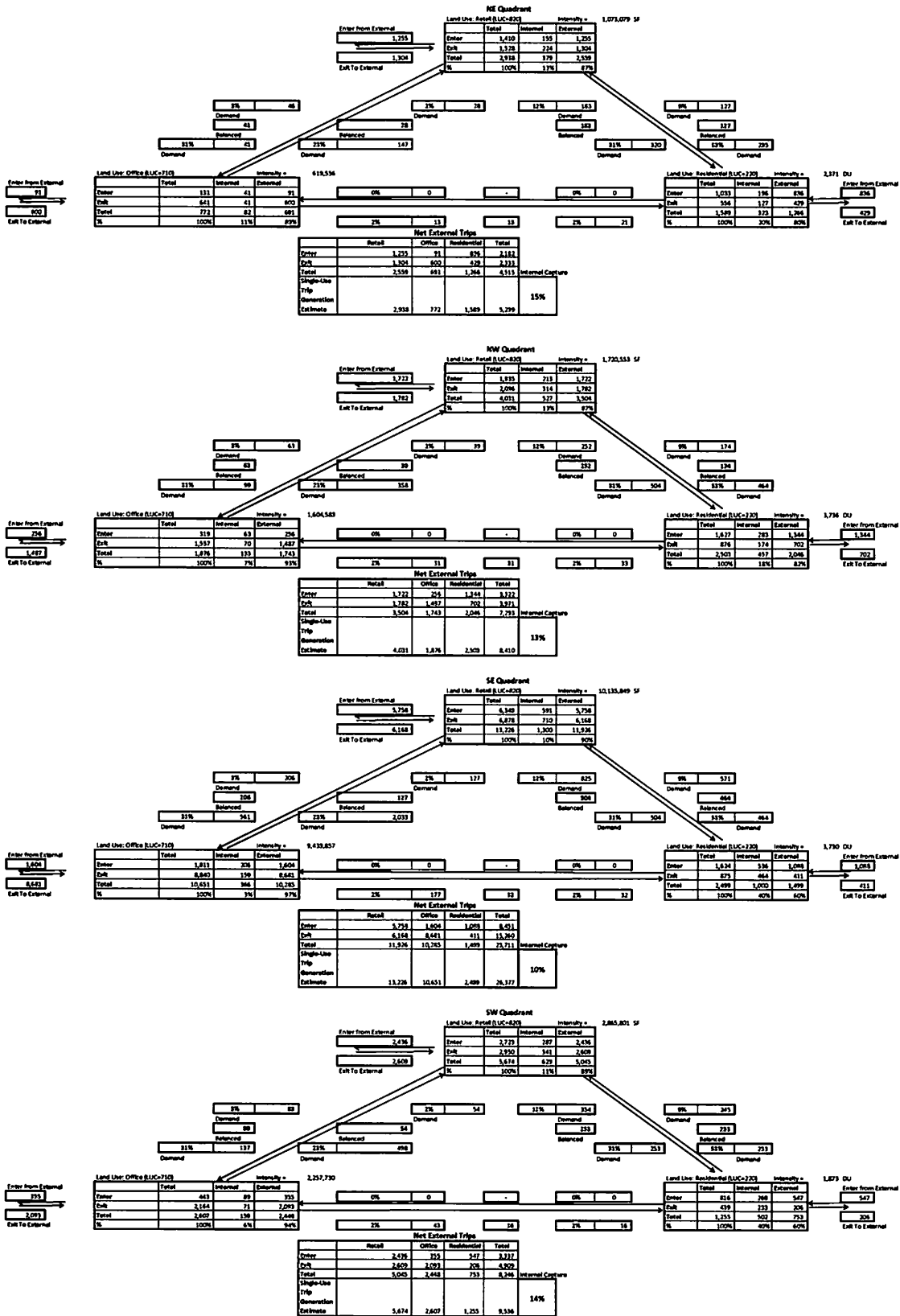
and responsibility, to enhance its economic base. The Broward MPO also recognizes the need to identify new sources of funding and processes to direct funding where it's needed most. As a response to this recognition, the MPO's Complete Streets program has increased ten-fold, and they expect to fund over \$100 million in bike and sidewalk connection projects that will be constructed over the next five years. They have also developed a five-year strategic plan, an action-oriented strategy that will guide the MPO in implementing the Long Range Transportation and Transportation Improvement Plans, to further ensure the goals and priorities of its members are met.

While the City is limited in evaluating the traffic impacts of the proposed amendment given the County's current policies that focus on vehicular level of service, the City is committed to working collaboratively with the County and regional partners on policies and programs to achieve the common vision of creating an accessible, sustainable, vibrant and resilient region.

APPENDIX A

Internal Capture Calculations

PM Peak Internal Trip Capture Analysis



Average Internal Capture =

13%

APPENDIX B

Trip Rate Reductions by the Wave Streetcar

Quadrant	Residential (DU)	Retail (SF)	Office (SF)	Residential PM Peak Trips	Retail PM Peak Trips	Office PM Peak Trips
NE	2,371	1,073,079	619,556	1,438	2,938	772
NW	3,736	1,720,553	1,604,589	2,257	4,031	1,876
SE	3,730	10,135,849	9,439,857	2,253	13,226	10,651
SW	1,873	2,865,801	2,257,730	1,139	5,674	2,607
Total	11,710	15,795,282	13,921,732	7,086	25,869	15,906
Total PM Peak Trips for all uses in Downtown						48,861
PM Peak Modeled Wave Trips in Downtown						805
PM Peak Off-Model Wave Trips in Downtown						1,024
Total PM Peak Wave Trips						1,829
% of PM Peak Trips that will shift to the Wave Streetcar						4%

APPENDIX C

Baseline Vehicle Mode Shares and Vehicle Occupancies

Table C.2 Baseline Weekday PM Peak Period Mode Share and Vehicle Occupancy Examples

Land Use	Area Type ¹	Location	Develop- ment Unit ²	ITE LJC	Inbound					Outbound					Sample Size	Vehicle Occ.	Source	
					Mode Shares					Mode Shares								
					Personal Passenger Vehicle	Truck	Walk	Transit	Bike	Personal Passenger Vehicle	Truck	Walk	Transit	Bike				
Apartments	3	Falmouth, ME	173 DU	220	96	3	1	0	0	115	96	4	0	0	114	189	Kovins Hooper Assoc.	
Apartments	6	McPherson, SC	240 DU	220	93	1	4	1	1	115	87	1	12	0	108	68	Iturri, Inc.	
Apartments	6	Oklahoma City, OK	360 DU	220	100	0	0	0	0	110	99	1	0	0	124	78	Traffig Engr. Consultants	
Apartments	6	Tampa, FL	278 DU	220	97	1	3	0	1	120	97	2	1	0	130	58	Person Brinkerhoff	
Apartments	6	Tampa, FL	317 DU	220	98	0	1	0	1	114	96	0	3	0	1	126	96	Person Brinkerhoff
Apartments	6	Tampa, FL	689 DU	220	94	1	4	0	1	114	93	1	5	0	1	122	190	Person Brinkerhoff
Simple average					94.3	1.0	1.8	0.2	0.7	1.15	94.7	1.5	3.5	0.0	0.3	1.21		
Hotel	5	College Station, TX	133 rooms	320	94	2	4	0	0	133	98	2	0	0	0	155	51	Texas A&M University
Hotel	5	College Station, TX	68 rooms	320	93	7	0	0	0	112	87	7	0	0	0	108	15	Texas A&M University
Hotel	5	College Station, TX	79 rooms	320	100	0	0	0	0	147	100	0	0	0	0	126	29	Texas A&M University
Simple average					95.7	3.0	1.3	0.0	0.0	1.31	95.9	3.0	2.3	0.0	0.0	1.30		
Bowling alley	5	College Station, TX	71,000	437	100	0	0	0	0	127	100	0	0	0	0	133	27	TX A&M Transp. Inst.
Simple average					100	0	0	0	0	127	100	0	0	0	0	133		
Office	6	Falmouth, ME	178,000	710	96	4	0	0	0	111	98	1	1	0	0	107	452	Kovins Hooper Assoc.
Simple average					96	4	0	0	0	111	98	1	1	0	0	107		
Shopping center ⁴	5	Baytown, TX	153,000	820	100	0	0	0	0	119	100	0	0	0	0	119	229	TX A&M Transp. Inst.
Shopping center ⁴	5	Baytown, TX	110,000	820	100	0	0	0	0	122	100	0	0	0	0	120	498	TX A&M Transp. Inst.
Shopping center ⁴	5	College Station, TX	116,000	820	100	0	0	0	0	121	100	0	0	0	0	123	274	TX A&M Transp. Inst.
Shopping center ⁴	5	McPherson, SC	65,000	820	100	0	0	0	0	127	100	0	0	0	0	116	258	Iturri, Inc.
Shopping center ⁴	6	Falmouth, ME	43,000	820	100	0	0	0	0	116	99	1	0	0	0	114	663	Kovins Hooper Assoc.
Simple average					100	0	0	0	0	121	99.8	0.2	0	0	0	118		
Bank	5	Prospect, KY	2,500	912	100	0	0	0	0	111	100	0	0	0	0	116	21	Jacobs Engr. Group
Simple average					100	0	0	0	0	111	100	0	0	0	0	116		
Quality restaurant	6	Oklahoma City, OK	5,000	931	100	0	0	0	0	162	100	0	0	0	0	152	54	Traffig Engr. Consultants
High-end restaurant	6	McPherson, SC	8,150	932	100	0	0	0	0	133	100	3	0	0	0	134	39	Iturri, Inc.
Drive-thru restaurant	5	Prospect, KY	2,600	934	96	0	4	0	0	127	96	0	4	0	0	130	139	Jacobs Engr. Group
Simple average					96.7	0.0	1.3	0.0	0.0	1.41	97.7	1.0	1.3	0.0	0.0	1.39		

¹ Area types: (0) regional CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural, (C) adjacent to university campus, (Ta) rail transit station within 1/4 mile, (To) rail station immediately adjacent or connected-to-D.

² Development units in gross square feet of floor area unless otherwise indicated. Italics denote occupied development units.

There are two Brentwoods in California. This one is a suburb in the San Francisco Bay Area.

⁴ Anchored by discount store.

¹ Area types: (0) regional CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural, (C) adjacent to university campus, (Ta) rail transit station within 1/4 mile, (To) rail station immediately adjacent or connected-TOD.

² Development units in gross square feet of floor area unless otherwise indicated. Italics denote occupied development units.

³ There are two Brentwoods in California. This one is a suburb in the San Francisco Bay Area.

⁴ Anchored by discount store.

⁵ Anchored by grocery store comprising major portion of total floor area.

APPENDIX D

Urban Infill Area Vehicle Mode Shares and Vehicle Occupancies

Table D.1 Infill Weekday AM and PM Non-Directional Peak Period Mode Share and Vehicle Occupancy Examples—Multi-Family Residential

Land Use	Location	Area Type ¹	Occupied Development Units	ITE LUC	AM				PM				Sample Size ²	Source		
					Mode Shares				Mode Shares							
					Motor Vehicle ³	Transit	Walk	Bike	Motor Vehicle ³	Transit	Walk	Bike				
Apartments	Los Angeles, CA	1	113 DU	220	66	0	34		1.14	48-115	77	2	21	1.20	53-84	Caltrans/UC Davis; TTI
Apartments	Los Angeles, CA	1Th	221 DU	220	80	2	18		1.12	143-148	45	0	55	1.17	61-123	Caltrans/UC Davis; TTI
Apartments	Pasadena, CA	1Th	355 DU	220	82	5	13		1.19	177-198	68	1	31	1.21	111-215	Caltrans/UC Davis; TTI
Apartments	Culver City, CA	3	110 DU	220	83	0	17		1.17	93-128	78	17	5	1.26	48-131	Caltrans/UC Davis; TTI
Apartments	Los Angeles, CA	3	73 DU	220	69	31	0		1.12	83	60	40	0	1.14	76	Gibson Transp. Consult.
Apartments	Los Angeles, CA	3	72 DU	220	59	41	0		1.18	29	46	54	0	1.18	27	Gibson Transp. Consult.
Apartments	Brentwood, CA	6	178 DU	220	100	0	0		1.22	156	92	3	5	1.47	313	Fehr & Peers
Simple average - all					77.0	11.3	11.7		1.16		66.6	16.7	16.7	1.23		
Simple average - 1					76.0	2.3	21.7		1.15		63.3	1.0	35.7	1.19		
Simple average - 3					70.3	24.0	5.7		1.16		61.3	37.0	1.7	1.19		
High Rise Apts.	San Diego, CA	0	211 DU	222	77	3	20		na	na	73	7	20	na	na	Caltrans/Kimley-Horn
High Rise Apts.	San Francisco, CA	0Th	178 DU	222	38	19	43		na	49	27	23	50	na	64	Caltrans/UC Davis
High Rise Apts.	Los Angeles, CA	0Th	309 DU	222	33	4	63		na	54	39	0	61	na	24	Caltrans/UC Davis; TTI
High Rise Apts.	Pasadena, CA	1M	259 DU	222	79	2	19		na	121	55	1	44	na	73	Caltrans/UC Davis; TTI
Simple average - all					56.8	7.0	36.3		na		48.5	7.8	43.8	na		
Simple average - 0					49.3	8.7	42.0		na		46.3	10.0	43.7	na		
Mid Rise Apts.	Berkeley, CA	1TnC	44 DU	223	0	11	89		na	na	7	27	66	na	na	Caltrans/Kimley-Horn
Mid Rise Apts.	Berkeley, CA	1TnC	98 DU	223	20	7	73		na	na	24	5	71	na	na	Caltrans/Kimley-Horn
Mid Rise Apts.	Berkeley, CA	1TnC	34 DU	223	50	25	25		na	na	15	9	76	na	na	Caltrans/Kimley-Horn
Mid Rise Apts.	Berkeley, CA	1TnC	58 DU	223	21	17	62		na	na	20	7	73	na	na	Caltrans/Kimley-Horn
Mid Rise Apts.	Berkeley, CA	1TnC	100 DU	223	44	22	34		na	na	24	14	62	na	na	Caltrans/Kimley-Horn
Mid Rise Apts.	Oakland, CA	3	107 DU	223	50	22	28		na	79	40	20	40	na	65	Caltrans/UC Davis
Mid Rise Apts.	Oakland, CA	3Th	220 DU	223	61	21	18		na	111	54	19	27	na	137	Caltrans/UC Davis
Mid Rise Apts.	Emeryville, CA	3Th	101 DU	223	70	9	21		na	48	71	2	27	na	105	Caltrans/UC Davis
Mid Rise Apts.	Sacramento, CA	3Th	66 DU	223	62	4	34		na	40	67	2	31	na	37	Caltrans/UC Davis
Mid Rise Apts.	Berkeley, CA	3Th	71 DU	223	57	29	14		na	na	35	30	35	na	na	Caltrans/Kimley-Horn
Mid Rise Apts.	Pasadena, CA	3Th	221 DU	223	68	15	17		1.11	142-205	59	8	33	1.12	70-209	Caltrans/UC Davis; TTI
Simple average - all					45.7	16.5	37.7		na		37.8	13.0	49.2	na		
Simple average - 1TnC					27.0	16.4	56.6		na		18.0	12.4	69.6	na		
Simple average - 3Th					62.5	15.8	21.8		na		56.8	13.3	30.0	na		
Simple average - all Th					42.8	16.1	41.1		na		35.2	12.8	52.0	na		
Mid Rise Condos	San Diego, CA	0	149 DU	230	85	2	13		na	na	69	0	31	na	na	Caltrans/Kimley-Horn

Notes: Simple averages are shown only where at least three sites are available for similar combinations of area type, context, and rail transit availability. Sums of average mode shares may not add to 100% due to rounding. "na" designates not available or insufficient sample size.

¹ Area types: (0) regional CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural. Special context conditions noted are (C) adjacent to university campus, (M) mixed-use within target development. Rail transit availability is (Tn) rail transit station within 1/4 mile or (To) rail station immediately adjacent or connected-TOD.

² Motor vehicle miles to the sum of person drive in personal passenger vehicles and trucks.

Notes: Simple averages are shown only where at least three sites are available for similar combinations of area type, context, and rail transit availability. Sums of average mode shares may not add to 100% due to rounding. "na" designates not available or insufficient sample size.

¹ Area types: (0) regional CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural. Special context conditions listed are (C) adjacent to university campus, (M) mixed-use within larger development. Rail transit availability is (Th) rail transit station within 1/4 mile or (To) rail station immediately adjacent or connected-TOD.

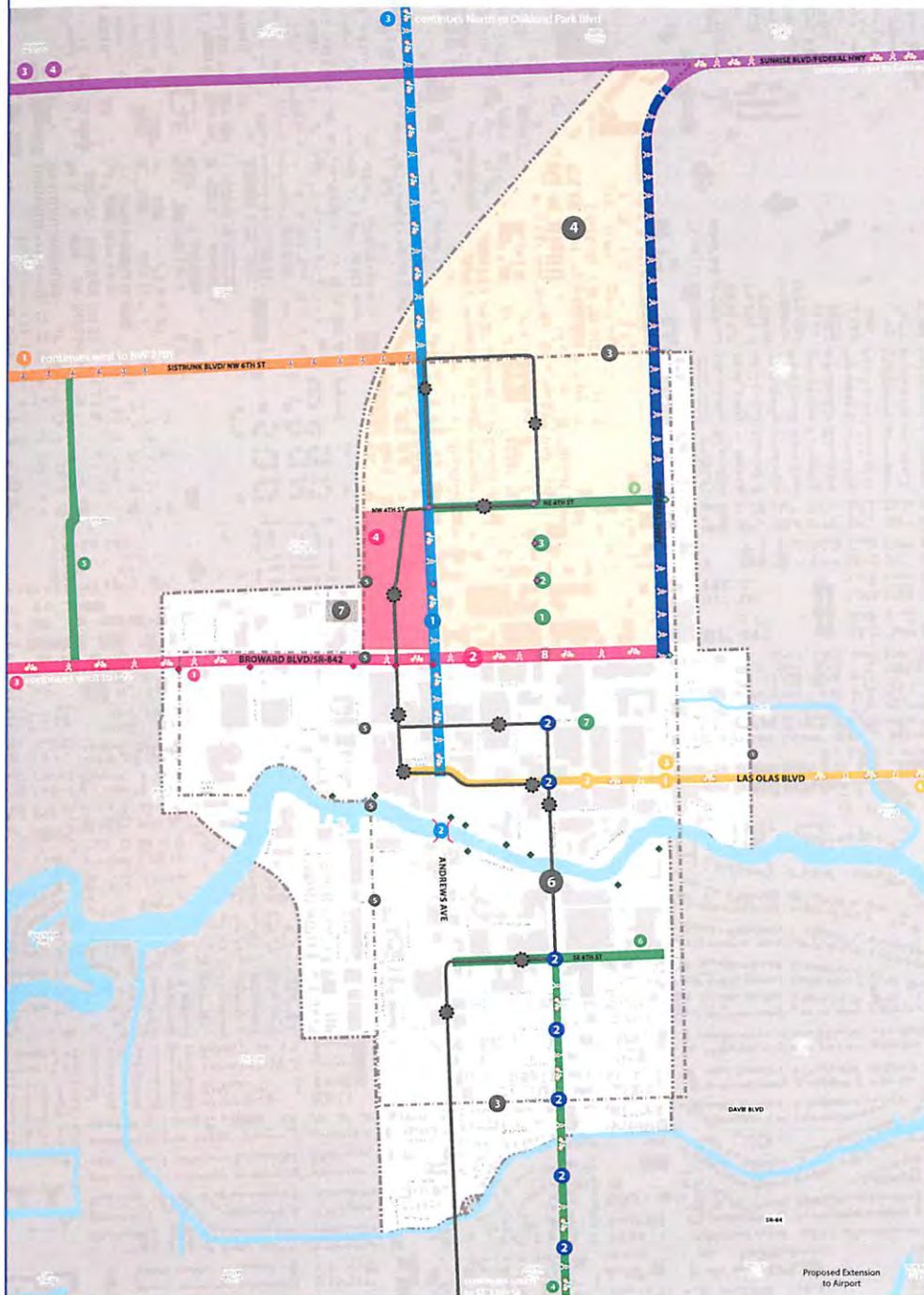
² Motor vehicle trips is the sum of person trips in personal passenger vehicles and trucks.

APPENDIX E

Downtown and Regional Project Maps

DOWNTOWN LUPA PROGRAMMED PROJECTS

FORT LAUDERDALE, FLORIDA



KEY

CITY WIDE PROJECTS

- 1 Mobile Enforcement for City Wide Parking Enhancement
- 3 Downtown Wayfinding
- 4 Flagler Village TOD Streetscaping
- 5 FEC / AAF Quiet Zone Improvements
- 6 The Wave Streetcar
- 7 All Aboard Florida Station

BROWARD BLVD PROJECTS

- 1 Broward Blvd Corridor Wide
- 2 Broward Blvd & SE 1st Ave
- 3 Central Broward East-West Transit Study
- 5 Downtown Mobility Hub

SUNRISE BLVD PROJECTS

- 3 Sunrise Blvd Corridor Wide
- 4 East Sunrise Mobility Study from I-95 to the Beach

ANDREWS AVE PROJECTS

- 1 N Andrews Ave & N 1st St
- 2 Andrews Ave Bridge Enhancement
- 3 Andrews Ave (Las Olas Blvd to Oakland Park Blvd)

FEDERAL HWY PROJECTS

- 1 Federal Hwy (Broward Blvd to SE 17th Way)
- 2 US-1 BARC

LAS OLAS PROJECTS

- 1 Las Olas Blvd & Federal Hwy
- 2 Las Olas Blvd & SE 4th Ave
- 3 Tunnel Top Plaza
- 4 Las Olas Blvd Safety Improvements

SISTRUNK BLVD PROJECTS

- 1 Sistrunk Blvd (NW 27th Ave to Andrews Ave)

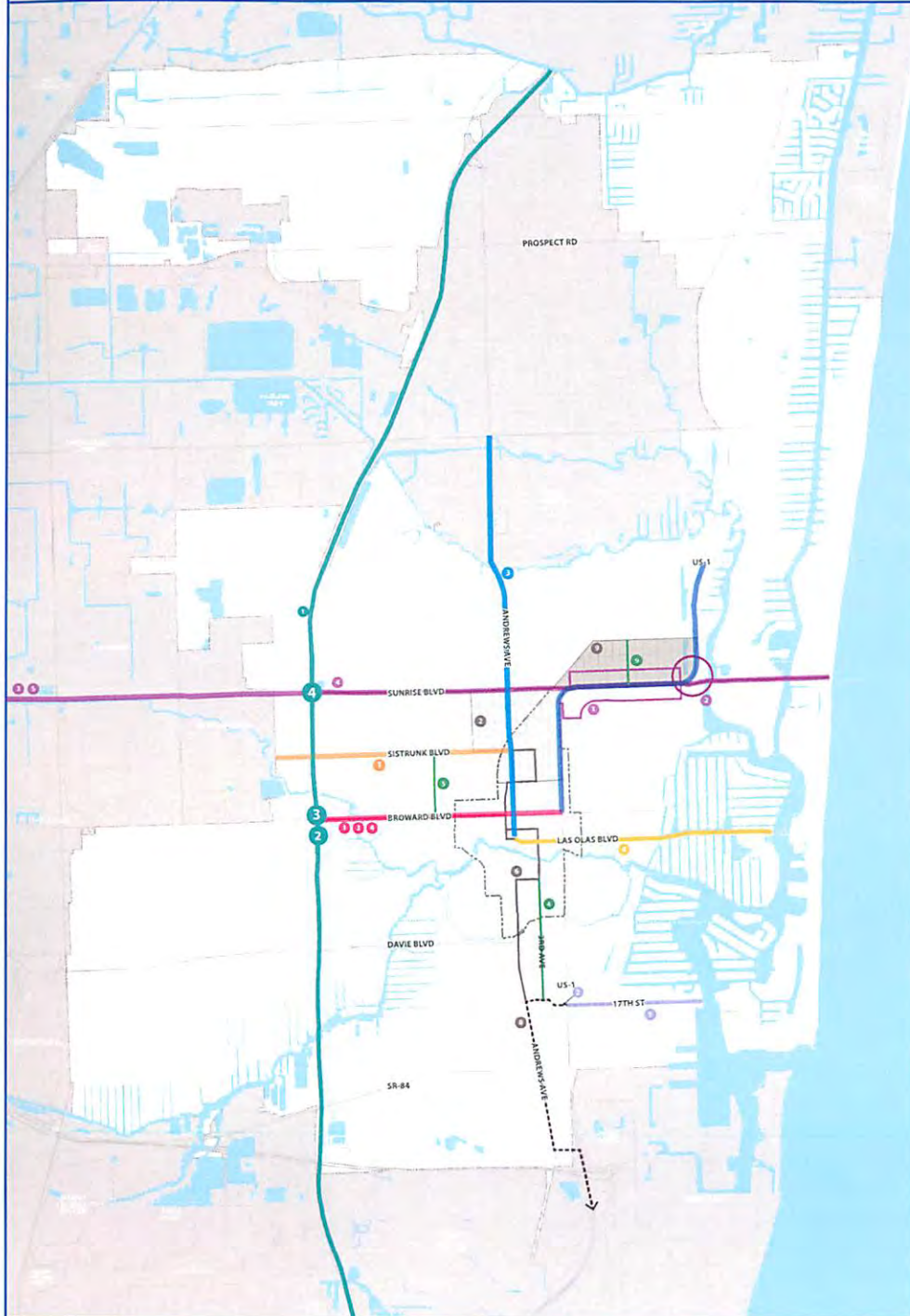
OTHER PROGRAMMED PROJECTS

- 1 NE 3rd Ave & NE 1st St
- 2 NE 2nd St & NE 3rd Ave
- 3 NE 3rd St & NE 3rd Ave
- 4 SE 3rd Ave (SE 17th St to SE 6th St)
- 5 NW 9th Ave (Broward Blvd to Sistrunk Blvd)
- 6 SE 6th St
- 7 SE 2nd St
- 8 NE/NW 4th St

- Broward Blvd Utility Box Wraps
- Riverwalk Utility Box Wraps
- Federal Highway Utility Box Wraps
- Flagler Village Utility Box Wraps

- Pedestrian Improvements
- Bicycle Improvements

REGIONAL LUPA PROGRAMMED PROJECTS FORT LAUDERDALE, FLORIDA



KEY

CITY WIDE PROJECTS

- 2 Progresso / Flagler Village Parking Study
- 6 Wave Streetcar
- 8 Wave Streetcar Extension - Airport
- 9 Lake Ridge Mobility Master Plan & Lake Ridge Mobility Master Plan Implementation

BROWARD BLVD PROJECTS

- 1 Broward Blvd Corridor Wide
- 3 Broward Blvd from I-95 to Federal Highway/US-1
- 4 Central Broward East-West Transit Study

SUNRISE BLVD PROJECTS

- 1 Sunrise Blvd Parallel Bike Facilities
- 2 Gateway Safety Study
- 3 Sunrise Blvd Corridor Wide
- 4 East Sunrise Mobility Study from I-95 to the Beach
- 5 Sunrise Blvd (Sawgrass Expressway to A1A)

I-95 PROJECTS

- 1 I-95 Managed Lanes
- 2 Broward Blvd Ramp Improvements
- 3 I-95 Broward Blvd Interchange PD&E
- 4 I-95 Sunrise Blvd Interchange

LAS OLAS PROJECTS

- 4 Las Olas Blvd Safety Improvements

SISTRUNK BLVD PROJECTS

- 1 Sistrunk Blvd (NW 27th Ave to Andrews Ave)

SE 17TH ST PROJECTS

- 1 SE 17th St
- 2 Wave Streetcar Extension to the Convention Center/Port Everglades

ANDREWS AVE PROJECTS

- 3 Andrews Ave (Las Olas Blvd to Oakland Park Blvd)

FEDERAL HWY PROJECTS

- 1 Federal Hwy (Broward Blvd to SE 17th Way)

OTHER PROGRAMMED PROJECTS

- 4 SE 3rd Ave (SE 17th St to SE 6th St)
- 5 NW 9th Ave (Broward Blvd to Sistrunk Blvd)
- 9 NE 15th Ave (Sunrise Blvd to NE 13th St)

ATTACHMENT 29.B.



CITY OF
FORT LAUDERDALE



Date: September 21, 2015

To: Henry Sniezek, Deputy Director
Broward County, Environmental Protection and Growth Management Department

From: Jenni Morejon, Director 
City of Fort Lauderdale, Department of Sustainable Development

Via: Jim Hetzel, AICP, LEED Green Assoc., Urban Planner (Planner III)

RE: Broward County Preliminary Questions/Comments on Affordable Housing Policy
and Housing Study conducted by FIU send via email

You provided the following questions/comments to the City via email in response to our preliminary sharing of the proposed Affordable Housing Policy and Housing Study conducted by FIU. We provide our initial responses below. If additional discussion is necessary or there are additional questions, please contact staff as listed in the City's cover letter.

Regarding the Affordable Housing Policy:

Article II – Trust Fund. Have the city "surplus" residential lots been identified and has an approximate value been estimated? This would be useful information as it would provide an idea of how much funding may be provided through the program. If this information is not available, is there a timetable for it to be provided?

City Response: In accordance with State Statutes the City has identified properties that are suitable for affordable housing. The estimated value being used for now is the figures stated on BCPA. However, the City Commission sets the final value when they meet and make the determination to surplus a property. Maintenance of the city's property inventory used to rest with Parks and Recreation Department, as a few weeks ago this activity has been relocated to the City Manager's Office. With the shift to the City Manager's Office, it is anticipated there will documentation on values and the information will be available in the near future.

Article II – Trust Fund – Has a timetable been established to consider a city inclusionary program?

City Response: The City's Affordable Housing Advisory Committee (AHAC) would like the City Commission to consider inclusionary zoning as part of the final Affordable Housing Policy. In the past, the City Commission has declined to institute inclusionary zoning. It will be at the discretion of the City Commission to do so.

Article II – Trust Fund – Have the city "surplus" commercial and industrial lots been identified and has an approximate value been estimated? If this information is not available, is there a timetable for it to be provided?

City Response: The City's Affordable Housing Advisory Committee (AHAC) would like the City Commission to consider commercial and industrial lots are surplus as part of the

final Affordable Housing Policy. At this time, the City is not considering to include those lots.

Section 4.02 – Infill – Has the city identified city owned residential lots suitable for infill housing? If this information is not available, is there a timetable for it to be provided?

City Response: No final determination has been made. A timetable has not been set as of yet.

Regarding the Phase I and Phase II Drafts:

It appears that the information reflects current conditions. It is noted that the Article 10 rules for implementation of BCLUP Policy 1.07.07 states that the local government "provide an estimate of the existing and projected supply of affordable housing within the local government's boundaries in comparison to the estimated affordable housing supply that is needed to achieve and/or maintain a sufficient supply." In addition, "the local government must demonstrate how its chosen affordable housing strategy will satisfactorily achieve and/or maintain a sufficient supply consistent with the local government's planning horizon."

City Response: At this time the housing study conducted by FIU does not provide projected affordable housing. The City is in the process of updating the Comprehensive Plan and will coordinate with the City's consultant on providing projected affordable housing data as part of the Comprehensive Plan process.

It appears that the "Downtown" area has been identified to consist of 425 dwelling units (pages 38 and 55 of the Phase I draft). Is that correct?

City Response: City has reached out to FIU for clarification.

ATTACHMENT B



**Downtown Fort Lauderdale Housing Land Use Plan Amendment (LUPA)
Affordable Housing Items**

List of Attachment Items:

- **Commission Agenda Memo**
- **Draft City Affordable Housing Policy**
- **City's AHOC Policy Recommendations**
- **City Resolution**
- **Housing Study**
- **City Response to Preliminary County Review of Affordable Housing Study**



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

#15-0290

TO: Honorable Mayor & Members of the
Fort Lauderdale City Commission

FROM: Lee R. Feldman, ICMA-CM, City Manager

DATE: October 6, 2015

TITLE: Resolution Adopting an Affordable Housing Policy and Accepting the
Affordable Housing and Economic Analysis

Recommendation

It is recommended that the City Commission adopt a resolution for an Affordable Housing Policy for the City of Fort Lauderdale and accept the Affordable Housing and Economic Analysis prepared for the City of Fort Lauderdale by the Florida International University Metropolitan Center.

Background

At the City Commission Conference Meeting of February 3, 2015, the Fort Lauderdale Affordable Housing Advisory Committee presented its recommendations for affordable housing policy implementation, specifically focused on city-owned properties considered for disposal. Upon the conclusion of this discussion, the City Commission requested an agenda item be prepared to adopt a formal affordable housing policy for the City of Fort Lauderdale.

In response, City staff worked with the Affordable Housing Advisory Committee (AHAC) to prepare an affordable housing policy document, provided as Exhibit 1.

A connected policy effort is the City of Fort Lauderdale's request to Broward County for an amendment to the land use plan for the Downtown Fort Lauderdale area to increase the residential development allowed in the Downtown Regional Activity Center (RAC) by 5,000 dwelling units. The request would bring the total number of development units allowable for development in the Downtown RAC to 16,060. In response to the City's request, Broward County has conditioned approval of the City's application on the adoption of an affordable housing policy.

To assist with creating an affordable housing policy the City hired the Florida International University Metropolitan Center to conduct a study on Affordable Housing and Economic Analysis focused on housing affordability. The scope of study centered on understanding how housing and transportation costs both play a role in determining

housing affordability in Fort Lauderdale. The study was completed in two phases; Phase I was submitted in July 2015 and Phase II was provided to City staff on August 14, 2015. The study is attached as Exhibit 2.

Affordable housing programs are administered by the City's Housing and Community Development (HCD) Division of the Department of Sustainable Development. HCD's mission is to develop quality housing that is decent, safe, and affordable, to establish community development strategies, and economic development opportunities for low and moderate-income residents of the City.

HCD uses funds provided by the U. S. Department of Housing and Urban Development (HUD) and the Florida Housing Finance Corporation (FHFC) to administer the program and provide access to affordable housing opportunities through the following policy documents:

- Five Year Consolidated Plan – HUD
- Annual Action Plan – HUD
- FHFC's Local Housing Assistance Plan (LHAP) – FHFC

These documents serve as the day-to-day working documents for affordable housing strategies funded through HUD and FHFC. The City of Fort Lauderdale further encourages the development of affordable housing through the Comprehensive Plan, and development projects in the Downtown and Northwest Regional Activity Centers.

In 2007, the City of Fort Lauderdale established an Affordable Housing Advisory Committee (AHAC) in response to a requirement of the State of Florida for local municipalities that receive the State Housing Initiatives Partnership (SHIP) program funds. The AHAC works with HCD staff to review policies and procedures, ordinances, land development regulations and the adopted comprehensive plan and recommend specific actions or initiatives to encourage or facilitate affordable housing while protecting the ability of the property to appreciate and to evaluate the implementation of affordable housing options and incentives. In the time since the AHAC was established, they have communicated several policy recommendations connected to the development of more affordable housing. Specifically the AHAC presented a series of recommendations at the February 3, 2015 City Commission Conference meeting. City staff reviewed the meeting minutes when the AHAC presented its recommendations and used this dialogue as a key resource tool for the development of the affordable housing policy. For reference, the AHAC recommendations are attached as Exhibit 3.

The policy document attached recognizes existing affordable housing resources and refines recommendations for implementation with input provided by local stakeholders such as the AHAC. It is envisioned that affordable housing policy will become key step in creating a comprehensive approach to development and preservation of affordable housing within the City of Fort Lauderdale. It is anticipated that upon adoption of the resolution, the affordable housing policy will be integrated into the City's property disposal process.

Additionally, the City Attorney's Office has prepared a document which describes the limitations of the City's Charter with respect to the disposal of city-owned property for the development of affordable housing in the City of Fort Lauderdale. The information prepared by the City Attorney's office is attached as Exhibit 4.

Resource Impact

There is no fiscal impact associated with this action.

Strategic Connections

This item is a *Press Play Fort Lauderdale Strategic Plan 2018* initiative included within the Neighborhood Enhancement Cylinder of Excellence, specifically advancing:

- Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
- Option 2: Ensure a range of housing options for current and future neighbors.

This item advances the *Fast Forward Fort Lauderdale Vision Plan 2035*: We are community.

Attachments

Exhibit 1 – Affordable Housing Policy

Exhibit 2 – Affordable Housing and Economic Analysis (Phase 2)

Exhibit 3 – AHAC Policy Recommendations

Exhibit 4 – Options for Facilitating the Development of Affordable Housing

Exhibit 5 – Resolution

Prepared by: Jonathan Brown, Housing and Community Development

Department Director: Jenni Morejon, Sustainable Development



Affordable Housing Policy

City of Fort Lauderdale

The affordable housing policy will assist local leaders discuss the modern realities of the affordable housing market. The policy document identifies resources and the regulatory framework available to facilitate affordable housing development opportunities within the City of Fort Lauderdale.

Affordable Housing Policy

City of Fort Lauderdale

Introduction

Fort Lauderdale's neighborhoods offer residents an opportunity to live near the region's significant cultural facilities, and enjoy a variety of people, architecture, and a sense of community. Neighborhood revitalization of deteriorated elements, and preservation of positive characteristics, is a major policy emphasis because it has a direct impact on the quality of life for Fort Lauderdale's residents. Neighborhood quality includes many factors, including the condition and the cost of the City's housing supply, the quality of the environment and the provision of facilities and services such as parks, street improvements, fire and police protection, and health, education and welfare facilities.

The City of Fort Lauderdale is currently seeking an amendment to the Broward County land use plan to build more housing units in the Downtown Fort Lauderdale area. The purpose of the amendment is to increase the residential development allowed in the Downtown Regional Activity Center (RAC) by 5,000 dwelling units, which would bring the total allowable number of dwelling units in the Downtown RAC to 16,060.

To assist with the requested amendment to the land use plan, the Broward County Planning Council asked the City of Fort Lauderdale to adopt an affordable housing policy. Furthermore, the City Manager directed staff to hire a consultant to perform an affordable housing study for the entire city. In order to prepare an affordable housing policy, an affordable housing study was considered to be the necessary first step in understanding the location of affordable housing inventory. The city hired the Florida International University Metropolitan Center to prepare an affordable housing study; the scope of study focused on understanding how housing and transportation costs both play a role in truly determining housing affordability in Fort Lauderdale.

The Affordable Housing Advisory Committee commonly referred to as the AHAC, have also presented affordable housing policy discussion materials on the topic of affordable housing to the City Commission. The AHAC is a standing committee, required by state statute because the city receives funding through the State Housing Initiatives Partnership (SHIP) program. The AHAC works with city staff to review established policies and procedures, ordinances, land development regulations, and the housing element of the adopted comprehensive plan for the City of Fort Lauderdale. Occasionally, the AHAC may recommend specific actions or initiatives to encourage or facilitate affordable housing opportunities throughout the city. In the recent past, the AHAC has also offered policy recommendations for development of affordable housing within the city.

At the administrative level, the Housing and Community Development Division (HCD) of the Department of Sustainable Development primarily manage the preservation and creation of affordable housing. The affordable housing policy included herein was prepared by City staff to inform the City Commission and administration of the existing resources, local ordinances, and policies in place related to affordable housing. The document also includes several recommended policy enhancement and consolidates the existing and recommended items into one comprehensive policy document.

Affordable Housing Policy



The affordable housing policy document is organized into the following topic areas:

Article I. Affordable Housing Definition and Terms

- Definition and Determining Affordability
- Income Categories
- Affordability Methodologies / Indexes

Article II. Affordable Housing Trust Fund

- Establishing an Affordable Housing Trust Fund

Article III. Tools to Incentivize Development

- Expedited Permitting
- Development Fee Offset Program
- Northwest Regional Activity Center (NWRAC)
- Transit Oriented Development (T.O.D.)
- Land Write Down
- No-Cost Conveyance
- Land Contribution as Equity

Article IV. Infill Strategies

- City Owned Property
- Public Private Partnerships
- Residential Renovation, Infill and Townhomes

Article V. Existing Affordable Housing Policy and Regulations

- Consolidated Plan (CP)
- Annual Action Plan (AAP)
- Local Housing Assistance Plan (LHAP)
- Comprehensive Plan
- Unified Land Development Regulations (ULDR)

Article VI. Appendix

- Expedited Permitting Ordinance C-98-64

(LEFT INTENTIONALLY BLANK)

Article I. Affordable Housing Definition and Terms

Section 1.01 Definition and Determining Affordability

Housing affordability is the capacity of households to consume housing services and, specifically the relationship between household incomes and prevailing prices and rents. Two entities that use empirical data to determine affordability are the United States Department of Housing and Urban Development (HUD) and the Florida Housing Finance Corporation (FHFC), both define affordability by household based on income categories, in relation to the Area Median Income (AMI).

HUD uses the median income for families in metropolitan and non-metropolitan areas to calculate income limits for eligibility in a variety of housing programs. HUD estimates the median family income for an area in the current year and adjusts that amount for different family sizes so that family incomes are expressed as a percentage of the area median income. The median divides the income distribution into two equal parts: one-half of the cases falling below the median income and one-half above the median.

Additionally, when evaluating housing as a whole, there are some standard affordability methodologies available. Some methodologies base affordability solely on monthly housing costs, while other combine monthly housing costs with monthly transportation costs.

The standard HUD and FHFC income category definitions are below in Section 1.02:

Section 1.02 Income Eligibility Categories:

- 30% or below AMI - Extremely Low Income
- 30.01% to 50% of AMI - Very Low Income
- 50.01% to 80% of AMI - Low Income
- 80.01% to 140% of AMI - Moderate Income

Housing Affordability is a universal term that is defined as a measure of a population's ability to purchase and own a particular item, such as a home, based on their household income. The term affordability is not solely applicable to households that qualify under the FHFC and HUD guidelines; affordability includes an individual/family's ability to afford a home regardless of household size and income.

Typically, the term Affordable Housing is focused on providing housing opportunities to households that are 30% - 80% of the Area Median Income. For individuals and families that do not qualify under the income categories issued by HUD or FHFC, other methodologies / indexes can also be used to determine affordability based on issues such as location, transportation, and available inventory.

Section 1.03 Affordability Methodologies / Indexes:

In accordance with the City's Affordable Housing Programs, "affordable" means that monthly rents or mortgage payments including taxes and insurance do not exceed 30% of monthly income. However, it is not the intent to limit an individual household's ability to devote more than 30% of its income for housing, particular if a housing program allows for a higher percentage.

The commercial lending industry defines affordability based on a housing front-end ratio. This ratio consists of the following monthly housing expenses: mortgage payment, interest payment, property tax payment, homeowner's insurance payment, and mortgage insurance payment and association / condominium fees. For lenders, a typical front-end ratio should not exceed 35% of a household's monthly income is considered eligible for affordable housing.

Affordable housing professionals use a similar affordability methodology, but states that a monthly housing or lease payment should not exceed 30% of a household's monthly income.

The Affordable Housing and Economic Analysis report prepared by the Metropolitan Center at Florida International University (FIU) provides a more detailed overview of a number of the traditional housing affordability indexes. The report also highlights and applies citywide a new approach to measure housing affordability referred to as the Housing + Transportation Affordability index, or H+T. The H+T Affordability index developed by the Center for Neighborhood Technology (CNT) to offer an expanded view of affordability; one that combines traditional housing costs (as listed above) and transportation costs. Monthly transportation costs can include your car payment, car insurance, fuel, and any other form of transportation costs incurred on a monthly basis.

In measuring affordability using the H+T Index, sets the benchmark or common measuring point of household expenses at no more than 45% of household income. The City of Fort Lauderdale hired FIU to conduct an analysis of the entire city applying traditional housing affordability analysis and the H+T Index to measure overall affordability where possible by area or neighborhood. The city will continue to use the affordability guidelines as defined by FHFC and HUD as the primary indexes for those households eligible for city-sponsored housing programs. According to CNT's 2015 estimates, both Broward County (65%) and the City of Fort Lauderdale (66%) have an H+T Index above the 45% benchmark and therefore can be categorized as being significantly cost burdened when including transportation costs to the traditional view of affordability.

Article II. Affordable Housing Trust Fund

It is recommended that the City of Fort Lauderdale establish an Affordable Housing Trust Fund by adopting an ordinance. The trust fund will be initially funded with funds deposited in an account set up in 2005 for the delivery of more affordable housing units. To date that account has a balance of approximately \$300,000. Moving forward affordable housing will continue to be funded from the net sales proceeds from the sale of eligible residential surplus lots. One hundred percent of the funds received from the sale of eligible residential lots shall be deposited into the Affordable Housing Trust Fund. Eligibility for residential property to be sold will also include analysis of any deed restrictions or encumbrances that may need to be evaluated to determine if a property can be developed free of title issues or restrictions.

Article III. Tools to Incentivize Development

Section 3.01 Expedited Permitting

The processing of approvals of development orders or permits, as defined in s. 163.3164(15) and (16), Florida Statutes, for affordable housing projects is expedited to a greater degree than other projects.

The City of Fort Lauderdale adopted Ordinance C-98-64 on December 8, 1998 to provide for an expedited permitting process to assist developers of affordable housing in getting through the development review process. It is recommended that the City continue to work to implement this ordinance by dedicating the necessary resources to facilitate the development of affordable housing. The City has identified the Assistant Building Official as the expeditor that will have the responsibility for expediting applications. The following expedited review processes may include, but shall not be limited to the following:

- Identify zoning regulations applicable to the proposed development.
- Oversight of the development will be conducted from application to certificate of occupancy.
- Referral to the appropriate Broward County government and Broward County School Board affordable housing expeditors who have jurisdiction over proposed developments in the City.
- Assist the applicant with any incomplete portions of the development application.
- Identify resources, which may assist the applicant in meeting the requirement for development permit approval.

Developers and Contractors can access this incentive by advising the Building Division of the Department of Sustainable Development that they are constructing affordable housing at the time of applying for a building permit. If the Developer or Contractor is working with the Housing & Community Development Division (HCD), HCD staff will assist to get their permit expedited.

Section 3.02 NWRAC-MU Special Regulations (City Ordinance C-14-51)

It is recommended that the City promote affordable housing development within the Northwest Regional Activity Center, specifically the area identified within the new mixed-used regulations. On February 17, 2015 the City Commission adopted ordinance C-14-51 to establish performance standards and criteria for development projects in the Northwest Progresso Flagler Heights Community Redevelopment Area an Affordable Housing height bonus incentive within the for properties fronting the Sistrunk Boulevard corridor from the Florida East Coast Railway to NW 24th Avenue.

Section 3.03 Transit Oriented Development (Resolution 14-19)

It is recommended that the City promote affordable housing within a defined transit-oriented development district or a new transit-oriented development project. On February 4, 2014, the City of Fort Lauderdale adopted a resolution approving an update to the Downtown Master Plan by incorporating Transit Oriented Development (TOD) guidelines. The proximity of affordable housing to existing and future transit corridors, hubs, and large employment centers is a logical solution to traffic congestion, parking constraints, and affordability.

Section 3.04 Development Fee Offset Program

Under the Fort Lauderdale Code of Ordinances, Section 9-341, the City may offset a portion of the development fees incurred in connection with the development of affordable housing. It is recommended that the City of Fort Lauderdale identify and budget annually a source of funds to promote the development of more affordable housing. In order for a project to be eligible for funding under this ordinance a project shall meet the following requirements:

- (1) An application for the proposed development is submitted on or after the effective date of the ordinance from which this article is derived.
- (2) The development consists of one or more single-family or multifamily dwellings as defined in the ULDR.
- (3) The development qualifies as affordable housing as defined in this article.
- (4) The purchaser or lessee of the development is an eligible person or eligible household as defined in this article.
- (5) A restrictive covenant is executed and recorded in the public records of Broward County, Florida, restricting the ownership of an owner-qualified development to an eligible person for five (5) years and lease of multifamily dwellings to a qualified lease development to an eligible person for fifteen (15) years.
- (6) Single-family standard development must meet the standards established for an infill housing project approved by the city commission on July 6, 1994.

Section 3.05 Land Write Down

The City should negotiate a real property land write down when appropriate to support the development of affordable housing. The land write down process would involve City of Fort Lauderdale disposing of land available for the construction of affordable housing at a price below the fair market value.

Section 3.06 No-Cost Conveyance

The City should convey property at no cost when negotiating with developers for affordable housing projects. The no-cost conveyance would also include the city covering closing costs and other applicable fees, through non-general fund sources.

Section 3.07 Land Contribution as Equity

The City should utilize city-owned property as equity when negotiating to develop an affordable housing project. The incentive would involve the conveyance of title with a deed restriction that would be recorded to prohibit the sale, transfer, or refinance of the property within 15 years. If the deed restriction were violated before the restriction is in effect, then the seller would owe the City a pro rata share of the value of the equity invested from the sales proceeds of a transaction.

Article IV. Infill Strategies

Section 4.01 City-Owned Property

The City should develop a comprehensive city-owned property disposal strategy for residential properties. In accordance with State requirements, the City of Fort Lauderdale is obligated to review all residential lots in the City to determine if they are suitable for affordable housing. Each eligible residential lot will be carefully analyzed to

Affordable Housing Policy

• • •

determine its suitability for affordable housing. The conveyance of residential properties (that are free of encumbrances and restrictions) that are donated, discounted, funded, or incentivized by the City shall be used to provide affordable housing for households earning less than 140% of the median income and shall remain affordable for a minimum of 15 years.

Section 4.02 Section 4.02 – Public-Private Partnerships

The City should actively seek public-private partnerships for the development of affordable housing. The optimal City partnerships, where possible, will be with experienced affordable housing developers. All developers, particularly those that focus on affordable housing shall be considered for this type of partnership. Affordable housing developers are generally focused on projects that create housing opportunities for low and very low-income households.

Section 4.03 Residential Renovation, Infill and Townhomes

The City should encourage the renovation of existing housing stock, construct on available infill properties and promote a mixture of single family and townhome developments based on project feasibility and neighborhood character. The City has a number of residential lots that are suitable for affordable housing. The City will utilize a competitive process, to select developers to collaborate with to develop larger parcels and may offer property as equity to the developer to help reduce costs and make the projects financially feasible. All housing units constructed or rehabilitated shall include “sustainable” construction practices. Some examples of “sustainable” construction practices include, but are not limited to the following:

- **Landscape:** Incorporates “Florida Friendly” landscape principles,
- **Attic Insulation:** R-38 fiberglass batt or blown in borax treated (no ammonium sulfate permitted), and
- **Paints/primers and coatings for Exterior & Interior:** Must be Zero or Low V.O.C. (Volatile Organic Compounds) and must meet Green Seal G-11 Environmental standard.

Article V. Federal, State and Local Housing Policy Documents

The Housing and Community Development (HCD) Division is responsible for administering the City’s programs for the Florida Housing Finance Corporation (FHFC) and the Department of Housing and Urban Development (HUD). Both agencies have policy documents such as the Local Housing Assistance Plan, the Consolidated Plan, and Annual Action Plan that must be adopted by the City Commission and are used to govern the programmatic use of the funding. All of these policy documents have an impact on the city’s ability to support the development of affordable housing.

Section 5.01 Consolidated Plan (CP)

Every five years, the City of Fort Lauderdale is required to submit its Consolidated Plan to the U.S. Department of Housing and Urban Development (HUD) in order to continue receiving funding for the City’s Entitlement Grant Programs through HUD. The purpose of the Consolidated Plan is to identify community, economic and housing development needs, and to develop strategies and goals to address those needs.

All entitlement jurisdictions receiving federal housing funds from HUD are required to Affirmatively Further Fair Housing (AFFH) by identifying impediments to fair housing choice in their communities and to develop action plans to address those impediments. The AFFH report identifies current impediments to fair housing choice and provides recommendations to diminish them. The analysis includes illegal actions in direct violation of fair housing laws and

Affordable Housing Policy

• • •

actions, omissions or decisions that may be legal but ultimately restrict fair housing choice.

Section 5.02 Annual Action Plan (AAP)

Each year a Consolidated Plan is developed, with it the City outlines how federal funds will be spent in accordance with rules and regulations outlined by HUD. The HUD funded programs include the HOME Investment Partnerships (HOME), the Community Development Block Grant (CDBG), and Housing Opportunities for Persons with HIV/AIDS (HOPWA).

Section 5.03 Local Housing Assistance Plan (LHAP)

The City receives funds from the State of Florida for the State Housing Initiatives Partnership (SHIP) Program. Every three years, the City is required to submit its Local Housing Assistance Plan (LHAP) to the State for final approval of programs to be administered by the City. SHIP dollars may be used to fund emergency repairs, new construction, rehabilitation, down payment and closing cost assistance, impact fees, construction and gap financing, mortgage buy-downs, acquisition of property for affordable housing, matching dollars for federal housing grants and programs, and homeownership counseling.

Section 5.04 Housing Element of the Comprehensive Plan

An adopted Affordable Housing Policy will be used to update, amend, or supplement the information contained in the Comprehensive Plan to provide insight and direction on future housing needs for the City of Fort Lauderdale.

Article VI. Appendix

- Expedited Permitting Ordinance C-98-64

CERTIFICATION

I certify this to be a true and correct copy of the record of the City of Fort Lauderdale, Florida.

WITNESSETH my hand and official seal of the City of Fort Lauderdale, Florida, this the 17th day of December, 1998
Frederick M. White City Clerk

ORDINANCE NO. C-98-64

AN ORDINANCE CREATING A NEW ARTICLE VIII OF CHAPTER 9, "BUILDINGS AND CONSTRUCTION", OF THE CODE OF ORDINANCES OF THE CITY OF FORT LAUDERDALE ENTITLED THE AFFORDABLE HOUSING PROGRAM; PROVIDING A PROGRAM AND FUNDS TO OFFSET PERMIT, DEVELOPMENT AND INSPECTION FEES FOR AFFORDABLE HOUSING AND PROVIDING FOR AN EXPEDITED DEVELOPMENT PERMIT PROCESS.

WHEREAS, as part of the William E. Sadowski Affordable Housing Act passed by the Florida Legislature in 1992, the State Housing Initiatives Partnership Act ("SHIP") was enacted as Section 420.907-420.9079 of the Florida Statutes; and

WHEREAS, SHIP authorizes the allocation of tax revenues authorized under Chapter 201, Florida Statutes, and allocates such funds to counties and eligible municipalities for use in an affordable housing program; and

WHEREAS, pursuant to Ordinance No. C-93-20, adopted at its meeting of February 18, 1993, the City Commission authorized the City to participate in SHIP; and

WHEREAS, it is a requirement of SHIP that the eligible municipality adopt an ordinance which includes adopting an affordable housing incentive plan; and

WHEREAS, pursuant to Resolution No. 94-27, adopted at its meeting of February 15, 1994, the City Commission adopted the Local Affordable Housing Incentive Plan of the City of Fort Lauderdale ("Plan"); and

WHEREAS, the Plan provided as part of its incentive strategies that the City would adopt an affordable housing ordinance which will provide the mechanism to expedite the process for development of affordable housing and reduce the cost of development; and

WHEREAS, in accordance with the Plan, at least five workshops have been held where members of the community, planning professionals and other interested persons, in conjunction with the SHIP Affordable Housing Advisory Committee, discussed proposed incentives; and

WHEREAS, the City finds that it is in the best interest of the public to adopt the affordable housing incentives provided herein;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That a new Article VIII of Chapter 9, "Buildings and Construction", entitled "Affordable Housing Program" of the Code of Ordinances of the City of Fort Lauderdale, Florida, is hereby created to read as follows:

Chapter 9

ARTICLE VIII. AFFORDABLE HOUSING PROGRAM

Sec. 9-320. Definitions of words and phrases.

The following words, terms and phrases, when used in this chapter, shall for the purposes of this chapter have the following meanings, except where the context clearly indicates a different meaning:

(1) Affordable means that monthly rents or monthly mortgage payments including taxes and insurance do not exceed thirty (30) percent of that amount which represents the percentage of the median annual gross income for households as indicated in subsection 8, or subsection 12. However, it is not the intent to limit an individual household's ability to devote more than thirty (30) percent of its income for housing, and housing for which a household devotes more than thirty (30) percent of its income shall be deemed affordable if the first institutional mortgage lender is satisfied that the household can afford mortgage payments in excess of the thirty (30) percent benchmark.

(2) Affordable Housing means housing which at the time of sale or rental is determined by the department to be "Affordable" as defined herein.

(3) Annual gross income means annual income as defined under the Section 8 housing assistance payments programs in 24 C.F.R., part 813; annual income as reported under the census long form for the recent available decennial census; or adjusted gross income as defined for purposes of reporting under Internal Revenue Service Form 1040 for

individual federal annual income tax purposes. Counties and eligible municipalities shall calculate income by projecting the prevailing annual rate of income for all adults in the household as the amount of income to be received in a household during the twelve (12) months following the effective date of the determination.

(4) Department means the Planning and Economic Development Department of the City of Fort Lauderdale or such other department as designated by the City Manager to administer the program described in this section.

(5) Development means one or more single-family or multi-family dwellings as defined in the ULDR.

(6) Development fees mean those fees established by city and charged in connection with development including, but not limited to building permit, impact, development permit and utility connection fees.

(7) Eligible Person or eligible household means one or more natural persons or a family determined by the City to be of very low income or low income according to the income limits adjusted to family size published annually by the United States Department of Housing and Urban Development based upon the annual gross income of the household. When used herein, Eligible Person shall mean and include eligible household.

(8) Low-income person or low-income household means one or more natural persons or a family that has a total annual gross household income that does not exceed eighty (80) percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever amount is greatest. With respect to rental units, the low-income household's annual income at the time of initial occupancy may not exceed eighty (80) percent of the area's median income adjusted for family size. While occupying the rental unit, a low-income household's annual income may increase to an amount not to exceed one hundred forty (140) percent of eighty (80) percent of the area's median income adjusted for family

size. When used herein, low-income person shall mean and include low-income household.

(9) Qualified Development means a development which has been determined by the department to meet the provisions of this article and fees will or have been offset. Lease qualified means qualified multi-family dwelling available for lease. Owner qualified means single-family dwelling qualifying for sale.

(10) SHIP means the State Housing Initiatives Partnership Act enacted as Sections 420.907 - 420.9079 of the Florida Statutes.

(11) ULDR means the Unified Land Development Regulations of the City of Fort Lauderdale, Florida "ULDR".

(12) Very-low income person or very-low-income household means one or more natural persons or a family that has a total annual gross household income that does not exceed fifty (50) percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever is greatest. With respect to rental units, the very-low-income household's annual income at the time of initial occupancy may not exceed fifty (50) percent of the area's median income adjusted for family size. While occupying the rental unit, a very-low-income household's annual income may increase to an amount not to exceed one hundred forty (140) percent of fifty (50) percent of the area's median income adjusted for family size. When used herein, very-low income person shall mean and include very-low income household.

Sec. 29-2. Applicability.

Funds shall be made available to offset a portion of the development fees incurred in connection with the development of affordable housing. In order to be eligible for funding under this section the following requirements must be met:

- (1) An application for the proposed development is submitted on or after the effective date of this ordinance.
- (2) The development consists of one or more single-family or multi-family dwellings as defined in the ULDR.
- (3) The development qualifies as Affordable Housing as defined in this article.
- (4) The purchaser or lessee of the development is an Eligible Person or Eligible Household as defined in this article.
- (5) A restrictive covenant is executed and recorded in the Public Records of Broward County, Florida restricting the ownership of an owner-qualified development to an Eligible Person for five (5) years and lease of multi-family dwellings to a qualified lease development to an Eligible Person for fifteen (15) years.
- (6) Single-family standard development must meet the standards established for an infill housing project approved by the City Commission on July 6, 1994.

Sec. 29-3. Qualification process.

The process for qualifying to receive an offset of development fees is as follows:

- (1) Prior to issuance of a building permit for a proposed qualified development an owner shall submit an application to the department. The application form shall be provided by the Community Development Division.
- (2) A preliminary qualification approval will be issued by the department if it is determined that the proposal meets the requirements of this article.

- (3) Prior to final qualification of a development, a buyer or lessee must be identified and determined to be an Eligible Person by the Department. The buyer or lessee shall apply to the department for a determination of eligibility.
- (4) A contract for sale and purchase for an owner qualified development or a lease for a lease qualified development shall be delivered to the department and be added to the application.
- (5) The seller shall provide evidence of payment of development fees to the city.
- (6) If a development is determined to be an owner qualified development, a check for the offset amount shall be issued by City and be made payable to the entity disbursing the closing proceeds. The check will be delivered on or before the date of closing and disbursement shall be made simultaneous with the transfer of title from the qualified seller to a qualified buyer. For a lease qualified development, a check for that portion of the offset amount representing the part of the multi-family dwelling being leased shall be made available on the date a lease executed by an Eligible Person is delivered to the department.

Sec. 29-4. Available funds.

(1) For a qualified development, fees will be reduced by one hundred (100) percent when the units are sold or leased to very low-income persons or households and seventy-five (75) percent for low-income persons or households. In order to encourage mixed income development, reductions shall apply to the entire development when at least twenty (20) percent of the dwelling units within a development are set aside for affordable housing.

(2) In order to encourage single-family home ownership development, a single-family development may qualify for up to a Five thousand dollar (\$5,000) offset for each unit.

Multi-family development may qualify for up to five thousand dollars (\$5,000) for the entire development.

(3) SHIP funds will generally be utilized to cover fee reductions provided herein, but other funds may be utilized as they become available. Funds will be available on a first come, first serve basis.

Sec. 29-5. Expedited review process.

An application for development permit for development which has received a preliminary qualification by the department as described in Section 29-3 shall be identified for expedited development review processing. Expedited processing may include, but shall not be limited to the following:

(1) Identify zoning regulations applicable to the proposed development.

(2) Oversight of the development will be conducted from application to certificate of occupancy.

(3) Referral to the appropriate Broward County Government and Broward County School Board affordable housing expeditors who have jurisdiction over proposed developments in the city.

(4) Assist the applicant with any incomplete portions of the development application.

(5) Identify resources which may assist the applicant in meeting the requirement for development permit approval.

The city has identified a position in the Planning and Economic Development Department as the Economic Development Expeditor who will have the responsibility for expediting applications in accordance with this section.

Sec. 29-6. Monitoring compliance.

The owner shall be required to submit on an annual basis an affidavit, as prepared by the Division certifying that

the dwelling unit(s) is owned by or leased to an Eligible Person.

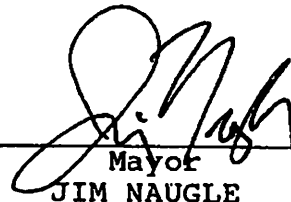
SECTION 2. That if any clause, section or other part of this Ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby, but shall remain in full force and effect.

SECTION 3. That all ordinances or parts of ordinances in conflict herewith, be and the same are hereby repealed.

SECTION 4. That this Ordinance shall be in full force and effect ten days from the date of final passage.

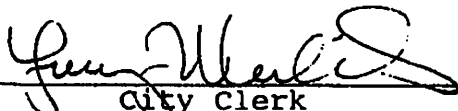
PASSED FIRST READING this the 17th day of November, 1998.

PASSED SECOND READING this the 8th day of December, 1998.



Mayor
JIM NAUGLE

ATTEST:



City Clerk
LUCY MASLIAH

Affordable Housing Advisory Committee (AHAC) Recommendations to the Affordable Housing Policy

- (1) Utilize the Affordable Housing Terminology that the City has previously adopted by the Commission and exists within current funding programs and guidelines.**

Article 1: Affordable means that monthly housing costs do not exceed 30% of monthly income, however, it is not the intent to limit an individual household's ability to devote more than 30% of its income for housing, particular if a program allows for it.

- (2) Establish an Affordable Housing Trust Fund.**

Article 2: The Affordable Housing Trust Fund Ordinance should be developed with recommendations from the Affordable Housing Advisory Committee and adopted before the end of fiscal year 2016.

- (3) Create a locally generated and dedicated source of funding for affordable housing.**

Article 2: The Affordable Housing Trust Fund should be funded by (1) 100% of the net proceeds from the sale of all residential lots; (2) 15% of the net proceeds from the sale of commercial and industrial lots; and (3) existing funds in the account (approximately \$300,000).

- (4) Provide affordable housing for income eligible households.**

Article 3 and 4: Any residential properties which are donated, discounted from the City shall be used to provide affordable housing for households earning less than 140% of the median income and shall remain affordable for a minimum of 15 years.

- (5) Establish selection criteria for affordable housing developers/developments.**

The City should partner with experienced affordable housing developers. Priority should be given to projects that reserve housing for low and very low income households, and developments that create a permanent source of affordable housing.

- (6) Locate affordable housing near transit.**

The City should include affordable housing as a critical part of any new transit oriented developments and adjacent to rail, bus and trolley lines.

- (7) Update City of Fort Lauderdale's housing ordinance(s).**

The City should adopt corresponding ordinances to implement the programs discussed in the affordable housing plan before the end of fiscal year 2016.

RESOLUTION NO. 15-

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA, ADOPTING AND APPROVING AN AFFORDABLE HOUSING POLICY FOR THE CITY OF FORT LAUDERDALE, FLORIDA; AUTHORIZING OTHER REQUIRED ACTION AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Commission finds that every resident of the City deserves to live in a safe, decent and affordable dwelling and that homeownership is the foundation for stable communities and strong families;

Whereas, it is the intent of the City Commission to discourage the concentration of low income housing in certain communities and to create incentives which encourage mixed income projects throughout the City; and

Whereas, it is the intent of the City Commission to encourage strong, diverse communities;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That the recitals set forth above are incorporated in this Resolution.

SECTION 2. That City Commission hereby adopts and approves the Affordable Housing Policy attached to this Resolution.

SECTION 3. That the Affordable Housing Policy shall take effect as of May 1, 2015.

SECTION 4. That staff shall review the Affordable Housing Policy every three (3) years and recommend changes to the Policy as necessary.

ADOPTED this the _____ day of _____, 2015.

Mayor
JOHN P. "JACK" SEILER

ATTEST:

City Clerk

JONDA K. JOSEPH

Draft
Affordable Housing
and Economic Analysis

**City of Fort Lauderdale,
Florida**

May 2015

Phase I

Table of Contents

EXECUTIVE SUMMARY	1
BACKGROUND	6
CITY AND COUNTY ANALYSIS.....	9
Population Characteristics	Error! Bookmark not defined.
Economic Characteristics	14
Housing Supply and Demand	16
NEIGHBORHOOD ANALYSIS.....	23
South Middle River Neighborhood Area Analysis District	23
Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District.....	28
Downtown/Tarpon River Neighborhood Area Analysis District	34
APPENDIX: NEIGHBORHOOD COMPARISONS	39

Tables

<i>Table 1.1: City and County Population Comparisons.....</i>	<i>9</i>
<i>Table 1.2(a): City and County Race and Ethnicity Comparisons, 2000.....</i>	<i>10</i>
<i>Table 1.2(b): City and County Race and Ethnicity Comparisons, 2013.....</i>	<i>10</i>
<i>Table 1.3(a): City and County Age Comparisons, 2000</i>	<i>11</i>
<i>Table 1.3(b): City and County Age Comparisons- 2013</i>	<i>12</i>
<i>Table 1.4(a): City and County Educational Attainment Comparisons- 2000.....</i>	<i>13</i>
<i>Table 1.4(b): City and County Educational Attainment Comparisons- 2013</i>	<i>13</i>
<i>Table 1.5: City and County Median Household Income Comparisons.....</i>	<i>14</i>
<i>Table 1.6: City and County Poverty Rate Comparisons.....</i>	<i>14</i>
<i>Table 1.7(a): City and County Labor Force Comparisons, 2000</i>	<i>15</i>
<i>Table 1.7(b): City and County Labor Force Comparisons, 2013</i>	<i>15</i>
<i>Table 1.8(a): City and County Housing Inventory Comparisons, 2000.....</i>	<i>16</i>
<i>Table 1.8(b): City and County Housing Inventory Comparisons, 2013</i>	<i>16</i>
<i>Table 1.9: City of Fort Lauderdale Housing Vacancy Status</i>	<i>17</i>

Table 1.10: Housing Sales.....	18
Table 1.11: City and County Median Housing Values.....	18
Table 1.12(a): City Cost Burdened Households	19
Table 1.12(b): County Cost Burdened Households	19
Table 1.13(a): City Owner Affordability Analysis.....	20
Table 1.13(b): County Owner Affordability Analysis.....	21
Table 1.14(a): City Renter Affordability Analysis.....	22
Table 1.14(b): County Renter Affordability Analysis.....	22
Table 2.1: South Middle River Demographic Characteristics.....	24
Table 2.2: South Middle River Economic Characteristics.....	25
Table 2.3: South Middle River Housing Characteristics	26
Table 2.4: South Middle River Cost Burdened Housing Characteristics.....	27
Table 2.5: South Middle River Affordability Analysis.....	27
Table 2.1: Dorsey-Riverbend, Progresso/ Flagler Villages Demographic Characteristics.....	29
Table 2.2: Dorsey-Riverbend, Progresso/ Flagler Villages Economic Characteristics.....	30
Table 2.3: Dorsey-Riverbend, Progresso/ Flagler Villages Housing Characteristics.....	31
Table 2.4: Dorsey-Riverbend, Progresso/ Flagler Villages Cost Burdened Housing Characteristics	32
Table 2.5: Dorsey-Riverbend, Progresso/ Flagler Villages Affordability Analysis.....	33
Table 3.1: Downtown/Tarpon River Demographic Characteristics	35
Table 3.2: Downtown/Tarpon River Economic Characteristics.....	36
Table 3.3: Downtown/Tarpon River Housing Characteristics	37
Table 3.4: Downtown/Tarpon River Cost Burdened Households	37
Table 3.5: Downtown/Tarpon River Affordability Analysis	38

EXECUTIVE SUMMARY

The *City of Fort Lauderdale Affordable Housing and Economic Analysis* provides a current market perspective on the key demand and supply factors impacting the production and availability of affordable housing in the City of Fort Lauderdale and its neighborhood areas. An understanding of the shifting demands for housing is critical for the creation of effective housing policies and strategies. The following “Phase I Report” provides a City-wide housing and economic analysis and accompanying drill down to three “Neighborhood Area Analysis Districts.” The Phase I Neighborhood Area Analysis Districts include the following:

1) South Middle River Neighborhood Area Analysis District

The District includes the Neighborhoods of Lauderdale Manors HOA, South Middle River Civic Association and Middle River Terrace Association.

2) Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District

The District includes the Neighborhoods of Dorsey-Riverbend HOA, Durrs Neighborhood Association, City View Townhomes Association, Home Beautiful Park Civic Association, Progresso Village and Flagler Village Associations.

3) Downtown/Tarpon River Neighborhood Area Analysis District

The District includes the Neighborhoods of Downtown Fort Lauderdale Civic Association, Tarpon River Civic Association, Sailboat Bend Civic Association and Riverside Park Residents Association.

Key Findings – City of Fort Lauderdale Housing and Economic Analysis

According to recent 2009-2013 5-Year *American Community Survey* (ACS) estimates, the City of Fort Lauderdale has a current population of 168,603 residents. Significantly, the City’s population growth rate slowed to 0.8 percent (1,327 residents) since 2010. The City’s slower growth rate is attributed to an 11.8 percent (4,482 households) decrease in family households since 2009. The City has also experienced recent shifts in its population age groups. Since 2000, the City had a 2.8 percent (1,617 persons) decrease in the City’s prime age (20-44) worker population. The City’s fastest growing (51.5 percent) age grouping is between 50-69 years of age.

The economic analysis found the City of Fort Lauderdale’s employed population 16 years and older is primarily employed in management, business, science and art occupations (36.6 percent), sales and office occupations (25.4 percent) and service occupations (21.4 percent). According to 2009-2013 ACS estimates, 57,052 (72.1 percent) of the City’s workers commute to work by car, truck or van and drove alone. Only 3,629 workers (4.6 percent) use public transportation, excluding taxicabs. The mean travel time to work is 24.3 minutes one way. While the commuter patterns of the City’s workers have remained essentially unchanged since 2000, the City’s Housing and Transportation Affordability Index

(H&T) has become excessive. The H+T Index developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, both Broward County (65 percent) and the City of Fort Lauderdale (66 percent) have an H+T Index far above the 45 percent benchmark. Rising housing costs have been the principal driver of the City's high H&T.

The report's housing analysis found the City of Fort Lauderdale's housing inventory increased by 12,109 units (15 percent) since 2000. The City's total housing inventory was attributed to a 23.8 percent (6,605 units) increase in 1-unit, detached unit (single-family) structures and a 20.7 percent (4,991 units) increase of units in structures with 20 or more units.

There are currently 21,140 vacant units in the City with an overall vacancy rate of 22.8 percent. The City's current vacancy rate represents a 71.4 percent (8,800 units) increase since 2000. The City's housing vacancies is largely due to the increasing number of "for seasonal, recreational, or occasional use" and "for rent" vacancies. Seasonal, recreation or occasional use vacancies have increased by 4,014 units (55 percent) from 2000-2013.

According to Zillow's most recent (April 30, 2015) Fort Lauderdale Market Overview, the median sale price of a single-family home in the City was \$331,050. The median sale price of a 3-bedroom single-family home was \$372,000 and \$674,000 for a 4-bedroom. According to 2009-2013 5-Year ACS estimates, the median value of an owner-occupied housing unit in the City of Fort Lauderdale is \$245,700. Based on these estimates, the current value of owner-occupied units in the City represents a 63.6 percent increase since 2000.

Significantly, 51.7 percent of current owner households with a mortgage pay in excess of 30 percent of their income on housing costs up from 37.6 percent in 2000. The median monthly gross rent of all renter-occupied units in the City is \$1,057. The current rent price represents a 63.3 percent increase since 2000. According to 2009-2013 5-Year ACS estimates, 55.0 percent (18,051 households) of the City of Fort Lauderdale's renter households are paying in excess of 30 percent of their incomes on housing costs. This represents a 39.7 percent (5,131 renters) increase in cost-burdened renter households in the City since 2000.

A housing affordability analysis for owner units in the City showed significant gaps within all household income categories including the "middle" household income category (101-120 percent of median). Affordability gaps within the "extremely" and "very low" household income categories are fairly normal as ownership opportunities within these lower income levels is cost prohibitive. However, large affordability gaps within the "moderate" and "middle" household income categories are significant and points to the general unavailability of owner units in the City to accommodate the price points of households earning less than 120 percent of median. The housing supply and demand analysis for renter units in the City shows a significant gap in the supply of affordable renter units for "extremely" low income households, but sizeable gaps also within the price ranges of "moderate" and "upper" household income categories.

Key Findings – Neighborhood Area Analysis Districts

1) South Middle River Neighborhood Area Analysis District

The population of the South Middle River Neighborhood Area Analysis District is primarily Black or African-American (72.2 percent) followed by White Alone (22.1 percent). The typical median household income in the District ranges from \$24,265 in western sections of the South Middle River Civic Association to \$39,745 in the northeastern section of South Middle River Civic Association. The District's population 16 years and older is primarily employed in service occupations (35.7 percent) and sales and office occupations (27.4 percent).

According to 2009-2013 ACS estimates, 27.4 percent of families in the District (1,786 families) had incomes in the past 12 months below the poverty level. The highest percentages of families with incomes below the poverty level in the District are located in two Census Block Groups which represent the South Middle River Civic Association. In these Block Groups, the percentages of families with incomes below the poverty level are at 47.9 and 38.2 percent.

According to 2009-2013 ACS estimates, 60 percent (2,645 units) of the occupied housing units in the South Middle River Neighborhood Area Analysis District are owner occupied. Significantly, 42.7 percent (1,129 units) of the District's owner-occupied housing units are cost-burdened and 65.9 percent (2,609) of renter-occupied units. The housing affordability analysis found significant "gaps" in most areas of the District. Owner affordability gaps are largest in District areas where median owner values are the highest, including the northwest section of Middle River Terrace Association (\$151,998) and the northeast section of South Middle River Civic Association (\$137,343). Lower owner affordability gaps are generally found in Lauderdale Manors HOA, including one Census Block Group where an affordability surplus of \$6,830 exists. The housing affordability analysis found substantial and widespread renter "gaps" in the District with the largest (\$655) in Lauderdale Manors. The second largest renter gap is in South Middle River Civic Association (\$568).

According to CNT's 2015 estimates, all of the neighborhoods in the South Middle River Neighborhood Analysis Area have an H+T Index above the 45 percent benchmark. The H+T Index ranges from a low of 51.09 percent in Lauderdale Manors HOA to 59.59 percent in South Middle River Civic Association.

2) Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District

The population of the Dorsey-Riverbend, Progresso/Flagler Villages Neighborhood Area Analysis District is primarily Black or African-American (71.4 percent) followed by White Alone (19.8 percent). An estimated 11.5 percent of the District's population is Hispanic or Latino. Only 16.4 percent of the population 25+ years of age has a bachelor's degree or higher while 30.1 percent do not have a high school diploma.

The median household income of the Neighborhood District ranges from lows of \$14,507 in one of the three Census Block Groups that represent the Durrs Neighborhood Association to \$54,281 in Flagler Village Association. The typical median household income in the District ranges from \$19,444 in Progresso Village Association to \$25,795 in Dorsey-Riverbend HOA.

According to 2009-2013 ACS estimates, only 16.1 percent (1,919 units) of the occupied housing units in the Dorsey-Riverbend, Progresso/ Flagler Villages Analysis District are owner occupied. Of the District's total housing units, 17.0 percent (1,172 units) are vacant. The highest vacancy rate (50.1 percent) in the District is for rental units followed by "other" vacancies (25.5 percent). According to 2009-2013 ACS estimates, 58.9 percent (541 units) of the District's owner-occupied housing units are cost-burdened and 62.7 percent (3,011) of renter-occupied units. The housing affordability analysis found significant "gaps" in most areas of the District. The largest affordability gap (\$127,133) is found in the eastern section of Durrs Neighborhood Association where the median household income is \$14,507 and in the eastern section of Dorsey-Riverbend HOA (\$122,698) where the median owner value (\$215,600) is the highest in the District. Lower owner affordability gaps are found in the western section of Durrs Neighborhood Association (\$33,483) and Flagler Village Association (\$55,198). The housing affordability analysis found several renter "gaps" in the District with the largest (\$501) in Durrs Neighborhood Association. Other significant renter gaps exist in sections of Progresso Village Association (\$422) and Dorsey-Riverbend HOA (\$310).

According to CNT's 2015 estimates, the H+T Index in the Dorsey-Riverbend, Progresso/Flagler Villages Neighborhood Area Analysis District ranges from a low of 38.20 percent in the Durrs Neighborhood Association to 53.46 percent in the Flagler Village Association. All of the other neighborhoods in the District are below the 45 percent benchmark with the exception of Dorsey-Riverbend HOA (49.21 percent).

3) Downtown/Tarpon River Neighborhood Area Analysis District

The population of the Downtown/Tarpon River Neighborhood Area Analysis District is primarily White, Alone followed by Black or African-American (23.5 percent). An estimated 13.9 percent of the District's population is Hispanic or Latino. An estimated 35.2 percent of the District's population 25+ years of age has a bachelor's degree or higher.

The median household income of the District ranges from lows of \$21,702 and \$31,813 in the Census Block Groups that comprise the western sections of Sailboat Bend Civic Association to \$111,364 in the Block Group that represents the eastern section of Sailboat Bend. The more typical median household incomes in the District ranges from \$52,617 in the Riverside Park Residents Association to \$69,583 in the Tarpon River Civic Association. The Neighborhood District's employed population 16 years and older is primarily employed in management, business, science and art occupations (48.4 percent) and sales and office occupations (18.8 percent).

According to 2009-2013 ACS estimates, 38.1 percent (2,498 units) of the occupied housing units in the District are owner occupied. An estimated 61.9 percent of occupied units (3,962 units) in the District are renter-occupied. Of the District's total housing units, 17.9 percent (1,281 units) are vacant. The highest vacancy rate in the District (55.2 percent) is for seasonal, recreational or occasional use vacancies followed by rental vacancies (24.4 percent). Significantly, 59.4 percent (1,483 units) of the District's owner-occupied housing units are cost-burdened. The housing affordability analysis found significant homeowner "gaps" in most areas of the District. The largest affordability gap (\$222,545) is found in the western section of Sailboat Bend Civic Association where the median household income is \$21,702, and in the eastern section of Riverside Park Residents Association (\$200,958) where the median owner value (\$332,500) is the second highest in the District. Lower owner affordability gaps are found in the southern section of Tarpon River Civic Association where median household incomes are generally higher and median owner values generally lower than the District, as a whole. The analysis found several renter "gaps" in the District with the largest (\$397) in the western section of Sailboat Bend Civic Association where the median household income is \$21,702. Smaller renter affordability gaps exist in the eastern section of Riverside Park Residents Association (\$119) and Downtown Fort Lauderdale Civic Association (\$94).

According to CNT's 2015 estimates, the H+T Index in the Downtown/Tarpon River Neighborhood Area Analysis District ranges from a low of 45.00 percent in the Riverside Park Residents Association to 69.58 percent in the Tarpon River Civic Association. The Sailboat Bend Civic Association (54.46 percent) is also well above the 45 percent affordability benchmark.

BACKGROUND

The *City of Fort Lauderdale Affordable Housing and Economic Analysis* provides a current market perspective on the key demand and supply factors impacting the production and availability of affordable housing in the City of Fort Lauderdale. A basic premise of all housing markets is the need to create and maintain a “spectrum” of housing choice and opportunity for local residents. This axiom establishes that housing choice and needs differ in most communities due to a variety of factors including: household income, population age, proximity of employment and mere preference. A spectrum of owner and rental housing choice and opportunity is particularly important in supporting the range of income groups that reside in the City.

An understanding of the shifting demands for housing is critical for the creation of effective housing policies and strategies. The increasing demand for worker housing has magnified the importance of providing a wide spectrum of owner and renter choice and opportunity with respect to affordability, location and access to jobs.

Defining Affordable Housing and Measuring Affordability

Housing affordability is generally defined as the capacity of households to consume housing services and, specifically, the relationship between household incomes and prevailing housing prices and rents. The standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. This is also the standard definition for housing programs administered by the Department of Housing and Urban Development (HUD) and most state programs. However, this definition of housing affordability has its limitations because of the inability to determine whether households spend more than 30 percent of their income on housing by necessity or choice. Specifically, the definition does not consider that upper income and smaller households can afford to spend much more than 30 percent of their incomes on housing and still have enough income left over to satisfy other basic needs, whereas low income households that pay even 10 percent of their incomes on housing costs may be forced to forgo essential medical care and healthy food.

Affordability Indices

One measure of housing affordability is the cost of homeownership, commonly conveyed through housing affordability indices. These indices generally indicate that affordability increased substantially toward the end of the last decade, primarily as a result of lower interest rates during that period. A housing affordability index for an area brings together the price and the income elements that contribute to housing affordability. The following describes the most recognized affordability indices:

National Association of Realtors (NAR) Index

The most common index is that produced by the National Association of Realtors (NAR). The affordability index measures whether or not a typical family could qualify for a mortgage loan on a typical home. A typical home is defined as the national median-priced, existing single-family home as

calculated by NAR. The typical family is defined as one earning the median family income as reported by the U.S. Bureau of the Census. These components are used to determine if the median income family can qualify for a mortgage on a typical home. To interpret the indices, a value of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. An index above 100 signifies that family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment. For example, a composite Housing Affordability Index (HAI) of 120.0 means a family earning the median family income has 120 percent of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. An increase in the HAI, then, shows that this family is more able to afford the median priced home. The calculation assumes a down payment of 20 percent of the home price and it assumes a qualifying ratio of 25 percent. That means the monthly principal and interest (P&I) payment cannot exceed 25 percent of the median family monthly income.

Housing Opportunity Index

The National Association of Home Builders (NAHB) has developed a Housing Opportunity Index, which is defined as the share of homes affordable for median household incomes for each metropolitan statistical area (MSA). The NAHB Index has certain intuitive limitations, however, as housing affordability scores are generally more favorable in metropolitan areas that are also rated as “least desirable places to live” according to Places Rated Almanac (Brookings Institution, 2002). The “median house price-income ratio” used by the National Association of Realtors and other housing analysts is a key economic indicator in assessing local market trends and vitality.

Housing and Transportation Affordability Index

As noted above, housing affordability is generally defined as the capacity of households to consume housing services and, specifically, the relationship between household incomes and prevailing housing prices and rents. The standard HUD definition that households should spend no more than 30 percent of their income on housing costs is most frequently used by various units of government. However, a number of housing studies in recent years have shown a clear correlation between workforce housing demand and transportation costs. The critical link between housing and transportation costs has significant implications with respect to housing choice and affordability. Housing and transportation costs can severely limit a working household’s choice both in terms of housing and job location. Rising gas and overall transportation costs have significant impacts on both homeowners and renters. The location of affordable rental housing is particularly relevant as proximity to job centers and access to transit is vital to a renter dominated workforce principally comprised of low- and moderate income households.

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) demonstrates the inadequacy of traditional measures of housing cost burden. While housing alone is traditionally considered affordable when consuming no more than 30 percent of income, the H+T Index limits the combined costs of transportation and housing consuming to no more than 45 percent of household income. Why does this matter? According to CNT, a typical household’s transportation costs can range from 12 percent of household income in communities with compact development and access to transit options, to more than 32 percent in the far exurbs.

Methodology and Scope of Analysis

The *City of Fort Lauderdale Affordable Housing and Economic Analysis* provides an assessment of current housing market supply and demand conditions and trend analysis. The methodology provides several layers of population, economic and housing analysis based on population trends, employment and housing supply and demand. The study includes the following elements:

- **Population Characteristics:** This section provides a current assessment of the City of Fort Lauderdale's population trends including race and ethnicity, age and educational attainment values;
- **Economic Characteristics:** This section provides a current assessment of the City of Fort Lauderdale's economy including household income, poverty, labor force, occupations and commuter patterns;
- **Housing Supply and Demand Analysis:** This section analyzes the affordability levels of the City of Lauderdale's owner and renter housing based on current housing values in relation to household income.;
- **Neighborhood Analysis:** This section provides a drill down analysis at the neighborhood level of the same population, economic and housing supply and demand data as performed at the City level.

CITY AND COUNTY ANALYSIS

Population Change

According to recent 2009-2013 5-Year American Community Survey (ACS) estimates, the City of Fort Lauderdale has a current population of 168,603 residents. The City's population has increased by 10.8 percent (16,478 residents) since 2000 and by 0.8 percent (1,327 residents) since 2010. The population growth rate of the City has been slightly higher than Broward County during this period.

There are currently 71,749 households in the City which represents a 4.8 percent increase since 2000. Significantly, the number of households in the City has decreased by 7.3 percent (5,685) since 2009. The City's recent household loss is attributed to an 11.8 percent (4,482 households) decrease in family households. Overall, family households comprise 46.7 percent of all occupied units in the City down from 48.2 percent in 2000.

In comparison, Broward County experienced a 1.3 percent increase in households since 2000, but a 1.0 percent decrease (7,014) in total households since 2009. The County also had a slight decrease (756 households) in family households since 2009. Overall, family households comprise 63.1 percent of the County's total occupied households.

Table 1.1: City and County Population Comparisons

City of Fort Lauderdale		Broward County	
2000	152,125	2000	1,623,018
2010	167,276	2010	1,734,139
2011	166,712	2011	1,742,012
2012	167,370	2012	1,761,993
2013	168,603	2013	1,784,889
% Change 2010-2013	10.83%	% Change 2010-2013	9.97%

Source: US Census, ACS, (2013),(2012),(2011),(2010) 5-Year Estimates, 2000
SF1 100 percent data

Race and Ethnicity

The racial and ethnic composition of the City of Fort Lauderdale has been gradually changing since 2000. While the City's White Alone (50.9 percent) and Black or African American (30.9 percent) populations continue to comprise the largest shares of the City's racial composition, there has been a significant shift in the growth the racial groups. The city's White Alone population decreased by 2.6 percent since 2000 while the City's Black or African American population increased by 23.9 percent. Hispanic or Latinos of any race have been the fastest growing population, increasing by 81.2 percent (11,292 persons) since 2000. Hispanic or Latinos now comprise 14.9 percent of the City's population up from 9.1 percent in 2000.

The racial and ethnic composition of the City is fairly similar to that of Broward County, both in terms of composition and population shifts. The County has also experienced a decrease (1.3 percent) in its White alone population since 2000, but a more dramatic increase of 45.4 in its Black or African American population. Likewise, the County's Hispanic or Latino population has increased by 70 percent (190,280 persons) since 2000 and now comprise 25.9 percent of the County's population up from 16.7 percent in 2000.

Table 1.2(a): City and County Race and Ethnicity Comparisons, 2000

2000				
	City of Fort Lauderdale		Broward County	
Race	Total	%	Total	%
White alone	88,225	58.0%	1,145,287	70.6%
Black or African American alone	41,994	27.6%	333,304	20.5%
American Indian and Alaska Native alone	202	0.1%	3,867	0.2%
Asian alone	1,771	1.2%	36,581	2.3%
Native Hawaiian and Other Pacific Islander	34	0.0%	916	0.1%
Some other race alone	278	0.2%	278	0.0%
Two or more races:	5,727	3.8%	5,727	0.4%
Ethnicity				
Not Hispanic or Latino	38,231	90.9%	1,351,366	83.3%
Hispanic or Latino	13,894	9.1%	271,652	16.7%

Source: US Census, 2000 SF1 100 percent data

Table 1.2(b): City and County Race and Ethnicity Comparisons, 2013

	City of Fort Lauderdale		Broward County	
Race	Total	%	Total	%
White alone	85,878	50.9%	1,129,974	63.3%
Black or African American alone	52,058	30.9%	484,677	27.2%
American Indian and Alaska Native alone	208	0.1%	3,858	0.2%
Asian alone	1,965	1.2%	59,768	3.3%
Native Hawaiian and Other Pacific Islander	92	0.1%	1,056	0.1%
Some other race alone	571	0.3%	60,906	3.4%
Two or more races:	2,645	1.6%	44,650	2.5%
Ethnicity				
Not Hispanic or Latino	143,417	85.1%	1,323,497	74.2%
Hispanic or Latino	25,186	14.9%	461,932	25.9%

Source: US Census, ACS, 2013 5-Year Estimates

Age

According to 2009-2013 ACS estimates, the current median age of the City of Fort Lauderdale's population is 42.3 up from 39.6 in 2000. Significantly, however, is a 2.8 percent (1,617 persons) decrease in the City's prime age (20-44) worker population. The City's fastest growing (51.5 percent) age grouping is between 50-69 years of age.

Broward County's median age of 39.8 is significantly lower than the City of Fort Lauderdale. However, the County has also experienced a decrease of 0.6 percent (3,862 persons) in the prime age (20-44) worker population. Comparable to the City is the County's 40.7 percent (165,932 persons) growth in the 45-69 age grouping.

Table 1.3(a): City and County Age Comparisons, 2000

Age	City of Fort Lauderdale		Broward County	
	Total	%	Total	%
Total population	152,125		1,623,018	
Under 5 years	7,808	5.1%	102,176	6.3%
5 to 9 years	8,438	5.5%	110,088	6.8%
10 to 14 years	8,175	5.4%	109,640	6.8%
15 to 19 years	8,093	5.3%	93,135	5.7%
20 to 24 years	8,311	5.5%	81,477	5.0%
25 to 29 years	10,613	7.0%	105,627	6.5%
30 to 34 years	12,151	8.0%	124,397	7.7%
35 to 39 years	13,658	9.0%	147,284	9.1%
40 to 44 years	13,784	9.1%	138,144	8.5%
45 to 49 years	12,300	8.1%	117,153	7.2%
50 to 54 years	10,575	7.0%	97,244	6.0%
55 to 59 years	8,594	5.6%	75,914	4.7%
60 to 64 years	6,247	4.1%	60,330	3.7%
65 to 69 years	6,001	3.9%	56,973	3.5%
70 to 74 years	5,967	3.9%	59,644	3.7%
75 to 79 years	4,921	3.2%	56,476	3.5%
80 to 84 years	3,402	2.2%	44,869	2.8%
85 years and over	3,087	2.0%	42,447	2.6%
18 years and over	122,854	80.8%	1,241,557	76.5%
65 years and over	23,378	15.4%	260,409	16.0%
Median age (years)	40		38	

Source: US Census, 2000 SF4 Estimates

Table 1.3(b): City and County Age Comparisons- 2013

Age	City of Fort Lauderdale		Broward County	
	Total	%	Total	%
Total population	168,603		1,784,889	
Under 5 years	8,870	5.3%	105,197	5.9%
5 to 9 years	8,614	5.1%	104,146	5.8%
10 to 14 years	7,489	4.4%	114,123	6.4%
15 to 19 years	8,774	5.2%	114,029	6.4%
20 to 24 years	9,804	5.8%	109,360	6.1%
25 to 29 years	12,902	7.7%	117,203	6.6%
30 to 34 years	12,031	7.1%	116,066	6.5%
35 to 39 years	10,360	6.1%	117,393	6.6%
40 to 44 years	11,812	7.0%	133,045	7.5%
45 to 49 years	13,455	8.0%	142,033	8.0%
50 to 54 years	14,465	8.6%	136,990	7.7%
55 to 59 years	12,786	7.6%	117,502	6.6%
60 to 64 years	11,157	6.6%	98,636	5.5%
65 to 69 years	9,182	5.4%	78,385	4.4%
70 to 74 years	5,908	3.5%	55,101	3.1%
75 to 79 years	4,350	2.6%	43,695	2.4%
80 to 84 years	2,714	1.6%	39,501	2.2%
85 years and over	3,930	2.3%	42,484	2.4%
18 years and over	138,254	82.0%	1,390,222	77.9%
65 years and over	26,133	15.5%	305,838	14.5%
Median age (years)	42		40	

Source: US Census, ACS, 2013 5-Year Estimates

Educational Attainment

According to 2009-2013 ACS estimates, 43 percent of the City of Fort Lauderdale's population 25 years of age and over have some college or an associate's degree with 33 percent having a Bachelor's, graduate or professional degree. Significantly, the City's 25+ population with less than a high school diploma has decreased since 2000.

The City's overall educational attainment is generally similar to Broward County with respect to the percentages of the 25+ population with some college or higher degrees including a Bachelor's, graduate or professional degree. However, the percentages of the City's 25+ population with less than a high school diploma are somewhat higher than the County, as a whole.

Table 1.4(a): City and County Educational Attainment Comparisons- 2000

Educational Attainment	City of Fort Lauderdale	Broward County
Less than 9th grade	7.4%	5.4%
9th to 12th, no diploma	13.6%	12.6%
High school graduate (incl. equivalency)	24.3%	28.4%
Some college, no degree	20.5%	21.6%
Associate's degree	6.3%	7.5%
Bachelor's degree	17.5%	15.8%
Graduate or professional degree	10.4%	8.7%

Source: US Census, 2000 SF4 Estimates

Table 1.4(b): City and County Educational Attainment Comparisons- 2013

Educational Attainment	City of Fort Lauderdale	Broward County
Less than 9th grade	6.2%	5.2%
9th to 12th, no diploma	8.9%	7.0%
High school graduate (incl. equivalency)	25.1%	27.8%
Some college, no degree	19.0%	21.0%
Associate's degree	7.8%	9.1%
Bachelor's degree	20.5%	19.2%
Graduate or professional degree	12.5%	10.7%

Source: US Census, ACS, 2013 5-Year Estimates

Economic Characteristics

Median Household Income

According to 2009-2103 ACS estimates, the City of Fort Lauderdale's current median household income is \$49,119 which is 29.6 percent higher than 2000 (\$37,887). The City's median household income is 4.3 percent lower than Broward County's median household income of \$51,251.

Table 1.5: City and County Median Household Income Comparisons

Median Household Income		
	2000	2013
City of Fort Lauderdale	\$37,887	\$43,119
Broward County	\$41,691	\$51,251

Source: US Census, 2000 SF4 Estimates, ACS, 2013 5-Year Estimates

Poverty

According to 2009-2013 ACS estimates, 15.0 percent of families in the City of Fort Lauderdale and 20.6 percent of people had incomes in the past 12 months below the poverty level. Both the percentages of families and people whose income in the past 12 months was below the poverty level are significantly higher than in 2000.

In Broward County, the percentage of families and people whose income in the past 12 months is below the poverty level is lower than the City of Fort Lauderdale.

Table 1.6: City and County Poverty Rate Comparisons

Percentage of families & people whose income in the past 12 months is below the poverty level		
	2000	2013
City of Fort Lauderdale		
Families	13.8%	15.0%
People	17.7%	20.6%
Broward County		
Families	8.7%	10.9%
People	11.5%	14.3%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Labor Force

According to 2009-2013 ACS estimates, 65.2 percent (141,986 workers) of the City of Fort Lauderdale's population age 16 and over are in the labor force up from 61.3 percent (126,162 workers) in 2000. The current percentage of unemployed is 8.1 percent with 34.8 percent of the 16+ population not in the labor force.

Broward County has a slightly larger percentage (67.2) of the population 16+ in the labor force and similar percentages of unemployed (8.0 percent) and persons not in the labor force (32.8 percent). (Note: According to the Florida Department of Economic Opportunity (DEO), the April 2015 unemployment rate for Broward County was 4.8 percent).

Table 1.7(a): City and County Labor Force Comparisons, 2000

Labor Force	City of Fort Lauderdale	Broward County
In Labor Force	61.3%	62.7%
Civilian labor force	61.3%	62.6%
Employed	93.7%	59.2%
Unemployed	6.3%	3.3%
Not in labor force	38.7%	37.3%

Source: US Census, 2000 SF3 Estimates

Table 1.7(b): City and County Labor Force Comparisons, 2013

Labor Force	City of Fort Lauderdale	Broward County
In Labor Force	65.2%	67.2%
Civilian labor force	65.1%	67.1%
Employed	57.0%	59.1%
Unemployed	8.1%	8.0%
Not in labor force	34.8%	32.8%

Source: US Census, ACS, 2013 5-Year Estimates

The City of Fort Lauderdale's employed population 16 years and older is primarily employed in management, business, science and art occupations (36.6 percent), sales and office occupations (25.4 percent) and service occupations (21.4 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Commuter Characteristics

According to 2009-2013 ACS estimates, 57,052 (72.1 percent) City of Fort Lauderdale workers commute to work by car, truck or van and drove alone. Only 3,629 workers (4.6 percent) use public transportation, excluding taxicabs. The mean travel time to work is 24.3 minutes one way. The commuter patterns of the City's workers have remained essentially unchanged since 2000 though there has been a discernible uptick in the employed labor force 16+ that work at home, walk or use alternative means of transportation.

Housing Supply and Demand

Housing Inventory and Tenure

According to the most recent 2009-2013 5-Year American Community Survey (ACS) estimates, the City of Fort Lauderdale's housing inventory increased by 12,109 units (15 percent) since 2000. Growth in the City's total housing inventory was attributed to a 23.8 percent (6,605 units) increase in 1-unit, detached unit (single-family) structures and a 20.7 percent (4,991 units) increase of units in structures with 20 or more units. The percentage (36.9 percent) of Fort Lauderdale's inventory of detached, single-family units is less than Broward County (41.4 percent), as a whole. Conversely, the percentage (31.3 percent) of units in structures with 20 or more units is greater in Fort Lauderdale than Broward County (27.8 percent).

Table 1.8(a): City and County Housing Inventory Comparisons, 2000

Housing Inventory	City of Fort Lauderdale	Broward County
1-unit, detached	34.3%	40.9%
1-unit, attached	3.7%	7.7%
2 units	6.6%	2.7%
3 or 4 units	9.2%	4.5%
5 to 9 units	7.2%	5.5%
10 to 19 units	7.1%	7.2%
20 or more units	29.9%	27.5%
Mobile home	1.6%	3.6%
Boat, RV, van, etc.	0.5%	0.1%

Source: US Census, 2000 SF3 Estimates

Table 1.8(b): City and County Housing Inventory Comparisons, 2013

Housing Inventory	City of Fort Lauderdale	Broward County
1-unit, detached	36.9%	41.4%
1-unit, attached	4.9%	8.0%
2 units	5.6%	2.8%
3 or 4 units	7.5%	4.4%
5 to 9 units	6.0%	5.7%
10 to 19 units	6.6%	7.2%
20 or more units	31.3%	27.8%
Mobile home	1.1%	2.7%
Boat, RV, van, etc.	0.1%	0.0%

Source: US Census, ACS, 2013 5-Year Estimates

According to 2009-2013 5-Year American Community Survey (ACS) estimates, 77.2 percent (71,749 units) of the City of Fort Lauderdale's housing units are occupied. The City's occupied units are comprised of 38,944 (54.3 percent) owner units and 32,805 (45.7 percent) renter units. There are currently 21,140 vacant units in the City with an overall vacancy rate of 22.8 percent. The City's current vacancy rate represents a 71.4 percent (8,800 units) increase since 2000.

Housing Vacancies and Characteristics

An analysis of the City's "vacancy status characteristics" found the increase in the City's housing vacancies is largely due to the increasing number of "for seasonal, recreational, or occasional use" and "for rent" vacancies. Seasonal, recreation or occasional use vacancies have increased by 4,014 units (55 percent) from 2000-2013 with "for rent" vacancies increasing 1,016 units (40.1 percent). The City also had significant increases in the number of vacancies in the category of "other vacant" (3,404 units/331 percent). Vacancy increases in this category are generally attributed to some combination of newly constructed, not occupied units and/or an inventory of distressed properties. The City's vacancy status characteristics largely mirror that of Broward County. The County also experienced significant increases in for rent, for seasonable, recreational, or occasional use and all other vacancy categories since 2000.

Table 1.9: City of Fort Lauderdale Housing Vacancy Status

City of Fort Lauderdale			
Vacancy Status	2000	2013	% Change
Total Vacant Units	12,332	21,140	71.4%
For Rent	2,530	3,546	40.2%
For Sale Only	1,052	1,782	69.4%
Rented or Sold, Not occupied	659	1,092	65.7%
For Seasonal, Recreational, or Occasional Use	7,302	11,316	55.0%
All Other Vacant	789	3,404	331.4%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Housing Values

A basic premise of all housing markets is there should exist a spectrum of housing choice and opportunity for local residents. This axiom establishes that housing choice and needs differ in most communities due to a variety of factors, including: employment mix, household income, population age, proximity of employment and mere preference. Local housing and labor markets are inextricably linked to one another. Industries are served by local housing markets that provide choices and opportunities for both current and future workers. The level of affordable housing demand is largely determined by job growth and retention. Employment growth will occur through the retention and expansion of existing firms and new economic growth resulting from start-ups, spin-offs, and relocations to the City of Fort Lauderdale. Essentially, populations follow job growth and the demand for housing will be influenced by the location, type and wage levels of the City and Broward County with respect to future employment growth. The affordability component of housing demand, however, is based on local wages and salaries that are then translated into household incomes. Therefore, the availability of an existing supply of various housing types and price levels must be maintained to address the housing demand of the variety of occupations that comprise the local industrial base.

The "value" of owner-occupied housing units is an important determinant of housing accessibility and affordability. Housing values have fluctuated significantly in many housing markets during the past decade due initially to the 2004-2006 "housing bubble" and then followed by the subsequent collapse and economic recession. However, recent trends in the housing market in Broward County and South Florida show steady increases in the value of both owner and rental housing.

The Greater Fort Lauderdale Realtors March 2014-2015 year-over-year analysis of housing market activity in Broward County showed a significant uptick in the median sale prices of both traditional single-family and townhomes/condos. Traditional closed sales of single-family homes in March 2015 showed a \$320,000 median sale price and a 10.7 percent year-over-year increase. Traditional closed sales for townhomes/condos showed a \$140,000 median sale price and 7.7 percent year-over-year increase.

Table 1.10: Housing Sales

		March 2015	March 2014	% Change
Single-Family Homes				
Traditional	Closed Sales	1038	234	11.1%
	Median Sale Price	\$320,000	\$289,000	10.7%
Foreclosures/REO	Closed Sales	247	147	68.0%
	Median Sale Price	\$203,500	\$168,300	20.9%
Short Sale	Closed Sales	114	126	-9.5%
	Median Sale Price	\$210,000	\$213,000	-1.4%
Townhomes/Condos				
Traditional	Closed Sales	1199	1232	5.9%
	Median Sale Price	\$140,000	\$130,000	7.7%
Foreclosures/REO	Closed Sales	297	225	32.0%
	Median Sale Price	\$94,687	\$94,300	0.4%
Short Sale	Closed Sales	59	78	-24.4%
	Median Sale Price	\$1,000,000	\$106,500	-6.1%

Source: The Greater Fort Lauderdale Realtors March 2014-2015

According to Zillow's most recent (April 30, 2015) Fort Lauderdale Market Overview, the median sale price of a single-family home in the City was \$331,050. The median sale price of a 3-bedroom single-family home was \$372,000 and \$674,000 for a 4-bedroom.

According to 2009-2013 5-Year ACS estimates, the median value of an owner-occupied housing unit in the City of Fort Lauderdale is \$245,700. Based on these estimates, the current value of owner-occupied units in the City represents a 63.6 percent increase since 2000.

Table 1.11: City and County Median Housing Values

Median Housing Values		
	2000	2013
City of Fort Lauderdale		
Median Owner Value	\$150,100	\$245,700
Median Gross Rent	\$647	\$1,057
Broward County		
Median Owner Value	\$128,600	\$181,500
Median Gross Rent	\$757	\$1,171

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

A comparison of median monthly household income and median monthly owner costs is shown as a percentage that establishes overall affordability and level of cost burden. Housing affordability is generally defined as the capacity of households to consume housing services and, specifically, the relationship between household incomes and prevailing housing prices and rents. As previously noted, the standard most frequently used by various units of government is that households should spend no more than 30 percent of their income on housing costs. This is the standard definition for housing programs administered by the Department of Housing and Urban Development (HUD) and most state housing agencies. Owner and renter households paying excess of 30 percent of their income on housing costs are considered “cost burdened.”

According to 2009-2013 5-Year ACS estimates, owner-occupied housing units with a mortgage comprise 62.2 percent (23,885 owners) of the City of Fort Lauderdale’s total owner-occupied housing units. Significantly, 51.7 percent of current owner households with a mortgage pay in excess of 30 percent of their income on housing costs up from 37.6 percent in 2000. An additional 26.6 percent of owner households “without a mortgage” also pay in excess of 30 percent of their income on housing costs. The level of cost-burdened owner households with and without a mortgage in the City are similar to County-wide levels.

Table 1.12(a): City Cost Burdened Households

Cost Burdened Renter Households	City of Fort Lauderdale	
	2000	2013
Total renter occupied housing units that pay 30% or more of their household income on rent	42.4%	55.0%
Cost Burdened Owner Households	2000	
	2000	2013
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	43.7%	51.70%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Table 1.12(b): County Cost Burdened Households

Cost Burdened Renter Households	Broward County	
	2000	2013
Total renter occupied housing units that pay 30% or more of their household income on rent	43.6	61.0%
Cost Burdened Owner Households	2000	
	2000	2013
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	38.1%	51.5%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

According to 2009-2013 5-Year ACS estimates, there are 32,805 occupied housing units in the City of Fort Lauderdale paying rent (45.7 percent of all occupied units). The median monthly gross rent of all renter-occupied units in the City is \$1,057. The current rent price represents a 63.3 percent increase since 2000.

According to 2009-2013 5-Year ACS estimates, 55.0 percent (18,051 households) of the City of Fort Lauderdale's renter households are paying in excess of 30 percent of their incomes on housing costs. This represents a 39.7 percent (5,131 renters) increase in cost-burdened renter households in the City since 2000.

Housing Affordability

The following section provides a "housing affordability analysis" using the current 2009-2013 5-Year estimates of median household income and owner/renter values for the City of Fort Lauderdale. Income limits are set for the following household income categories:

- Extremely Low – 0-30% of Median = \$14,736
- Very Low – 31-50% of Median = \$24,560
- Low – 51-80% of Median = \$39,295
- Moderate – 81-100% of Median = \$49,119
- Middle 101-120% of Median = \$58,943

Using 2009-2013 5-Year ACS estimates, an owner and renter housing supply/demand analysis was performed for each of the five household income categories. For owner units, affordability of home purchase was calculated at the standard 2.5:1 median home value-to-median household income ratio. For renter units, affordability was calculated using the ≤ 30 percent of household income standard.

Table 1.13(a): City Owner Affordability Analysis

Fort Lauderdale						
	2000			2013		
Median Household Income (MHI)	\$37,887			\$49,119		
Median Owner-Occupied Value	\$150,100			\$245,700		
Household Income Categories	Income	Affordable Home Purchase Price	Gap/Surplus	Income	Affordable Home Purchase Price	Gap/Surplus
Extremely Low-Income (0-30% of MHI)	\$11,366	\$28,415	\$121,685	\$14,736	\$36,839	\$208,861
Very Low-Income (31-50% of MHI)	\$18,944	\$47,359	\$102,741	\$24,560	\$61,399	\$184,301
Low-Income (51-80% of MHI)	\$30,310	\$75,774	\$74,326	\$39,295	\$98,238	\$147,462
Moderate-Income (81-100% of MHI)	\$37,887	\$94,718	\$55,383	\$49,119	\$122,798	\$122,903
Middle-Income (101-120% of MHI)	\$45,464	\$113,661	\$36,439	\$58,943	\$147,357	\$98,343

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Table 1.13(b): County Owner Affordability Analysis

Broward County						
	2000			2013		
Median Household Income (MHI)	\$41,691			\$51,251		
Median Owner-Occupied Value	\$128,600			\$181,500		
Household Income Categories	Income	Affordable Home Purchase Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	\$12,507	\$31,268	\$97,332	\$15,375	\$38,438	\$143,062
Very Low-Income (31-50% of MHI)	\$20,846	\$52,114	\$76,486	\$25,626	\$64,064	\$117,436
Low-Income (51-80% of MHI)	\$33,353	\$83,382	\$45,218	\$41,001	\$102,502	\$78,998
Moderate-Income (81-100% of MHI)	\$41,691	\$104,228	\$24,373	\$51,251	\$128,128	\$53,373
Middle-Income (101-120% of MHI)	\$50,029	\$125,073	\$3,527	\$61,501	\$153,753	\$27,747

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

The housing affordability analysis for owner units in the City shows significant gaps within all household income categories including the “middle” household income category (101-120 percent of median). Affordability gaps within the “extremely” and “very low” household income categories are fairly normal as ownership opportunities within these lower income levels is cost prohibitive. However, large affordability gaps within the “moderate” and “middle” household income categories are significant and points to the general unavailability of owner units in the City to accommodate the price points of households earning less than 120 percent of median.

The housing supply and demand analysis for renter units in the City shows a significant gap in the supply of affordable renter units for “extremely” low income households, but sizeable gaps also within the price ranges of “moderate” and “upper” household income categories.

The affordability analysis of renter units in the City indicates growing and substantial affordability gaps for “Extremely Low” (\$689) and “Very Low” (\$443) income households earning below 50 percent of the City’s median household income. A significant affordability gap (\$75) also exists for “Low” income renter households earning between 51-80 percent of the median household income. Rent affordability in the City is similar to that of Broward County, as a whole, though affordability gaps are significantly greater in the County in the aforementioned household income categories.

Housing and Transportation Affordability Index

As previously noted, the Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household

income. According to CNT's 2015 estimates, both Broward County (65 percent) and the City of Fort Lauderdale (66 percent) have an H+T Index far above the 45 percent benchmark.

Table 1.14(a): City Renter Affordability Analysis

Fort Lauderdale						
	2000			2013		
Median Household Income (MHI)	\$37,887			\$49,119		
Median Gross Rent	\$647			\$1,057		
Household Income Categories	Income	Affordable Home Rent Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	\$11,366	\$284	\$363	\$14,736	\$368	\$689
Very Low-Income (31-50% of MHI)	\$18,944	\$474	\$173	\$24,560	\$614	\$443
Low-Income (51-80% of MHI)	\$30,310	\$758	\$111	\$39,295	\$982	\$75
Moderate-Income (81-100% of MHI)	\$37,887	\$947	\$300	\$49,119	\$1,228	\$171
Middle-Income (101-120% of MHI)	\$45,464	\$1,137	\$490	\$58,943	\$1,474	\$417

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Table 1.14(b): County Renter Affordability Analysis

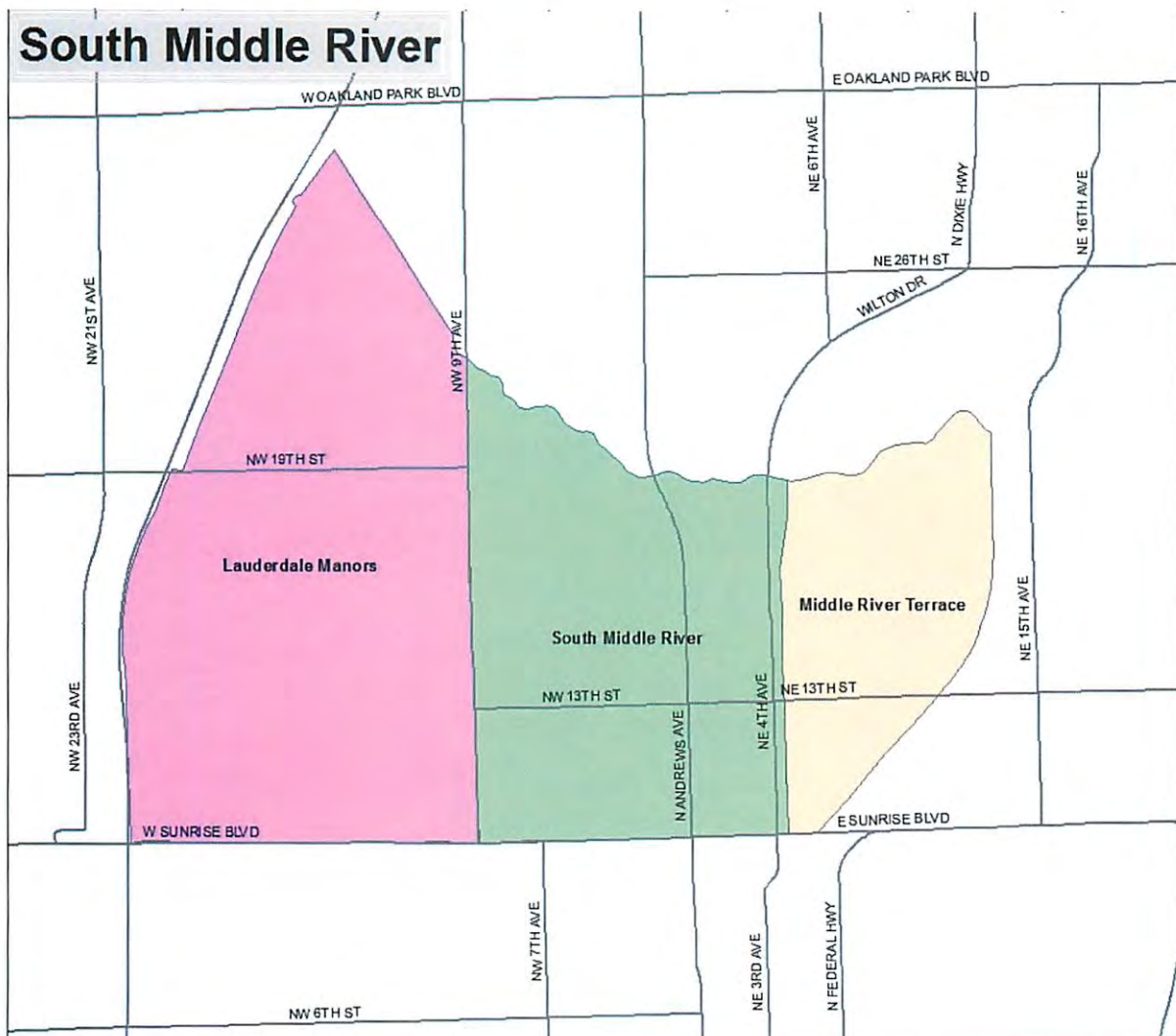
Broward County						
	2000			2013		
Median Household Income (MHI)	\$41,691			\$51,251		
Median Gross Rent	\$757			\$1,171		
Household Income Categories	Income	Affordable Rent Purchase Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	\$12,507	\$313	\$444	\$15,375	\$384	\$787
Very Low-Income (31-50% of MHI)	\$20,846	\$521	\$236	\$25,626	\$641	\$530
Low-Income (51-80% of MHI)	\$33,353	\$834	\$77	\$41,001	\$1,025	\$146
Moderate-Income (81-100% of MHI)	\$41,691	\$1,042	\$285	\$51,251	\$1,281	\$110
Middle-Income (101-120% of MHI)	\$50,029	\$1,251	\$494	\$61,501	\$1,538	\$367

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

NEIGHBORHOOD ANALYSIS

South Middle River Neighborhood Area Analysis District

The South Middle River Neighborhood Area Analysis District includes the Neighborhoods of Lauderdale Manors HOA, South Middle River Civic Association and Middle River Terrace Association. The District is bordered by the Middle River to the north; NE Flagler Drive to east; East Sunrise Boulevard to the south; and I-95 to the west. The District contains a significant amount of the City's population (20,059 residents) and housing units (7,888).



Population Characteristics

The population of the South Middle River Neighborhood Area Analysis District is primarily Black or African-American (72.2 percent) followed by White Alone (22.1 percent). Only 14.3 percent of the population 25+ years of age has a bachelor's degree or higher while 26.2 percent do not have a high school diploma. An estimated 75.1 percent (15,083 residents) of the District's population is over 18 years of age with 8.2 percent (1,654 residents) over 65.

The largest percentage (93.3 percent) of the District's Black or African American population reside in the Lauderdale Manors HOA. The largest percentages of Hispanic or Latino populations (16.3 percent) and Asian populations (5.3 percent) reside in the Middle River Terrace Association.

Both the youngest (under 19 years of age) concentration (32.7 percent) of residents and the oldest (65+ years of age) concentration (8.2 percent) reside in the Lauderdale Manors HOA. South Middle River Civic Association has the highest percentage (17.6 percent) of its population 25+ years of age with a bachelor's degree or higher in the District, while Lauderdale Manors HOA has the largest percentage (35.4 percent) of the resident population without a high school diploma.

Table 2.1: South Middle River Demographic Characteristics

Total Population		20,059
	Count	Percentage
Race		
White Alone	4,428	22.1%
Black or African American alone	14,480	72.2%
American Indian and Alaska Native	23	0.1%
Asian alone	230	1.1%
Native Hawaiian and Pacific Islander	-	0.0%
Some other race alone	525	2.6%
Two or more races	373	1.9%
Hispanic Ethnicity		
Not Hispanic or Latino	18,531	92.4%
Hispanic or Latino	1,528	7.6%
Age		
Under 5 years	1,451	7.2%
5 to 19 years	4,243	21.2%
20 to 34	4,500	22.4%
35 to 54 years	5,622	28.0%
55 and over	4,243	21.2%
18 and over	15,083	75.2%
65 and over	1,654	8.2%
Educational Attainment		
Population 25 years and over		12,840
Less than 9th grade	1,441	11.2%
9th to 12th, no diploma	1,921	15.0%
High school graduate (incl. equivalency)	4,870	37.9%
Some college, no degree	2,068	16.1%
Associate's degree	709	5.5%
Bachelor's degree	1,194	9.3%
Graduate or professional degree	637	5.0%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 6,513 households in the South Middle River Neighborhood Area Analysis District. The median household income of the Neighborhood District ranges from lows of \$15,469 in one of the Census Block Groups that represent Lauderdale manors HOA to \$41,250 in another Block Group in Lauderdale Manors. The more typical median household income in the District ranges from \$24,265 in western sections of the South Middle River Civic Association to \$39,745 in the northeastern section of South Middle River Civic Association.

According to 2009-2013 ACS estimates, 27.4 percent of families in the District (1,786 families) had incomes in the past 12 months below the poverty level. The highest percentages of families with incomes below the poverty level in the District are located in two Census Block Groups which represent the South Middle River Civic Association. In these Block Groups, the percentages of families with incomes below the poverty level are at 47.9 and 38.2 percent.

Table 2.2: South Middle River Economic Characteristics

Total Population	20,059	
Poverty Rate		
Total Households		
Families & people with income below the poverty level	1,786	27.4%
Percentage in Labor Force		
Total Population 16+	15,762	
Population in Labor Force	10,642	67.5%
Occupations		
Total Civilian employed population 16+	8,329	
Management, business, science, and arts	1,655	19.9%
Service occupations	2,971	35.7%
Sales and office occupations	2,279	27.4%
Natural resources, construction, and maintenance	561	6.7%
Production, transportation, and material moving	863	10.4%
Commute to Work		
Workers 16 years and over	8,102	
Car, truck, or van -- drove alone	5,469	67.5%
Car, truck, or van -- carpooled	923	11.4%
Public transportation (excluding taxicab)	883	10.9%
Walked	102	1.3%
Other means	453	5.6%
Worked at home	272	3.4%

Source: U.S. Census ACS 2013 5-year estimates

According to 2009-2013 ACS estimates, 67.5 percent of the population 16+ years of age in the District are in the labor force. The District's population 16 years and older is primarily employed in service occupations (35.7 percent) and sales and office occupations (27.4 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

According to 2009-2013 ACS estimates, 67.5 percent (5,469 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, van and drive alone. An estimated 11.3 percent carpool and 10.8 percent use public transportation.

Housing Supply and Demand

Table 2.3: South Middle River Housing Characteristics

Total Housing Units	7,888	
Housing Inventory	Count	Percentage
1-unit, detached	3,804	48.2%
1-unit, attached	446	5.7%
2 units	1,162	14.7%
3 or 4 units	1,043	13.2%
5 to 9 units	361	4.6%
10 to 19 units	395	5.0%
20 or more units	651	8.3%
Mobile home	26	0.3%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	6,607	
Owner-occupied	2,645	40.0%
Renter-occupied	3,962	60.0%
Vacant housing units	1,281	
Homeowner vacancy estimates	211	16.5%
Sold, Not Occupied	32	2.5%
Rental vacancy estimates	290	22.6%
Rented Not Occupied	37	2.9%
Vacancy for seasonal, recreational, or occasional use	220	17.2%
Other	491	38.3%

Source: U.S. Census ACS 2013 5-year estimates

According to 2009-2013 ACS estimates, 53.9 percent (4,250 units) of the South Middle River Neighborhood Area Analysis District's 7,882 unit housing supply are comprised of 1-unit, detached or attached units. Only 8.3 percent of the District's housing supply (651 units) are in structures of 20 or more units.

According to 2009-2013 ACS estimates, 60 percent (2,645 units) of the occupied housing units in the South Middle River Neighborhood Area Analysis District are owner occupied. An estimated 40 percent of occupied units (3,962 units) in the District are renter-occupied. Of the District's total housing units, 15.9 percent (1,281 units) are vacant. The highest vacancy rate (22.6 percent) in the District is for rental units followed by seasonal, recreational or occasional use vacancies (17.2 percent).

The median values of owner-occupied and renter-occupied housing units in the District vary significantly. The highest median owner values are found in Census Block Groups in the northeast section of South Middle River Civic Association (\$218,800) and northwest section of Middle River Terrace Association (\$217,900). The highest median gross rents (\$1,565) are found in Census Block Groups in the western and southern sections of Lauderdale Manors HOA. The lowest median owner value (\$79,500) is found in Lauderdale Manors HOA and the lowest median gross rent (\$895) is found in the southern section of Middle River Terrace Association.

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to 2009-2013 ACS estimates, 42.7 percent (1,129 units) of the District's owner-occupied housing units are cost-burdened and 65.9 percent (2,609) of renter-occupied units.

Table 2.4: South Middle River Cost Burdened Housing Characteristics

Cost Burdened Renter Households		
Total Renter Occupied Households	3,962	
Spending 30% or more of household income on rent	2,609	65.9%
Cost Burdened Owner Households		
Total Owner Occupied Households	2,645	
Spending 30% or more of household income on mortgage payments	1,129	42.7%

Source: U.S. Census ACS 2013 5-year estimates

The housing affordability analysis found significant "gaps" in most areas of the District. Owner affordability gaps are largest in District areas where median owner values are the highest, including the northwest section of Middle River Terrace Association (\$151,998) and the northeast section of South Middle River Civic Association (\$137,343). Lower owner affordability gaps are generally found in Lauderdale Manors HOA, including one Census Block Group where an affordability surplus of \$6,830 exists. The housing affordability analysis found substantial and widespread renter "gaps" in the District with the largest (\$655) in Lauderdale Manors. The second largest renter gap is in South Middle River Civic Association (\$568).

Table 2.5: South Middle River Affordability Analysis

Owner Affordability Gaps				
South Middle River	Lauderdale Manors	409.01	1	\$40,828.00
			2	\$21,175.00
		409.02	1	\$20,675.00
			2	\$6,730.00
	South Middle River	408.01	1	\$51,263.00
			2	\$36,138.00
		417.00	2	\$97,838.00
		408.02	1	\$137,343.00
	Middle River Terrace	408.02	2	\$151,998.00
408.02		3	\$94,210.00	
Renter Affordability Gaps				
South Middle River	Lauderdale Manors	409.01	1	\$526.28
			2	\$655.75
		409.02	1	\$379.75
			2	\$620.70
	South Middle River	408.01	1	\$568.63
			2	\$252.38
		417.00	2	\$356.38
		408.02	1	\$259.43
	Middle River Terrace	408.02	2	\$235.98
408.02		3	\$96.10	

Source: U.S. Census ACS 2013 5-year estimates

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, all of the neighborhoods in the South Middle River Neighborhood Analysis Area have an H+T Index above the 45 percent benchmark. The H+T Index ranges from a low of 51.09 percent in Lauderdale Manors HOA to 59.59 percent in South Middle River Civic Association.

The Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District includes the Neighborhoods of Dorsey-Riverbend HOA, Durrs Neighborhood Association, City View Townhomes Association, Home Beautiful Park Civic Association, Progresso Village and Flagler Village Associations. The District is bordered by East Sunrise Boulevard to the north; NE Fifth Terrace to the east; East Broward Boulevard to the south; and I-95 to the west. The District has a total population of 15,455 residents and 6,892 housing units.



Population Characteristics

The population of the Dorsey-Riverbend, Progresso/Flagler Villages Neighborhood Area Analysis District is primarily Black or African-American (71.4 percent) followed by White Alone (19.8 percent). An estimated 11.5 percent of the District's population is Hispanic or Latino. Only 16.4 percent of the population 25+ years of age has a bachelor's degree or higher while 30.1 percent do not have a high school diploma. An estimated 74.5 percent (11,527 residents) of the District's population is over 18 years of age with 7.1 percent (1,101 residents) over 65.

The largest percentage (90.8 percent) of the District's Black or African American population reside in the Durrs Neighborhood Association and Dorsey-Riverbend HOA (82.2 percent). The largest percentages of White Alone (53.3 percent) and Hispanic or Latino populations (37.7 percent) reside in the Flagler Village Association.

Table 2.1: Dorsey-Riverbend, Progresso/Flagler Villages Demographic Characteristics

Both the youngest (under 19 years of age) concentration (32.3 percent) of residents and the oldest (65+ years of age) concentration (10.0 percent) reside in the Dorsey-Riverbend HOA. Flagler Village Association has the highest percentage (36.9 percent) of its population 25+ years of age with a bachelor's degree or higher in the District, while Dorsey-Riverbend HOA has the largest percentage (26.4 percent) of the resident population without a high school diploma followed by Flagler Village Association (25.0 percent).

Total Population	15,455	
Race	Count	Percentage
White Alone	3,061	19.8%
Black or African American alone	11,033	71.4%
American Indian and Alaska Native	29	0.2%
Asian alone	20	0.1%
Native Hawaiian and Pacific Islander	-	0.0%
Some other race alone	1,015	6.6%
Two or more races	297	1.9%
Hispanic Ethnicity		
Not Hispanic or Latino	13,680	88.5%
Hispanic or Latino	1,775	11.5%
Age		
Under 5 years	1,122	7.3%
5 to 19 years	3,260	21.1%
20 to 34	3,695	23.9%
35 to 54 years	4,770	30.9%
55 and over	2,608	16.9%
18 and over	11,527	74.6%
65 and over	1,101	7.1%
Educational Attainment		
Population 25 years and over		9,860
Less than 9th grade	1,149	11.7%
9th to 12th, no diploma	1,811	18.4%
High school graduate (incl. equivalency)	2,713	27.5%
Some college, no degree	1,650	16.7%
Associate's degree	923	9.4%
Bachelor's degree	997	10.1%
Graduate or professional degree	617	6.3%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 5,720 households in the Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District. The median household income of the Neighborhood District ranges from lows of \$14,507 in one of the three Census Block Groups that represent the Durrs Neighborhood Association to \$54,281 in Flagler Village Association. The typical median household income in the District ranges from \$19,444 in Progresso Village Association to \$25,795 in Dorsey-Riverbend HOA.

According to 2009-2013 ACS estimates, 31.7 percent of families in the District (1,816 families) had incomes in the past 12 months below the poverty level. The highest percentages of families with incomes below the poverty level in the District are located in Census Block Groups which represent Progresso Village Association (58.3 percent) and Durrs Neighborhood Association (48.4 percent).

*Table 2.2: Dorsey-Riverbend, Progresso/ Flagler Villages
Economic Characteristics*

According to 2009-2013 ACS estimates, 66.3 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood Area District's employed population 16 years and older is primarily employed in service occupations (29.1 percent) followed by management, business, science and arts occupations (26.5 percent) and sales and office occupations (22.7 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

According to 2009-2013 ACS estimates, 58.0 percent (3,588 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, van and drive alone. An estimated 24.0 percent carpool and 9.8 percent use public transportation.

Total Population	15,455	
Poverty Rate		
Total Households	5,720	
Families & people with income below poverty level	1,816	31.7%
Percentage in Labor Force		
Total Population 16+	12,045	
Population in Labor Force	7,990	66.3%
Occupations		
Total Civilian employed population 16+	6,305	
Management, business, science, and arts	1,668	26.5%
Service	1,834	29.1%
Sales and office	1,434	22.7%
Natural resources, construction, and maintenance	766	12.1%
Production, transportation, and material moving	603	9.6%
Commute to Work		
Workers 16 years and over	6,181	
Car, truck, or van -- drove alone	3,588	58.0%
Car, truck, or van -- carpooled	1,489	24.1%
Public transportation (excluding taxicab)	609	9.9%
Walked	110	1.8%
Other means	241	3.9%
Worked at home	144	2.3%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to 2009-2013 ACS estimates, 70.3 percent (4,845 units) of the Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District's 6,892 unit housing supply are in multi-family structures of 3 or 4 units and more. An estimated 19.6 percent (1,351) of the District's housing units are in multi-family structures of 20 units or more. 1-unit, detached or attached units. Only 22.3 percent of the District's housing supply (1,542 units) are in 1-unit, detached or attached structures.

According to 2009-2013 ACS estimates, only 16.1 percent (1,919 units) of the occupied housing units in the Dorsey-Riverbend, Progresso/ Flagler Villages Analysis District are owner occupied. An estimated 83.9 percent of occupied units (4,801 units) in the District are renter-occupied. Of the District's total housing units, 17.0 percent (1,172 units) are vacant. The highest vacancy rate (50.1 percent) in the District is for rental units followed by "other" vacancies (25.5 percent).

*Table 2.3: Dorsey-Riverbend, Progresso/ Flagler Villages
Housing Characteristics*

The median values of owner-occupied and renter-occupied housing units in the District vary significantly. The highest median owner values are found in Census Block Groups in the northeast section of Dorsey-Riverbend HOA (\$215,600) and Flagler Village Association (\$190,900). The highest median gross rents (\$1,181) are found in Flagler Village Association and the western section of Durrs Neighborhood Association. The lowest median owner value (\$78,200) and the lowest median gross rent (\$682) are found in eastern section of Durrs Neighborhood Association.

Total Housing Units	6,892	
Housing Inventory	Count	Percentage
1-unit, detached	1,181	17.1%
1-unit, attached	361	5.2%
2 units	466	6.8%
3 or 4 units	1,798	26.1%
5 to 9 units	961	13.9%
10 to 19 units	735	10.7%
20 or more units	1,351	19.6%
Mobile home	39	0.6%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	5,720	
Owner-occupied	919	16.1%
Renter-occupied	4,801	
Vacant housing units	1,172	
Homeowner vacancy estimates	103	8.8%
Sold, Not Occupied	-	0.0%
Rental vacancy estimates	587	50.1%
Rented Not Occupied	85	7.3%
Vacancy for seasonal, recreational, or occasional use	98	8.4%
Other	299	25.5%

Source: U.S. Census ACS 2013 5-year estimates

*Table 2.4: Dorsey-Riverbend, Progresso/ Flagler Villages
Cost Burdened Housing Characteristics*

Cost Burdened Renter Households		
Total Renter Occupied Households	4,801	
Spending 30% or more of household income on rent	3,011	62.7%
Cost Burdened Owner Households		
Total Owner Occupied Households	919	
Spending 30% or more of household income on mortgage payments	541	58.9%

Source: U.S. Census ACS 2013 5-year estimates

According to 2009-2013 ACS estimates, 58.9 percent (541 units) of the District's owner-occupied housing units are cost-burdened and 62.7 percent (3,011) of renter-occupied units.

The housing affordability analysis found significant "gaps" in most areas of the District. The largest affordability gap (\$127,133) is found in the eastern section of Durrs Neighborhood Association where the median household income is \$14,507 and in the eastern section of Dorsey-Riverbend HOA (\$122,698) where the median owner value (\$215,600) is the highest in the District. Lower owner affordability gaps are found in the western section of Durrs Neighborhood Association (\$33,483) and Flagler Village Association (\$55,198).

The housing affordability analysis found several renter "gaps" in the District with the largest (\$501) in Durrs Neighborhood Association. Other significant renter gaps exist in sections of Progresso Village Association (\$422) and Dorsey-Riverbend HOA (\$310).

Table 2.5: Dorsey-Riverbend, Progresso/ Flagler Villages Affordability Analysis

Owner Affordability Gaps				
Dorsey-Riverbend, Progresso/Flagler Village	Durrs	414	1	\$33,483
		415	1	-
			2	\$127,133
			3	\$28,408
	Home Beautiful Park	see overlaps note below		
	Dorsey Riverbend	416	1	\$122,698
			2	\$106,563
			3	\$92,733
			4	\$86,513
	Progresso Village	417	3	-
		1	\$88,890	
City View	see overlaps			
Flagler Village	425	3	\$55,198	
Renter Affordability Gaps				
Dorsey-Riverbend, Progresso/Flagler Village	Durrs	414	1	\$326
		415	1	\$130
			2	\$501
			3	\$260
	Home Beautiful Park	see overlaps		
	Dorsey Riverbend	416	1	\$24
			2	\$226
			3	\$243
			4	\$310
	Progresso Village	417	3	\$246
		1	\$422	
City View	see overlaps			
Flagler Village	425	3	\$176	

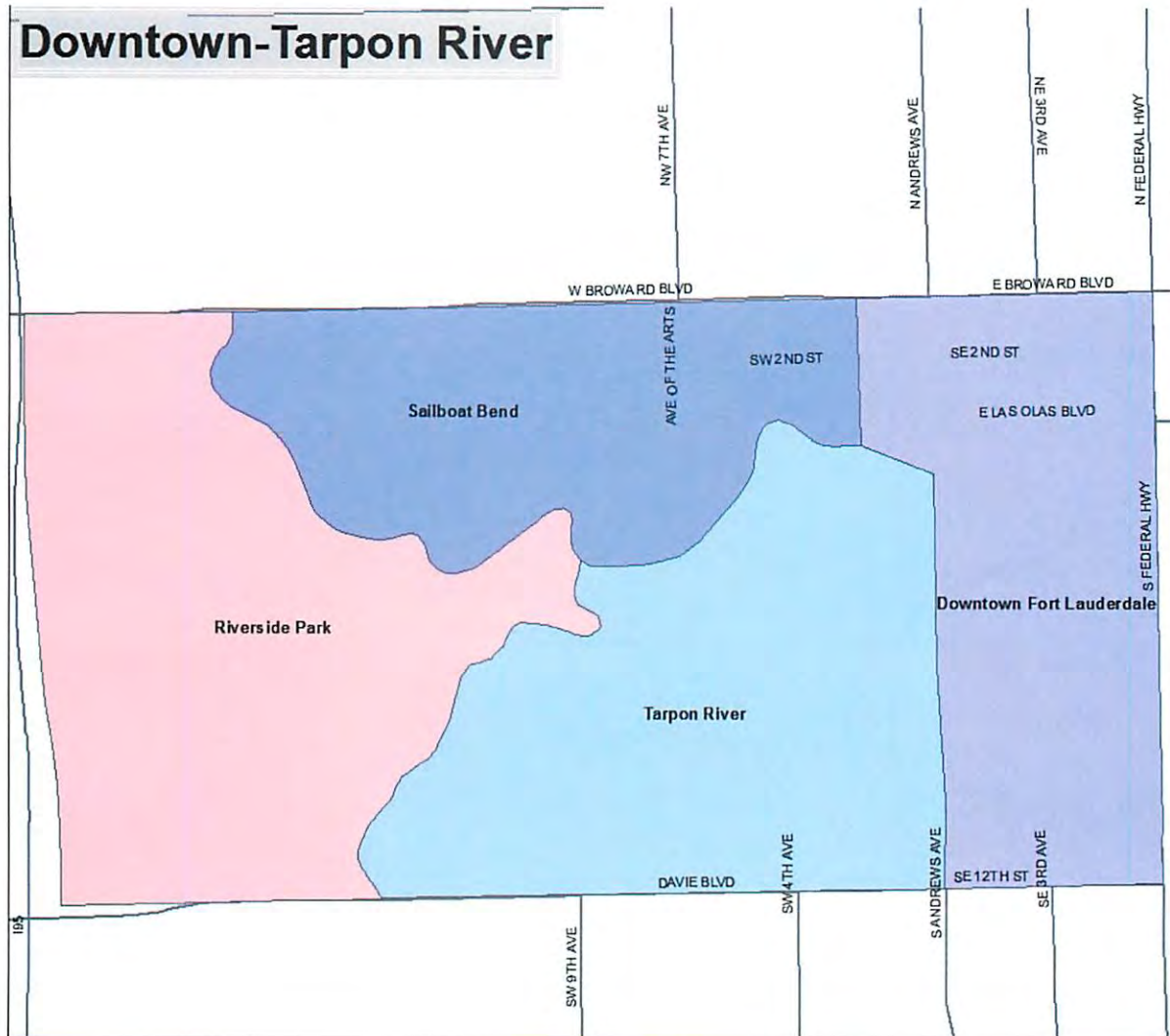
Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index in the Dorsey-Riverbend, Progresso/Flagler Villages Neighborhood Area Analysis District ranges from a low of 38.20 percent in the Durrs Neighborhood Association to 53.46 percent in the Flagler Village Association. All of the other neighborhoods in the District are below the 45 percent benchmark with the exception of Dorsey-Riverbend HOA (49.21 percent).

Downtown/Tarpon River Neighborhood Area Analysis District

The Downtown/Tarpon River Neighborhood Area Analysis District includes the Neighborhoods of Downtown Fort Lauderdale Civic Association, Tarpon River Civic Association, Sailboat Bend Civic Association and Riverside Park Residents Association. The District is bordered by East Broward Boulevard to the north; South Federal Highway to the east; Davie Boulevard to the south; and I-95 to the west. The District contains a total population of 13,268 residents and 7,974 housing units.



Population Characteristics

The population of the Downtown/Tarpon River Neighborhood Area Analysis District is primarily White, Alone followed by Black or African-American (23.5 percent). An estimated 13.9 percent of the District's population is Hispanic or Latino.

An estimated 35.2 percent of the District's population 25+ years of age has a bachelor's degree or higher, while only 13.2 percent do not have a high school diploma. An estimated 88.3 percent (11,727 residents) of the District's population is over 18 years of age with 10.0 percent (1,336 residents) over 65.

Table 3.1: Downtown/Tarpon River Demographic Characteristics

The largest percentage (93.3 percent) of the District's White, Alone population resides in the Sailboat Bend Civic Association (79.5 percent) and Downtown Fort Lauderdale Civic Association (58.7 percent). Both the largest percentages of Black or African American populations (53.2 percent) and Hispanic or Latino populations (20.3 percent) reside in the Riverside Park Residents Association.

Both the District's youngest (under 19 years of age) concentration (21.8 percent) of residents and oldest (65+ years of age) concentration (17.5 percent) resides in the Riverside Park Residents Association. The Sailboat Bend Civic Association has the highest percentage (44.0 percent) of its population 25+ years of age with a bachelor's degree of higher in the District, while Riverside Park Residents Association has the largest percentage (17.0 percent) of the resident population without a high school diploma.

Total Population	13,268	
Race	Count	Percentage
White Alone	9,323	70.3%
Black or African American alone	3,124	23.5%
American Indian and Alaska Native alone	22	0.2%
Asian alone	131	1.0%
Native Hawaiian and Pacific Islander	-	0.0%
Some other race alone	286	2.2%
Two or more races	382	2.9%
Hispanic Ethnicity		
Not Hispanic or Latino	11,420	86.1%
Hispanic or Latino	1,848	13.9%
Age		
Under 5 years	482	3.6%
5 to 19 years	1,292	9.7%
20 to 34	3,665	27.6%
35 to 54 years	4,438	33.4%
55 and over	3,391	25.6%
18 and over	11,727	88.4%
65 and over	1,336	10.1%
Educational Attainment		
Population 25 years and over	10,751	
Less than 9th grade	430	4.0%
9th to 12th, no diploma	992	9.2%
High school graduate (incl. equivalency)	2,498	23.2%
Some college, no degree	2,230	20.7%
Associate's degree	813	7.6%
Bachelor's degree	2,196	20.4%
Graduate or professional degree	1,592	14.8%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 6,550 households in the Downtown/Tarpon River Neighborhood Area Analysis District. The median household income of the District ranges from lows of \$21,702 and \$31,813 in the Census Block Groups that comprise the western sections of Sailboat Bend Civic Association to \$111,364 in the Block Group that represents the eastern section of Sailboat Bend. The more typical median household

income in the District ranges from \$52,617 in the Riverside Park Residents Association to \$69,583 in the Tarpon River Civic Association.

According to 2009-2013 ACS estimates, 19.3 percent of families in the District (1,265 families) had incomes in the past 12 months below the poverty level. The highest percentages of families with incomes below the poverty level in the District are located in the western sections of Sailboat Bend Civic Association (31 percent) and the Census Block Group that represents the western section of the Riverside Park Residents Association (28 percent).

According to 2009-2013 ACS estimates, 68 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood District's employed population 16 years and older is primarily employed in management, business, science and art occupations (48.4 percent) and sales and office occupations (18.8 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

According to 2009-2013 ACS estimates, 70.3 percent (4,674 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, van and drive alone. Only 4.5 percent of the District's workers use public transportation and 5.2 percent walk to work.

Housing Supply and Demand

According to 2009-2013 ACS estimates, 43.8 percent (3,493 units) of the Downtown/Tarpon River Neighborhood Area Analysis District's 7,974 unit housing supply are in multi-family structures of 20 units or more. Only 25.3 percent of the District's housing supply (2,015 units) are in 1-unit, detached or attached structures.

Table 3.2: Downtown/Tarpon River Economic Characteristics

Total Population	13,268	
Poverty Rate		
Total Households	6,550	
Families & people with income below poverty level	1,265	19.3%
Percentage in Labor Force		
Total Population 16+	14,657	
Population in Labor Force	9,974	68.0%
Occupations		
Total Civilian employed population 16+	6,925	
Management, business, science, and arts	3,351	48.4%
Service	972	14.0%
Sales and office	1,305	18.8%
Natural resources, construction, and maintenance	778	11.2%
Production, transportation, and material moving	519	7.5%
Commute to Work		
Workers 16 years and over	6,773	
Car, truck, or van -- drove alone	4,764	70.3%
Car, truck, or van -- carpooled	516	7.6%
Public transportation (excluding taxicab)	307	4.5%
Walked	356	5.3%
Other means	179	2.6%
Worked at home	651	9.6%

Source: U.S. Census ACS 2013 5-year estimates

According to 2009-2013 ACS estimates, 38.1 percent (2,498 units) of the occupied housing units in the Downtown/Tarpon River Neighborhood Area Analysis District are owner occupied. An estimated 61.9 percent of occupied units (3,962 units) in the District are renter-occupied. Of the District's total housing units, 17.9 percent (1,281 units) are vacant. The highest vacancy rate in the District (55.2 percent) is for seasonal, recreational or occasional use vacancies followed by rental vacancies (24.4 percent).

The median values of owner-occupied and renter-occupied housing units in the District vary significantly. The highest median owner values are found in Census Block Groups in the northeast section of Sailboat Bend Civic Association (\$432,600) and eastern section of Riverside Park Residents Association (\$332,500). The highest median gross rents (\$1,968) are found in Census Block Groups in the eastern section of Sailboat Bend Civic Association and the Downtown Fort Lauderdale Civic Association (\$1,621). The lowest median owner value (\$159,600) is found in the western section of Riverside Park Residents Association and the lowest median gross rent (\$818) is found in the western section of Sailboat Bend Civic Association.

Table 3.3: Downtown/Tarpon River Housing Characteristics

Total Housing Units		7,974
Housing Inventory	Count	Percentage
1-unit, detached	1,513	19.0%
1-unit, attached	502	6.3%
2 units	554	6.9%
3 or 4 units	1,192	14.9%
5 to 9 units	259	3.2%
10 to 19 units	415	5.2%
20 or more units	3,493	43.8%
Mobile home	14	0.2%
Boat, RV, van, etc.	32	0.4%
Housing Tenure		
Occupied housing units		6,550
Owner-occupied	2,498	38.1%
Renter-occupied	4,052	
Vacant housing units		1,424
Homeowner vacancy estimates	94	6.6%
Sold, Not Occupied	84	5.9%
Rental vacancy estimates	347	24.4%
Rented Not Occupied	-	0.0%
Vacancy for seasonal, recreational, or occasional use	786	55.2%
Other	113	7.9%

Source: U.S. Census ACS 2013 5-year estimates

Table 3.4: Downtown/Tarpon River Cost Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households		5,168
Spending 30% or more of household income on rent	523	10.1%
Cost Burdened Owner Households		
Total Owner Occupied Households		2,498
Spending 30% or more of household income on mortgage	1,483	59.4%

Source: U.S. Census ACS 2013 5-year estimates

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to 2009-2013 ACS estimates, 59.4 percent (1,483 units) of the District's owner-occupied housing units are cost-burdened and 10.1 percent (523 units) of renter-occupied units.

The housing affordability analysis found significant homeowner “gaps” in most areas of the District. The largest affordability gap (\$222,545) is found in the western section of Sailboat Bend Civic Association where the median household income is \$21,702, and in the eastern section of Riverside Park Residents Association (\$200,958) where the median owner value (\$332,500) is the second highest in the District. Lower owner affordability gaps are found in the southern section of Tarpon River Civic Association where median household incomes are generally higher and median owner values generally lower than the District, as a whole.

The housing affordability analysis found several renter “gaps” in the District with the largest (\$397) in the western section of Sailboat Bend Civic Association where the median household income is \$21,702. Smaller renter affordability gaps exist in the eastern section of Riverside Park Residents Association (\$119) and Downtown Fort Lauderdale Civic Association (\$94).

Table 3.5: Downtown/Tarpon River Affordability Analysis

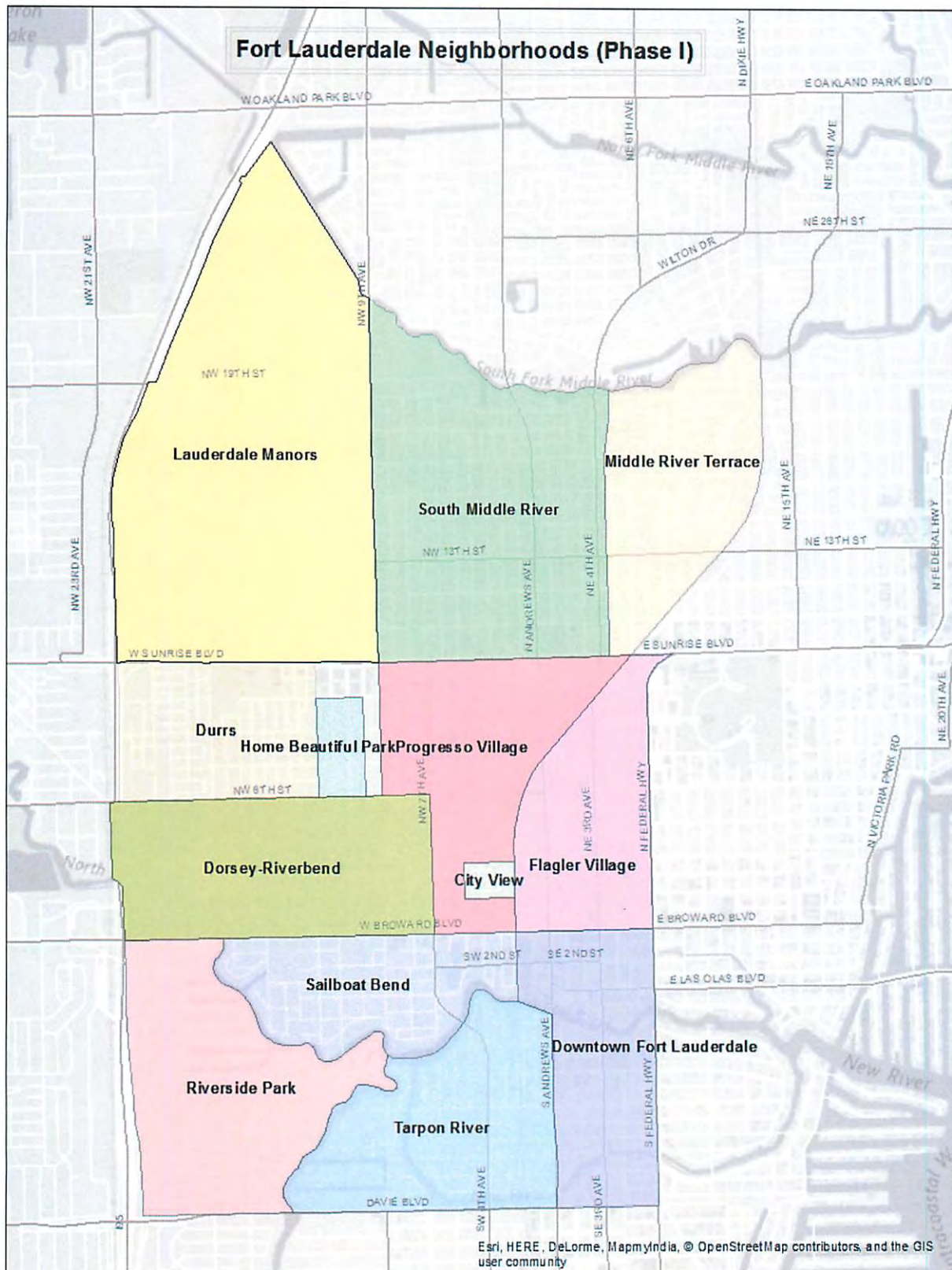
Owner Affordability Gaps				
Downtown Tarpon River	Riverside Park	427.00	3	\$80,068.00
			1	\$200,958.00
	Sailboat Bend	426.00	2	\$222,545.00
			3	\$189,213.00
		425.00	2	\$154,190.00
	Tarpon River	426.00	1	\$48,743.00
			4	\$63,508.00
			5	\$112,320.00
	Downtown Fort Lauderdale	425	1	\$131,895.00
Renter Affordability Gaps				
Downtown Tarpon River	Riverside Park	427.00	3	\$119.68
			1	\$436.43
	Sailboat Bend	426.00	2	\$397.45
			3	\$103.88
		425.00	2	\$816.10
	Tarpon River	426.00	1	\$435.58
			4	\$388.93
			5	\$709.80
	Downtown Fort Lauderdale	425	1	\$94.95

Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

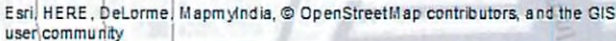
The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT’s 2015 estimates, the H+T Index in the Downtown/Tarpon River Neighborhood Area Analysis District ranges from a low of 45.00 percent in the Riverside Park Residents Association to 69.58 percent in the Tarpon River Civic Association. The Sailboat Bend Civic Association (54.46 percent) is also well above the 45 percent affordability benchmark.

APPENDIX: NEIGHBORHOOD COMPARISONS

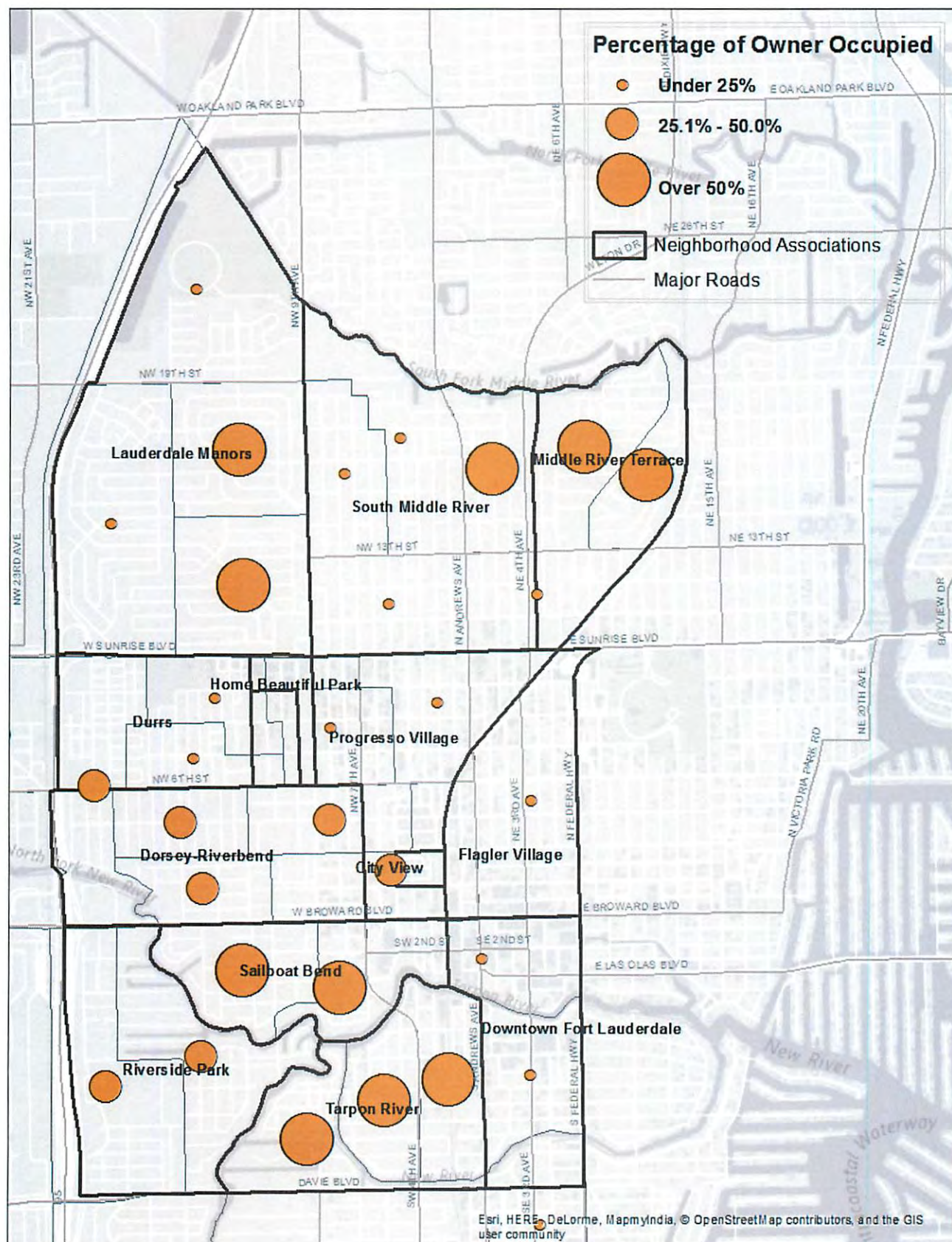


Demographic Characteristics						
Districts	South Middle River		Dorsey-Riverbend, Progresso/Flagler Village		Downtown Tarpon River	
Total Population	20,059		15,455		13,268	
	Count	%	Count	%	Count	%
Race						
White Alone	4,428	22.1%	3,061	19.8%	9,323	70.3%
Black or African American alone	14,480	72.2%	11,033	71.4%	3,124	23.5%
American Indian and Alaska Native alone	23	0.1%	29	0.2%	22	0.2%
Asian alone	230	1.1%	20	0.1%	131	1.0%
Native Hawaiian and Other Pacific Islander		0.0%		0.0%	-	0.0%
Some other race alone	525	2.6%	1,015	6.6%	286	2.2%
Two or more races	373	1.9%	297	1.9%	382	2.9%
Hispanic Ethnicity						
Not Hispanic or Latino	18,531	92.4%	13,680	88.5%	11,420	86.1%
Hispanic or Latino	1,528	7.6%	1,775	11.5%	1,848	13.9%
Age						
Under 5 years	1,451	7.2%	1,122	7.3%	482	3.6%
5 to 19 years	4,243	21.2%	3,260	21.1%	1,292	9.7%
20 to 34	4,500	22.4%	3,695	23.9%	3,665	27.6%
35 to 54 years	5,622	28.0%	4,770	30.9%	4,438	33.4%
55 and over	4,243	21.2%	2,608	16.9%	3,391	25.6%
18 and over	15,083	75.2%	11,527	74.6%	11,727	88.4%
65 and over	1,654	8.2%	1,101	7.1%	1,336	10.1%
Educational Attainment						
Population 25 years and over	12,840		9,860		10,751	
Less than 9th grade	1,441	11.2%	1,149	11.7%	430	4.0%
9th to 12th, no diploma	1,921	15.0%	1,811	18.4%	992	9.2%
High school graduate (incl. equivalency)	4,870	37.9%	2,713	27.5%	2,498	23.2%
Some college, no degree	2,068	16.1%	1,650	16.7%	2,230	20.7%
Associate's degree	709	5.5%	923	9.4%	813	7.6%
Bachelor's degree	1,194	9.3%	997	10.1%	2,196	20.4%
Graduate or professional degree	637	5.0%	617	6.3%	1,592	14.8%

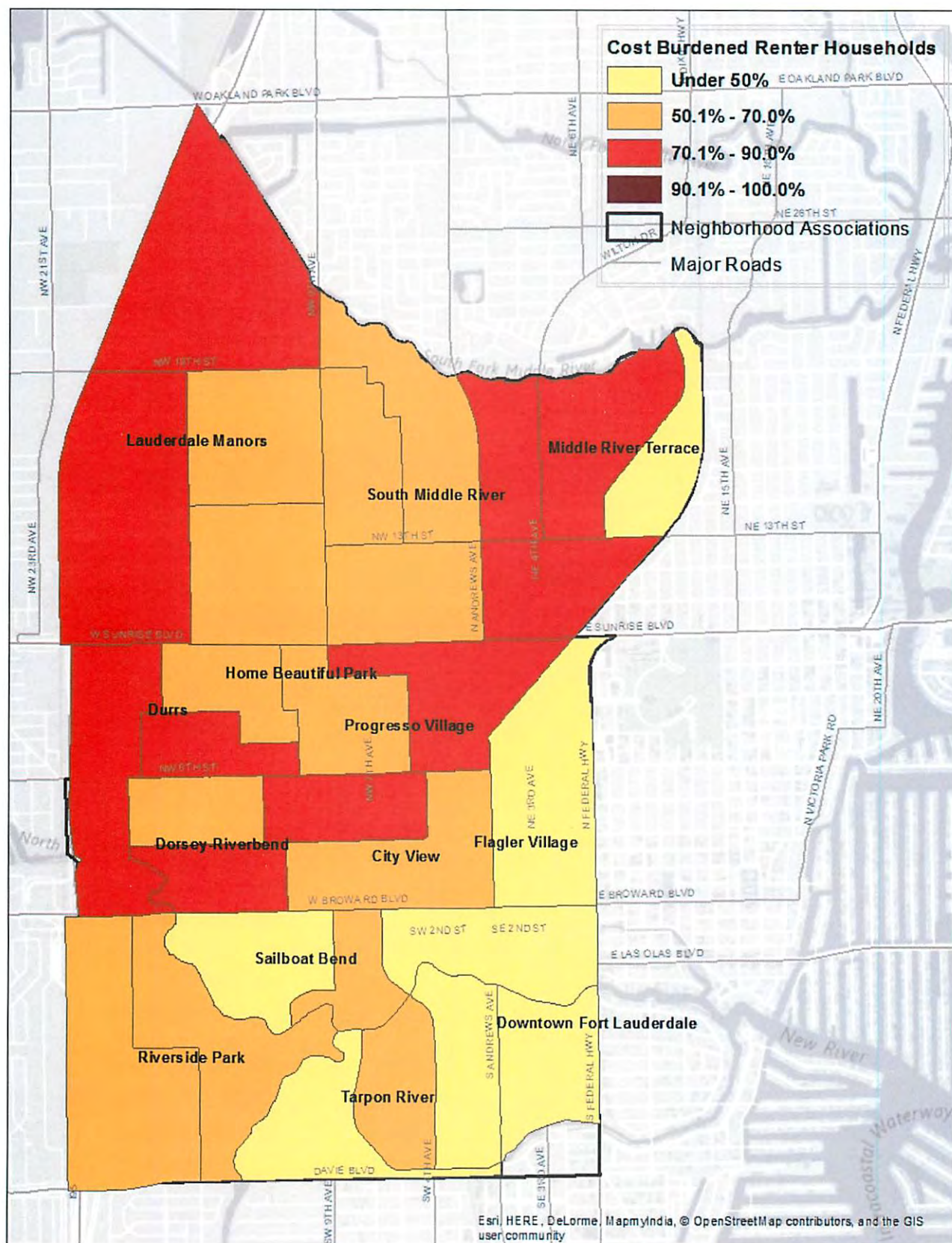
Economic Characteristics						
Districts	South Middle River		Dorsey-Riverbend, Progresso/Flagler Village		Downtown Tarpon River	
Total Population	20,059		15,455		13,268	
Poverty Rate						
Total Households	6,513		5,720		6,550	
Families & people whose income in the past 12 months is below the poverty level	1,786	27.4%	1,816	31.7%	1,265	19.3%
Percentage in Labor Force						
Total Population 16+	15762		12045		14657	
Population in Labor Force	10,642	67.5%	7,990	66.3%	9,974	68.0%
Occupations						
Total Civilian employed population 16+	8,329		6,305		6,925	
Management, business, science, and arts occupations	1,655	19.9%	1,668	26.5%	3,351	48.4%
Service occupations	2,971	35.7%	1,834	29.1%	972	14.0%
Sales and office occupations	2,279	27.4%	1,434	22.7%	1,305	18.8%
Natural resources, construction, and maintenance occupations	561	6.7%	766	12.1%	778	11.2%
Production, transportation, and material moving occupations	863	10.4%	603	9.6%	519	7.5%
Commute to Work						
Workers 16 years and over	8,102		6,181		6,773	
Car, truck, or van -- drove alone	5,469	67.5%	3,588	58.0%	4,764	70.3%
Car, truck, or van -- carpooled	923	11.4%	1,489	24.1%	516	7.6%
Public transportation (excluding taxicab)	883	10.9%	609	9.9%	307	4.5%
Walked	102	1.3%	110	1.8%	356	5.3%
Other means	453	5.6%	241	3.9%	179	2.6%
Worked at home	272	3.4%	144	2.3%	651	9.6%



Housing Characteristics						
Districts	South Middle River		Dorsey-Riverbend, Progresso/Flagler Village		Downtown Tarpon River	
Total Housing Units	7,888		6,892		7,974	
	Count	%	Count	%	Count	%
Housing Inventory						
1-unit, detached	3,804	48.2%	1,181	17.1%	1,513	19.0%
1-unit, attached	446	5.7%	361	5.2%	502	6.3%
2 units	1,162	14.7%	466	6.8%	554	6.9%
3 or 4 units	1,043	13.2%	1,798	26.1%	1,192	14.9%
5 to 9 units	361	4.6%	961	13.9%	259	3.2%
10 to 19 units	395	5.0%	735	10.7%	415	5.2%
20 or more units	651	8.3%	1,351	19.6%	3,493	43.8%
Mobile home	26	0.3%	39	0.6%	14	0.2%
Boat, RV, van, etc.	-	0.0%	-	0.0%	32	0.4%
Housing Tenure						
Occupied housing units	6,607		5,720		6,550	
Owner-occupied	2,645	40.0%	919	16.1%	2,498	38.1%
Renter-occupied	3,962	60.0%	4,801		4,052	
Vacant housing units	1,281		1,172		1,424	
Homeowner vacancy estimates	211	16.5%	103	8.8%	94	6.6%
Sold, Not Occupied	32	2.5%	-	0.0%	84	5.9%
Rental vacancy estimates	290	22.6%	587	50.1%	347	24.4%
Rented Not Occupied	37	2.9%	85	7.3%	-	0.0%
Vacancy for seasonal, recreational, or occasional use	220	17.2%	98	8.4%	786	55.2%
Other	491	38.3%	299	25.5%	113	7.9%



Housing Characteristics						
Districts	South Middle River		Dorsey-Riverbend, Progresso/Flagler Village		Downtown Tarpon River	
Cost Burdened Renter Households						
Total Renter Occupied Households	3,962		4,801		5,168	
Total renter occupied housing units that pay 30% or more of their household income on rent	2,609	65.9%	3,011	62.7%	523	10.1%
Cost Burdened Owner Households						
Total Owner Occupied Households	2,645		919		2,498	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	1,129	42.7%	541	58.9%	1,483	59.4%



Housing Characteristics				
Owner Affordability Analysis				
District	Neighborhood	Census Tract	Block Group	Affordability Gap
South Middle River	Lauderdale Manors	409.01	1	\$40,828.00
			2	\$21,175.00
		409.02	1	\$20,675.00
			2	\$6,730.00
	South Middle River	408.01	1	\$51,263.00
			2	\$36,138.00
		417.00	2	\$97,838.00
		408.02	1	\$137,343.00
	Middle River Terrace	408.02	2	\$151,998.00
		408.02	3	\$94,210.00
Dorsey-Riverbend, Progress/Flagler Villages	Durrs	414	1	\$33,483
			1	-
		415	2	\$127,133
			3	\$28,408
	Home Beautiful Park	see overlaps		
	Dorsey Riverbend	416	1	\$122,698
			2	\$106,563
			3	\$92,733
			4	\$86,513
	Progresso Village	417	3	-
			1	\$88,890
	City View	see overlaps		
	Flagler Village	425	3	\$55,198
Downtown Tarpon River	Riverside Park	427.00	3	\$80,068.00
			1	\$200,958.00
	Sailboat Bend	426.00	2	\$222,545.00
			3	\$189,213.00
		425.00	2	\$154,190.00
	Tarpon River	426.00	1	\$48,743.00
			4	\$63,508.00
			5	\$112,320.00
	Downtown Fort	425	1	\$131,895.00



Housing Characteristics				
Renter Affordability Analysis				
District	Neighborhood	Census Tract	Block	Affordability Gap
South Middle River	Lauderdale Manors	409.01	1	\$526.28
			2	\$655.75
		409.02	1	\$379.75
			2	\$620.70
	South Middle River	408.01	1	\$568.63
			2	\$252.38
		417.00	2	\$356.38
		408.02	1	\$259.43
	Middle River Terrace	408.02	2	\$235.98
		408.02	3	\$96.10
Dorsey-Riverbend, Progress/Flagler Villages	Durrs	414	1	\$326
			1	\$130
		415	2	\$501
			3	\$260
	Home Beautiful Park	see overlaps		
	Dorsey Riverbend	416	1	\$24
			2	\$226
			3	\$243
			4	\$310
	Progreso Village	417	3	\$246
	City View	see overlaps		
	Flagler Village	425	3	\$176
Downtown Tarpon River	Riverside Park	427.00	3	\$119.68
			1	\$436.43
	Sailboat Bend	426.00	2	\$397.45
			3	\$103.88
		425.00	2	\$816.10
	Tarpon River	426.00	1	\$435.58
			4	\$388.93
			5	\$709.80
	Downtown Fort	425	1	\$94.95

Draft
**Affordable Housing
and Economic Analysis**

**City of Fort Lauderdale,
Florida**

August 2015

Phase II

Table of Contents

BACKGROUND	1
CITY AND COUNTY ANALYSIS	4
NEIGHBORHOOD ANALYSIS	18
 APPENDIX: NEIGHBORHOOD COMPARISONS	 77

Tables

<i>Table 1.1: City and County Population Comparisons</i>	<i>4</i>
<i>Table 1.2(a): City and County Race and Ethnicity Comparisons, 2000</i>	<i>5</i>
<i>Table 1.2(b): City and County Race and Ethnicity Comparisons, 2013</i>	<i>5</i>
<i>Table 1.3(a): City and County Age Comparisons, 2000</i>	<i>6</i>
<i>Table 1.3(b): City and County Age Comparisons- 2013</i>	<i>7</i>
<i>Table 1.4(a): City and County Educational Attainment Comparisons- 2000</i>	<i>8</i>
<i>Table 1.4(b): City and County Educational Attainment Comparisons- 2013</i>	<i>8</i>
<i>Table 1.5: City and County Median Household Income Comparisons</i>	<i>9</i>
<i>Table 1.6: City and County Poverty Rate Comparisons</i>	<i>9</i>
<i>Table 1.7(a): City and County Labor Force Comparisons, 2000</i>	<i>10</i>
<i>Table 1.7(b): City and County Labor Force Comparisons, 2013</i>	<i>10</i>
<i>Table 1.8(a): City and County Housing Inventory Comparisons, 2000</i>	<i>11</i>
<i>Table 1.8(b): City and County Housing Inventory Comparisons, 2013</i>	<i>11</i>
<i>Table 1.9: City of Fort Lauderdale Housing Vacancy Status</i>	<i>12</i>
<i>Table 1.10: Housing Sales</i>	<i>13</i>
<i>Table 1.11: City and County Median Housing Values</i>	<i>13</i>
<i>Table 1.12(a): City Cost Burdened Households</i>	<i>14</i>
<i>Table 1.12(b): County Cost Burdened Households</i>	<i>14</i>
<i>Table 1.13(a): City Owner Affordability Analysis</i>	<i>15</i>
<i>Table 1.13(b): County Owner Affordability Analysis</i>	<i>16</i>
<i>Table 1.14(a): City Renter Affordability Analysis</i>	<i>17</i>
<i>Table 1.14(b): County Renter Affordability Analysis</i>	<i>17</i>

<i>Table 2.1: Palm Aire Demographic Characteristics</i>	19
<i>Table 2.2: Palm Aire Economic Characteristics</i>	20
<i>Table 2.3: Palm Aire Housing Characteristics</i>	21
<i>Table 2.4: Palm Aire Cost-Burdened Households</i>	21
<i>Table 3.1: Twinlakes Demographic Characteristics</i>	24
<i>Table 3.2: Twinlakes Economic Characteristics</i>	25
<i>Table 3.3: Twinlakes Housing Characteristics</i>	26
<i>Table 3.4: Twinlakes Cost-Burdened Households</i>	27
<i>Table 3.5: Twinlakes Affordability Analysis</i>	27
<i>Table 4.1: Coral Ridge North-Imperial Point Demographic Characteristics</i>	29
<i>Table 4.2: Coral Ridge North-Imperial Point Economic Characteristics</i>	30
<i>Table 4.3: Coral Ridge North-Imperial Point Housing Characteristics</i>	31
<i>Table 4.4: Coral Ridge North-Imperial Point Cost-Burdened Households</i>	32
<i>Table 4.5: Coral Ridge North-Imperial Point Affordability Analysis</i>	33
<i>Table 5.1: Coral Ridge South-Lauderdale Beach Demographic Characteristics</i>	36
<i>Table 5.2: Coral Ridge South-Lauderdale Beach Economic Characteristics</i>	37
<i>Table 5.3: Coral Ridge South-Lauderdale Beach Housing Characteristics</i>	38
<i>Table 5.4: Coral Ridge South-Lauderdale Beach Cost-Burdened Households</i>	39
<i>Table 5.5: Coral Ridge South-Lauderdale Beach Affordability Analysis</i>	40
<i>Table 6.1: Poinsetta Heights/Victoria Park/Colee Hammock Demographic Characteristics</i>	42
<i>Table 6.2: Poinsetta Heights/Victoria Park/Colee Hammock Economic Characteristics</i>	43
<i>Table 6.3: Poinsetta Heights/Victoria Park/Colee Hammock Housing Characteristics</i>	44
<i>Table 6.4: Poinsetta Heights/Victoria Park/Colee Hammock Cost- Burdened Households</i>	45
<i>Table 6.5: Poinsetta Heights/Victoria Park/Colee Hammock Affordability Analysis</i>	46
<i>Table 7.1: Las Olas / Seven Isles Demographic Characteristics</i>	48
<i>Table 7.2: Las Olas / Seven Isles Economic Characteristics</i>	49
<i>Table 7.3: Las Olas / Seven Isles Housing Characteristics</i>	50
<i>Table 7.4: Las Olas / Seven Isles Cost-Burdened Households</i>	51
<i>Table 7.5: Las Olas / Seven Isles Affordability Analysis</i>	52
Table 8.1: Haror Beach Demographic Characteristics	54
<i>Table 8.2: Harbor Beach Economic Characteristics</i>	55
<i>Table 8.3: Harbor Beach Housing Characteristics</i>	56

<i>Table 8.4: Harbor Beach Cost-Burdened Households</i>	<i>57</i>
<i>Table 8.5: Harbor Beach Affordability Analysis.....</i>	<i>58</i>
<i>Table 9.1: The Poinciana Park/Croissant/River Oaks/Rio Vista Demographic Characteristics</i>	<i>60</i>
<i>Table 9.2: Poinciana Park / Croissant / River Oaks / Rio Vista Economic Characteristics</i>	<i>61</i>
<i>Table 9.3: Poinciana Park/Croissant/River Oaks/Rio Vista Housing Characteristics</i>	<i>62</i>
<i>Table 9.4: Poinciana Park/Croissant/River Oaks/Rio Vista Cost-Burdened Households</i>	<i>63</i>
<i>Table 9.5: Poinciana Park/Croissant/River Oaks/Rio Vista Affordability Analysis</i>	<i>64</i>
<i>Table 10.1: Sunset/ Lauderdale Isles / Flamingo Park Demographic Characteristics.....</i>	<i>67</i>
<i>Table 10.2: Sunset / Lauderdale Isles / Flamingo Park Economic Characteristics.....</i>	<i>68</i>
<i>Table 10.3: Sunset / Lauderdale Isles / Flamingo Park Housing Characteristics</i>	<i>69</i>
<i>Table 10.4: Sunset / Lauderdale Isles / Flamingo Park Burdened Housing Characteristics</i>	<i>69</i>
<i>Table 10.5: Sunset / Lauderdale Isles / Flamingo Park Affordability Analysis</i>	<i>71</i>
<i>Table 11.1: Melrose / Riverland Demographic Characteristics</i>	<i>73</i>
<i>Table 11.2: Melrose / Riverland Economic Characteristics</i>	<i>74</i>
<i>Table 11.3: Melrose / Riverland Housing Characteristics.....</i>	<i>75</i>
<i>Table 11.4: Melrose/ Riverland Cost-Burdened Households</i>	<i>75</i>
<i>Table 11.5: Melrose / Riverland Affordability Analysis.....</i>	<i>76</i>



BACKGROUND

The *City of Fort Lauderdale Affordable Housing and Economic Analysis* provides a current market perspective on the key demand and supply factors impacting the production and availability of affordable housing in the City of Fort Lauderdale. A basic premise of all housing markets is the need to create and maintain a “spectrum” of housing choice and opportunity for local residents. This axiom establishes that housing choice and needs differ in most communities due to a variety of factors including: household income, population age, proximity of employment and mere preference. A spectrum of owner and rental housing choice and opportunity is particularly important in supporting the range of income groups that reside in the City.

An understanding of the shifting demands for housing is critical for the creation of effective housing policies and strategies. The increasing demand for worker housing has magnified the importance of providing a wide spectrum of owner and renter choice and opportunity with respect to affordability, location and access to jobs.

Defining Affordable Housing and Measuring Affordability

Housing affordability is generally defined as the capacity of households to consume housing services and, specifically, the relationship between household incomes and prevailing housing prices and rents. The standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care. This is also the standard definition for housing programs administered by the Department of Housing and Urban Development (HUD) and most state programs. However, this definition of housing affordability has its limitations because of the inability to determine whether households spend more than 30 percent of their income on housing by necessity or choice. Specifically, the definition does not consider that upper income and smaller households can afford to spend much more than 30 percent of their incomes on housing and still have enough income left over to satisfy other basic needs, whereas low income households that pay even 10 percent of their incomes on housing costs may be forced to forgo essential medical care and healthy food.

Affordability Indices

One measure of housing affordability is the cost of homeownership, commonly conveyed through housing affordability indices. These indices generally indicate that affordability increased substantially toward the end of the last decade, primarily as a result of lower interest rates during that period. A housing affordability index for an area brings together the price and the income elements that contribute to housing affordability. The following describes the most recognized affordability indices:

National Association of Realtors (NAR) Index

The most common index is that produced by the National Association of Realtors (NAR). The affordability index measures whether or not a typical family could qualify for a mortgage loan on a

typical home. A typical home is defined as the national median-priced, existing single-family home as calculated by NAR. The typical family is defined as one earning the median family income as reported by the U.S. Bureau of the Census. These components are used to determine if the median income family can qualify for a mortgage on a typical home. To interpret the indices, a value of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. An index above 100 signifies that family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment. For example, a composite Housing Affordability Index (HAI) of 120.0 means a family earning the median family income has 120 percent of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. An increase in the HAI, then, shows that this family is more able to afford the median priced home. The calculation assumes a down payment of 20 percent of the home price and it assumes a qualifying ratio of 25 percent. That means the monthly principal and interest (P&I) payment cannot exceed 25 percent of the median family monthly income.

Housing Opportunity Index

The National Association of Home Builders (NAHB) has developed a Housing Opportunity Index, which is defined as the share of homes affordable for median household incomes for each metropolitan statistical area (MSA). The NAHB Index has certain intuitive limitations, however, as housing affordability scores are generally more favorable in metropolitan areas that are also rated as “least desirable places to live” according to Places Rated Almanac (Brookings Institution, 2002). The “median house price-income ratio” used by the National Association of Realtors and other housing analysts is a key economic indicator in assessing local market trends and vitality.

Housing and Transportation Affordability Index

As noted above, housing affordability is generally defined as the capacity of households to consume housing services and, specifically, the relationship between household incomes and prevailing housing prices and rents. The standard HUD definition that households should spend no more than 30 percent of their income on housing costs is most frequently used by various units of government. However, a number of housing studies in recent years have shown a clear correlation between workforce housing demand and transportation costs. The critical link between housing and transportation costs has significant implications with respect to housing choice and affordability. Housing and transportation costs can severely limit a working household’s choice both in terms of housing and job location. Rising gas and overall transportation costs have significant impacts on both homeowners and renters. The location of affordable rental housing is particularly relevant as proximity to job centers and access to transit is vital to a renter dominated workforce principally comprised of low- and moderate income households.

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) demonstrates the inadequacy of traditional measures of housing cost burden. While housing alone is traditionally considered affordable when consuming no more than 30 percent of income, the H+T Index limits the combined costs of transportation and housing consuming to no more than 45 percent of household income. Why does this matter? According to CNT, a typical household’s transportation costs can range from 12 percent of household income in communities with compact development and access to transit options, to more than 32 percent in the far exurbs.

Methodology and Scope of Analysis

The *City of Fort Lauderdale Affordable Housing and Economic Analysis* provides an assessment of current housing market supply and demand conditions and trend analysis. The methodology provides several layers of population, economic and housing analysis based on population trends, employment and housing supply and demand. The study includes the following elements:

- **Population Characteristics:** This section provides a current assessment of the City of Fort Lauderdale's population trends including race and ethnicity, age and educational attainment values;
- **Economic Characteristics:** This section provides a current assessment of the City of Fort Lauderdale's economy including household income, poverty, labor force, occupations and commuter patterns;
- **Housing Supply and Demand Analysis:** This section analyzes the affordability levels of the City of Lauderdale's owner and renter housing based on current housing values in relation to household income.;
- **Neighborhood Analysis:** This section provides a drill down analysis at the neighborhood level of the same population, economic and housing supply and demand data as performed at the City level.

CITY AND COUNTY ANALYSIS

A. Population Characteristics

Population Change

According to recent 2009-2013 5-Year American Community Survey (ACS) estimates, the City of Fort Lauderdale has a current population of 168,603 residents. The City's population has increased by 10.8 percent (16,478 residents) since 2000 and by 0.8 percent (1,327 residents) since 2010. The population growth rate of the City has been slightly higher than Broward County during this period.

There are currently 71,749 households in the City which represents a 4.8 percent increase since 2000. Significantly, the number of households in the City has decreased by 7.3 percent (5,685) since 2009. The City's recent household loss is attributed to an 11.8 percent (4,482 households) decrease in family households. Overall, family households comprise 46.7 percent of all occupied units in the City down from 48.2 percent in 2000.

In comparison, Broward County experienced a 1.3 percent increase in households since 2000, but a 1.0 percent decrease (7,014) in total households since 2009. The County also had a slight decrease (756 households) in family households since 2009. Overall, family households comprise 63.1 percent of the County's total occupied households.

Table 1.1: City and County Population Comparisons

City of Fort Lauderdale		Broward County	
2000	152,125	2000	1,623,018
2010	167,276	2010	1,734,139
2011	166,712	2011	1,742,012
2012	167,370	2012	1,761,993
2013	168,603	2013	1,784,889
% Change 2010-2013	10.83%	% Change 2010-2013	9.97%

Source: US Census, ACS, (2013),(2012),(2011),(2010) 5-Year Estimates, 2000
SF1 100 percent data

Race and Ethnicity

The racial and ethnic composition of the City of Fort Lauderdale has been gradually changing since 2000. While the City's White Alone (50.9 percent) and Black or African American (30.9 percent) populations continue to comprise the largest shares of the City's racial composition, there has been a significant shift in the growth the racial groups. The city's White Alone population decreased by 2.6 percent since 2000 while the City's Black or African American population increased by 23.9 percent. Hispanic or Latinos of any race have been the fastest growing population, increasing by 81.2 percent (11,292 persons) since

2000. Hispanic or Latinos now comprise 14.9 percent of the City's population up from 9.1 percent in 2000.

The racial and ethnic composition of the City is fairly similar to that of Broward County, both in terms of composition and population shifts. The County has also experienced a decrease (1.3 percent) in its White alone population since 2000, but a more dramatic increase of 45.4 in its Black or African American population. Likewise, the County's Hispanic or Latino population has increased by 70 percent (190,280 persons) since 2000 and now comprise 25.9 percent of the County's population up from 16.7 percent in 2000.

Table 1.2(a): City and County Race and Ethnicity Comparisons, 2000

Race	2000			
	City of Fort Lauderdale		Broward County	
	Total	%	Total	%
White alone	88,225	58.0%	1,145,287	70.6%
Black or African American alone	41,994	27.6%	333,304	20.5%
American Indian and Alaska Native alone	202	0.1%	3,867	0.2%
Asian alone	1,771	1.2%	36,581	2.3%
Native Hawaiian and Other Pacific Islander	34	0.0%	916	0.1%
Some other race alone	278	0.2%	278	0.0%
Two or more races:	5,727	3.8%	5,727	0.4%
Ethnicity				
Not Hispanic or Latino	38,231	90.9%	1,351,366	83.3%
Hispanic or Latino	13,894	9.1%	271,652	16.7%

Source: US Census, 2000 SF1 100 percent data

Table 1.2(b): City and County Race and Ethnicity Comparisons, 2013

Race				
	City of Fort Lauderdale		Broward County	
	Total	%	Total	%
White alone	85,878	50.9%	1,129,974	63.3%
Black or African American alone	52,058	30.9%	484,677	27.2%
American Indian and Alaska Native alone	208	0.1%	3,858	0.2%
Asian alone	1,965	1.2%	59,768	3.3%
Native Hawaiian and Other Pacific Islander	92	0.1%	1,056	0.1%
Some other race alone	571	0.3%	60,906	3.4%
Two or more races:	2,645	1.6%	44,650	2.5%
Ethnicity				
Not Hispanic or Latino	143,417	85.1%	1,323,497	74.2%
Hispanic or Latino	25,186	14.9%	461,932	25.9%

Source: US Census, ACS, 2013 5-Year Estimates

Age

According to 2009-2013 ACS estimates, the current median age of the City of Fort Lauderdale's population is 42.3 up from 39.6 in 2000. Significantly, however, is a 2.8 percent (1,617 persons) decrease in the City's prime age (20-44) worker population. The City's fastest growing (51.5 percent) age grouping is between 50-69 years of age.

Broward County's median age of 39.8 is significantly lower than the City of Fort Lauderdale. However, the County has also experienced a decrease of 0.6 percent (3,862 persons) in the prime age (20-44) worker population. Comparable to the City is the County's 40.7 percent (165,932 persons) growth in the 45-69 age grouping.

Table 1.3(a): City and County Age Comparisons, 2000

Age	City of Fort Lauderdale		Broward County	
	Total	%	Total	%
Total population	152,125		1,623,018	
Under 5 years	7,808	5.1%	102,176	6.3%
5 to 9 years	8,438	5.5%	110,088	6.8%
10 to 14 years	8,175	5.4%	109,640	6.8%
15 to 19 years	8,093	5.3%	93,135	5.7%
20 to 24 years	8,311	5.5%	81,477	5.0%
25 to 29 years	10,613	7.0%	105,627	6.5%
30 to 34 years	12,151	8.0%	124,397	7.7%
35 to 39 years	13,658	9.0%	147,284	9.1%
40 to 44 years	13,784	9.1%	138,144	8.5%
45 to 49 years	12,300	8.1%	117,153	7.2%
50 to 54 years	10,575	7.0%	97,244	6.0%
55 to 59 years	8,594	5.6%	75,914	4.7%
60 to 64 years	6,247	4.1%	60,330	3.7%
65 to 69 years	6,001	3.9%	56,973	3.5%
70 to 74 years	5,967	3.9%	59,644	3.7%
75 to 79 years	4,921	3.2%	56,476	3.5%
80 to 84 years	3,402	2.2%	44,869	2.8%
85 years and over	3,087	2.0%	42,447	2.6%
18 years and over	122,854	80.8%	1,241,557	76.5%
65 years and over	23,378	15.4%	260,409	16.0%
Median age (years)	40		38	

Source: US Census, 2000 SF4 Estimates

Table 1.3(b): City and County Age Comparisons- 2013

Age	City of Fort Lauderdale		Broward County	
	Total	%	Total	%
Total population	168,603		1,784,889	
Under 5 years	8,870	5.3%	105,197	5.9%
5 to 9 years	8,614	5.1%	104,146	5.8%
10 to 14 years	7,489	4.4%	114,123	6.4%
15 to 19 years	8,774	5.2%	114,029	6.4%
20 to 24 years	9,804	5.8%	109,360	6.1%
25 to 29 years	12,902	7.7%	117,203	6.6%
30 to 34 years	12,031	7.1%	116,066	6.5%
35 to 39 years	10,360	6.1%	117,393	6.6%
40 to 44 years	11,812	7.0%	133,045	7.5%
45 to 49 years	13,455	8.0%	142,033	8.0%
50 to 54 years	14,465	8.6%	136,990	7.7%
55 to 59 years	12,786	7.6%	117,502	6.6%
60 to 64 years	11,157	6.6%	98,636	5.5%
65 to 69 years	9,182	5.4%	78,385	4.4%
70 to 74 years	5,908	3.5%	55,101	3.1%
75 to 79 years	4,350	2.6%	43,695	2.4%
80 to 84 years	2,714	1.6%	39,501	2.2%
85 years and over	3,930	2.3%	42,484	2.4%
18 years and over	138,254	82.0%	1,390,222	77.9%
65 years and over	26,133	15.5%	305,838	14.5%
Median age (years)	42		40	

Source: US Census, ACS, 2013 5-Year Estimates

Educational Attainment

According to 2009-2013 ACS estimates, 43 percent of the City of Fort Lauderdale's population 25 years of age and over have some college or an associate's degree with 33 percent having a Bachelor's, graduate or professional degree. Significantly, the City's 25+ population with less than a high school diploma has decreased since 2000.

The City's overall educational attainment is generally similar to Broward County with respect to the percentages of the 25+ population with some college or higher degrees including a Bachelor's, graduate or professional degree. However, the percentages of the City's 25+ population with less than a high school diploma are somewhat higher than the County, as a whole.

Table 1.4(a): City and County Educational Attainment Comparisons- 2000

Educational Attainment	City of Fort Lauderdale	Broward County
Less than 9th grade	7.4%	5.4%
9th to 12th, no diploma	13.6%	12.6%
High school graduate (incl. equivalency)	24.3%	28.4%
Some college, no degree	20.5%	21.6%
Associate's degree	6.3%	7.5%
Bachelor's degree	17.5%	15.8%
Graduate or professional degree	10.4%	8.7%

Source: US Census, 2000 SF4 Estimates

Table 1.4(b): City and County Educational Attainment Comparisons- 2013

Educational Attainment	City of Fort Lauderdale	Broward County
Less than 9th grade	6.2%	5.2%
9th to 12th, no diploma	8.9%	7.0%
High school graduate (incl. equivalency)	25.1%	27.8%
Some college, no degree	19.0%	21.0%
Associate's degree	7.8%	9.1%
Bachelor's degree	20.5%	19.2%
Graduate or professional degree	12.5%	10.7%

Source: US Census, ACS, 2013 5-Year Estimates

B. Economic Characteristics

Median Household Income

According to 2009-2103 ACS estimates, the City of Fort Lauderdale's current median household income is \$49,119 which is 29.6 percent higher than 2000 (\$37,887). The City's median household income is 4.3 percent lower than Broward County's median household income of \$51,251.

Table 1.5: City and County Median Household Income Comparisons

Median Household Income		
	2000	2013
City of Fort Lauderdale	\$37,887	\$43,119
Broward County	\$41,691	\$51,251

Source: US Census, 2000 SF4 Estimates, ACS, 2013 5-Year Estimates

Poverty

According to 2009-2013 ACS estimates, 15.0 percent of families in the City of Fort Lauderdale and 20.6 percent of people had incomes in the past 12 months below the poverty level. Both the percentages of families and people whose income in the past 12 months was below the poverty level are significantly higher than in 2000.

In Broward County, the percentage of families and people whose income in the past 12 months is below the poverty level is lower than the City of Fort Lauderdale.

Table 1.6: City and County Poverty Rate Comparisons

Percentage of families & people whose income in the past 12 months is below the poverty level		
	2000	2013
City of Fort Lauderdale		
Families	13.8%	15.0%
People	17.7%	20.6%
Broward County		
Families	8.7%	10.9%
People	11.5%	14.3%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Labor Force

According to 2009-2013 ACS estimates, 65.2 percent (141,986 workers) of the City of Fort Lauderdale's population age 16 and over are in the labor force up from 61.3 percent (126,162 workers) in 2000. The current percentage of unemployed is 8.1 percent with 34.8 percent of the 16+ population not in the labor force.

Broward County has a slightly larger percentage (67.2) of the population 16+ in the labor force and similar percentages of unemployed (8.0 percent) and persons not in the labor force (32.8 percent). (Note: According to the Florida Department of Economic Opportunity (DEO), the April 2015 unemployment rate for Broward County was 4.8 percent).

Table 1.7(a): City and County Labor Force Comparisons, 2000

Labor Force	City of Fort Lauderdale	Broward County
In Labor Force	61.3%	62.7%
Civilian labor force	61.3%	62.6%
Employed	93.7%	59.2%
Unemployed	6.3%	3.3%
Not in labor force	38.7%	37.3%

Source: US Census, 2000 SF3 Estimates

Table 1.7(b): City and County Labor Force Comparisons, 2013

Labor Force	City of Fort Lauderdale	Broward County
In Labor Force	65.2%	67.2%
Civilian labor force	65.1%	67.1%
Employed	57.0%	59.1%
Unemployed	8.1%	8.0%
Not in labor force	34.8%	32.8%

Source: US Census, ACS, 2013 5-Year Estimates

The City of Fort Lauderdale's employed population 16 years and older is primarily employed in management, business, science and art occupations (36.6 percent), sales and office occupations (25.4 percent) and service occupations (21.4 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Commuter Characteristics

According to 2009-2013 ACS estimates, 57,052 (72.1 percent) City of Fort Lauderdale workers commute to work by car, truck or van and drove alone. Only 3,629 workers (4.6 percent) use public transportation, excluding taxicabs. The mean travel time to work is 24.3 minutes one way. The commuter patterns of the City's workers have remained essentially unchanged since 2000 though there has been a discernible uptick in the employed labor force 16+ that work at home, walk or use alternative means of transportation.

C. Housing Supply and Demand

Housing Inventory and Tenure

According to the most recent 2009-2013 5-Year American Community Survey (ACS) estimates, the City of Fort Lauderdale's housing inventory increased by 12,109 units (15 percent) since 2000. Growth in the City's total housing inventory was attributed to a 23.8 percent (6,605 units) increase in 1-unit, detached unit (single-family) structures and a 20.7 percent (4,991 units) increase of units in structures with 20 or more units. The percentage (36.9 percent) of Fort Lauderdale's inventory of detached, single-family units is less than Broward County (41.4 percent), as a whole. Conversely, the percentage (31.3 percent) of units in structures with 20 or more units is greater in Fort Lauderdale than Broward County (27.8 percent).

Table 1.8(a): City and County Housing Inventory Comparisons, 2000

Housing Inventory	City of Fort Lauderdale	Broward County
1-unit, detached	34.3%	40.9%
1-unit, attached	3.7%	7.7%
2 units	6.6%	2.7%
3 or 4 units	9.2%	4.5%
5 to 9 units	7.2%	5.5%
10 to 19 units	7.1%	7.2%
20 or more units	29.9%	27.5%
Mobile home	1.6%	3.6%
Boat, RV, van, etc.	0.5%	0.1%

Source: US Census, 2000 SF3 Estimates

Table 1.8(b): City and County Housing Inventory Comparisons, 2013

Housing Inventory	City of Fort Lauderdale	Broward County
1-unit, detached	36.9%	41.4%
1-unit, attached	4.9%	8.0%
2 units	5.6%	2.8%
3 or 4 units	7.5%	4.4%
5 to 9 units	6.0%	5.7%
10 to 19 units	6.6%	7.2%
20 or more units	31.3%	27.8%
Mobile home	1.1%	2.7%
Boat, RV, van, etc.	0.1%	0.0%

Source: US Census, ACS, 2013 5-Year Estimates

According to 2009-2013 5-Year American Community Survey (ACS) estimates, 77.2 percent (71,749 units) of the City of Fort Lauderdale's housing units are occupied. The City's occupied units are comprised of 38,944 (54.3 percent) owner units and 32,805 (45.7 percent) renter units. There are currently 21,140 vacant units in the City with an overall vacancy rate of 22.8 percent. The City's current vacancy rate represents a 71.4 percent (8,800 units) increase since 2000.

Housing Vacancies and Characteristics

An analysis of the City's "vacancy status characteristics" found the increase in the City's housing vacancies is largely due to the increasing number of "for seasonal, recreational, or occasional use" and "for rent" vacancies. Seasonal, recreation or occasional use vacancies have increased by 4,014 units (55 percent) from 2000-2013 with "for rent" vacancies increasing 1,016 units (40.1 percent). The City also had

significant increases in the number of vacancies in the category of "other vacant" (3,404 units/331 percent). Vacancy increases in this category are generally attributed to some combination of newly constructed, not occupied units and/or an inventory of distressed properties. The City's vacancy status characteristics largely mirror that of Broward County. The County also experienced significant increases in for rent, for seasonable, recreational, or occasional use and all other vacancy categories since 2000.

Housing Values

A basic premise of all housing markets is there should exist a spectrum of housing choice and opportunity for local residents. This axiom establishes that housing choice and needs differ in most communities due to a variety of factors, including: employment mix, household income, population age, proximity of employment and mere preference. Local housing and labor markets are inextricably linked to one another. Industries are served by local housing markets that provide choices and opportunities for both current and future workers. The level of affordable housing demand is largely determined by job growth and retention. Employment growth will occur through the retention and expansion of existing firms and new economic growth resulting from start-ups, spin-offs, and relocations to the City of Fort Lauderdale. Essentially, populations follow job growth and the demand for housing will be influenced by the location, type and wage levels of the City and Broward County with respect to future employment growth. The affordability component of housing demand, however, is based on local wages and salaries that are then translated into household incomes. Therefore, the availability of an existing supply of various housing types and price levels must be maintained to address the housing demand of the variety of occupations that comprise the local industrial base.

The "value" of owner-occupied housing units is an important determinant of housing accessibility and affordability. Housing values have fluctuated significantly in many housing markets during the past decade due initially to the 2004-2006 "housing bubble" and then followed by the subsequent collapse and economic recession. However, recent trends in the housing market in Broward County and South Florida show steady increases in the value of both owner and rental housing.

The Greater Fort Lauderdale Realtors March 2014-2015 year-over-year analysis of housing market activity in Broward County showed a significant uptick in the median sale prices of both traditional single-family and townhomes/condos. Traditional closed sales of single-family homes in March 2015

Table 1.9: City of Fort Lauderdale Housing Vacancy Status

City of Fort Lauderdale			
Vacancy Status	2000	2013	% Change
Total Vacant Units	12,332	21,140	71.4%
For Rent	2,530	3,546	40.2%
For Sale Only	1,052	1,782	69.4%
Rented or Sold, Not occupied	659	1,092	65.7%
For Seasonal, Recreational, or Occasional Use	7,302	11,316	55.0%
All Other Vacant	789	3,404	331.4%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

showed a \$320,000 median sale price and a 10.7 percent year-over-year increase. Traditional closed sales for townhomes/condos showed a \$140,000 median sale price and 7.7 percent year-over-year increase.

Table 1.10: Housing Sales

		March 2015	March 2014	% Change
Single-Family Homes				
Traditional	Closed Sales	1038	234	11.1%
	Median Sale Price	\$320,000	\$289,000	10.7%
Foreclosures/REO	Closed Sales	247	147	68.0%
	Median Sale Price	\$203,500	\$168,300	20.9%
Short Sale	Closed Sales	114	126	-9.5%
	Median Sale Price	\$210,000	\$213,000	-1.4%
Townhomes/Condos				
Traditional	Closed Sales	1199	1232	5.9%
	Median Sale Price	\$140,000	\$130,000	7.7%
Foreclosures/REO	Closed Sales	297	225	32.0%
	Median Sale Price	\$94,687	\$94,300	0.4%
Short Sale	Closed Sales	59	78	-24.4%
	Median Sale Price	\$1,000,000	\$106,500	-6.1%

Source: The Greater Fort Lauderdale Realtors March 2014-2015

According to Zillow's most recent (April 30, 2015) Fort Lauderdale Market Overview, the median sale price of a single-family home in the City was \$331,050. The median sale price of a 3-bedroom single-family home was \$372,000 and \$674,000 for a 4-bedroom.

According to 2009-2013 5-Year ACS estimates, the median value of an owner-occupied housing unit in the City of Fort Lauderdale is \$245,700. Based on these estimates, the current value of owner-occupied units in the City represents a 63.6 percent increase since 2000.

Table 1.11: City and County Median Housing Values

Median Housing Values		
	2000	2013
City of Fort Lauderdale		
Median Owner Value	\$150,100	\$245,700
Median Gross Rent	\$647	\$1,057
Broward County		
Median Owner Value	\$128,600	\$181,500
Median Gross Rent	\$757	\$1,171

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

A comparison of median monthly household income and median monthly owner costs is shown as a percentage that establishes overall affordability and level of cost burden. Housing affordability is generally defined as the capacity of households to consume housing services and, specifically, the relationship between household incomes and prevailing housing prices and rents. As previously noted, the standard most frequently used by various units of government is that households should spend no more than 30 percent of their income on housing costs. This is the standard definition for housing programs administered by the Department of Housing and Urban Development (HUD) and most state housing agencies. Owner and renter households paying excess of 30 percent of their income on housing costs are considered “cost burdened.”

According to 2009-2013 5-Year ACS estimates, owner-occupied housing units with a mortgage comprise 62.2 percent (23,885 owners) of the City of Fort Lauderdale’s total owner-occupied housing units. Significantly, 51.7 percent of current owner households with a mortgage pay in excess of 30 percent of their income on housing costs up from 37.6 percent in 2000. An additional 26.6 percent of owner households “without a mortgage” also pay in excess of 30 percent of their income on housing costs. The level of cost-burdened owner households with and without a mortgage in the City are similar to County-wide levels.

Table 1.12(a): City Cost Burdened Households

Cost Burdened Renter Households	City of Fort Lauderdale	
	2000	2013
Total renter occupied housing units that pay 30% or more of their household income on rent	42.4%	55.0%
Cost Burdened Owner Households	2000	
	2000	2013
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	43.7%	51.70%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Table 1.12(b): County Cost Burdened Households

Cost Burdened Renter Households	Broward County	
	2000	2013
Total renter occupied housing units that pay 30% or more of their household income on rent	43.6	61.0%
Cost Burdened Owner Households	2000	
	2000	2013
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	38.1%	51.5%

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

According to 2009-2013 5-Year ACS estimates, there are 32,805 occupied housing units in the City of Fort Lauderdale paying rent (45.7 percent of all occupied units). The median monthly gross rent of all renter-occupied units in the City is \$1,057. The current rent price represents a 63.3 percent increase since 2000.

According to 2009-2013 5-Year ACS estimates, 55.0 percent (18,051 households) of the City of Fort Lauderdale's renter households are paying in excess of 30 percent of their incomes on housing costs. This represents a 39.7 percent (5,131 renters) increase in cost-burdened renter households in the City since 2000.

Housing Affordability

The following section provides a "housing affordability analysis" using the current 2009-2013 5-Year estimates of median household income and owner/rent values for the City of Fort Lauderdale. Income limits are set for the following household income categories:

- Extremely Low – 0-30% of Median = \$14,736
- Very Low – 31-50% of Median = \$24,560
- Low – 51-80% of Median = \$39,295
- Moderate – 81-100% of Median = \$49,119
- Middle 101-120% of Median = \$58,943

Using 2009-2013 5-Year ACS estimates, an owner and renter housing supply/demand analysis was performed for each of the five household income categories. For owner units, affordability of home purchase was calculated at the standard 2.5:1 median home value-to-median household income ratio. For renter units, affordability was calculated using the ≤ 30 percent of household income standard.

Table 1.13(a): City Owner Affordability Analysis

Fort Lauderdale						
	2000			2013		
Median Household Income (MHI)	\$37,887			\$49,119		
Median Owner-Occupied Value	\$150,100			\$245,700		
Household Income Categories	Income	Affordable Home Purchase Price	Gap/Surplus	Income	Affordable Home Purchase Price	Gap/Surplus
Extremely Low-Income (0-30% of MHI)	\$11,366	\$28,415	\$121,685	\$14,736	\$36,839	\$208,861
Very Low-Income (31-50% of MHI)	\$18,944	\$47,359	\$102,741	\$24,560	\$61,399	\$184,301
Low-Income (51-80% of MHI)	\$30,310	\$75,774	\$74,326	\$39,295	\$98,238	\$147,462
Moderate-Income (81-100% of MHI)	\$37,887	\$94,718	\$55,383	\$49,119	\$122,798	\$122,903
Middle-Income (101-120% of MHI)	\$45,464	\$113,661	\$36,439	\$58,943	\$147,357	\$98,343

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Table 1.13(b): County Owner Affordability Analysis

Broward County						
	2000			2013		
Median Household Income (MHI)	\$41,691			\$51,251		
Median Owner-Occupied Value	\$128,600			\$181,500		
Household Income Categories	Income	Affordable Home Purchase Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	\$12,507	\$31,268	\$97,332	\$15,375	\$38,438	\$143,062
Very Low-Income (31-50% of MHI)	\$20,846	\$52,114	\$76,486	\$25,626	\$64,064	\$117,436
Low-Income (51-80% of MHI)	\$33,353	\$83,382	\$45,218	\$41,001	\$102,502	\$78,998
Moderate-Income (81-100% of MHI)	\$41,691	\$104,228	\$24,373	\$51,251	\$128,128	\$53,373
Middle-Income (101-120% of MHI)	\$50,029	\$125,073	\$3,527	\$61,501	\$153,753	\$27,747

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

The housing affordability analysis for owner units in the City shows significant gaps within all household income categories including the “middle” household income category (101-120 percent of median). Affordability gaps within the “extremely” and “very low” household income categories are fairly normal as ownership opportunities within these lower income levels is cost prohibitive. However, large affordability gaps within the “moderate” and “middle” household income categories are significant and points to the general unavailability of owner units in the City to accommodate the price points of households earning less than 120 percent of median.

The housing supply and demand analysis for renter units in the City shows a significant gap in the supply of affordable renter units for “extremely” low income households, but sizeable gaps also within the price ranges of “moderate” and “upper” household income categories.

The affordability analysis of renter units in the City indicates growing and substantial affordability gaps for “Extremely Low” (\$689) and “Very Low” (\$443) income households earning below 50 percent of the City’s median household income. A significant affordability gap (\$75) also exists for “Low” income renter households earning between 51-80 percent of the median household income. Rent affordability in the City is similar to that of Broward County, as a whole, though affordability gaps are significantly greater in the County in the aforementioned household income categories.

Housing and Transportation Affordability Index

As previously noted, the Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household

income. According to CNT's 2015 estimates, both Broward County (65 percent) and the City of Fort Lauderdale (66 percent) have an H+T Index far above the 45 percent benchmark.

Table 1.14(a): City Renter Affordability Analysis

Fort Lauderdale						
	2000			2013		
Median Household Income (MHI)	\$37,887			\$49,119		
Median Gross Rent	\$647			\$1,057		
Household Income Categories	Income	Affordable Home Rent Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	\$11,366	\$284	\$363	\$14,736	\$368	\$689
Very Low-Income (31-50% of MHI)	\$18,944	\$474	\$173	\$24,560	\$614	\$443
Low-Income (51-80% of MHI)	\$30,310	\$758	\$111	\$39,295	\$982	\$75
Moderate-Income (81-100% of MHI)	\$37,887	\$947	\$300	\$49,119	\$1,228	\$171
Middle-Income (101-120% of MHI)	\$45,464	\$1,137	\$490	\$58,943	\$1,474	\$417

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

Table 1.14(b): County Renter Affordability Analysis

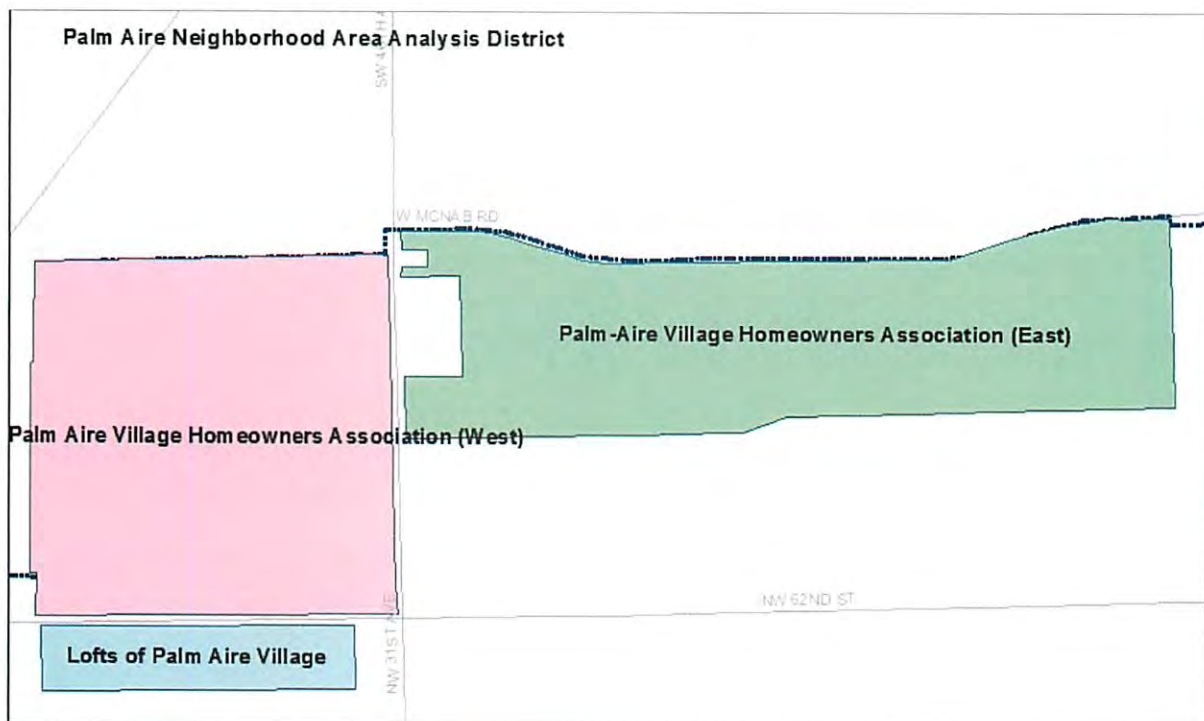
Broward County						
	2000			2013		
Median Household Income (MHI)	\$41,691			\$51,251		
Median Gross Rent	\$757			\$1,171		
Household Income Categories	Income	Affordable Rent Purchase Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	\$12,507	\$313	\$444	\$15,375	\$384	\$787
Very Low-Income (31-50% of MHI)	\$20,846	\$521	\$236	\$25,626	\$641	\$530
Low-Income (51-80% of MHI)	\$33,353	\$834	\$77	\$41,001	\$1,025	\$146
Moderate-Income (81-100% of MHI)	\$41,691	\$1,042	\$285	\$51,251	\$1,281	\$110
Middle-Income (101-120% of MHI)	\$50,029	\$1,251	\$494	\$61,501	\$1,538	\$367

Source: US Census, 2000 SF3 Estimates, ACS, 2013 5-Year Estimates

NEIGHBORHOOD ANALYSIS

Palm Aire Neighborhood Area Analysis District

The Palm Aire Neighborhood Area Analysis District includes the Neighborhoods of Palm Aire Village (West), Palm Aire Village (East), and the Lofts of Palm Aire Village. The District is bordered by the City's northern municipal boundary along McNab Road to the north; Fort Lauderdale Executive Airport to the east and south and the Florida Turnpike to the west. The District has a population of 5,478 and a total of 2,853 housing units.



Population Characteristics

The population of the Palm Aire Neighborhood Area Analysis District is primarily White Alone (68.1 percent) followed by Black or African American Alone (22.4 percent). An estimated 17.3 percent of its population identify as Hispanic or Latino. Of the population 25 years and over, 25.6 percent has completed a Bachelor's Degree or higher, while only 7.8 percent do not have a High School Diploma.

An estimated 77.1 percent (4,226 residents) of the District's population is over 18 years of age with 12.2 percent (666 residents) 65 and over.

Table 2.1: Palm Aire Demographic Characteristics

Total Population	5,478	
	#	%
Race		
White Alone	3,732	68.1%
Black or African American alone	1,227	22.4%
American Indian and Alaska Native alone	16	0.3%
Asian alone	97	1.8%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	213	3.9%
Two or more races	193	3.5%
Hispanic Ethnicity		
Not Hispanic or Latino	4,528	82.7%
Hispanic or Latino	950	17.3%
Age		
Under 5 years	504	9.2%
5 to 19 years	838	15.3%
20 to 34	1,121	20.5%
35 to 54 years	2,112	38.6%
55 and over	1,167	21.3%
18 and over	4,226	77.1%
65 and over	666	12.2%
Educational Attainment		
Population 25 years and over	3,918	
Less than 9th grade	112	2.9%
9th to 12th, no diploma	193	4.9%
High school graduate (includes equivalency)	1078	27.5%
Some college, no degree	1102	28.1%
Associate's degree	429	10.9%
Bachelor's degree	721	18.4%
Graduate or professional degree	283	7.2%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 2,433 household in the Palm Aire Neighborhood Area Analysis District. The median household income of the District is \$49,285 based on data recorded for Census Tract 502.04 which covers the total area of the three neighborhoods.

According to the 2009-2013 ACS estimates, 17.2 percent of families and people (418) had an income in the past 12 months below the poverty level. An estimated 81.9 percent of the working population 16 years old and over commute to work by driving alone.

The 2009-2013 ACS estimates reported that 75.3 percent of the population 16 years and over in the District are in the labor force, and out of the total civilian employed population age 16 and over, the majority at 33.1 percent (921) is employed in management, business, science, and arts occupations. According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Table 2.2: Palm Aire Economic Characteristics

Total Population	5,478	
Poverty Rate		
Total Households	2,433	
Families & people whose income in the past 12 months is below the poverty level	418	17.2%
Percentage in Labor Force		
Total Population 16+	4,321	
Population in Labor Force	3,253	75.3%
Occupations		
Total Civilian employed population 16+	2,780	
Management, business, science, and arts occupations	921	33.1%
Service occupations	579	20.8%
Sales and office occupations	727	26.2%
Natural resources, construction, and maintenance occupations	300	10.8%
Production, transportation, and material moving occupations	253	9.1%
Commute to Work		
Workers 16 years and over	2,711	
Car, truck, or van -- drove alone	2221	81.9%
Car, truck, or van -- carpooled	329	12.1%
Public transportation (excluding taxicab)	11	0.4%
Walked	52	1.9%
Other means	17	0.6%
Worked at home	81	3.0%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to 2009-2013 ACS estimates, 44.0 percent (1,255 units) of the Palm Aire Neighborhood Area Analysis District's 2,853 unit housing supply is comprised of 1-unit, detached or attached units. An estimated 17.9 percent of the District's housing supply (512 units) is in structures of 20 or more units.

An estimated 54.9 percent of the occupied housing units in the District are owner-occupied and 45.1 percent renter occupied. Of the District's total housing units (2,853), 14.7 percent are vacant. Of the vacant units, 38.3 percent are "seasonal, recreational, or occasional use" housing units and 35.7 percent are vacant as "sold but not occupied."

The median value of owner and renter occupied housing units in the District correspond to the reported Census Tract. According to the ACS 2009-2013 estimates, the median owner-occupied house value in the District is \$160,200 with a median gross rent of \$1,196.

Table 2.3: Palm Aire Housing Characteristics

Total Housing Units		2,853
	#	%
Housing Inventory		
1-unit, detached	924	32.4%
1-unit, attached	331	11.6%
2 units	-	0.0%
3 or 4 units	147	5.2%
5 to 9 units	459	16.1%
10 to 19 units	464	16.3%
20 or more units	512	17.9%
Mobile home	-	0.0%
Boat, RV, van, etc.	16	0.6%
Housing Tenure		
Occupied housing units		2,433
Owner-occupied	1,335	54.9%
Renter-occupied	1,098	45.1%
Vacant housing units		420
Homeowner vacancy estimates	0	0.0%
Sold, Not Occupied	150	35.7%
Rental vacancy estimates	57	13.6%
Rented Not Occupied	0	0.0%
Vacancy for seasonal, recreational, or occasional use	161	38.3%
Other	52	12.4%

Source: U.S. Census ACS 2013 5-year estimates

Table 2.4: Palm Aire Cost-Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households	1,098	
Total renter occupied housing units that pay 30% or more of their household income on rent	811	73.9%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	1,335	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	415	31.1%

Source: U.S. Census ACS 2013 5-year estimates

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to 2009-2013 ACS estimates, 31.1 percent (415 units) of the District's owner-occupied housing units are cost-burdened and 73.9 percent (811) of renter-occupied units are cost-

burdened.

The housing affordability analysis found a moderate \$36,988 homeowner affordability gap and a small renter affordability “surplus” in the District.

Table 2.5: Palm Aire Affordability Analysis

Owner Affordability Gaps			
Palm Aire Neighborhood District	Palm Aire Village (West)	CT 502.04	\$36,988
	Palm Aire Village (East)		
	Lofts of Palm Aire Village		
Renter Affordability Gaps			
Palm Aire Neighborhood District	Palm Aire Village (West)	CT 502.04	\$36
	Palm Aire Village (East)		
	Lofts of Palm Aire Village		

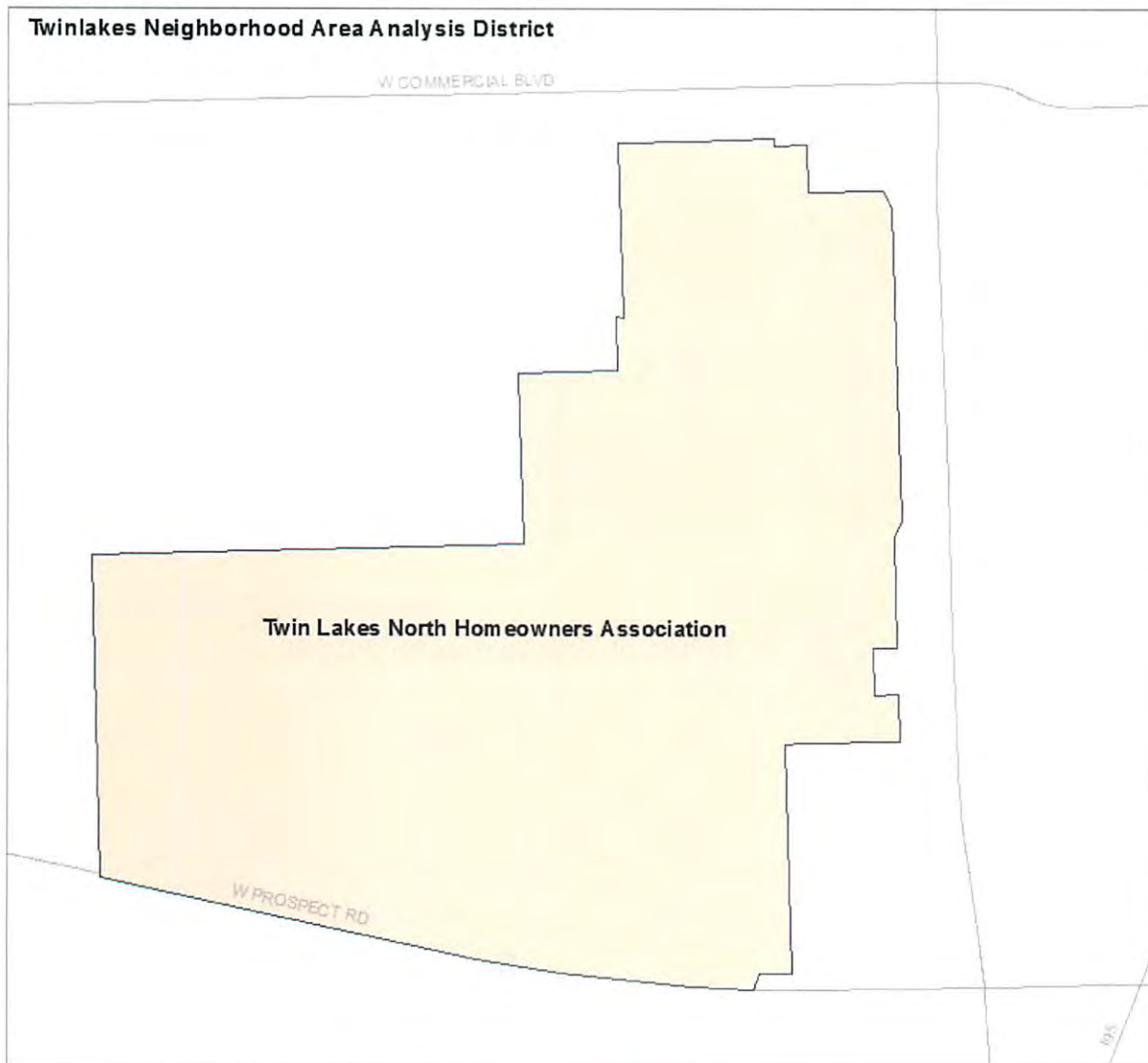
Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT’s 2015 estimates, all of the neighborhoods in the South Middle River Neighborhood Analysis Area have an H+T Index well above the 45 percent benchmark. The H+T Index ranges from 60.0 percent in Palm Aire Village (East) to 66.0 percent in Palm Aire Village (West).

Twinlakes Neighborhood Area Analysis District

The Twinlakes Neighborhood Area Analysis District is composed of only the Twinlakes Neighborhood Association. This is due to the noted separation created by the Fort Lauderdale Executive Airport between the Palm Aire Neighborhood Area on the northwest and Twinlakes Neighborhood Association on the southeast. The areas surrounding Twinlakes Neighborhood Association include only banks, small shops, local small career colleges and hotels. The neighborhood area extends south slightly beyond the boundaries of the City of Fort Lauderdale. For the purposes of this study, only Census Tract 502.07, Block Group 1, which covers the perimeter of the neighborhood association was evaluated and reported.



Population Characteristics

The population of the Twinlakes Neighborhood Area Analysis District is primarily composed of White Alone (72.1 percent) and Black or African American Alone (27.3 percent). An estimated 17.0 percent (231 people) identify as Hispanic or Latino. Estimates for educational attainment show 19.2 percent of the population 25 years and over with a Bachelor's degree or higher. An estimated 11.4 percent of the District's population do not have a high school diploma.

Table 3.1: Twinlakes Demographic Characteristics

Total Population	1,360	
	#	%
Race		
White Alone	980	72.1%
Black or African American alone	371	27.3%
American Indian and Alaska Native alone	-	0.0%
Asian alone	-	0.0%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	-	0.0%
Two or more races	9	0.7%
Hispanic Ethnicity		
Not Hispanic or Latino	1,129	83.0%
Hispanic or Latino	231	17.0%
Age		
Under 5 years	70	5.1%
5 to 19 years	98	14.6%
20 to 34	78	20.4%
35 to 54 years	94	36.3%
55 and over	341	25.1%
18 and over	1,113	81.8%
65 and over	124	9.1%
Educational Attainment		
Population 25 years and over	1,025	
Less than 9th grade	49	4.8%
9th to 12th, no diploma	68	6.6%
High school graduate (includes equivalency)	435	42.4%
Some college, no degree	165	16.1%
Associate's degree	111	10.8%
Bachelor's degree	176	17.2%
Graduate or professional degree	21	2.0%

According to 2009-2013 ACS estimates, 81.8 percent of the District's population is 18 years and over, but only 9.1 percent are age 65 and over.

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 490 households in the Twinlakes Neighborhood Area Analysis District. The median household income of the Neighborhood District is \$40,890. According to the 2009-2013 ACS estimates, 15.7 percent of families and people in the District had incomes in the past 12 months below the poverty level.

According to the 2009-2013 ACS estimates, 74.4 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood Area District's employed population 16 years and older is primarily employed in management, business, science, and arts occupations (33.4 percent) followed by management, sales and office occupations (28.1 percent) and service occupations (16.1 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607).

The median earnings for sales and office occupations is \$28,020.

According to the 2009-2013 ACS estimates, 75.9 percent (512 workers) of the District's employed population 16+ years of age commute to work each day by driving alone a car, truck, or van. An estimated 10.4 percent (70 workers) use public transportation and 8.4 percent (57 workers) work from home.

Table 3.2: Twinlakes Economic Characteristics

Total Population	1,360	
Poverty Rate		
Total Households	490	
Families & people whose income in the past 12 months is below the poverty level	77	15.7%
Percentage in Labor Force		
Total Population 16+	1,146	
Population in Labor Force	853	74.4%
Occupations		
Total Civilian employed population 16+	691	
Management, business, science, and arts occupations	231	33.4%
Service occupations	111	16.1%
Sales and office occupations	194	28.1%
Natural resources, construction, and maintenance occupations	53	7.7%
Production, transportation, and material moving occupations	96	13.9%
Commute to Work		
Workers 16 years and over	675	
Car, truck, or van -- drove alone	512	75.9%
Car, truck, or van -- carpooled	22	3.3%
Public transportation (excluding taxicab)	70	10.4%
Walked	14	2.1%
Other means	0	0.0%
Worked at home	57	8.4%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 90.1 percent (456 units) of the Twinlakes Neighborhood Area Analysis District's 506 unit housing supply are in 1-unit, detached structures. An estimated 2.2 percent (11 units) of the District's housing units are in structures of two units.

An estimated 87.3 percent (428 units) of the occupied housing units in the Twinlakes Analysis District are owner occupied with 12.7 percent of occupied units (62 units) in the District renter-occupied. Of the District's total housing units, only 3.2 percent (16 units) are vacant. Vacancies are for seasonal, recreational, or occasional use.

The median owner-occupied house value for the Twinlakes Analysis District is \$163,100 with a median gross rent of \$1,138.

Table 3.3: Twinlakes Housing Characteristics

Total Housing Units		506
	#	%
Housing Inventory		
1-unit, detached	456	90.1%
1-unit, attached	39	7.7%
2 units	11	2.2%
3 or 4 units	-	0.0%
5 to 9 units	-	0.0%
10 to 19 units	-	0.0%
20 or more units	-	0.0%
Mobile home	-	0.0%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units		490
Owner-occupied	428	87.3%
Renter-occupied	62	12.7%
Vacant housing units		16
Homeowner vacancy estimates	0	0.0%
Sold, Not Occupied	0	0.0%
Rental vacancy estimates	0	0.0%
Rented Not Occupied	0	0.0%
Vacancy for seasonal, recreational, or occasional use	16	100.0%
Other	0	0.0%

Source: U.S. Census ACS 2013 5-year estimates

Table 3.4: Twinlakes Cost-Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households	1,098	
Total renter occupied housing units that pay 30% or more of their household income on rent	811	73.9%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	1,335	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	415	31.1%

Source: U.S. Census ACS 2013 5-year estimates

According to the 2009-2013 ACS estimates, 31.1 percent (415 units) of the District's owner-occupied housing units are cost-burdened while an estimated 73.9 percent (811) of renter-occupied units are cost-burdened.

The housing affordability analysis found a significant owner affordability gap of \$60,875 and a \$116 renter affordability gap in the District.

Table 3.5: Twinlakes Affordability Analysis

Owner Affordability Gaps			
Twinlakes Neighborhood District	Twinlakes Neighborhood Association	CT 502.07, BG 1	\$60,875
Renter Affordability Gaps			
Twinlakes Neighborhood District	Twinlakes Neighborhood Association	CT 502.07, BG 1	\$116

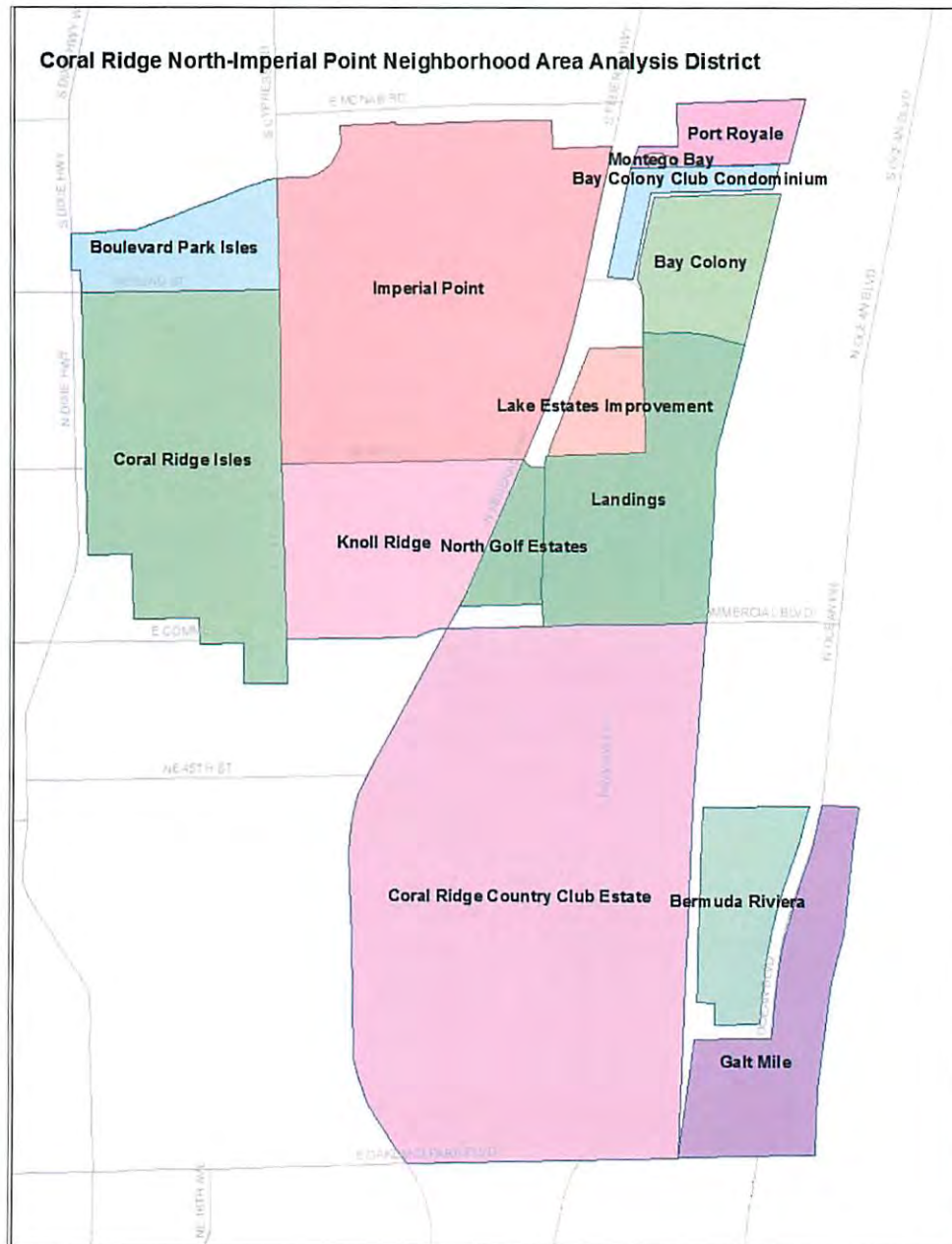
Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index in the Twinlakes Neighborhood Association is 59.0 percent.

Coral Ridge North-Imperial Point Neighborhood Area Analysis District

The Coral Ridge North-Imperial Point Neighborhood Area Analysis District includes the Neighborhoods of Boulevard Park Isles HOA, Imperial Point Association, Montego Bay Townhomes, Port Royale Master Association, Bay Colony Club Condominium, Bay Colony HOA, Lake Estates Improvement Association, Landings Residential Association, Bermuda Riviera Association, Galt Mile Community Association, Coral Ridge Country Club Estate, North Golf Estates HOA, Knoll Ridge HOA, and Coral Ridge Isles Association. The District is bordered by the City of Fort Lauderdale municipal boundary on the North, A1A and the Atlantic Ocean on the east; the Central Beach Alliance and Coral Ridge Association on the south; and North Federal Highway on the west. The District contains a total population of 24,621 residents and 19,990 housing units.



Population Characteristics

The population of the Coral Ridge North-Imperial Point Neighborhood Area Analysis District is primarily White Alone (93.4 percent) followed by Black or African-American (2.9 percent). An estimated 12.3 percent of the District's population identifies as Hispanic or Latino.

An estimated 45.4 percent of the District's population 25+ years of age has a bachelor's degree or higher, while 6.3 percent do not have a high school diploma. An estimated 89.7 percent (22,094 residents) of the District's population is over 18 years of age with 30.2 percent (7,434 residents) over 65.

Table 4.1: Coral Ridge North-Imperial Point Demographic Characteristics

Total Population		24,621
	#	%
Race		
White Alone	22,990	93.4%
Black or African American alone	713	2.9%
American Indian and Alaska Native alone	13	0.1%
Asian alone	490	2.0%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	200	0.8%
Two or more races	215	0.9%
Hispanic Ethnicity		
Not Hispanic or Latino	21,596	87.7%
Hispanic or Latino	3,025	12.3%
Age		
Under 5 years	721	2.9%
5 to 19 years	2,047	8.3%
20 to 34	3,055	12.4%
35 to 54 years	6,942	28.2%
55 and over	11,856	48.2%
18 and over	22,094	89.7%
65 and over	7,434	30.2%
Educational Attainment		
Population 25 years and over	21,126	
Less than 9th grade	293	1.4%
9th to 12th, no diploma	1,033	4.9%
High school graduate (includes equivalency)	4,471	21.2%
Some college, no degree	4,043	19.1%
Associate's degree	1,690	8.0%
Bachelor's degree	5,624	26.6%
Graduate or professional degree	3,972	18.8%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 13,782 households in the Coral Ridge North-Imperial Point Neighborhood Area Analysis District. The median household income of the District ranges from a low of \$38,920 in the Census Tract that comprises the Bermuda Riviera Association Neighborhood to \$72,514 in the Census Tract just to the East which represents the Galt Mile Community Association Neighborhood. The more typical median household income in the District ranges from \$56,739 in the Neighborhoods of Montego Bay Townhomes, Port Royale Master Association, Bay Colony Club Condominium, Bay Colony HOA, and Landings Residential Association to \$63,750 and \$63,846 in the Coral Ridge Country Club Estates which is comprised of two Census Tracts.

According to 2009-2013 ACS estimates, 8.3 percent of families and people in the District (1,139) had incomes in the past 12 months below the poverty level.

Table 4.2: Coral Ridge North-Imperial Point Economic Characteristics

Total Population	24,621	
Poverty Rate		
Total Households	13,782	
Families & people whose income in the past 12 months is below the poverty level	1,139	8.3%
Percentage in Labor Force		
Total Population 16+	22,415	
Population in Labor Force	13,048	58.2%
Occupations		
Total Civilian employed population 16+	12,092	
Management, business, science, and arts occupations	5,703	47.2%
Service occupations	1,626	13.4%
Sales and office occupations	3,391	28.0%
Natural resources, construction, and maintenance occupations	586	4.8%
Production, transportation, and material moving occupations	786	6.5%
Commute to Work		
Workers 16 years and over	11,751	
Car, truck, or van -- drove alone	9,007	76.6%
Car, truck, or van -- carpooled	609	5.2%
Public transportation (excluding taxicab)	73	0.6%
Walked	438	3.7%
Other means	533	4.5%
Worked at home	1,091	9.3%

Source: U.S. Census ACS 2013 5-year estimates

According to the 2009-2013 ACS estimates, 58.2 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood District's employed population 16 years and older is primarily employed in management, business, science and art occupations (47.2 percent) and sales and office occupations (28.0 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

According to 2009-2013 ACS estimates, 76.6 percent (9,007 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, van and drive alone. Only 0.6 percent of the District's workers use public transportation and 3.7 percent walk to work.

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 57.2 percent (11,433 units) of the Coral Ridge North-Imperial Neighborhood Area Analysis District's 19,990 unit housing supply are in multi-family structures of 20 units or more. Approximately a quarter (27.6 percent) of the District's housing supply (5,517 units) are in 1-unit, detached or attached structures.

According to 2009-2013 ACS estimates, 66.1 percent (9,109 units) of the occupied housing units in the Coral Ridge North-Imperial Point Neighborhood Area Analysis District are owner occupied, while an estimated 33.9 percent of occupied units (4,673 units) are renter-occupied. Of the District's total housing units, 31.1 percent (6,208 units) are vacant. The highest vacancy rate in the District (72.1 percent) is for seasonal, recreational or occasional use vacancies followed by "other" vacancies (12.2 percent).

The median values of owner-occupied and renter-occupied housing units in the District vary significantly. The highest median owner values are found in Census Tract covering the eastern portion of Coral Ridge Country Club Estates (\$471,900) and eastern border of the District under the Census Tract corresponding to Galt Mile Community Association (\$394,900). The highest median gross rents (\$1,435) are found in Galt Mile Community Association and the Neighborhoods covered by Census Tract 402.04 (\$1,304) which include Montego Bay Townhomes, Port Royale Master Association, Bay Colony Club Condominium, Bay Colony HOA, and Landings Residential Association. Both the lowest median owner value (\$176,200) and the lowest median gross rent (\$775) are found in the Bermuda Riviera Association.

Table 4.3: Coral Ridge North-Imperial Point Housing Characteristics

Total Housing Units		19,990	
		#	%
Housing Inventory			
1-unit, detached		5,116	25.6%
1-unit, attached		401	2.0%
2 units		545	2.7%
3 or 4 units		337	1.7%
5 to 9 units		607	3.0%
10 to 19 units		1,504	7.5%
20 or more units		11,433	57.2%
Mobile home		34	0.2%
Boat, RV, van, etc.		13	0.1%
Housing Tenure			
Occupied housing units		13,782	
Owner-occupied		9,109	66.1%
Renter-occupied		4,673	33.9%
Vacant housing units		6,208	
Homeowner vacancy estimates		268	4.3%
Sold, Not Occupied		137	2.2%
Rental vacancy estimates		545	8.8%
Rented Not Occupied		26	0.4%
Vacancy for seasonal, recreational, or occasional use		4,477	72.1%
Other		755	12.2%

Source: U.S. Census ACS 2013 5-year estimates

Table 4.4: Coral Ridge North-Imperial Point Cost-Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households	4,673	
Total renter occupied housing units that pay 30% or more of their household income on rent	2,848	60.9%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	4,718	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	2,327	49.3%

Source: U.S. Census ACS 2013 5-year estimates

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. Thus, according to the 2009-2013 ACS estimates, 49.3 percent (2,327 units) of the District's owner-occupied housing units are cost-

burdened and 60.9 percent (2,848 units) of renter-occupied units are cost-burdened.

The housing affordability analysis found significant homeowner gaps in most areas of the District. Owner affordability gaps range from a low of \$78,900 in the Galt Mile Community Association to a high of \$312,285 in the Landings Residential Association.

The housing affordability analysis found a renter surplus throughout the District ranging from a low of \$68 in Bay Colony Club Condominiums to \$617 in the Landings Residential Association.

Table 4.5: Coral Ridge North-Imperial Point Affordability Analysis

Owner Affordability Gaps/Surplus				
Coral Ridge North-Imperial Point Neighborhood District	Boulevard Park Isles	CT 402.05	BG 3 shared with Coral Ridge	\$87,768
	Coral Ridge Isles Association	CT 402.05	BG 3 shared with Boulevard Park	
		CT 403	BG 1	
	Imperial Point Association	CT 402.05	BG 2, BG 3	\$105,253
		CT 402.06		
	Knoll Ridge	CT 403	BG 3	\$163,973
	Montego Bay Townhomes	CT 402.04		
	Port Royale Master Association	CT 402.04		\$68,015
	Bay Colony Club Condominiums	CT 402.04		
	Bay Colony	CT 402.04		\$168,495
	North Golf Estates	CT 402.03		
	Lake Estates Improvement Association	CT 402.03		\$135,125
	Landings Residential Association	CT 402.03		
		CT 402.04		\$312,285
	Coral Ridge Country Club Estates	CT 404.02		
		CT 404.01		\$140,323
	Bermuda Riviera Association	CT 405.03	One BG shared with Galt Mile	
	Galt Mile Community Association	CT 405.03	One BG shared with Bermuda Riviera	\$78,900
		CT 405.04		

Renter Affordability Gaps/Surplus				
Coral Ridge North-Imperial Point Neighborhood District	Boulevard Park Isles	CT 402.05	BG 3 shared with Coral Ridge	\$342
	Coral Ridge Isles Association	CT 402.05	BG 3 shared with Boulevard Park	
		CT 403	BG 1	\$114
	Imperial Point Association	CT 402.05	BG 2, BG 3	
		CT 402.06		\$585
	Knoll Ridge	CT 403	BG 3	
	Montego Bay Townhomes	CT 402.04		\$412
	Port Royale Master Association	CT 402.04		
	Bay Colony Club Condominiums	CT 402.04		\$68
	Bay Colony	CT 402.04		
	North Golf Estates	CT 402.03		\$437
	Lake Estates Improvement Association	CT 402.03		
	Landings Residential Association	CT 402.03		\$617
		CT 402.04		
	Coral Ridge Country Club Estates	CT 404.02		\$211
		CT 404.01		
	Bermuda Riviera Association	CT 405.03	One BG shared with Galt Mile	\$198
	Galt Mile Community Association	CT 405.03	One BG shared with Bermuda Riviera	
		CT 405.04		

Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index is well above the H&T benchmark in all of the neighborhoods in the Coral Ridge North-Imperial Point Neighborhood Area Analysis District. The H&T ranges from 66.0 in Boulevard Park Isles to 92.0 in Imperial Point Association.

The Coral Ridge South-Lauderdale Beach Neighborhood Area Analysis District includes the Neighborhoods of Coral Shores Civic Association, Coral Ridge Association Incorporated, Central Beach Alliance, Lauderdale Beach HOA, Dolphin Isles HOA and Birch Park Finger Streets Association. The District is bordered by the City of Oakland Park on the northwest corner; the Coral Ridge Country Club Estate on the north; the Atlantic Ocean on the east; Sunrise Boulevard on the south; and the Intracoastal Waterway on the west. The District has a population of 10,492 and a total of 7,564 housing units.



Population Characteristics

The population of the Coral Ridge South-Lauderdale Beach Neighborhood Area Analysis District is primarily White Alone (93.8 percent) followed by Two or More Races (3.1 percent). An estimated 92.5 percent of its population identify as not Hispanic or Latino. Of the population 25 years and over, 54.6 percent has completed a Bachelor's Degree or higher, while only 3.4 percent are without a High School Diploma.

An estimated 86.1 percent (9,036 residents) of the District's population is over 18 years of age with 21.4 percent (2,248 residents) 65 and over.

Table 5.1: Coral Ridge South-Lauderdale Beach Demographic Characteristics

Total Population	10,492	
	#	%
Race		
White Alone	9,839	93.8%
Black or African American alone	106	1.0%
American Indian and Alaska Native alone	-	0.0%
Asian alone	155	1.5%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	71	0.7%
Two or more races	321	3.1%
Hispanic Ethnicity		
Not Hispanic or Latino	9,702	92.5%
Hispanic or Latino	790	7.5%
Age		
Under 5 years	372	3.5%
5 to 19 years	1,312	12.5%
20 to 34	1,330	12.7%
35 to 54 years	3,436	32.7%
55 and over	4,042	38.5%
18 and over	9,036	86.1%
65 and over	2,248	21.4%
Educational Attainment		
Population 25 years and over	8,448	
Less than 9th grade	80	0.9%
9th to 12th, no diploma	205	2.4%
High school graduate (includes equivalency)	1,455	17.2%
Some college, no degree	1,392	16.5%
Associate's degree	704	8.3%
Bachelor's degree	2,841	33.6%
Graduate or professional degree	1,771	21.0%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 5,389 households in the Coral Ridge South-Lauderdale Neighborhood Area Analysis District. The median household income ranges from a low of \$69,188 (eastern portion of the Coral Ridge Association Incorporated Neighborhood) to \$91,964 to the west which also includes the Coral Shores Civic Association Neighborhood. The estimated median household income for the remaining neighborhoods in the District is approximately \$72,071.

According to the 2009-2013 ACS estimates, 11.8 percent of families and people had an income in the past 12 months below the poverty level. An estimated 86.4 percent of workers age 16 and over driving to work alone or carpooling in a car, truck, or van, while a low 0.6 percent was reported as commuting via public transit.

Table 5.2: Coral Ridge South-Lauderdale Beach Economic Characteristics

Total Population	10,492	
Poverty Rate		
Total Households	5,389	
Families & people whose income in the past 12 months is below the poverty level	638	11.8%
Percentage in Labor Force		
Total Population 16+	9,287	
Population in Labor Force	5,828	62.8%
Occupations		
Total Civilian employed population 16+	5,469	
Management, business, science, and arts occupations	2,611	47.7%
Service occupations	746	13.6%
Sales and office occupations	1,627	29.7%
Natural resources, construction, and maintenance occupations	72	1.3%
Production, transportation, and material moving occupations	413	7.6%
Commute to Work		
Workers 16 years and over	5,328	
Car, truck, or van -- drove alone	4,189	78.6%
Car, truck, or van -- carpooled	414	7.8%
Public transportation (excluding taxicab)	31	0.6%
Walked	60	1.1%
Other means	153	2.9%
Worked at home	481	9.0%

Source: U.S. Census ACS 2013 5-year estimates

The 2009-2013 ACS estimates reported that 62.8 percent of the population 16 years and over in the District are in the labor force. Out of the total civilian employed population age 16 and over, 47.7 percent (921) are employed in management, business, science, and arts occupations, and 29.7 percent are in sales and office occupations. According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Housing Supply and Demand

According to 2009-2013 ACS estimates, 47.0 percent (1,255 units) of the Coral Ridge South-Lauderdale Beach Neighborhood Area Analysis District's 7,564 unit housing supply are within structures of 20 or more units, with 38.9 percent in 1-unit detached or attached structures.

An estimated 69.8 percent of the occupied housing units in the District are owner-occupied with an estimated 30.2 percent renter-occupied. Of the District's total housing units, 14.7 percent are vacant, of which, 76.0 percent are "seasonal, recreational, or occasional use" housing units and 12.3 percent are vacant due to "other" reasons.

The median value of housing units varies within the district from a low of \$320,500 for the neighborhoods including

Lauderdale Beach HOA, Central Beach Alliance, Dolphins Isles HOA, and Birch Park Finger Streets Association, to a high of \$615,200 in the eastern portion of Coral Ridge Association Incorporated. The median gross monthly rents for the District vary from \$971 in the western portion of Coral Ridge Association Incorporated and Coral Shores Civic Association to \$1,764 in the east side of Coral Ridge Association Incorporated. Census Tract 405.02, which covers the neighborhoods of Lauderdale Beach HOA, Central Beach Alliance, Dolphins Isles HOA, and Birch Park Finger Streets Association has an estimated median gross rent of \$1,591.

Table 5.3: Coral Ridge South-Lauderdale Beach Housing Characteristics

Total Housing Units	7,564	
	#	%
Housing Inventory		
1-unit, detached	2,752	36.4%
1-unit, attached	192	2.5%
2 units	168	2.2%
3 or 4 units	164	2.2%
5 to 9 units	354	4.7%
10 to 19 units	382	5.1%
20 or more units	3,552	47.0%
Mobile home	-	0.0%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	5,389	
Owner-occupied	3,761	69.8%
Renter-occupied	1,628	30.2%
Vacant housing units	2,175	
Homeowner vacancy estimates	155	7.1%
Sold, Not Occupied	-	0.0%
Rental vacancy estimates	101	4.6%
Rented Not Occupied	-	0.0%
Vacancy for seasonal, rec., or occasional use	1,652	76.0%
Other	267	12.3%

Source: U.S. Census ACS 2013 5-year estimates

Table 5.4: Coral Ridge South-Lauderdale Beach Cost-Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households	1,628	
Total renter occupied housing units that pay 30% or more of their household income on rent	924	56.8%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	2,321	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	1,195	51.5%

Source: U.S. Census ACS 2013 5-year estimates

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to the 2009-2013 ACS estimates, 51.5 percent (1,195 units) of the

District's owner-occupied housing units are cost-burdened and 56.8 percent (924) of renter-occupied units.

The housing affordability analysis found substantial homeowner gaps within each neighborhood in the District. Owner affordability gaps range from a low of \$213,615 in the neighborhoods of Coral Shores Civic Association and Coral Ridge Association to a high of \$442,230 in the neighborhoods of Central Beach Alliance, Lauderdale Beach and Dolphin Isles.

The housing affordability analysis found a significant renter affordability surplus in most neighborhoods within the District. However, there exists a small rent affordability gap of \$34 in the neighborhoods of Central Beach Alliance, Lauderdale Beach and Dolphin Isles.

Table 5.5: Coral Ridge South-Lauderdale Beach Affordability Analysis

Owner Affordability Gaps/Surplus				
Coral Ridge South-Lauderdale Beach Neighborhood District	Coral Shores Civic Association	CT 406.02	BG3	\$213,615
	Coral Ridge Association	CT 406.02	BG 4, BG 2, BG 1	
		CT 406.01		
	Central Beach Alliance	CT 405.02	BG 2, BG 1	\$442,230
	Lauderdale Beach	CT 405.02	BG2	
	Dolphin Isles	CT 405.02	BG2	
	Birch Park Finger Streets	CT 405.02	BG 1	\$246,590
	Bal Harbor	CT 407.02	BG 1	
	Laudergate Isles Civic Association	CT 407.02	BG 1	
Renter Affordability Gaps/Surplus				
Coral Ridge South-Lauderdale Beach Neighborhood District	Coral Shores Civic Association	CT 406.02	BG3	\$378
	Coral Ridge Association	CT 406.02	BG 4, BG 2, BG 1	
		CT 406.01		
	Central Beach Alliance	CT 405.02	BG 2, BG 1	\$34
	Lauderdale Beach	CT 405.02	BG2	
	Dolphin Isles	CT 405.02	BG2	
	Birch Park Finger Streets	CT 405.02	BG 1	\$1,328
	Bal Harbor	CT 407.02	BG 1	
	Laudergate Isles Civic Association	CT 407.02	BG 1	

Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, all of the neighborhoods in the Coral Ridge South-Lauderdale Beach Neighborhood Analysis District have an H+T Index well above the 45 percent benchmark. The H+T Index ranges from 72.0 in Lauderdale Beach to 92.0 in the Coral Ridge Association.

The Poinsetta Heights/Victoria Park/Colee Hammock Area Analysis District is composed of Poinsetta Heights Civic Association, Lake Ridge Residents Association, Victoria Park Civic Association, Sunrise Key Civic Association, Beverly Heights, and Colee Hammock HOA. The boundaries of the District include the municipal boundary of the City of Fort Lauderdale to the north; the Intracoastal Waterway to the east; New River to the south and South Federal Highway to west. The District has a total population of 13,712 and 9,653 housing units.



Population Characteristics

The vast majority (86.7 percent) of the population in the Poinsetta Heights/Victoria Park/Colee Hammock Area Analysis District is White Alone with 84.4 percent of the total population identifying as not Hispanic or Latino. Of the population age 25 and over (11,652), 47.2 percent have a Bachelor's Degree or higher and 17.6 percent are high school graduates.

Table 6.1: Poinsetta Heights/Victoria Park/Colee Hammock Demographic Characteristics

Total Population	13,712	
	#	%
Race		
White Alone	11,883	86.7%
Black or African American alone	835	6.1%
American Indian and Alaska Native alone	26	0.2%
Asian alone	268	2.0%
Native Hawaiian and Other Pacific Islander alone	24	0.2%
Some other race alone	423	3.1%
Two or more races	253	1.8%
Hispanic Ethnicity		
Not Hispanic or Latino	11,576	84.4%
Hispanic or Latino	1,956	14.3%
Age		
Under 5 years	440	3.2%
5 to 19 years	894	6.5%
20 to 34	3,314	24.2%
35 to 54 years	4,956	36.1%
55 and over	4,108	30.0%
18 and over	12,550	91.5%
65 and over	1,775	12.9%
Educational Attainment		
Population 25 years and over	11,652	
Less than 9th grade	355	3.0%
9th to 12th, no diploma	441	3.8%
High school graduate (includes equivalency)	2,047	17.6%
Some college, no degree	2,228	19.1%
Associate's degree	1,079	9.3%
Bachelor's degree	3,532	30.3%
Graduate or professional degree	1,970	16.9%

According to ACS 2009-2013 estimates, 91.5 percent of the District's population is 18 years and over and 12.9 percent age 65 and over. The age group with the largest population is 35 to 54 (36.1 percent) followed by the 55 and over age group (30.0 percent).

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 7,571 households in the Poinsetta Heights/Victoria Park/Colee Hammock Area Analysis District. The median household incomes of the District vary from a high of \$77,344 in the Census Tract covering the southern portion of Victoria Park Civic Association, Colee Hammock HOA, and Beverly Heights to a low of \$41,588 in the area including the Lake Ridge Residents Association. According to the 2009-2013 ACS estimates, 13.5 percent of families and people in the District (1,023) had incomes in the past 12 months below the poverty level.

Table 6.2: Poinsetta Heights/Victoria Park/Colee Hammock Economic Characteristics

According to the 2009-2013 ACS estimates, 72.8 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood Area District's employed population 16 years and older is primarily employed in management, business, science, and arts occupations (45.4 percent) followed by sales and office occupations (27.2 percent) and service occupations (14.5 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Total Population	13,712	
Poverty Rate		
Total Households	7,571	
Families & people whose income in the past 12 months is below the poverty level	1,023	13.5%
Percentage in Labor Force		
Total Population 16+	12,678	
Population in Labor Force	9,225	72.8%
Occupations		
Total Civilian employed population 16+	8,575	
Management, business, science, and arts occupations	3,897	45.4%
Service occupations	1,245	14.5%
Sales and office occupations	2,335	27.2%
Natural resources, construction, and maintenance occupations	500	5.8%
Production, transportation, and material moving occupations	598	7.0%
Commute to Work		
Workers 16 years and over	8,534	
Car, truck, or van -- drove alone	6,265	73.4%
Car, truck, or van -- carpooled	548	6.4%
Public transportation (excluding taxicab)	259	3.0%
Walked	361	4.2%
Other means	397	4.7%
Worked at home	704	8.2%

Source: U.S. Census ACS 2013 5-year estimates

According to the 2009-2013 ACS estimates, 73.4 percent (6,265 workers) of the District's employed population 16+ years of age commute to work each day by driving alone a car, truck, or van. An estimated 8.2 percent of workers work at home.

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 33.8 percent (3,261 units) of the Poinsetta Heights/Victoria Park/Colee Hammock Area Analysis District's 9,263 unit housing supply are in 1-unit, detached structures and 20.6 percent (1,984) in structures of 20 or more units.

An estimated 46.5 percent (3,520 units) of the occupied housing units in the District are owner-occupied with an estimated 53.5 percent of occupied units (4,054 units) renter-occupied. Of the District's total housing units, 21.6 percent (2,052 units) are vacant. An estimated 42.9 percent of the District's vacancies are for seasonal, recreational, or occasional use.

Table 6.3: Poinsetta Heights/Victoria Park/Colee Hammock Housing Characteristics

Total Housing Units	9,653	
	#	%
Housing Inventory		
1-unit, detached	3,261	33.8%
1-unit, attached	1,104	11.4%
2 units	510	5.3%
3 or 4 units	814	8.4%
5 to 9 units	1,035	10.7%
10 to 19 units	833	8.6%
20 or more units	1,984	20.6%
Mobile home	82	0.8%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	7,571	
Owner-occupied	3,520	46.5%
Renter-occupied	4,054	53.5%
Vacant housing units	2,052	
Homeowner vacancy estimates	178	8.7%
Sold, Not Occupied	130	6.3%
Rental vacancy estimates	484	23.6%
Rented Not Occupied	53	2.6%
Vacancy for seasonal, recreational, or occasional use	880	42.9%
Other	327	15.9%

Source: U.S. Census ACS 2013 5-year estimates

The median housing values in the District range a low of \$266,400 in the Poinsetta Heights Civic Association to \$365,100 in the eastern sections of the Victoria Park Civic Association and Sunrise Key Civic Association. The median gross rents in the District range from a low of \$915 on the east side of Victoria Park Civic Association and Sunrise Key Civic Association to \$1,317 in the southern section of the Victoria Park Civic Association, Colee Hammock HOA, and Beverly Heights.

Table 6.4: Poinsetta Heights/Victoria Park/Colee Hammock Cost- Burdened Households

According to the 2009-2013 ACS estimates, 43.6 percent (1,005 units) of the District's owner-occupied housing units with a mortgage are cost-burdened and 42.4 percent (1,720) of renter-occupied units.

Cost Burdened Renter Households		
Total Renter Occupied Households	4,054	
Total renter occupied housing units that pay 30% or more of their household income on rent	1,720	42.4%
Cost Burdened Owner Households		
Total Owner Occupied Households	2,304	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	1,005	43.6%

Source: U.S. Census ACS 2013 5-year estimates

The housing affordability analysis found significant owner affordability gaps in most areas of the District. The largest affordability gap (\$240,165) is found in the Victoria Park Civic Association with the lowest (\$93,930) in Poinsetta Heights.

The housing affordability analysis found renter affordability surplus in all the neighborhoods in the District ranging from a low of \$37 in the Lake Ridge Residents Association to a high of \$783 in Poinsetta Heights.

Table 6.5: Poinsetta Heights/Victoria Park/Colee Hammock Affordability Analysis

Owner Affordability Gaps				
Poinsetta Heights/ Victoria Park/ Colee Hammock	Poinsetta Heights	CT 407.01		\$93,930
	Lake Ridge Residents Association	CT 407.02	BG 2, BG 3	\$179,730
	Victoria Park Civic Association	CT 418.01		\$199,925
		CT 418.02	BG 1, BG 2, BG3; BG 3 extends to Sunrise Key Civic Association	\$240,165
		CT 419	BG 1, BG 3	
	Beverly Heights	CT 419	BG 2; Shared with Colee Hammock	\$154,540
	Colee Hammock	CT 419	BG 2; Shared with Beverly Heights	
	Sunrise Key Civic Association	CT 418.02	BG3 shared with Victoria Park	
Renter Affordability Gaps				
Poinsetta Heights/ Victoria Park/ Colee Hammock	Poinsetta Heights	CT 407.01		\$783
	Lake Ridge Residents Association	CT 407.02	BG 2, BG 3	\$37
	Victoria Park Civic Association	CT 418.01		\$280
		CT 418.02	BG 1, BG 2, BG3; BG 3 extends to Sunrise Key Civic Association	\$334
		CT 419	BG 1, BG 3	
	Beverly Heights	CT 419	BG 2; Shared with Colee Hammock	\$617
	Colee Hammock	CT 419	BG 2; Shared with Beverly Heights	
	Sunrise Key Civic Association	CT 418.02	BG3 shared with Victoria Park	

Source: U.S. Census ACS 2013 5-year estimates

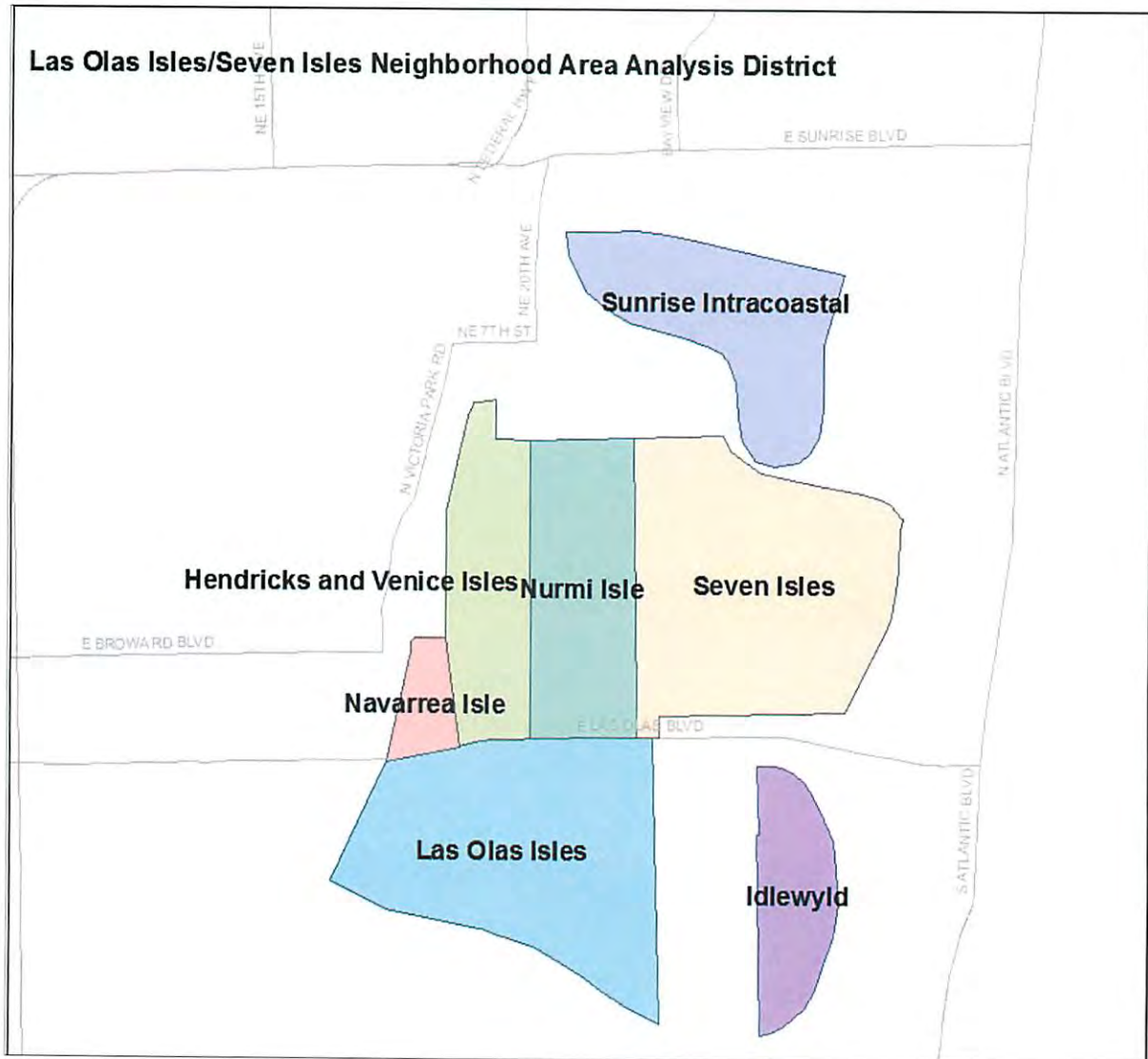
Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index in the Poinsetta Heights/Victoria Park/Colee Hammock Neighborhood Area Analysis District are well above the H&T benchmark ranging from 66.0 percent in Colee Hammock to 92.0 percent in Victoria Park Civic Association.

Las Olas Isles/Seven Isles Neighborhood Area Analysis District

The Las Olas Isles/Seven Isles Neighborhood Area Analysis District includes the Neighborhoods of Navarro Isles Association, Las Olas Isles Homeowners Association, Idlewyld Improvement Association, Hendricks and Venice Isles, Nurmi Isles Homeowners Association, Sunrise Intracoastal HOA and Seven Isles Homeowners Association.

The District is bordered by the Intracoastal Waterway to the north, east and west; and by the New River to the south. The District has a population of 4,426 residents and 3,240 housing units.



Population Characteristics

The Las Olas Isles/Seven Isles Neighborhood Area Analysis District has a population that is primarily White Alone (95.3 percent) with 2.3 percent of the population Black or African American Alone. An estimated 8.0 percent of the population identify as Hispanic or Latino. The District's population is mostly of age 55 and over (49.4 percent) followed by the 35 to 54 age group (25.9 percent). An estimated 88.6 percent of the total population is reported as being 18 years of age and over with 29.5 percent 65 and over.

An estimated 59.0 percent of the District's population 25+ years of age has a bachelor's degree or higher and only 2.3 percent do not have a high school diploma.

Table 7.1: Las Olas / Seven Isles Demographic Characteristics

Total Population	4,426	
	#	%
Race		
White Alone	4,218	95.3%
Black or African American alone	101	2.3%
American Indian and Alaska Native alone	-	0.0%
Asian alone	71	1.6%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	19	0.4%
Two or more races	17	0.4%
Hispanic Ethnicity		
Not Hispanic or Latino	4,071	92.0%
Hispanic or Latino	355	8.0%
Age		
Under 5 years	163	3.7%
5 to 19 years	385	8.7%
20 to 34	547	12.4%
35 to 54 years	1,146	25.9%
55 and over	2,185	49.4%
18 and over	3,921	88.6%
65 and over	1,305	29.5%
Educational Attainment		
Population 25 years and over	3,760	
Less than 9th grade	22	0.6%
9th to 12th, no diploma	87	2.3%
High school graduate (includes equivalency)	550	14.6%
Some college, no degree	630	16.8%
Associate's degree	252	6.7%
Bachelor's degree	1,135	30.2%
Graduate or professional degree	1,084	28.8%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 2,308 households in the Las Olas Isles/Seven Isles Neighborhood Area Analysis District. The median household income of the District ranges from a low of \$42,115 in the Sunrise Intracoastal HOA to \$94,655 in District's other neighborhoods. According to the 2009-2013 ACS estimates, 11.4 percent of families and people in the District (263) had incomes in the past 12 months below the poverty level.

According to the 2009-2013 ACS estimates, 55.2 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood District's employed population 16 years and older is primarily employed in management, business, science and art occupations (60.6 percent) and sales and office occupations (22.8 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

According to the 2009-2013 ACS estimates, 75.6 percent (1,476 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, or van and drive alone. An estimated 3.0 percent commute to work by bicycle or by other means.

Table 7.2: Las Olas / Seven Isles Economic Characteristics

Total Population	3,760	
Poverty Rate		
Total Households	2,308	
Families & people whose income in the past 12 months is below the poverty level	263	11.4%
Percentage in Labor Force		
Total Population 16+	3,987	
Population in Labor Force	2,200	55.2%
Occupations		
Total Civilian employed population 16+	1,988	
Management, business, science, and arts occupations	1,204	60.6%
Service occupations	230	11.6%
Sales and office occupations	454	22.8%
Natural resources, construction, and maintenance occupations	40	2.0%
Production, transportation, and material moving occupations	60	3.0%
Commute to Work		
Workers 16 years and over	1,952	
Car, truck, or van -- drove alone	1,476	75.6%
Car, truck, or van -- carpooled	80	4.1%
Public transportation (excluding taxicab)	30	1.5%
Walked	74	3.8%
Other means	59	3.0%
Worked at home	233	11.9%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 44.1 percent (1,430 units) of the Las Olas Isles/Seven Isles Neighborhood Area Analysis District's 3,240 unit housing supply are in 1-unit detached or attached structures. An estimates 36.2 percent of the total housing units are in structures of 20 or more units.

According to 2009-2013 ACS estimates, 79.7 percent (1,840 units) of the occupied housing units in the Coral Ridge North-Imperial Point Neighborhood Area Analysis District are owner-occupied with an estimated 20.3 percent of occupied units (468 units) renter-occupied. Of the District's total housing units, 28.8 percent (932 units) are vacant. The highest vacancy rate in the District (61.4 percent) is for seasonal, recreational or occasional use vacancies followed by "other" vacancies at 17.0 percent.

Table 7.3: Las Olas / Seven Isles Housing Characteristics

Total Housing Units	3,240	
	#	%
Housing Inventory		
1-unit, detached	1,278	39.4%
1-unit, attached	152	4.7%
2 units	7	0.2%
3 or 4 units	93	2.9%
5 to 9 units	111	3.4%
10 to 19 units	408	12.6%
20 or more units	1,174	36.2%
Mobile home	-	0.0%
Boat, RV, van, etc.	17	0.5%
Housing Tenure		
Occupied housing units	2,308	
Owner-occupied	1,840	79.7%
Renter-occupied	468	20.3%
Vacant housing units	932	
Homeowner vacancy estimates	86	9.2%
Sold, Not Occupied	82	8.8%
Rental vacancy estimates	34	3.6%
Rented Not Occupied	0	0.0%
Vacancy for seasonal, recreational, or occasional use	572	61.4%
Other	158	17.0%

The median owner values ranges from a low of \$371,600 in the Sunrise Intracoastal HOA to \$628,800 in the other District neighborhoods.

The median gross rent values in the Las Olas Isles/Seven Isles Area Analysis District vary from \$1,005 in the Sunrise Intracoastal HOA to \$1,507 in the other neighborhoods in the District.

Source: U.S. Census ACS 2013 5-year estimates

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to the 2009-2013 ACS estimates, 66.0 percent (607 units) of the District's owner-occupied housing units with a mortgage are cost-burdened, while 51.7 percent (242 units) of renter-occupied units are.

Table 7.4: Las Olas / Seven Isles Cost-Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households	468	
Total renter occupied housing units that pay 30% or more of their household income on rent	242	51.7%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	920	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	607	66.0%

Source: U.S. Census ACS 2013 5-year estimates

The housing affordability analysis found substantial owner affordability gaps throughout the District as high as \$392,162. The analysis found a renter affordability surplus in all neighborhoods ranging from a low of \$47 in the Sunrise Intracoastal HOA to a high of \$849 in the other District neighborhoods.

Table 7.5: Las Olas / Seven Isles Affordability Analysis

Owner Affordability Gaps				
Las Olas / Seven Isles	Navarro Isle Association	CT 420		\$392,162
	Las Olas Isles Homeowners Association			
	Riviera Isles Improvement Association			
	Idlewyld Improvement Association			
	Hendricks and Venice Isles			
	Nurmi Isles Homeowners Association			
	Seven Isles Homeowners Association			
	Sunrise Intracoastal HOA	CT 406.01	Block Group 2	\$266,312
Renter Affordability Gaps				
Las Olas / Seven Isles	Navarro Isle Association	CT 420		\$859
	Las Olas Isles Homeowners Association			
	Riviera Isles Improvement Association			
	Idlewyld Improvement Association			
	Hendricks and Venice Isles			
	Nurmi Isles Homeowners Association			
	Seven Isles Homeowners Association			
	Sunrise Intracoastal HOA	CT 406.01	Block Group 2	\$47

Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index in the Las Olas/Seven Isles Neighborhood Analysis District are far above the H&T benchmark ranging from 97.0 in Sunrise Intracoastal 103.0 percent in Seven Isles Homeowners Association.

Harbor Beach Neighborhood Area Analysis District

The Harbor Beach Neighborhood Area Analysis District includes the Neighborhoods of Central Beach Alliance, Harbor Beach HOA, Harbor Inlet Association, Breakwater Surf Homes, Harbor Drive Association, and Harbor Isles of Fort Lauderdale. The District is bordered by the Intracoastal Waterway on the north and south; the Atlantic Ocean to the east; and South Federal Highway to the west. The total population of the District is 6,096 with a total of 5,782 housing units.

Population Characteristics

The population of the Harbor Beach Neighborhood Area Analysis District is primarily White Alone (95.4 percent) and a small Asian Alone population (1.6 percent). An estimated 7.91 percent of the District's population identify as Hispanic or Latino. An estimated 90.4 percent (5,511 residents) of the District's population is over 18 years of age with 31.9 percent (1,947 residents) 65 and over.

Of the population 25 years and over, 51.0 percent hold a Bachelor's, Graduate, or Professional Degree and only 3.8 percent have less than a high school diploma.

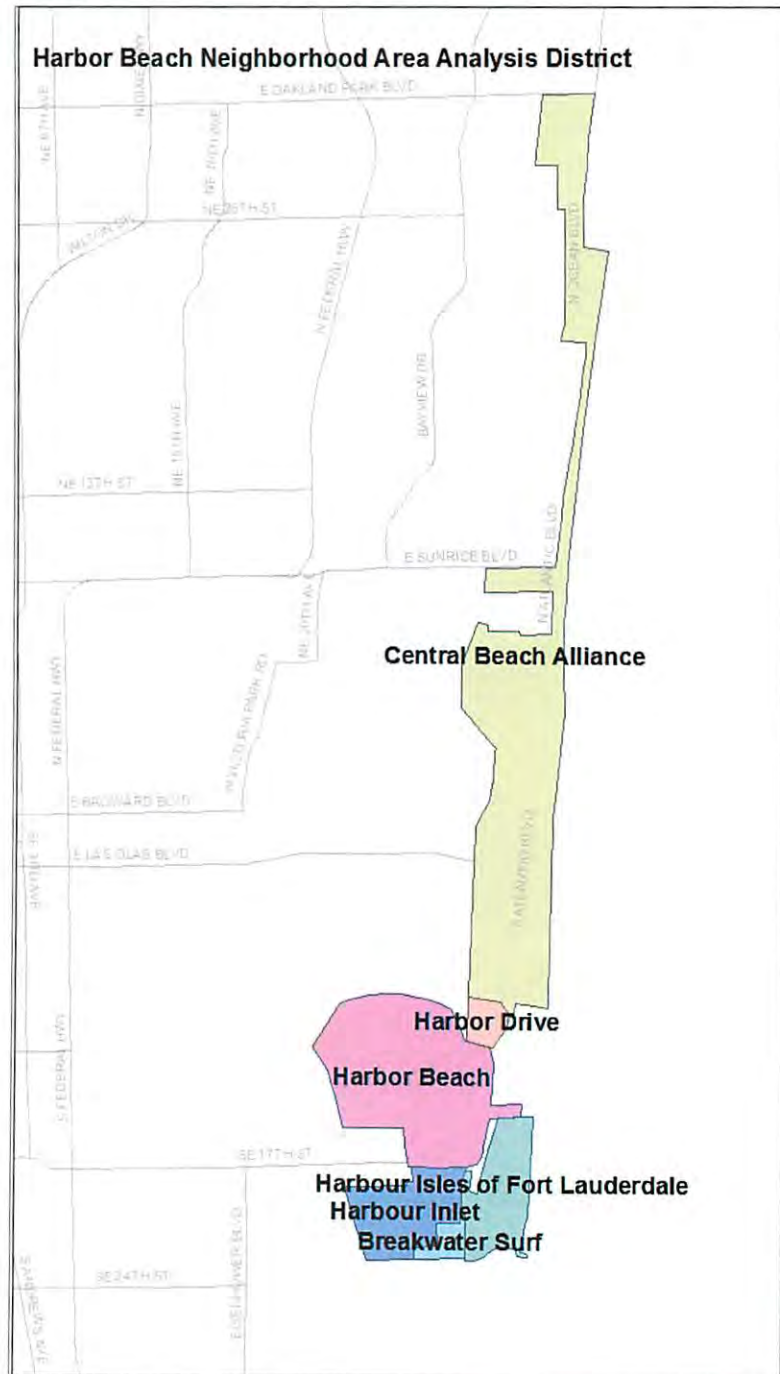


Table 8.1: Haror Beach Demographic Characteristics

Total Population	6,096	
	#	%
Race		
White Alone	5,817	95.4%
Black or African American alone	90	1.5%
American Indian and Alaska Native alone	42	0.7%
Asian alone	100	1.6%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	8	0.1%
Two or more races	39	0.6%
Hispanic Ethnicity		
Not Hispanic or Latino	5,614	92.1%
Hispanic or Latino	482	7.9%
Age		
Under 5 years	55	0.9%
5 to 19 years	622	10.2%
20 to 34	892	14.6%
35 to 54 years	1,485	24.4%
55 and over	3,040	49.9%
18 and over	5,511	90.4%
65 and over	1,947	31.9%
Educational Attainment		
Population 25 years and over	5,131	
Less than 9th grade	50	1.0%
9th to 12th, no diploma	146	2.8%
High school graduate (includes equivalency)	881	17.2%
Some college, no degree	1,097	21.4%
Associate's degree	340	6.6%
Bachelor's degree	1,570	30.6%
Graduate or professional degree	1,047	20.4%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 3,229 households in the Harbor Beach Neighborhood Area Analysis District. The median household income ranges from a low of \$30,000 to a high of \$93,939 in the neighborhoods of Harbor Beach HOA, Harbor Inlet Association, Breakwater Surf Homes, Harbor Drive Association, and Harbor Isles of Fort Lauderdale.

According to the 2009-2013 ACS estimates, 10.4 percent of families and individuals in the District had an income in the past 12 months below the poverty level with an estimated 50.7 percent from Central Beach Alliance. Of the population of workers 16 years and over (2,531 workers), an estimated 74.9

percent drove a car, truck, or van alone to commute to work, while only 2.3 percent reported taking public transportation.

According to 2009-2013 ACS estimates, 53.5 percent of the population 16 years and over in the District are in the labor force. Of the total civilian employed population age 16 and over, 47.5 percent (1,247 employed civilians) are employed in management, business, science, and arts occupations, while 27.9 percent are in sales and office occupations. According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Table 8.2: Harbor Beach Economic Characteristics

Total Population	6,096	
Poverty Rate		
Total Households	3,229	
Families & people whose income in the past 12 months is below the poverty level	335	10.4%
Percentage in Labor Force		
Total Population 16+	5,589	
Population in Labor Force	2,989	53.5%
Occupations		
Total Civilian employed population 16+	2,623	
Management, business, science, and arts occupations	1,247	47.5%
Service occupations	380	14.5%
Sales and office occupations	732	27.9%
Natural resources, construction, and maintenance occupations	45	1.7%
Production, transportation, and material moving occupations	219	8.3%
Commute to Work		
Workers 16 years and over	2,531	
Car, truck, or van -- drove alone	1,896	74.9%
Car, truck, or van -- carpooled	36	1.4%
Public transportation (excluding taxicab)	58	2.3%
Walked	122	4.8%
Other means	137	5.4%
Worked at home	282	11.1%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 68.7 percent (3,973 units) of the Harbor Beach Neighborhood Area Analysis District's 5,782 unit housing supply are in structures of 20 or more units with 14.0 percent in 1-unit detached or attached structures.

An estimated 71.1 percent of the occupied housing units in the District are owner-occupied, and 28.9 percent renter occupied. Of the District's total housing units, 44.2 percent are vacant, of which, 76.7 percent are "seasonal, recreational, or occasional use" vacancies.

Table 8.3: Harbor Beach Housing Characteristics

Total Housing Units	5,782	
	#	%
Housing Inventory		
1-unit, detached	733	12.7%
1-unit, attached	72	1.2%
2 units	56	1.0%
3 or 4 units	166	2.9%
5 to 9 units	289	5.0%
10 to 19 units	493	8.5%
20 or more units	3,973	68.7%
Mobile home	-	0.0%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	3,229	
Owner-occupied	2,295	71.1%
Renter-occupied	934	28.9%
Vacant housing units	2,553	
Homeowner vacancy estimates	223	8.7%
Sold, Not Occupied	49	1.9%
Rental vacancy estimates	205	8.0%
Rented Not Occupied	-	0.0%
Vacancy for seasonal, recreational, or occasional use	1,959	76.7%
Other	117	4.6%

Source: U.S. Census ACS 2013 5-year estimates

The median owner value in the District ranges from a low of \$275,600 to a high of \$558,800. The median gross rent ranges from a low of \$1,161 to a high of \$1,601.

Table 8.4: Harbor Beach Cost-Burdened Households

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to the 2009-2013 ACS estimates, 48.5 percent (431 units) of the District's owner-occupied housing units are cost-burdened and 43.3 percent (404) of renter-occupied units.

Cost Burdened Renter Households		
Total Renter Occupied Households	934	
Total renter occupied housing units that pay 30% or more of their household income on rent	404	43.3%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	889	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	431	48.5%

Source: U.S. Census ACS 2013 5-year estimates

The housing affordability analysis found substantial owner affordability gaps throughout the District as high as \$323,953. The analysis found a renter affordability surplus in all neighborhoods ranging from a low of \$329 in the Sunrise Intracoastal HOA to a high of \$746 in the other District neighborhoods.

Table 8.5: Harbor Beach Affordability Analysis

Owner Affordability Gaps			
Harbor Beach	Central Beach Alliance	421	\$126,570
	Harbor Beach	422	\$323,953
	Harbor Inlet Association		
	Breakwater Surf Homes		
	Harbor Drive Association		
	Harbor Isles of Fort Lauderdale		
Renter Affordability Gaps			
Harbor Beach	Central Beach Alliance	421	\$329
	Harbor Beach	422	\$746
	Harbor Inlet Association		
	Breakwater Surf Homes		
	Harbor Drive Association		
	Harbor Isles of Fort Lauderdale		

Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, all of the neighborhoods in the Harbor Beach Neighborhood Analysis District have an H+T Index far above the 45 percent benchmark. The H+T Index for all the District's neighborhoods is 112.0 percent.

The Poinciana Park/Croissant/River Oaks/Rio Vista Neighborhood Area Analysis District is composed of Rio Vista Civic Association, Harbordale Civic Association, Lauderdale Harbours Association, Croissant Park Civic Association, Poinciana Park Civic Association, Edgewood Civic Association, River Oaks Civic Association, and Shady Banks Civic Association. The District boundaries are Davie Boulevard and the New River to the north; the Intracoastal Waterway and South Federal Highway to the east; the municipal boundary of Fort Lauderdale to the south; and Interstate 95 to the west. The District has a population of 16,822 and 9,351 housing units.



Population Characteristics

According to 2009-2013 ACS estimates, 83.5 percent of the population of the Poinciana Park/Croissant/River Oaks/Rio Vista Neighborhood Area Analysis District is White Alone followed by 10.4 percent Black or African American Alone. An estimated 18.9 percent of the District's population are Hispanic or Latino.

Table 9.1: The Poinciana Park/Croissant/River Oaks/Rio Vista Demographic Characteristics

Total Population	16,822	
	#	%
Race		
White Alone	14,051	83.5%
Black or African American alone	1,743	10.4%
American Indian and Alaska Native alone	-	0.0%
Asian alone	217	1.3%
Native Hawaiian and Other Pacific Islander alone	68	0.4%
Some other race alone	410	2.4%
Two or more races	333	2.0%
Hispanic Ethnicity		
Not Hispanic or Latino	13,638	81.1%
Hispanic or Latino	3,184	18.9%
Age		
Under 5 years	715	4.3%
5 to 19 years	2,449	14.6%
20 to 34	3,644	21.7%
35 to 54 years	5,288	31.4%
55 and over	4,726	28.1%
18 and over	13,881	82.5%
65 and over	2,272	13.5%
Educational Attainment		
Population 25 years and over	14,447	
Less than 9th grade	1,221	8.5%
9th to 12th, no diploma	1,196	8.3%
High school graduate (includes equivalency)	3,425	23.7%
Some college, no degree	3,142	21.7%
Associate's degree	1,211	8.4%
Bachelor's degree	2,954	20.4%
Graduate or professional degree	1,298	9.0%

The District's most prominent age group is 35 to 54 years old (31.4 percent), followed by the 55 years of age group (28.1 percent). According to 2009-2013 ACS estimates, 82.5 percent of the District's population is 18 years and over with 13.5 percent age 65 and over. Of the population age 25 years and older 29.4 have a Bachelor's Degree or higher.

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 7,574 households in the Poinciana Park/Croissant/River Oaks/Rio Vista Area Analysis District. The median household incomes of the Neighborhood District show dramatic differences ranging from a low of \$27,353 in the northeastern area of Poinciana Park Civic Association and the southwestern portion of Harbordale Civic Association to \$127,500 in the western portion of the Rio Vista Civic Association. According to the 2009-2013 ACS estimates, 16.8 percent of families and people in the District (1,269) had incomes in the past 12 months below the poverty level.

Table 9.2: Poinciana Park / Croissant / River Oaks / Rio Vista Economic Characteristics

According to the 2009-2013 ACS estimates, 69.1 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood Area District's employed population 16 years and older is primarily employed in management, business, science, and arts occupations (31.8percent) followed by sales and office occupations (24.1 percent) and service occupations (23.4 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

According to the 2009-2013 ACS estimates, 79.3 percent (7,001 workers) of the District's employed population 16+ years of age commute to work each day by driving alone or carpooling in a car, truck, or van.

Total Population	16,822	
Poverty Rate		
Total Households	7,574	
Families & people whose income in the past 12 months is below the poverty level	1,269	16.8%
Percentage in Labor Force		
Total Population 16+	16,390	
Population in Labor Force	11,324	69.1%
Occupations		
Total Civilian employed population 16+	10,012	
Management, business, science, and arts occupations	3,188	31.8%
Service occupations	2,344	23.4%
Sales and office occupations	2,414	24.1%
Natural resources, construction, and maintenance occupations	1,239	12.4%
Production, transportation, and material moving occupations	827	8.3%
Commute to Work		
Workers 16 years and over	8,827	
Car, truck, or van -- drove alone	6,266	71.0%
Car, truck, or van -- carpooled	735	8.3%
Public transportation (excluding taxicab)	273	3.1%
Walked	386	4.4%
Other means	596	6.8%
Worked at home	571	6.5%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 52.7 percent (4,930 units) of the Poinciana Park/Croissant/River Oaks/Rio Vista Area Analysis District's 9,351 unit housing supply are 1-unit, attached or detached structures and 12.8 percent (1,201 units) are in structures of 20 or more units. An estimated 49.5 percent of the occupied housing units in the District are owner occupied with an estimated 50.5 percent of occupied units (3,824 units) renter-occupied. Of the District's total housing units, 19.0 percent (1,777 units) are vacant. An estimated 28.0 percent of vacancies are "for seasonal, recreational, or occasional use."

Table 9.3: Poinciana Park/Croissant/River Oaks/Rio Vista Housing Characteristics

Total Housing Units	9,351	
	#	%
Housing Inventory		
1-unit, detached	4,399	47.0%
1-unit, attached	531	5.7%
2 units	883	9.4%
3 or 4 units	839	9.0%
5 to 9 units	658	7.0%
10 to 19 units	795	8.5%
20 or more units	1,201	12.8%
Mobile home	56	0.6%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	7,574	
Owner-occupied	3,750	49.5%
Renter-occupied	3,824	50.5%
Vacant housing units	1,777	
Homeowner vacancy estimates	292	16.4%
Sold, Not Occupied	48	2.7%
Rental vacancy estimates	369	20.8%
Rented Not Occupied	143	8.0%
Vacancy for seasonal, recreational, or occasional use	498	28.0%
Other	427	24.0%

Source: U.S. Census ACS 2013 5-year estimates

The median owner values in the District range from a low of \$110,600 in for the western section of the Edgewood Civic Association to \$701,100 in the western portion of Rio Vista Civic Association which borders on the west with the Downtown Fort Lauderdale Civic Association. The lowest median gross rent value \$800, is found in the northeastern section of Poinciana Park Civic Association and the southwest of Harbordale Civic Association, while the District's highest median gross rent \$1,628 is in the Shady Banks Civic Association Neighborhood.

Table 9.4: Poinciana Park/Croissant/River Oaks/Rio Vista Cost-Burdened Households

According to the 2009-2013 ACS estimates, 46.4 percent (1,157 units) of the District's owner-occupied housing units with a mortgage are cost-burdened and 58.6 percent (2,241 units) of renter-occupied units.

Cost Burdened Renter Households		
Total Renter Occupied Households	3,824	
Total renter occupied housing units that pay 30% or more of their household income on rent	2,241	58.6%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	2,495	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	1,157	46.4%

Source: U.S. Census ACS 2013 5-year estimates

The housing affordability analysis found substantial owner affordability gaps in many of District's neighborhoods including Rio Vista Civic Association (\$389,225) and Harbordale Civic Association (\$322,515). A small owner affordability surplus of \$2,568 exists in the River Oaks Civic Association. The analysis found a renter affordability surplus in the majority of neighborhoods but significant affordability gaps in several including Poinciana Park Civic Association (\$227) and Harbordale Civic Association (\$116).

Table 9.5: Poinciana Park/Croissant/River Oaks/Rio Vista Affordability Analysis

Owner Affordability Gaps					
Poinciana Park / Croissant / River Oaks / Rio Vista	Rio Vista Civic Association	CT 424	One BG	CT 424	\$389,225
		CT 423.01	BG 1	CT 423.01	\$198,233)
	Lauderdale Harbours Association	CT 423.01	BG 1		
	Harbordale Civic Association	CT 423.01	BG 1,2,3		
		CT423.02	BG 1	CT 423.02	\$322,518
		CT 433.02	BG 3		
	Croissant Park Civic Association	CT 423.02	BG 1, 2		
		CT 433.01	BG 2,3,4,5,	CT 433.01	\$66,613
		CT 433.02	BG 1,2	CT 433.02	\$128,675
	Poinciana Park Civic Association	CT 433.02	BG 2,3		
	Edgewood Civic Association	CT 433.02	BG 1		
		CT 433.01	BG 4		
		CT 1106	BG 2	CT 1106, 1	\$51,853
	River Oaks Civic Association	CT 1106	BG 1	CT 1106, 2	\$2,568
		CT 433.01	BG 1,4	CT 427, 2	\$31,788
	Shady banks Civic Association	CT 427	BG 2		

Renter Affordability Gaps					
Poinciana Park / Croissant / River Oaks / Rio Vista	Rio Vista Civic Association	CT 424	One BG	CT 424	\$2,013
		CT 423.01	BG 1	CT 423.01	\$414
	Lauderdale Harbours Association	CT 423.01	BG 1		
	Harbordale Civic Association	CT 423.01	BG 1,2,3	CT 423.02	\$116
		CT423.02	BG 1		
		CT 433.02	BG 3		
	Croissant Park Civic Association	CT 423.02	BG 1, 2	CT 433.01	\$382
		CT 433.01	BG 2,3,4,5,		
		CT 433.02	BG 1,2	CT 433.02	\$227
	Poinciana Park Civic Association	CT 433.02	BG 2,3		
	Edgewood Civic Association	CT 433.02	BG 1		
		CT 433.01	BG 4		
		CT 1106	BG 2	CT 1106, 1	\$41
	River Oaks Civic Association	CT 1106	BG 1	CT 1106, 2	\$100
		CT 433.01	BG 1,4	CT 427, 2	\$74
	Shady banks Civic Association	CT 427	BG 2		

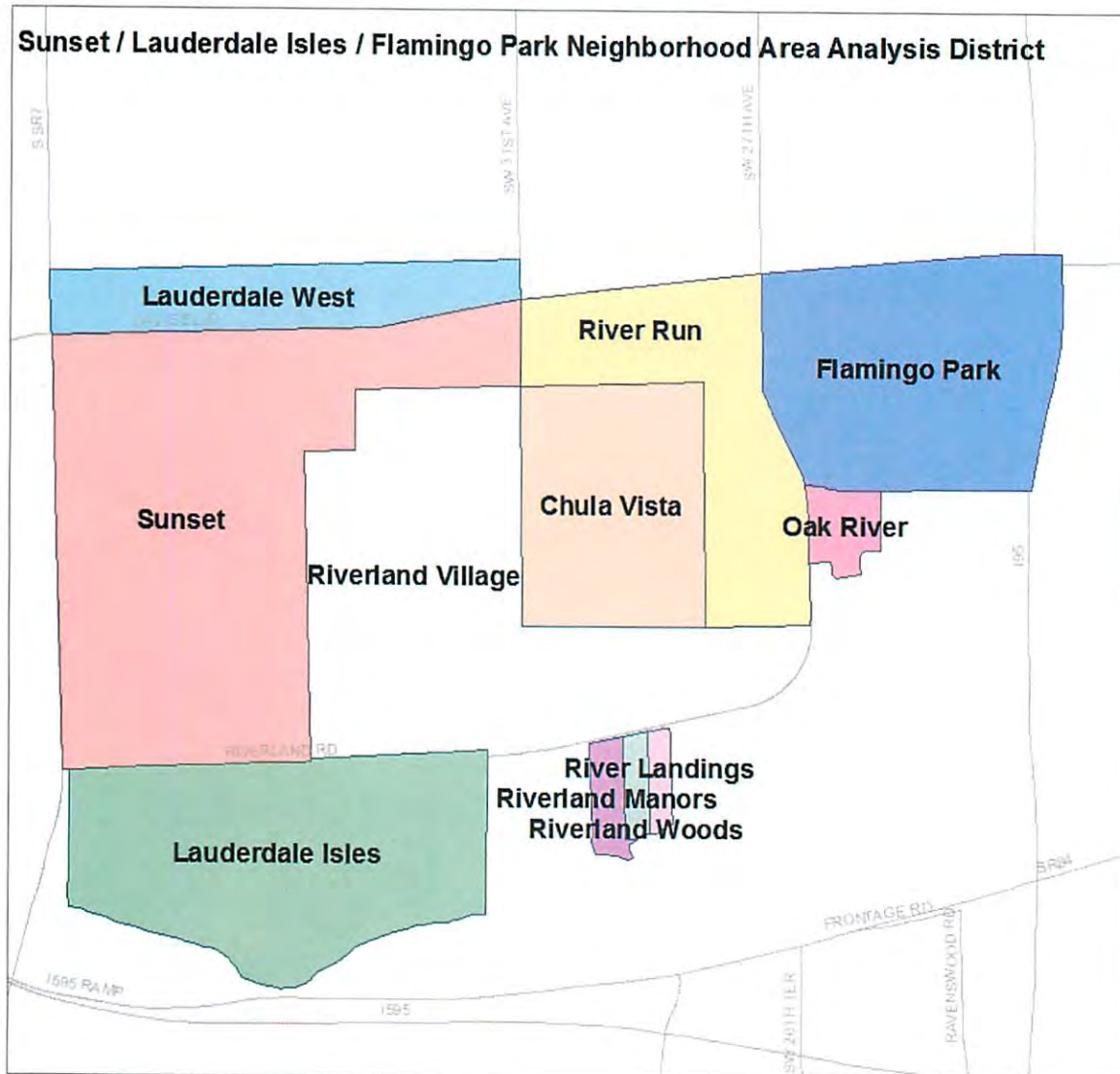
Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index in the Poinciana Park/Croissant/River Oaks/Rio Vista Neighborhood Area Analysis District is well above the H&T Index. All of the neighborhoods in the District have a H&T Index of 66.0 percent.

Sunset / Lauderdale Isles / Flamingo Park Neighborhood Area Analysis District

The Sunset/Lauderdale Isles/Flamingo Park Neighborhood Area Analysis District includes the Neighborhoods of Lauderdale West Association, Sunset Civic Association, Riverland Village, River Run Civic Association, Chula Vista, Flamingo Park Civic Association, Oak River Homeowners Association, Lauderdale Isles, Riverland Manors HOA, Riverland Woods, and River Landings. The District is bordered by Davie Boulevard on the north; Interstate 95 on the east; the southern municipal boundary of the City of Fort Lauderdale on the south; and the southwest municipal boundary of the City of Fort Lauderdale along SR 7 on the west. The District has a population of 13,877 residents and has 4,995 housing units.



Population Characteristics

According to 2009-2013 ACS estimates, 82.0 percent of the population of the Sunset/Lauderdale Isles/Flamingo Park Neighborhood Area Analysis District is White Alone with 11.1 percent of the population Black of African American Alone. An estimated 36.3 percent of the population identify as Hispanic or Latino. An estimated 75.1 percent of the District's population is between 20-55 years of age.

An estimated 18.0 percent (1,700 people) of the District's population have a Bachelor's Degree or higher and 20.6 percent (1,948) have less than a high school diploma.

Table 10.1: Sunset/ Lauderdale Isles / Flamingo Park Demographic Characteristics

Total Population	13,877	
	#	%
Race		
White Alone	11,375	82.0%
Black or African American alone	1,536	11.1%
American Indian and Alaska Native alone	54	0.4%
Asian alone	164	1.2%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	326	2.3%
Two or more races	422	3.0%
Hispanic Ethnicity		
Not Hispanic or Latino	8,843	63.7%
Hispanic or Latino	5,034	36.3%
Age		
Under 5 years	1,107	8.0%
5 to 19 years	2,344	16.9%
20 to 34	2,975	21.4%
35 to 54 years	4,081	29.4%
55 and over	3,370	24.3%
18 and over	10,782	77.7%
65 and over	1,525	11.0%
Educational Attainment		
Population 25 years and over	9,453	
Less than 9th grade	897	9.5%
9th to 12th, no diploma	1,051	11.1%
High school graduate (includes equivalency)	2,798	29.6%
Some college, no degree	2,207	23.3%
Associate's degree	800	8.5%
Bachelor's degree	1,276	13.5%
Graduate or professional degree	424	4.5%

Source: U.S. Census ACS 2013 5-year estimates

An estimated 78.6 percent of the Black or African American Alone population reside in Lauderdale West Association, Sunset Civic Association, and Riverland Village. Likewise, the majority of the residents who identify as Hispanic or Latino (3,325 people) live in the Lauderdale West Association, Sunset Civic Association, and Riverland Village Neighborhoods.

An estimated 52.7 percent of the total population age 18 and over (10,782 people) reside in Lauderdale West Association, Sunset Civic Association, and Riverland Village. The majority of the District's population age 65 and over (1,525) reside in the River Run Association, Chula Vista, Riverland Manors

HOA, Riverland Woods, River Landings, Oak River Homeowners Association and Flamingo Park Civic Association.

Economic Characteristics

There is a total of 8,894 households in the Sunset/Lauderdale Isles/Flamingo Park Neighborhood Area Analysis District. The median household incomes in the District range from a low of \$41,837 in the Lauderdale West Association, Sunset Civic Association, and Riverland Village to a high of \$79,605 in the Lauderdale Isles Neighborhood.

According to the 2009-2013 ACS estimates, 16.6 percent of families and people in the District had incomes in the past 12 months below the poverty level.

According to the 2009-2013 ACS estimates, 68.4 percent of the population 16+ years of age in the District are in the labor force. The Neighborhood District's employed population 16 years and older is primarily employed in service occupations (27.7 percent), followed by management, business, science, and arts occupations (25.0 percent). According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Table 10.2: Sunset / Lauderdale Isles / Flamingo Park Economic Characteristics

Total Population	13,877	
Poverty Rate		
Total Households	8,894	
Families & people whose income in the past 12 months is below the poverty level	1,476	16.6%
Percentage in Labor Force		
Total Population 16+	11,151	
Population in Labor Force	7,631	68.4%
Occupations		
Total Civilian employed population 16+	6,368	
Management, business, science, and arts occupations	1,591	25.0%
Service occupations	1,730	27.2%
Sales and office occupations	1,493	23.4%
Natural resources, construction, and maintenance occupations	888	13.9%
Production, transportation, and material moving occupations	666	10.5%
Commute to Work		
Workers 16 years and over	6,292	
Car, truck, or van -- drove alone	5,012	79.7%
Car, truck, or van -- carpooled	707	11.2%
Public transportation (excluding taxicab)	154	2.4%
Walked	125	2.0%
Other means	125	2.0%
Worked at home	169	2.7%

Source: U.S. Census ACS 2013 5-year estimates

An estimated 79.7 percent (5,012 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, or van and drive alone.

Housing Supply and Demand

According to the 2009-2013 ACS estimates, 81.3 percent (4,063 units) of the Sunset/Lauderdale Isles/Flamingo Park Neighborhood Area Analysis District's 4,995 unit housing supply are in 1-unit detached structures. An estimated 70.7 percent (3,281 units) of the occupied housing units in the District are owner-occupied and 29.3 percent of occupied units (1,360 units) are renter-occupied. Of the District's total housing units, 7.1 percent (354 units) are vacant. The highest vacancy rate in the District (29.9 percent) is "for seasonal, recreational or occasional use" vacancies followed by those that are "not rented yet" at 29.9 percent.

Table 10.3: Sunset / Lauderdale Isles / Flamingo Park Housing Characteristics

Total Housing Units	4,995	
	#	%
Housing Inventory		
1-unit, detached	4,063	81.3%
1-unit, attached	36	0.7%
2 units	250	5.0%
3 or 4 units	144	2.9%
5 to 9 units	128	2.6%
10 to 19 units	-	0.0%
20 or more units	281	5.6%
Mobile home	93	1.9%
Boat, RV, van, etc.	-	0.0%
Housing Tenure		
Occupied housing units	4,641	
Owner-occupied	3,281	70.7%
Renter-occupied	1,360	29.3%
Vacant housing units	354	
Homeowner vacancy estimates	44	12.4%
Sold, Not Occupied	-	0.0%
Rental vacancy estimates	106	29.9%
Rented Not Occupied	-	0.0%
Vacancy for seasonal, recreational, or occasional use	116	32.8%
Other	88	24.9%

Source: U.S. Census ACS 2013 5-year estimates

The median housing value in the District ranges from a low of \$168,900 in the Lauderdale West Association, Sunset Civic Association, and Riverland Village to a high of \$325,900 in Lauderdale Isles.

The median gross rent values in the District varies from \$1,029 in the Lauderdale West Association, Sunset Civic Association and Riverland Village to a high of \$1,861 in Lauderdale Isles.

Table 10.4: Sunset / Lauderdale Isles / Flamingo Park Burdened Housing Characteristics

Cost Burdened Renter Households	
Total Renter Occupied Households	1,360

As previously noted, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. Thus, according to the 2009-2013 ACS estimates, 52.6 percent (1,256 units) of the District's owner-occupied housing units with a mortgage are cost-burdened and 63.3 percent (861 units) of all renter-occupied units.

Total renter occupied housing units that pay 30% or more of their household income on rent	861	63.3%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	2,386	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	1,256	52.6%

Source: U.S. Census ACS 2013 5-year estimates

The housing affordability analysis found a significant owner affordability gap of \$126,888 in Lauderdale Lakes and smaller gaps (\$38,073-\$64,308) in the other neighborhoods within the District. The analysis found a renter affordability surplus in all of the District's neighborhoods.

Table 10.5: Sunset / Lauderdale Isles / Flamingo Park Affordability Analysis

Owner Affordability Gaps			
Sunset / Lauderdale Isles / Flamingo Park	Lauderdale West Assoc	CT 430.02	\$64,308
	Sunset Civic Assoc		
	Riverland Village		
	River Run Civic Assoc	CT 431.0	\$38,073
	Chula Vista		
	Flamingo Park Civic Assoc		
	Oak River Homeowners Assoc		
	Riverland Manors		
	Riverland Woods		
	River Landings		
	Lauderdale Isles	CT 430.01	\$126,888
Renter Affordability Gaps			
Sunset / Lauderdale Isles / Flamingo Park	Lauderdale West Assoc	CT 430.02	\$17
	Sunset Civic Assoc		
	Riverland Village		
	River Run Civic Assoc	CT 431.0	\$114
	Chula Vista		
	Flamingo Park Civic Assoc		
	Oak River Homeowners Assoc		
	Riverland Manors		
	Riverland Woods		
	River Landings		
	Lauderdale Isles	CT 430.01	\$129

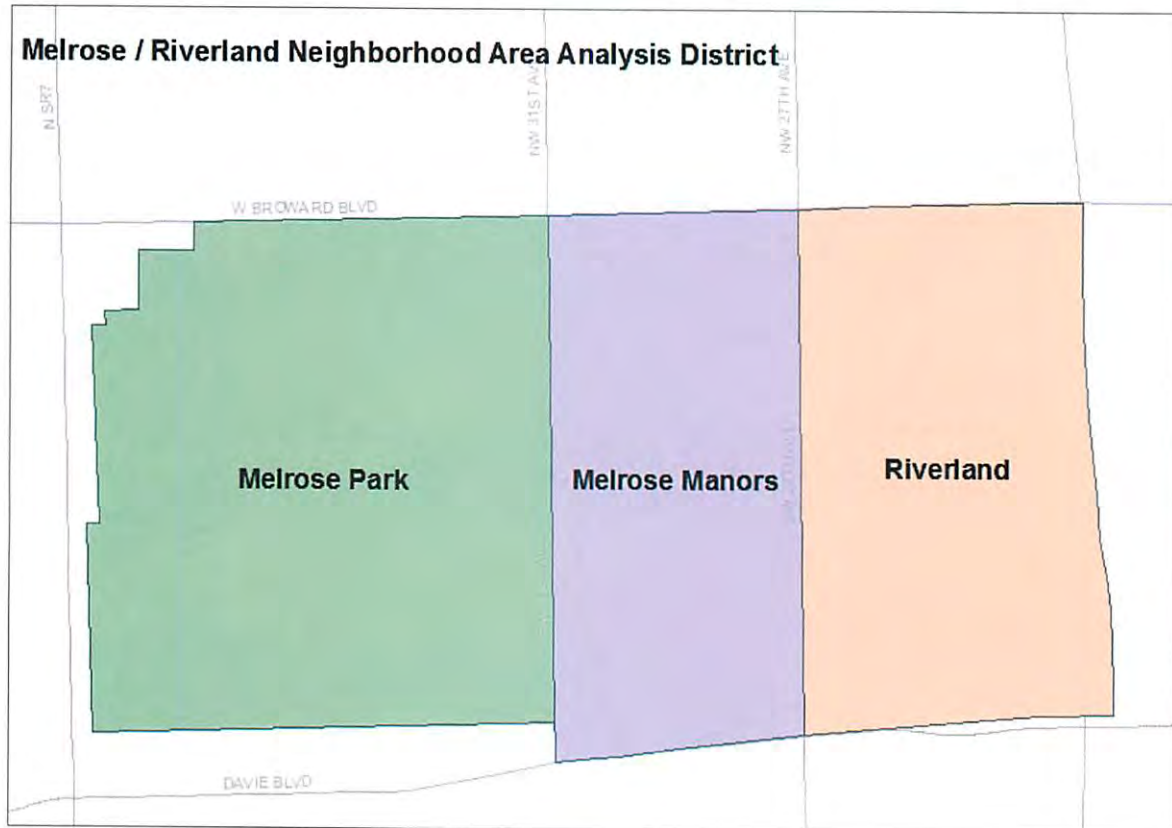
Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, the H+T Index in the Sunset/Lauderdale Isles/Flamingo Park Neighborhood Area Analysis District is well above the H&T Index ranging from a low of 65.0 percent in Lauderdale West Association to 70.0 percent in the Flamingo Park Civic Association.

Melrose / Riverland Neighborhood Area Analysis District

The Melrose/Riverland Neighborhood Area Analysis District includes the Neighborhoods of Melrose Park, Melrose Manors HOA, and Riverland Civic Association. The District is bordered by the municipal boundaries of the City of Fort Lauderdale on the north and west, Interstate 95 on the east; and Davie boulevard on the south. The District has a total population of 15,636 people and 4,623 housing units.



Population Characteristics

The population of the Melrose/ Riverland Neighborhood Area Analysis District are mostly Black or African American Alone (70.4 percent) followed by White Alone (24.8 percent). An estimated 16.3 percent (15,636 persons) of the District's population identify as Hispanic or Latino.

According to the 2009-2013 ACS estimates, 77.6 percent of the District's residents are of age 18 and over with 11.2 of age 65 and over. An estimated 51.9 percent of the District's residents (8,122 people) are of the age bracket of 20 to 54. Of the District's population age 25 years and over, 34.6 percent have a high school diploma or its equivalent, while only 18.3 percent have a Bachelor's Degree or higher.

Table 11.1: Melrose / Riverland Demographic Characteristics

Total Population	15,636	
	#	%
Race		
White Alone	3,872	24.8%
Black or African American alone	11,003	70.4%
American Indian and Alaska Native alone	-	0.0%
Asian alone	82	0.5%
Native Hawaiian and Other Pacific Islander alone	-	0.0%
Some other race alone	444	2.8%
Two or more races	235	1.5%
Hispanic Ethnicity		
Not Hispanic or Latino	13,092	83.7%
Hispanic or Latino	2,544	16.3%
Age		
Under 5 years	923	5.9%
5 to 19 years	3,104	19.9%
20 to 34	3,884	24.8%
35 to 54 years	4,238	27.1%
55 and over	3,487	22.3%
18 and over	12,140	77.6%
65 and over	1,758	11.2%
Educational Attainment		
Population 25 years and over	10,258	
Less than 9th grade	1,506	14.7%
9th to 12th, no diploma	1,140	11.1%
High school graduate (includes equivalency)	3,554	34.6%
Some college, no degree	1,649	16.1%
Associate's degree	535	5.2%
Bachelor's degree	1,204	11.7%
Graduate or professional degree	670	6.5%

Source: U.S. Census ACS 2013 5-year estimates

Economic Characteristics

There is a total of 4,253 households in the Melrose/Riverland Neighborhood Area Analysis District. The median household incomes in the District range from a low of \$42,232 in Melrose Park to \$43,496 in Melrose Manors and Riverland Civic Association.

According to the 2009-2013 ACS estimates, 20.9 percent of families and people had an income in the past 12 months below the poverty level. An estimated 71.2 percent of the District's workers (5,048) age 16 and over drive to work alone while 11.2 percent commute via public transportation.

According to 2009-2013 ACS estimates, 66.1 percent of the population 16 years and over in the District are in the labor force. Out of the total civilian employed population age 16 and over, 35.5 percent are employed in service occupations, with a lowest occupation reported being natural resources, construction, and maintenance occupations at 10.0 percent. According to the U.S. Census, "occupation" describes the kind of work a person does on the job. The highest median earnings are in management, business, science and art occupations (\$47,637) with the lowest in service occupations (\$16,607). The median earnings for sales and office occupations is \$28,020.

Table 11.2: Melrose / Riverland Economic Characteristics

Total Population	15,636	
Poverty Rate		
Total Households	4,253	
Families & people whose income in the past 12 months is below the poverty level	890	20.9%
Percentage in Labor Force		
Total Population 16+	12,615	
Population in Labor Force	8,337	66.1%
Occupations		
Total Civilian employed population 16+	7,215	
Management, business, science, and arts occupations	1,668	23.1%
Service occupations	2,563	35.5%
Sales and office occupations	1,467	20.3%
Natural resources, construction, and maintenance occupations	718	10.0%
Production, transportation, and material moving occupations	799	11.1%
Commute to Work		
Workers 16 years and over	7,089	
Car, truck, or van -- drove alone	5,048	71.2%
Car, truck, or van -- carpooled	1,035	14.6%
Public transportation (excluding taxicab)	796	11.2%
Walked	39	0.6%
Other means	66	0.9%
Worked at home	105	1.5%

Source: U.S. Census ACS 2013 5-year estimates

Housing Supply and Demand

According to 2009-2013 ACS estimates, 74.0 percent (3,423 units) of the Melrose/Riverland Neighborhood Area Analysis District's 4,623 unit housing supply are comprised of 1-unit detached structures and 4.2 percent are mobile homes.

An estimated 62.9 percent (2,675 units) of the occupied housing units in the District are owner-occupied with 37.1 percent (1,578) renter occupied. Of the District's total housing units, 8.0 percent are vacant, of which, 40.5 percent are rental vacancy estimates. The median value of housing units varies within the District ranging from a low of \$135,400 in Melrose Park to a high of \$152,300 in the Melrose Manors HOA and Riverland Civic Association. The median gross rents in the District range from a low of \$999 in the Melrose Manors HOA and Riverland Civic Association to \$1,385 in Melrose Park.

Table 11.3: Melrose / Riverland Housing Characteristics

Total Housing Units			4,623
	#	%	
Housing Inventory			
1-unit, detached	3,423	74.0%	
1-unit, attached	123	2.7%	
2 units	158	3.4%	
3 or 4 units	167	3.6%	
5 to 9 units	166	3.6%	
10 to 19 units	133	2.9%	
20 or more units	259	5.6%	
Mobile home	194	4.2%	
Boat, RV, van, etc.	-	0.0%	
Housing Tenure			
Occupied housing units			4,253
Owner-occupied	2,675	62.9%	
Renter-occupied	1,578	37.1%	
Vacant housing units			370
Homeowner vacancy estimates	80	21.6%	
Sold, Not Occupied	21	5.7%	
Rental vacancy estimates	150	40.5%	
Rented Not Occupied	41	11.1%	
Vacancy for seasonal, recreational, or occasional use	0	0.0%	
Other	78	21.1%	

Source: U.S. Census ACS 2013 5-year estimates

Table 11.4: Melrose/ Riverland Cost-Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households	1,578	
Total renter occupied housing units that pay 30% or more of their household income on rent	1,029	65.2%
Cost Burdened Owner Households		
Total Owner Occupied Households (with a mortgage)	2,077	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	1,124	54.1%

Source: U.S. Census ACS 2013 5-year estimates

As previously stated, the standard most used by various units of government is that households should spend no more than 30 percent of their income on housing. According to the 2009-2013 ACS estimates, 54.1 percent of the District's owner-occupied housing units are cost-burdened and 65.2 percent of renter-occupied units.

The housing affordability analysis found significant owner affordability gaps ranging from \$29,820-\$43,560 in each of District neighborhoods. The analysis found a substantial renter affordability gap of \$329 in the Melrose Park Neighborhood and small renter affordability surplus in the Melrose Manor and Riverland Civic Association.

Table 11.5: Melrose / Riverland Affordability Analysis

Owner Affordability Gaps			
Melrose-Riverland	Melrose Manors	CT 428	\$43,560
	Riverland Civic Association		
	Melrose Park	CT 429	\$29,820
Renter Affordability Gaps			
Melrose-Riverland	Melrose Manors	CT 428	\$88
	Riverland Civic Association		
	Melrose Park	CT 429	\$329

Source: U.S. Census ACS 2013 5-year estimates

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT's 2015 estimates, all of the neighborhoods in the Melrose/Riverland Neighborhood Analysis Area have an H+T Index above the 45 percent benchmark ranging from 65.0 percent in Melrose Manors to 70.0 percent in Riverland Civic Association.

Phase II Neighborhoods

Map showing 83 numbered precincts in Broward County, Florida. Major roads include Atlantic Blvd, Broward Blvd, and various highways. Key landmarks include Fort Lauderdale Executive Airport and Lake Emerald.

Code	Neighborhood Association	Code	Neighborhood Association
0	Bay Colony Club Condominium	43	Galt Mile
1	Lofts of Palm Aire Village	44	Lauderdale Beach
2	Lake Estates Improvement	45	Coral Ridge
3	Knoll Ridge	46	Coral Shores
4	North Golf Estates	47	Lauderdale Manors
5	Dolphin Isles	48	Poinsettia Heights
6	Bal Harbour	49	Middle River Terrace
7	Birch Park Finger Sts.	50	Dillard Park
8	Laudergate Isles	51	Central Beach Alliance
9	Lake Ridge	52	Sunrise Intracoastal
10	Golden Heights	53	Sunrise Key
11	Durrs	54	Hendricks and Venice Isles
12	Home Beautiful Park	55	Dorsey-Riverbend
13	City View	56	Riverside Park
14	Seven Isles	57	Melrose Manors
15	Nurmi Isle	58	Melrose Park
16	Riverland	59	Las Olas Isles
17	Idlewyl	60	Rio Vista
18	Riviera Isles	61	Sunset
19	Harbor Beach	62	Harbour Isles of Fort Lauderdale
20	Lauderdale Harbours	63	Lauderdale Isles
21	Croissant Park	64	Victoria Park
22	River Oaks	65	Navarrea Isle
23	Shady Banks	66	River Garden Sweeting Estate
24	Flamingo Park	67	Twin Lakes North
25	Lauderdale West	68	Harbordale
26	River Run	69	Bermuda Riviera
27	Chula Vista	70	Poinciana Park
28	Riverland Village	71	Downtown Fort Lauderdale
29	Harbour Inlet	72	Tarpon River
30	Oak River	73	Sailboat Bend
31	River Landings	74	Flagler Village
32	Edgewood	75	South Middle River
33	Riverland Woods	76	Progresso Village
34	Breakwater Surf	77	Rock Island
35	Harbor Drive	78	Lake Aire Palm View
36	Riverland Manors	79	Landings
37	Imperial Point	80	Bay Colony
38	Palm-Aire Village East	81	Beverly Heights
39	Palm Aire Village West	82	Colee Hammock
40	Boulevard Park Isles	83	Port Royale
41	Coral Ridge Isles	84	Montego Bay

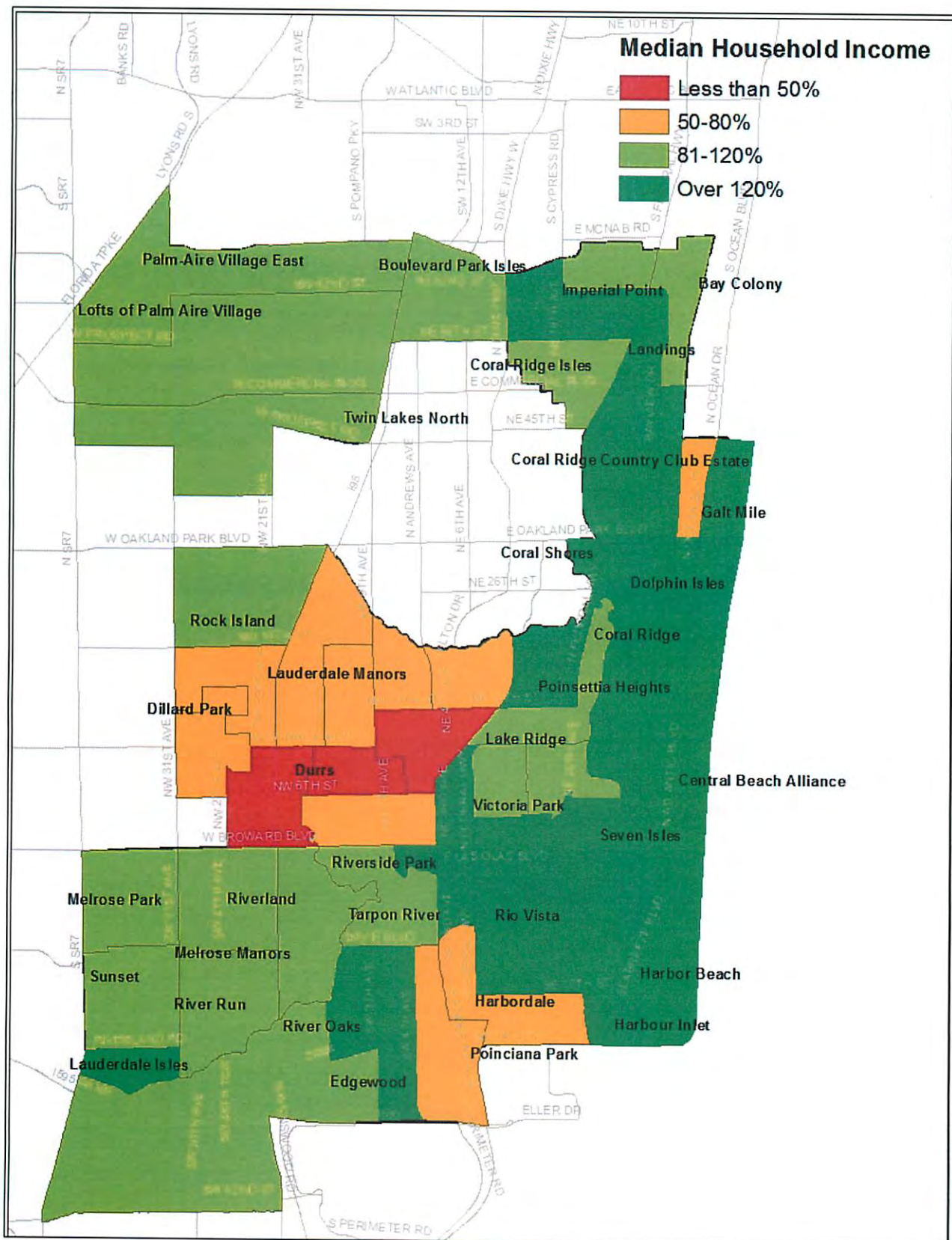
	Palm Aire	Twinlakes	Coral Ridge North-Imperial Point	Coral Ridge South- Lauderdale Beach	Poinsetta Heights/ Victoria Park/Colee Hammock	Las Olas Isles/ Seven Isles	Harbor Beach	Poinciana Park/Croissant/ River Oaks/Rio Vista	Sunset / Lauderdale Isles / Flamingo Park	Melrose / Riverland
Total Population	5,478	1,360	24,621	10,492	13,712	4,426	6,096	16,822	13,877	15,636
Race										
White Alone	68.10%	72.10%	93.40%	93.80%	86.70%	95.30%	95.40%	83.50%	82.00%	24.80%
Black or African American alone	22.40%	27.30%	2.90%	1.00%	6.10%	2.30%	1.50%	10.40%	11.10%	70.40%
American Indian and Alaska Native alone	0.30%	0.00%	0.10%	0.00%	0.20%	0.00%	0.70%	0.00%	0.40%	0.00%
Asian alone	1.80%	0.00%	2.00%	1.50%	2.00%	1.60%	1.60%	1.30%	1.20%	0.50%
Native Hawaiian and Other Pacific Islander alone	0.00%	0.00%	0.00%	0.00%	0.20%	0.00%	0.00%	0.40%	0.00%	0.00%
Some other race alone	3.90%	0.00%	0.80%	0.70%	3.10%	0.40%	0.10%	2.40%	2.30%	2.80%
Two or more races	3.50%	0.70%	0.90%	3.10%	1.80%	0.40%	0.60%	2.00%	3.00%	1.50%
Hispanic Ethnicity										
Not Hispanic or Latino	82.70%	83.00%	87.70%	92.50%	84.40%	92.00%	92.10%	81.10%	63.70%	83.70%
Hispanic or Latino	17.30%	17.00%	12.30%	7.50%	14.30%	8.00%	7.90%	18.90%	36.30%	16.30%
Age										
Under 5 years	9.20%	5.10%	2.90%	3.50%	3.20%	3.70%	0.90%	4.30%	8.00%	5.90%
5 to 19 years	15.30%	14.60%	8.30%	12.50%	6.50%	8.70%	10.20%	14.60%	16.90%	19.90%
20 to 34	20.50%	20.40%	12.40%	12.70%	24.20%	12.40%	14.60%	21.70%	21.40%	24.80%
35 to 54 years	38.60%	36.30%	28.20%	32.70%	36.10%	25.90%	24.40%	31.40%	29.40%	27.10%
55 and over	21.30%	25.10%	48.20%	38.50%	30.00%	49.40%	49.90%	28.10%	24.30%	22.30%
18 and over	77.10%	81.80%	89.70%	86.10%	91.50%	88.60%	90.40%	82.50%	77.70%	77.60%
65 and over	12.20%	9.10%	30.20%	21.40%	12.90%	29.50%	31.90%	13.50%	11.00%	11.20%

	Palm Aire	Twinlakes	Coral Ridge North-Imperial Point	Coral Ridge South- Lauderdale Beach	Poinsetta Heights/ Victoria Park/Colee Hammock	Las Olas Isles/ Seven Isles	Harbor Beach	Poinciana Park/Croissant/ River Oaks/Rio Vista	Sunset / Lauderdale Isles / Flamingo Park	Melrose / Riverland
Educational Attainment										
Population 25 years and over	3,918	1,025	21,126	8,448	11,652	3,760	5,131	14,447	9,453	10,258
Less than 9th grade	2.90%	4.80%	1.40%	0.90%	3.00%	0.60%	1.00%	8.50%	9.50%	14.70%
9th to 12th, no diploma	4.90%	6.60%	4.90%	2.40%	3.80%	2.30%	2.80%	8.30%	11.10%	11.10%
High school graduate (incl. equivalency)	27.50%	42.40%	21.20%	17.20%	17.60%	14.60%	17.20%	23.70%	29.60%	34.60%
Some college, no degree	28.10%	16.10%	19.10%	16.50%	19.10%	16.80%	21.40%	21.70%	23.30%	16.10%
Associate's degree	10.90%	10.80%	8.00%	8.30%	9.30%	6.70%	6.60%	8.40%	8.50%	5.20%
Bachelor's degree	18.40%	17.20%	26.60%	33.60%	30.30%	30.20%	30.60%	20.40%	13.50%	11.70%
Graduate or professional degree	7.20%	2.00%	18.80%	21.00%	16.90%	28.80%	20.40%	9.00%	4.50%	6.50%

Source: U.S. Census ACS 2013 5-
year estimates

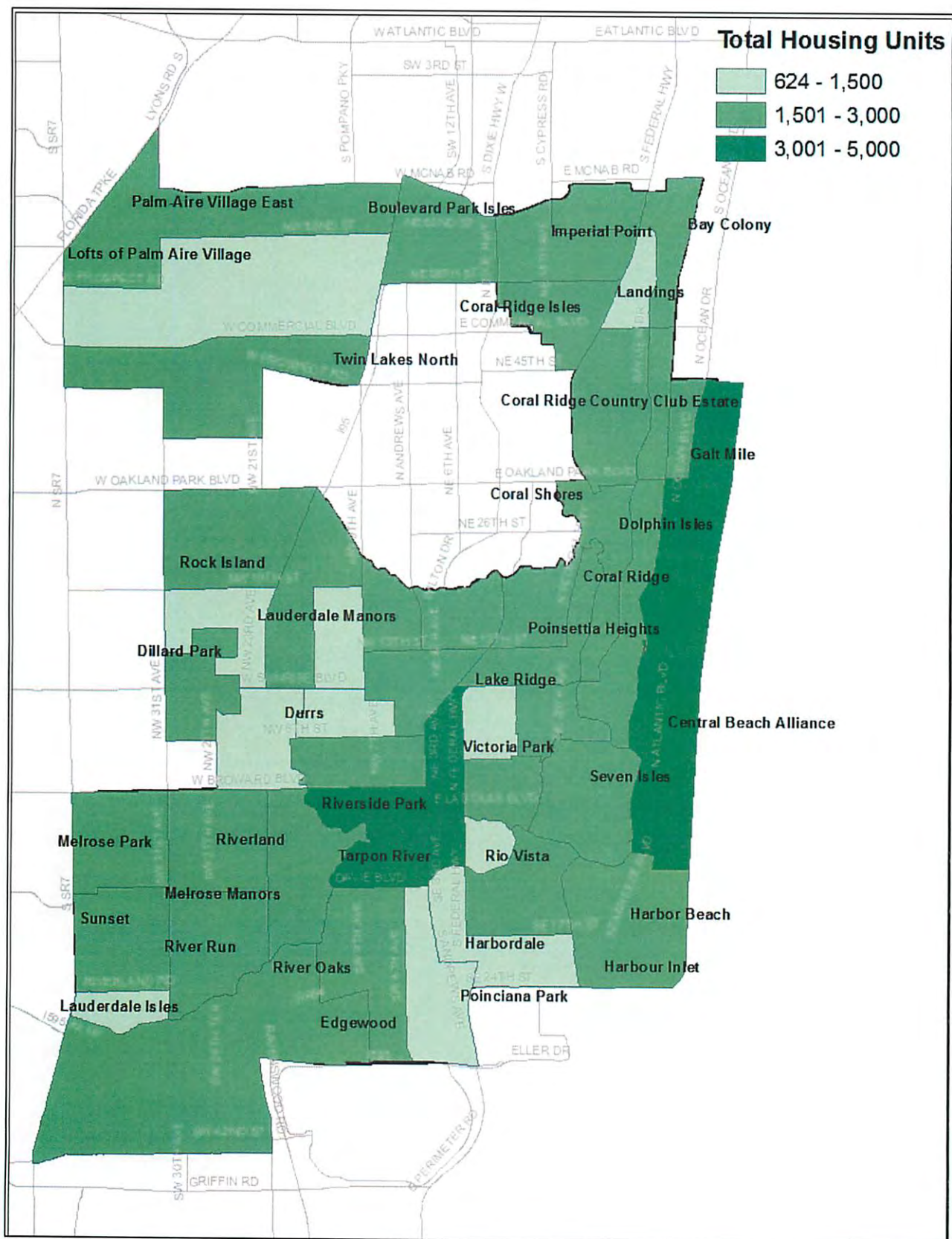
	Palm Aire	Twinlakes	Coral Ridge North-Imperia Point	Coral Ridge South-Lauderdale Beach	Poinsetta Heights/ Victoria Park/Colee Hammock	Las Olas Isles/Seven Isles	Harbor Beach	Poinciana Park/Croissant/ River Oaks/Rio Vista	Sunset / Lauderdale Isle / Flamingo Parl	Melrose / Riverland
Total Population	5,478	1,360	24,621	10,492	13,712	3,760	6,096	16,822	13,877	15,636
Families & people whose income in the past 12 months is below the poverty level	17.2%	15.7%	8.3%	11.8%	13.5%	11.4%	10.4%	16.8%	16.6%	20.9%
Total Population 16+	4,321	1,146	22,415	9,287	12,678	3,987	5,589	16,390	11,151	12,615
Population in Labor Force	75.3%	74.4%	58.2%	62.8%	72.8%	55.2%	53.5%	69.1%	68.4%	66.1%
Occupations										
Total Civilian employed population 16+	2,780	691	12,092	5,469	8,575	1,988	2,623	10,012	6,368	7,215
Management, business, science, and arts occupations	33.1%	33.4%	47.2%	47.7%	45.4%	60.6%	47.5%	31.8%	25.0%	23.1%
Service occupations	20.8%	16.1%	13.4%	13.6%	14.5%	11.6%	14.5%	23.4%	27.2%	35.5%
Sales and office occupations	26.2%	28.1%	28.0%	29.7%	27.2%	22.8%	27.9%	24.1%	23.4%	20.3%
Natural resources, construction, and maintenance occupations	10.8%	7.7%	4.8%	1.3%	5.8%	2.0%	1.7%	12.4%	13.9%	10.0%
Production, transportation, and material moving occupations	9.1%	13.9%	6.5%	7.6%	7.0%	3.0%	8.3%	8.3%	10.5%	11.1%

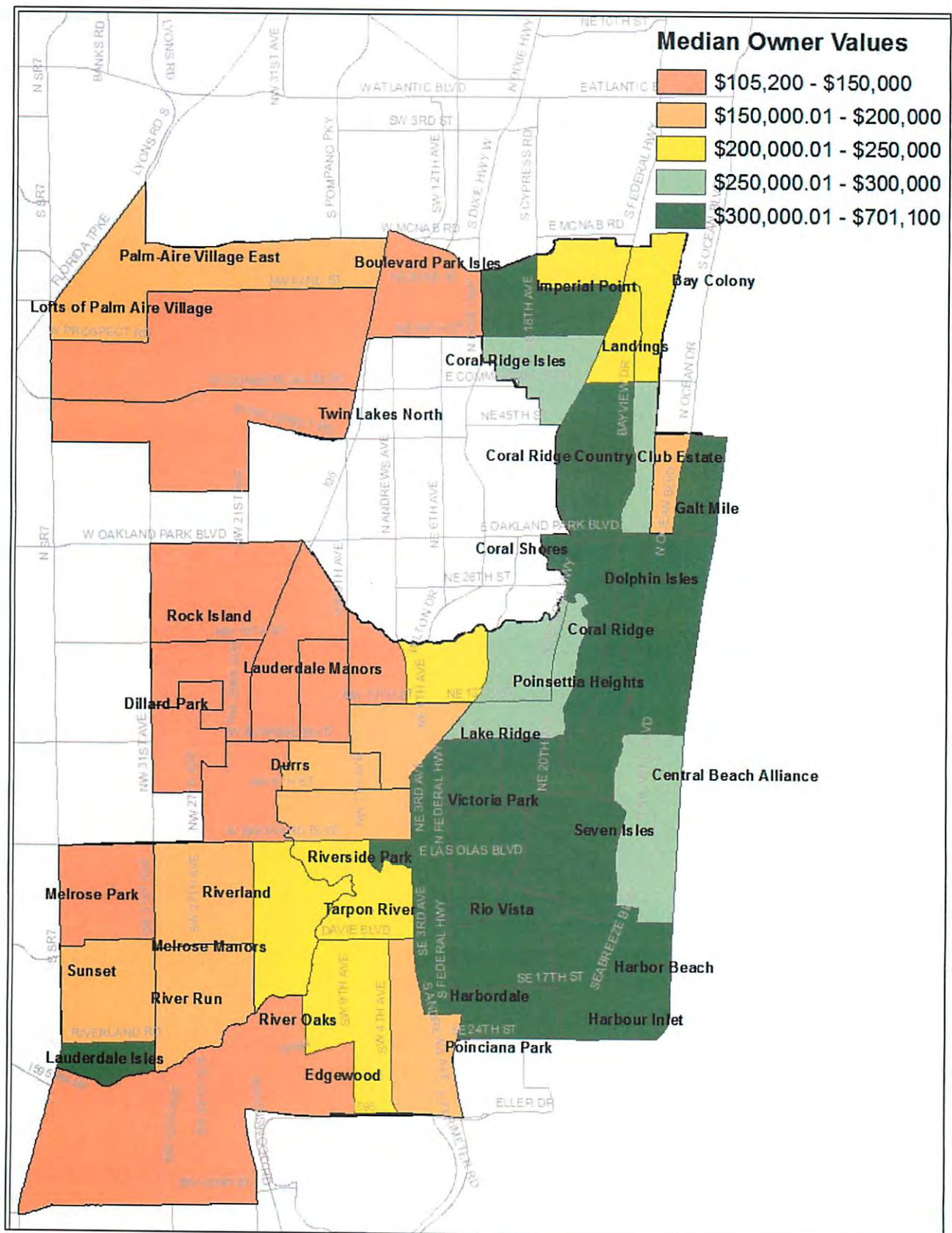
		Palm Aire	Twinlakes	Coral Ridge North-Imperia Point	Coral Ridge South-Lauderdale Beach	Poinsetta Heights/ Victoria Park/Colee Hammock	Las Olas Isles/Seven Isles	Harbor Beach	Poinciana Park/Croissant/ River Oaks/Rio Vista	Sunset / Lauderdale Isle / Flamingo Parl	Melrose / Riverland
Commute to Work											
Workers 16 years and over		2,711	675	11,751	5,328	8,534	1,952	2,531	8,827	6,292	7,089
Car, truck, or van -- drove alone	81.9%		75.9%	76.6%	78.6%	73.4%	75.6%	74.9%	71.0%	79.7%	71.2%
Car, truck, or van -- carpooled	12.1%		3.3%	5.2%	7.8%	6.4%	4.1%	1.4%	8.3%	11.2%	14.6%
Public transportation (excluding taxicab)	0.4%		10.4%	0.6%	0.6%	3.0%	1.5%	2.3%	3.1%	2.4%	11.2%
Walked	1.9%		2.1%	3.7%	1.1%	4.2%	3.8%	4.8%	4.4%	2.0%	0.6%
Other means	0.6%		0.0%	4.5%	2.9%	4.7%	3.0%	5.4%	6.8%	2.0%	0.9%
Worked at home	3.0%		8.4%	9.3%	9.0%	8.2%	11.9%	11.1%	6.5%	2.7%	1.5%

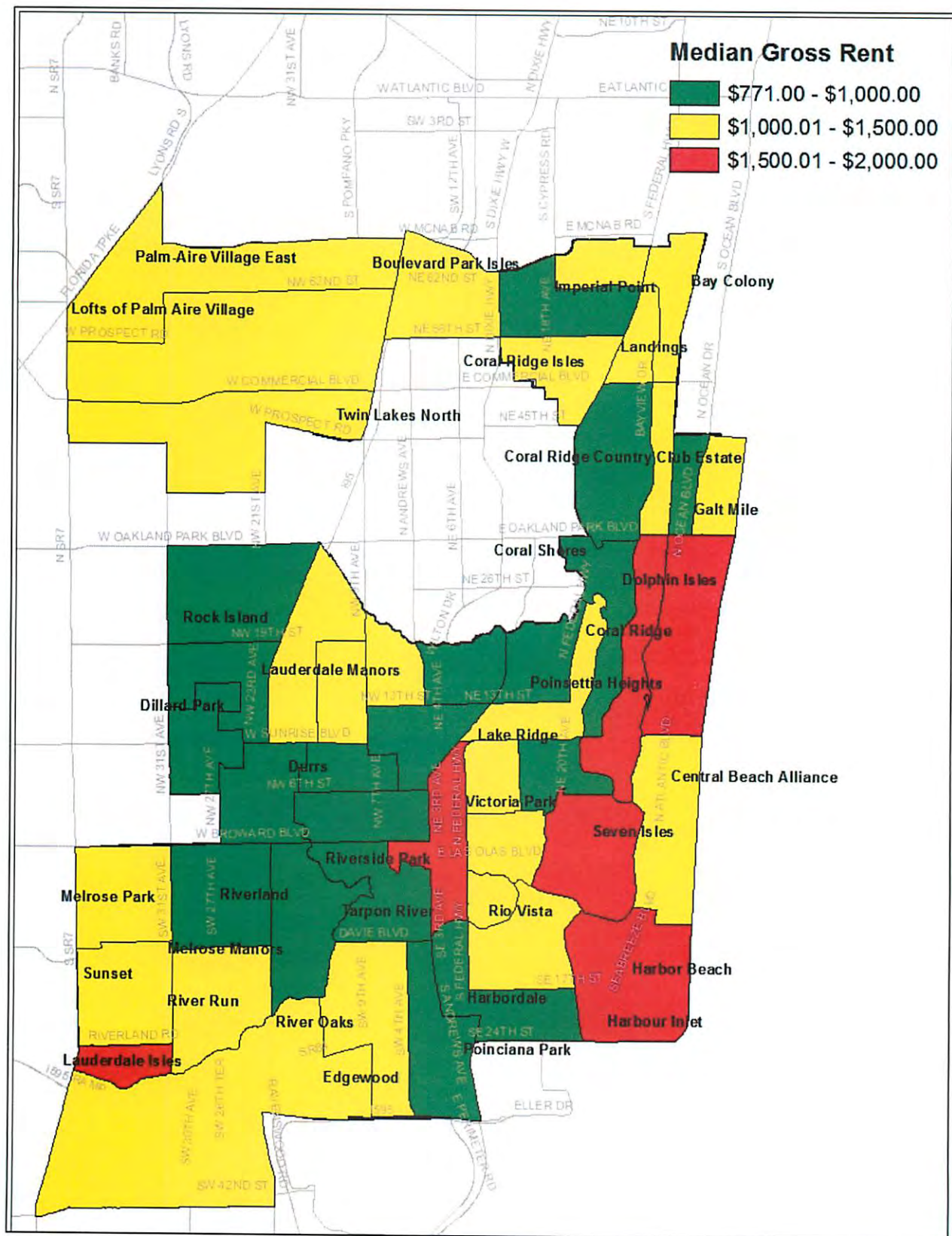


	Palm Aire	Twinlakes	Coral Ridge North-Imperial Point	Coral Ridge South- Lauderdale Beach	Poinsetta Heights/ Victoria Park/Colee Hammock	Las Olas Isles/Seven Isles	Harbor Beach	Poinciana Park/Croissant/ River Oaks/Rio Vista	Sunset / Lauderdale Isles / Flamingo Park	Melrose / Riverland
Total Housing Units	2,853	506	19,990	7,564	9,653	3,240	5,782	9,351	4,995	4,623
1-unit, detached	32.4%	90.1%	25.6%	36.4%	33.8%	39.4%	12.7%	47.0%	81.3%	74.0%
1-unit, attached	11.6%	7.7%	2.0%	2.5%	11.4%	4.7%	1.2%	5.7%	0.7%	2.7%
2 units	0.0%	2.2%	2.7%	2.2%	5.3%	0.2%	1.0%	9.4%	5.0%	3.4%
3 or 4 units	5.2%	0.0%	1.7%	2.2%	8.4%	2.9%	2.9%	9.0%	2.9%	3.6%
5 to 9 units	16.1%	0.0%	3.0%	4.7%	10.7%	3.4%	5.0%	7.0%	2.6%	3.6%
10 to 19 units	16.3%	0.0%	7.5%	5.1%	8.6%	12.6%	8.5%	8.5%	0.0%	2.9%
20 or more units	17.9%	0.0%	57.2%	47.0%	20.6%	36.2%	68.7%	12.8%	5.6%	5.6%
Mobile home	0.0%	0.0%	0.2%	0.0%	0.8%	0.0%	0.0%	0.6%	1.9%	4.2%
Boat, RV, van, etc.	0.6%	0.0%	0.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Occupied housing units	2,433	490	13,782	5,389	7,571	2,308	3,229	7,574	4,641	4,253
Owner-occupied	54.9%	87.3%	66.1%	69.8%	46.5%	79.7%	71.1%	49.5%	70.7%	62.9%
Renter-occupied	45.1%	12.7%	33.9%	30.2%	53.5%	20.3%	28.9%	50.5%	29.3%	37.1%
Vacant housing units	420	16	6,208	2,175	2,052	932	2,553	1,777	354	370
Homeowner vacancy estimates	0.0%	0.0%	4.3%	7.1%	8.7%	9.2%	8.7%	16.4%	12.4%	21.6%
Sold, Not Occupied	35.7%	0.0%	2.2%	0.0%	6.3%	8.8%	1.9%	2.7%	0.0%	5.7%
Rental vacancy estimates	13.6%	0.0%	8.8%	4.6%	23.6%	3.6%	8.0%	20.8%	29.9%	40.5%
Rented Not Occupied	0.0%	0.0%	0.4%	0.0%	2.6%	0.0%	0.0%	8.0%	0.0%	11.1%
Vacancy for seasonal, recreational, or occasional use	38.3%	100.0%	72.1%	76.0%	42.9%	61.4%	76.7%	28.0%	32.8%	0.0%
Other	12.4%	0.0%	12.2%	12.3%	15.9%	17.0%	4.6%	24.0%	24.9%	21.1%

Source: U.S. Census ACS 2013 5-year estimates

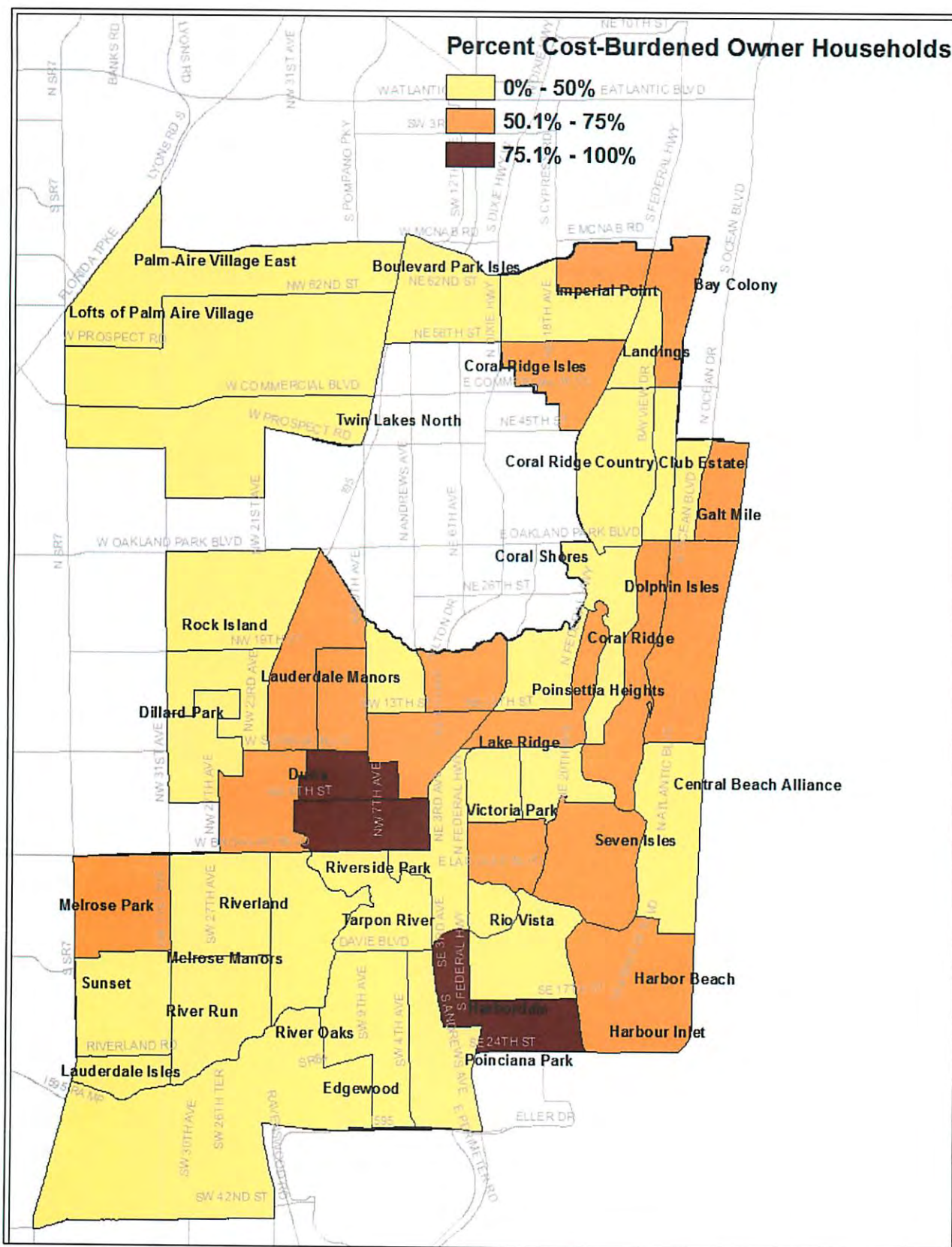


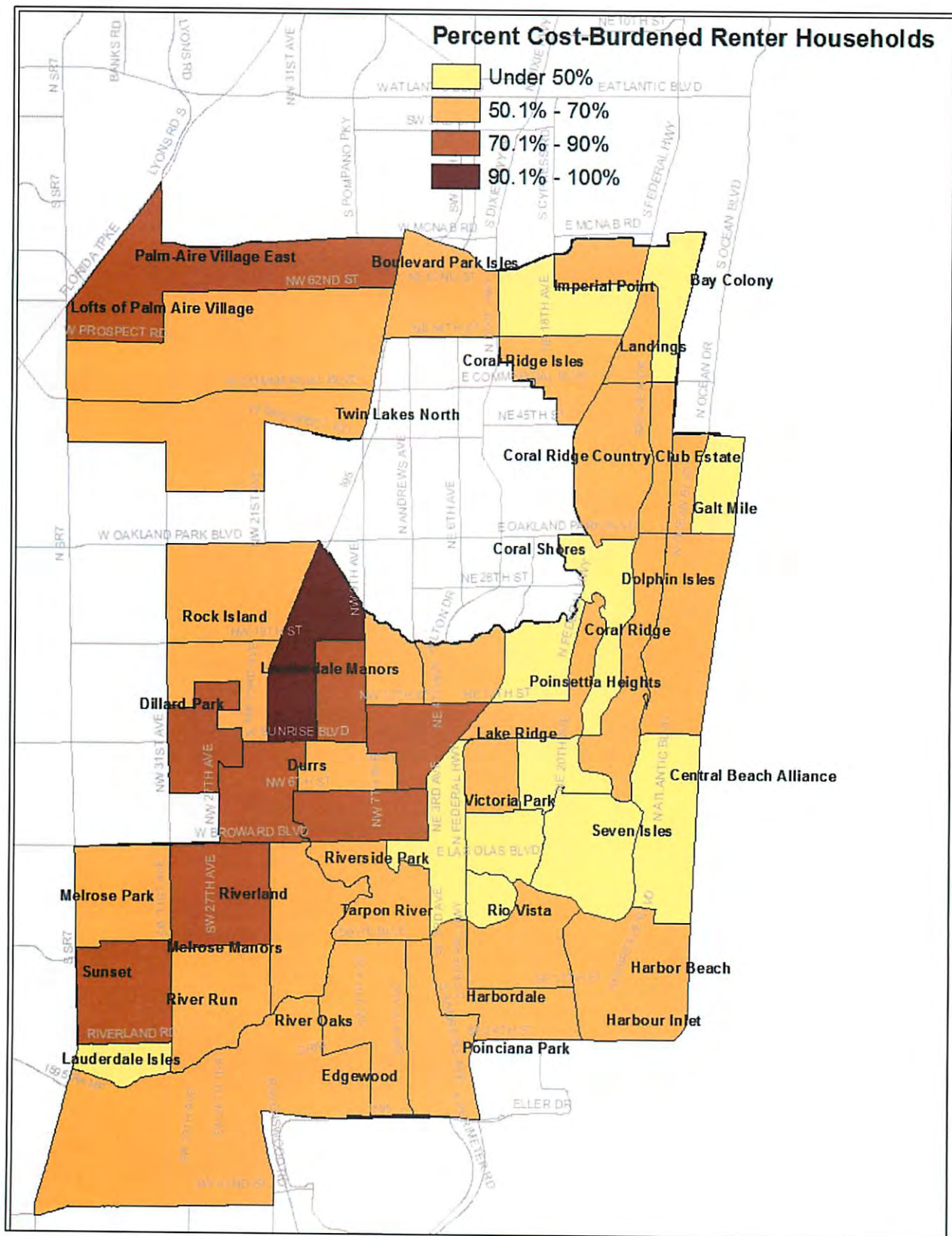


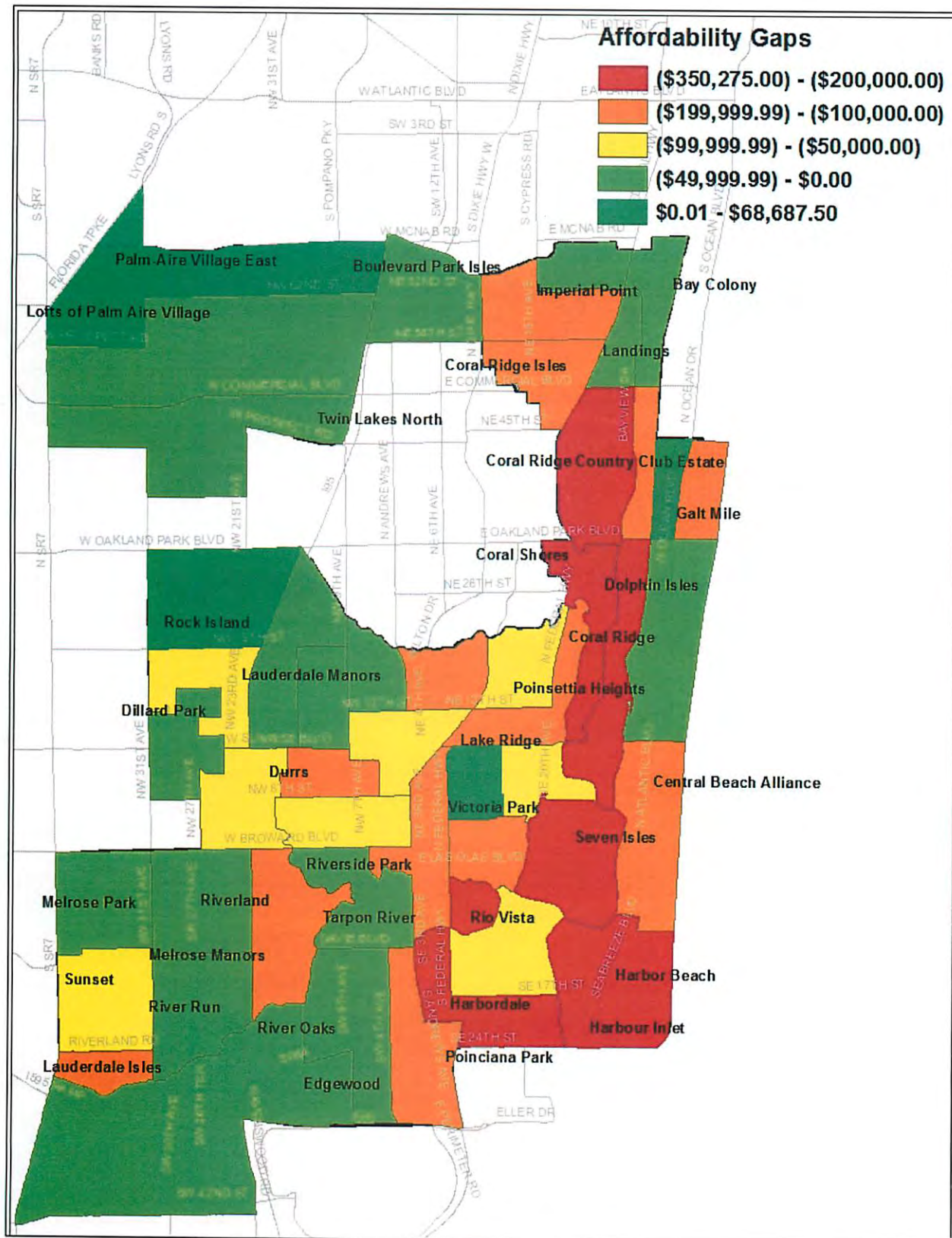


	Palm Aire	Twinlakes	Coral Ridge North- Imperial Point	Coral Ridge South- Lauderdale Beach	Poinsetta Heights/ Victoria Park/Colee Hammock	Las Olas Isles/Seven Isles	Harbor Beach	Poinciana Park/Croissant/ Oaks/Rio Vista	Sunset / River Lauderdale Isles / Flamingo Park	Melrose / Riverland
Cost Burdened Renter Households										
Total Renter Occupied Households	1,098	1,098	4,673	1,628	4,054	468	934	3,824	1,360	1,578
Total renter occupied housing units that pay 30% or more of their household income on rent	73.90%	73.90%	60.90%	56.80%	42.40%	51.70%	43.30%	58.60%	63.30%	65.20%
Cost Burdened Owner Households										
Total Owner Occupied Households (with a mortgage)	1,335	1,335	4,718	2,321	2,304	920	889	2,495	2,386	2,077
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	31.10%	31.10%	49.30%	51.50%	43.60%	66.00%	48.50%	46.40%	52.60%	54.10%

Source: U.S. Census ACS 2013 5-year estimates







ATTACHMENT 29.C.

ATTACHMENT C



**Downtown Fort Lauderdale Housing Land Use Plan Amendment (LUPA)
Amended Education Mitigation Agreement**

List of Attachment Items:

- **Draft Copy Education Mitigation Agreement – City Edits**

Document prepared by and
Return recorded document to:

Edward Marko Alain L. Gabriel, School Board Attorney
The School Board of Broward County, Florida
Kathleen C. Wright Administrative Building
600 Southeast 3rd Avenue
Fort Lauderdale, FL 33301

NOTICE: PURCHASERS, GRANTEEES, HEIRS, SUCCESSORS AND ASSIGNS OF ANY INTEREST IN THE PROPERTY SET FORTH ON EXHIBIT "A" ARE HEREBY PUT ON NOTICE OF THE OBLIGATIONS SET FORTH WITHIN THIS AGREEMENT WHICH SHALL RUN WITH THE PROPERTY UNTIL FULLY PAID AND PERFORMED.

EDUCATIONAL MITIGATION AGREEMENT

This is an Agreement, made and entered into by and between: **BROWARD COUNTY**, a political subdivision of the State of Florida, hereinafter referred to as "COUNTY",

AND

CITY OF FORT LAUDERDALE, a municipal corporation, created and existing under the laws of the State of Florida, its successors and assigns, hereinafter referred to as "CITY",

AND

THE SCHOOL BOARD OF BROWARD COUNTY, a body corporate and political subdivision of the State of Florida, hereinafter referred to as "SCHOOL BOARD".

RECITALS

WHEREAS, the Broward County Board of County Commissioners approved Broward County Land Use Text Amendment PCT 05-3, which added 3,000 new residential dwelling units to the existing "Downtown Regional Activity Center" in the City of Fort Lauderdale, a description of which is attached hereto as Exhibit "A", hereinafter referred to as the "Downtown Regional Activity Center"; and

WHEREAS, the CITY is proposing a total of 16,060 residential units, including 8,100 previously approved residential units (5,100 units approved prior to January 18, 2006 and 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)) and 2,960 (2,750 flexibility and 210 reserve units transferred

into the Downtown Regional Activity Center from flex zones 54 and 49) for a total of 11,060 dwelling units and 5,000 new dwelling units as part of Land Use Plan Amendment PCT 15-1; and

WHEREAS, the CITY has agreed to mitigate the impact of students anticipated from the development of the 3,000 additional dwelling units added January 18, 2006 and 5,000 new dwelling units (hereinafter referred to as "Additional Units") in the Downtown Regional Activity Center as well as to continue to mitigate the impacts of the 8,060 existing built and unbuilt residential units; and

WHEREAS, SCHOOL BOARD staff, as evidenced by the Public School Facility Impact Statement Report and letter dated June 9, 2005 to The Broward County Planning Council, which are attached hereto as Composite Exhibit "B", anticipates that the Additional Units added January 18, 2006, if developed as high rise units, will generate 183 additional students consisting of 126 elementary school students, 24 middle school students and 33 high school students into Broward County Public Schools; and

WHEREAS, the COUNTY, CITY AND SCHOOL BOARD entered into a tri-party interlocal agreement entitled Educational Mitigation Agreement and recorded in the Public Records of Broward County Official Record Book 43756, Pages 1606 through 1626 to legally enforce the commitments made in connection with the approval of Land Use Plan Amendment PCT 05-3; and

WHEREAS, SCHOOL BOARD staff, as evidenced by the ~~Public School Facility Impact Statement~~ School Consistency Review Report and letter dated September 22, 2014, ~~to The Broward County Planning Council~~, which ~~is~~ are attached hereto as Composite Exhibit "BC", anticipates that the Additional Units approved as part of Land Use Plan Amendment PCT 15-1, if developed as ~~high rise~~ mid-rise units, for projection purposes will generate 230 additional students consisting of 135 elementary school students, 55 middle school students and 40 high school students into Broward County Public Schools; ~~and~~

WHEREAS, Chapter 5, Article IX, Broward County Code of Ordinances (hereinafter "County School Impact Fee Regulations"), requires that no application for a building permit shall be accepted by the COUNTY or by any municipality without documentation that a finding of adequacy of school sites and facilities has been made by the COUNTY; and

WHEREAS, the COUNTY, SCHOOL BOARD and CITY agree that the 8,060 of the approved dwelling units (5,100 units approved prior to January 18, 2006 and 2,960 flexibility and reserve units) are subject to the provisions of School Board Policy 1161 and mitigation of the anticipated student impacts on a site-specific per project basis. Such mitigation will be due for any of the existing 8,060 approved dwelling units that may be determined by the CITY to not be currently allocated and/or permitted. The City agrees to provide written notice including a location map to the SCHOOL BOARD and the COUNTY immediately following the recordation of this Agreement regarding the location of any of the dwelling units allocated but not permitted and also send written notice whenever an applicant seeks development approval to develop any such units, and the mitigation amount as then determined shall be paid, based on the rate in effect at the time, prior to environmental review approval of construction plans as stipulated in the Natural Resource Protection Code; and

WHEREAS, the COUNTY, SCHOOL BOARD and CITY agree that the County school impact fees ~~cost per student station is~~ are appropriate to the circumstances of the Downtown Regional Activity Center if it is determined at the time an applicant seeks development approval that there is sufficient school capacity at the impacted school(s). If it is determined that there is insufficient school capacity at the impacted school(s) and there is also insufficient school capacity at the next available school(s), the cost per student station ~~and that the cost per student station would be paid in lieu of the County school impact fees for the additional 230—~~ students and that the cost per student station would be as determined and published by the State of Florida; and

WHEREAS, the current schedule of the Student Station Cost Factor for elementary, middle and high school students associated with the Downtown Regional Activity Center dwelling units have been established by the State of Florida pursuant to the published “Student Station Cost Factors ~~Feb. 2006~~ July 16, 2015”, attached hereto as Exhibit “DE”; and

WHEREAS, as a condition for approval of Land Use Plan Amendments PCT 05-3 and PCT 15-1, the CITY was required to enter into a tri-party interlocal agreement with the SCHOOL BOARD and COUNTY to enable legal enforcement of the commitment made, and before any building permits can be issued for residential units in the Downtown Regional Activity Center.

NOW, THEREFORE, in consideration of the mutual terms, conditions, promises, covenants and payments hereinafter set forth, COUNTY, CITY and SCHOOL BOARD agree as follows:

1. AMENDMENT OF THE CITY’S LAND DEVELOPMENT CODE.

1.01 The CITY agrees that any application for a building permit for residential development within the Downtown Regional Activity Center shall be subject to the imposition of educational mitigation in the manner set forth in this Agreement. The CITY shall amend its land development code no later than —180 days from the approval of this Amendment by the SCHOOL BOARD and COUNTY to (a) require the payment of the COUNTY school impact fees for the Additional Units contained within the Downtown Regional Activity Center unless it is determined at the time of development approval that sufficient school capacity does not exist in accordance with this Agreement, at which time the student station cost factors will be used; student station per dwelling unit cost in lieu of the COUNTY school impact fees due for the Additional Units contained within the Downtown Regional Activity Center; (b) monitor and make certain that development within the Downtown Regional Activity Center where the Additional Units will be built does not result in additional students above what is strictly occurs as specified herein for residential type and mix; and; (c) as otherwise may be required to comply with this Agreement.

1.02 The CITY will require evidence of payment of the mitigation or the school impact fee student station per dwelling unit cost, whichever is applicable from individual applicants prior to the issuance of building permits, on a site-specific per project basis.

1.03 The CITY shall send written notice to the School Superintendent or his designee, and to the Broward County Development Management Division upon site plan or plat approval of any residential project authorized pursuant to Land Use Plan Amendments PCT 05-3 and PCT 15-1. Notification shall include project location and number and type of units at time of site plan or plat approval and shall be confirmed by the CITY

at the time of building permit.

1.04 Prior to environmental review approval of construction plans as set forth within Chapter 27, Broward County Code of Ordinances by the Broward County Development Management Division for a building permit for the construction or erection of a residential building located within the Downtown Regional Activity Center, the CITY shall, consistent with this Agreement, identify the specific type of residential unit, the bedroom mix and allocate the available residential flexibility units and provide written notification to the Broward County Development Management Division.

1.05 Prior to the issuance of a building permit for the construction or erection of a building with residential units located within the Downtown Regional Activity Center, the CITY shall verify that the owner, applicant and/or developer has paid the applicable education mitigation fee per dwelling unit cost for the Additional Units or the applicable mitigation for the mitigation for the existing units, as set forth herein.

1.06 The CITY, its successor and assigns, agrees that no building permits or certificates of occupancy shall be issued by the CITY for residential development of land within the Downtown Regional Activity Center until the applicable school impact fee or student station per dwelling unit cost is paid as required by this Agreement. Failure to ensure collection of the student station per dwelling unit cost prior to the issuance of a building permit shall constitute a default of this Agreement. Nothing herein shall waive or affect the right of the COUNTY and/or SCHOOL BOARD to otherwise require the CITY to comply with the conditions of Land Use Plan Amendments PCT 05-3 and PCT 15-1 or this Agreement by any remedy provided by law or equity. In the event of a breach of this Agreement or if enforcement of this Agreement shall be required, the COUNTY, SCHOOL BOARD and CITY agree to reasonably cooperate with each other and take all appropriate and necessary action to secure payment of the applicable school impact fee or student station cost payment, and that no party (the County, School Board or City) shall be liable to the other for damages (including the applicable school impact fee or student station cost payment) in such instance; however, a party may be subject to equitable remedies such as mandamus or specific performance.

1.07 The CITY anticipates for projection purposes and as a worst-case scenario that the Additional Units will be developed as ~~222~~ high-mid-rise residential units. However, the actual mix of dwelling unit types ~~units~~ may change, but in no event shall the number of students generated by any such mix exceed the ~~230~~ ~~483~~ additional students as set forth in the attached Public School Facility Impact Statement Report. The CITY may propose a change to the specified type of residential unit and/or the bedroom mix upon written notification to the Executive Director, Facility Management, Planning and Site Acquisition of the School Board or designee, with a copy to the Broward County Development Management Division. The Executive Director, or designee, shall determine whether the number of students generated by any such proposed change will exceed the ~~483~~ ~~230~~ additional students. If it is determined by the Executive Director, or designee, that such proposed change to the specified type of residential unit and/or the bedroom mix does not exceed the ~~483~~ ~~230~~ additional students as computed by the student generation rate formally applicable as of the date of review, no amendment to this Agreement shall be required. Any further increase in the number of anticipated additional students shall require an amendment to this Agreement consistent with Paragraph 15 below to proceed.

2. STUDENT STATION PER DWELLING UNIT COST.

2.01 The Student Station Per Dwelling Unit Cost for each residential dwelling unit within the Downtown Regional Activity Center shall be an amount derived from the cost per student station as determined, published and amended by the State of Florida for elementary, middle and high school students and the associated per dwelling unit cost as calculated by the SCHOOL BOARD. However, in no event shall that amount be less than \$1,194 for each residential dwelling unit. For example, computations utilizing the cost per student station figures as of ~~June 2006~~ July, 16 2015 would be approximately \$1,193⁴ per residential dwelling unit for the Additional Units, and computations utilizing the cost per student station figures as of December 2023, would be approximately \$1,449 per residential dwelling unit for the Additional Units. At no time until prior to when the last building permit is issued for the final 8,000 residential unit shall the total cost per student station amount due for the total units be less than the total COUNTY required effective school impact fee that could have been due for the total units.

2.02 Prior to the issuance of a finding of adequacy by the COUNTY, the SCHOOL BOARD shall provide the COUNTY with the current cost per student station schedule established and published by the State of Florida, and the associated per dwelling unit cost as calculated by the SCHOOL BOARD for the Additional Units. No later than the end of each calendar month, the COUNTY agrees to provide written correspondence to the SCHOOL BOARD listing residential developments issued satisfactory finding of adequacy. At the minimum, the information provided shall include the name and project or plat number of the development, the total number and type of proposed units and the total cost per student station amount paid.

2.03 The CITY agrees that it will not accept an application for a building permit for any residential unit, which is included within the Downtown Regional Activity Center unless it has received documentation of a finding of adequacy by the COUNTY.

3. EXISTING UNITS.

3.01 The COUNTY, SCHOOL BOARD and CITY agree that the 8,060 approved dwelling units are subject to the provisions of School Board Policy 1161 and the mitigation of the anticipated student impacts on a site-specific per project basis. Such mitigation will be due for any of the existing 8,060 dwelling units that may be determined by the CITY to not be currently allocated and/or permitted. The City agrees to provide written notice including location map to the SCHOOL BOARD and the COUNTY immediately following the recordation of this Agreement regarding the location of any of the allocated dwelling units that are not permitted and also send written notice whenever an applicant seeks development approval to develop any such units, and the mitigation amount as then determined shall be paid based on the rate in effect at the time, prior to environmental review approval of construction plans as stipulated in the Natural Resource Protection Code.

4. EDUCATIONAL FACILITIES. The student station per dwelling unit cost paid by the owner(s) and/or developer(s) pursuant to this Agreement shall, pursuant to School Board Growth Management Policy be used to provide educational facilities to serve students generated by the Additional Units in the Downtown Regional Activity Center. The CITY recognizes and agrees that, even if such money is not directly utilized to meet the educational needs of the future residents of the area within the Downtown

Regional Activity Center, the use of such money will indirectly benefit such development by making other funds available to directly meet those needs.

5. TRANSMITTAL OF FUNDS TO THE SCHOOL BOARD. The COUNTY agrees to remit quarterly to the SCHOOL BOARD, the student station per dwelling unit cost amount collected for the proposed Regional Activity Center dwelling units to be spent by the SCHOOL BOARD in accordance with School Board Growth Management Policy. The COUNTY will continue to remit the COUNTY school impact fees to the SCHOOL BOARD consistent with the existing agreement between the COUNTY and the SCHOOL BOARD.

6. The COUNTY agrees that this Agreement satisfies the requirement in Chapter 5, Article IX, Broward County Land Development Code relating to Educational Impact Fees.

7. The recitals and representations set forth within the Whereas clauses are true and correct and are incorporated herein.

8. NOTICES. Whenever any of the parties desire to give notice to the other, such notice must be in writing, sent by U.S. Mail, postage prepaid, addressed to the party for whom it is intended at the place last specified; the place for giving of notice shall remain such until it is changed by written notice in compliance with the provisions of this paragraph. Until otherwise designated by amendment to this Agreement, the parties designate the following as the respective places for giving notice:

For the COUNTY:

Director, Broward County Environmental Protection and Growth Management
Department~~Development Management Division of Broward County~~
115 South Andrews Avenue, Room A240329A-B
Fort Lauderdale, FL 33301

For the CITY:

City Manager
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, Florida 33301

For the SCHOOL BOARD

Superintendent of Schools
The School Board of Broward County, Florida
Kathleen C. Wright Administrative Building
600 Southeast 3rd Avenue
Fort Lauderdale, FL 33301

With a copy to:
The Executive Director
The School Board of Broward County, Florida
Facility Management, Planning and Site Acquisition Department
Kathleen C. Wright Administrative Building
600 Southeast 3rd Avenue, 14th Floor
Fort Lauderdale, FL 33301

9. **RELEASE.** When all of the obligations set forth herein are fully paid and performed, COUNTY, at the request of CITY or its successor and upon payment of any applicable fees, shall cause a release to be recorded in the Official Records of Broward County, Florida, evidencing such performance. To the extent that the obligations set forth herein are divisible and attributable to a specific parcel the payment of the student station per dwelling unit cost, the applicable COUNTY school impact fee and the issuance of a building permit shall constitute evidence that the divisible portion of the obligation has been satisfied.

10. **VENUE CHOICE OF LAW.** Any controversies or legal issues arising out of this Agreement and any action involving the enforcement or interpretation of any rights hereunder shall be submitted to the jurisdiction of the State Court of the Seventeenth Judicial Circuit of Broward County, Florida, the venue situs, and shall be governed by the laws of the State of Florida.

11. **CAPTIONS AND PARAGRAPH HEADINGS.** Captions and paragraph headings contained in this Agreement are for convenience and reference only and in no way define, describe, extend or limit the scope or intent of this Agreement, nor the intent of any provisions hereof.

12. **NO WAIVER.** No waiver of any provision of this Agreement shall be effective unless it is in writing, signed by the party against whom it is asserted, and any such written waiver shall only be applicable to the specific instance to which it relates and shall not be deemed to be a continuing or future waiver.

13. **EXHIBITS.** All Exhibits attached hereto contain additional terms of this Agreement and are incorporated herein by reference.

14. **FURTHER ASSURANCES.** The parties hereby agree to execute, acknowledge and deliver and cause to be done, executed, acknowledged and delivered all further assurances and to perform such acts as shall reasonably be requested of them in order to carry out this Agreement.

15. **AMENDMENTS.** No modification, amendment, or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by the COUNTY, CITY and SCHOOL BOARD.

16. **COUNTERPARTS.** This Agreement may be executed in three (3) counterparts, each of which may be deemed to be an original.

17. **RECORDING OF THIS AGREEMENT.** The CITY agrees to record this Agreement at its expense.

[THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK]

Fort Lauderdale Triparty Agreement
Revised Draft
6/3/2015

IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective dates under each signature: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Mayor or Vice Mayor, authorized to execute same by Board action on the ____ day of _____, 2015, The SCHOOL BOARD OF BROWARD COUNTY, FLORIDA signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, ~~2006~~2015, and CITY, signing by and through its _____, duly authorized to execute same.

COUNTY

ATTEST:

BROWARD COUNTY, through its
BOARD OF COUNTY COMMISSIONERS

Bertha Henry, County Administrator and
Ex-Officio Clerk of the
Board of County Commissioners
of Broward County, Florida

By: _____
~~Kristin Jacobs~~ Tim Ryan, Mayor

____ day of _____, 2015

Approved as to form by
Office of County Attorney
Broward County, Florida
Governmental Center, Suite 423
115 South Andrews Avenue
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600
Telecopier: (954) 357-6968

By: _____
~~Assistant~~ Joni Armstrong Coffey, County Attorney

____ day of _____, 2015

SCHOOL BOARD

(Corporate Seal)

THE SCHOOL BOARD OF BROWARD
COUNTY, FLORIDA

ATTEST:
Chair

By: _____
~~Stephanie Arma Kraft, Esq.~~ Donna P. Korn-

~~Franklin L. Till, Jr.~~ Robert W. Runcie, Superintendent of
-Schools

Approved as to Form:

Alan L. Gabriel, School Board Attorney

CITY

WITNESSES:

CITY OF FORT LAUDERDALE

|

|

By: _____
John P. "Jack" Seiler Jim Naugle, Mayor
____ day of _____, 20015

ATTEST:

| City Clerk
|

By _____
—Lee R. Feldman, ICMA-CM, City Manager
____ day of _____, 20015

APPROVED AS TO FORM:

By _____
| _____ Cynthia A. Everett, City Attorney

EXHIBIT "A"

LEGAL DESCRIPTION

(TOGETHER WITH A REGIONAL ACTIVITY CENTER SKETCH)

COMPOSITE EXHIBIT "B"
LAND USE PLAN AMENDMENT
PUBLIC SCHOOL FACILITY IMPACT STATEMENT
(Land Use Amendment PCT 05-3)
AND
THE JUNE 9, 2005 LETTER TO THE CITY OF FORT LAUDERDALE

EXHIBIT "C"

STUDENT STATION COST FACTORS
FEB. 2005 TABLE, OR AS AMENDED

ATTACHMENT 30



Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

To: Barbara Boy, Executive Director
Broward County Planning Council

From: Henry A. Sniezek, Deputy Director
Environmental Protection and Growth Management Department

Date: October 7, 2015

Re: Updated Comments – PCT 15-1 – City of Fort Lauderdale – Transportation Impacts

RECEIVED

OCT 7 2015

BROWARD COUNTY
PLANNING COUNCIL

This memorandum updates our previous comments, dated January 8, 2015. Since the issuance of our comments last January, members of the County's "Complete Streets Team" have met with City staff on numerous occasions to discuss and evaluate a variety of analytical techniques and mitigation options to address the estimated impacts on the transportation network resulting from the addition of 5,000 dwelling units within the City's Downtown "Regional Activity Center." Subsequent to the referenced meetings, many of which also included FDOT, Broward County Planning Council staff and Broward MPO staff, the City submitted an updated land use plan transportation analysis, dated September 21, 2015. Please see attached.

After reviewing the City's updated transportation analysis, County staff offers the following comments and recommendations.

COUNTY STAFF COMMENTS

1. It is recognized that Broward County Land Use Plan Policy 12.01.08 states that "multi-modal transportation facilities should be recognized and encouraged by Broward County and its local governments when making land use planning decisions."
2. County staff is generally agreeable to the City's approach to utilize a "person trip methodology analysis," which reflects the downtown Regional Activity Center (RAC) as an "urban infill area," as defined by the Institute of Transportation Engineer's (ITE) Trip Generation Handbook. The "urban infill area" methodology recognizes and assigns higher vehicle occupancy rates and higher use of alternative modes of transportation, such as transit, bicycling and walking, when compared to the traditional transportation impact analyses for proposed development.

3. As County staff is generally agreeable to the City's approach to utilize an urban infill area "person trip methodology analysis," County staff notes the resulting updated roadway segment impact analysis (Table 4, Page 7 of the updated analysis). The updated impact analysis results in a reduction of significantly and negatively impacted roadway segments from thirteen (13) segments to six (6) segments. The six (6) significantly and negatively impacted segments focus exclusively on portions of Broward Boulevard and US 1/Federal Highway. The maximum impact on Broward Boulevard resulting from the amendment is 217 peak hour trips, and the maximum impact on US 1/Federal Highway resulting from the amendment is 163 peak hour trips.
4. County staff recognizes the City's data that since 2000 through 2013, average daily automobile traffic within the RAC area has generally remained flat, and not kept pace with population growth within the RAC area (please see Figure 1 on page 12 of the attached updated land use plan transportation analysis). Although County staff recognizes that traffic growth in the area has been relatively flat during this timeframe, this same time period exhibited high unemployment rates in the City, particularly from 2005 through 2013. High unemployment rates generally contribute to a reduction in almost all trip types, particularly home-based and work-based trips, which may account for the lack of traffic growth during these years. Recent traffic data published for 2014 by the Florida Department of Transportation indicates moderate to significant percentage increases in traffic growth on many of the roadway segments serving the downtown area as compared to prior years, demonstrating that vehicle traffic is again starting to grow with an improved economy.
5. County staff recognizes the City's committed multi-modal investments within the downtown RAC area, as well as committed County, State, and Federal investments, including the Wave Streetcar system. It is felt that these multi-modal transportation investments, which are described starting on page 11 of the attached updated City land use plan transportation analysis, will serve to encourage and result in significant use of all RAC area mobility options.
6. County staff believes that a significant portion of the peak hour trips estimated to be generated by the 5,000 additional dwelling units on Broward Boulevard and US 1/Federal Highway in the RAC area can be mitigated by committed multi-modal investments. However, the City has not provided a quantitative analysis accepted by County staff which demonstrates that the committed investments will fully mitigate all estimated peak hour trips resulting from the amendment on Broward Boulevard and US 1/Federal Highway.
7. Recognizing the current levels of residential development within the RAC, only limited current data, such as use of carpooling, is available to support that existing development within the RAC generally complies with the ITE "urban infill area" definition. However, County staff believes that the emerging and planned intense and compact pattern of development and multi-modal options within the downtown RAC area warrants analysis of the proposed land use plan amendment as an "urban infill area," per the above referenced ITE definition. It should also be recognized that as the RAC transitions into an urban infill area, the existing transportation network may be strained until the multi-modal mitigation investments are fully implemented and found to be effective.

8. The County Staff Complete Streets Team continues to suggest that the City establish an on-going dedicated funding source for future construction, operation and maintenance of a full range of multi-modal facilities and services within the Downtown RAC.
9. The County Staff Complete Streets Team supports the City's commitment to set aside 15% of the requested 5,000 dwelling units for affordable housing. Affordable housing within the RAC may contribute to the success of efforts to promote multi-modal transportation options within the RAC. The presence of residents with a variety of income levels may result in greater use of multi-modal options.

COUNTY STAFF FINDINGS/RECOMMENDATIONS

1. County staff finds that the City was not able to provide a quantitative analysis accepted by County staff which demonstrates that the committed multi-modal investments will fully mitigate all estimated peak hour trips resulting from the amendment on Broward Boulevard and US 1/Federal Highway.
2. However, concerning regional transportation impacts, County staff finds that an increment of additional permitted dwelling units within the downtown RAC is generally supportable, based on a prospective qualitative recognition that existing and committed multi-modal options are consistent with supporting the emerging and planned, but not yet fully established, intense and compact pattern of development within the RAC.
3. **County staff recommends that any approval of all or a portion of the City's requested 5,000 additional dwelling units be conditioned on the City monitoring and collecting data of transportation patterns and use of multi-modal options as new RAC development is established, and that prior to any future land use plan amendment approval for additional increments of residential development, the City must demonstrate confirmation with the ITE "urban infill area" definition based on the actual development pattern within the RAC at that time, and provide data and analysis which demonstrates that the existing and committed multi-modal system fully accommodates or mitigates impacts to the transportation network resulting from existing and proposed RAC uses.**

Thank you for the opportunity to provide comments. Please feel free to contact me at your convenience if you have any questions.

cc: Broward County Staff Complete Streets Team
Jim Hetzel, AICP, LEED Green Associate, Urban Planner (Planner III)
City of Fort Lauderdale

See Attachments 29 and 29.A.
for referenced attachment.

ATTACHMENT 31



RECEIVED

September 22, 2015

SEP 23 2015

Barbara Blake Boy
Executive Director, Broward County Planning Council
115 South Andrews Avenue
Fort Lauderdale, Florida 33301

BROWARD COUNTY
PLANNING COUNCIL

Subject: Downtown Fort Lauderdale Regional Activity Center Land Use Planning Amendment

Dear Ms. Blake Boy,

As part of the Land Use Planning Amendment (LUPA) application to the Broward County Planning Council (BCPC), the City of Fort Lauderdale is submitting an assessment that evaluates the traffic impacts of adding 5,000 residential dwelling units (DU) to the Downtown Regional Activity Center (RAC). The Broward Metropolitan Planning Organization (MPO) supports the City in its efforts to address and mitigate the anticipated traffic impacts of the proposed amendment.

Certain land use changes to the Broward County Land Use Plan require the Southeast Florida Regional Planning Model (SERPM 6.5) to be utilized to distribute 2035 PM Peak trips. The MPO performed the modeling for the subject application which proposes adding 5,000 new dwelling units. Although the regional model has numerous long range planning applications, there are inherent limitations to its application specifically in regards to small scale and dense urban projects having many variables which includes the efforts to catalyze the compact development character of the RAC area.

The approach taken by the City of Fort Lauderdale addresses many of the regional models limitations and is detailed in the City's response report. The approach provides for a more realistic representation of downtown conditions impacting travel choices and includes:

1. A 21 percent trip reduction rate, as previously approved by the Broward County Planning Council, was applied to the output of the model to account for the existing denser and more connected nature of Downtown Fort Lauderdale.
2. Through coordination with stakeholders, the K Factor assumed by the 2035 PM Peak volumes was adjusted from 9.5 percent to 9 percent to better reflect urban conditions.
3. Per the ITE Trip Generation Handbook's 3rd Edition, a person-trip methodology was applied to account for the future make-up of downtown Fort Lauderdale. Based on the committed and planned investments,

Chair

Richard Blattner

Vice Chair

Bryan Carletta

Second Vice Chair

Bruce G. Roberts

Members/ Alternates

Mikie Belvedere

Mark Brown

Charlotte Burrie

Yvette Colbourne

Joy Cooper

Walter Duke

Freddy Fiskell

Toby Feuer

Jerry Granose

Tom Green

Patricia Good

Dale Holmes

Ron Jacobs

Sandy Johnson

Eric H. Jones, Jr.

Richard J. Kaplan

Troy Link

Lisa Mallozzi

Shari L. McCartney

Ashira A. Mohammed

Frank Orbs

Debra Placko

Rooney Rogers

David Rosent

Richard Rosenzweig

Tim Ryan

Barbara Shamel

Joanne Simone

Lawrence A. Sobel

Gregory Solitto

Larry Vignola

Les Weaver

Beverly Williams

Executive Director

Gregory Blatt

General Counsel

Alan Gabriel

Trade Centre South, 100 West Cypress Creek Road, Suite 850, Fort Lauderdale, FL 33309-2112, Phone 954.876.0033

www.browardMPO.org

For complaints, questions or concerns about civil rights or nondiscrimination or for special requests under the Americans with Disabilities Act, please contact Christopher Ryan, Public Information Officer/Title VI Coordinator at (954) 876-0036 or ryan@c.browardmpo.org

Downtown Fort Lauderdale fits the definition of an urban infill area as defined in the ITE Handbook. Therefore, baseline mode shares assumed by the ITE were converted into urban infill area mode shares to calculate the PM Peak trips that are more appropriate for an urban setting.

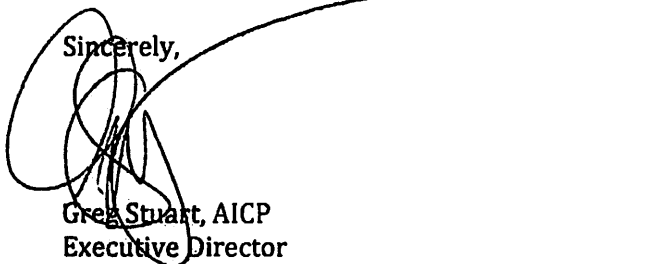
4. The technical analysis approach is complemented with a detailed breakdown of traffic mitigation measures. These measures constitute financially committed and fiscally constrained projects, studies, plans, and initiatives that speak to achieving the City's goals and vision in reducing vehicular trips through the implementation of multimodal transportation options. The projects outline investments that are directly on the significantly impacted corridors as identified by the Broward County Planning Council, as well as on other corridors and areas in the Downtown RAC that will collectively catalyze the transformation of Downtown into a fully connected, multimodal City.

The MPO's acknowledgement of the City's effort to identify traffic mitigation measures is in line with the goals and visions of the region, which are aimed at enhancing the safety and adequacy of multimodal transportation options. These goals are mirrored in existing Broward County policies. Namely, Broward County Policy 12.01.12 states that *"Broward County shall continue to support and link local and state infrastructure investments to better coordinate multi-modal transportation and mixed land uses, which encourage a reduction in vehicle miles traveled and in greenhouse gas emissions, improved energy efficiency, affordable housing proximate to urban work centers, and progress toward other sustainability and quality of life measures."*

The MPO Board of Directors is taking active steps to support and realize a balanced, multimodal future. We understand the current challenges of limited funding and limited roadway capacity. As a response, the MPO Board recently adopted a five-year strategic plan, an action-oriented strategy that will guide the MPO in implementing the Long Range Transportation and Transportation Improvement Plans, and bolster the MPO and its programs as a force of change within Southeast Florida. In part the plan recognizes that only through aligning funding with priorities and joining in a concerted effort towards reinvestment can significant transportation gaps be filled.

The MPO recognizes that the City is essentially tasked with defining the impacts of a more densified, urban environment, absent the robust tools needed to demonstrate this type of future. We are committed to work with the City and the Broward County Planning Council as future land use amendments are anticipated. While the City is a leader in setting a multimodal vision and putting it into practice, this places the City in a distinct disadvantage in terms of traditional analysis. The approach proposed is reasonable and serves as a launching point for regional partners to improve upon as they seek to enhance economic prosperity through the advancement of linking land use and transportation goals.

Sincerely,



Greg Stuart, AICP
Executive Director

Pg. 2 of 2

Trade Centre South . 100 West Cypress Creek Road, Suite 850 . Fort Lauderdale, FL 33309-2112 . Phone 954.876.0033

www.browardMPO.org

For a complete copy of the report, please contact the project manager at the Broward County Planning Council or the MPO. If you have any questions, please contact Christopher Ryman, Public Information Officer, at (954) 876-0033, for a copy of the report.



ATTACHMENT 32

Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

RECEIVED

To: Barbara Boy, Executive Director
Broward County Planning Council

OCT 7 2015

From: Henry A. Sniezek, Deputy Director
Environmental Protection and Growth Management Department

**BROWARD COUNTY
PLANNING COUNCIL**

Date: October 7, 2015

Re: Updated Comments – PCT 15-1 – City of Fort Lauderdale – Affordable Housing

This memorandum updates our previous comments, dated December 3, 2014, and September 18, 2014. Since the issuance of our comments last December, County's staff has met with City staff on several occasions to discuss County staff's recommendation that, to ensure compliance with Broward County Land Use Plan Policy 1.07.07, the City offer an affordable housing phasing plan for the proposed addition of 5,000 dwelling units within the City's Downtown Regional Activity Center (RAC).

On September 21, 2015, the City issued updated correspondence, as well as a copy of the Fort Lauderdale City Commission Memo to adopt a City Affordable Housing Policy, and a copy of an affordable housing study completed by the Florida International University Metropolitan Center. Please see attached.

After reviewing the City's updated information, County staff offers the following comments and recommendations.

COUNTY STAFF COMMENTS

1. County staff continues to recognize and commend the City for voluntarily offering to commit to 15% of the total requested dwelling units, or 750 units, for affordable housing. The addition of 5,000 dwelling units within the Downtown RAC represents potentially well over \$1 Billion worth of new market-rate residential development in the area. The City is to be commended for its foresight in assuring that residential growth in the RAC should accommodate a wider range of income levels for persons who will be critical in contributing to the economic and social health of the downtown.

2. County staff observes that affordable housing within the RAC may also contribute to the success of efforts to promote multi-modal transportation options within the RAC. The presence of residents with a variety of income levels may result in greater use of multi-modal options.
3. The City is offering, as a phasing plan, that five percent (5%) of the first 2,500 allocated units (or 125 units) will be affordable housing units. The City states that if 5% of the first 2,500 units are not affordable, the City Commission shall evaluate the City's adopted Affordable Housing Policy and determine whether there is a need to amend the policy. County staff does not support the offered phasing plan as it lacks an effective enforcement mechanism, and it is felt that a 5% goal for the first 2,500 units is inadequate to accommodate affordable housing units within the area throughout the development process.
4. County staff's review of the City's proposed "Affordable Housing Policy" left questions concerning the anticipated results and impact from the programs outlined and implementation timetables. For example, concerning the City staff's proposal to create a City affordable housing trust fund from the sale of surplus city owned property, it is unclear, as of this writing, how much funding may be anticipated from such a program. It is also unknown, as of this writing, if the City will consider adopting an inclusionary affordable housing program, as recommended by the City's Affordable Housing Advisory Committee.
5. County staff reviewed the City's Phase I and Phase II "Affordable Housing and Economic Analysis" report, dated May, 2015 (Phase I) and August, 2015 (Phase II). The reports indicate significant concerns about the affordability of housing through-out the City. The Phase I report (page 2), speaking of cost-burdened households, states "51.7 percent of current owner households with a mortgage pay in excess of 30 percent of their income on housing costs up from 37.6 percent in 2000.....55.0% of the City's renter households are paying in excess of 30% of their incomes on housing costs." The reports also included data on the "Housing and Transportation Affordability Index (H+T)." The H+T index developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income. According to CNT, as stated in the Phase I report, the City of Fort Lauderdale has an H+T index of 66%, far above the 45 percent benchmark. Specifically concerning Downtown Fort Lauderdale, the Phase I report indicates that between 75.1% and 100% of owner households are cost-burdened (page 51), and under 50% of renter households are cost burdened (page 52).

6. It is noted that the referenced City "Affordable Housing and Economic Analysis" reports do not address projected housing supply, as required by Broward County Land Use Plan Policy 1.07.07.

COUNTY STAFF FINDINGS/RECOMMENDATIONS

1. Based on the information available, County staff cannot find the proposed amendment to be in compliance with Broward County Land Use Plan Policy 1.07.07. This finding is based on County staff's concerns with the City's proposed phasing plan and proposed Affordable Housing Policy (please see County Staff Comments 3 and 4 above), and noting that the City's "Affordable Housing and Economic Analysis" reports do not address projected housing supply, as required by Broward County Land Use Plan Policy 1.07.07.
2. Based on the information available, County staff recommends that any approval of the City's requested 5,000 additional dwelling units be conditioned on the implementation of a suitable phasing plan by the City. County staff suggests that 150 of each 1,000 units be affordable units as defined by the Broward County Land Use Plan.

Thank you for the opportunity to provide comments. Please feel free to contact me at your convenience if you have any questions.

cc: Ralph Stone, Director
Broward County Housing Finance and Community Redevelopment Division

Cynthia Chambers, Director
Broward County Environmental Protection and Growth Management Department

Jim Hetzel, AICP, LEED Green Associate, Urban Planner (Planner III)
City of Fort Lauderdale

See Attachments 29 and 29.B.
for referenced attachment.

ATTACHMENT 33



CITY OF
FORT LAUDERDALE



September 30, 2015

Dean Powell
Water Supply Bureau Chief
3301 Gun Club Road
West Palm Beach, Florida 33416-4680

RECEIVED

OCT 2 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Comprehensive Plan Amendment Application – City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center (BCLUP #PCT 15-1)

Dear Mr. Powell:

This letter responds to your letter dated March 19, 2015 regarding recommendations for the Downtown Fort Lauderdale Housing Land Use Plan Amendment (LUPA). The purpose of the amendment is to increase the residential development allowed in the Downtown Regional Activity Center (RAC) by 5,000 dwelling units, which would bring the total allow number of dwelling units in the RAC to 16,060.

Attached to this letter are updated Potable Water Tables, as requested, and that correspond to the responses below:

South Florida Water Management District (SFWMD) Recommendation #1: The potable water analysis should be based on the City's current Water Use Permit, #06-00123-W, issued by the District on October 29, 2010. The availability of potable water analysis to serve the development projects that 1.478 MGD will be needed to serve the new development. The analysis includes an allocation from the Florida Aquifer in the amount of 6.0 MGD. However, the City's current Water Use Permit does not include a Florida Aquifer withdrawal allocation and includes an allocation of water from the Biscayne Aquifer. Please revise the analysis to be based on the City's current Water Use Permit and Biscayne Aquifer allocation. Please clarify in the analysis that should the City need water from the Florida Aquifer, the City would need to apply for a Water Use Permit modification.

City Response: As per the City's 10-Year Water Supply Facilities Work Plan (adopted in 2015), Water Use Permit (WUP) Limiting Condition No. 4 indicates that the city's ground water sources are the Biscayne Aquifer and the Floridan Aquifer System. Additionally, WUP Limiting Condition No. 5 indicates an annual allocation of no more than 22,334 million gallons with a Biscayne Aquifer limitation of 19,181 million gallons per year. A reasonable interpretation of these limiting conditions is that the difference between the annual allocation and the Biscayne Aquifer Annual Withdrawal limitation would be supplied by the Floridan Aquifer, as follows:

Floridan Aquifer Allocation Limit = Annual Allocation Limit – Biscayne Aquifer Annual Withdrawal Limit

Where: -Annual Allocation Limit = 22,334 million gallons per year
-Biscayne Aquifer Annual Withdrawal Limit = 19,181 million gallons per year
Floridan Aquifer Allocation Limit = 22,334 million gallons per year – 19,181 million gallons per year = 3,153 million gallons per year

However, based upon the raw water demand forecast; development of traditional water supply, alternative water supply such as the Floridan Aquifer, and reuse projects are not required to meet the demand within the City of Fort Lauderdale's water service area over the period from 2015 to 2035. Figure 5 of the Water Supply Plan shows the increased 1.478 MGD demand can be met with the current permitted Biscayne Aquifer allocation of 52.55 MGD per the CUP. The City will continue assessing the need for alternative water supplies, such as the Floridan Aquifer. If the City determines that implementation of Floridan Aquifer supply and treatment is required to meet demand, the City would plan these improvements in cooperation with the SFWMD.

South Florida Water Management District (SFWMD) Recommendation #2: Revise the potable water analysis to be based on the City's current 5-year Community Investment Plan, not the FY2009-2013 Capital Improvement Program. Clarify the status of the expansion of the RO facility expansion at the Peele-Dixie Water Treatment Plant.

City Response: The current potable water analysis states that:

The plan for implementation of 6.0 MGD of RO at the Peele-Dixie WTP includes the construction of 10 MGD of Floridan Aquifer water supply wells at the Dixie Wellfield to supply raw water to the RO facilities. Construction costs for the RO facility is estimated to be \$31.5 Million with operating costs estimated to be \$1.8 million/year years 2013-2018 and \$3.6 million/year tear 2018 onward. The Peele-Dixie project was approved as part of the City's Capital Improvements Program (CIP) FY 2009-2013. Funding will consist of bonds and state revolving loan funds.

During the cycle the population projections were reduced as well as the water demand. The City and its Consultant determined that there was no need to proceed with the expansion at this time. The latest 10-Year Water Supply Facilities Work Plan validates that currently there is no need for the additional expansion. Although the project is listed in the 2014-2019 CIP, there are no current plans to implement nor is there any funding allocated for the project.

South Florida Water Management District (SFWMD) Recommendation #3: Ensure the development included in the proposed amendment has been incorporated into the City's proposed Water Supply Facility Work Plan, DEO Amendment #15-1ESR, scheduled to be adopted by the Fort Lauderdale City Commission on April 7, 2015.

City Response: The City Commission adopted the 10-Year Water Supply Facility Work Plan on April 7, 2015, amending the City's Comprehensive Plan to update the Goals, Objectives, and Policies related to the City's Water Supply Plan. As such, the City will review, prepare, and provide capital needs to accommodate future growth, to maintain existing facilities, and replace obsolete or deteriorated facilities as outlined in the adopted Comprehensive Plan through the City's Capital Improvement Plan (CIP).

The City's CIP is updated and adopted annually to ensure appropriate and adequate services are provided to meet the needs of the community. The Downtown RAC to add 5,000 dwelling units, once approved, will become part of the City's effective land use plan and map, and therefore, will be incorporated into the evaluation of water and sewer capital improvements.

Thank you for taking the time to review this information and if you should have any questions or require additional information, please do not hesitate to contact Jim Hetzel, AICP, LEED Green Associate, at (954) 828-5019 or jhetzel@fortlauderdale.gov

Yours truly,



Jenn Morejon
Director

cc: Ella Parker, AICP, Urban Design & Planning Manager
Jim Hetzel, AICP, LEED Green Assoc., Urban Planner (Planner III)
Todd Hiteshew, Environmental Services Manager, Public Works
Barbara Blake Boy, Executive Director, Broward County Planning Council
Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council

Attachment: Land Use Amendment Application - Potable Water Update Tables

Potable Water Analysis - Updated Tables - As requested from SFWMD comments dated March 19, 2015.

TABLE 1 PROJECTED PLANT CAPACITY & DEMAND – POTABLE WATER Fiveash and Peele-Dixie Water Treatment Plants	
Current Plant Design (Fiveash – 70 MGD, Peele – 12 MGD)	82.00 MGD
Current + Committed Plant Demand	51.76 <u>41.76</u> MGD*
SFWMD Permitted Withdrawal	52.55MGD
Expiration Date of SFWMD Permit	2028
Source: City Comprehensive Plan, *Table 3.7 City Water Supply Plan, 2015 Broward County, Environmental Licenses and Permitted, June 2015	

TABLE 2 WELLFIELDS	
Permitted Capacity	52.55 MGD ²
Current Demand	38.14 <u>37.27</u> MGD ^{2,3}
Remaining Capacity	14.41 <u>15.28</u> MGD
Expiration Date of SFWMD Permit	2028
Sources/Notes: (1) City Comp. Plan Infrastructure Element and City of Fort Lauderdale CUP #06-00123-W. (2) 2013-2014 Based on Annual Average Daily Flow (AADF). (3) FY11-12 .	

TABLE 3 POTABLE WATER DEMAND AND CAPACITY		
	2015	2020
Projected Plant Design	82 MGD	82 MGD
Projected Plant Demand	42.38 <u>42.4</u> MGD	44.38 <u>42.7</u> MGD
Planned Plant Expansions	6.0 RO Treatment at Peele-Dixie WTP beyond 2030	
Planned Wellfield Expansions	10.0 MGD Floridan Aquifer Wells beyond 2030	
Year and Funding Sources	2012, bonds, state revolving loan funds	
Source: City Comprehensive Plan		

ATTACHMENT 34



CITY OF
FORT LAUDERDALE



September 28, 2015

RECEIVED

OCT 1 2015

Mr. Gerry O'Reilly, P.E.
District Secretary, District Four
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

BROWARD COUNTY
PLANNING COUNCIL

Dear Mr. O'Reilly:

The City of Fort Lauderdale (City) greatly appreciates the Florida Department of Transportation's (FDOT) review in reference to the City's application for the Downtown Regional Activity Center's (RAC) Land Use Planning Amendment (LUPA). This letter provides the responses to the comments provided by the FDOT on March 20, 2015. It is the City's intent to continue to work with the FDOT and its regional partners to improve the multimodal transportation network and achieve the goals and visions of the region and enhance the quality of life for its residents.

As a result of the City's continuous coordination with the Broward County Complete Streets Team, the Broward County Planning Council (BCPC), the Broward Metropolitan Planning Organization (MPO), and the FDOT, the City is submitting a detailed report of its analysis and mitigation approach to the BCPC. The analysis demonstrates that by applying an urban context to the analysis, coupled with a proposal for traffic mitigation through building a multimodal transportation network, the impact of traffic projected from the 5,000 dwelling units (DU) will be greatly reduced. Absent current appropriate multimodal analysis tools, the approach proposed serves as a launching point for regional partners to improve upon as they seek to enhance economic prosperity through the advancement of linking land use and transportation goals.

It is important to note that the programmed multimodal and system efficiency improvements will induce a shift in travel modes for more than the people associated with the additional units, which this analysis is limited to. In other words, people who currently live, work and play in the RAC area will make the choice to leave their cars at home as the City transitions, further reducing the amount of trips projected through this analysis process.

The following are responses to the specific items indicated in the letter:

- 1. The City should participate in a multi-agency performance-based agreement mechanism through which the City of Ft. Lauderdale contributes funding to the Broward County Active Arterial Management (AAM) program that includes critical roadways within the City's downtown area. The AAM program is currently focused on effective use of the Broward County traffic signal system to safely and efficiently move multi-modal traffic on the transportation network within the City. Without implementation and full utilization of the capabilities of this program, the operations and effectiveness of the WAVE Streetcar are likely to be severely impacted.**

Office of the City Manager

100 North Andrews Avenue, Fort Lauderdale, Florida 33301

Telephone (954) 828-5013 Fax (954) 828-5599

www.fortlauderdale.gov

The City has been operating as a transit-based concurrency district in terms of paying contributions towards improving the transportation system, particularly public transit infrastructure. Since 2005, the County has moved away from roadway and traffic operations impact fees to the transit-oriented concurrency system. Imposing an additional contribution on the City appears duplicative of fee payment and contradictory to moving towards improving alternative modes of transportation.

Additionally, to improve efficiencies, the Wave Streetcar is slated to employ a Transit Signal Priority (TSP) system that would facilitate its mobility at signalized intersections. This improvement is in joint partnership with the State, County, and the City, and presents a more targeted approach to improving transit efficiency as opposed to a contribution that would mostly serve vehicular movements.

Moreover, multimodal transportation improvement projects that are aimed at implementing safe and efficient multimodal transportation options are identified in the City's transmittal to the BCPC. Projects include infrastructure improvement projects, mobility plans, and area-wide studies that will collectively create a more multimodally connected City. The identified projects are funded by the City and its partners, and represent a collaborative approach towards creating an accessible transportation network.

- 2. The comprehensive plan amendment adoption package should include a traffic mitigation plan and supporting analysis for a larger impact area that demonstrates how the identified adverse impacts to SIS and other regionally significant facilities will be addressed to protect their ability to serve their strategic mobility functions.**

The proposed amendment's impact area and significantly impacted corridors were identified through the Southeast Florida Regional Planning Model (SERPM 6.5), in accordance with Broward County's policies and procedures for estimating long-range planning impacts. The 2035 PM Peak results of the model scenario that included the proposed amendment's allocated residential units identified corridor segments that were considered significantly impacted based on the 3 percent significance rule, also per the County's rules and regulations. The rule considers a segment to be significantly impacted by a proposed amendment if the site's anticipated volume on that segment constitutes 3 percent or more of the segment's total capacity.

Based on this approach, 13 corridor segments were considered significantly impacted. Out of these 13 segments, four segments are on Broward Blvd. Specifically, Broward Blvd from I-95 to US 1/N Federal Hwy, an SIS facility, was identified as a significantly impacted corridor. As part of the mitigation measures outlined in the City's submittal to the Planning Council, multiple financially committed, fiscally constrained multimodal projects are identified for Broward Blvd in that section. These projects include pedestrian facility and crossing improvements, transit operations and planning efforts, and added bicycle capacity projects.

- 3. The City's traffic analysis relies on a 21% trip reduction achieved by increased trip internalization within the RAC and through increased mode split. The City should adopt policies that implement a phasing program for the additional residential units such that incremental development approval thresholds are based on achieving targets for multimodal performance measures similar to those identified in the City's Strategic Plan that should be established as part of this amendment. The Department is willing to assist the City, in coordination with the County and the Broward Metropolitan Planning Organization, by providing guidance regarding data**

collection, data management, and desirable performance measures.

The City already tracks multimodal transportation improvement performance through a set of monthly, quarterly, and annual performance measures. These measures include baseline and target thresholds that ensure the monitoring and evaluation of multimodal improvements. The City is committed to continuing to track and assess the performance of multimodal improvements. Additionally, an analysis of traffic conditions and impacts and identification of multimodal mitigation measures is conducted during the development review process at the City. These measures are aimed at mitigating the traffic impacts of the proposed development through multimodal improvements to the surrounding network. The City's assessment of traffic impacts and mitigation measures are in addition to the transit concurrency contributions made to Broward County.

- 4. The City should demonstrate how it will coordinate the implementation of transit service enhancements and accessibility to local and regional transit connections necessary to achieve the desired mobility performance that addresses adverse impacts to the SIS and regional transportation network.**

As included in the most recent submission to the traffic analysis section of the Downtown RAC LUPA, a number of major regional transit service improvement projects and studies are currently underway, in addition to existing and planned local transit systems. These projects include the Wave Streetcar, All Aboard Florida, the Tri-Coastal Link, and the Central Broward East-West Transit Study. The City has been in continuous coordination with its local and regional transit partners on facilitating transit and mobility improvements. The City is contributing financial resources geared towards maintaining transit initiative partnerships, and is actively seeking federal grant funding that will further facilitate transit mobility in the City.

Additionally, The City was recently notified that it is being awarded a 2-year, \$1.25 million grant for a Pilot Program for Transit-Oriented Development (TOD) Planning. The pilot program focuses on creating a TOD environment along the extensions of the Wave Streetcar as well as other key transportation corridors throughout the City and the County. The grant's mission is to catalyze effective TOD by addressing key components including pedestrian and bike access and connectivity, good urban design, sustainable design, mixed-use, affordable, workforce, and a variety of housing, that is in alignment with local desires and serves regional connectivity, and parking management – "right sizing parking," cultural development and place-making.

- 5. Consider implementing a comprehensive parking strategy that does not rely on parking occupancy to generate income. That approach can easily be manipulated through pricing to facilitate single occupant vehicle trips into the Downtown RAC (particularly the core area) at the expense of achieving multimodal performance measure targets. Alternate approaches should be considered that create disincentives to single occupant driving into the RAC and facilitate use of non-auto modes.**

The City has several programs currently underway that are geared towards reassessing the parking stock in Downtown and its surrounding areas to promote multimodal transportation options over single occupancy vehicle travel. The City also already has exemptions to its minimum parking requirements in the Downtown Regional Activity Center (RAC) and surrounding RACs. In addition, the City is currently revisiting its parking code to include additional strategies that are aimed at promoting alternative modes of travel.

Additionally, the City is investing approximately \$1.8 million in Smart Parking through its Mobile Enforcement for Citywide Parking Enhancement CIP. The program includes the installation of over 1,000 mobile enforcement and parking location devices for on-street parking spaces Citywide. The implementation includes installing embedded parking sensors, meter monitors, repeaters, and gateways to the cellular network.

The program will enhance parking customers' ability to find available parking spaces through cellphones. The program will also alert Parking Enforcement on violations. This technology has been found to greatly improve operations by reducing spillback from parking facility driveways onto roadways and reduce the circulation and excess vehicular trips. The City is currently deploying a pilot for the program at the Heron, Pelican and Venice parking lots off Las Olas Blvd. The pilot will manage, forecast, and enforce parking through wireless, solar-powered sensor technology.

- 6. Consider implementing strategies to utilize the street grid to provide a variety of route options to destinations within the Downtown RAC. This approach, in combination with a comprehensive parking strategy, could help to route traffic around the periphery of the Downtown RAC towards parking facilities that provide access to the WAVE streetcar and Sun Trolley at co-located Intermodal stations.**

As outlined in the most recent submission, the City is committed to providing alternative modes of travel throughout its connected street grid system. The Connecting the Blocks Plan presents the blueprint for what the City has committed to and is planning in multimodal improvements, currently and in the future.

Additionally, the City is implementing \$445,000 Wayfinding signage program that includes vehicular, pedestrian, and parking signage; transit vehicle informational signage; and gateway signage for Downtown Fort Lauderdale. The implementation area of the program is generally bounded by Sunrise Blvd., 17th Street, Avenue of the Arts, and Federal Highway. The program will provide information on route and destination options that will better utilize the Downtown's grid system. The City is also developing a Traffic Visualization Map that will help inform neighbors and visitors of road closures due to public and private construction projects and special events to help avoid associated traffic impacts.

The City is also developing a mapping tool to illustrate all planned infrastructure projects that have the potential to impact traffic and enable the coordination and rescheduling of projects to reduce impact on roadways.

- 7. Consider adopting a Transportation Demand Management (TDM) ordinance to require business and residential developments over a certain size to implement TDM strategies such as ride sharing incentive programs, public transit incentive programs, car and van pools, flex-time and telecommuting options.**

The City works with developers and businesses on promoting TDM strategies. For example, the City is supportive of ride sharing programs such as Uber, which facilitate a demand-based approach to vehicle travel, thus offsetting Single Occupancy Vehicles (SOV). Additionally, as part of the Downtown Fort Lauderdale Transportation Management Association (DFLTMA), employers offer flextime & telecommute options to their employees. The City will continue to expand TDM strategies to maximize on the trip reduction benefits of these strategies, particularly during peak hours.

In addition, South Florida Commuter Service reports that over 3,000 people signed up for carpooling service in 2014, over half of which switched from single occupancy vehicle trips, reducing over half a million trips and over 10 million miles for the year. Participation has been on a positive trend over the past three years. While the City is only a portion of these statistics, it seems logical that the trends would be consistent in the largest urban area with the largest employment providers.

- 8. Develop strategies that incentivize the diversification and distribution of land uses within the Downtown RAC to support the desired lifestyle needs of the existing and additional residential units. This will assist with achieving increased mode split and reduced vehicle miles traveled performance measure targets.**

The City's Downtown Master Plan promotes the mix of land use through specific design standards. For example, the ground level of buildings in downtown are intended to be active use such as retail, restaurants, offices, and live/work units. The City recently amended the Downtown Master Plan to allow exemptions from parking requirements for projects in downtown and rather than outline required ratios, the City allows the market to dictate the demand. This has allowed projects to accommodate their specific parking needs and has provided greater relationship of the building to public realm with smaller less noticeable parking podiums. In addition, the City is currently generating a Park and Open Space Master Plan for the City. This effort allows the City to examine open space in the downtown RAC and identify areas for potential public open space based on the proposed Downtown LUPA.

- 9. The City should commit to collaborating with all affected agency partners prior to future comprehensive plan amendment transmittals where adverse impacts are anticipated to the SIS and the regional transportation network.**

The City is committed to continuing to coordinate with its regional partners on proposed amendments as demonstrated in the continuous multi-agency collaboration that took place as part of the Land Use Planning Amendment for the proposed 5,000 dwelling units in Downtown Fort Lauderdale.

Additionally, the City has been an active participant in numerous local, State, and regional initiatives aimed at collaborating on transportation planning, that impact the SIS and regional transportation network, including the Seven50 Prosperity Plan, the Regional Climate Action Plan, the Southeast Florida Regional Climate Change Vulnerability Pilot Project, as well as collaborating on project specific planning.

Sincerely,

A handwritten signature in black ink, appearing to read "Lee R. Feldman", is enclosed within a hand-drawn oval. To the right of the oval, the letters "FOR" are handwritten.

Lee R. Feldman, ICMA-CM
City Manager

- C: Barbara Blake Boy, Executive Director, Broward County Planning Council
Phil Thornburg, Interim Assistant City Manager
Diana Alarcon, Transportation & Mobility Director
Jenni Morejon, Sustainable Development Director

ATTACHMENT 35

BROWARD COUNTY PLANNING COUNCIL SUPPLEMENTAL REPORT* PUBLIC SERVICES AND FACILITIES

BROWARD COUNTY LAND USE PLAN AMENDMENT NUMBER PCT 15-1

Prepared: October 2015 – estimated impact of 750 additional “bonus density” dwelling units

POTABLE WATER

An additional 750 dwelling units will result in a net increase in demand of 0.32 million gallons per day (mgd). The wellfields serving the amendment area have 9.53 mgd available for water withdrawal. Therefore, sufficient potable water supply and treatment capacity will be available to serve the additional dwelling units.

SANITARY SEWER

An additional 750 dwelling units will result in a net increase in demand of 0.19 mgd. The sanitary sewer treatment plant has 13.41 mgd available. Therefore, sufficient sanitary sewer capacity is available to serve the additional dwelling units.

SOLID WASTE

An additional 750 dwelling units will result in a net increase in demand of 5.86 tons per day. The processing facility has 0.5 million tons per year available. Therefore, sufficient solid waste capacity is available to serve the additional dwelling units.

DRAINAGE

The proposed amendment area is located within the jurisdiction of the Broward County Environmental Protection and Growth Management Department (EPGMD). A surface water management license from EPGMD will be required prior to any construction.

PARKS AND OPEN SPACE

An additional 750 dwelling units will result in a net increase in demand of 4.89 acres. The City of Fort Lauderdale has 403.0 acres over the BCLUP requirement of 3 acres per one thousand persons population.

PUBLIC SCHOOLS

As calculated by Planning Council staff, an additional 750 dwelling units would generate 31 additional students into Broward County Public Schools, consisting of 15 elementary school students, 6 middle school students and 10 high school students. Based on the information provided in Attachment 17, Planning Council staff anticipates that School District Planning Area “E” will have sufficient excess capacity to support the students generated by the additional dwelling units. Further, the City is amending the Educational Mitigation Agreement previously approved as part of PCT 05-3, and will also be subject to concurrency review at the plat or site plan stage of development.

TRANSPORTATION

An additional 750 dwelling units will result in a net increase in demand of 269 p.m. peak hour trips per day.

*Impacts are in addition to the analysis provided in Attachment 3.

ATTACHMENT 36

Cabrera, Ivan

From: Manning, Terese <tmanning@sfwmd.gov>
Sent: Thursday, October 15, 2015 10:03 AM
To: Jenni Morejon (jmorejon@fortlauderdale.gov)
Cc: Blake Boy, Barbara; Sesodia, Josie; James Stansbury (james.stansbury@deo.myflorida.com); 'jhetzel@fortlauderdale.gov'
Subject: RE: Comprehensive Plan Amendment - City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center

Jenni,

This e-mail is in response to your letter of September 30, 2015 to Dean Powell inquiring if the additional information the City of Fort Lauderdale (City) was proposing would be adequate to resolve the District's comments that were raised on proposed Comprehensive Plan Amendment #15-2ESR, the City's Downtown Regional Activity Center.

The District raised three comments on Proposed Amendment #15-2ESR, concerning the water supply and capacity analysis for the proposed Downtown Regional Activity Center and the current status of the City's Capital Improvement Schedule. The same comments were raised for the City's Proposed Water Supply Facilities Work Plan (Work Plan) Amendment, Amendment #15-1ER, which was submitted approximately two weeks before this amendment for review and comment. The reviews of the two amendments were coordinated. The City resolved issues raised in the comments with the submittal of additional information when the City adopted the Work Plan amendment. Thus, the comments for the Downtown Regional Activity Center Amendment have been adequately resolved.

Please let us know if you need additional information or have any questions.

Terry Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road, MSC 4223
West Palm Beach, FL 33406
Phone: 561-682-6779
Fax: 561-681-6264
E-Mail: tmanning@sfwmd.gov

RECEIVED

OCT 15 2015

**BROWARD COUNTY
PLANNING COUNCIL**

From: Powell, Dean
Sent: Monday, October 05, 2015 10:09 AM
To: Manning, Terese
Subject: FW: Comprehensive Plan Amendment - City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center
Importance: High

From: Heidi Richards [<mailto:HRichards@fortlauderdale.gov>] **On Behalf Of** Jenni Morejon
Sent: Friday, October 02, 2015 3:20 PM
To: Powell, Dean
Cc: Ella Parker; Jim Hetzel; Todd Hiteshew; bblakeboy@broward.org; Deanne Von Stetina, AICP (dvonstetina@broward.org)
Subject: Comprehensive Plan Amendment - City of Fort Lauderdale Land Use Plan Text Amendment for Downtown

Regional Activity Center

Importance: High

Good afternoon,
Please see the attached.

Jenni

Jenni Morejon, Director
City of Fort Lauderdale | Department of Sustainable Development
700 NW 19th Avenue | Fort Lauderdale FL 33311
P: (954) 828-5849 E: jmorejon@fortlauderdale.gov



DEPARTMENT OF
**Sustainable
Development**

We value your opinion. Please take a few minutes to share your comments on the service you received from the District by clicking on this [link](#).



ATTACHMENT 37

Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

To: Barbara Boy, Executive Director
Broward County Planning Council

RECEIVED

From: Henry A. Sniezek, Deputy Director
Environmental Protection and Growth Management Department

OCT 19 2015

**BROWARD COUNTY
PLANNING COUNCIL**

Date: October 19, 2015

Re: Supplemental Comments – PCT 15-1 – City of Fort Lauderdale – Affordable Housing

This memorandum supplements our previous comments, dated October 7, 2015. County staff has reviewed the Planning Council staff's recommendations concerning affordable housing and note that County staff continues to recommend that any approval of the City's requested 5,000 additional dwelling units be conditioned on the implementation of a suitable phasing plan by the City. County staff continues to suggest that 150 of each 1,000 units be affordable units as defined by the Broward County Land Use Plan. In addition, we suggest that any phasing plan include the following:

1. A process be defined to income certify affordable owners/renters and be maintained for the life of the affordable unit(s).
2. That all affordable units be available for a 30 year period. This would normally be through a deed restriction on the unit/property.
3. An annual monitoring report that evaluates the location and affordability of the designated units.
4. Finally, given the extreme need for low and very low income units, we suggest the following:
 - a. One third of the units be dedicated to moderate income households
 - b. One third of the units be dedicated to low income households
 - c. One third of the units be dedicated to very low income households.

Thank you for the opportunity to provide additional comments. Please feel free to contact me at your convenience if you have any questions.

cc: Ralph Stone, Director
Broward County Housing Finance and Community Redevelopment Division

Cynthia Chambers, Director
Broward County Environmental Protection and Growth Management Department

Jim Hetzel, AICP, LEED Green Associate, Urban Planner (Planner III)
City of Fort Lauderdale



CITY OF
FORT LAUDERDALE

ATTACHMENT 38



October 21, 2015

RECEIVED

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

OCT 21 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Agreement to BCPC Staff Recommendations for BCLUP #PCT 15-1

Dear Ms. Boy: *Barbara*

This letter is to indicate the City's agreement to the recommendations listed in the BCPC Staff report with a request to modify the word "fully" to "significantly" as outlined in the second bulleted recommendation for transportation network impacts. To summarize, the City agrees upon:

1. Transportation Network Impacts

- a. The City shall monitor and collect data of transportation patterns and use of multimodal options as new Regional Activity Center (RAC) development is established.
- b. Prior to any future land use amendments for additional dwelling units, the City must demonstrate consistency with the ITE "urban infill area" definition based on the actual development pattern within the RAC and provide data and analysis demonstrating that the existing and committed multi-modal system ~~fully~~ significantly mitigates impacts to the transportation network.

2. Affordable Housing

- a. The City of Fort Lauderdale's commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect.
- b. Prior to the issuance of building permit 2,501 of the 5,000 dwelling units, the City shall demonstrate that at least 15% (375 dwelling units) of the permitted or built units are affordable (up to 120% of the median income limits adjusted for family size for the households). If the City is unable to demonstrate that at least 15% of the permitted or built dwelling units meet that criteria, no additional market rate units shall be permitted or built until such time that the City provides an implementation action plan or program that is reviewed and approved by the County Commission.
- c. In addition and separate from the 5,000 dwelling units (at least 750 affordable), the City will be granted three (3) additional, density bonus market rate units for every one (1) "very low" (up to 50% of the median income limits adjusted for family size for households) or "low" (up to 80% of the median income limits adjusted for family size for households) affordable dwelling unit that is constructed for a maximum of an additional 750 market rate dwelling units, potential total of new dwelling units to 5,750.

DEPARTMENT OF SUSTAINABLE DEVELOPMENT

700 NW 19 AVENUE, FORT LAUDERDALE 33311

TELEPHONE (954) 828-6520

WWW.FORTLAUDERDALE.GOV

3. Public School Impacts

- a. The City of Fort Lauderdale's commitment to amend the existing Educational Mitigation Agreement between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff.

In addition to the Planning Council Staff recommendations above, Broward County Environmental Protection and Growth Management Department staff provided supplemental comments dated October 19, 2015. The City's responses to these comments are outlined below.

1. A process be defined to income certify affordable owners/renters and be maintained for the life of the affordable unit(s).

City response: The County's Administrative Rules, Article 10, does not specify this requirement for cities and therefore, the City does not agree to this recommendation. Income verification is required as part of Federal and State programs as well as any private affordable housing development. The City currently provides quarterly monitoring reports, which indicate the number of affordable housing units in the Downtown RAC and will continue to do such.

2. That all affordable units be available for a 30 year period. This would normally be through deed restriction on the unit/property.

City response: The County's Administrative Rules, Article 10, does not specify this requirement for cities and therefore, the City does not agree to this recommendation. If an affordable bonus density program is approved consistent with Planning Council staff recommendation, then the City will follow the County's Administrative Rules, Article 8, and will coordinate with developers on gathering the appropriate information.

3. An annual monitoring report that evaluates the location and affordability of the designated units.

City response: The City agrees to this recommendation since the City currently provides quarterly monitoring reports that indicate the number of affordable housing units in the Downtown RAC. The City can provide a correlating map when submitting the report. The map would indicate the location of all downtown projects.

4. Finally, given the extreme need for low and very low income units, we suggest the following:

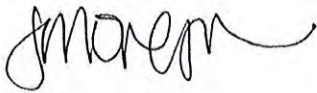
- a. One third of the units be dedicated to moderate income households
- b. One third of the units be dedicated to low income households
- c. One third of the units be dedicated to very low income households

City response: The County's Administrative Rules, Article 10, does not specify this requirement for cities and therefore, the City does not agree to this recommendation. As previously stated, if an affordable bonus density program is approved consistent with Planning Council

staff recommendation, then the City will follow the County's Administrative Rules, Article 8, and will coordinate with developers on gathering the appropriate information.

Thank you for working with the City during the application process and please know we appreciate all the effort from you and your staff. If you should have any questions or require additional information, please do not hesitate to contact Jim Hetzel, AICP, LEED Green Associate, at (954) 828-5019 or jhetzel@fortlauderdale.gov

Yours truly,

A handwritten signature in black ink, appearing to read 'JMorejon', with a stylized flourish at the end.

Jenni Morejon
Director

cc: Lee Feldman, City Manager
Diana Alarcon, Director, Transportation and Mobility
Ella Parker, AICP, Urban Design & Planning Manager
Jim Hetzel, AICP, LEED Green Assoc., Urban Planner (Planner III)
Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council

ATTACHMENT 39

RECEIVED

OCT 21 2015

BROWARD COUNTY
PLANNING COUNCIL

RESOLUTION NO. 15-207

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA, ADOPTING AND APPROVING AN AFFORDABLE HOUSING POLICY FOR THE CITY OF FORT LAUDERDALE, FLORIDA; AUTHORIZING OTHER REQUIRED ACTION AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Commission finds that every resident of the City deserves to live in a safe, decent and affordable dwelling and that homeownership is the foundation for stable communities and strong families; and

Whereas, it is the intent of the City Commission to discourage the concentration of low income housing in certain communities and to create incentives which encourage mixed income projects throughout the City; and

Whereas, it is the intent of the City Commission to encourage strong, diverse communities;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That the recitals set forth above are incorporated in this Resolution.

SECTION 2. That the City Commission hereby adopts and approves the Affordable Housing Policy attached to this Resolution.

SECTION 3. That the Affordable Housing Policy shall take effect as of the date of this Resolution.

SECTION 4. That staff shall review the Affordable Housing Policy every three (3) years and recommend changes to the Policy as necessary.

ADOPTED this the 6th day of October, 2015.


Mayor
JOHN P. "JACK" SEILER

ATTEST:



City Clerk
JEFFREY A. MODARELLI



Affordable Housing Policy

City of Fort Lauderdale

The affordable housing policy will assist local leaders discuss the modern realities of the affordable housing market. The policy document identifies resources and the regulatory framework available to facilitate affordable housing development opportunities within the City of Fort Lauderdale.

Affordable Housing Policy

City of Fort Lauderdale

Introduction

Fort Lauderdale's neighborhoods offer residents an opportunity to live near the region's significant cultural facilities, and enjoy a variety of people, architecture, and a sense of community. Neighborhood revitalization of deteriorated elements, and preservation of positive characteristics, is a major policy emphasis because it has a direct impact on the quality of life for Fort Lauderdale's residents. Neighborhood quality includes many factors, including the condition and the cost of the City's housing supply, the quality of the environment and the provision of facilities and services such as parks, street improvements, fire and police protection, and health, education and welfare facilities.

The City of Fort Lauderdale is currently seeking an amendment to the Broward County land use plan to build more housing units in the Downtown Fort Lauderdale area. The purpose of the amendment is to increase the residential development allowed in the Downtown Regional Activity Center (RAC) by 5,000 dwelling units, which would bring the total allowable number of dwelling units in the Downtown RAC to 16,060.

To assist with the requested amendment to the land use plan, the Broward County Planning Council asked the City of Fort Lauderdale to adopt an affordable housing policy. Furthermore, the City Manager directed staff to hire a consultant to perform an affordable housing study for the entire city. In order to prepare an affordable housing policy, an affordable housing study was considered to be the necessary first step in understanding the location of affordable housing inventory. The city hired the Florida International University Metropolitan Center to prepare an affordable housing study; the scope of study focused on understanding how housing and transportation costs both play a role in truly determining housing affordability in Fort Lauderdale.

The Affordable Housing Advisory Committee commonly referred to as the AHAC, have also presented affordable housing policy discussion materials on the topic of affordable housing to the City Commission. The AHAC is a standing committee, required by state statute because the city receives funding through the State Housing Initiatives Partnership (SHIP) program. The AHAC works with city staff to review established policies and procedures, ordinances, land development regulations, and the housing element of the adopted comprehensive plan for the City of Fort Lauderdale. Occasionally, the AHAC may recommend specific actions or initiatives to encourage or facilitate affordable housing opportunities throughout the city. In the recent past, the AHAC has also offered policy recommendations for development of affordable housing within the city.

At the administrative level, the Housing and Community Development Division (HCD) of the Department of Sustainable Development primarily manage the preservation and creation of affordable housing. The affordable housing policy included herein was prepared by City staff to inform the City Commission and administration of the existing resources, local ordinances, and policies in place related to affordable housing. The document also includes several recommended policy enhancement and consolidates the existing and recommended items into one comprehensive policy document.

The affordable housing policy document is organized into the following topic areas:

Article I. Affordable Housing Definition and Terms

- Definition and Determining Affordability
- Income Categories
- Affordability Methodologies / Indexes

Article II. Affordable Housing Trust Fund

- Establishing an Affordable Housing Trust Fund

Article III. Tools to Incentivize Development

- Expedited Permitting
- Development Fee Offset Program
- Northwest Regional Activity Center (NWRAC)
- Transit Oriented Development (T.O.D.)
- Land Write Down
- No-Cost Conveyance
- Land Contribution as Equity

Article IV. Infill Strategies

- City Owned Property
- Public Private Partnerships
- Residential Renovation, Infill and Townhomes

Article V. Existing Affordable Housing Policy and Regulations

- Consolidated Plan (CP)
- Annual Action Plan (AAP)
- Local Housing Assistance Plan (LHAP)
- Comprehensive Plan
- Unified Land Development Regulations (ULDR)

Article VI. Appendix

- Expedited Permitting Ordinance C-98-64

(LEFT INTENTIONALLY BLANK)

Article I. Affordable Housing Definition and Terms

Section 1.01 Definition and Determining Affordability

Housing affordability is the capacity of households to consume housing services and, specifically the relationship between household incomes and prevailing prices and rents. Two entities that use empirical data to determine affordability are the United States Department of Housing and Urban Development (HUD) and the Florida Housing Finance Corporation (FHFC), both define affordability by household based on income categories, in relation to the Area Median Income (AMI).

HUD uses the median income for families in metropolitan and non-metropolitan areas to calculate income limits for eligibility in a variety of housing programs. HUD estimates the median family income for an area in the current year and adjusts that amount for different family sizes so that family incomes are expressed as a percentage of the area median income. The median divides the income distribution into two equal parts: one-half of the cases falling below the median income and one-half above the median.

Additionally, when evaluating housing as a whole, there are some standard affordability methodologies available. Some methodologies base affordability solely on monthly housing costs, while other combine monthly housing costs with monthly transportation costs.

The standard HUD and FHFC income category definitions are below in Section 1.02:

Section 1.02 Income Eligibility Categories:

- 30% or below AMI - Extremely Low Income
- 30.01% to 50% of AMI - Very Low Income
- 50.01% to 80% of AMI - Low Income
- 80.01% to 140% of AMI - Moderate Income

Housing Affordability is a universal term that is defined as a measure of a population's ability to purchase and own a particular item, such as a home, based on their household income. The term affordability is not solely applicable to households that qualify under the FHFC and HUD guidelines; affordability includes an individual/family's ability to afford a home regardless of household size and income.

Typically, the term Affordable Housing is focused on providing housing opportunities to households that are 30% - 80% of the Area Median Income. For individuals and families that do not qualify under the income categories issued by HUD or FHFC, other methodologies / indexes can also be used to determine affordability based on issues such as location, transportation, and available inventory.

Section 1.03 Affordability Methodologies / Indexes:

In accordance with the City's Affordable Housing Programs, "affordable" means that monthly rents or mortgage payments including taxes and insurance do not exceed 30% of monthly income. However, it is not the intent to limit an individual household's ability to devote more than 30% of its income for housing, particular if a housing program allows for a higher percentage.

The commercial lending industry defines affordability based on a housing front-end ratio. This ratio consists of the following monthly housing expenses: mortgage payment, interest payment, property tax payment, homeowner's insurance payment, and mortgage insurance payment and association / condominium fees. For lenders, a typical front-end ratio should not exceed 35% of a household's monthly income is considered eligible for affordable housing.

Affordable housing professionals use a similar affordability methodology, but states that a monthly housing or lease payment should not exceed 30% of a household's monthly income.

The Affordable Housing and Economic Analysis report prepared by the Metropolitan Center at Florida International University (FIU) provides a more detailed overview of a number of the traditional housing affordability indexes. The report also highlights and applies citywide a new approach to measure housing affordability referred to as the Housing + Transportation Affordability index, or H+T. The H+T Affordability index developed by the Center for Neighborhood Technology (CNT) to offer an expanded view of affordability; one that combines traditional housing costs (as listed above) and transportation costs. Monthly transportation costs can include your car payment, car insurance, fuel, and any other form of transportation costs incurred on a monthly basis.

In measuring affordability using the H+T Index, sets the benchmark or common measuring point of household expenses at no more than 45% of household income. The City of Fort Lauderdale hired FIU to conduct an analysis of the entire city applying traditional housing affordability analysis and the H+T Index to measure overall affordability where possible by area or neighborhood. The city will continue to use the affordability guidelines as defined by FHFC and HUD as the primary indexes for those households eligible for city-sponsored housing programs. According to CNT's 2015 estimates, both Broward County (65%) and the City of Fort Lauderdale (66%) have an H+T Index above the 45% benchmark and therefore can be categorized as being significantly cost burdened when including transportation costs to the traditional view of affordability.

Article II. Affordable Housing Trust Fund

It is recommended that the City of Fort Lauderdale establish an Affordable Housing Trust Fund by adopting an ordinance. The trust fund will be initially funded with funds deposited in an account set up in 2005 for the delivery of more affordable housing units. To date that account has a balance of approximately \$300,000. Moving forward affordable housing will continue to be funded from the net sales proceeds from the sale of eligible residential surplus lots. One hundred percent of the funds received from the sale of eligible residential lots shall be deposited into the Affordable Housing Trust Fund. Eligibility for residential property to be sold will also include analysis of any deed restrictions or encumbrances that may need to be evaluated to determine if a property can be developed free of title issues or restrictions.

Article III. Tools to Incentivize Development

Section 3.01 Expedited Permitting

The processing of approvals of development orders or permits, as defined in s. 163.3164(15) and (16), Florida Statutes, for affordable housing projects is expedited to a greater degree than other projects.

The City of Fort Lauderdale adopted Ordinance C-98-64 on December 8, 1998 to provide for an expedited permitting process to assist developers of affordable housing in getting through the development review process. It is recommended that the City continue to work to implement this ordinance by dedicating the necessary resources to facilitate the development of affordable housing. The City has identified the Assistant Building Official as the expeditor that will have the responsibility for expediting applications. The following expedited review processes may include, but shall not be limited to the following:

- Identify zoning regulations applicable to the proposed development.
- Oversight of the development will be conducted from application to certificate of occupancy.
- Referral to the appropriate Broward County government and Broward County School Board affordable housing expeditors who have jurisdiction over proposed developments in the City.
- Assist the applicant with any incomplete portions of the development application.
- Identify resources, which may assist the applicant in meeting the requirement for development permit approval.

Developers and Contractors can access this incentive by advising the Building Division of the Department of Sustainable Development that they are constructing affordable housing at the time of applying for a building permit. If the Developer or Contractor is working with the Housing & Community Development Division (HCD), HCD staff will assist to get their permit expedited.

Section 3.02 NWRAC-MU Special Regulations (City Ordinance C-14-51)

It is recommended that the City promote affordable housing development within the Northwest Regional Activity Center, specifically the area identified within the new mixed-used regulations. On February 17, 2015 the City Commission adopted ordinance C-14-51 to establish performance standards and criteria for development projects in the Northwest Progresso Flagler Heights Community Redevelopment Area an Affordable Housing height bonus incentive within the for properties fronting the Sistrunk Boulevard corridor from the Florida East Coast Railway to NW 24th Avenue.

Section 3.03 Transit Oriented Development (Resolution 14-19)

It is recommended that the City promote affordable housing within a defined transit-oriented development district or a new transit-oriented development project. On February 4, 2014, the City of Fort Lauderdale adopted a resolution approving an update to the Downtown Master Plan by incorporating Transit Oriented Development (TOD) guidelines. The proximity of affordable housing to existing and future transit corridors, hubs, and large employment centers is a logical solution to traffic congestion, parking constraints, and affordability.

Section 3.04 Development Fee Offset Program

Under the Fort Lauderdale Code of Ordinances, Section 9-341, the City may offset a portion of the development fees incurred in connection with the development of affordable housing. It is recommended that the City of Fort Lauderdale identify and budget annually a source of funds to promote the development of more affordable housing. In order for a project to be eligible for funding under this ordinance a project shall meet the following requirements:

- (1) An application for the proposed development is submitted on or after the effective date of the ordinance from which this article is derived.
- (2) The development consists of one or more single-family or multifamily dwellings as defined in the ULDR.
- (3) The development qualifies as affordable housing as defined in this article.
- (4) The purchaser or lessee of the development is an eligible person or eligible household as defined in this article.
- (5) A restrictive covenant is executed and recorded in the public records of Broward County, Florida, restricting the ownership of an owner-qualified development to an eligible person for five (5) years and lease of multifamily dwellings to a qualified lease development to an eligible person for fifteen (15) years.
- (6) Single-family standard development must meet the standards established for an infill housing project approved by the city commission on July 6, 1994.

Section 3.05 Land Write Down

The City should negotiate a real property land write down when appropriate to support the development of affordable housing. The land write down process would involve City of Fort Lauderdale disposing of land available for the construction of affordable housing at a price below the fair market value.

Section 3.06 No-Cost Conveyance

The City should convey property at no cost when negotiating with developers for affordable housing projects. The no-cost conveyance would also include the city covering closing costs and other applicable fees, through non-general fund sources.

Section 3.07 Land Contribution as Equity

The City should utilize city-owned property as equity when negotiating to develop an affordable housing project. The incentive would involve the conveyance of title with a deed restriction that would be recorded to prohibit the sale, transfer, or refinance of the property within 15 years. If the deed restriction were violated before the restriction is in effect, then the seller would owe the City a pro rata share of the value of the equity invested from the sales proceeds of a transaction.

Article IV. Infill Strategies

Section 4.01 City-Owned Property

The City should develop a comprehensive city-owned property disposal strategy for residential properties. In accordance with State requirements, the City of Fort Lauderdale is obligated to review all residential lots in the City to determine if they are suitable for affordable housing. Each eligible residential lot will be carefully analyzed to

• • •

determine its suitability for affordable housing. The conveyance of residential properties (that are free of encumbrances and restrictions) that are donated, discounted, funded, or incentivized by the City shall be used to provide affordable housing for households earning less than 140% of the median income and shall remain affordable for a minimum of 15 years.

Section 4.02 Section 4.02 – Public-Private Partnerships

The City should actively seek public-private partnerships for the development of affordable housing. The optimal City partnerships, where possible, will be with experienced affordable housing developers. All developers, particularly those that focus on affordable housing shall be considered for this type of partnership. Affordable housing developers are generally focused on projects that create housing opportunities for low and very low-income households.

Section 4.03 Residential Renovation, Infill and Townhomes

The City should encourage the renovation of existing housing stock, construct on available infill properties and promote a mixture of single family and townhome developments based on project feasibility and neighborhood character. The City has a number of residential lots that are suitable for affordable housing. The City will utilize a competitive process, to select developers to collaborate with to develop larger parcels and may offer property as equity to the developer to help reduce costs and make the projects financially feasible. All housing units constructed or rehabilitated shall include “sustainable” construction practices. Some examples of “sustainable” construction practices include, but are not limited to the following:

- **Landscape:** Incorporates “Florida Friendly” landscape principles,
- **Attic Insulation:** R-38 fiberglass batt or blown in borax treated (no ammonium sulfate permitted), and
- **Paints/primers and coatings for Exterior & Interior:** Must be Zero or Low V.O.C. (Volatile Organic Compounds) and must meet Green Seal G-11 Environmental standard.

Article V. Federal, State and Local Housing Policy Documents

The Housing and Community Development (HCD) Division is responsible for administering the City’s programs for the Florida Housing Finance Corporation (FHFC) and the Department of Housing and Urban Development (HUD). Both agencies have policy documents such as the Local Housing Assistance Plan, the Consolidated Plan, and Annual Action Plan that must be adopted by the City Commission and are used to govern the programmatic use of the funding. All of these policy documents have an impact on the city’s ability to support the development of affordable housing.

Section 5.01 Consolidated Plan (CP)

Every five years, the City of Fort Lauderdale is required to submit its Consolidated Plan to the U.S. Department of Housing and Urban Development (HUD) in order to continue receiving funding for the City’s Entitlement Grant Programs through HUD. The purpose of the Consolidated Plan is to identify community, economic and housing development needs, and to develop strategies and goals to address those needs.

All entitlement jurisdictions receiving federal housing funds from HUD are required to Affirmatively Further Fair Housing (AFFH) by identifying impediments to fair housing choice in their communities and to develop action plans to address those impediments. The AFFH report identifies current impediments to fair housing choice and provides recommendations to diminish them. The analysis includes illegal actions in direct violation of fair housing laws and

actions, omissions or decisions that may be legal but ultimately restrict fair housing choice.

Section 5.02 Annual Action Plan (AAP)

Each year a Consolidated Plan is developed, with it the City outlines how federal funds will be spent in accordance with rules and regulations outlined by HUD. The HUD funded programs include the HOME Investment Partnerships (HOME), the Community Development Block Grant (CDBG), and Housing Opportunities for Persons with HIV/AIDS (HOPWA).

Section 5.03 Local Housing Assistance Plan (LHAP)

The City receives funds from the State of Florida for the State Housing Initiatives Partnership (SHIP) Program. Every three years, the City is required to submit its Local Housing Assistance Plan (LHAP) to the State for final approval of programs to be administered by the City. SHIP dollars may be used to fund emergency repairs, new construction, rehabilitation, down payment and closing cost assistance, impact fees, construction and gap financing, mortgage buy-downs, acquisition of property for affordable housing, matching dollars for federal housing grants and programs, and homeownership counseling.

Section 5.04 Housing Element of the Comprehensive Plan

An adopted Affordable Housing Policy will be used to update, amend, or supplement the information contained in the Comprehensive Plan to provide insight and direction on future housing needs for the City of Fort Lauderdale.

Article VI. Appendix

- Expedited Permitting Ordinance C-98-64

CERTIFICATION

I certify this to be a true and correct copy of the record of the City of Fort Lauderdale, Florida.

WITNESSETH my hand and official seal of the City of Fort Lauderdale, Florida, this the 17th day of December, 1998
Greg M. White City Clerk

ORDINANCE NO. C-98-64

AN ORDINANCE CREATING A NEW ARTICLE VIII OF CHAPTER 9, "BUILDINGS AND CONSTRUCTION", OF THE CODE OF ORDINANCES OF THE CITY OF FORT LAUDERDALE ENTITLED THE AFFORDABLE HOUSING PROGRAM; PROVIDING A PROGRAM AND FUNDS TO OFFSET PERMIT, DEVELOPMENT AND INSPECTION FEES FOR AFFORDABLE HOUSING AND PROVIDING FOR AN EXPEDITED DEVELOPMENT PERMIT PROCESS.

WHEREAS, as part of the William E. Sadowski Affordable Housing Act passed by the Florida Legislature in 1992, the State Housing Initiatives Partnership Act ("SHIP") was enacted as Section 420.907-420.9079 of the Florida Statutes; and

WHEREAS, SHIP authorizes the allocation of tax revenues authorized under Chapter 201, Florida Statutes, and allocates such funds to counties and eligible municipalities for use in an affordable housing program; and

WHEREAS, pursuant to Ordinance No. C-93-20, adopted at its meeting of February 18, 1993, the City Commission authorized the City to participate in SHIP; and

WHEREAS, it is a requirement of SHIP that the eligible municipality adopt an ordinance which includes adopting an affordable housing incentive plan; and

WHEREAS, pursuant to Resolution No. 94-27, adopted at its meeting of February 15, 1994, the City Commission adopted the Local Affordable Housing Incentive Plan of the City of Fort Lauderdale ("Plan"); and

WHEREAS, the Plan provided as part of its incentive strategies that the City would adopt an affordable housing ordinance which will provide the mechanism to expedite the process for development of affordable housing and reduce the cost of development; and

WHEREAS, in accordance with the Plan, at least five workshops have been held where members of the community, planning professionals and other interested persons, in conjunction with the SHIP Affordable Housing Advisory Committee, discussed proposed incentives; and

WHEREAS, the City finds that it is in the best interest of the public to adopt the affordable housing incentives provided herein;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That a new Article VIII of Chapter 9, "Buildings and Construction", entitled "Affordable Housing Program" of the Code of Ordinances of the City of Fort Lauderdale, Florida, is hereby created to read as follows:

Chapter 9

ARTICLE VIII. AFFORDABLE HOUSING PROGRAM

Sec. 9-320. Definitions of words and phrases.

The following words, terms and phrases, when used in this chapter, shall for the purposes of this chapter have the following meanings, except where the context clearly indicates a different meaning:

(1) Affordable means that monthly rents or monthly mortgage payments including taxes and insurance do not exceed thirty (30) percent of that amount which represents the percentage of the median annual gross income for households as indicated in subsection 8, or subsection 12. However, it is not the intent to limit an individual household's ability to devote more than thirty (30) percent of its income for housing, and housing for which a household devotes more than thirty (30) percent of its income shall be deemed affordable if the first institutional mortgage lender is satisfied that the household can afford mortgage payments in excess of the thirty (30) percent benchmark.

(2) Affordable Housing means housing which at the time of sale or rental is determined by the department to be "Affordable" as defined herein.

(3) Annual gross income means annual income as defined under the Section 8 housing assistance payments programs in 24 C.F.R., part 813; annual income as reported under the census long form for the recent available decennial census; or adjusted gross income as defined for purposes of reporting under Internal Revenue Service Form 1040 for

individual federal annual income tax purposes. Counties and eligible municipalities shall calculate income by projecting the prevailing annual rate of income for all adults in the household as the amount of income to be received in a household during the twelve (12) months following the effective date of the determination.

(4) Department means the Planning and Economic Development Department of the City of Fort Lauderdale or such other department as designated by the City Manager to administer the program described in this section.

(5) Development means one or more single-family or multi-family dwellings as defined in the ULDR.

(6) Development fees mean those fees established by city and charged in connection with development including, but not limited to building permit, impact, development permit and utility connection fees.

(7) Eligible Person or eligible household means one or more natural persons or a family determined by the City to be of very low income or low income according to the income limits adjusted to family size published annually by the United States Department of Housing and Urban Development based upon the annual gross income of the household. When used herein, Eligible Person shall mean and include eligible household.

(8) Low-income person or low-income household means one or more natural persons or a family that has a total annual gross household income that does not exceed eighty (80) percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever amount is greatest. With respect to rental units, the low-income household's annual income at the time of initial occupancy may not exceed eighty (80) percent of the area's median income adjusted for family size. While occupying the rental unit, a low-income household's annual income may increase to an amount not to exceed one hundred forty (140) percent of eighty (80) percent of the area's median income adjusted for family

size. When used herein, low-income person shall mean and include low-income household.

(9) Qualified Development means a development which has been determined by the department to meet the provisions of this article and fees will or have been offset. Lease qualified means qualified multi-family dwelling available for lease. Owner qualified means single-family dwelling qualifying for sale.

(10) SHIP means the State Housing Initiatives Partnership Act enacted as Sections 420.907 - 420.9079 of the Florida Statutes.

(11) ULDR means the Unified Land Development Regulations of the City of Fort Lauderdale, Florida "ULDR".

(12) Very-low income person or very-low-income household means one or more natural persons or a family that has a total annual gross household income that does not exceed fifty (50) percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever is greatest. With respect to rental units, the very-low-income household's annual income at the time of initial occupancy may not exceed fifty (50) percent of the area's median income adjusted for family size. While occupying the rental unit, a very-low-income household's annual income may increase to an amount not to exceed one hundred forty (140) percent of fifty (50) percent of the area's median income adjusted for family size. When used herein, very-low income person shall mean and include very-low income household.

Sec. 29-2. Applicability.

Funds shall be made available to offset a portion of the development fees incurred in connection with the development of affordable housing. In order to be eligible for funding under this section the following requirements must be met:

- (1) An application for the proposed development is submitted on or after the effective date of this ordinance.
- (2) The development consists of one or more single-family or multi-family dwellings as defined in the ULDR.
- (3) The development qualifies as Affordable Housing as defined in this article.
- (4) The purchaser or lessee of the development is an Eligible Person or Eligible Household as defined in this article.
- (5) A restrictive covenant is executed and recorded in the Public Records of Broward County, Florida restricting the ownership of an owner-qualified development to an Eligible Person for five (5) years and lease of multi-family dwellings to a qualified lease development to an Eligible Person for fifteen (15) years.
- (6) Single-family standard development must meet the standards established for an infill housing project approved by the City Commission on July 6, 1994.

Sec. 29-3. Qualification process.

The process for qualifying to receive an offset of development fees is as follows:

- (1) Prior to issuance of a building permit for a proposed qualified development an owner shall submit an application to the department. The application form shall be provided by the Community Development Division.
- (2) A preliminary qualification approval will be issued by the department if it is determined that the proposal meets the requirements of this article.

- (3) Prior to final qualification of a development, a buyer or lessee must be identified and determined to be an Eligible Person by the Department. The buyer or lessee shall apply to the department for a determination of eligibility.
- (4) A contract for sale and purchase for an owner qualified development or a lease for a lease qualified development shall be delivered to the department and be added to the application.
- (5) The seller shall provide evidence of payment of development fees to the City.
- (6) If a development is determined to be an owner qualified development, a check for the offset amount shall be issued by City and be made payable to the entity disbursing the closing proceeds. The check will be delivered on or before the date of closing and disbursement shall be made simultaneous with the transfer of title from the qualified seller to a qualified buyer. For a lease qualified development, a check for that portion of the offset amount representing the part of the multi-family dwelling being leased shall be made available on the date a lease executed by an Eligible Person is delivered to the department.

Sec. 29-4. Available funds.

- (1) For a qualified development, fees will be reduced by one hundred (100) percent when the units are sold or leased to very low-income persons or households and seventy-five (75) percent for low-income persons or households. In order to encourage mixed income development, reductions shall apply to the entire development when at least twenty (20) percent of the dwelling units within a development are set aside for affordable housing.
- (2) In order to encourage single-family home ownership development, a single-family development may qualify for up to a Five thousand dollar (\$5,000) offset for each unit.

Multi-family development may qualify for up to Five thousand dollars (\$5,000) for the entire development.

(3) SHIP funds will generally be utilized to cover fee reductions provided herein, but other funds may be utilized as they become available. Funds will be available on a first come, first serve basis.

Sec. 29-5. Expedited review process.

An application for development permit for development which has received a preliminary qualification by the department as described in Section 29-3 shall be identified for expedited development review processing. Expedited processing may include, but shall not be limited to the following:

(1) Identify zoning regulations applicable to the proposed development.

(2) Oversight of the development will be conducted from application to certificate of occupancy.

(3) Referral to the appropriate Broward County Government and Broward County School Board affordable housing expeditors who have jurisdiction over proposed developments in the city.

(4) Assist the applicant with any incomplete portions of the development application.

(5) Identify resources which may assist the applicant in meeting the requirement for development permit approval.

The city has identified a position in the Planning and Economic Development Department as the Economic Development Expeditor who will have the responsibility for expediting applications in accordance with this section.

Sec. 29-6. Monitoring compliance.

The owner shall be required to submit on an annual basis an affidavit, as prepared by the Division certifying that

the dwelling unit(s) is owned by or leased to an Eligible Person.

SECTION 2. That if any clause, section or other part of this Ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby, but shall remain in full force and effect.

SECTION 3. That all ordinances or parts of ordinances in conflict herewith, be and the same are hereby repealed.

SECTION 4. That this Ordinance shall be in full force and effect ten days from the date of final passage.

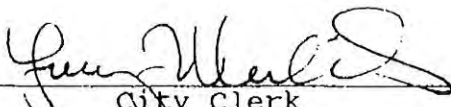
PASSED FIRST READING this the 17th day of November, 1998.

PASSED SECOND READING this the 8th day of December, 1998.



Mayor
JIM NAUGLE

ATTEST:



City Clerk
LUCY MASLIAH

ATTACHMENT 40

December 2, 2015

City of Fort Lauderdale Planning Council:
115 South Andrews Avenue
Fort Lauderdale, FL 33301

RECEIVED

DEC 07 2015

BROWARD COUNTY
PLANNING COUNCIL

Dear Council:

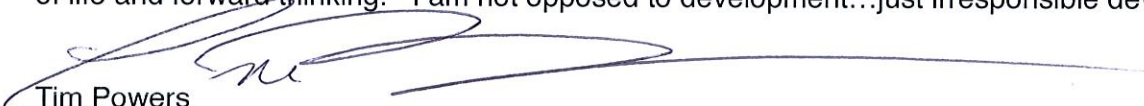
I am on owner and resident in Avenue Lofts in Flagler Village. I am opposed to the increased density of this area.

We have a great lack of zoning codes and standards. This area is being turned into a bunch of box-like buildings with poorly built rental complexes...This is not building a sense of community. We need our code to include more dedicated OPEN SPACE, more required parking based on livable square footage, more guest and public parking...limited parking just jams up our streets! We need to require stricter building standards and **architectural style**.

We are allowing our neighborhood to become a "Home Depot-style" Big Box look to "warehouse" people while forgetting about building a community to attract business and jobs and culture beyond bars and chain restaurants and ugly buildings.

Before I agree to higher density...I would like to see a plan that compensates for all the other missing components of true community and quality of life that higher density would REQUIRE!

Let's not let developers ruin our city with profit-driven projects that don't contribute to our quality of life and forward thinking. I am not opposed to development...just irresponsible development!



Tim Powers
445 N. Andrews Avenue #302
Fort Lauderdale, FL 33301

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCT 15-1
(FORT LAUDERDALE)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

January 13, 2015

(Please see Page I-4 for Planning Council Staff Final Recommendation)

It is recommended that the proposed text amendment to the Broward County Land Use Plan (BCLUP) be approved for transmittal to the State of Florida review agencies, subject to the following:

- Recognizing that the City has engaged in an on-going effort to provide documentation and analysis to address the complex issue of mobility within a major downtown district, it is noted that the information to date may not demonstrate that **regional roadway network capacity and multi-modal facilities** will be available at the long-range planning horizon. Therefore, Planning Council staff would not object to the transmittal of the proposed amendment to the State of Florida review agencies, including the request for specific input from the Florida Department of Transportation. The City of Fort Lauderdale's commitment and plans for transportation improvements in and around the Downtown Fort Lauderdale Regional Activity Center boundaries are outlined in Attachments 11 through 15;
- The City of Fort Lauderdale's commitment to **set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing** and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect. See Attachments 1, 6 and 23; and
- The City of Fort Lauderdale's commitment to **amend the existing Educational Mitigation Agreement** between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff. See Attachments 6 and 17.

Further, Planning Council staff's recommendation is pending the following issues to be addressed and resolved to the satisfaction of Planning Council and County review staff prior to the second Planning Council public hearing:

- Demonstration, in consultation and coordination with Broward County "Complete Streets" staff and the Florida Department of Transportation, that sufficient regional transportation network capacity and multi-modal facilities will be available to serve the proposed additional dwelling units; and

RECOMMENDATIONS/ACTIONS (continued)

DATE

I. Planning Council Staff Transmittal Recommendation (continued) **January 13, 2015**

- Resolution of a phasing plan or City policy solution that will ensure the implementation of the commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing, and that will prevent the construction of the 4,250 market rate dwelling units without any of the 750 affordable dwelling units being constructed.

It is also recommended that any approval be conditioned on the execution, to the satisfaction of Broward County, of a legally enforceable mechanism regarding the voluntary commitments offered by the applicant.

Update: January 22, 2015: Correspondence has been received from the City of Fort Lauderdale. See Attachment 28.

II. Planning Council Transmittal Recommendation **January 22, 2015**

Approval per Planning Council staff transmittal recommendation. (Vote of the board; Unanimous: 15-0; Blattner, Castillo, Gomez, Good, Graham, Hobby, Kaplan, Kiar, Long, Mack, McCartney, Ryan, Steffens, Stermer and Castro.)

III. County Commission Transmittal Recommendation **February 10, 2015**

Approval per Planning Council transmittal recommendation.

IV. Summary of State of Florida Review Agency Comments **March 20, 2015**

The South Florida Water Management District (SFWMD) and the Florida Department of Transportation (FDOT) have commented on the proposed amendment:

Comment: The SFWMD notes that the potable water analysis is not based on the City's current Water Use Permit. The potable water analysis projects that 2.14 MGD will be needed to serve the new development. The analysis includes an allocation from the Floridan Aquifer in the amount of 6.0 MGD. The city's current Water Use Permit does not include a Floridan Aquifer allocation and only includes an allocation of water from the Biscayne Aquifer. Should the City need water from the Floridan Aquifer, a Water Use Permit modification would be required. Further, the SFWMD recommends that the potable water analysis be based on the City's current 5-Year Community Investment Plan, not the FY 2009-2013 Capital Improvement Program. The SFWMD also recommends that the City clarify the status of the Reverse Osmosis (RO) facility expansion at the Peele-Dixie Water Treatment Plant.

IV. Summary of State of Florida Review Agency Comments (continued) March 20, 2015

Response: The City of Fort Lauderdale submitted a revised potable water analysis based on its updated 10-year Water Supply Facilities Work Plan, which indicates annual allocations from both the Biscayne and the Floridan Aquifers. However, based on revised projected demands and reuse projects, the Floridan Aquifer will not be required to meet demand over the planning period from 2015-2035. Further, there are no current plans to proceed with the RO facilities expansion at the Peele-Dixie Water Treatment Plant. The City also notes that once the 5,000 dwelling units are approved, the City will annually review and incorporate the capital needs to accommodate future growth into the evaluation of water and sewer capital improvements. See Attachment 33.

Update: October 22, 2015: The SFWMD has indicated that the City of Fort Lauderdale has adequately resolved the issues raised by the SFWMD during the review and update of the City's 10-year Water Supply Facilities Work Plan. See Attachment 36.

Comment: The FDOT reviewed the proposed amendment pursuant to Florida Statutes, and, as requested by the County Commission, for impacts to the Strategic Intermodal System (SIS) and other transportation resources and facilities of state importance. The FDOT understands and supports the intentions of the proposed amendment to create a livable and dynamic urban center, however, it is unclear to what extent the mitigation strategies proposed by the City will address the adverse impacts to SIS and other regionally significant facilities (I-95, Broward Boulevard, State Road 84 and U.S. 1).

Further, FDOT is prepared to participate in a coordinated agency effort to pursue mobility solutions and offers the following areas to focus on during this effort. The City should:

- Participate in and contribute funding to the Broward County Active Arterial Management (AAM) program. The AAM is focused on the effective use of the traffic signal system to safely and efficiently move multi-modal traffic within the City. Funding would support development and implementation of traffic signal control strategies for transit, pedestrians/bicyclists, parking facilities and emerging modes of transportation, such as the WAVE Streetcar.
- Submit a traffic analysis and mitigation plan for a larger impact area and demonstrate how the City will coordinate the implementation of transit service enhancements and accessibility to local and regional connections which addresses adverse impacts to SIS facilities.
- Adopt a phasing plan for the additional dwelling units based on achieving targets for multi-modal performance measures.

RECOMMENDATIONS/ACTIONS (continued)

DATE

IV. Summary of State of Florida Review Agency Comments (continued) **March 20, 2015**

- Consider implementing strategies to utilize the street grid to provide a variety of route options within the Downtown RAC, including a comprehensive parking strategy and parking facilities with access to the WAVE and Sun Trolley.
- Consider adopting a Transportation Demand Management (TDM) ordinance to require business and residential developments over a certain size to implement TDM strategies.
- Develop strategies that incentivize the diversification and distribution of land uses within the RAC to achieve increased mode split and reduced vehicle miles traveled.

Response: The City of Fort Lauderdale has provided a response to FDOT. See Attachment 34. Further, the City submitted an alternative traffic analysis and multi-modal mitigation strategies based on the urban character of the Downtown RAC. See Attachment 29.A. and Section III, Pages III-5 through III-6 of this staff report.

V. Planning Council Staff Final Recommendation **October 13, 2015**

It is recommended that the proposed text amendment to the Broward County Land Use Plan (BCLUP) be approved, subject to the following conditions regarding **regional transportation network impacts, affordable housing and public school impacts**:

- The City shall monitor and collect data of transportation patterns and use of multi-modal options as new Regional Activity Center (RAC) development is established;
- Prior to any future land use amendments for additional dwelling units, the City must demonstrate consistency with the ITE “urban infill area” definition based on the actual development pattern within the RAC and provide data and analysis demonstrating that the existing and committed multi-modal system ~~fully~~ mitigates impacts to the transportation network;
- The City of Fort Lauderdale’s commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect;
- Prior to the issuance of building permit 2,501 of the 5,000 dwelling units, the City shall demonstrate that at least 15% (375 dwelling units) of the permitted or built units are affordable (up to 120% of the median income limits adjusted for family size for the households). If the City is unable to demonstrate that at least 15% of the permitted or built dwelling units meet that criteria, no additional market rate units

RECOMMENDATIONS/ACTIONS (continued)

DATE

V. Planning Council Staff Final Recommendation (continued)

October 13, 2015

shall be permitted or built until such time that the City provides an implementation action plan or program that is reviewed and approved by the County Commission; and

- The City of Fort Lauderdale's commitment to amend the existing Educational Mitigation Agreement between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff. See Attachments 6, 17, 29 and 29.C.

Further, Planning Council staff supports the following incentive density bonus provision:

- In addition and separate from the 5,000 dwelling units (at least 750 affordable), the City will be granted three (3) additional, density bonus market rate units for every one (1) "very low" (up to 50% of the median income limits adjusted for family size for the households) or "low" (up to 80% of the median income limits adjusted for family size for the households) affordable dwelling unit that is constructed for a maximum of an additional 750 market rate dwelling units; and
- These potential additional, bonus market rate dwelling units are separate from the pool of 5,000 dwelling units and bring the potential total of new dwelling units to a maximum of 5,750 new dwelling units.

Effectiveness of the approval shall not occur until after the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of a legally enforceable mechanism as proffered by and executed by the City, regarding the voluntary commitments offered by the applicant as an inducement for Broward County to favorably consider its application.

Further, if the Broward County Land Use Plan amendment is adopted by the County Commission, this action by the Planning Council shall be considered the "conditional" recertification of the municipal land use plan amendment which directly correlates to the referenced Broward County Land Use Plan amendment. The recertification will not be deemed effective until such time as the Planning Council Executive Director and Attorney determine that the municipality has fulfilled all application requirements for recertification of local land use plans, as outlined in Appendix 3 of the Administrative Rules Document: Broward County Land Use Plan. The Planning Council Executive Director will issue a written letter of effectiveness to the municipality upon satisfaction of the same.

RECOMMENDATIONS/ACTIONS (continued)

DATE

VI. Planning Council Final Recommendation

October 22, 2015

Approval per Planning Council staff final recommendation, excluding the word “fully” as struck-through in the above Planning Council staff final recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

VII. County Commission Final Action

December 8, 2015

Approved per Planning Council final recommendation.

PROPOSED AMENDMENT PCT 15-1

INTRODUCTION AND APPLICANT'S RATIONALE

- | | | |
|------|--|--|
| I. | <u>Municipality:</u> | Fort Lauderdale |
| II. | <u>County Commission District:</u> | District 7 |
| III. | <u>Site Characteristics</u> | |
| A. | Size: | Approximately 710 acres |
| B. | Location: | In Sections 2, 3, 10 and 11, Township 50 South, Range 42 East; generally located south of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue. |
| C. | Existing Uses: | Commercial, office, industrial, transportation, recreation and open space, single- and multi-family residential and vacant. |
| IV. | <u>Broward County Land Use Plan (BCLUP) Designations</u> | |
| A. | Current Designation: | Regional Activity Center |
| B. | Proposed Designation: | Regional Activity Center |
| C. | Estimated Net Effect: | Addition of 5,000 dwelling units [8,100 dwelling units currently permitted by the BCLUP] |
| V. | <u>Existing Uses and BCLUP Designations Adjacent to the Amendment Site</u> | |
| A. | Existing Uses: | <i>North:</i> Retail and multi-family residential
<i>East:</i> Retail, single-family residential and multi-family residential
<i>South:</i> Single-family residential, multi-family residential and government facilities
<i>West:</i> Single-family residential, multi-family residential and retail |

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site (continued)

B. Planned Uses:	North:	Commercial, Medium-High (25) Residential and Regional Activity Center (Northwest Fort Lauderdale)
	East:	Commercial, Recreation and Open Space, Medium-High (25) Residential and Medium (16) Residential
	South:	Low (5) Residential, Medium-High (25) Residential, Regional Activity Center (South Fort Lauderdale), Medium (16) Residential and Recreation and Open Space
	West:	Medium (16) Residential, Recreation and Open Space, Medium-High (25) Residential, Commercial and Regional Activity Center (Northwest Fort Lauderdale)

VI. Applicant/Petitioner

A. Applicant/Agent:	City of Fort Lauderdale
B. Property Owners:	There are numerous property owners within the subject area.

VII. Recommendation of Local Governing Body:

The City of Fort Lauderdale recommends approval of the proposed amendment. The City anticipates adoption of the corresponding local amendment in June of 2015.

VIII. Applicant's Rationale

"The City of Fort Lauderdale City Commission adopted the Downtown Master Plan in 2003 and updated it in 2007 to include comprehensive design guidelines. These efforts were the culmination of over two years of research, review and plan development by the City, its consultants, the public and other stakeholders. The intent of the Downtown Master Plan is to create a livable and dynamic urban center with diverse, healthy residential neighborhoods and to develop an urban fabric with a walkable pattern of streets, distinct public spaces and high quality buildings. The Master Plan also envisions an expansion of mass transit as a critical component.

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

VIII. Applicant's Rationale (continued)

In order to facilitate the continued evolution of the downtown into an urban center, the Downtown Master Plan outlines a need for additional residential units. In 2006, a land use plan amendment providing 3,000 dwelling units in the Downtown Regional Activity Center (RAC) was approved as a result of the Downtown Master Plan's Goals, Objectives and Policies.

As per the City of Fort Lauderdale's 2008 Comprehensive Plan, the Downtown RAC has a maximum allowable density of 11,060 dwelling units, which includes 3,000 dwelling units from a 2006 land use plan amendment to the City and County Land Use Plans (LUPA PCT 05-3), as well as 2,960 dwelling units from a 2003 land use plan amendment to the City's Land Use Plan (PCR 03-51). As the economy continues to improve, the City of Fort Lauderdale has experienced an influx of new residential and mixed-use development projects in the downtown. These projects have nearly exhausted the supply of dwelling units in the Downtown RAC. This amendment proposes to increase the allowable number of residential units in the Downtown RAC by an additional 5,000 dwelling units, which would bring the total number of allowable units to 16,060 in the City's Land Use Plan and 13,100 in the County's Land Use Plan. Of these, 750 dwelling units are proposed to be set aside for affordable housing, which represents 15% of the total number of units requested.

The proposed amendment would help satisfy current and anticipated mid-term demand for housing. It will help achieve the desired residential density of the Downtown Master Plan while enhancing the downtown as a vibrant live, work and play environment with street level activity that will support local businesses and future transit initiatives, such as the Wave Streetcar. The proposed amendment will also help guide future residential growth to the Downtown in a responsible manner, utilizing the Downtown RAC's existing and planned infrastructure, while preserving surrounding residential neighborhoods. New development will be guided by the Downtown Master Plan design guidelines and Character Areas, which limit height and density and provide transitional zones between the Downtown RAC and adjacent established neighborhoods to protect against incompatible uses.

Furthermore, 2014 Broward County municipal forecasts, based on Bureau of Economic and Business Research (BEBR) county forecasts, estimates an increase of approximately 20,000 additional dwelling units in the City of Fort Lauderdale between 2010 and 2030. It is anticipated that a large number of these units will be located in the Downtown RAC, which aligns with the goals, objectives, and policies of the Broward County Land Use Plan, including locating mixed land uses within proximity to mass transit facilities."

SECTION III
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-1

REVIEW OF PUBLIC FACILITIES AND SERVICES

I. Potable Water/Sanitary Sewer/Solid Waste/Drainage/Parks & Open Space

Adequate potable water facility capacity and supply, sanitary sewer facility capacity, solid waste services, drainage, and park and open space acreage will be available to serve the proposed land use. See Attachment 3.

Regarding the long-range planning horizon for potable water supply, it is noted that the City of Fort Lauderdale adopted its 10-year Water Supply Facilities Work Plan in January, 2009.

Update: October 13, 2015: The SFWMD notes that the potable water analysis is not based on the City's current Water Use Permit. The potable water analysis projects that 2.14 MGD will be needed to serve the new development. The analysis includes an allocation from the Floridan Aquifer in the amount of 6.0 MGD. The city's current Water Use Permit does not include a Floridan Aquifer allocation and only includes an allocation of water from the Biscayne Aquifer. Should the City need water from the Floridan Aquifer, a Water Use Permit modification would be required. Further, the SFWMD recommends that the potable water analysis be based on the City's current 5-Year Community Investment Plan, not the FY 2009-2013 Capital Improvement Program. The SFWMD also recommends that the City clarify the status of the Reverse Osmosis (RO) facility expansion at the Peele-Dixie Water Treatment Plant.

The City of Fort Lauderdale submitted a revised potable water analysis based on its updated 10-year Water Supply Facilities Work Plan, which indicates annual allocations from both the Biscayne and the Floridan Aquifers. However, based on revised projected demands and reuse projects, the Floridan Aquifer will not be required to meet demand over the planning period from 2015-2035. Further, there are no current plans to proceed with the RO facilities expansion at the Peele-Dixie Water Treatment Plant. The City also notes that once the 5,000 dwelling units are approved, the City will annually review and incorporate the capital needs to accommodate future growth into the evaluation of water and sewer capital improvements. See Attachment 33.

In addition, Planning Council staff updated the potable water facility capacity and supply analysis based on the revised information submitted by the City of Fort Lauderdale. See Attachment 3.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

I. Potable Water/Sanitary Sewer/Solid Waste/Drainage/Parks & Open Space (continued)

Update: October 22, 2015: The SFWMD has indicated that the City of Fort Lauderdale has adequately resolved the issues raised by the SFWMD during the review and update of the City's 10-year Water Supply Facilities Work Plan. See Attachment 36.

The Broward County Parks and Recreation Division (PRD) reviewed the proposed amendment for park land required to support the additional 5,000 dwelling units. The PRD report states that regional park impact fees will be required at the time of platting, replatting or a note on the face of plat. In addition, the PRD report states that the City has enough park land to meet its land use plan requirements; however, it recommends an increase in the specific amount of park and open space acreage required for this Regional Activity Center (RAC). See Attachment 4. The City of Fort Lauderdale has provided additional information regarding its inventory and investment in open space and recreational facilities in and around the Downtown Fort Lauderdale RAC, including the development of a 10-year Parks and Recreation System Master Plan. See Attachments 5 and 6.

II. Transportation and Mobility

In addition, Planning Council staff has prepared a graphic depicting the open space and recreation uses within the boundaries of the RAC, as well as nearby. See Attachment 7.

The text amendment proposes an additional 5,000 dwelling units to be included in the Fort Lauderdale Downtown Regional Activity Center (RAC) which is currently permitted 8,100 dwelling units by the Broward County Land Use Plan.

Planning Council staff's standard traffic analysis, which includes a 7% internal capture trip reduction (standard for all mixed-use designations) indicates that the proposed amendment is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon (Year 2035) by approximately 2,454 p.m. peak hour trips. See Attachment 8.A.

Distribution of the projected additional p.m. peak hour trips (which includes a 7% internal capture reduction) indicates that the proposed amendment is projected to adversely impact the operating conditions of the regional transportation network. The MPO Year 2035 Long Range Transportation Plan model analysis indicates adverse impacts to Sunrise Boulevard, Sistrunk Boulevard, Broward Boulevard, Northwest 7/9 Avenue Connector, Andrews Avenue and Federal Highway. The proposed amendment would exacerbate impacts on 13 affected roadway links which are projected to operate at an unacceptable level of service (LOS) "F," with the amendment.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation and Mobility (continued)

In addition, Broward Boulevard, between the FEC Railroad and Federal Highway, denigrates from an acceptable LOS “D” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment. See Attachment 8.B.

Planning Council staff utilizes a significance threshold for several reasons, including a) per Policy 12.01.11 of the Broward County Land Use Plan, a “significance” threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon, b) the threshold is also considered a margin of error to recognize that there is a range of potential permitted uses and development scenarios for any given land use plan designation, and c) recognition that all new development, independent of any land use plan amendment traffic analysis, is required to comply with Broward County traffic concurrency mitigation provisions, which are assessed at the plat/site planning stage.

The City of Fort Lauderdale submitted information stating that an overall trip reduction credit of 47% should be applied to the traffic analysis performed by the Planning Council staff to determine the number of trips generated by the proposed amendment. This proposed reduction includes credits for internal capture (15%), non-auto commutes (pedestrian, bicycle, carpool and transit - 17%) and developing around transit centers (15%). See Attachment 9.

The Broward County Planning and Redevelopment Division (PRD) staff reviewed the traffic analysis and information submitted by the City and issued comments regarding the proposed trip reduction rate of 47%. The PRD staff notes that the proposed trip reduction rate is not adequately justified and that although they are supportive of the concept of internal capture, the City needs to demonstrate via data and analysis how the internal capture, multi-modal credits and transit trips result in a vehicle trip reduction. See Attachment 10.

The City of Fort Lauderdale staff submitted additional information and analysis in response to the PRD staff’s concern’s with the proposed trip reduction rates. Specifically, the City provided an updated methodology to outline the approach used to determine the overall trip reduction rate, which has been revised to 21%. This reduced overall trip reduction rate consists of a reduction of 13% for internal capture, 4% for non-auto commutes, and 4% for transit within the downtown core as a result of The Wave. In addition, the City of Fort Lauderdale staff provided a summary of the multi-modal infrastructure projects the City has programmed within the subject area. See Attachment 11.

The Broward County Planning and Redevelopment Division staff has reviewed the City’s response and updated trip reduction methodology and concur with the proposed 21% trip reduction rate. See Attachment 12.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation and Mobility (continued)

Based upon the agreed to 21% trip reduction credit, Planning Council staff has prepared an alternative traffic analysis, which indicates that the proposed amendment is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 1,789 p.m. peak hour trips. See Attachment 13.A.

This distribution of the projected additional p.m. peak hour trips on the MPO Year 2035 Long Range Transportation Plan model indicates that adverse impacts to Sistrunk Boulevard, Broward Boulevard, Northwest 7/9 Avenue Connector, Andrews Avenue and Federal Highway remain, although at lesser impact than the standard analysis. The proposed amendment would exacerbate impacts on 12 affected roadway links which are projected to operate at an unacceptable level of service (LOS) "F," with the amendment. In addition, Broward Boulevard, between the FEC Railroad and Federal Highway, denigrates from an acceptable LOS "D" to an unacceptable LOS "F," with the addition of the trips generated by the proposed amendment. See Attachment 13.B.

Planning Council staff notes that Policy 3.4.3 of the Broward County Comprehensive Plan Transportation Element regarding the regional transportation network adopts the level of service (LOS) standard for the subject "Eastern Core District" as LOS "E," with the exception of Strategic Intermodal System (SIS) Facilities. Broward Boulevard is an SIS Facility and subject to LOS "D" standard. However, all adversely impacted links depicted in Attachment 13.B. are projected to operate at an unacceptable LOS "F" and therefore are subject to BCLUP Policies 12.01.02 and 12.01.11 regarding transportation impacts.

To address the estimated negative impacts to the regional transportation network, the City of Fort Lauderdale has submitted mitigation plans for each of the adversely impacted corridors, including capital improvement projects, ongoing projects and initiatives in the Downtown area and surrounding network, transit investments, multi-modal plans and implementation efforts, and projects specific to and relevant to the significantly impacted corridors. See Attachment 14.

The Broward County Environmental Protection and Growth Management Department (EPGMD) staff has reviewed the City's mitigation plans for adversely impacted corridors and is unable to find that the information adequately addresses the estimated significant impacts to the transportation network. The EPGMD staff suggests that the City work with the County's "Complete Streets Team" and the Florida Department of Transportation to identify an adequate and financially feasible mobility mitigation strategy. The EPGMD staff does not object to the amendment being transmitted to State of Florida review agencies and will provide updated comments regarding transportation impacts prior to Planning Council's second public hearing. See Attachment 15.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation and Mobility (continued)

Update: October 13, 2015: The City of Fort Lauderdale has coordinated with the Broward County Planning Council staff, the Broward County “Complete Streets Team,” the Broward Metropolitan Planning Organization and the Florida Department of Transportation in order to identify an adequate and financially feasible mobility mitigation strategy. In this regard, the City of Fort Lauderdale has submitted additional information regarding transportation. The City has:

- Submitted an alternative traffic analysis utilizing an adjusted peak hour K factor and a person-trip rather than vehicle-trip methodology to better reflect the urban downtown character of the RAC. This analysis reduces the number of adversely impacted links from 13 to six (6), specifically on Broward Boulevard and Federal Highway.
- Outlined specific funded multi-modal improvement projects which serve to help mitigate impacts on all of the 13 original affected links (i.e. Sistrunk Boulevard, Broward Boulevard, Northwest 7-9 Avenue Connector, Andrews Avenue and Federal Highway).
- Included regional and local transit projects that will provide options for multi-modal transportation (i.e. The Wave Streetcar, Tri-Rail Coastal Link, All Aboard Florida, Central Broward East-West Transit project, additional service on BCT routes and enhanced service levels for the Sun Trolley) as well as several area-wide transportation studies.
- Reiterated its effort to include policy changes into land use, zoning and code amendments that will help to facilitate multi-modal transportation and walkable livable places with complete streets.
- Committed funds for bicycle facility improvements, which will represent approximately 24 miles of bike lanes city-wide.
- Improved system parking efficiencies with the Smart Parking program.

See Attachment 29.A.

The Broward County “Complete Streets Team” has reviewed the City’s updated transportation analysis and is generally agreeable to the City’s approach to utilize an alternative methodology which reflects the RAC as an “urban infill area.” Based on this approach, six (6) links on Broward Boulevard and Federal Highway will continue to be adversely impacted by the proposed amendment. Although the City was not able to provide a quantitative analysis acceptable by County staff which demonstrates that the committed multi-modal investments will fully mitigate all estimated peak hour trips on Broward Boulevard and Federal Highway, the “Complete Streets Team” finds that the multi-modal investments proposed by the City will serve to encourage the use of mobility options in the area and will mitigate a significant portion of the additional trips.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation and Mobility (continued)

Therefore, the “Complete Streets Team” does support an increment of permitted dwelling units within the Downtown RAC, recognizing that existing and committed multi-modal options are consistent with the emerging and planned, but not yet fully established, intense and compact pattern of development within the RAC. In addition, any approval of all or a portion of the City’s requested 5,000 dwelling units should be conditioned on the following:

- The City shall monitor and collect data of transportation patterns and use of multi-modal options as new RAC development is established; and
- Prior to any future land use amendments for additional dwelling units, the City must demonstrate consistency with the ITE “urban infill area” definition based on the actual development pattern within the RAC and provide data and analysis demonstrating that the existing and committed multi-modal system fully mitigates impacts to the transportation network.

See Attachment 30.

In addition, per BCLUP Policy 12.01.02, Broward County must utilize the highway capacity methodology endorsed by the Broward Metropolitan Planning Organization (MPO). In this regard, Planning Council staff received correspondence from the MPO in support of the City’s alternative traffic analysis. The MPO finds that the analysis addresses the limitations of the regional traffic distribution model and provides a more realistic representation of the urban character of the Downtown RAC area. Further, the MPO acknowledges that the City’s proposed mitigation measures are in line and consistent with the goals and visions of the region, including enhancing the safety and adequacy of multi-modal transportation options. See Attachment 31.

It is noted that the Broward Metropolitan Planning Organization adopted an updated Year 2040 Long Range Transportation Plan on December 9, 2014. However, the related model has not yet been implemented. If the Year 2040 Long Range Transportation Plan model becomes available during the transmittal phase of this proposed amendment, it is suggested that the analysis be updated to reflect the same.

Update: October 13, 2015: The Year 2040 Long Range Transportation Plan model is not available as of this date.

With regard to public transit, the Broward County Transit Division (BCT) staff report states that current and future fixed-route county bus service is currently provided to the proposed amendment area, as well as the Fort Lauderdale Sun Trolley community bus service.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation and Mobility (continued)

The BCT staff recommends that the proposed development be designed in a manner that will provide safe movement of pedestrians and bicycles within the area and provide connectivity to the local bus stops and pedestrian and bicycle network. See Attachment 16.

III. Public Schools

The School Board of Broward County staff report states that the amendment would generate 230 additional students into Broward County Public Schools, consisting of 135 elementary school students, 55 middle school students and 40 high school students. The report further states that Croissant Park Elementary, North Fork Elementary, North Side Elementary, Walker Elementary, New River Middle, Sunrise Middle, Parkway Middle and Stranahan High schools are all under-enrolled in the 2013/2014 school year, and are anticipated to operate below the adopted level of service (LOS) of 100% of gross capacity through the 2015/2016 school year.

In addition, the School Board report indicates that Fort Lauderdale High school is operating above the LOS in the 2013/2014 school year (103.6%) and is anticipated to operate above the LOS through the 2014/2015 school year (101.3%). The School Board report indicates that there are 8 charter schools located within a two-mile radius of the proposed amendment area. See Attachment 17.

Further, the School Board report indicates that a previously budgeted construction of two 3-story buildings at Fort Lauderdale High School is planned and funded in the currently adopted in the 5-year School Board District Educational Facilities Plan. Regarding the long-term (6-10 years), there are no planned improvements in the adopted District Educational Facilities Plan for the affected elementary, middle and high schools. See Attachment 17.

Based on the School District's Seven Long Range Planning Areas, the proposed amendment area is located within School District Planning Area "E," which is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. See Attachment 17.

In addition, School Board staff notes that the approval of this amendment should be conditioned upon the amendment of the existing Educational Mitigation Agreement previously approved as part of PCT 05-3 to recognize the incorporation of the additional residential units and reflect the students anticipated from the proposed additional units. See Attachment 17.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

III. Public Schools (continued)

Planning Council staff has received correspondence from the City agreeing to amend the Educational Mitigation Agreement with the School Board and Broward County to reflect the additional residential units. See Attachment 6. Further, the additional residential dwelling units will be subject to a public school concurrency review at the plat or site plan phase of development review, whichever comes first.

Update: October 13, 2015: The City of Fort Lauderdale submitted a draft Educational Mitigation Agreement. See Attachments 29 and 29.C.

For informational purposes only, Planning Council staff notes that new student generation rates were adopted by the Board of County Commissioners on October 28, 2014, and will be effective January 26, 2015. Based on the new student generation rates, the proposed amendment would generate 311 additional students, consisting of 142 elementary school students, 66 middle school students and 103 high school students.

SECTION IV
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-1

REVIEW OF NATURAL RESOURCES

I. Designated Protected/Regulated Areas

The Broward County Environmental Protection and Growth Management Department (EPGMD) report indicates that Natural Resource Areas, Local Areas of Particular Concern, or Urban Wilderness Inventory sites do not exist within the boundaries of the proposed amendment area. See Attachment 18.

II. Wetlands

The EPGMD report indicates that there may be wetlands within the amendment boundaries. In addition, the properties adjacent to the New River and Tarpon Canals may contain mangroves and other wetland vegetation. Therefore, any work in, on, over or under waters or wetlands, or any impacts to mangroves will require a license. See Attachment 18.

III. Sea Level Rise

The EPGMD report states that the proposed amendment site does contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. Therefore, Policies A.03.05, 9.07.02, 9.09.04 and 12.01.13 apply to the review of this project. See Attachment 18.

The applicant has provided information stating that the City of Fort Lauderdale has enacted several measures to address sea level rise and flood protection, including an updated flood plain management ordinance which sets a higher standard above the base flood elevation to provide an extra margin of protection and a text amendment to the City's Comprehensive Plan that will include the development and advancement of adaptation policy options to increase the City's resiliency to the impacts of climate change and rising sea levels by developing and implementing adaptation strategies and measures to protect human life. See Attachment 5. Planning Council staff has confirmed that the information provided by the City is satisfactory to the EPGMD.

IV. Other Natural Resources

The EPGMD report states that the subject site contains mature tree canopy. Development of the site must comply with the Tree Preservation regulations of the City of Fort Lauderdale.

REVIEW OF NATURAL RESOURCES (continued)

IV. Other Natural Resources (continued)

The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any removed trees must be replaced. If the above recommendations are adhered to, the proposed land use designation is not expected to have a negative impact on upland resources. See Attachment 18.

It is further noted that development of the proposed amendment area should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. See Attachment 18.

The EPGMD report indicates that the subject area contains 18 known contaminated sites on, adjacent or within 0.25 miles of the proposed amendment boundaries. See Attachment 19.

Regarding air quality, the EPGMD report states that the proposed amendment can reasonably be assumed to have a moderate impact on air quality. The Air Quality Program recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. The program also recommends pro-active long term planning methods to prevent further deterioration of air quality. See Attachment 18. The City has provided additional information regarding alternative methods and modes of transportation. See Attachment 14.

V. Historical/Cultural Resources

The Broward County Historical Commission (BCHC) report states that the proposed amendment has the potential to impact a large number of historic resources: in excess of 500 buildings, ten (10) archaeological sites and two (2) archaeologically significant zones located within or adjacent to (500 feet or less) the amendment area, as well as over 500 structures contained within the three (3) historic districts which are included in the amendment area. Many of these sites are included in the National Register of Historic Places and other resources have been determined to be eligible for historic designation or are yet to be evaluated for inclusion in the National Register of Historic Places or local historic designation. See Attachment 20.

REVIEW OF NATURAL RESOURCES (continued)

V. Historical/Cultural Resources (continued)

The BCHC report recommends that 1) the City obtain an official Florida Master Site File record search of the proposed amendment area, 2) the City initiate local designation, as well as National Register nomination, of City-owned historic resources eligible for such designations as identified in this amendment, 3) the City include a list of Historic Resources, as defined in the City of Fort Lauderdale Comprehensive Plan and 4) the amendment should include language as it pertains to the discovery of historic and/or archaeological resources or of any unmarked human burial remains within the amendment area. See Attachment 20.

The City of Fort Lauderdale staff has provided information addressing the historical and archaeological comments and outlining its local historical and archaeological policies. See Attachment 6. The County Archaeologist has stated that the information provided by the City captures the recommendations of the former Historical Commission and that the City's response as outlined in Attachment 6 is acceptable. See Attachment 21.

VI. Emergency Management

The Broward County Emergency Management Division (EMD) and Planning and Redevelopment Division (PRD) reviewed the proposed amendment for impacts to hurricane evacuation times, as a small portion of the overall Regional Activity Center is located east of Federal Highway/U.S. 1 in a mandatory hurricane evacuation zone for a Category 3 or higher storm. The EMD report states that the amendment proposal is not anticipated to have a negative impact on the capacity of Broward County's shelters nor on the level of service for hurricane evacuation zone routes. However, EMD and PRD both recommend that all new residential development in the RAC develop hurricane contingency plans. See Attachments 22 and 23.

In response to the County staff comments, the City of Fort Lauderdale has verified that it will add a standard note in its review comments of all new residential projects in the Downtown RAC that will advise applicants to develop hurricane contingency/preparedness plans for use by prospective owners or tenants. See Attachment 5. Planning Council staff has confirmed that the information provided by the City is satisfactory to the EMD.

In addition, the City of Fort Lauderdale has enacted several measures to address sea level rise and flood protection, including an updated flood plain management ordinance and a text amendment to the City's Comprehensive Plan that will include the development and advancement of adaptation policy options. See Attachment 5.

SECTION V
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-1

OTHER PLANNING CONSIDERATIONS/INFORMATION

I. Affordable Housing

The proposed land use plan amendment is subject to Broward County Land Use Plan (BCLUP) Policy 1.07.07, as it proposes 5,000 additional dwelling units to be permitted by the BCLUP in the Downtown Fort Lauderdale Regional Activity Center (RAC). The City of Fort Lauderdale has committed to set aside 15% (i.e. 750 dwelling units) of the 5,000 additional dwelling units as affordable. The Broward County Planning and Redevelopment Division (PRD) has reviewed the 15% set aside commitment for affordable housing and finds it supportable. However, PRD has requested that the City submit a phasing plan to ensure that build out of the 4,250 market rate dwelling units does not occur prior to any affordable dwelling units being constructed. See Attachment 23.

The City of Fort Lauderdale staff has provided additional information in response to the PRD request regarding a phasing plan for the affordable dwelling units and has provided the following comments (See Attachment 6):

- At least 489 affordable dwelling units have been approved or developed within the boundaries of the RAC since the adoption of BCLUP amendment PCT 05-3, which set aside 450 dwelling units for affordable housing (Note: The City's comments state 656 affordable units, but the County comments clarify that 167 of the units do not yet have a developer for the property specified and is not currently being marketed. See Attachment 24.);
- It is anticipated that the completion of the Wave Streetcar will create a demand for affordable housing as the area will be pedestrian friendly and supportive of transit; and
- An affordable housing phasing plan may result in an unintended consequence that will have a negative impact on both market rate and affordable housing construction.

The PRD staff has reviewed the additional information submitted by the City of Fort Lauderdale staff, and continues to recommend a phasing plan to ensure that affordable units are available on a consistent basis as units are built within the RAC. See Attachment 24.

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

I. Affordable Housing (continued)

Update: October 13, 2015: The City of Fort Lauderdale has submitted additional information regarding affordable housing. The City has:

- Adopted an Affordable Housing Policy on October 6, 2015, including the establishment of an Affordable Housing Trust Fund, incentives for infill and affordable developments and the continued use of existing affordable housing programs and policies;
- Submitted an Affordable Housing and Economic Analysis prepared by the Florida International University Metropolitan Center which provides a current market perspective on the key demand and supply factors impacting the production and availability of affordable housing; and
- Reiterated its commitment to set aside 15% (i.e. 750 dwelling units) of the 5,000 additional dwelling units as affordable units and committed to a phasing plan in which five percent (5%) of the first 2,500 allocated dwelling units (or 125 dwelling units) will be set aside as affordable units. Further, the City would enter into an interlocal agreement with Broward County to monitor the allocation of affordable units in relation to the overall units in the Downtown RAC.

See Attachments 29 and 29.B.

The Broward County Environmental Protection and Growth Management Department (EPGMD) staff has reviewed the City's additional affordable housing information. Although the EPGMD commends the City's commitment to set aside 15% of the dwelling units as affordable housing, they offer the following comments:

- The City's proposed phasing plan (5% of the first 2,500 allocated units (or 125 units) will be affordable housing units), lacks an effective enforcement mechanism and is an inadequate goal for the first 2,500 units.
- The City's Affordable Housing Policy is not clear as to the anticipated results and impact from the programs outlined, such as the Affordable Housing Trust Fund, as well as the implementation timetables included in the policy. Further, it is unknown whether the City will consider adopting an inclusionary affordable housing program as recommended by its Affordable Housing Advisory Committee.
- The "Affordable Housing and Economic Analysis" reports (Phases I and II) indicate significant concerns about the affordability of both owner-occupied and rental housing throughout the City, which is exacerbated by the City's Housing and Transportation Affordability Index (H+T) of 66%, far above the 45% benchmark. In addition, these reports do not address projected housing supply, as required by BCLUP Policy 1.07.07.

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

I. Affordable Housing (continued)

Based on the above concerns, the EPGMD staff finds that the proposed amendment is not in compliance with BCLUP Policy 1.07.07. However, the EPGMD recognizes the 15% set aside and recommends that any approval of all or a portion of the City's requested 5,000 dwelling units be conditioned on the implementation of a suitable phasing plan, such as requiring that 150 of each 1,000 units be affordable units. The EPGMD staff notes that the provision of housing for a variety of income levels is critical to the economic and social health of the Downtown RAC and will also contribute to the success of multi-modal transportation options in the area. See Attachment 32.

Update: October 22, 2015: The EPGMD staff provided supplemental comments and continues to recommend that 150 of each 1,000 units be affordable units. See Attachment 37.

The City of Fort Lauderdale concurs with the phasing plan as outlined in the Broward County Planning Council staff's final recommendation dated October 13, 2015, that at least 15% (375 dwelling units) of the permitted or built units are affordable before the issuance of building permit 2,501 of the 5,000 dwelling units and with the bonus density incentive as recommended by Planning Council staff. See Attachment 38 and Planning Council staff's final recommendation on Pages I-4 and I-5 of this amendment report.

II. Broward County Land Use Plan Goals, Objectives and Policies

It is noted the existing "Regional Activity Center (RAC)" designation was adopted as part of the original 1989 Broward County Land Use Plan inclusion plan and process. As the proposed amendment directs increased residential density to the Downtown Fort Lauderdale core, it is felt that the RAC as it exists and is proposed furthers and promotes the following objectives and policies of the Broward County Land Use Plan:

<u>Policy A.01.01</u>	Provide a range of housing opportunities and choices, including those in the "medium" to "high" densities where compatible with the physical location and services needs of residents in all age and income groups.
------------------------------	---

<u>Objective 8.03.00</u>	Discourage urban sprawl and encourage a separation of urban and rural land uses by directing new development into areas where necessary regional and community facilities and services exist.
---------------------------------	---

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

II. Broward County Land Use Plan Goals, Objectives and Policies (continued)

Policy 8.03.06 Downtown redevelopment and inner-city revitalization should be facilitated through the Broward County Land Use Plan and the plans of local governments.

Objective 10.01.00 Encourage the use of innovative land development regulations and techniques, for both residential and non-residential development in order to promote planned communities and activity centers designed for efficient use of public services and facilities.

Policy 10.02.06 Local land use plans should provide for substantial housing opportunities within Regional Activity Centers to allow people to both live and work within such areas.

Further, it is found that the RAC criteria outlined in Section IV of the BCLUP, Plan Implementation Requirements, has generally been met, including the 'broad public participation process' to include property owners within and surrounding the RAC amendment area. See Attachment 25.

Based on the information available at that time of this writing, the proposed amendment may not be considered consistent with the following objective of the BCLUP:

Objective 12.01.00 Coordinate transportation and land use planning activities of Broward County and its local governments to ensure that regional transportation levels of service standards established within the Broward County Comprehensive Plan are met.

Update: October 13, 2015: Based on the additional information and updated transportation analysis submitted by the City of Fort Lauderdale, it is felt that Objective 12.01.00 has been met. See Attachment 29.A.

However, based on the Planning Council staff transportation analysis, information provided by the City and the comments of Broward County staff included in Attachments 11 through 16, it appears that the proposed amendment furthers and promotes the following policy of the BCLUP regarding alternative transportation:

POLICY 12.01.08 Multi-modal transportation facilities and services that accommodate pedestrians, bicycles and transit should be recognized and encouraged by Broward County and its local governments when making land use planning decisions.

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

III. Other Pertinent Information

The applicant notes that community outreach meetings were held to present the current and future plans for the RAC to the community. According to the applicant, the City of Fort Lauderdale held community meetings on October 10 and December 4, 2013, and January 29 and March 5, 2014. In addition, City public hearings were held on July 17 and October 1, 2013. See Attachment 25.

In addition, the approximate northern one-third (1/3) of the amendment area is within the Northwest-Progresso-Flagler Heights Community Redevelopment Area (CRA) boundaries and much of the remaining southern two-thirds (2/3) is within the Downtown Development Authority (DDA) boundaries.

The CRA “directs redevelopment activity targeted toward infrastructure improvements, assisting the private sector in property development and providing business incentives to redevelop blighted commercial properties.” An excerpt from the mission statement of the DDA is: “To focus on growing the residential community and the amenities that service it, highlighting the regional activity center as the downtown of Broward County, and facilitating its physical and economic development. The DDA was formed to provide for the rehabilitation, redevelopment, and revitalization of slum and blighted areas in the Downtown.”

Update: January 22, 2015: Correspondence has been received from an interested party. See Attachment 27.

Update: December 8, 2015: Correspondence has been received from an interested party. See Attachment 40.

SECTION VI
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-1

PLANNING ANALYSIS

The Broward County Land Use Plan (BCLUP) “Regional Activity Center” (RAC) designation is intended to encourage attractive and functional mixed living, working, shopping, education and recreational activities within a specified area. RACs should promote and facilitate development and redevelopment activities through substantial housing and employment opportunities with access to various modes of transportation, including pedestrian, bicycle and transit.

The subject **Downtown Fort Lauderdale RAC** was initially adopted as part of the 1989 BCLUP inclusion plan and was permitted a total of 5,100 dwelling units, along with no specified limit to commercial and industrial uses, which includes office uses; the BCLUP was subsequently amended in 2005 to add 3,000 dwelling units for a total of 8,100 dwelling units permitted by the BCLUP. This text amendment proposes an additional 5,000 dwelling units to be permitted in the Fort Lauderdale Downtown Fort Lauderdale RAC, for a total of 13,100 BCLUP dwelling units.

The City of Fort Lauderdale’s certified future land use plan, through an allocation of “flexibility units” and “reserve units,” permits an additional 2,197 dwelling units north of Broward Boulevard and 763 dwelling units south of Broward Boulevard, for a total of 2,960 additional dwelling units permitted within the RAC. It is Planning Council staff’s understanding that all 2,960 of the local “flexibility units” and “reserve units” have been allocated to residential projects within the downtown area. In addition, the City has established a process within its Unified Land Development Regulations that allows for the allocation of additional available local “flexibility units,” within the appropriate flexibility zone boundaries, on a project/site plan review basis.

The Downtown Fort Lauderdale RAC touts several characteristics of an “urban area” per the definition in the Broward County Land Use Plan as it is an area utilized intensively for residential and non-residential uses. The potential increase in the number of dwelling units could promote the synergy of the live-work relationship and increase the demand for alternative transportation options, including bicycle, pedestrian and transit. Further, regarding density, it is noted that in most cases the BCLUP policies and permitted uses limit the development of residential density to a maximum of 50 dwelling units per acre on single development parcels. However, within mixed use areas, such as the Downtown Fort Lauderdale RAC designation, maximum residential density is determined by the local government and can be much greater, further promoting the urban characteristic of the area.

Planning Council staff notes that the City of Fort Lauderdale has been a leader among Broward’s municipalities with regard to promoting multi-modal transportation options and Complete Streets implementation.

PLANNING ANALYSIS (continued)

Fort Lauderdale has completed several projects to improve walkability in the downtown, as well as provide safe bicycle facilities. Further, the City has been instrumental in promoting transit and has been involved in the development and implementation plan of The Wave project since its inception.

Planning Council staff also notes that the City of Fort Lauderdale has initiated several transportation and mobility programs for the downtown area, including the “Connecting the Blocks” Plan for short-term improvements in the RAC, funded at approximately \$16.5 million and the City’s “Community Investment Program,” which is funded at approximately \$13 million for allocations to the Downtown Walkability Program, Downtown Transit Oriented Developments and other initiatives.

Planning Council staff review of the proposed amendment finds the following factors support the amendment request:

1. Our analysis indicates that adequate **potable water plant capacity and supply, sanitary sewer and solid waste capacity, drainage and park acreage** will be available to serve the proposed land use. Further, no adverse impacts to **natural resources** were identified. The City has provided expanded information regarding adaptation strategies to address sea level rise and flood risks, the protection of historic resources and development review committee criteria for new residential development regarding hurricane evacuation. See Attachments 5 and 6.
2. It is felt that the proposal to increase the residential component within the Downtown Fort Lauderdale Regional Activity Center may **further the goals, objectives and policies of the BCLUP which speak to encouraging adequate housing opportunities, promoting multi-modal transportation options and Complete Streets implementation.**
3. It is also felt that the proposal to increase the residential component within the subject Regional Activity Center is **supported by the City’s Downtown Master Plan** which addresses compatibility criteria for the variety of neighborhood areas within the RAC, urban design guidelines, preservation of historic structures, and establishment of additional park and open space areas.

Planning Council staff review raises the following issues:

1. The alternate transportation analysis, based upon a 21% trip reduction credit, indicates that the amendment will increase peak hour demand on the **regional transportation network** by approximately 1,789 p.m. peak hour trips. See Attachment 13.A.

PLANNING ANALYSIS (continued)

Distribution of the projected additional p.m. peak hour trips indicates that adverse impacts to Sistrunk Boulevard, Broward Boulevard, Northwest 7/9 Avenue Connector, Andrews Avenue and Federal Highway remain, although at lesser impact than the standard analysis.

The proposed amendment would exacerbate impacts on 12 affected roadway links which are projected to operate at an unacceptable level of service (LOS) "F," with the amendment. In addition, Broward Boulevard, between the FEC Railroad and Federal Highway, denigrates from an acceptable LOS "D" to an unacceptable LOS "F," with the addition of the trips generated by the proposed amendment. See Attachment 13.B.

To address the estimated negative impacts to the regional transportation network, the City of Fort Lauderdale has submitted mitigation plans for each of the adversely impacted corridors, including capital improvement projects, ongoing projects and initiatives in the Downtown area and surrounding network, transit investments, multi-modal plans and implementation efforts, and projects specific to and relevant to the significantly impacted corridors. See Attachment 14.

The Broward County Environmental Protection and Growth Management Department (EPGMD) staff has reviewed the City's mitigation plans for adversely impacted corridors and is unable to find that the information adequately addresses the estimated significant impacts to the transportation network. The EPGMD staff suggests that the City work with the County's "Complete Streets Team" and the Florida Department of Transportation to identify an adequate and financially feasible mobility mitigation strategy. The EPGMD staff does not object to the amendment being transmitted to State of Florida review agencies and will provide updated comments regarding transportation impacts prior to Planning Council's second public hearing. See Attachment 15.

(Please see Section III, Transportation and Mobility, for updated information and analyses.)

2. Concerning impacts to **public schools**, the School Board of Broward County staff report indicates that the proposed amendment would generate 230 additional students into Broward County Public Schools, consisting of 135 elementary school students, 55 middle school students and 40 high school students. However, the report states that Planning Area "E" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. See Attachment 17.

In addition, the existing Educational Mitigation Agreement previously approved as part of PCT 05-3 must be amended to recognize the incorporation of the additional residential units and reflect the students anticipated from the proposed additional units. See Attachments 6 and 17.

PLANNING ANALYSIS (continued)

Update: October 13, 2015: The City of Fort Lauderdale submitted a draft of the Education Mitigation Agreement. See Attachments 29 and 29.C.

3. Regarding **affordable housing, the City has committed to set aside 15% of the 5,000 additional dwelling units as affordable** (i.e. 750 dwelling units). Planning Council staff finds that the City's commitment to set aside 15% of the 5,000 dwelling units as affordable is positive and supportable for transmittal to the State of Florida review agencies and should be reflected in the text of the BCLUP. See Attachment 1. Further, Planning Council staff concurs with the County staff's recommendation regarding phasing and/or assurances for the construction of the 750 affordable dwelling units. See Attachment 24. If the amendment is transmitted to the State of Florida review agencies, the City and County staffs should continue to work together to identify a solution that will maintain a balance between market forces and affordable housing as development occurs.

(Please see Section V, Affordable Housing, for updated information and analyses.)

In summary, Planning Council staff finds that the proposed amendment will support and promote the intent of the Downtown Fort Lauderdale "Regional Activity Center" designation promoting housing and employment activities in a compact area. Recognizing that the City has engaged in an ongoing effort to provide information and data, as well as the complexity of the proposal, Planning Council staff would support the transmittal of the proposed amendment, with the recommendation that the City address the following prior to the Planning Council's second public hearing:

1. Demonstrate, in consultation and coordination with Broward County "Complete Streets" staff and the Florida Department of Transportation, that sufficient regional transportation network capacity and multi-modal facilities will be available to serve the proposed additional dwelling units; and
2. Provide a phasing plan or other policy resolution that will ensure the implementation and construction of the City's commitment to provide that 15% of the additional 5,000 dwelling units are affordable.

Update: October 13, 2015: Planning Council staff recognizes the significant work and coordination between the City and County staffs that has been accomplished since the transmittal of the proposed amendment to the State review agencies.

Further, it is noted that transportation and housing costs are two of the biggest household expenses in Broward County. As such, Planning Council staff supports directing growth and redevelopment to mixed use areas such as the Downtown

PLANNING ANALYSIS (continued)

RAC that include significant transportation corridors and options which offer multi-modal connections and cost effective infrastructure investments to accommodate full access to housing, employment opportunities, local businesses and community services.

Planning Council staff recommends approval of the amendment in consideration of the following analysis and associated conditions, as outlined below.

1. Regarding **regional transportation impacts**, the City of Fort Lauderdale has coordinated with the Broward County Planning Council staff, the Broward County “Complete Streets Team,” the Broward Metropolitan Planning Organization and the Florida Department of Transportation in order to identify an adequate and financially feasible mobility mitigation strategy, and has submitted an updated transportation analysis. See Attachment 29.A.

The Broward County “Complete Streets Team” reviewed the City’s updated transportation analysis and is generally agreeable to the City’s approach to utilize an alternative methodology which reflects the RAC as an “urban infill area.”

Therefore, the “Complete Streets Team” is supportable of an increment of permitted dwelling units within the Downtown RAC, recognizing that existing and committed multi-modal options are consistent with the emerging and planned, but not yet fully established, intense and compact pattern of development within the RAC. In addition, any approval of all or a portion of the City’s requested 5,000 dwelling units should be conditioned on the following:

- The City shall monitor and collect data of transportation patterns and use of multi-modal options as new RAC development is established; and
- Prior to any future land use amendments for additional dwelling units, the City must demonstrate confirmation with the ITE “urban infill area” definition based on the actual development pattern within the RAC and provide data and analysis demonstrating that the existing and committed multi-modal system fully mitigates impacts to the transportation network.

See Attachment 30.

2. Regarding **affordable housing**, the City of Fort Lauderdale submitted additional information and reiterated its commitment to set aside 15% (i.e. 750 dwelling units) of the 5,000 additional dwelling units as affordable units.

PLANNING ANALYSIS (continued)

The City further committed to a phasing plan in which five percent (5%) of the first 2,500 allocated dwelling units (or 125 dwelling units) will be set aside as affordable units. In addition, the City would enter into an interlocal agreement with Broward County to monitor the allocation of affordable units in relation to the overall units in the Downtown RAC. See Attachments 29 and 29.B.

The EPGMD staff reviewed the additional information submitted by the City and determined that it does not demonstrate compliance with BCLUP Policy 1.07.07. **However, the EPGMD recognizes the 15% set aside and recommends that any approval of all or a portion of the City's requested 5,000 dwelling units be conditioned on the implementation of a suitable phasing plan**, such as requiring that 150 of each 1,000 units be affordable units. The EPGMD staff notes that the provision of housing for a variety of income levels is critical to the economic and social health of the Downtown RAC and will also contribute to the success of multi-modal transportation options in the area. See Attachment 32.

Planning Council staff continues to find the City's commitment to set aside 15% of the dwelling units commendable. However, a review of the City's proposed phasing plan finds that the monitoring component does not provide an enforceable mechanism. Therefore, Planning Council staff recommends the following alternative phasing plan:

- Prior to the issuance of building permit 2,501 of the 5,000 dwelling units, the City shall demonstrate that at least 15% (375 dwelling units) of the permitted or built units are affordable (up to 120% of the median income limits adjusted for family size for the households). If the City is unable to demonstrate that at least 15% of the permitted or built dwelling units meet that criteria, no additional market rate units shall be permitted or built until such time that the City provides an implementation action plan or program that is reviewed and approved by the County Commission.

Further, to support the intent of the implementation of the Downtown Fort Lauderdale "Regional Activity Center" designation promoting housing and employment activities in a compact area, as well as the transportation and housing connection, Planning Council staff analysis and review of the proposed amendment finds that a density bonus system to promote "very low" and "low" affordable housing opportunities is supportable as an implementation strategy. Planning Council staff recommends the following:

PLANNING ANALYSIS (continued)

- In addition and separate from the 5,000 dwelling units (at least 750 affordable), the City will be granted three (3) additional, density bonus market rate units for every one (1) “very low” (up to 50% of the median income limits adjusted for family size for the households) or “low” (up to 80% of the median income limits adjusted for family size for the households) affordable dwelling unit that is constructed for a maximum of an additional 750 market rate dwelling units; and
 - These potential additional, bonus market rate dwelling units are separate from the pool of 5,000 dwelling units and bring the potential total of new dwelling units to a maximum of 5,750 new dwelling units. Planning Council staff has prepared a public facilities and services analysis to ensure the availability of the same. See Attachment 35.
3. The City of Fort Lauderdale’s commitment to **amend the existing Educational Mitigation Agreement** between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff. See Attachments 6, 17, 29 and 29.C.

Update: October 22, 2015: The City of Fort Lauderdale has stated that it concurs with the transportation, affordable housing and educational mitigation conditions as outlined above and in the Broward County Planning Council staff’s final recommendation dated October 13, 2015. See Attachment 38.

SECTION VII
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-1

ATTACHMENTS

1. Proposed Text Amendment PCT 15-1
2.
 - A. Aerial Photograph
 - B. Broward County Land Use Plan Future Land Use Designations
3. Broward County Planning Council Supplemental Report of December 2014, updated October 2015
4. Broward County Parks and Recreation Division Report of August 14, 2014
5. Correspondence from Todd Okolichany, Principal Planner, Fort Lauderdale Department of Sustainable Development, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 10, 2014
6. Correspondence from Todd Okolichany, Principal Planner, Fort Lauderdale Department of Sustainable Development, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated November 3, 2014
7. Planning Council staff graphic depicting Downtown Fort Lauderdale RAC and Surrounding Parks
8.
 - A. Broward County Planning Council Traffic Analysis of September 8, 2014
 - B. Broward County Planning Council Affected Regional Transportation Network Links
9. Correspondence from Diana Alarcon, Director, Fort Lauderdale Transportation and Mobility Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 10, 2014
10. Correspondence from Martin Berger, Planning Section Manager, Broward County Planning and Redevelopment Division, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 31, 2014
11. E-correspondence from Todd Okolichany, Principal Planner, Fort Lauderdale Department of Sustainable Development, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated December 17, 2014

ATTACHMENTS (continued)

12. E-correspondence from Henry Snizek, Director, Broward County Planning and Redevelopment Division, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated December 18, 2014
13. A. Broward County Planning Council Alternative Traffic Analysis of December 18, 2014

B. Broward County Planning Council Affected Regional Transportation Network Links (based on Alternative Traffic Analysis)
14. E-correspondence from Alia Awaad, Senior Mobility Engineer, Fort Lauderdale Transportation and Mobility Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated December 19, 2014
15. Correspondence from Henry A. Snizek, Deputy Director, Broward County Environmental Protection and Growth Management Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated January 8, 2015
16. Broward County Transit Division Report of October 14, 2014
17. School Board of Broward County Consistency Review Report of September 22, 2014
18. Broward County Environmental Protection and Growth Management Department Report of September 18, 2014
19. Planning Council staff graphic and table depicting contaminated sites within the Downtown Fort Lauderdale RAC
20. Broward County Historical Commission Report of August 29, 2014
21. Correspondence from Matthew DeFelice, Coastal Archaeology & History Research Inc., on behalf of Broward County Planning and Redevelopment Division, dated December 8, 2014
22. Broward County Emergency Management Division Report of September 10, 2014
23. Broward County Planning and Redevelopment Division Report of September 18, 2014
24. Updated Broward County Planning and Redevelopment Division Report of December 3, 2014

ATTACHMENTS (continued)

25. E-correspondence from Todd Okolichany, Principal Planner, Fort Lauderdale Department of Sustainable Development, to Ivan Cabrera, Assistant Planner, Broward County Planning Council, dated December 15, 2014
26. Broward County Water Management Division Report of August 15, 2014

Update: January 22, 2015:

27. Correspondence from Linda M. Ortiz to the Broward County Planning Council, dated January 12, 2015
28. Correspondence from Jenni Morejon, Director, Fort Lauderdale Department of Sustainable Development, to Anne Castro, Chair, Broward County Planning Council, dated January 22, 2015

Update: October 13, 2015:

29. Correspondence from Jenni Morejon, Director, Fort Lauderdale Department of Sustainable Development, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated September 21, 2015
 - A. Transportation Analysis
 - B. Affordable Housing (including correspondence from Jenni Morejon, Director, Fort Lauderdale Department of Sustainable Development, to Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department, dated September 21, 2015
 - C. Educational Mitigation Agreement
30. Correspondence from Henry A. Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 7, 2015, on behalf of the Broward County "Complete Streets Team"
31. Correspondence from Greg Stuart, AICP, Executive Director, Broward Metropolitan Planning Organization to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated September 22, 2015
32. Correspondence from Henry A. Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 7, 2015

ATTACHMENTS (continued)

- 33. Correspondence from Jenni Morejon, Director, Department of Sustainable Development, City of Fort Lauderdale, to Dean Powell, Water Supply Bureau Chief, South Florida Water Management District, dated September 30, 2015
- 34. Correspondence from Lee R. Feldman, ICMA-CM, City Manager, City of Fort Lauderdale, to Gerry O'Reilly, PE, District Secretary, District 4, Florida Department of Transportation, dated September 28, 2015
- 35. Broward County Planning Council Supplemental Report of October 2015

Update: October 22, 2015:

- 36. E-correspondence from Terry Manning, Policy and Planning Analyst, South Florida Water Management District, to Jenni Morejon, Director, Department of Sustainable Development, City of Fort Lauderdale, dated October 15, 2015
- 37. Correspondence from Henry A. Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 19, 2015
- 38. Correspondence from Jenni Morejon, Director, Department of Sustainable Development, City of Fort Lauderdale, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 21, 2015
- 39. City of Fort Lauderdale Resolution Number 15-207 (Affordable Housing Policy) adopted by the Fort Lauderdale City Commission on October 6, 2015 (received October 21, 2015)

Update: December 8, 2015:

- 40. Correspondence from Tim Powers to the Broward County Planning Council, dated December 2, 2015

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN TEXT AMENDMENT PCT 15-1

BROWARD COUNTY LAND USE PLAN

Downtown Fort Lauderdale Regional Activity Center

Acreage: Approximately 710 acres

General Location: South of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue.

Density and Intensity
of Land Uses: Residential Land Uses 8,100 13,100 dwelling units^{1,2}

(~~450~~ 1,200 of the ~~3,000~~ 8,000 additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 05-3 (450 dwelling units) and PCT 15-1 (750 dwelling units) are restricted to “affordable housing” as defined by the BCLUP)

Commercial Land Uses	no specified limit
Industrial Land Uses	no specified limit
Transportation Uses	no specified limit
Recreation and Open Space	8.5 acres minimum (exclusive of easement areas and rights-of-way, Flagler Heights Park, Florence Hardy Park and Southside School sites are restricted to Recreation/Open Space use.)

¹ 450 of the 3,000 additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 05-3 are restricted to “affordable housing” as defined by the BCLUP. The City will be granted three (3) additional, density bonus market rate units for every one (1) “very low” (up to 50% of the median income limits adjusted for family size for the households) or “low” (up to 80% of the median income limits adjusted for family size for the households) affordable dwelling unit that is constructed for a maximum of an additional 750 market rate dwelling units as defined and restricted by Article 8 of Administrative Rules Document: Broward County Land Use Plan.

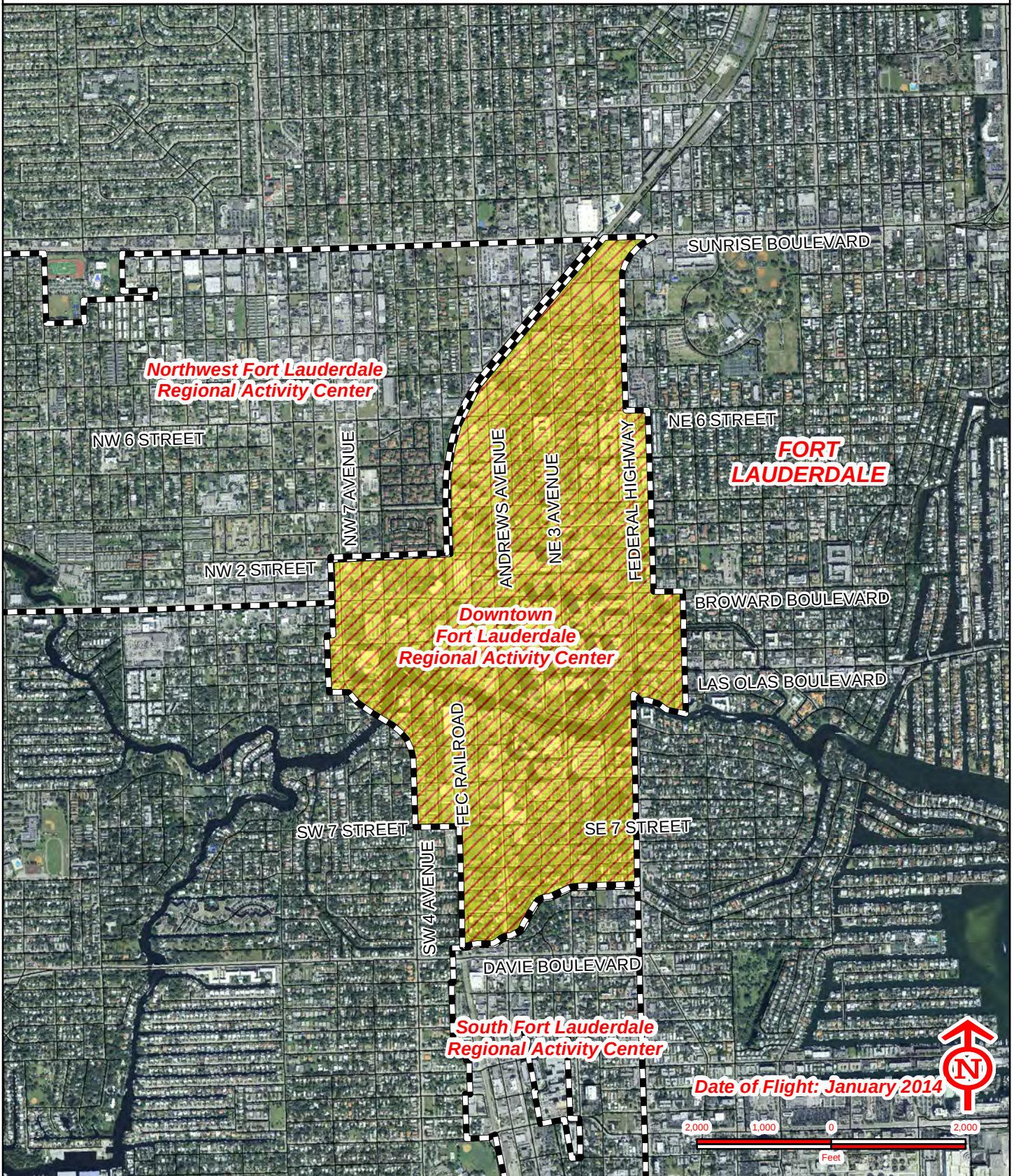
² 750 of the 5,000 additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 15-1 are restricted to “affordable housing” as defined by the BCLUP.

Remarks: Site has direct access to a Tri-County Commuter Rail Station and a Broward County Mass Transit Station.

NOTE: ~~Struck through~~ text are deletions. Underlined text was transmitted by the City of Fort Lauderdale. Double underlined text is recommended for approval by the Broward County Planning Council, consistent with the City’s commitments.

ATTACHMENT 2.A.

DOWNTOWN FORT LAUDERDALE REGIONAL ACTIVITY CENTER
AERIAL PHOTOGRAPH
AMENDMENT PCT 15-1

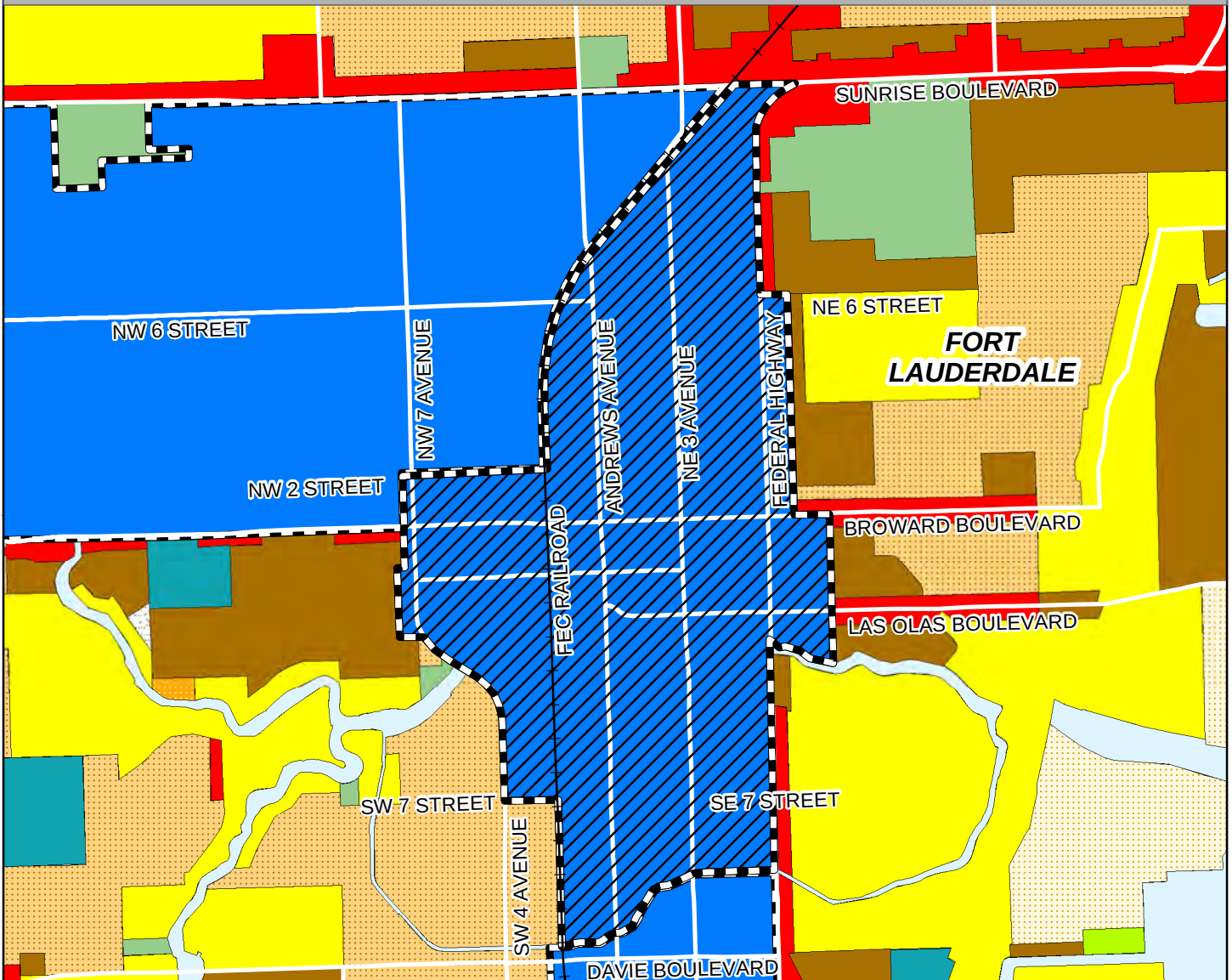


**ATTACHMENT 2.B.
DOWNTOWN FORT LAUDERDALE REGIONAL ACTIVITY CENTER
BROWARD COUNTY LAND USE PLAN
FUTURE LAND USE DESIGNATIONS
AMENDMENT PCT 15-1**

Current Land Use: REGIONAL ACTIVITY CENTER

Proposed Land Use: REGIONAL ACTIVITY CENTER: ADDITION OF 5,000 DWELLING UNITS

Acreage: Approximately 710.0 acres



ATTACHMENT 3

BROWARD COUNTY PLANNING COUNCIL SUPPLEMENTAL REPORT PUBLIC SERVICES AND FACILITIES

BROWARD COUNTY LAND USE PLAN AMENDMENT NUMBER PCT 15-1

Prepared: December 2014
Updated: October 2015

POTABLE WATER

The proposed amendment area will be served by the Fiveash and Peele-Dixie Water Treatment Plants, which have a combined current capacity of 82 million gallons per day (mgd). The current and committed demand on the treatment plants is ~~44.38~~ 42.7 mgd, with ~~37.62~~ 39.3 mgd available. The wellfields serving the amendment area have a permitted withdrawal of 52.55 mgd, with ~~8.17~~ 9.85 mgd available for water withdrawal, which expires on September 11, 2028. The amendment will result in a net increase in demand of 2.14 mgd. Planning Council staff utilized level of service of 197 gallons per capita (2.17 persons per household (pph)) per day for residential uses. Sufficient potable water supply and treatment capacity will be available to serve the proposed amendment area.

SANITARY SEWER

The proposed amendment area will be served by sanitary sewer facilities, with the exception of a small area near Broward Boulevard and Southwest 7 Avenue, which is served by septic tanks. This area is eligible to connect to the City's sewer system when infrastructure is expanded under the City's *Water Works 2011 Plan*. The George T. Lohmeyer Wastewater Treatment Plant has a current capacity of 56.6 mgd. The current and committed demand on the treatment plant is 43 mgd, with 13.6 mgd available. The proposed amendment will result in a net increase in demand of 1.25 mgd. Planning Council staff utilized level of service of 250 gallons per day per dwelling unit for residential uses. Sufficient sanitary sewer capacity is available to serve the proposed amendment area.

SOLID WASTE

The proposed amendment area will be served by Waste Management, Inc. for solid waste disposal service. Waste Management, Inc. collects and transports the City's solid waste to the North and South Broward County Wheelabrator Facilities for processing, which have a combined capacity of 1.6 million tons per year and a demand of 1.1 million tons per year. In addition, the Broward Interim Contingency (BIC) Landfill has a capacity of 4,500,000 cubic yards and a third resource recovery facility location is reserved at the BIC.

Note: Underlined words are proposed additions. ~~Strike-through~~ words are proposed deletions.

SOLID WASTE (continued)

The current demand is 80,000-100,000 tons per year at the BIC. The proposed amendment will result in a net increase in demand of 78,120 pounds per day, or 39.06 tons per day. Planning Council staff utilized level of service of 7.2 pounds per capita (2.17 pph) per day for residential uses. Sufficient solid waste capacity will be available to serve the proposed amendment area.

DRAINAGE

The proposed amendment area is located within the jurisdiction of the Broward County Environmental Protection and Growth Management Department (EPGMD). A surface water management license from EPGMD will be required prior to any construction.

PARKS AND OPEN SPACE

The City of Fort Lauderdale has 1,028.73 acres in the City's parks and open space inventory. The projected population requires approximately 620.84 acres to meet the Broward County Land Use Plan (BCLUP) community parks acreage requirement of 3 acres per one thousand persons population. The proposed amendment will result in an increase of 32.55 acres on the projected demand for local parks. The City of Fort Lauderdale continues to meet the community parks acreage requirement of the Broward County Land Use Plan of 3 acres per one thousand persons population.



ATTACHMENT 4

PARKS AND RECREATION DIVISION • Administrative Offices
950 N.W. 38th St. • Oakland Park, FL 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-357-5991

*Winner of the National Gold Medal Award for Excellence in Park and Recreation Management
Accredited by the Commission for Accreditation of Parks and Recreation Agencies (CAPRA)*

MEMORANDUM

RECEIVED

August 14, 2014

AUG 15 2014

To: Barbara Blake Boy, Executive Director
Broward County Planning Council

**BROWARD COUNTY
PLANNING COUNCIL**

Thru: ~~DAN~~ Dan West, Director
Parks and Recreation Division

From: John R. Fiore, Associate Planner
Parks and Recreation Division

Re: **Land Use Plan Text Amendment Comments
October 23, 2014 Meeting**

The Broward County Parks and Recreation Division has reviewed the proposed text amendment to the Broward County Land Use Plan scheduled for the Planning Council's first public hearing at their October 2014 meeting. Our Comments are as follows:

PCT 15-1 No objections. However, regional park impact fees will be required at the time of platting, replatting, or a note on the face of the plats, to reflect the regional park impact fees to be paid for the additional 5,000 residential units proposed by this text amendment.

Currently this Regional Activity Center is approved for 8,100 residential units with a minimum of 8.5 acres of recreation and open space. The text amendment increases the total number of residential units to 13,100 while still retaining only a minimum of 8.5 acres of recreation an open space. Based on the City of Fort Lauderdale's land use plan requirement of 3 acres per 1,000 people, this text amendment increases the amount of park land required to support the additional 5,000 residential units from 43.74 acres to 70.74 acres. This calculation is based on the formula that Broward County uses, which is 1.8 persons per unit based on the density of 18.45 units per acre which is proposed by this text amendment. The City is using only 1.5 persons per unit, which lowers the number of recreation and open space acres required.

While the City has enough park land to meet its land use plan requirements, we would recommend an increase in the specific amount of park and open space acreage required for this Regional Activity Center. The increase acreage amount should be included in the proposed text use amendment before it is approved.

If you or your staff has any question about our comments, please call me at 954-357-8133.



ATTACHMENT 5
CITY OF
FORT LAUDERDALE
FLORIDA

October 10, 2014

RECEIVED

OCT 10 2014

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301

BROWARD COUNTY
PLANNING COUNCIL

RE: Comprehensive Plan Amendment Application Completeness – City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center (BCLUP #PCT 15-1)

Dear Ms. Boy:

This letter responds to comments from Broward County Planning Council staff's letter, dated August 12, 2014, regarding the additional information needed for a complete application for the City's proposed land use plan amendment for the Downtown Regional Activity Center (RAC) (Broward County Land Use Plan #PCT 15-1). PCT 15-1 is related to the proposed text amendments to the City of Fort Lauderdale and Broward County Comprehensive Plans to increase the number of allowable residential dwelling units by 5,000 units in the Downtown RAC. Broward County Planning Council comments regarding the transportation analysis section of the amendment report will be addressed in a separate response.

Item #1. 6. (Public Facilities and Services Analysis) Correspondence from applicable providers verifying the sanitary sewer, potable water, drainage and solid waste information.

Please see attached for letters confirming the sanitary sewer, potable water, drainage and solid waste information.

Item #2. 6.E.5. (Recreation and Open Space Analysis) For amendments which will result in an increased demand for "community parks" acreage, as required by the Broward County Land Use Plan, an up-to-date inventory of municipal community parks inventory must be submitted.

Please see attached inventory, which was recently submitted to Broward County staff for the City's recertifications of Riverbend Marketplace, Coral Ridge Golf Course (3850 Federal) and Fort Lauderdale Executive Airport.

Item #3. 7.E. (Analysis of Natural and Historic Resources) Priority Planning Area map Broward County Land Use Plan Policy A.03.05 regarding sea level rise.

Broward County Land Use Plan POLICY A.03.05 states that "Broward County shall evaluate plan amendments within Priority Planning Areas for Sea Level Rise and strongly discourage those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. In review of such amendments, the County shall consider:

- a. Sea level rise/flood protection mitigation strategies and requirements included within local comprehensive plans and/or development regulations; or

DEPARTMENT OF SUSTAINABLE DEVELOPMENT
700 NW 19TH AVENUE, FORT LAUDERDALE, FLORIDA 33311 | (954) 828-6520
www.fortlauderdale.gov

- b. Flood protection improvements committed to by amendment applicants, which would mitigate or enhance flood protection and adaptation from rising sea levels.”

There are a number of individual properties identified as Priority Planning Areas that lie within the Downtown RAC. The City of Fort Lauderdale has recently enacted several measures to address sea level rise and flood protection, including an updated flood plain management ordinance into the City’s United Land Development Regulations (ULDR), an amendment to the Coastal Management Element of the City’s Comprehensive Plan to include a goal, objective and policies regarding Adaptation Actions Areas, and an update to the City’s Downtown Master Plan that encourages green buildings, green site design and green infrastructure. These initiatives are summarized below:

Flood Plain Management Ordinance. In June 2014, the City adopted revised floodplain management regulations that are coordinated with the National Flood Insurance Program and the Florida Building Code. Previously, the lowest floor could be located no lower than the base flood elevation. The proposed ordinance increases the elevation requirement, limits the use of fill in flood hazard areas, and updates specific methods of construction for new development and substantial improvements. Specific requirement of the ordinance include:

- All new buildings and substantial improvements of buildings shall have the lowest floor, including basement, elevated to or above the elevation required in the Florida Building Code, or the base flood elevation plus one (1) foot, whichever is higher.
- Limitations on enclosed areas below elevated buildings and requiring a non-conversion agreement for enclosures greater than four feet in height.
- No fill can be used to support buildings and structures. (Fill may be used for landscaping, drainage, and support for parking, patios, and walkways.)

This higher standard adds height above the base flood elevation to provide an extra margin of protection to account for waves, debris, miscalculations, or lack of data. A freeboard requirement of one foot means that mechanical, plumbing, and electrical systems must also be above the design flood elevation except minimum electric service for life safety and electric code requirements. The ordinance will also discourage property owners from finishing the area below the base flood elevation and storing valuable or hazardous items in that area that may cause contamination to environmental sources. Also, fill reduces floodplain storage capacity (the ability to maintain storm water on-site) and it has an adverse impact on native vegetation, wetlands, drainage, and water quality.

Adaptation Action Areas. The City of Fort Lauderdale executed an Interlocal Agreement (ILA) with the South Florida Regional Planning Council (SFRPC) in 2013 commencing a pilot project of special merit to explore the options available to local governments that wish to incorporate Adaptation Action Areas (AAAs) into their local comprehensive plans. According to the Florida Department of Economic Opportunity, an adaptation action area is “an optional comprehensive plan designation for areas that experience coastal flooding and are vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. Local governments that adopt an adaptation action area may consider policies within the coastal management element to improve resilience to coastal flooding.”

The City of Fort Lauderdale, in collaboration with the SFRPC and Broward County, is serving as the pilot community to test the development and advancement of adaptation policy options, including its integration into the City’s Comprehensive Plan as a text amendment. On June 17, 2014, the City

Commission passed the proposed amendment on first reading and authorized staff to transmit the amendment to the FDEO and other applicable reviewing agencies. A second reading of the amendment is anticipated in October 2014. The intent of this amendment is to increase the City's resiliency to the impacts of climate change and rising sea levels by developing and implementing adaptation strategies and measures to protect human life, natural systems and resources and adapt public infrastructure, services, and public and private property. The fourteen proposed policies address identification of vulnerable infrastructure, development of adaptation strategies and optional mechanisms for AAAs designation. Also, revisions are proposed to add five new definitions in the Administration and Implementation Element Section VII. Definitions, including the following terms: Priority Planning Areas for Sea Level Rise Map, Broward County; Protection; Accommodation; Managed Retreat; and Avoidance.

Downtown Master Plan Update to Include TOD Guidelines and Green Infrastructure Policy. The City of Fort Lauderdale adopted an update to the City's Downtown Master Plan on February 4, 2014 to include transit oriented development (TOD) guidelines. The adopted TOD guidelines aim to create pedestrian-friendly, vibrant station areas to support the continued growth of the Downtown as a live, work, and play environment. They also included green building, green site design and green infrastructure guidelines that would apply to new residential development in the Downtown Regional Activity Center (RAC). The TOD guidelines recommend that new residential projects should comply with the County's Comprehensive Plan – Climate Change Element, and recommend that projects incorporate green infrastructure and green landscaping into site design, such as the use of porous pavement, bioswales, raingardens, green roofs, drip irrigation and drought tolerant and native and Florida-Friendly Landscaping™.

Item #4. 10. (Hurricane Evacuation Analysis). Provide a hurricane evacuation analysis based on the proposed amendment, considering the number of permanent and seasonal residential dwelling units (including special residential facilities) requiring evacuation, availability of hurricane shelter spaces, and evacuation routes and clearance times. The hurricane evacuation analysis shall be based on the best data/modeling techniques as identified by the Broward County Emergency Management Division.

As noted in the attached letter from the Broward County Emergency Management Division, the northeast and southeast quadrants within the Downtown RAC contain parcels of property east of US 1. A portion of those two quadrants east of US 1 are located in a Broward County mandatory hurricane evacuation zone for a Category 3 or higher storm. A significant amount so those two quadrants are not part of the County's mandatory hurricane evacuation zone.

Broward County Emergency Management Division's letter also addresses evacuation and shelters for those parcels in the Downtown RAC that are located east of US 1 in the Broward County mandatory hurricane evacuation zone, and concludes that the proposed land use plan amendment will not have a negative impact on the capacity of Broward County's shelters nor on the level of service for the hurricane evacuation zone routes for a hurricane evacuation.

In addition, the correspondence from Broward County Emergency Management Division strongly recommends that all new residential development in the Downtown RAC develop a hurricane contingency plan. As a result of this comment, the City of Fort Lauderdale Development Review Committee (DRC), which reviews all multifamily residential development applications located in the Downtown RAC, will add a standard note in its review comments of all new residential projects in the Downtown RAC that will advise applicants to develop hurricane contingency/preparedness plans for use by prospective owners or tenants. A new DRC review comment will also added that will direct these applicants to available online resources

Barbara Blake Boy
PCT 15-1
Page 4 of 4

that include hurricane evacuation zone routes, emergency shelter locations and other pertinent information related to hurricane evacuation and preparedness.

It should also be noted that the City of Fort Lauderdale's adopted Continuity of Operations (COOP) Plan addresses the sustainability of the City's operations in order to address emergency management issues, including storm surge. The COOP Plan is maintained by City of Fort Lauderdale emergency managers in the Fire Rescue Department.

Thank you for the opportunity to clarify a number of questions and comments regarding the amendment to the City of Fort Lauderdale Comprehensive Plan. Please feel free to contact me at (954) 828-5256 or tokolichany@fortlauderdale.com if you have any questions or require additional information.

Yours truly,



Todd Okolichany, AICP, LEED Green Assoc.
Principal Planner

Attachments:

Utility letters

City of Fort Lauderdale Parks and Facilities Inventory

Broward County Land Use Plan Priority Planning Areas for Sea Level Rise Map

Letter from Broward County Emergency Management

cc: Jenni Morejon, Director Designee, City of Fort Lauderdale Department of Sustainable Development
Ella Parker, AICP, Urban Design & Planning Manager, City of Fort Lauderdale Department of Sustainable Development
Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council



CITY OF

FORT LAUDERDALE

FLORIDA

October 9, 2014

Todd Okolichany, AICP, LEED Green Assoc., Principal Planner
Department of Sustainable Development
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale FL 33311

RE: Drainage Analysis for City of Fort Lauderdale Land Use Plan Amendment – Downtown Fort Lauderdale Housing (Broward County Amendment #PCT 15-1; Fort Lauderdale Case #2T13)

Dear Todd:

Thank you for sharing the above referenced land use plan amendment application, which would increase the number of available dwelling units in the Downtown Regional Activity Center (RAC) by 5,000 units. Please accept this letter as verification of the following information submitted as part of the application.

The adopted level of service standard in the City of Fort Lauderdale Comprehensive Plan for drainage is provided below:

Road Protection:

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

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

Buildings:

To have the lowest floor elevation no lower than the elevation for the respective area depicted on the 100 Year Flood Elevation or FEMA Map. Retain the first inch of 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 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 if the State Department of Transportation Zone 10 rainfall curves.

DEPARTMENT OF SUSTAINABLE DEVELOPMENT

700 N.W. 19TH AVENUE, FORT LAUDERDALE, FLORIDA 33311 | (954) 828-6520

www.fortlauderdale.gov

Flood Plain:

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 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.

Source: City Comprehensive Plan Policy 4.1.3.

In addition to the level of service standard prescribed by the Comprehensive Plan, the City of Fort Lauderdale adopted an update to its Flood Plain Ordinance in June 2014, with revised floodplain management regulations that are coordinated with the National Flood Insurance Program and the Florida Building Code. The adopted ordinance increased the elevation requirement so that buildings shall have the lowest floor elevated a minimum of one foot above the base flood elevation required in the Florida Building Code, or eighteen inches (18") above the nearest crown of road, whichever is higher. In addition, the ordinance contains limitations on enclosed areas below elevated buildings, requiring a non-conversion agreement for enclosures greater than four feet in height, as well as a "no fill" requirement to support buildings and structures to limit the reduction in floodplain storage capacity, as well as the potential adverse impact on native vegetation, wetlands, drainage, and water quality.

The City of Fort Lauderdale is not located in a drainage or flood control district. The Downtown RAC is served primarily by the New River, which flows through the center of the Downtown RAC. There are also positive gravity flow storm drain systems that collect storm water at a number of locations and feed through outfalls into water bodies.

All improvements required to meet the adopted level of service will be installed by individual development applicants in conjunction with new development. In addition, Water Works 2011, the City's water and wastewater master plan included drainage improvements.

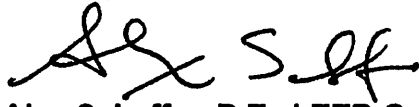
In February 2014, the City also adopted an update to the City's Downtown Master Plan, which incorporated transit oriented development (TOD) guidelines for the Downtown RAC. The purpose of the TOD guidelines is to guide and encourage future development and redevelopment within proximity to premium transit stations in Downtown Fort Lauderdale. As part of this effort, sustainable stormwater design practices are encouraged for all new developments in the Downtown RAC, including the use of green infrastructure and green landscaping into site design, such as the use of porous pavement, bioswales, raingardens, green roofs, drip irrigation and drought tolerant and Florida-friendly/native landscaping.

New development within the Downtown RAC will be required to meet the adopted drainage level of service standards of the City, Broward County Department of Planning and Environmental Protection, and the South Florida Water Management District.

In order to meet and exceed the current level of service standards, strategic upgrades to stormwater infrastructure is required. To achieve this, the City has embarked on a City-wide comprehensive multi-year Stormwater Plan, which would increase the stormwater level of service for the downtown area. City staff presented this comprehensive multi-year Stormwater Plan to the City Commission on January 22, 2014. The Plan consists of three (3) phases. Phase I (1-3 year Plan) includes improvements to various locations with known storm or tidal flooding, and repetitive losses. Phase II (3-5 year Plan) focuses on neighborhoods with insufficient infrastructure. Phase III (10 year Plan) covers long-term solutions to sea level rise and will provide infrastructure upgrades to accommodate a higher level of service for the City, including the downtown area.

Please feel free to contact me if there are additional questions regarding drainage for proposed development in the Downtown RAC and meeting level of service standards.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alex Scheffer', written in a cursive style.

Alex Scheffer, P.E., LEED Green Associate
Urban Design Engineer



Luigi Pace
GOVERNMENT AFFAIRS
WASTE MANAGEMENT
2700 WILES ROAD
POMPANO BEACH, FL 33073
954.984.2080
954.984.2071 FAX

September 24, 2014

Todd Okolichany, AICP, LEED Green Assoc., Principal Planner
Department of Sustainable Development
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale FL 33311

RE: Solid Waste Analysis for City of Fort Lauderdale Land Use Plan Amendment – Downtown
Fort Lauderdale Housing (Broward County Amendment #PCT 15-1; Fort Lauderdale
Case #2T13)

Dear Todd:

Thank you for sharing the above referenced land use plan amendment application, which would increase the number of available dwelling units in the Downtown Regional Activity Center (RAC) by 5,000 units. Please accept this letter as verification of the following information submitted as part of the application.

The adopted level of service standard in the City of Fort Lauderdale Comprehensive Plan for solid waste is 7.2 pounds per capita per day. The City collects solid waste from single family and small multi-family housing units within the City. Larger multi-family units and commercial and industrial land uses are required to contract with private hauling firms to collect solid waste.

The City of Fort Lauderdale has entered into an agreement with Wheelabrator Technologies, Inc. (a Waste Management Company) for solid waste disposal service. The current capacity at the resource recovery facilities is 1.6 million tons per year. In addition, the Broward Interim Contingency (BIC) Landfill has a capacity of 4,500,000 cubic yards. Each resource recovery facility is expandable by 33%. A third resource recovery facility location is reserved at the BIC Landfill. The current demand is 1.095 million tons per year at the resource recovery facilities and 80,000 – 100,000 tons per year at BIC. There are no current plans for expansion. There are no plans through the year 2020 for expansion of existing facilities.

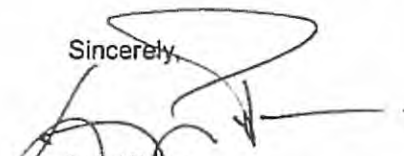
Landfill/plant capacity: • 1.6 million tons/year (2 waste to energy facilities @ 2,250 tons/day/facility) • 4,500,000 cubic yards at BIC Landfill • CDSL back up capacity, as needed
Current Demand: • 1.095 million tons / year at Wheelabrator facilities • 80,000-100,000 tons / year at BIC Landfill
Committed Capacity: • 1.095 mil. tons / year at Wheelabrator; none at BIC; none at CDSL
Source: Broward County Solid Waste

The net impact on solid waste demand resulting from the proposed amendment is provided in the following table.

SOLID WASTE IMPACT			
	Use	Calculation	Total
Proposed	RAC: +5,000 Multi-Family d.u.s	7,500 people ⁽¹⁾ X 7.2 lbs per capita/day ⁽²⁾	= 54,000 lbs/c/day
(1) 5,000 d.u. x 1.5 persons/d.u. = 7,500 people. (2) Source: City Comp. Plan Infrast. Element Policy 5.2.1.			change + 54,000 lbs/c/day

Please let me know if additional information is needed regarding the capacity of solid waste facilities or the ability to provide additional solid waste services for residential development in the Downtown Regional Activity Center.

Sincerely,


 Luigi Pace
 Government Affairs Mgr.

City of Fort Lauderdale Parks and Facilities Inventory

Urban Open Space Parks (0.1 Acre Minimum)

Park	Acres	Location
Bayview Drive Canal Ends	0.53	Bayview Drive at NE 15,16,17 &18 Street
Earl Lifshey Park (Ocean Access)	0.40	3054 North Ocean Boulevard
Hector Park	1.96	100 Ponce de Leon Boulevard
Himmarshee Canals	0.75	SE 2 Street/SE 8 Avenue & SE 10 Terrace
Idlewyld Park	0.70	East Las Olas Boulevard & Idlewyld Drive
Imperial Point Entranceway	1.00	5900 North Federal Highway
Jack Kaye Park (Little George)	1.50	1200 Bayview Drive
Landings Entranceway	1.00	5400 North Federal Highway
Lauderdale Villas Entranceway	0.40	1400 NW 9 Avenue
Lauderdale Manors Park (Old FS 46)	0.83	1121 NW 9 Avenue
North Fork Riverwalk Park	1.97	200 NW 18 Avenue
Purple Pickle Park	0.25	638 Middle River Drive
Sweeting Park	0.30	480 NW 23 Avenue
Tarpon Cove Park	0.25	1100 SW 8 Terrace
Tarpon River Park	1.50	50 SW 11 Court
Townsend Park	1.80	200 SW 14 Avenue
Twin Lakes North park	0.20	4600 Twin Lakes Boulevard
Welcome Park	1.77	2402 South Federal Highway
Westwood Heights Triangle Park	1.00	800 SW 28 Avenue
Willingham Park (N. Beach Triangle)	1.00	2100 North Atlantic Boulevard
Total Acreage	19.11	

Neighborhood Parks (1 - 10 Acres)

Park	Acres	Location
Ann Herman Park	0.95	1750 SW 29 Avenue
Annie Beck Park	1.60	100 NE Victoria Park Road
Bayview Park	7.01	4400 Bayview Drive
Benenson Park	1.15	1400 SW 33 Terrace
Bill Keith Preserve	3.40	1720 SW 17 Street
Bryant Peney Park (Lauderdale Park)	1.00	2200 SW 4 Avenue
Civic Peoples Park	3.50	3781 SW Riverland Road
Cliff Lake Park	3.54	1400 SE 12 Way
Colee Hammock Park	4.38	1500 Brickell Drive
Coontie Hatchee Park	2.60	1116 SW 15 Avenue
Coral Ridge Bayview Park	0.29	2401 NE 27 Terrace
DC Alexander Park (5 Street Park)	1.80	500 Seabreeze Boulevard
Dolphin Isles park	0.22	2125 NE 33 Avenue
Estere Davis Wright Park	1.00	1624 SW 23 Street
Flamingo Park	2.39	1600 SW 21 Way
Francis L. Abreau Place (Rio Vista)	1.40	901 North Rio Vista Boulevard
Gore Park	1.82	1611 SW 9 Ave.
Greenfield Park (8 Street Park)	1.80	2400 NE 8 Street
Guthrie Blake Park	1.00	204 SW 28 Way
Harbordale Park	1.00	1817 Miami Road

Hortt Park	5.91	1700 SW 14 Court
Imperial Point Park	1.00	6400 NE 22 Avenue
Lewis Landing Park	1.33	630 SW 9 Avenue
Lincoln Park	2.61	600 NW 19 Street
Maj.WM. Lauderdale Park	1.80	400 SW 11 Avenue
Melrose Park	9.00	3400 Davie Boulevard
Merle Fogg Park	3.00	East Las Olas & Idlewyld Drive
Middle River Terrace Park	3.27	1330 NE 5 Terrace
Palm Aire Park	1.00	3350 NW 63 Street
Palm Aire Village Park	5.00	6401 NW 21 Avenue
Peter Feldman Park	1.00	310 NE 6 Street
Poinciana Park	2.00	400 SE 21 Street
Provident Park	2.00	1400 NW 6 Street
Riverland Woods Park	4.92	3950 Riverland Road
Riverside Park	2.10	500 SW 11 Avenue
Sailboat Bend Park	1.27	1401 SW 2 Court
Sistrunk Park	2.00	200 NW 6 Street
South Middle River	0.78	1718 NW 6 Ave.
Stranahan Park	2.81	100 East Broward Boulevard
Victoria Park	3.51	2 North Victoria Park Road
Virginia Young Park (10 Street)	2.00	1000 SE 9 Street
Vista Park	2.00	2800 North Atlantic Boulevard
Warfield Park	3.70	1000 North Andrews Avenue
Total Acreage	105.86	

Community Parks (10 - 50 Acres)

Park	Acres	Location
Bass Park	8.50	2750 NW 19 Street
Beach Community Center	0.75	3351 NE 33 Avenue
Croissant/Davis Park (Elementary School)	13.90	245 West Park Drive
Cypress Creek Sand Pine Preserve	8.27	6200 NW 21 Avenue
Florence Hardy Park	4.07	25 SW 9 Street
Southside Cultural Center	3.60	25 SW 9 Street
Floyd Hull Stadium	9.70	2800 SW 8 Avenue
George English Park	19.70	1101 Bayview Drive
J.C. Carter Park (Sunland)	19.00	1450 West Sunrise Boulevard
Mizell Center	1.30	1409 NW 6 Street
Osswald Park	30.87	2220 NW 21 Avenue
Riverland Park	9.80	950 SW 27 Avenue
Warbler Environmentally Sensitive Land	6.10	2100 NW 49 Street
Total Acreage	135.56	

School-Park Sites

Park	Acres	Location
Bennett (Elementary School)	6.20	1755 NE 14 Street
Dillard High School	20.40	2501 NW 11 Street
Floranada Park (Elementary School)	9.20	5251 NE 14 Way
Fort Lauderdale High School (Pool Only)	1.00	1600 NE 4 Avenue
Harbordale (Elementary School)	4.00	900 SE 15 Street

Lauderdale Manors (Elementary School)	8.60	1340 Chateau Park Drive
New River Middle School	17.21	3400 Riverland Road
North Fork Park (Elementary School)	1.59	101 SW 15 Avenue
Riverland School (Elementary School)	2.00	2601 SW 11 Court
Riverland Middle School	0.50	2600 Middle River Drive
Rogers Middle School	13.60	700 SW 26 Street
Stranahan High School	32.70	1800 SW 4 Avenue
Sunrise Middle School (Pool Only)	1.00	1750 NE 14 Street
Sunset School	5.50	3775 SW 16 Street
Virginia S. Young (Elementary School)	5.00	101 NE 11 Avenue
Walker Park (Elementary School)	1.00	1001 NW 4 Street
Westwood Heights Park (Elementary School)	0.80	700 SW 28 Avenue
Total Acreage	130.30	

Large Urban Parks (50+ Acres)

Park	Acres	Location
Holiday Park	92.00	1300 East Sunrise Blvd
Mills Pond Park	154.42	2201 NW 9 Avenue
Snyder Park	92.30	3299 SW 4 Avenue
Total Acreage	338.72	

Special Use Parks/Facilities

Special Use Facility	Acres	Location
Beach, Public	166.50	South Beach Park to Oakland Park Boulevard
Birch Las Olas Anchorage	5.40	East Las Olas Boulevard & South Birch Road
Boat Basin (15 Street)	0.25	1784 SE 15 Street
Boat Ramps (George English Park)	1.50	1101 Bayview Drive
Bubier Park	0.50	32 East Las Olas Boulevard
Cooley's Landing (7 Avenue Boat Basin)	3.00	420 SW 7 Avenue
Dockage- Birch Las Olas	2.00	Las Olas Circle and Birch Road
Dockage - New River	0.50	14 South New River Drive East
Esplanade Park	1.60	400 SW 2 Street
Fort Lauderdale Stadium	25.50	1301 NW 55 Street
Fort Lauderdale Aquatic Complex	5.00	500 Seabreeze Boulevard
Lockhart Stadium	45.60	5301 NW 12 Avenue
Riverwalk Linear Park	14.33	20 North New River Drive
South Beach Park	27.50	600 South A1A
Total Acreage	299.18	

Total Parks and Facilities Space by Classification

Park Classification	Acreage	Number of Parks/Facilities
Urban Open Space	19.11	20
Neighborhood Parks	105.86	43
Community Parks	135.56	13
School-Park Sites	130.30	18
Large Urban Parks	338.72	3

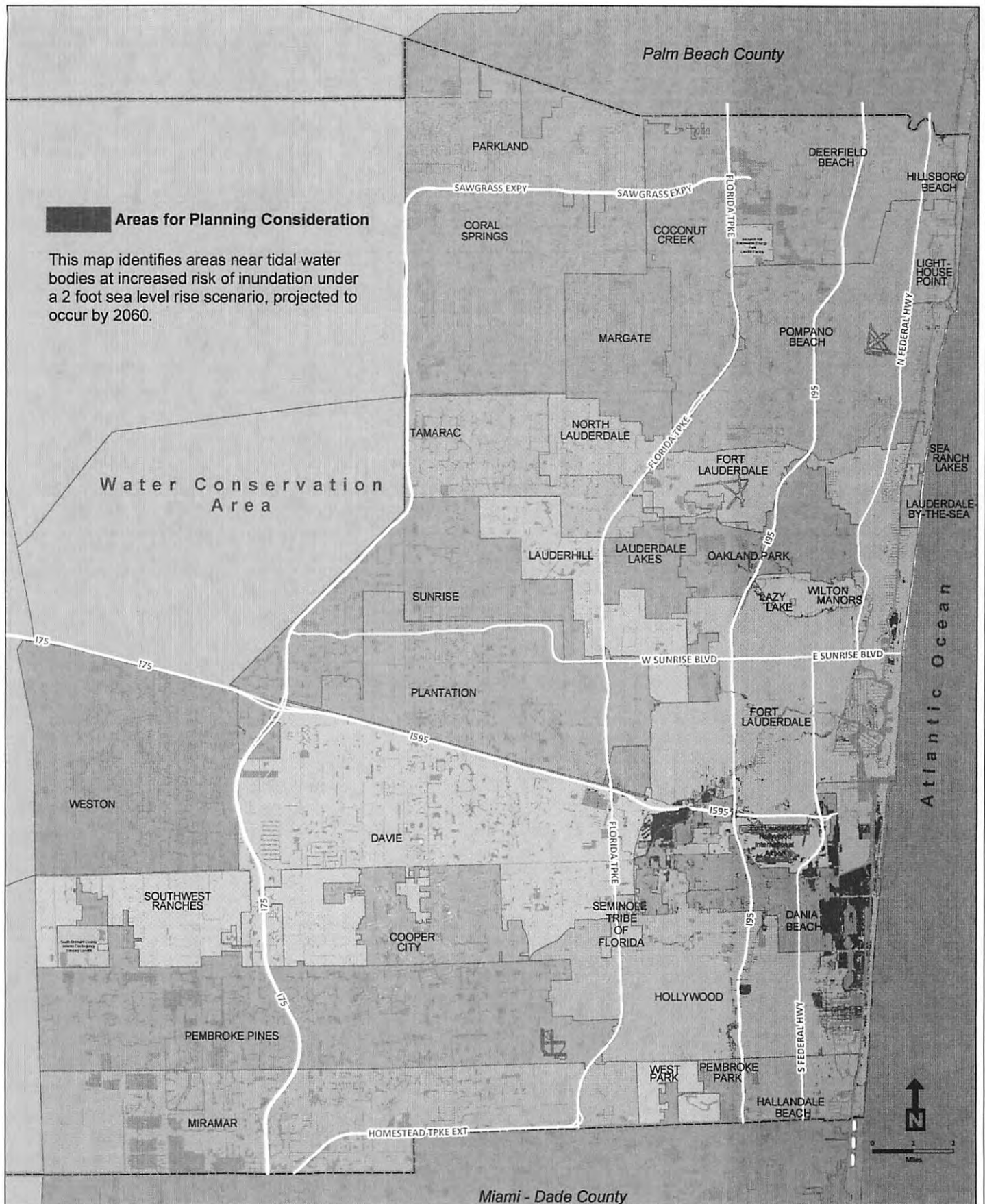
Special Use Parsk/Facilities	299.18	14
Total Acreage	1,028.73	111

Level of Service (LOS) Requirements	2015	2025
Population ¹	172,046	191,642
LOS Requirements (3 acres/per 1,000 persons)	516.14	574.93
City Park Totals (acres)	1,028.73	1,028.73
Difference/Surplus²	512.59	453.80

Notes:

1. Population is based on the 2012 Broward County population forecasts based on University of Florida Bureau of Economic & Business Research (BEBR) 2012 county forecasts, provided by the Broward County Planning and Environmental Regulation Division.
2. The City of Fort Lauderdale meets both current and future park needs.

PRIORITY PLANNING AREAS FOR SEA LEVEL RISE





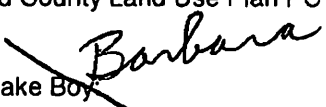
Environmental Protection and Growth Management Department
EMERGENCY MANAGEMENT DIVISION
201 N.W. 84th Avenue • Plantation, Florida 33324-1895 • 954-831-3900 • FAX 954-382-5805

September 10, 2014

14.105

Ms. Barbara Blake Boy
Executive Director
Broward County Planning Council
115 South Andres Avenue, Room 307
Fort Lauderdale, FL 33301

RE: Broward County Land Use Plan PCT 15-1

Dear Ms. Blake Boy 

Broward County Emergency Management Division has reviewed the proposed Land Use Amendment PCT 15 -1 located in the City of Fort Lauderdale. The proposed site is currently designated as a Regional Activity Center (RAC) consisting of 8,100 dwelling units as designated in the Broward County Land Use Plan. The proposal is to increase the dwelling units to 13,100 within the Regional Activity Center. The net increase would then be an additional 5,000 dwelling units for the Regional Activity Center.

The City of Fort Lauderdale has provided information regarding the build out analysis performed that splits the Regional Activity Center into four quadrants. The NE and SE quadrants contain parcels of property east of US 1. A portion of those two quadrants east of US 1 are located in a Broward County mandatory hurricane evacuation zone for a Category 3 or higher storm. A significant amount of those two quadrants are not part of Broward County's mandatory hurricane evacuation zone. The provided traffic calculations show that of the new proposed 5,000 dwelling units as part of this amendment, approximately 1,214 dwelling units are anticipated in to be built in the NE quadrant and 1,345 dwelling units are anticipated in the SE quadrant. The total area for the quadrants represents a larger geographic area beyond the designated mandatory hurricane evacuation zone.

An original analysis was provided for Land Use Plan Amendment PCT-05-3 for an increase to 13,000 dwelling units for the RAC back in 2005. Additionally, a review for this Land Use Plan Amendment PCT 15-1 was conducted to achieve up to near the same request with increase to 13,100 dwelling units. A small component of the overall Regional Activity Center is located east of US 1 in a mandatory hurricane evacuation zone for a Category 3 of higher storm. At this current time, this proposed revision is not anticipated to have a negative impact on the capacity of Broward County's shelters nor on the level of service for the hurricane evacuation zone routes for a hurricane evacuation. However, we strongly recommend that all new residential development in the RAC (due to the influx of 5,000 more dwelling units) develop hurricane contingency plans.

Sincerely,



Miguel Ascarrunz, FPEM
Director



ATTACHMENT 6
CITY OF
FORT LAUDERDALE
FLORIDA

November 3, 2014

RECEIVED

NOV - 4 2014

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Comprehensive Plan Amendment Application – City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center (BCLUP #PCT 15-1)

Dear Ms. Boy:

This letter responds to the remaining comments from various Broward County departments that reviewed the City's proposed land use plan amendment (PCT 15-1) to increase the number of allowable dwelling units in the Downtown Regional Activity Center (RAC) by 5,000 units. City staff responses organized by each respective County department, including Broward County Planning Council staff, are as follows:

Broward County Planning Council

Please see attached for a letter from Hardeep Anand, P.E., Director, City of Fort Lauderdale Public Works Department (dated October 17, 2014) confirming the sanitary sewer and potable water information of the land use plan amendment application (Item #1.6., Public Facilities and Services Analysis).

Broward County School Board

Per the Broward County School Board, the Downtown RAC is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed. The City agrees that the approval of LUPA PCT-15-1 can be conditioned upon amendment of the Educational Mitigation Agreement.

Broward County Emergency Management

Please see City response in letter to Barbara Blake Boy, dated October 10, 2014.

Broward County Environmental Protection and Growth Management Department

City staff acknowledges comments and recommendations provided by this department. Please see City responses to County staff comments pertaining to Priority Planning Areas for Sea Level Rise in letter to Barbara Blake Boy, dated October 10, 2014.

Broward County Historical Commission

The letter dated August 29, 2014 from the Broward County Historical Commission Review reviews the comprehensive plan text amendment application related to the Downtown RAC. The Historical Commission's review of the land use plan amendment lists historic resources located within and adjacent to the Downtown RAC. The letter defines adjacent as 500 feet or less. It should be noted that there are no references to a distance requirement when considering adjacency for historic resources in the Broward County Comprehensive Plan or the Fort Lauderdale Comprehensive Plan.

DEPARTMENT OF SUSTAINABLE DEVELOPMENT
700 NW 19TH AVENUE, FORT LAUDERDALE, FLORIDA 33311 | (954) 828-6520
www.fortlauderdale.gov

The City of Fort Lauderdale is a Certified Local Government through the Florida Department of State Division of Historic Resources. Certified Local Governments are municipal and county governments that have made historic preservation a public policy through the passage of a historic preservation ordinance. The City of Fort Lauderdale has designated fifty-eight (58) resources. Fifteen (15) of the city-designated historic resources are located in and adjacent to the Downtown RAC. The City has also created two zoning designations that promote the protection of historic resources.

City staff has updated the inventory of historic and archaeological resources within and adjacent to the Downtown Regional Activity Center based upon City, County and national historic designations. Historic resources within or adjacent to the Downtown RAC include the following:

Historic Resources on the National Register of Historic Places

1. Stranahan House
2. New River Inn
3. Bryan Building
4. South Side School
5. Williams House (adjacent to Downtown RAC)

Broward County Local Areas of Particular Concern: Historic Sites

1. New River Inn*
2. Stranahan House
3. Sailboat Bend Historic District (a portion of the easternmost section)
4. Progresso Plaza (adjacent to Downtown RAC)
5. Philemon Bryan House
6. King-Cromartie House
7. Tom M. Bryan House
8. Reed Bryan House
9. Retail Stores/Apartments (South of SW 2nd Avenue)
10. Tibbets
11. Colonial Hotel
12. Shepherd Hotel
13. Maxwell Arcade
14. Woman's Club
15. Old Fort Lauderdale High School Site
16. Himmarshee Court
17. Coca Cola Bottling Plant
18. Fire Station No. 2
19. South Side School

Locally Designated Resources (Designated by the City of Fort Lauderdale)

1. Bryan Homes
2. South Side School*
3. Old Bus Station/Tibbets Building
4. Pace Furniture
5. Bivens Hotel/Colonial Hotel
6. Himmarshee Court Apartments
7. Smoker Park
8. Bryan Building*/Sheppard Building
9. Stranahan House*/Campsite
10. New River Inn*
11. Progresso Plaza (adjacent to Downtown RAC)
12. Southern Bell Telephone/Exchange Building
13. Southside Fire Station
14. Coca Cola Building
15. Broward Co. Main Library
16. Sailboat Bend Historic District
17. H-1 Historic Preservation Districts

**Also listed on the National Register of Historic Places.*

A number of the above designated properties are also City of Fort Lauderdale-owned property. They are as follows:

City of Fort Lauderdale-Owned Historic Sites

1. South Side School
2. Philemon Bryan House
3. King-Cromartie House
4. Tom M. Bryan House
5. Reed Bryan House
6. Bryan Building/Shephard Building
7. South Side School
8. Smoker Park

Historic Districts

In addition, the City has designated the Sailboat Bend neighborhood as a historic district in the United Land Development Regulations. A small portion of the Sailboat Bend Historic District (SBHD) lies within the Downtown Regional Activity Center. All new construction, building alternations and demolitions are required to have a Certificate of Appropriateness. The Certificate of Appropriateness for any application in the SBHD will be reviewed according to SBHD guidelines. The purpose of the guidelines is to identify a range of material and design options which will encourage development compatible with the historic character of the SBHD and discourage introduction of incompatible features.

The City's two H-1 Historic Preservation Districts lie completely within the Downtown RAC. Per Section 47-16 of the City of Fort Lauderdale United Land Development Regulations, the H-1 Historic Preservation Districts are intended to promote the cultural, economic, educational and general welfare of the people of the city and of the public generally, through the preservation and protection of historically worthy structures. These regulations are intended to insure a harmonious outward appearance of structures and premises, to encourage uses which will lead to their continuance, conservation and improvement in a manner appropriate to the preservation of the cultural and historic heritage of the city, and to protect against destruction of or encroachment upon such area, structure or premise. As required by Section 47-16 of the Fort Lauderdale United Land Development Regulations, any alteration of an archaeological site, new construction, demolition, relocation, or ordinary repairs in the two H-1 Historic Districts are required to have a Certificate of Appropriateness.

Archaeological Resources

All properties adjacent to the New River are located in the City of Fort Lauderdale's designated Archaeological Significant Zone. Additionally, all proposed development located on properties with archaeological features or artifacts are identified in the City's Development Review process. Development applicants are notified of archaeological features and their obligation to coordinate with County according to County ordinances and Florida statutes.

The following is an updated list of archaeological resources noted in the Florida Master Site File located within or adjacent to the Downtown Regional Activity Center.

Florida Master Site File Archaeological Resources

1. Fort Lauderdale #2	BD00103
2. New River Midden	BD00196
3. Stranahan N1	BD00259
4. East Annex Site	BD02589
5. Tarpon Site	BD2909
6. Brickell Block	BD02916
7. Symphony Site	BD03943
8. Knowlton Sand Mound	BD04218
9. New River, S.W. 4 th Street	BD04406
10. Marina Lofts Site	BD04878
11. Block 10 NW 4 th Avenue Historic Refuse	BD05013

Broward County Historical Commission Recommendations

Broward County Historical Commission recommendations are addressed as follows:

- 1) *The letter from the Broward County Historic Commission shall be included as an exhibit.*
The letter is attached.

- 2) *The results of the official record search from the Florida Master Site File, Florida Division of Historical Resources will be included as an exhibit to the amendment.*

Attached is an inventory of the sites within and adjacent to the RAC from the Florida Master Site File. The Florida Department of State Division of Historic Resources official records search is also attached.

- 3) *The City will initiate local (City) designation as well as National Register nomination of City-owned historic resources eligible for such designations as identified in this amendment.*

There are several City-owned historic resources that are listed as Broward County Local Areas of Particular Concern: Historic Sites. All of these sites are locally designated resources. The Bryan Building and South Side School are also on the National Register of Historic Places. Historic designation and criteria for designation is promulgated by Section 47-24.11 of the City's Unified Land Development Regulations. In addition, historic and archeological resources are evaluated during the development review process.

- 4) *The City will include a list of Historic Resources, as defined in the City of Fort Lauderdale Comprehensive Plan, Volume I – Administrative and Implementation Element (p.g. 1-20), as exhibit to the proposed amendment.*

A list of historic resources, as defined by the City's Comprehensive Plan, is provided as follows:

- a. National Register of Historic Places (listed above).
- b. Locally designated sites (listed above).
- c. Florida Master Site File areas districts or sites (attached).

Broward County Parks and Recreation

The County Parks and Recreation Division provided no objections to the proposed text amendment. County staff comments pertaining to regional park impact fees being required at the time of platting, replatting, etc. are acknowledged. In addition, County staff recognized that the City has enough current park land to meet its land use plan requirements for the additional 5,000 dwelling units proposed by the text amendment; however, County staff recommended an increase in the specific amount of park and open space acreage in the Downtown RAC.

The City of Fort Lauderdale continues to invest in park space and park improvement in the Downtown RAC. As part of continuing park development in the Downtown RAC, Peter Feldman Park (East of NE 3 Avenue and south of NE 6th Street) was developed and funded as a collaborative effort between Broward County, the City of Fort Lauderdale and the City of Fort Lauderdale Community Redevelopment Authority. One of the City's largest parks, the 92-acre Holiday Park, is also located directly adjacent to the Downtown RAC, providing an abundance of park and recreation opportunities for current and future Downtown residents.

The FY 2015-2019 Community Investment Plan includes three Downtown park improvement projects in support of the Riverwalk District Plan. Improvements to Esplanade Park (SW 2 Street and SW 5 Avenue) will focus on providing for a more flexible public park design to open up to the New River and Broward Center for the Performing Arts, and will install the infrastructure necessary to host a variety of outdoor events and performances. Renovations to the Andrews Avenue Bridge include redesigned access ramps and stairs to encourage a more comfortable pedestrian environment in Huizenga Plaza. Smoker Park (South New River

Drive East) improvements to compliment the linear Riverwalk include safety improvements and power upgrades/connections to accommodate future events.

In 2015 the City will also be developing a comprehensive 10-year Parks and Recreation System Master Plan. The principal rationale for this plan is to provide an optimal delivery system for park and recreation services and define present and future recreation needs for the community consistent with the socioeconomic, demographic and development trends within the city. The Master Plan will provide recommendations for provision of facilities, programs and services; parkland acquisition and development; maintenance and operations; as well as administration and management. Recommendations for the Downtown RAC will be included as part of this effort.

Broward County Planning and Redevelopment

Item 8 – Affordable Housing

County staff supports the City's proposed 15% affordable housing set-aside (or 750 affordable units) but recommends a phasing plan that would require that affordable housing units are allocated incrementally at the same time that market rate units are allocated in order to avoid a scenario where only market rates units are built. City staff respectfully disagrees with this recommendation due to the following reasons:

1. Given the development trends over the past decade and the current market demand for affordable housing, it is anticipated that these trends will continue in the near future. Therefore, an affordable housing phasing plan is not needed.

The Broward County Affordable Housing Needs Assessment (dated June 20, 2014) provides a market perspective on the demand for affordable housing in the County, including municipal profiles that quantify the level of affordable housing need within each Broward County municipality. While the exact level of demand is debatable, the study clearly indicates that there is a market demand for affordable housing in Broward County. In Fort Lauderdale, this demand is evidenced by the market driven supply of affordable housing over the past few years.

As shown in the following table, 656 affordable housing units have been submitted to the City for review since 2005, of which 551 affordable units have been approved, thereby satisfying the 15% affordable housing set-aside requirement of the previous land use plan amendment that increased the number of available dwelling units in the Downtown RAC by 3,000 units (LUPA PCT 05-3.). Most recently in October 2014, an applicant submitted a site plan consisting of 105 affordable housing units (called Wisdom Village) in the Downtown RAC. This application is currently under review.

DOWNTOWN RAC LIST OF APPROVED AND PENDING AFFORDABLE HOUSING PROJECTS			
<i>Development Name</i>	<i>Address</i>	<i>Date Approved by City</i>	<i># of Affordable Housing Units</i>
Brickell Hts (The Eclipse)	307 NW 1 st Ave	4/19/05	96
Pinnacle at Flagler Pointe (Reliance) ^{1, 2}	600 N Andrews Ave	6/20/06	167
Pinnacle at Tarpon River ¹	805 SE 3 rd Ave	5/7/13	100
Progresso Point ¹	619 N Andrews Ave	8/17/10	76
Village Place (formerly Flagler Village I) ¹	720 NE 4 th Ave	7/10/12	112
Wisdom Village	615 N Andrews Ave	Pending review/approval	105
Total	-	-	656
Source: City of Fort Lauderdale			
Notes: - Projects that contribute toward the 15% affordable housing set-aside requirement as per LUPA PCT 05-3. - The Pinnacle at Flagler Pointe property (600 N Andrews Ave) is now county-owned and has not been developed.			

- Once completed the Wave Streetcar will further create a demand for affordable housing. Developers of affordable housing projects often built them in areas that are pedestrian friendly and supportive of transit. It is anticipated that the Wave Streetcar will create a demand for both market rate and affordable housing as it will offer a desirable amenity to people that either choose not to own a car or do not have the means to own a vehicle.
- An affordable housing phasing plan may result in unintended consequences that will have a negative impact on both market rate and affordable housing construction in the Downtown RAC.

County staff states that as an example of a potential phasing commitment, the City could require that 75 units of every 500 units be affordable. This type of phasing commitment would function similarly as mandatory inclusionary legislation, which may negatively impact the continued growth of Downtown Fort Lauderdale. If Fort Lauderdale is the only municipality in the County with such a requirement, developers may choose to build elsewhere. This would be counterintuitive to the intent of the City's Downtown Master Plan to create a livable and dynamic urban center, and to support the expansion of mass transit, such as the Wave Streetcar.

Item 10 – Hurricane Evacuation Analysis

Please see City responses to Item 10 – Hurricane Evacuation Analysis in letter to Barbara Blake Boy, dated October 10, 2014.

DEPARTMENT OF SUSTAINABLE DEVELOPMENT

700 NW 19TH AVENUE, FORT LAUDERDALE, FLORIDA 33311 | (954) 828-6520
www.fortlauderdale.gov

Barbara Blake Boy
PCT 15-1
Page 8 of 8

Broward County Transit Division

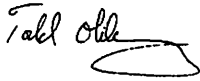
Comments on current service and future improvement in transit are acknowledged.

Broward County Water Management Division

The County indicated no objections to the land use plan amendment.

Thank you for the opportunity to clarify a number of questions and comments regarding the proposed amendment to the City of Fort Lauderdale Comprehensive Plan. At this time, we respectfully request to be placed on the December 4, 2014 Broward County Planning Council agenda.

Yours truly,



Todd Okolichany, AICP, LEED Green Associate
Principal Planner

Attachments:

Sanitary sewer and potable water confirmation letter
Letter from the Broward County Historic Commission
Florida Department of State - Division of Historic Resources official records search
City of Fort Lauderdale Florida Master Site File inventory

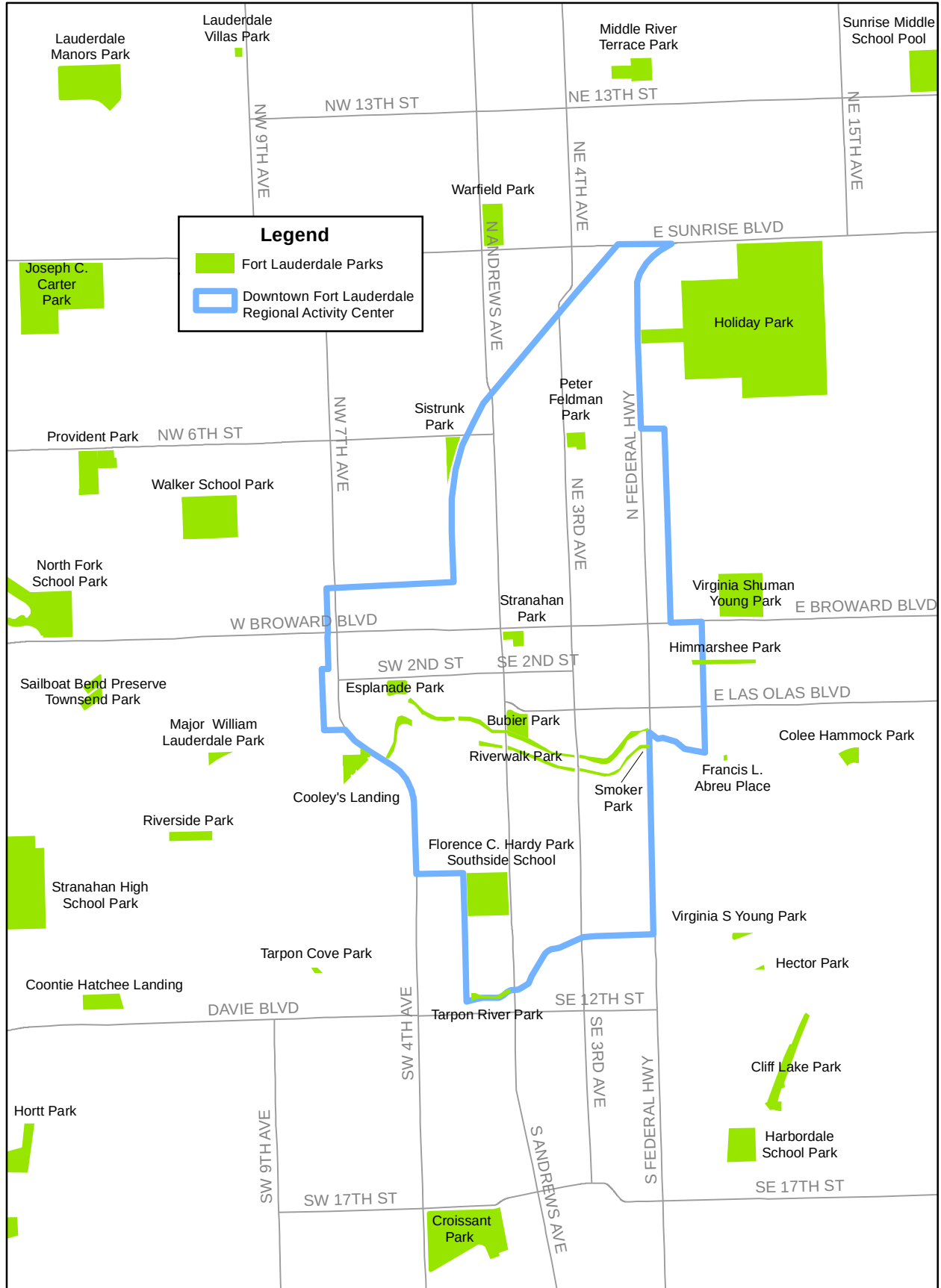
cc: Jenni Morejon, Director Designee, City of Fort Lauderdale Department of Sustainable Development
Ella Parker, AICP, Urban Design & Planning Manager, City of Fort Lauderdale Department of Sustainable Development
Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council

DEPARTMENT OF SUSTAINABLE DEVELOPMENT

700 NW 19TH AVENUE, FORT LAUDERDALE, FLORIDA 33311 | (954) 828-6520
www.fortlauderdale.gov

ATTACHMENT 7

Downtown Fort Lauderdale RAC and Surrounding Parks



ATTACHMENT 8.A.

TRAFFIC ANALYSIS **PCT 15-1**

September 8, 2014

INTRODUCTORY INFORMATION

Jurisdiction: Fort Lauderdale

Size: Approximately 710.0 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designation

Proposed Designation:	Fort Lauderdale Downtown Regional Activity Center (RAC)
Potential Development:	Addition of 5,000 dwelling units
Trip Generation Rate:	"ITE Equation (223) Mid-Rise Apartment"*
Total P.M. Peak Hour Trips:	2,639 p.m. peak hour trips
Total P.M. Peak Hour Trips with 7% internal capture rate:	<u>2,454 p.m. peak hour trips</u>

PLANNING COMMENTS

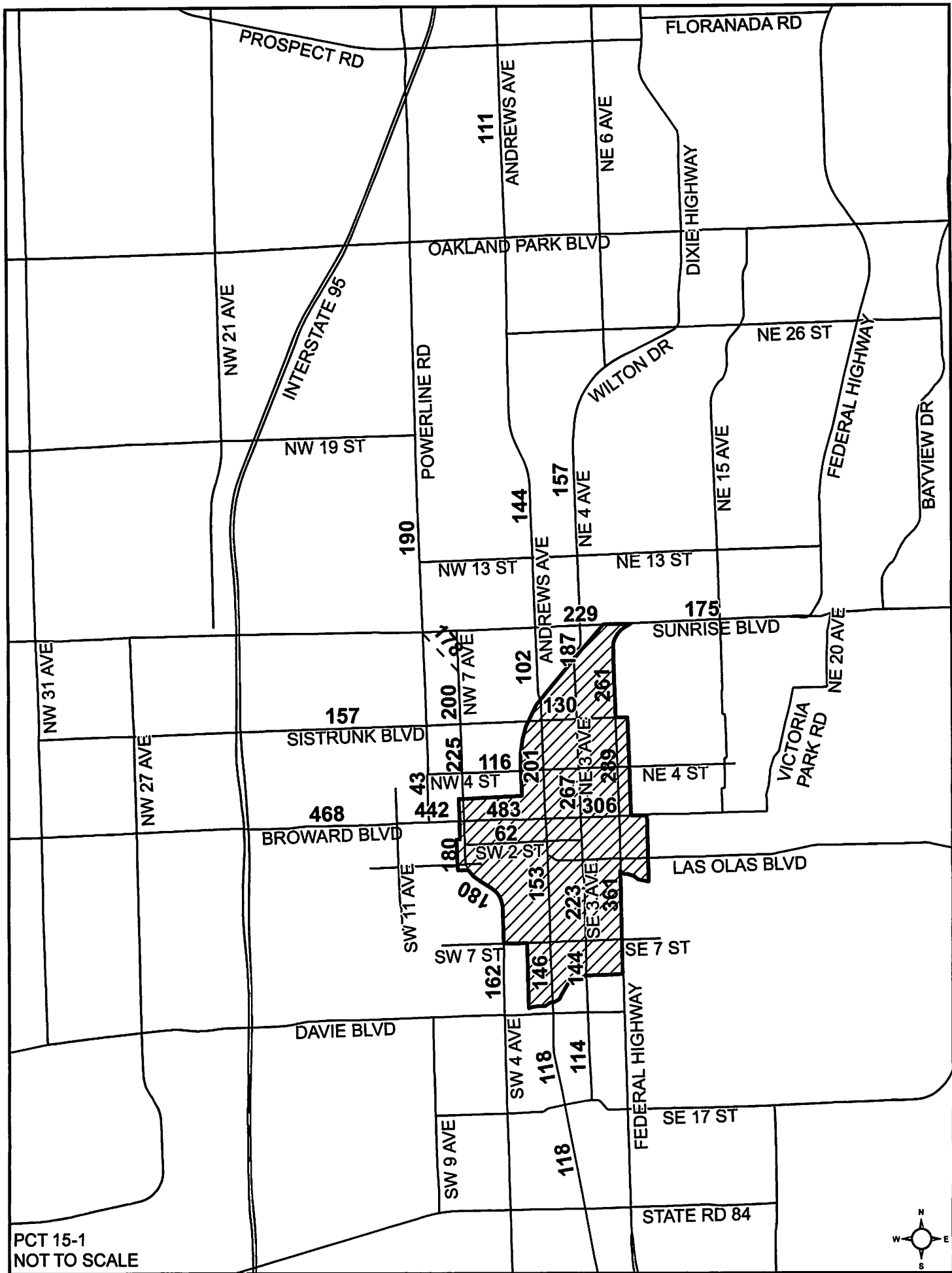
The proposed amendment is projected to increase traffic on the regional transportation network by approximately 2,454 p.m. peak hour trips at the long-term planning horizon. Distribution of the projected additional p.m. peak hour trips indicate that the proposed amendment would exacerbate impacts on 13 affected roadway links consisting of Sunrise Boulevard/Federal Highway between Searstown and Gateway, Sistrunk Boulevard between Northwest 27 Avenue and Andrews Avenue, Broward Boulevard between I-95 and the FEC Railroad (3 links), Northwest 7/9 Avenue Connector between Sistrunk Boulevard and Sunrise Boulevard, Andrews Avenue between State Road 84 and Southeast 17 Street, Andrews Avenue between Davie Boulevard and Broward Boulevard (2 links), Andrews Avenue between Sunrise Boulevard and Prospect Road (2 links), and Federal Highway between Southeast 7 Street and Sistrunk Boulevard (2 links), all of which are projected to operate at an unacceptable level of service (LOS) "E" or "F," with or without the proposed amendment. In addition, Broward Boulevard, between the FEC Railroad and Federal Highway, denigrates from an acceptable LOS "D" to an unacceptable LOS "F," with the addition of the trips generated by the proposed amendment.

*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation - Ninth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

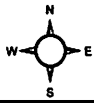
ATTACHMENT 8.B.

Trafficway	Section	2035 CAPACITY	Without Amendment VOLUME	Without Amendment LOS	With Amendment VOLUME	With Amendment LOS
Sunrise Boulevard	Andrews Avenue to Searstown	5,390	4,175	C	4,404	C
	Searstown to Gateway	4,500	6,230	F	6,405	F
Sistrunk Boulevard	NW 27 Avenue to Andrews Avenue	2,628	2,866	F	3,023	F
	Andrews Avenue to Federal Highway	1,197	599	D	729	D
NW/NE 4 Street	NW 9 Avenue to NE 15 Avenue	1,197	398	C	514	C
Broward Boulevard	I-95 to SW 11 Avenue	5,390	7,374	F	7,842	F
	SW 11 Avenue to SW 7 Avenue	5,390	5,392	F	5,834	F
	SW 7 Avenue to FEC Railroad	4,500	5,157	F	5,640	F
	FEC Railroad to Federal Highway	4,500	4,489	D	4,795	F
SW 2 Street	SW 7 Avenue to SE 3 Avenue	1,197	749	D	811	D
NW 9 Avenue	Broward Boulevard to Sistrunk Boulevard	1,197	469	C	512	C
Powerline Road	Sunrise Boulevard to NW 19 Street	5,390	2,660	C	2,850	C
NW 7/9 Avenue Connector	Sistrunk Boulevard to Sunrise Boulevard	2,920	3,490	F	3,668	F
SW 4 Avenue	Davie Boulevard to SW 7 Street	2,628	1,812	D	1,974	D
	SW 7 Street to Las Olas Boulevard	2,628	2,148	D	2,328	D
NW 7 Avenue	Las Olas Boulevard to Broward Boulevard	2,628	2,270	D	2,450	D
	Broward Boulevard to Sistrunk Boulevard	2,628	2,074	D	2,299	D
	Sistrunk Boulevard to Sunrise Boulevard	2,628	1,005	C	1,205	C
	SR 84 to SE 17 Street	2,628	2,646	E	2,764	F
Andrews Avenue	SE 17 Street to Davie Boulevard	2,628	2,302	D	2,420	D
	Davie Boulevard to SW 7 Street	2,628	2,630	E	2,776	F
	SW 7 Street to Broward Boulevard	2,628	2,704	E	2,857	F
	Broward Boulevard to Sistrunk Boulevard	2,628	2,183	D	2,384	D
	Sistrunk Boulevard to Sunrise Boulevard	2,628	2,076	D	2,178	D
	Sunrise Boulevard to Oakland Park Boulevard	2,628	3,570	F	3,714	F
	Oakland Park Boulevard to Prospect Road	2,628	3,384	F	3,495	F
	SE 17 Street to Davie Boulevard	2,920	1,508	D	1,622	D
SE 3 Avenue	Davie Boulevard to Southeast 7 Street	2,920	2,095	D	2,239	D
	SE 7 Street to Broward Boulevard	2,920	2,757	D	2,980	D
	Broward Boulevard to Sistrunk Boulevard	2,920	2,203	D	2,470	D
NE 3 Avenue	Sistrunk Boulevard to Sunrise Boulevard	2,920	2,385	D	2,572	D
NE 4 Avenue/Wilton Drive	Sunrise Boulevard to Oakland Park Boulevard	2,920	2,681	D	2,838	D
Federal Highway	SE 7 Street to Broward Boulevard	4,500	5,703	F	6,064	F
	Broward Boulevard to Sistrunk Boulevard	4,500	4,593	F	4,882	F
	Sistrunk Boulevard to Searstown	4,500	4,190	D	4,451	D

Includes 7% Internal Capture Reduction



PCT 15-1
NOT TO SCALE





Venice of America

ATTACHMENT 9
CITY OF
FORT LAUDERDALE

Transportation and Mobility Department

October 10, 2014

RECEIVED

OCT 10 2014

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301

BROWARD COUNTY
PLANNING COUNCIL

RE: Comprehensive Plan Amendment Application Completeness – City of Fort Lauderdale Land Use Plan Text Amendment for Downtown Regional Activity Center (BCLUP #PCT 15-1)

Dear Ms. Boy:

Please accept this letter as the response to Broward County Planning Council (BCPC) staff's letter, dated August 29, 2014, regarding the additional information and documentation needed for the transportation analysis section of the City's proposed land use plan amendment for the Downtown Regional Activity Center (RAC) (Broward County Land Use Plan #PCT 15-1). PCT 15-1 is related to the proposed text amendment to the City of Fort Lauderdale Comprehensive Plan to increase the number of allowable residential dwelling units by 5,000 units in the Downtown RAC. The attached revised transportation analysis section addresses the comments in detail. Please find below our responses to the comments provided.

- **Documentation and/or technical analysis of the following proposed reductions and/or credits:**
 - The internalization of external trips;
 - The reduction of external trips to account for pedestrian activity;
 - The reduction of external trips to account for transit usage; and
 - The reduction of external trips to account for reduced impacts for residential use as opposed to permitted non-residential office and commercial uses.

The above trip reduction assumptions were based on the Downtown LUPA submitted to the BCPC in 2004. To provide a more conservative approach, the trip reductions were revised based on the following assumptions:

- A trip internal capture rate of 15 percent was assumed for the Downtown RAC based on the trip internalization rates for mixed-use developments in Florida analyzed in a study in 2014, and also based on the Downtown Walkability score of 89 (Walkscore.com), where both elements speak to the land use

Ms. Barbara Blake Boy

October 10, 2014

**Comprehensive Plan Amendment for Downtown Regional Activity Center (BCLUP
#PCT 15-1)**

intensity and diversity in Downtown. The density, mixed-use aspect of Downtown would allow for localizing vehicular trips as well as completing both commute and non-commute trips via alternative modes of transportation.

- The walkable nature of the Downtown RAC setting, as well as the intensity of existing bicycle, pedestrian, and transit facilities, provides alternative commute options. The American Communities Survey (2012 US Census) estimates approximately 17 percent of all commuters in the Downtown RAC walk, bicycle, carpool, or take transit to work.
 - Research has proven that premium transit options significantly increase transit ridership. Accordingly, and based on the Institute of Transportation Engineer's Trip Generation Manual 9th edition, a 15 percent trip reduction rate was applied to account for the trip impact factor of developing around transit centers. The City is currently designing the Wave Streetcar, a fully-funded premium transit fixed guideway streetcar system, which will operate in the Downtown beginning in late 2017.
 - In addition to these quantitative trip reduction factors, the analysis provides documentation on the various transit and multimodal improvements that are currently planned, designed, and being implemented in the Downtown RAC, including All Aboard Florida, Tri Coastal Link, Central Broward East-West Transit Study, Connecting the Blocks Plan, Context Sensitive Corridors, and the Urban Land Development Code. These projects and plans are focused on meeting the City's vision of becoming a fully connected City and providing alternative modes of transportation, thereby reducing vehicular trips. It is worth noting that all of the impacted corridors in the analysis are identified in the Connecting the Blocks Plan for bicycle and pedestrian improvements, which would enhance multimodal Level of Service (LOS).
- **Copies of the pertinent sections of the following referenced studies:**
 - **Wave Downtown Transit Circulator Project Transportation Study;**
 - **Tri Rail Coastal Link Station Area Opportunities Study;**
 - **Central Broward East West Transit Travel Demand Technical Memorandum; and**
 - **City of Fort Lauderdale Downtown Walkability Study.**

Please see attached the above requested documentation.

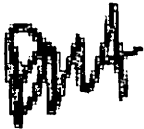
CITY OF
FORT LAUDERDALE

- **Documentation and/or technical analysis for projected level of service impacts to regional transportation network roadways that are planned for 'Complete Streets' and/or 'Context Sensitive Corridor' treatments within the 'Downtown Regional Activity Center'.**

Please see the attached revised traffic analysis section of the LUPA, which outlines the complete streets projects based on the City's "Connecting the Blocks" Plan, as well as the status of Context Sensitive Corridors within the Downtown RAC. In summary, there are \$11,285,560 committed bicycle and pedestrian improvements programmed within the Downtown RAC, in addition to another \$39,600,000 in planned projects. Staff is preparing Context Sensitive Corridor designation applications for NE 3rd Avenue and Andrews Avenue. These improvements are aimed at improving multimodal LOS, thereby reducing vehicular trips.

Please feel free to contact me at (954) 828-3793 or dalarcon@fortlauderdale.gov if you have any questions or need additional information. Thank you for your time and consideration.

Sincerely,



Diana Alarcon
Director, Transportation and Mobility Department

cc: Debora Griner, Transportation Manager
Alia Awwad, PE, Transportation Planner

Attachments:

Downtown RAC LUPA, Transportation Analysis Section
Wave Downtown Transit Circulator Project Transportation Study
Tri Rail Coastal Link Station Area Opportunities Study
Central Broward East West Transit Travel Demand Technical Memorandum
City of Fort Lauderdale Downtown Walkability Study



DOWNTOWN FORT LAUDERDALE TRANSIT CIRCULATOR PROJECT ALTERNATIVES ANALYSIS/ENVIRONMENTAL ASSESSMENT

VOLUME 1

PARTNERSHIP OF:

BROWARD COUNTY
BROWARD COUNTY TRANSIT
BROWARD COUNTY METROPOLITAN PLANNING ORGANIZATION
CITY OF FORT LAUDERDALE
DOWNTOWN DEVELOPMENT AUTHORITY OF FORT LAUDERDALE
FEDERAL TRANSIT ADMINISTRATION
FLORIDA DEPARTMENT OF TRANSPORTATION – DISTRICT IV
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

APRIL 2012





Summary





Table of Contents

S.0	SUMMARY	1
S.1	PROPOSED PROJECT	1
S.2	STUDY AREA	1
S.3	PURPOSE OF THE PROJECT	3
S.4	NEED FOR THE PROJECT	3
S.5	ALTERNATIVES CONSIDERED	4
S.5.1	Tier I Screening of Alternatives	5
S.5.2	Tier II Screening of Alternatives	5
S.5.3	Locally Preferred Alternative (LPA)	5
S.6	ENVIRONMENTAL ASSESSMENT	7
S.7	TRANSPORTATION IMPACTS.....	8
S.8	FINANCIAL FEASIBILITY	8
S.8.1	Capital Cost	8
S.8.2	Operations and Maintenance Cost.....	9
S.9	EVALUATION OF ALTERNATIVES	10
S.10	COMMUNITY CONSULTATION	11
S.11	ISSUES TO BE ADDRESSED IN PROJECT DEVELOPMENT	11

List of Tables

Table S-1.	Summary of Environmental Benefits/Impacts.....	7
Table S-2.	Average Daily Boardings.....	8
Table S-3.	Capital Cost Estimates for the LPA (in millions of dollars)	9
Table S-4.	DTC Project Capital Funding Sources (in millions of dollars).....	9
Table S-5.	DTC Project O&M Revenue Sources.....	9
Table S-6.	Comparative Summary of Evaluation	10

List of Figures

Figure S-1.	Project Study Area	2
Figure S-2.	Locally Preferred Alternative.....	6



S.0 SUMMARY

S.1 Proposed Project

Broward County and the South Florida Regional Transportation Authority (SFRTA), in cooperation with the Fort Lauderdale Downtown Development Authority (DDA), the City of Fort Lauderdale, the Florida Department of Transportation (FDOT), the Broward Metropolitan Planning Organization (MPO), and the Fort Lauderdale Northwest-Progresso-Flagler Heights Community Redevelopment Agency (NPF-CRA), are submitting an Alternatives Analysis (AA) and Environmental Assessment (EA) report in anticipation of advancing the **Downtown Transit Circulator (DTC) Project** into the Project Development (PD) phase as a Small Starts project.

The DTC Project involves constructing a new fixed guideway streetcar transit service within Downtown Fort Lauderdale in Broward County, Florida. Key project information is presented below.

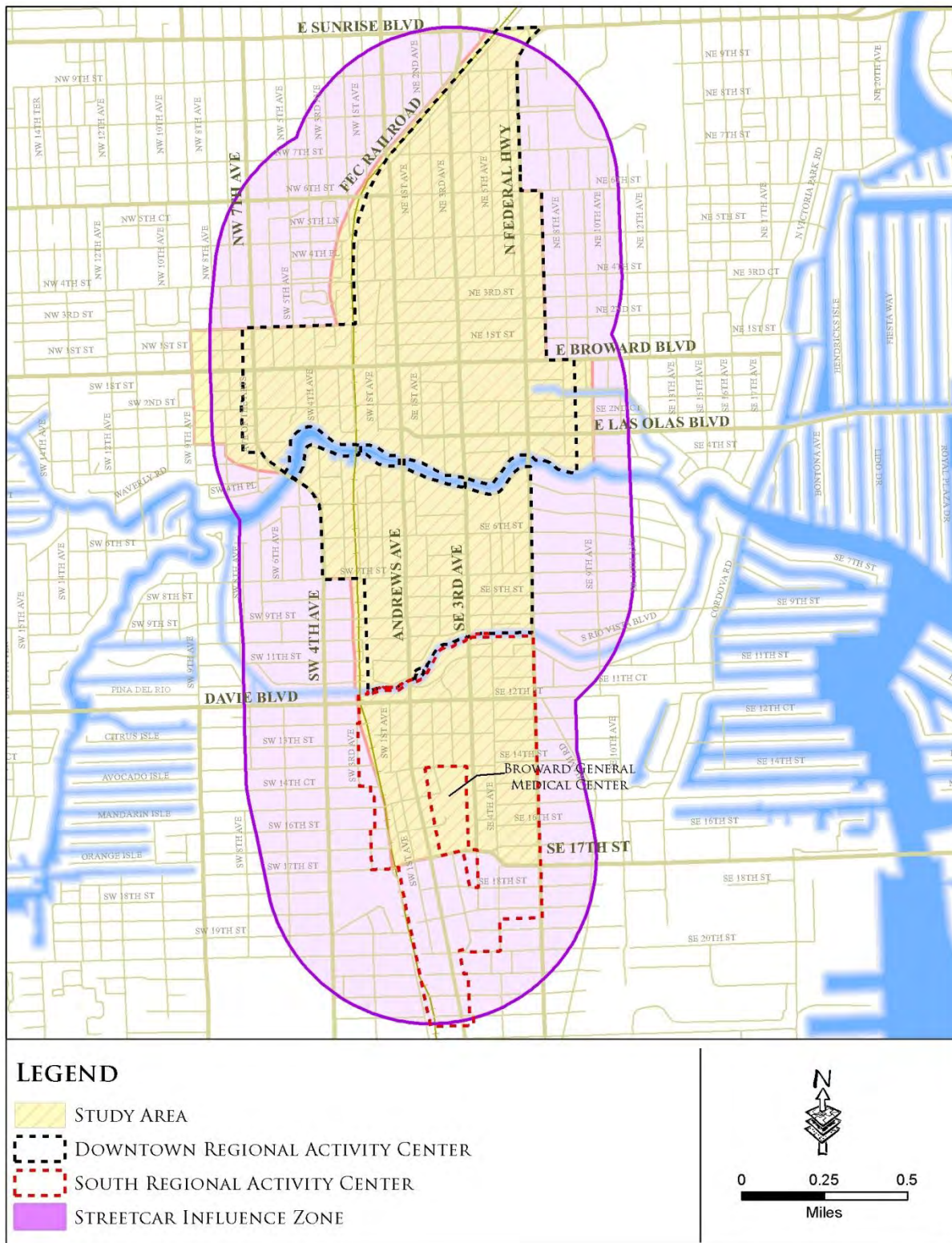
- Project Name: Downtown Transit Circulator (DTC) Project
- Project Location: Fort Lauderdale, Broward County, Florida
- Transit Technology: Streetcar
- Project Length: 2.7 miles
- Anticipated Project Opening Year: 2016
- Projected Daily Ridership: 3,211 (in 2016 – opening year)
- Estimated Capital Cost: \$142.59 million (year of expenditure dollars)
- Funding Sources for Capital Cost: FTA Small Starts, State, and Local
- Operating and Maintenance Costs: \$2.6 million annually (2011 dollars)
- Environmental Impacts: Minimal

S.2 Study Area

The DTC Project study area is located in Downtown Fort Lauderdale in Broward County, Florida. Downtown Fort Lauderdale is the regional governmental center within Broward County with federal, state, and county administrative and judicial complexes located within close proximity to each other. Downtown Fort Lauderdale is also home to cultural and entertainment facilities including the Main Broward County Library, the Museum of Art, the Broward Performing Arts Center, and the Las Olas Boulevard/Riverfront shopping and entertainment district. The DTC Project will serve this area of dense development and will act as a spine running through the highest concentration of activity-generating uses.

The study area is generally bound by Federal Highway (US 1) on the east, SE 17th Street on the south, the Florida East Coast Railroad (FEC Railroad)/W 7th Avenue on the west, and the FEC Railroad/Sunrise Boulevard on the north, as shown in Figure S-1.

Figure S-1. Project Study Area





This area is approximately 2.5 miles long (north to south) and 1.0 mile wide (east to west). These study area boundaries encompass the designated Downtown Fort Lauderdale Regional Activity Center (RAC), DDA, NPF-CRA, and a portion of the South RAC, including the hospital district surrounding the Broward General Medical Center facility.

S.3 Purpose of the Project

The purpose of the DTC Project is to facilitate the economic growth and development patterns prescribed in the Broward County and City of Fort Lauderdale adopted land use plans. The project is also intended to support sustainable development in Downtown Fort Lauderdale by improving mobility and regional connectivity while providing transportation alternatives and reducing automobile dependency. The future growth of Downtown Fort Lauderdale will be constrained without the implementation of a major transit investment that provides a high level of mobility to residents and commuters.

The DTC Project will provide a sustainable and permanent transportation investment that will anchor the future growth, implement a major transportation component of the adopted comprehensive plans of the City of Fort Lauderdale and Broward County, and spur economic development by enhancing mobility options for the current and future population. The DTC Project will provide a permanent transit service that supports mixed-use development with a pedestrian orientation envisioned for the downtown.

The DTC Project will provide a mobility option to distribute trips from new regional transit services proposed to serve the study area and from bus routes connecting to the Broward Central Terminal. Proposed premium transit service in the FEC Railroad corridor and east-west premium transit service along Broward Boulevard will converge in the vicinity of the Broward Central Terminal. The DTC Project will provide the efficient connections required to distribute trips from these regional transit services throughout the downtown area.

S.4 Need for the Project

The City of Fort Lauderdale's concerted efforts over the past 15 years to develop its downtown through transit-supportive, high-density, mixed-use land use plans and policies and zoning regulations has increasingly helped shape the area as a destination for people, businesses, and events. Key indicators of current land use and economic development (2008 estimates) and the future development potential of the streetcar influence zone are presented below.

- Over 15,000 existing residential units and over 5,000,000 existing square feet of commercial/retail space.
- Unlimited height for new commercial buildings in the Regional Activity Center-City Center (RAC-CC) zoning district.
- No parking requirements in the RAC-CC zoning district.
- Current rental residential occupancy of 98 percent.
- Future capacity to absorb an additional 18,000 residential units and 10,000,000 square feet of non-residential development.

However, traffic congestion and mobility constraints are presenting obstacles for the growth potential of Downtown Fort Lauderdale. Some of the congestion indicators are summarized below.

- Many of the roadways that connect downtown to I-95 operate at level of service (LOS) F during peak periods.



- By 2030, most major streets in the downtown are expected to operate at LOS E or F.

Key issues contributing to traffic congestion in Downtown Fort Lauderdale include:

- Limited north/south through streets.
- No grade separated crossings across the FEC Railroad corridor which accommodates up to 16 freight trains through downtown each day.
- Raising of the drawbridges on SW 4th Avenue, S Andrews Avenue, and SE 3rd Avenue to accommodate boat traffic on the New River.

Two new regional transit services are proposed to serve the study area: the South Florida East Coast Corridor and the Central Broward East-West Transit corridor. These new transit services will connect at a proposed mobility hub near the existing Broward Central Terminal. The South Florida East Coast Corridor proposes the reintroduction of passenger service on the FEC Railroad between Downtown Miami and Jupiter, connecting the hearts of downtowns and improving mobility between Miami-Dade, Broward, and Palm Beach Counties. The Central Broward East-West Transit corridor project is considering transit options, including premium bus and modern streetcar, to link activity centers from Sunrise to Fort Lauderdale, including Sawgrass Mills, the South Florida Education Center, Fort Lauderdale-Hollywood International Airport, and Downtown Fort Lauderdale. The Central Broward East-West Transit corridor project would also provide connectivity to the existing Tri-Rail regional commuter system. Efficient connections will be required to distribute trips from these new regional transit services throughout the downtown area.

S.5 Alternatives Considered

A two-tiered approach was adopted for evaluation of alternatives. The No-Build Alternative, Transportation System Management (TSM) Alternative, and 11 Transit Circulator (Build) Alternatives were considered during the Tier I analysis for the DTC Project.

The No-Build Alternative included transit services, transit facilities, and roadways that are expected to exist in 2030 without the DTC Project. Improvements would include all those currently listed in the adopted Broward MPO's 2030 Long-Range Transportation Plan.

The TSM Alternative included all the existing transit services and planned transit improvements in the No-Build Alternative plus a circulator bus system operating in mixed traffic in Downtown Fort Lauderdale. The TSM Alternative is defined as the best that can be done to address transportation needs and other goals in Downtown Fort Lauderdale short of a new fixed-guideway streetcar transit system. The TSM Alternative incorporates new buses that would be equipped with ITS equipment to provide vehicle schedule information at stations and prioritize traffic signals.

The Transit Circulator (Build) Alternatives were grouped into four service concepts.

- Group A (A1, A2, A3) included variations of a large loop on Andrews Avenue and 3rd Avenue.
- Group B (B1, B2) included variations with double-track service on Andrews Avenue, 3rd Avenue, or some combination of the two.
- The Group C (C1, C2) included variations that were intended to explore the possibility of a north loop, a south loop, and central loop serving the judicial complex.
- Group D (D1, D2, D3, D4) included variations that used the Henry E. Kinney Tunnel/Federal Highway (US 1) to cross under the New River instead of the Andrews Avenue and 3rd Avenue Bridges to cross over the New River.



S.5.1 Tier I Screening of Alternatives

A conceptual evaluation was performed on the Transit Circulator (Build) Alternatives and the TSM Alternative using quantitative criteria addressing physical characteristics, operational considerations, and engineering constraints. Other criteria included environmental constraints, cost, and transportation effectiveness. The Tier I screening and results are discussed in Chapter 2. Based on the Tier I screening, Alternative A2, Alternative B2, and Alternative D3 were advanced to the Tier II evaluation. As required by the Federal Transit Administration's (FTA) AA process, the No-Build and TSM Alternatives were also advanced to the Tier II screening of Alternatives.

S.5.2 Tier II Screening of Alternatives

Based on the feedback from stakeholders, several refinements were made to the Tier II Transit Circulator (Build) Alternatives. These refinements focus on providing the service best able to meet travel demands and project goals and objectives, balanced against cost considerations. In addition, input received during the scoping process and public outreach resulted in the preparation of a new alternative, Alternative E1.

Tier II alternatives were examined in accordance with the evaluation methodology and the results were presented to the Broward County Commission on September 9, 2008. The County Commission adopted Alternative E1 with modern streetcar technology as the Locally Preferred Alternative (LPA).

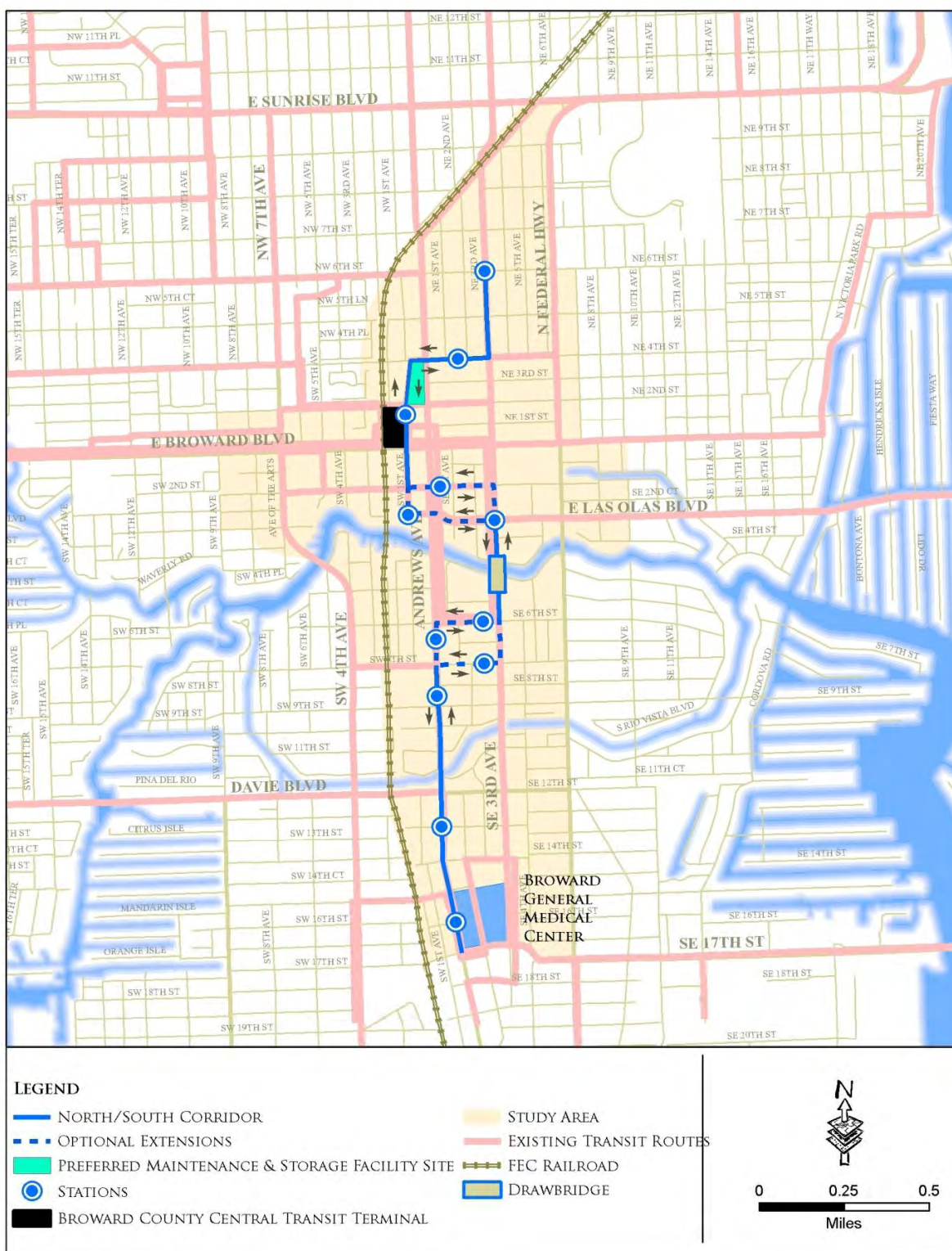
S.5.3 Locally Preferred Alternative (LPA)

Alternative E1 (LPA) proposes the operation of fixed-rail streetcar service that would operate at-grade on the existing roadway right-of-way within Downtown Fort Lauderdale. This alternative would be a double-track route alignment as shown in Figure S-2. The proposed LPA's alignment extends from SE 17th Street and Andrews Avenue to NE 6th Street and NE 3rd Avenue, primarily utilizing Andrews Avenue, Brickell Avenue and E 3rd Avenue for north/south movement. The length of the LPA's alignment is approximately 2.7 miles. Ten streetcar stations will be provided approximately every two to four city blocks. The station locations support future transit-oriented development (TOD) sites envisioned by the City of Fort Lauderdale and Broward County. A streetcar Maintenance and Storage Facility (M&SF) would be located adjacent to the transit route. Project construction is anticipated to start in 2014 and extend to 2016. Operation is anticipated to begin in July 2016.

The LPA would provide service headways of 7.5 minutes throughout the day. The streetcar would use a traffic signal prioritization system to facilitate movements during peak periods. The average travel time between the north and south ends of the route would be approximately 14 minutes during the peak period and 12 minutes during the off-peak period. Four streetcar vehicles would be needed for peak period operations with one spare vehicle. The initial proposed fare is \$1.00, and payment would be made upon entering the vehicle by electronic media (fare cards), with ticket vending machines provided at the stations.

The streetcar would have a seating capacity of 40 passengers with an additional standing capacity of 115 passengers for a total capacity of approximately 155 passengers. In contrast, an appropriate bus to operate within Downtown Fort Lauderdale would be a smaller shuttle-type bus due to the tight turning radii at several intersections along the alignment and stop-and-go traffic associated with heavy traffic volumes, closely spaced intersections, and frequent transit stops. These shuttle-type buses have reduced capacities, seating approximately 28 passengers with additional standing space for 12 passengers, for a total capacity of 40 passengers. A streetcar would have a much higher practical passenger capacity than a bus within the proposed alignment and would achieve operational efficiencies.

Figure S-2. Locally Preferred Alternative





S.6 Environmental Assessment

Table S-1 provides a summary of the environmental impacts of the No-Build Alternative, the TSM Alternatives, and the LPA for the DTC Project. Overall, adverse environmental impacts associated with the DTC Project are expected to be minimal or temporary in nature, such as temporary detours and access restrictions during construction. The DTC Project will provide a number of benefits to the community including spurring increased economic activity along the alignment, enhancing mobility for transportation disadvantaged, and increasing accessibility to employment opportunities.

Table S-1. Summary of Environmental Benefits/Impacts

Description	Alternatives		
	No-Build	TSM	LPA
Acquisition & Displacement	No impact	No Impact	Minimal impact dependent upon confirmation of preferred site for M&SF
Land Use Affected	No Impact	No Impact	Residential, Commercial, Industrial
Population & Employment (estimate number affected)	No Impact	No Impact	No impact
Population/Demographics	No Impact	No Impact	No impact
Economic Impacts (Estimated Lost Tax Revenue)	No Impact	No Impact	No impact dependent upon confirmation of preferred site for M&SF
Neighborhoods and Community (adversely affected areas)	No Impact	No Impact	No Impact
Environmental Justice (low income/minority population)	No Impact	No Impact	No Impact
Visual Quality	No Impact	No Impact	Low Impact
Air Quality	No Impact	No Impact	No violations of National Ambient Air Quality Standards are predicted.
Noise & Vibration (Operation Effect/ M&SF Effect)	No impact/ No impact	No Impact	No impact/ No impact
Ecosystems	No impact	No Impact	No net negative effect
Water Resources (possible adverse effect)	No impact	No Impact	Minimal potential increased runoff
Historic & Archaeological Resources	No impact	No Impact	No impact
Parklands	No impact	No Impact	No significant adverse effect
Geology & Soils	No impact	No Impact	Minimal to zero adverse effect
Contamination Sites Identified Adjacent to Alignment/Sites for M&SF location ⁽¹⁾	No Impact	No Impact	Alignment: Low (51); Medium (6); High (4) M&SF: Low (1); Medium (1)
Safety & Security	No Impact	No Impact	Slight increase of risk due to mode, station locations, and protection of passengers
Construction Impacts	No Impact	Moderate	High ⁽²⁾
Indirect/Cumulative Impacts	Minimal	Moderately Positive	Positive ⁽³⁾

Source: Locally Preferred Alternative Report, Parsons Brinkerhoff 2009

Notes:

- (1) Includes contamination site ratings (low, medium and high).
- (2) Retrofit of 3rd Avenue Bridge will require a temporary closure of the bridge and detour of traffic over the Andrews Avenue Bridge; this is a temporary impact that can be mitigated.
- (3) The net effect of the streetcar alternative would be very positive; greatest effects would occur along the alignment and at proposed stations.

S.7 Transportation Impacts

The transportation impacts associated with implementing the LPA were assessed for the 2015 opening year (for purpose of transit ridership forecasts) and the 2030 forecast year. Traffic impacts were evaluated at a planning level based on average weekday conditions and at an operational level based on a micro-simulation analysis. The transit analysis included evaluating the quality of transit service measured by geographic coverage, frequency of service, travel times, transfers required, reliability, and ridership forecasts.

Roadway System Impacts

Overall, the projected daily traffic volumes and levels of service at a planning level are similar for the roadway segments within the study area between the No-Build Alternative, TSM Alternative, and LPA, with variations in projected daily traffic volumes between 1 and 4 percent (increase or decrease) depending upon location. The proposed station locations, connections to other transit routes, and the overall circulator alignment result in slight changes in the study area roadway traffic volumes. Some traffic volume reassignment occurs for the TSM Alternative and the LPA as a result of pedestrian, vehicular and transit access to the stations.

Transit Ridership

The LPA is estimated to carry approximately 3,211 riders per day in 2015 (opening year for purpose of ridership forecasts) and 4,423 in 2030, as shown in Table S-2 below.

Table S-2. Average Daily Boardings

Station	Daily Boardings 2015	Daily Boardings 2030
NE 3rd Avenue south of NE 6th Street	251	381
NE 4th Street and NE 2nd Avenue	150	274
NW 1st Avenue south of NW 2nd Street (Broward County Transfer Station)	994	1,331
SE 2nd Street and SE 1st Avenue or SW 1st Avenue and W Las Olas Boulevard	320	420
SE 3rd Avenue and E Las Olas Boulevard	451	610
SE 6th Street west of SE 3rd Avenue	307	547
S Andrews Avenue south of S 6th Street or SE 7th Street east of SE 3rd Avenue	278	263
S Andrews Avenue north of S 8th Street	53	75
S Andrews Avenue and S 13th Street	113	153
S Andrews Avenue and S 17th Street	294	369
Estimated Total Boardings	3,211	4,420

S.8 Financial Feasibility

The financial plan for the DTC Project was prepared in a manner consistent with the FTA's *Guidance for Transit Financial Plans*. The major project sponsors for the DTC project are Broward County, SFRTA, the DDA, the City of Fort Lauderdale, and FDOT, in addition to the FTA.

S.8.1 Capital Cost

The capital cost estimate for the LPA is \$142.59 million in year of expenditure (YOE) dollars, as shown in Table S-3.



Table S-3. Capital Cost Estimates for the LPA (in millions of dollars)

Description	Cost (\$)
Total Capital Costs (YOE)	142.59
Total Capital Costs (2011)	128.92

Federal, State, regional, local and private sector funding sources have been identified and programmed to meet the capital requirements of the DTC Project. Project sponsors are seeking \$71.31 million from the Federal Section 5309 Small Starts Program and are requesting FTA approval to initiate the Small Starts Project Development phase. Table S-4 provides a breakdown of capital funding sources.

Table S-4. DTC Project Capital Funding Sources (in millions of dollars)

Grant Sources	Status	Total
FTA Small Starts Funding	Anticipated	\$ 71.31
State of Florida New Starts Program	Committed	\$ 35.65
Local Sources		
City of Ft Lauderdale Contribution	Committed	\$ 10.50
Special Assessment District	Pending	\$ 20.59
Broward MPO Local Contribution	Committed	\$ 4.54
Total (All Sources)		\$ 142.59

S.8.2 Operations and Maintenance Cost

Annual Operations and Maintenance (O&M) costs were estimated based on an operating plan for DTC Project's LPA's streetcar service at 7.5 minute frequencies (headway) with four service vehicles. These O&M cost estimates include operators, management, administration, vehicle and facilities maintenance, fuel, energy and other expenses. The annual O&M costs are estimated to total \$2.6 million (in 2011 dollars). Table S-5 reflects the anticipated funding sources for O&M.

Table S-5. DTC Project O&M Revenue Sources

Source	Annual Operating Funds in 2011 Dollars
Broward County O&M Contribution	\$1,490,809
Farebox Revenues	\$970,000
Advertising and Sponsorships	\$130,000
Solar Power Savings Options	\$10,000
Total	\$2,600,809

Broward County has committed to funding O&M costs for the DTC Project for a period of at least 20 years. The O&M costs could be offset by additional revenue sources considered in the Financial Plan for the LPA to the extent that those additional sources generate revenue which is available for DTC Project O&M costs in any given year.

S.9 Evaluation of Alternatives

A comparative summary evaluation was performed for the No-Build Alternative, the TSM Alternative, and the LPA. The evaluation criteria are based on the project goals defined in Chapter 1. Only those measures, where discernible and significant differences can be detected between alternatives, are listed in Table S-6.

Table S-6. Comparative Summary of Evaluation

No-Build Alternative	TSM Alternative	LPA
Coordination of Transportation and Land Use		
- Does not support compact development or encourage increased growth. - Alternative transportation choices to the automobile are not provided to support and anchor growth.	- Does not provide the anchor necessary to encourage more compact development necessary to support continued growth. - Bus transit service is not viewed as a premium service by the potential users or as a permanent transit investment compatible with the land use plans.	- Supports the comprehensive land use plan by encouraging more compact development. - Consistent with the expectations of providing adequate capacity to support growth and anchor the conversion of the RAC into a transit- and pedestrian-oriented, mixed-use environment.
Improve Mobility and Accessibility		
- Does not support the goal of increased mobility and accessibility effectively, and congestion in the RACs will continue to increase. - Activity centers will not be able to develop fully in absence of alternative travel modes and lack of improvements to circulation within the RACs.	Improves access to and connectivity among the existing and future transit services and improves circulation within the RACs.	- Improves access to and connectivity among the existing and future transit services and improves circulation within the RACs. - Offers higher quality of transit service, such as increased seating capacity, comfort, and a smoother ride.
Provide Cost-Effective and Affordable Transportation Improvements		
Does not provide any significant new transit service.	Proposed transit service is affordable.	Proposed transit service is affordable.
Minimize Environmental Impacts		
- Does not result in significant environmental benefit or impacts. - Buses are powered by diesel fuels and may result in some increase in air pollutants.	Cumulative increase in particulate pollutants of diesel buses is extremely small in comparison to the total emissions in the study area.	- Environmental impacts are minimal. - Temporary construction impacts of 3rd Avenue bridge retrofit could be minimized through detour routes.
Provide Equitable Transportation		
Does not provide new transit service which could offer transportation disadvantaged persons improved circulation within the downtown area and enhanced access to major employment centers.	Provides new transit service which could offer transportation disadvantaged persons improved circulation within the downtown area and enhanced access to major employment centers.	- Provides new transit service which could offer transportation disadvantaged persons improved circulation within the downtown area and enhanced access to major employment centers. - Costs and benefits will be distributed equitably. - Benefits to the transit dependent will exceed the costs by a substantial margin.

The evaluation indicates that the LPA meets the project goals better than the No-Build and the TSM Alternatives.



S.10 Community Consultation

The DTC Project has been developed within the framework of a comprehensive public involvement and interagency coordination program. Public involvement strategies included:

- Public Scoping meetings
- A Study Advisory Committee (SAC) and agency coordination with regular participation throughout the course of project development
- Community and stakeholder participation opportunities at key milestones
- Communications including direct mailings, newsletters and the project website (www.wavestreetcar.com)

Public and community support for the project has been strong, and comments received at public meetings were used to refine project alternatives including the LPA and to determine the locations of the DTC Project's stations.

S.11 Issues to be Finalized in Project Development

There are several issues to be finalized in the next phase of project development, including:

- Refining the Project Management Plan which addresses the technical ability for the operating agency to undertake the proposed project;
- Further analyzing and making a final recommendation on the location of the maintenance and storage facility (M&SF);
- Finalizing the plan for local share of capital funding based upon voter approval for the implementation of a special assessment district for Downtown Fort Lauderdale property owners; and
- Identifying the need for relocation of existing utilities on the basis of additional engineering design activities.



Chapter 4 Transportation Impacts





Table of Contents

4.0	TRANSPORTATION IMPACTS	4-1
4.1	TRANSPORTATION NETWORK	4-1
4.2	EXISTING ROADWAY SYSTEM PERFORMANCE	4-1
4.3	FUTURE ROADWAY SYSTEM IMPACTS.....	4-3
4.4	OPERATIONAL MICRO-SIMULATION ANALYSIS	4-3
4.4.1	Micro-simulation Model Development	4-4
4.4.2	Future Network	4-4
4.4.3	Signal Optimization.....	4-4
4.4.4	Transit Signal Priority System	4-4
4.4.5	Results of the Micro-simulation Analysis.....	4-5
4.5	TRANSIT SERVICE IMPACTS.....	4-5
4.5.1	Geographic Coverage	4-5
4.5.2	Quality of Transit Service	4-5
4.6	TRANSIT RIDERSHIP	4-6
4.6.1	Opening Year Ridership	4-7
4.6.1.1	2015 Total Daily Person Trips and Transit (Linked) Trips (SERPM Model)	4-9
4.6.1.2	2015 Daily Region-Wide Person Trips by Purpose	4-9
4.6.1.3	2015 Ridership by Station for the DTC Project's LPA	4-12
4.6.1.4	2030 Total Daily Person Trips and Transit (Linked) Trips (SERPM Model)	4-14
4.6.1.5	Additional ("Off-Model") Markets.....	4-15
4.6.1.6	2030 Ridership by Station for the DTC Project's LPA	4-15
4.7	CONSTRUCTION IMPACTS.....	4-17



List of Tables

Table 4-1. 2015 Daily Projected Person and Transit Trips.....	4-9
Table 4-2. Purpose-based Regional Daily Trips – 2015.....	4-10
Table 4-3. Summary of Opening Year Forecasts	4-11
Table 4-4. 2030 Daily Projected Person and Transit Trips.....	4-14
Table 4-5. Trip Impacts from Non-Motorized Market, 2030.....	4-15

List of Figures

Figure 4-1. Existing Roadway and Transit Service Network	4-2
Figure 4-2. Transportation System Management Alternative Alignment	4-8
Figure 4-3. Change in 2015 Transit Person Trips	4-11
Figure 4-4. LPA Alternative Estimated Daily Boardings (2015)	4-13
Figure 4-5. LPA Alternative Estimated Daily Boardings (2030)	4-16



4.0 TRANSPORTATION IMPACTS

This chapter summarizes transportation impacts associated with the Downtown Transit Circulator (DTC) Project's No-Build Alternative, Transportation System Management (TSM) Alternative, and Locally Preferred Alternative (LPA), as required under the National Environmental Policy Act (NEPA). Traffic impacts are evaluated at a planning level based on average weekday conditions and at an operational level based on a micro-simulation analysis. The transit analysis includes evaluating the quality of transit service measured by geographic coverage, frequency of service, travel times, transfers required, reliability, and ridership forecasts.

4.1 Transportation Network

Major highways that provide regional access to Downtown Fort Lauderdale include I-95, I-595, Federal Highway (US 1), and Florida's Turnpike. The eastern boundary of the DTC Project's study area is defined by the four- to six-lane Federal Highway. The two main north-south roadways within the core of the study area, Andrews Avenue and S 3rd Avenue, both have four lanes and are designated as urban minor arterials. The major east-west roadway within the study area is Broward Boulevard, which is a six-lane roadway designated as an urban principal arterial. To the south of the downtown core, Davie Boulevard and S 17th Street are both four-lane urban minor arterials. The other study area roadways are primarily two- and four-lane streets.

Broward County Transit (BCT) operates buses within Downtown Fort Lauderdale that connect to the regional Tri-Rail commuter rail system, Miami-Dade Transit and Palm Tran. The Sun Trolley transit system operates within the City of Fort Lauderdale.

Figure 4-1 illustrates the existing roadway and transit network within the study area

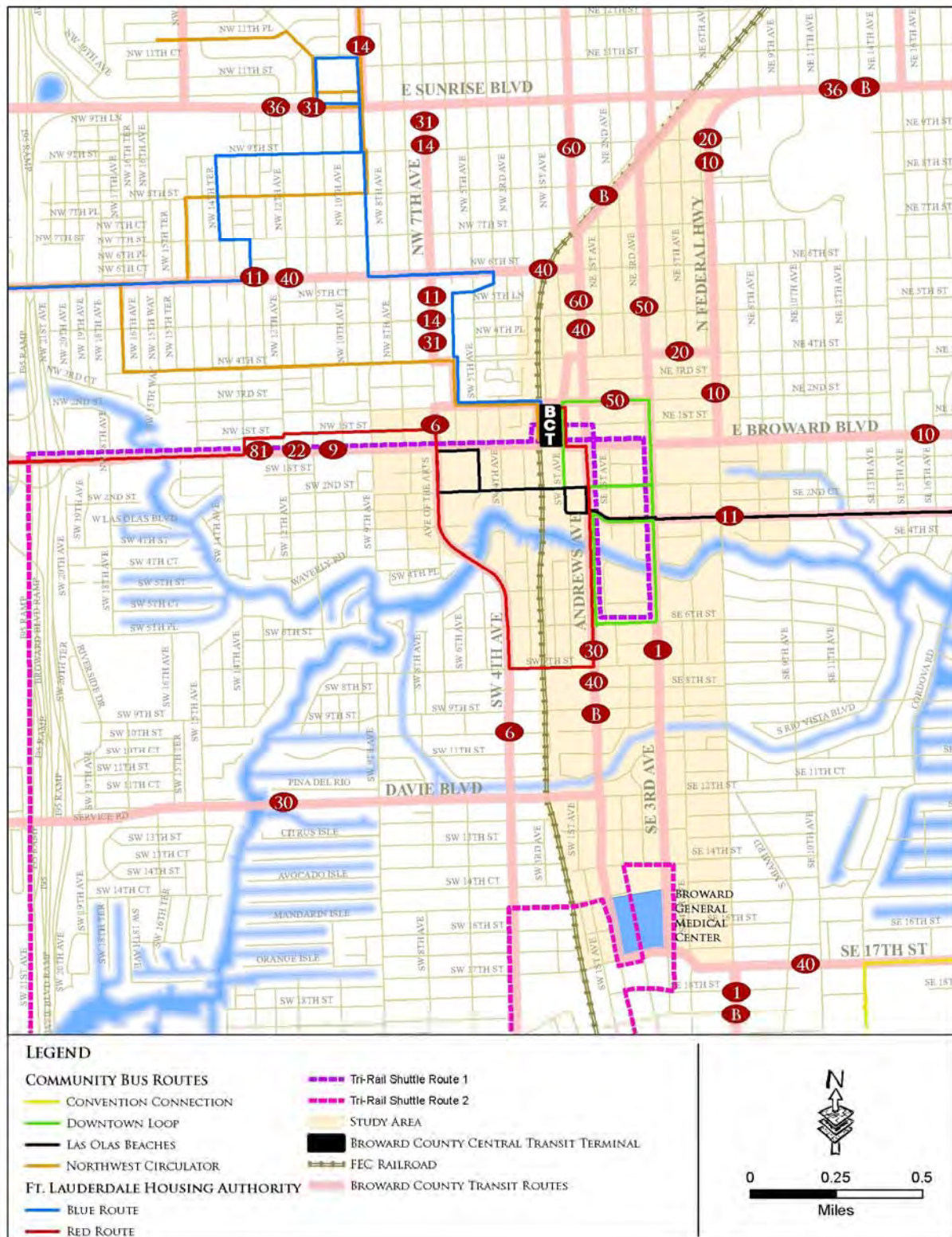
4.2 Existing Roadway System Performance

Traffic congestion exists throughout the study area, with three study intersections (W 7th Avenue and Broward Boulevard, E 3rd Avenue and Broward Boulevard, and Federal Highway and Davie Boulevard) experiencing level of service (LOS) F conditions during at least one peak period of the day. In addition, another eight intersections experience LOS F conditions on at least one approach (*Fort Lauderdale Downtown Transit Circulator Study, Traffic Analysis Report*, Parsons Brinkerhoff 2007).

Analysis of traffic counts shows heavy volumes entering downtown from the west, north and south during the A.M. peak period. The counts also show heavy traffic volumes in the southbound direction on the north-south roadways north of Las Olas Boulevard, while south of Las Olas Boulevard, traffic is heavier in the northbound direction. On the major east-west streets, the heavier traffic occurs in the eastbound direction, which is reflective of drivers entering the downtown area.

The midday peak period is characterized by lower traffic volumes than during the A.M. and P.M. peak periods. Traffic congestion at intersections during the midday is usually not as severe as during the A.M. and P.M. peak periods. However, segments of Broward Boulevard, Davie Boulevard and SW 2nd Street experience traffic volumes during the midday peak periods that are as high as during the A.M. and P.M. peak hours. Traffic volumes during the midday peak period are evenly split in both directions of travel on most study area roadways. During the midday peak period, bridge openings are more frequent to allow for boats on the New River to cross below SE 3rd Avenue and S Andrews Avenue. Southbound traffic queues along SE 3rd Avenue resulting from bridge openings sometimes extend to north of Las Olas Boulevard, and traffic traveling along SE Second Street is also affected by the bridge openings.

Figure 4-1. Existing Roadway and Transit Service Network





The P.M. peak period peak traffic direction is the reverse of the A.M. peak period, but with higher levels of congestion than during the A.M. peak period. On average, P.M. peak period delays are approximately 35 percent higher than A.M. peak period delays, with vehicles traveling at an average speed of approximately 11 miles per hour (mph). The increase in delays is partly due to bridge openings during the P.M. peak period, along with heavy traffic on the approaches to Broward Boulevard.

The westbound traffic queue on Broward Boulevard gradually builds from I-95 to the west into the downtown core during the P.M. peak period. At its worst, the westbound queue extends on Broward Boulevard from I-95 all the way east to Andrews Avenue. The duration of this backup, however, is often short and the queue dissipates by the end of the P.M. peak period.

The roadway segments with the highest volumes and congested intersections during peak travel periods are located in the core of the study area between Broward Boulevard to the north, SE 6th Street to the south, Andrews Avenue to the west and Federal Highway to the east.

4.3 Future Roadway System Impacts

Traffic operations along the roadway system were initially evaluated for the No-Build Alternative, TSM Alternative, and the DTC Project's LPA at a planning level. The planning level analysis results are based on average weekday conditions forecast for 2030.

Future traffic projections were developed using the South East Regional Planning Model (SERPM). The model, which encompasses the tri-county region of South Florida, includes the cost feasible highway and transit improvements documented in the Long Range Transportation Plans (LRTP) for the three counties (Miami-Dade, Broward and Palm Beach) comprising the South Florida region. In addition to the improvements documented in the LRTPs, the DTC Project was incorporated into the model to develop future traffic volumes within the study area for the TSM Alternative and the LPA. Please note that for the purpose of forecasting traffic projections, the TSM Alternative and the LPA were modeled identically in SERPM, which is consistent with Federal Transit Administration (FTA) guidance, which require that streetcar circulators should not be modeled as operationally different than a bus operating along the same route. Therefore, the traffic forecasts and expected operations at a planning level are expected to be identical for the TSM Alternative and the LPA.

Overall, the projected daily traffic volumes and levels of service at a planning level are similar for the roadway segments within the study area between the No-Build Alternative and the TSM Alternative and LPA, with variations in projected daily traffic volumes between 1 and 4 percent (increase or decrease) depending upon location. The proposed station locations, connections to other transit routes, and the overall circulator alignment result in slight changes in the study area roadway traffic volumes. Some traffic volume reassignment occurs for the TSM Alternative and LPA as a result of pedestrian, vehicular and transit access to the stations.

The 2030 projected daily traffic volumes and associated levels of service at a planning level for study area roadways are shown in Appendix H.

4.4 Operational Micro-simulation Analysis

In addition to the planning level analysis of traffic operations, an operational micro-simulation analysis was performed for the DTC Project. The objective of the operational micro-simulation analysis was to further analyze the impact that the DTC Project will have on the traffic patterns within Downtown Fort Lauderdale. While the planning level analysis described in the previous section provides a broad view of changes in traffic volumes and level of service in Downtown Fort Lauderdale, the micro-simulation analysis examines individual elements of the transportation



network and their impact on each other. The micro-simulation model accounts for traffic movements at the intersections and the implications of having the proposed transit service running in mixed-traffic. The detailed results of the micro-simulation analysis can be found in the *Future Conditions (Year 2030) Traffic Analysis Report* (Parsons Brinckerhoff 2008).

4.4.1 Micro-simulation Model Development

The following process was used to develop the traffic operation micro-simulation (VISSIM) model:

- Implementation of the DTC Project's LPA alignment and stops.
- Elimination of left turns at some intersections and implementation of additional traffic signals to reflect LPA requirements.
- Update of the existing traffic signal timing and phasing in order to optimize the traffic flow.
- Implementation of transit signal priority technology to facilitate operation of the DTC Project through the roadway network.
- Update of the traffic volumes and turning movements at intersections to reflect future traffic patterns.

A VISSIM model developed for analysis of existing conditions was used as a base to evaluate traffic operation for the No-Build Alternative and the TSM Alternative and LPA for 2030 conditions. The afternoon peak hour (P.M. peak period) was selected for the analysis based on the results of the existing conditions planning level analysis, which identified the P.M. peak period as the most congested time of day.

4.4.2 Future Network

The micro-simulation model was modified to incorporate roadways that will be used by the DTC Project. Left-turn prohibitions were added at certain locations where required to accommodate changes to traffic movements upon implementation of the DTC Project.

4.4.3 Signal Optimization

Synchro Version 7.0 was used to develop and optimize future signal phasing and timings for the intersections within Downtown Fort Lauderdale based on projected traffic volumes and roadway and intersection geometry. The three main north-south facilities (Andrews Avenue, East 3rd Avenue and Federal Highway) within the study area were coded to ensure optimization and coordination of signal timings. Signal coordination was also maintained on the major east-west facility, Broward Boulevard. The maximum cycle length was set to 160 seconds at intersections with major cross-streets and 80 seconds at intersections with minor cross-streets in order to facilitate coordination between signals. Because the DTC Project will operate in mixed-traffic, special provisions were not required in the *Synchro* model. Optimized traffic signal phasings and timings obtained from the *Synchro* model were then input into the *VISSIM* micro-simulation model to evaluate the operations of the No-Build Alternative and the TSM Alternative and LPA. Subsequent modifications were made to the traffic signal phasings and timings in the *VISSIM* micro-simulation model based on observations of the traffic simulation.

4.4.4 Transit Signal Priority System

Transit Signal Priority (TSP) was included in the *VISSIM* micro-simulation model for the DTC Project in order to facilitate the circulation of transit vehicles along the roadways under study. One of the advantages of using transit signal priority is that it improves the quality of the transit service while minimizing impacts to the vehicular traffic on the non-priority approaches to intersections.



4.4.5 Results of the Micro-simulation Analysis

The micro-simulation operations analysis confirmed that delays for intersections within the study area are not significantly different between the No-Build Alternative and the TSM Alternative and LPA. For the TSM Alternative and LPA, capacity at intersections will also be impacted by the implementation of a TSP system that will facilitate the progression of the proposed transit service at critical bottlenecks.

The results of the micro-simulation operational analysis were used to identify two types of mitigation measures. The first type of mitigation measure looked at potential physical improvements or changes to the roadway geometry that could be implemented within the right-of-way to facilitate traffic flow and the operation of the DTC Project. These mitigation measures include intersection improvements such as increasing queue lengths and traffic signal timing modifications. The second type of mitigation measure focused on travel demand management (TDM) strategies within Downtown Fort Lauderdale. TDM strategies could encourage the use of the transit circulator to reduce automobile use within downtown. TDM strategies could also encourage downtown commuters to park their vehicles outside of the downtown core, thereby reducing the number of vehicles within the downtown core. Internal circulation within the downtown core would be provided by the proposed transit circulator.

4.5 Transit Service Impacts

Public transit impacts are measured by their effect on the quality of transit service provided. The quality of service measures include geographic coverage, service hours and frequency, transit trip times, transit travel-time changes, transfers required, system reliability, passenger comfort, and safety.

4.5.1 Geographic Coverage

The DTC Project's LPA adds transit coverage to the area bounded by the Florida East Coast (FEC) Railroad on the west, Federal Highway on the east, N Flagler Drive on the north and SE 17th Street on the south, due to the increased capture area assumed for rail (streetcar). The DTC Project's service area includes all of Downtown Fort Lauderdale and is divided horizontally by the New River. The alignment of the LPA runs along Andrews Avenue and NE 3rd Avenue between SE 17th Street and NE 6th Street. Direct access is provided between the DTC Project and the Broward County Central Transit Terminal, which is located on the northwest corner of Broward Boulevard and NW 1st Avenue/Brickell Avenue. This connection will provide access to regional transit service for downtown residents, workers, and visitors.

4.5.2 Quality of Transit Service

Transit service quality is determined by travel time, travel costs, reliability, aesthetics, perception and the physical comfort of travel. The comfort of travel is affected by transit-stop facilities and amenities, vehicle aesthetics, ride smoothness, adequate space or crowding on vehicles or at stops, seating versus standing in vehicles or at stops, platform wait time, air conditioning and protection from weather. Compared to the existing bus service, the DTC Projects' LPA would offer many improvements related to quality of service, such as increased seating capacity and shorter wait times. While waiting for transit service, riders will enjoy improved transit-stop facilities and amenities, including weather protection and seating.

The DTC Project's LPA's streetcar would have a seating capacity of 40 passengers with an additional standing capacity of 115 passengers for a total capacity of approximately 155 passengers. In contrast, the buses under consideration for the TSM Alternative would have reduced seating



capacities. A standard bus, similar to the buses operated by BCT, has a seating capacity of 40 passengers with additional standing capacity of 20 passengers, for a total capacity of 60 passengers. However, it is unlikely and impractical that a standard bus can operate effectively along the proposed LPA alignment within the dense urban environment of Downtown Fort Lauderdale, due to the stop-and-go traffic associated with heavy traffic volumes, closely spaced intersections and frequent transit stops, along with the tight turning radii at several intersections along the alignment. A more appropriate vehicle to operate for the TSM Alternative within Downtown Fort Lauderdale would be a smaller shuttle-type bus with a reduced seating capacity of approximately 28 passengers with additional standing capacity of 12 passengers, for a total capacity of 40 passengers. Hence, the DTC Project's LPA would have a much higher passenger capacity within the proposed alignment, would offer a higher level of comfort and quality of transit service, and would achieve operational efficiencies.

4.6 Transit Ridership

This section presents the transit ridership forecasts for the DTC Project's alternatives for the project's opening year (assumed to be 2015 for the purpose of ridership forecasting) together with an analysis of the anticipated ridership for the long-range forecast year of 2030. Within the context of an FTA Small Starts Alternatives Analysis, project alternatives were analyzed for the opening year. The DTC Project's LPA was then analyzed for 2030 versus the No-Build and TSM Alternatives to comply with the NEPA requirements. Ridership forecasts were developed using a hybrid "market" approach which combined the forecasts obtained from the regional travel demand model (Florida Standard Urban Transportation Model Structure (FSUTMS) SERPM v6.02, which is the current version of SERPM in effect at the time of the analysis) with additional "off model" analysis designed to address markets which SERPM is not appropriately sensitive to. In particular, SERPM did not address two key markets of the Downtown Fort Lauderdale Central Business District (CBD):

1. Non-motorized (walk and bike) trips generated in the trip generation and trip distribution steps of SERPM but removed from the model prior to mode choice and assignment. This population of trips is significant in the Downtown Fort Lauderdale CBD area.
2. Special generator venues and special events in the Downtown Fort Lauderdale CBD which the SERPM model data does not sufficiently reflect.

One additional complication leads to potential confusion when evaluating different alternatives: for the purposes of analyzing ridership, FTA Small Starts rules for User Benefit calculations require that downtown-type streetcar circulator services cannot be modeled as operationally different from a bus over the same route (i.e. the TSM or "Baseline" Alternative). The incremental user benefits between the LPA (streetcar) and TSM/Baseline (bus) Alternatives can only consist of asserted "un-included attributes" benefits, which the travel demand model cannot be appropriately sensitive to.

The ridership forecasting approach recognizes three categories of "un-included attributes" associated with the DTC Project's LPA: (1) guideway-like characteristics, (2) span of good service, and (3) passenger amenities. Depending on the characteristics of the project for each of these three categories, a lump-sum credit is assigned, which is expressed as equivalent minutes of travel time savings for each project trip and a discount on the weight used to describe the burden of each minute of in-vehicle time for each project trip. The maximum values of these adjustments are 15 minutes of time savings for each project rider and a 20 percent discount on the travel time.

Proposed projects that have fewer "un-included attributes" (little separation from mixed traffic, limited span of good service, and few guideway-like features) will be assigned smaller adjustments. Regardless of the "un-included attributes" adjustments applied for a particular project, this forecasting approach only applies full adjustments for guideway-only trips while applying reduced



adjustments for guideway trips that depend on local buses for either access or egress to the system. These adjustments are made to the forecasts derived from the regional travel model (SERPM in this case). Consequently, these adjustments yield additional user benefits for the riders predicted to use the proposed project – and hence the cost-effectiveness of the project – but do not change the predicted number of riders. Therefore, for ridership forecasting purposes, SERPM forecasts for the TSM/Baseline Alternative and the LPA are identical; the differences between these alternatives are generated entirely by the “un-included attributes” post-processing step.

The alternatives evaluated for ridership were operational variations of the same alternatives described in Chapter 2. A series of “sensitivity runs” for different service frequencies was completed to fine-tune the alternatives. The following sensitivity operational variations were analyzed:

- No-Build
- TSM/Baseline (bus) with 7½-minute headways all day
- LPA (streetcar) with 7½-minute headways all day
- Sensitivity Variation #1: LPA (streetcar) with 7½-minute headway in peak periods and 10-minute headways all other times
- Sensitivity Variation #2: LPA (streetcar) with 10-minute headway in peak periods and 15-minute headways all other times.

The SERPM model forecasts daily transit ridership for an “average weekday.” The transit trips are expressed in linked transit trips. A linked passenger trip includes all travel segments from trip origin to final destination as a single trip, regardless of transfers or intermediate destinations. These linked passenger trips provide an estimate of people using the transit system. Total regional transit ridership includes trips by bus or rail in Miami-Dade, Broward, and Palm Beach Counties. For each alternative, total transit trips include passengers who shift from one transit service to another in response to service changes and passengers who shift from automobiles to public transportation in response to transit service improvements.

4.6.1 Opening Year Ridership

SERPM was used to develop travel forecasts for the expected opening year (2015 for the purpose of ridership forecasting) of the DTC Project. Years 2000 and 2030 population and employment projections were readily available from the existing SERPM dataset; 2015 population and employment data were estimated by interpolating between 2000 and 2030 data using a linear growth rate. These estimated population and employment data were subsequently used to develop the ridership estimates for the No-Build and the TSM/Baseline Alternative for 2015.

With the DTC Project’s LPA, a new transit mode (streetcar) is introduced to the region. As described earlier, FTA prescribes that downtown-type streetcar circulator services do not operate with any measurable operational benefit (i.e. faster or more frequently) than a corresponding bus service, if the streetcars operate in the same right-of-way. Therefore, when estimating ridership and transportation system user benefits, the only allowable differences between bus and streetcar over the same alignment is a series of “un-included attribute” adjustments which capture the less-measurable benefits of the streetcar system. The alignment for the TSM/Baseline and LPA alternatives is illustrated in Figure 4-2.

LEGEND

- NORTH/SOUTH CORRIDOR
- - - OPTIONAL ALIGNMENT SEGMENTS
- STATIONS
- BROWARD COUNTY CENTRAL TRANSIT TERMINAL
- EXISTING TRANSIT ROUTES
- STUDY AREA
- FEC RAILROAD
- DRAWBRIDGE

0 0.25 0.5
Miles



4.6.1.1 2015 Total Daily Person Trips and Transit (Linked) Trips (SERPM Model)

The estimated average daily transit ridership from SERPM for the alternatives (No-Build, TSM/Baseline, and LPA) was summarized for all transit modes within the tri-county area (Miami-Dade, Broward, and Palm Beach Counties) for 2015. Throughout the region, introduction of a circulator route in the Downtown Fort Lauderdale CBD (bus or streetcar) would have a negligible increase on transit share on a regional or even countywide basis; however, there is a slight increase in transit share for trips heading to, from, or within Downtown Fort Lauderdale. The most frequent service level variation (7½-minute headways all day) for the LPA would increase the transit trips in the region by approximately 330 new transit riders region-wide.

The ridership forecasts from the SERPM model do not include additional trips arising from the non-motorized/short trip market or the special generators in Downtown Fort Lauderdale. Moreover, since the TSM/Baseline and LPA/Build alternatives are identical in the SERPM model (as explained previously per FTA rules), the results for these two alternatives are identical. Table 4-1 shows the 2015 Daily Projected Person and Transit Trips.

Table 4-1. 2015 Daily Projected Person and Transit Trips

Alternative:		No-Build	TSM/Baseline	LPA/Build		
Project Service Headway:		n/a	7.5/7.5	7.5/7.5	7.5/10	10/15
Regionwide (3-county)	Total Person Trips	20,592,882	20,592,882	20,592,882	20,592,882	20,592,882
	Total Transit Trips	423,883	424,212	424,194	424,178	424,101
	Transit Share	2.1%	2.1%	2.1%	2.1%	2.1%
Within Broward County	Total Person Trips	6,098,296	6,098,296	6,098,296	6,098,296	6,098,296
	Total Transit Trips	81,799	82,083	82,083	81,997	81,997
	Transit Share	1.3%	1.3%	1.3%	1.3%	1.3%
To/From Ft. Lauderdale CBD	Total Person Trips	386,488	386,488	386,488	386,488	386,488
	Total Transit Trips	10,508	10,743	10,743	10,723	10,679
	Transit Share	2.7%	2.8%	2.8%	2.8%	2.8%
Within Ft. Lauderdale CBD	Total Person Trips	30,635	30,635	30,635	30,635	30,635
	Total Transit Trips	591	675	675	669	651
	Transit Share	1.9%	2.2%	2.2%	2.2%	2.1%

4.6.1.2 2015 Daily Region-Wide Person Trips by Purpose

The estimated 2015 daily transit and highway person trips for the entire region (Miami-Dade, Broward, and Palm Beach Counties) are broken down into three purposes and by peak and off-peak periods. The first of these purposes, home-based work trips, includes all trips involving a person between their home and their place of work. The second purpose, home-based other trips, involves all trips between a person's home and any place other than work. Non-home-based trips, the third purpose, cover the trips which do not begin or end at a person's home.

Table 4-2 compares transit, highway and total trips by purpose between the No-Build, TSM/Baseline, and LPA for the DTC Project.



Table 4-2. Purpose-based Regional Daily Trips – 2015

	Regional Transit Trips		Regional Highway Trips		Total Regional Person Trips	
	No-Build	TSM /LPA Alternative	No-Build	TSM/LPA Alternative	No-Build	TSM/LPA Alternative
Home-based Work Peak	116,231	116,309	2,636,235	2,636,157	2,752,466	2,752,466
Home-based Other Peak	67,105	67,146	4,628,437	4,628,397	4,695,542	4,695,543
Non-Home-based Peak	32,364	32,438	1,720,131	1,720,057	1,752,495	1,752,495
Peak Period Trips	215,700	215,893	8,984,803	8,984,611	9,200,503	9,200,504
Home-based Work Off-peak	76,565	76,600	1,776,288	1,776,251	1,852,853	1,852,851
Home-based Other Off-peak	97,667	97,718	5,917,811	5,917,760	6,015,478	6,015,478
Non-Home-based Off-peak	33,951	34,001	3,490,098	3,490,051	3,524,049	3,524,052
Off-Peak Trips	208,183	208,319	11,184,197	11,184,062	11,392,380	11,392,381
Total Daily Trips	423,883	424,212	20,169,000	20,168,673	20,592,883	20,592,885 ⁽¹⁾

(1) – Difference of two trips from No-Build Alternative due to rounding.

As presented in Table 4-2, the DTC Project is estimated to increase the total regional transit trips by approximately 330. Most of these new transit trips (86 percent) will be within Broward County, since approximately 284 new transit trips are estimated for Broward County, as shown in Table 4-1. This relatively small change in regional trips is reflective of the more local nature of the DTC Project due to its relatively compact coverage area. As seen from the data, total daily person trips remain consistent between the alternatives since the same socio-economic dataset and, therefore, person trip table is used for both the No-Build Alternative and the TSM/Baseline Alternative and LPA.

The potential effect of the proposed LPA can also be seen in the transit share by trip purpose. Figure 4-3 presents that when DTC Project is added along the LPA alignment, the peak period non-home-based trip segment experiences the largest percentage increase in transit trips of approximately 0.23 percent over the No-Build Alternative. This same purpose was also the highest growth segment in the off-peak period, increasing by approximately 0.15 percent. These findings show that one of the markets that will benefit from the implementation of the DTC Project is the internal trips within Downtown Fort Lauderdale, such as midday trips from work to other downtown locations such as retail and eating establishments.



Alternatives Analysis/Environmental Assessment Chapter 4 – Transportation Impacts

Figure 4-3. Change in 2015 Transit Person Trips

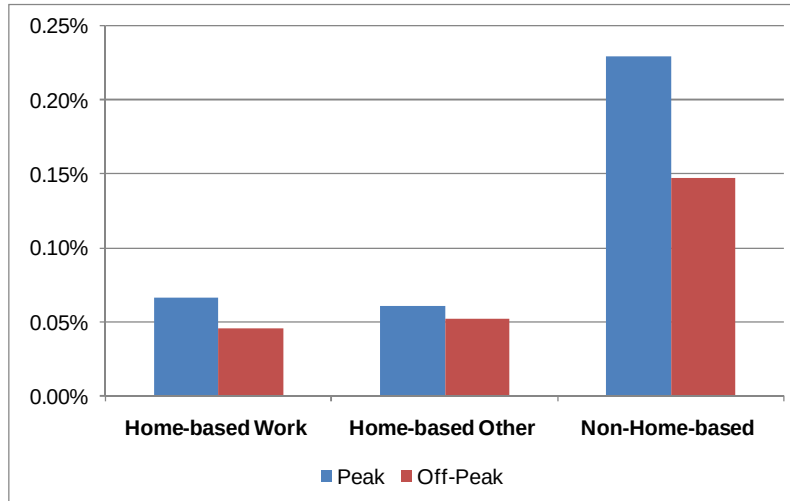


Table 4-3 presents a summary of the opening year (2015) forecasts. As indicated in Table 4-3, the DTC Project's daily ridership is expected to be approximately 3,200 in the opening year.

Table 4-3. Summary of Opening Year Forecasts

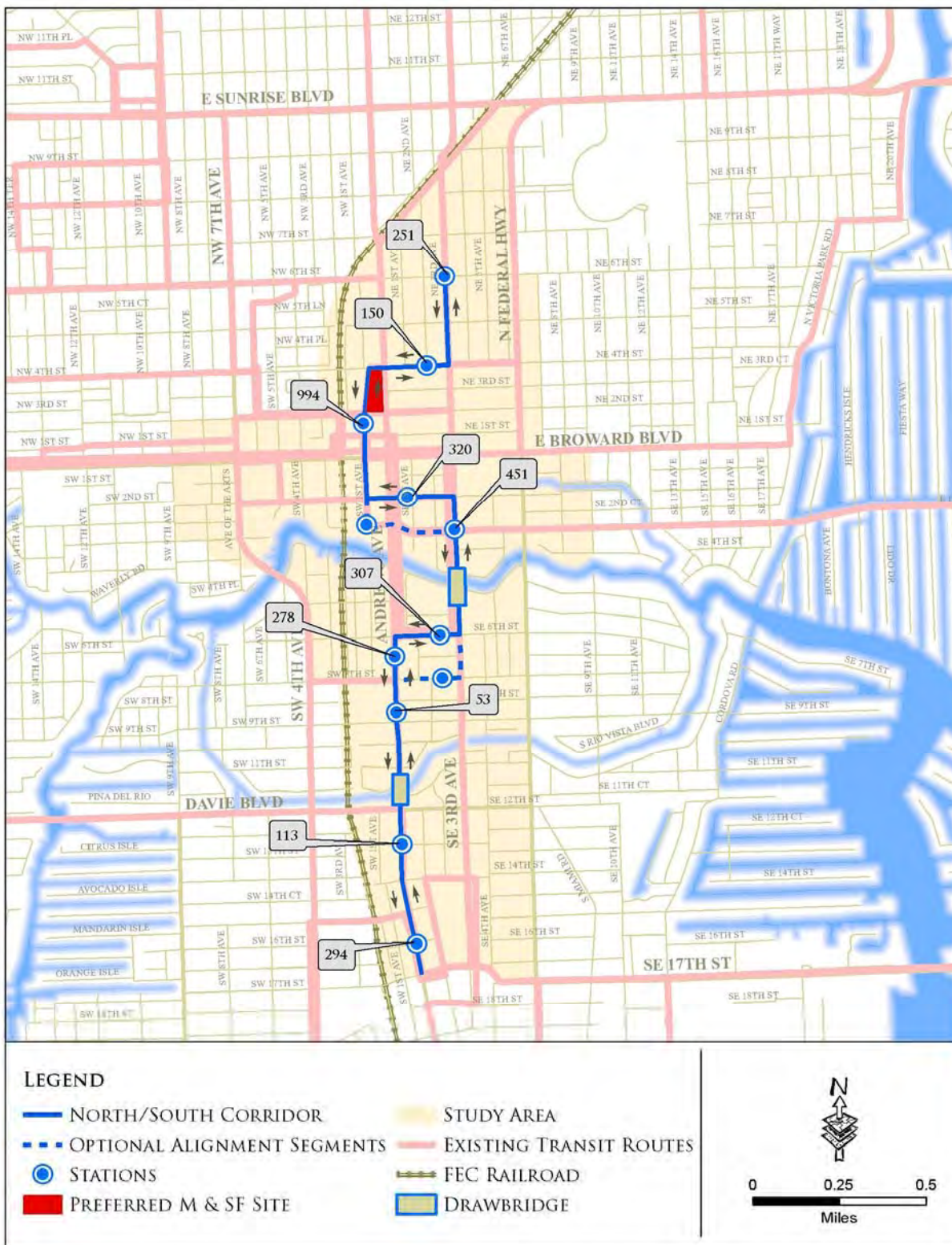
<i>Forecast Run Set</i> <i>Measure</i>	As Originally Modeled (SERPM only)	As modeled, plus Add-Ins for pedestrians and events	As modeled, plus Add-Ins for pedestrians and events	As modeled, plus Add-Ins for pedestrians and events
Assumptions:				
Service Headway (<i>Peak/Offpeak</i>)	7.5/7.5	7.5/7.5	7.5/10	10.0/15
Assumed Unincluded Attribute Time	1 minute	2 minutes	2 minutes	2 minutes
Assumed In-Vehicle Time discount	0.05	0.10	0.10	0.10
Assumed Fare	\$1.00	\$1.00	\$1.00	\$1.00
Annualization Factor	303	303	303	303
Small Starts Adjustment (FTA-derived)	1.5	1.5	1.5	1.5
Results:				
Total Regional Person Trips (Daily)	20,592,882	20,598,993	20,598,993	20,598,993
Total Regional Transit Trips (Daily)	424,194	425,152	422,521	422,445
WAVE Trips (Daily)	2,247	3,207	3,051	2,445
Percentage Change			-5%	-24%
Project Passenger Miles (Daily)	2,287	3,008	2,842	2,241
Project Passenger Miles (Annualized)	692,961	982,827	932,529	750,426
Total Daily TSUB, Hours (vs TSM)	38	112	105	100
Annualized TSUB, Hours (vs TSM)	11,514	36,614	34,553	32,826
Adjusted Annual TSUB, hours (vs TSM)	17,271	54,920	51,830	49,239



4.6.1.3 2015 Ridership by Station for the DTC Project's LPA

Figure 4-4 presents the estimated daily boardings at each of the proposed stations for opening year of the DTC Project. The total daily boardings for the DTC Project's LPA in 2015 (assumed opening year for purpose of ridership forecasting) are anticipated to be approximately 3,200, which includes the contribution from the regional model markets (SERPM) and the non-motorized (off-model) market. The Broward County Central Transit Terminal has the highest projected boardings along the alignment, with 994 daily boardings. Additional ridership contributions from special events are not included in this forecast since these events cannot be expressed as an average daily value.

Figure 4-4. LPA Alternative Estimated Daily Boardings (2015)
(Includes SERPM Model + Pedestrian Off-Model Trips)





The DTC Project's No-Build, TSM/Baseline, and LPA alternatives were forecast for the 2030 long-range plan year using the same multi-market process. Although the region is in the process of adopting 2035 land-use forecasts, these forecasts were not approved at the time this analysis was performed.

Because this project is anticipated to be advanced using FTA Small Starts funding, the Transportation System User Benefits and Cost-Effectiveness analysis was only performed for the opening year (2015 for purpose of ridership forecasting), as per FTA requirements. Moreover, for the 2030 model runs, only the 7½- minute all-day headway variation was analyzed, since the other variations were only intended to be opening-year sensitivity tests.

4.6.1.4 2030 Total Daily Person Trips and Transit (Linked) Trips (SERPM Model)

Estimated average daily transit ridership from the SERPM model for the DTC Project's No-Build, TSM, and LPA Alternatives was summarized for all of the transit modes within the tri-county area (Miami-Dade, Broward, and Palm Beach Counties) for the year 2030. Table 4-4 shows that, throughout the region, introduction of a circulator route in the Downtown Fort Lauderdale CBD (bus or streetcar) would have a negligible increase on transit share on a regional or even countywide basis; however, a slight increase is shown in transit share for trips heading to, from, or within the Downtown Fort Lauderdale CBD. The LPA would increase the transit trips in the region by approximately 445 new transit riders region-wide.

It should be noted that since these ridership forecasts are results entirely from the SERPM model, and the forecasts do not include the additional trips arising from the non-motorized/short trip market or the special generators within Downtown Fort Lauderdale. In addition, these ridership forecasts do not take into account the economic development anticipated to occur along the DTC Project's LPA's alignment, which is expected to result in the growth of population and employment within the "streetcar influence zone." Moreover, since the TSM/Baseline and LPA/Build alternatives are identical in the SERPM model (as explained previously per FTA rules), the forecasts for these two alternatives are identical.

Table 4-4. 2030 Daily Projected Person and Transit Trips

		Future Year (2030) Alternatives		
Alternative:		No-Build	TSM/Baseline	LPA/Build
Project Service Headway:			7.5/7.5	7.5/7.5
Regionwide (3-county)	Total Person Trips	25,785,416	25,785,416	25,785,416
	Total Transit Trips	540,709	541,154	541,154
	<i>Transit Share</i>	2.1%	2.1%	2.1%
Within Broward County	Total Person Trips	7,264,079	7,264,079	7,264,079
	Total Transit Trips	101,743	102,108	102,108
	<i>Transit Share</i>	1.4%	1.4%	1.4%
To/From Ft. Lauderdale CBD	Total Person Trips	463,841	463,841	463,841
	Total Transit Trips	13,153	13,416	13,416
	<i>Transit Share</i>	2.8%	2.9%	2.9%
Within Ft. Lauderdale CBD	Total Person Trips	43,032	43,032	43,032
	Total Transit Trips	894	991	991
	<i>Transit Share</i>	2.1%	2.3%	2.3%



4.6.1.5 Additional (“Off-Model”) Markets

Similar to the analysis described previously for DTC Project for the 2015 ridership forecasts, a simple logit procedure was applied to estimate the portion of short-distance non-motorized downtown trips likely to use the TSM/Baseline (bus) alternative or the LPA (streetcar). Table 4-5 summarizes the contribution of this market to transit ridership in the study area. Event-driven trips were also estimated in a similar manner. Because it is difficult to forecast the growth of special events and venues in a long-range forecast, it was decided to use the same number of trips estimated for 2015 as a constant (if small) contribution to ridership for 2030. Approximately 71,000 additional annual streetcar trips were assumed to reflect this travel market.

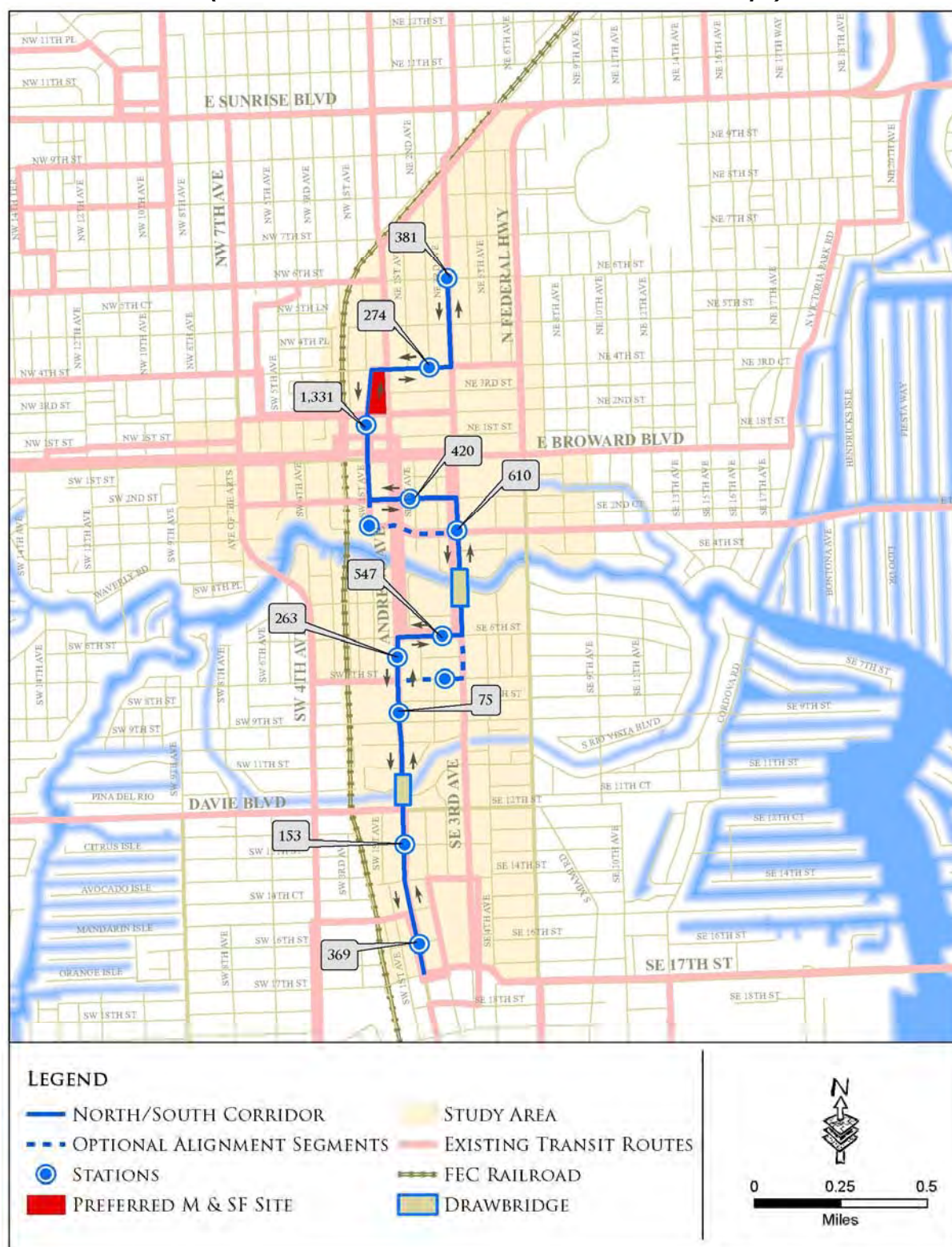
Table 4-5. Trip Impacts from Non-Motorized Market, 2030

Non-Motorized Market in Ft. Lauderdale CBD		Future Year (2030)		
Alternative:		No-Build	TSM/Baseline	LPA/Build
Project Service Headway:		n/a	7.5/7.5	7.5/7.5
Base Land Use	Person Trips	8,240	8,240	8,240
	Transit Trips (All Routes)	2,044	2,473	2,473
	Share	24.8%	30.0%	30.0%
	Project Trips (TSM-Bus or Streetcar)	-	1,288	1,288
	Share	0.0%	15.6%	15.6%

4.6.1.6 2030 Ridership by Station for the DTC Project’s LPA

Figure 4-5 presents the estimated daily boardings at each of the DTC Project’s proposed stations in 2030. The total daily boardings for the DTC Project’s LPA in 2030 are anticipated to be approximately 4,400, which includes the contribution from the regional model markets (SERPM) and the non-motorized (off-model) market. Additional contributions from special events are not included in this figure since special events cannot be expressed as an average daily value.

Figure 4-5. LPA Alternative Estimated Daily Boardings (2030)
(Includes SERPM Model + Pedestrian Off-Model Trips)





4.7 Construction Impacts

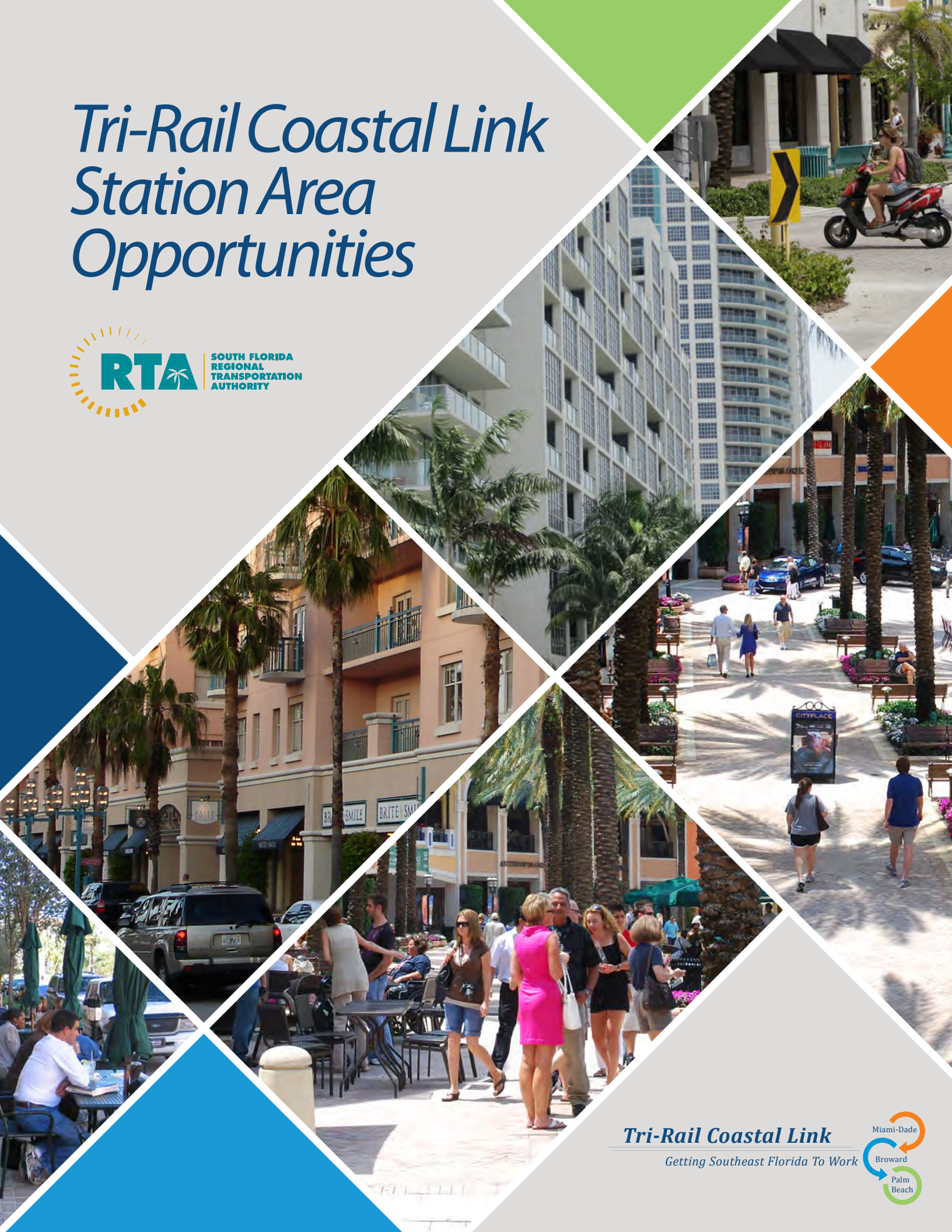
Construction of the DTC Project is anticipated to start in 2014 and extend to 2016. Operation of the DTC Project is anticipated to begin in mid-2016.

Potential transportation impacts from construction activity may result from temporary road narrowing or closings causing traffic to detour around or slow down near a construction site. Maintenance of traffic and pedestrian control/coordination would follow local jurisdiction guidelines. Access to businesses will be maintained to the maximum extent possible. Typical roadway construction traffic control methods will be followed including the use of signage and barricades. Temporary traffic signalization adjustments may be necessary when construction occurs at intersections. It is not anticipated that construction activities would routinely require closing roadways. If roadway closures are required, closure periods would be determined to minimize disruptions to traffic flow and impacts to businesses. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions.

The 3rd Avenue Bridge rehabilitation will require closing the bridge to vehicular traffic for approximately 6 months. The bascule leaves of the bridge would be locked in the open position to allow boats to travel up and down the New River. During construction vehicular traffic could be temporarily detoured from the 3rd Avenue Bridge to the Andrews Avenue Bridge or the Henry E. Kinney Tunnel (Federal Highway), which provide nearby alternative routes across the New River to the west and east, respectively. A small portion of the Riverwalk, which passes under and perpendicular to the 3rd Avenue Bridge, would also be closed during the bridge rehabilitation and pedestrians and bicyclists detoured. Construction materials used in the bridge rehabilitation work would be delivered to the construction area either by truck or by barge. These construction materials would be stored nearby on construction staging areas, which are likely to be county-, city-, or DDA-owned property.

The DTC Project's LPA also crosses the Tarpon River, but the existing bridge over the Tarpon River is a fixed low-level bridge which will require minimal construction modifications to accommodate the streetcar tracks and overhead catenary system.

Tri-Rail Coastal Link Station Area Opportunities



Tri-Rail Coastal Link

Getting Southeast Florida To Work



Acknowledgements

The South Florida Regional Transportation Authority would like to acknowledge the Coastal Cities for their work preparing for Tri-Rail Coastal Link passenger rail service along the Florida East Coast railway corridor. We hope that this book tells the story about how your community will benefit from the Tri-Rail Coastal Link.



South Florida Regional Transportation Authority

800 NW 33rd Street
Pompano Beach, FL 33064
www.sfrta.fl.gov
www.tri-rail.com

Report Prepared by

**PARSONS
BRINCKERHOFF**

April 2013



TOD Booklet Purpose

Much work has been done by the communities along the Florida East Coast railway in anticipation of Tri-Rail Coastal Link passenger service. Many communities have engaged their citizens in discussions about their vision for the station areas, and how these station areas can connect to key destinations in their towns. This booklet is intended to summarize the work that has been prepared to date and provide information about the development potential for each station area. The book is divided into five sections:

1. TOD and Tri-Rail provides an overview of the opportunity to implement TOD along the Tri-Rail Coastal Link corridor.
2. Overview of TOD introduces the concept of TOD, its benefits, and principles for success.
3. Creating TOD: Station Typologies recommends TOD typologies that can be applied to stations along the corridor.
4. Proposed Stations provides specific analysis for the stations along the proposed Tri-Rail Coastal Link corridor.
5. Existing Tri-Rail Stations provides specific analysis for the stations along the existing Tri-Rail corridor.

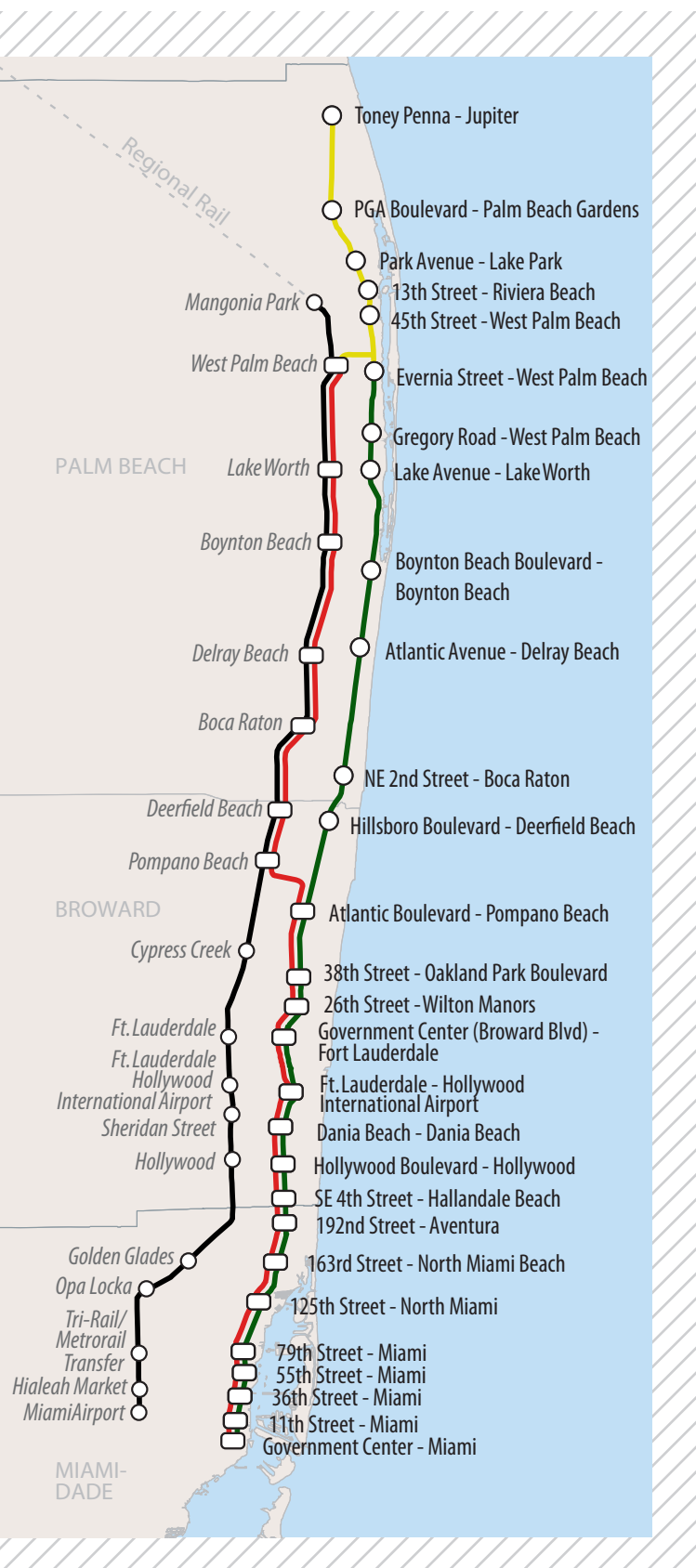
Section 1

TOD and Tri-Rail

Riding Tri-Rail is the preferred mode of transportation for many throughout South Florida. With the addition of the proposed Tri-Rail Coastal Link, this preference will grow stronger. The Tri-Rail Coastal Link is anticipated to increase access to transit for thousands of people who live and work along the Southeast Florida Coastline.

More than a means to get from point A to point B, the Tri-Rail Coastal Link capital investment connects livability, mobility, and transit by expanding the regional transit network in Southeast Florida. The Tri-Rail Coastal Link provides greater access to multiple destinations within numerous cities, neighborhoods, and activity centers between Jupiter in Palm Beach County and downtown Miami. It also connects the existing Tri-Rail service in the South Florida Rail Corridor along I-95 to the historic city centers along US 1. Currently, only 16 percent of the jobs within the region are reachable via transit in less than 90 minutes. With the Tri-Rail Coastal Link, downtown areas and neighborhoods will now be directly accessible by regional passenger rail. Improved access makes the area more attractive to businesses and improves the quality of life for residents.

This report explores the potential of the communities served by the Tri-Rail Coastal Link to leverage the transit investment. They can draw people into their communities by creating new, vibrant livable places around the transit stations. Known as Transit Oriented Development (TOD), this walkable, mixed-use development pattern can transform an auto-dependent place into one with value and character: a place people want to be.



Seizing the TOD Opportunity

The 28 proposed station locations for the Tri-Rail Coastal Link on the Florida East Coast Railway vary significantly in character, creating unique attributes and market potential for TOD. They also present a variety of development types, including greenfield sites, low-density suburban communities, downtown business districts, and high-density urban development. This variety provides opportunity, as does the permanent nature of fixed-guideway transit. Fixed-guideway transit has significantly greater potential over bus transit to catalyze development because it is seen as a permanent investment in a corridor.

The Tri-Rail Coastal Link Station Area Market and Economic Analysis report indicates that between 2015 and 2025, the station locations have an incremental value—based on development and unit values—of approximately \$2.66 billion, which equates to approximately 4,100 additional dwelling units and 8.5 million additional square feet of commercial development.

To realize this regional benefit, however, the transit system must have the following key attributes:

- The quality of the train experience must be high enough that people are willing to leave the comfort of their automobiles.
- There must be significant time savings realized by taking the commuter rail train over driving.
- In less developed areas, there must be parking available at the station sites.



Midtown Miami

Within the proposed Tri-Rail Coastal Link corridor, the foundation on which to build TOD already exists. Boca Raton, Delray Beach, Lake Worth, and Hollywood are communities built on grids of streets forming the backbone of walkable urbanism. West Palm Beach, Fort Lauderdale, 54th Street, 36th Street in Midtown Miami, and downtown Miami all have walkable, mixed-use centers with a variety of housing choices.



Washington, DC

Increased Desire for Walkable Urban Centers

Walkable places have a higher value than places that are non-walkable. A 2012 Brookings Institution study of walkability in the Washington, DC, region found that on a scale of 1 (completely non-walkable) to 5 (very walkable), renters would pay about \$300 more for an apartment that scored a "2" over a "1" and \$1,200 more for an apartment that scored a "5." Each step on the scale equated to an 80-percent increase in retail sales and a \$9-per-square-foot increase in office space.

“”

Cities and neighborhoods with the highest land values are those where people can easily interact and connect both within neighborhoods and to destinations outside and they have held their land value even in the recession.

~ Are We There Yet? Creating Complete Communities for 21st Century America (Reconnecting America)



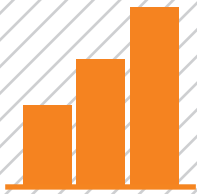
Hollywood



West Palm Beach

Nationally, the market for TOD is strong. More and more people prefer to live in urban centers that are compact, walkable, and have a mix of uses and services—the exact type of place that TOD creates. Currently, the demand far exceeds the supply: according to a 2011 article in *The Atlantic* magazine, a third of American households want to live where they can own fewer cars, but less than 10 percent can find housing in these locations.

Market demand is expected to grow as baby boomers age and younger generations embrace a more urban lifestyle that does not include rely on owning a car. According to AARP, by 2030, 20 percent of Americans will be over the age of 65, of which one in five will not drive. Between 2001 and 2009, the average annual vehicle miles traveled for young people decreased by 23 percent (based on a 2012 study by the US Public Interest Research Group and the Frontier Foundation). According to research by the Center for Transit-Oriented Development, by 2030, 25 percent of people in the rental or housing market will be seeking housing near transit.



How Will the Region Benefit from Tri-Rail Coastal Link?

Economic Benefits:

- *\$580 million in new residential development*
- *\$850 million in new commercial development*
- *\$18 million in tax revenue from new development*
- *5,000 new construction jobs*
- *\$250 million in labor income*
- *\$630 million in overall economic output*
- *28,000 new permanent jobs*

Transportation Benefits:

- *\$140 million in time savings*
- *\$12 million in fuel savings*
- *\$11 million in vehicle operating savings*

Regional Mobility:

- *Significantly increase regional mobility* where only 16 percent of jobs are reachable via transit in less than 90 minutes

Environmental Benefits:

- *The service will reduce vehicular emissions by approximately 2,300 tons of CO₂ per year*

Fiscal Conditions:

- *Cost of public infrastructure and services reduced through more compact, mixed-use development and the ability to create a more stable and higher-value regional real estate market as a result of greater transit proximity for new and existing properties in station areas*

Section 2

Overview of TOD

What is Transit-Oriented Development?

Transit-Oriented Development aligns transit investments with a community's vision for how it wants to grow. Characterized by a mix of uses, more-intense development, and walkable streets within a ½ mile of transit (a typical 10-minute walk), TOD promotes activity around the clock and brings potential riders closer to transit facilities.

TOD enables people who live and work there to walk more, use transit more, and own fewer cars than the rest of the larger community. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to fixed-guideway systems, such as Tri-Rail corridors, also maintain land value as experienced during the recent recession.

Benefits of TOD

Communities can make significant progress toward improving their quality of life by linking transit and land use. TODs increase mobility choice and reduce transportation costs. By creating “activity nodes” linked by transit, TOD creates more options for travel, especially for those who cannot or choose not to use a car. Residents living in transit-rich neighborhoods spend 16 percent less on transportation than those living in auto-dependent neighborhoods—according to a study by the Center for Transit-Oriented Development—saving an average of \$9,500 per household. Since transportation is the second-largest household expense, the reduction in transportation costs effectively increases disposable household income.

TOD increases health benefits and public safety by making walking more convenient than driving and providing infrastructure that supports walking and biking. According to recent studies, people who live in neighborhoods within an easy walk of shops and businesses are 7 percent less likely to be obese. The increased activity provides “eyes on the street” throughout the day and evening, thus helping to increase safety for pedestrians, transit users, and others.

Transit Access Reduces Transportation Costs and Increases Discretionary Income

Transit-Rich Neighborhood



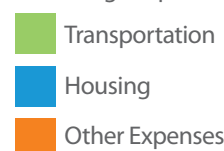
Average US Family



Auto-Dependent Neighborhood



Percentage Expenditure:



Source: Center for Transit-Oriented Development

Principles for Successful TOD

Planning and implementing successful TOD involves many small decisions that directly influence the land use, circulation, urban form, and overall performance of a place. **Six basic principles define the essential characteristics of successful TODs.** While these principles should be applied to create a transit-supportive environment surrounding each of the station areas, TOD must be customized to be compatible with a community's character and aspirations.



1 Medium- to high-density development

Density is about scale, with the goal of creating a compact walkable district. TOD has a higher net average density than the community average, with highest densities located closest to the transit station. Higher densities increase ridership by providing access to more people, and create an active place where people want to be.



2 A mix of land uses

Concentrating a mix of land uses creates an interesting place with a variety of destinations allowing people to live, work, and play in the same place. A transit-supportive environment includes a mix of residential, commercial, service, employment, and public uses. Employment uses should be located closer to transit: people are willing to walk further to get to their homes.



3 Compact, high quality pedestrian-oriented environment

Every transit trip starts and ends with a pedestrian trip. "Calming" streets by reducing traffic speeds, activating the street with active ground-floor uses, and adding amenities—storefront windows, awnings, architectural features, lighting, and landscaping—help create a comfortable pedestrian environment.



4

An active defined center

Defined centers create an 18-hour place by offering multiple attractions and reasons for pedestrians to frequent the area both day and night. Centers must have both a dense mix of uses and a sense of place and community so that people choose to gather there. A cohesive, active center can be created by planning TOD as a district rather than individual projects.



5

Limited, managed parking

Abundant and inexpensive parking motivates people to drive rather than use transit. By creating a more managed parking supply and moving parking from surface parking lots to on-street parking and structures, residents, shoppers, and employees are encouraged to use transit and to walk once they reach their destination.



6

Public leadership

The public sector must lead the TOD effort before the private sector is willing to commit time and money. Public leadership is needed from when a station area is being developed throughout the life span of the station area. A collaborative and enabling approach—with the use of new innovative tools to complement and enhance planning efforts—makes for successful implementation.

TOD Timeline

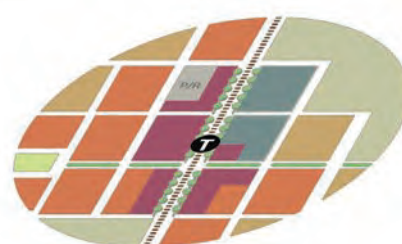
TOD is an evolutionary process: development in the right form, function, and location does not occur overnight. Planning begins well before transit construction is underway and service commences. It can take years, sometimes decades, for planning and development to achieve high-performing TOD. **Generally speaking, there are five key phases involved in creating successful TOD.** TOD planning and development should progress at the same pace as the planning and development of the transit project. As the certainty of the transit investment increases, so should the strength of the planning.

1 Before the Plan

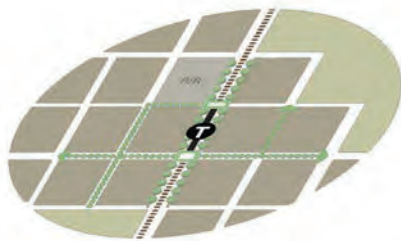


When a region and its communities decide to pursue high-capacity transit, the TOD discussion should also begin. A public discussion focused on the question, “How do we want to grow and how can transit help us get there?” can help identify important places to serve, opportunities for redevelopment, and potential station locations. An overall TOD corridor vision and strategy can help define the different roles each station will play in the corridor (i.e., employment district, health care focus, etc.). This coordinated approach will help ensure that the station area visions complement, rather than compete, with each other so the full economic development potential of the overall corridor can be reached.

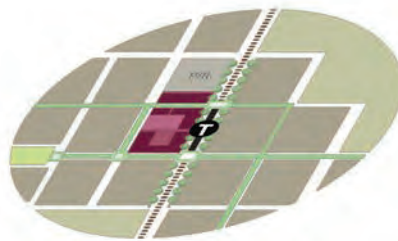
2 The TOD Plan



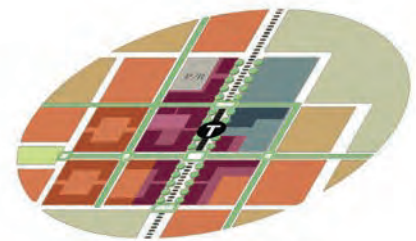
With TOD, one size does not fit all. TOD plans can specify details about desired land uses, density, urban form, and pedestrian amenities—all elements to facilitate and encourage the use of transit as well as creation of high quality, desirable places. Ideally, TOD plans and associated guidelines are adopted into land use policy and require future development to be consistent with TOD principles. An implementation strategy should be part of TOD plans and provide a road map on how to make the plan reality, including roles and responsibilities of various partners.



As transit infrastructure construction begins (platform, stations, and tracks), additional public realm station area improvements, such as pedestrian crossings and connections near station platforms, should also be made. By enhancing walkability and supporting future TOD, these public improvements lay the groundwork for assuring easy access to transit stations. Although some improvements may not be considered TOD supportive on the surface, such as surface parking, they facilitate future TOD as the market matures. It is also during this phase that TOD implementation begins in full force, through TOD regulations and incentives, and identified and prioritized TOD opportunity sites.



As the transit line matures, interest in development along and near the line will likely increase. Government and its partners will need to take the lead in managing and encouraging TOD to ensure that development consistent with TOD principles is built. Regulations, incentives, TOD pilot projects, and the provision of public amenities, such as parks and streetscape improvements, can promote TOD and high quality station places where people want to live, work, and play.



As TOD districts reach build-out, there will be instances where additional mixed-use/residential infill, redevelopment, parking structures, pedestrian improvements, and open space are desired. Although government and non-profit partners will still have a role in implementing TOD, more specialized TOD developers will emerge, broadening the pattern of TOD throughout the corridor.

Section 4

Proposed Stations

The following pages summarize the proposed 28 station areas in the Tri-Rail Coastal Link corridor. A land use typology was applied based on a vision for each station area as identified by stakeholders during public planning efforts. The visions describe future areas of change, access and connectivity improvements, and the future urban form of the station area. The future economic impact of the proposed station is also shown. The station area today is described as well.

The proposed Tri-Rail Coastal Link stations have different forms, functions, and characteristics within their respective communities and the larger region. The typologies and station area summaries reflect these differences. In addition, the station areas are in varying stages of “readiness” to become successful TODs. Some are more suburban in character, while others are more urban. Others serve to support major regional destinations and are as fully developed as they will ever be.

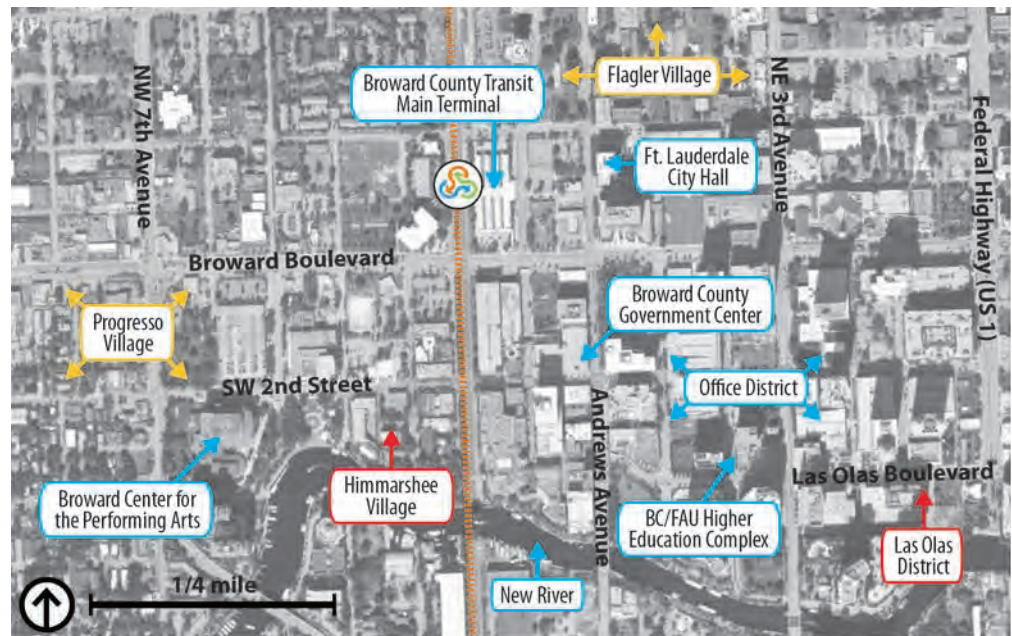
As the Tri-Rail Coastal Link project moves from planning to design to construction and finally to operation, the creation of transit-supportive communities will also progress as described in the TOD Timeline (page 10). Taking the next step to move the TOD station area visions from planning to implementation can be enhanced by developing a cohesive, regional strategy to support local actions.

Government Center/ Broward Boulevard

FORT LAUDERDALE

NW 2nd Street and Broward Boulevard

Station Area Today



proposed station community retail residential industrial vacant

Strengths and Opportunities

- Existing development (municipal buildings, high-rise offices, and multi-family condominiums) support transit.
- Located adjacent to the Broward County Transit main terminal.
- Located in close proximity to the planned Fort Lauderdale "Wave" Streetcar route, which will open access to the entire downtown.
- Good potential pedestrian connectivity and access.
- Over 20 acres of vacant land in the station area—many with transit supportive development plans in place—will catalyze development around the station.
- Current planning activity for the four-block area to create a mixed-use downtown mobility hub, including the Broward County Transit terminal, future streetcar maintenance facility, and a co-located All Aboard Florida and Florida East Coast Railway commuter rail station.

Weaknesses and Barriers

- New River may constrain access to the south.
- Broward Boulevard (seven lanes) presents a pedestrian safety issue.

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

16,780

new jobs***

5,340

Housing

total residents (2018)**

7,450

new housing units*

330

value of new housing*

\$87,800,000

New Commercial

new development (sq. ft.)*

1,515,000

value of new development*

\$124,200,000

New Revenue

ad valorem

\$874,000

non ad valorem

\$554,000

Future Vision

The station will serve Broward County's highest density area with direct pedestrian linkages to bus transit, All Aboard Florida, and Wave Streetcar service.

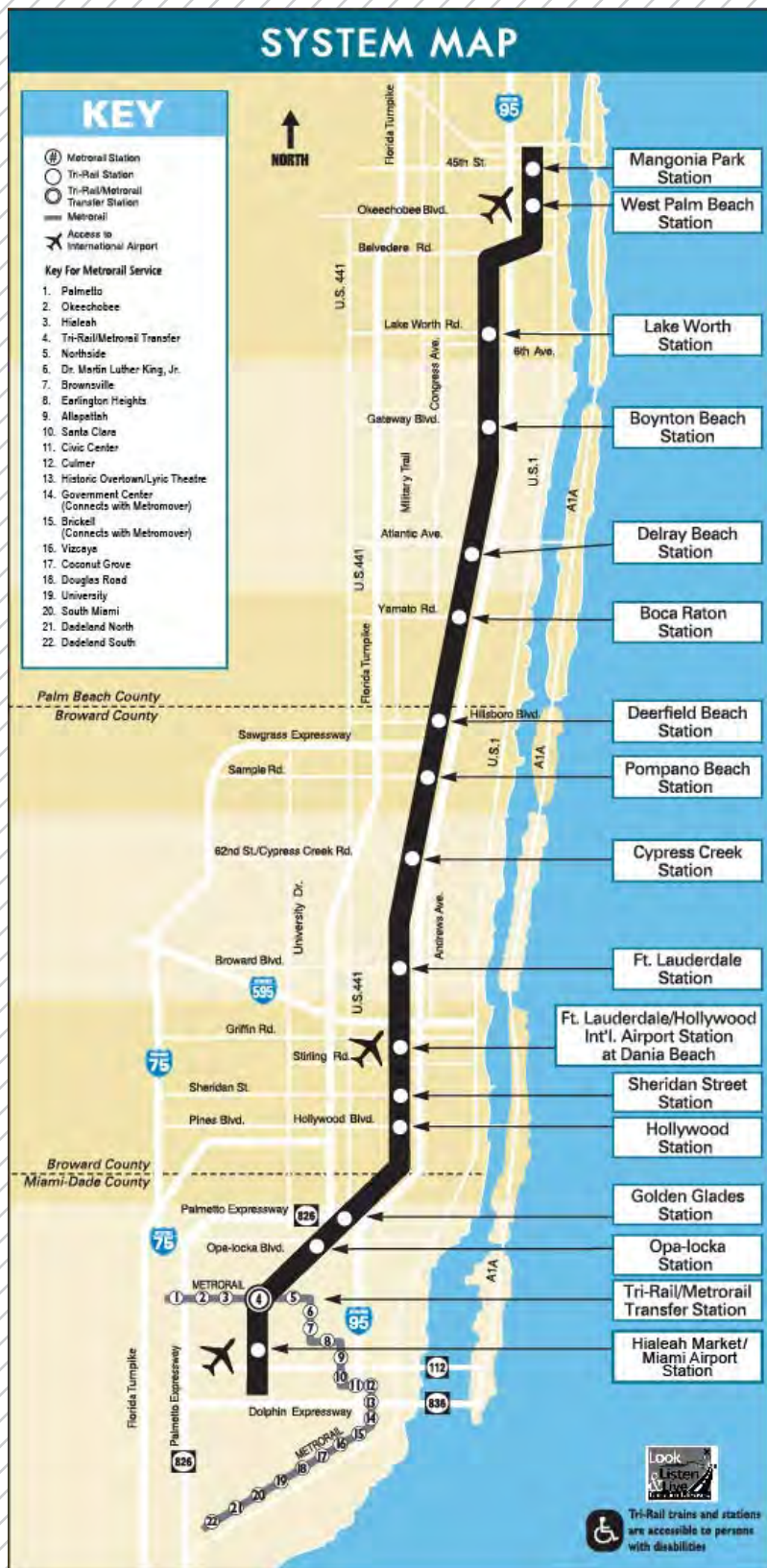
- The new transit station will create a landmark urban gateway and generate increased pedestrian traffic and economic vitality to the heart of downtown.
- The Broward Boulevard corridor will be a connected series of districts and neighborhoods.
- East of the station (along Broward Boulevard), a mixed-use center will have the greatest concentration and diversity of commercial and civic uses, with higher-density housing in the downtown city center.
- West of the station (along Broward Boulevard), densities will be lower, with a variety of housing and neighborhood-scale office and service uses.

Future Vision taken from City of Fort Lauderdale. Images from Fort Lauderdale Master Plan Update: Design Guidelines, 2007, Broward Boulevard Gateway Improvement Project, 2012, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013



CENTRAL BROWARD EAST-WEST TRANSIT STUDY MODELING METHODOLOGY TECHNICAL MEMORANDUM



December 2012



JACOBS

AECOM



Table of Contents

1.0 Introduction	1
2.0 Alternatives	2
2.1 No Build Alternative	2
2.2 TSM Alternative	2
2.3 Build Alternatives	4
3.0 Travel Demand Model Overview	7
3.1 Pathbuilding/Mode Choice Structure	7
3.2 Mode Choice Model	9
3.3 Regional Validation	11
3.4 Corridor Validation	11
4.0 Travel Demand Forecasts Overview	14
4.1 Preliminary Uncertainty Analysis	15

List of Exhibits

Exhibit 1: Project Location Map	1
Exhibit 2: Summary of Study Area Transit Service Levels 2010-2035	3
Exhibit 3: SR 7/Broward Boulevard Premium Bus Alternative	5
Exhibit 4: Griffin Road Alternatives	5
Exhibit 5: Expected and Estimated Travel Times (in Minutes) for the SR 7/Broward Boulevard Premium Bus Alternative	6
Exhibit 6: Headways, Expected, and Estimated Travel Times (in Minutes) for the Griffin Road Alternatives	6
Exhibit 7: SERPM 6.7 Transit Nesting Structure	7
Exhibit 8: Presence of Modes in the Transit Path Structure	8
Exhibit 9: SERPM 6.7 Pathbuilding Components and Their Respective Values	9
Exhibit 10: SERPM 6.7 Mode Choice Coefficients	10
Exhibit 11: SERPM 6.7 ASCs for Regional and Study Area Transit Line-Haul Modes	11
Exhibit 12: Study Area Auto Travel Speed Comparison	12
Exhibit 13: Study Area Transit Travel Time Comparison	12
Exhibit 14: Daily Transit Ridership for Study Area Routes	13
Exhibit 15: Daily Project Boardings Summary for the Alternatives	14
Exhibit 16: Summary of Tests for Reasonableness of Forecasts	16

Appendices

Appendix A: Corridor Districts Map

Appendix B: SERPM 6.7 Mode Choice Constants

Appendix C: BCT Ridership Flow Tables

Appendix D: Detailed Boarding Results for Build Alternatives

Appendix E: Boardings by Transit Route

1.0 Introduction

The purpose of this memo is to present the methodology used for modeling alternatives for the Central Broward East-West Transit Study. This document discusses the project and the major alternatives that were proposed to address the transportation issues in the study area.

The Florida Department of Transportation (FDOT) District Four, in partnership with the Broward Metropolitan Planning Organization (MPO), Broward County Transit (BCT), and the South Florida Regional Transportation Authority (SFRTA), is conducting the Central Broward East-West Transit Study (Exhibit 1). The scope of this Study is to evaluate the introduction of premium transit (bus rapid transit (BRT) or modern streetcar) service that improves east-west mobility in the study area. The study area, in central Broward County, extends from Oakland Park Boulevard to the north, the Sawgrass Expressway/I-75 in the west, Stirling Road and Griffin Road to the south, and the Intracoastal Waterway/Port Everglades in the east. The study area is approximately 14 miles long and 8 miles wide and is illustrated in Exhibit 1.

Exhibit 1: Project Location Map



The study area includes a commercial area in the west (Sawgrass Mills Mall and BB&T Center, formerly the Bank Atlantic Center), a major education hub (South Florida Education Center (SFEC)) in the middle, and the Fort Lauderdale-Hollywood International Airport, and downtown Fort Lauderdale in the east. The study area contains approximately 633,000 people and 311,000 jobs¹. The study area has approximately 131,000 public and private school students, and 57,000 college/university students (out of which, approximately 43,000 are located in the SFEC)².

The most heavily used existing east-west transit option in the study area is BCT's route #72, running along Oakland Park Boulevard between Sawgrass Mills Mall and A1A at a frequency of 15 minutes. There are two Tri-Rail stations within

the study area: the Broward Boulevard Tri-Rail Station and the Griffin Road (Fort Lauderdale-Hollywood International Airport at Dania Beach) Tri-Rail Station. These stations connect the study area to regional attractions.

¹ From SERPM 6.7 ZDATA

² From SERPM 6.7 ZDATA

2.0 Alternatives

This section describes the primary alternatives used in this phase of the Study.

2.1 No Build Alternative

The No Build Alternative uses the adopted cost feasible 2035 Long Range Transportation Plan (LRTP) to represent the highway and the background transit system both inside and outside the study area. The 2035 highway network includes three reversible managed lanes along I-595 in addition to the access improvements along the general purpose lanes. The existing 95 Express Lanes are assumed to extend to Yamato Road in West Palm Beach. A toll is applied to single-occupant vehicles and non-preregistered carpools in these lanes, with the toll amount set by the operating speed of the managed lanes. There are significant transit improvements proposed for Broward County in the 2035 LRTP network in comparison to the 2010 transit network, including more than a 190 percent increase in daily transit-vehicle-miles and a 150 percent increase in daily transit-vehicle-hours. Numerous new BRT and rapid bus routes, providing high speed and high frequency service, are planned on all major roadways in Broward County. For this study, BRT is assumed to have a higher frequency service along with limited stops operating in an exclusive transit-only right-of-way. Rapid bus service is also assumed to have higher service levels and limited stops; however, it will operate in general purpose lanes and potentially be impacted by auto traffic congestion. Two of the proposed rapid buses operate in the study area: the Oakland Park Boulevard and Sunrise Boulevard rapid buses. The planned rapid buses along University Drive and SR 7 will offer major transfer opportunities to study area riders. Additional local bus service is also proposed along Griffin Road, Flamingo Road, Nob Hill Road and Pine Island Road. These facilities do not have any fixed-route transit service. The I-595 Express bus service began in May 2012 and connects the western parts of Broward County to downtown Fort Lauderdale and downtown Miami. The detailed list of the study area transit routes and their headway service levels are provided in Exhibit 2.

2.2 TSM Alternative

The TSM Alternative builds upon the No Build Alternative service by adding a premium bus service with 10 minute peak and 15 minute off-peak service. The premium bus runs along the Griffin Road general purpose lanes between University Drive/Nova Drive and Broward General Hospital (SE 17th Street and Andrews Avenue). The premium bus service runs in mixed-flow traffic. The local bus service along Griffin Road terminates at the Griffin Road/University Drive station of the premium bus service. A 60 minutes off-peak service is added for the I-595 express buses.

The boarding and transfer fares for these limited-stop buses are same as the BCT local bus (\$1.32 boarding fare), which follow BCT's existing policy for its limited-stop Breeze service. The \$1.32 fare was derived to reflect the BCT monthly pass at an average daily fare value. The use of the monthly pass fare also includes the benefits of that pass in terms of the cost to transfer and the ability to ride external systems at a reduced fare.

Exhibit 2: Summary of Study Area Transit Service Levels 2010-2035

Direction	Route	Route Name	Headway (Peak/Off-peak)	
			2010	2035
East-West Routes	72	Oakland Park Blvd Local Bus	15/20	10/15
	Rapid Bus	Oakland Park Blvd/Andrews Rapid Bus	-/-	10/15
	Rapid Bus	Oakland Park Blvd Rapid Bus EW	-/-	10/15
	36	Sunrise Blvd Local Bus	15/20	10/15
	Rapid Bus	Sunrise Blvd Rapid Bus	-/-	5/7.5
	22	Broward Blvd Local Bus	30/40	20/20
	Rapid Bus	Broward Blvd Rapid Bus - SR 7 to BCT	-/-	5/7.5
	Rapid Bus	Broward Blvd Rapid Bus - Central Termnal to BCT	-/-	20/20
	New Local	Griffin Rd Local	-/-	20/30
	30	Peters Rd Local Bus	30/30	10/15
	12	West Regional Terminal to North Beach Park	45/45	15/20
	Express Bus	I-595 Pilot Express -Weston P&R to Broward Med. Center	-/-	30/0
	Express Bus	I-595 Pilot Express - Bank Atlantic P&R to Broward Med. Center	-/-	30/0
	Express Bus	I-595 Pilot Express - Weston P&R to Miami Downtown	-/-	30/0
	Express Bus	I-595 Pilot Express - Bank Atlantic P&R to Miami Downtown	-/-	30/0
North-South Routes	New Local	Flamingo Rd Local Bus	-/-	20/30
	New Local	Nob Hill Rd Local Bus	-/-	15/20
	New Local	Pine Island Local Bus	-/-	15/20
	2	University Blvd Local Bus	20/30	10/15
	Breeze/Rapid Bus	University Blvd Rapid Bus	30/0	5/7.5
	9	Davie to Downtown Local Bus	45/45	15/20
	18	SR 7 Local Bus	15/15	10/15
	Breeze/Rapid Bus	SR 7 Rapid Bus	30/0	5/7.5
	1	US 1 Local Bus	15/15	10/15
	Breeze/Rapid Bus	US 1 Rapid Bus	30/0	10/15
Regional Routes	TRL	Tri-Rail	25/60	20/60

*Headway times are in minutes.

Source: Broward MPO 2035 Long Range Transportation Plan (LRTP)

2.3 Build Alternatives

The Build Alternatives use the No Build background transit network. The local bus service along Griffin Road terminates at the Griffin Road/University Drive station. A 60 minutes off-peak service is added for the I-595 express buses. There are three main types of Build Alternatives proposed for the Study, each with slightly different service patterns in three distinct areas of the study area: western, central and eastern.

The western section of the alignment is between Sawgrass Mills and the SFEC. All Build Alternatives propose a premium bus (rapid bus) connecting the Sawgrass Mills area to the SFEC utilizing the arterial roadways and the I-595 general purpose lanes. There are two new park and ride locations along the proposed alignment: one at the BB&T Center and the other at University Drive/Nova Drive. The park and ride access is free at all the locations.

The central section of the alignment connects the western area to the eastern area. One alignment connects the SFEC via Broward Boulevard and SR 7 to the Broward Boulevard Tri-Rail Station, referred to as the SR 7/Broward Boulevard Premium Bus Alternative. The other alignment serves the same area by connecting from the SFEC via Griffin Road to the Griffin Road Tri-Rail Station, referred to as the Griffin Road Alternatives. This section has either streetcar or premium bus service, depending upon the alternative selected.

The third area, the eastern section of the alignment, is located between the Broward Boulevard Tri-Rail Station and Griffin Road Tri-Rail Station. All alternatives in this area propose modern streetcar service. The details of the three main types of alternatives are discussed below.

For the SR 7/Broward Boulevard Premium Bus Alternative, a premium bus operates in general purpose lanes between Sawgrass Mills and the CBT Terminal via the SFEC campus area. There are 14 stops in each direction. A modern streetcar runs between Broward Boulevard Tri-Rail Station and Griffin Road Tri-Rail Station, and includes 12 stations.

In the Griffin Road Alternatives, a premium bus operates in general purpose lanes between Sawgrass Mills and the SFEC area. The premium bus has a total of four stops, including three in the Sawgrass Mills area and one at the intersection of University Drive and Nova Drive. From the intersection of University Drive and Nova Drive, one alternative includes modern streetcar service along Nova Drive to Davie Road, and then continues east on Griffin Road to the Griffin Road Tri-Rail Station. The other Griffin Road alternative follows a similar alignment but operates premium bus instead of modern streetcar to the Griffin Road Tri-Rail Station. Both alternatives have 22 stations in the eastbound and westbound directions.

The alignments of the Build Alternatives are shown in Exhibits 3 and 4.

Exhibit 3: SR 7/Broward Boulevard Premium Bus Alternative



Exhibit 4: Griffin Road Alternatives



The travel times are calculated differently for mixed-flow and exclusive right-of-way vehicles. Travel times for mixed-flow vehicles are computed by adding an average delay time per modeled stop (if a stop exists along the link) to the auto time for each link, and then summing across all links in the route. Travel times for exclusive right-of-way vehicles are calculated from equations of motion based on the operating characteristics of the proposed vehicle. This is consistent with the methodology used in SERPM 6.7. Exhibits 5 and 6 show the expected and estimated travel times for the proposed premium transit services in the alternatives. The expected travel time is calculated considering acceleration/deceleration estimates and other operational constraints along the proposed alignment.

Exhibit 5: Expected and Estimated Travel Times (in Minutes) for the SR 7/Broward Boulevard Premium Bus Alternative

Route	Direction	Expected	Estimated
Sawgrass Mills - BCT (Bus)	EB	44	56
	WB	44	49
Project Guideway (Rail)	EB	24	24
	WB	21	24

Source: Estimated travel times from SERPM 6.7

Exhibit 6: Headways, Expected, and Estimated Travel Times (in Minutes) for the Griffin Road Alternatives

Route	Direction	Headway (in minutes) (peak/off-peak)	Expected	Estimated
Sawgrass Mills - SFEC (Bus)	EB	20/30	18	19
	WB		18	15
Project Guideway (Rail)	EB	10/15	40	38
	WB		39	41

Source: Estimated travel times from SERPM 6.7

The BCT local bus transfer and boarding fares are used for both premium bus and modern streetcar.

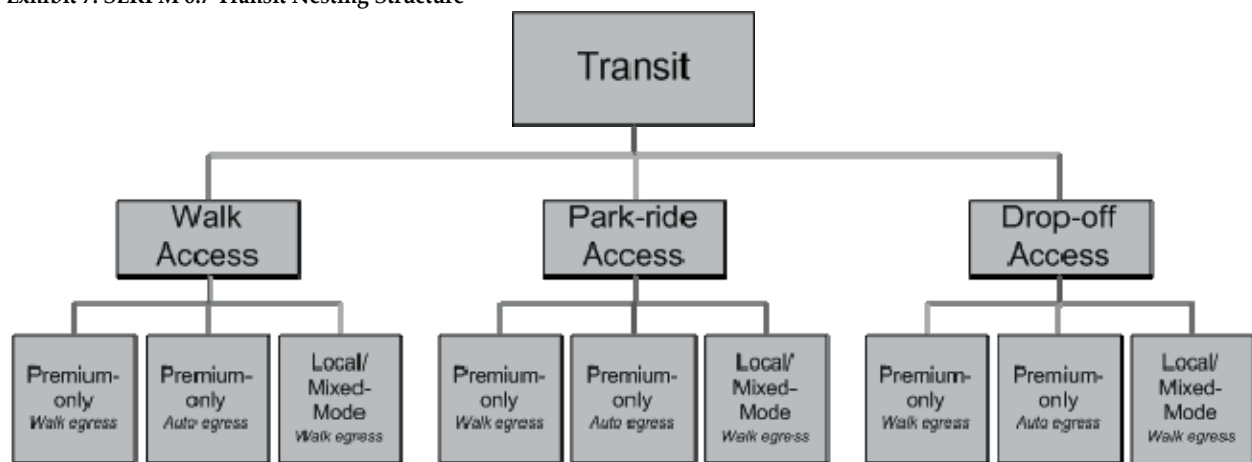
3.0 Travel Demand Model Overview

SERPM 6.7, the travel demand model used for this study, represents a regional model covering Miami-Dade, Broward, and Palm Beach Counties. SERPM 6.7 was developed through extensive calibration and validation using the transit on-board surveys conducted between 2008 and 2010. All of these were Origin/Destination (O/D) surveys with riders being asked about details on their transit trip such as origin/destination, mode of access, transit route sequence, socio-demographic information, trip purpose and other details. The five transit services surveyed are Tri-Rail (in 2008), Metrorail (2009), I-95 Express Bus (2010), Palm Tran (2010) and Broward County Transit (2010). Metrobus was previously surveyed in 2004 and was also used in this effort. The details of its characteristics and development are discussed in depth in the “*Calibration Technical Memo*” of the SERPM 6.7 Transit Model, which has been included electronically with this document.

3.1 Pathbuilding/Mode Choice Structure

The transit pathbuilding structure consists of the three access modes (walk, park-ride, and drop-off) and three line-haul/egress paths: premium-only (walk-egress), premium-only (auto-egress), and local/mixed-mode (walk-egress). This structure has a total of nine (3x3) paths. By extension, these paths comprise the lowest level of the mode choice nesting structure. The transit nest of the mode choice structure is shown in Exhibit 7.

Exhibit 7: SERPM 6.7 Transit Nesting Structure



“Premium” transit services are defined as those not subject to auto signals and/or general traffic delays. Existing premium transit services in southeast Florida include Tri-Rail, Metrorail, BCT’s 95 Express bus service (which operates on the I-95 managed lanes), and Miami-Dade Transit’s (MDT) 95X express bus (which also operates on the I-95 managed lanes). All other services are considered “local”; these include bus services provided by Palm Tran, BCT, and MDT.

The limited-stop services proposed in the TSM Alternative of the 2035 LRTP are coded with the new premium bus service (Rapid Bus service mode). This is the same mode definition (mode 34) used for all other premium service (BRT and Rapid buses) in the 2035 LRTP. The premium bus services are assumed to have signal priority and/or pre-emption and other amenities to allow them to avoid general signal and traffic delays. The proposed modern streetcar services for the Build Alternatives are

coded with a distinct mode number (mode 35) so that the model procedures can apply benefits derived from un-included attributes applicable to this service.

For the introduction of a new transit mode to an area, FTA allows a grant applicant to claim credit for the user benefits caused by attributes of that mode beyond the travel time and cost measures currently available in the local travel model. The additional benefits are applicable to this study in the following forms:

- (1) A positive constant (bonus) for trips using the project via park/ride access and no dependence on local buses.
- (2) A less onerous weight (IVTT discount) applied to the time spent riding the new facility compared to the weight applied to time spent on all other modes.

Using FTA guidelines for accounting for un-included attributes, the model applies a 10% discount to in-vehicle travel time (IVTT) on this mode and up to 7 minutes of IVTT bonus if this mode appears on the transit path. Both the premium bus and modern streetcar mode definitions allow them to be selected in the premium-only paths, as well as the local/mixed-mode path. The presence of key modes in the pathbuilding structure is shown in Exhibit 8.

Exhibit 8: Presence of Modes in the Transit Path Structure

SERPM 6.7 Mode			Walk Access			Park-Ride Access			Drop-off Access		
Type	Description	Number	Premium-only Walk Egress	Premium-only Auto Egress	Local/Mixed-mode Walk Egress	Premium-only Walk Egress	Premium-only Auto Egress	Local/Mixed-mode Walk Egress	Premium-only Walk Egress	Premium-only Auto Egress	Local/Mixed-mode Walk Egress
Existing	Tri-Rail	15	•	•	•	•	•	•	•	•	•
Existing	Local Bus Service	33			•			•			•
Existing	Express Bus Service	33			•			•			•
New	Downtown WAVE	32	•	•	•	•	•	•	•	•	•
New	Premium Bus (Rapid/BRT Bus Service)	34	•	•	•	•	•	•	•	•	•
New	Modern Streetcar (LRT)	35	•	•	•	•	•	•	•	•	•

- implies the mode appears in the mentioned transit path

The travel component weights used in pathbuilding are shown in Exhibit 9. The only modification from the standard SERPM 6.7 weights is the addition of a 10% IVTT discount for the proposed modern streetcar service. All other proposed transit services, including the new premium bus service, do not receive an IVTT discount.

Exhibit 9: SERPM 6.7 Pathbuilding Components and Their Respective Values

Component	Value
In-vehicle time	1.00x for all bus modes and Metromover 0.90x Proposed CBT Modern Streetcar service 0.85x Metrorail 0.80x Tri-Rail
Initial and transfer wait time	2.0x for the first 7 minutes of wait time 1.0x after the first 7 minutes of wait time
Access time	2.00x for walk-access time For park and ride and kiss and ride access time: • 2.00x for very low density areas • 2.00x for low density areas • 2.00x for medium density areas • 3.50x for high density areas • 5.00x for CBD areas
Egress time	2.00x for walk-egress time 4.00x for auto-egress time
Transfer walk time	2.00x
Transfer Penalty	5.0 minutes per transfer for walk access 20.0 minutes per transfer for park-ride access 10.0 minutes per transfer for drop-off access
Transit fare	Appropriate boarding and transfer fare applied at \$8.13 value-of-time

3.2 Mode Choice Model

The SERPM 6.7 mode choice model utilizes auto availability market segmentation (AAMS) rather than one based on auto ownership. The three AAMS categories are:

1. Zero-cars available to the household;
2. Households where the number of workers (for HBW) or people (for non-work trips) exceed the number of autos available to the household; and
3. Households where the number of workers or people are equal to or less than the number of autos available to the household.

Mode choice is executed individually for peak and off-peak HBW, HBO, HBU, and NHB trips. The mode choice procedures produce trip tables by each sub-mode/access mode combination for the three market segments (i.e., AAMS categories 1, 2, and 3) so that trips from a particular market segment can be reviewed or assigned separately, if desired.

A new set of mode choice coefficients is being used for SERPM 6.7. The new set of coefficients is detailed in Exhibit 10. The mode choice coefficients are consistent with the weights used in the transit path builder. The values used to estimate these coefficients are discussed in detail in "Calibration Technical Memo". The auto operating cost has been carried forward from the SERPM 6.5 (LRTP) model.

Exhibit 10: SERPM 6.7 Mode Choice Coefficients

Actual Transit Path Building Weights (relative to IVTT coefficient)

Variable	Peak			Off-Peak		
	HBW	HBO	NHB	HBW	HBO	NHB
Transit run time, highway run time	1.00	1.00	1.00	1.00	1.00	1.00
Transit walk time, highway terminal time	2.00	2.00	2.00	2.00	2.00	2.00
Pre-weighted* transit auto access/egress time	1.00	1.00	1.00	1.00	1.00	1.00
Transit first wait (<=7 minutes)	2.00	2.00	2.00	2.00	2.00	2.00
Transit first wait (>7 minutes)	1.00	1.00	1.00	1.00	1.00	1.00
Transit transfer wait time	2.00	2.00	2.00	2.00	2.00	2.00
Transit number of transfers (Walk access)	5.00	5.00	5.00	5.00	5.00	5.00
Transit number of transfers (Park-ride access)	20.00	20.00	20.00	20.00	20.00	20.00
Transit number of transfers (Kiss-ride access)	10.00	10.00	10.00	10.00	10.00	10.00
Transit fare (Value of time in \$/hr)	\$ 8.13	\$ 6.94	\$ 7.49	\$ 8.13	\$ 6.94	\$ 7.49
Highway auto operating costs (Value of time in \$/hr)	\$ 8.13	\$ 6.94	\$ 7.49	\$ 8.13	\$ 6.94	\$ 7.49
Highway parking costs (Value of time in \$/hr)	\$ 8.13	\$ 6.94	\$ 7.49	\$ 8.13	\$ 6.94	\$ 7.49
HOV time difference	0.72	1.00	1.00	0.90	1.00	1.00

Variables not used in the transit path building process but used in mode choice utility calculations.

Mode Choice Coefficient

Variable Coefficient	Peak			Off-Peak		
	HBW	HBO	NHB	HBW	HBO	NHB
Transit run time, highway run time	-0.0250	-0.0150	-0.0250	-0.0250	-0.0150	-0.0250
Transit walk time, highway terminal time	-0.0500	-0.0300	-0.0500	-0.0500	-0.0300	-0.0500
Pre-weighted* transit auto access/egress time	-0.0250	-0.0150	-0.0250	-0.0250	-0.0150	-0.0250
Transit first wait (<=7 minutes)	-0.0500	-0.0300	-0.0500	-0.0500	-0.0300	-0.0500
Transit first wait (>7 minutes)	-0.0250	-0.0150	-0.0250	-0.0250	-0.0150	-0.0250
Transit transfer wait time	-0.0500	-0.0300	-0.0500	-0.0500	-0.0300	-0.0500
Transit number of transfers (Walk access)	-0.1250	-0.0750	-0.1250	-0.1250	-0.0750	-0.1250
Transit number of transfers (Park-ride access)	-0.5000	-0.3000	-0.5000	-0.5000	-0.3000	-0.5000
Transit number of transfers (Kiss-ride access)	-0.2500	-0.1500	-0.2500	-0.2500	-0.1500	-0.2500
Transit fare	-0.0018	-0.0013	-0.0020	-0.0018	-0.0013	-0.0020
Highway auto operating costs	-0.0018	-0.0013	-0.0020	-0.0018	-0.0013	-0.0020
Highway parking costs	-0.0018	-0.0013	-0.0020	-0.0018	-0.0013	-0.0020
HOV time difference	-0.0180	-0.0150	-0.0250	-0.0180	-0.0150	-0.0250

Initial Nesting Coefficients

Nest	Peak			Off-Peak		
	HBW	HBO	NHB	HBW	HBO	NHB
Auto	0.500	0.500	0.500	0.500	0.500	0.500
Auto - shared ride	0.500	0.500	0.500	0.500	0.500	0.500
Transit	0.500	0.500	0.500	0.500	0.500	0.500
Transit - Access category	0.500	0.500	0.500	0.500	0.500	0.500

*Access time weighted @2X to 5X, depending on the area type of the production zone.

The market segment constants are appropriately updated to reflect the observed transit markets in the South Florida region. The new set of market segment constants and mode choice nest constants used to calibrate the mode choice model are discussed in detail in the “*Calibration Technical Memo*” of SERPM 6.7 Transit Model and are provided in Appendix B. The main focus of the development of SERPM 6.7 was to improve the transit portion of the model; hence, the auto shares were estimated in the same way as was done in the SERPM 6.5 (LRTP) model.

The alternative-specific constants (ASCs), shown in Exhibit 11, are used for accounting the additional comfort and safety (i.e., non-quantitative) benefits provided to the passengers by premium services compared to an equivalent trip on other bus services. The only modification from standard SERPM 6.7 is the addition of an ASC of up to seven minutes for the proposed modern streetcar service. All other proposed bus services in the TSM and Build Alternatives were not assigned an ASC.

Exhibit 11: SERPM 6.7 ASCs for Regional and Study Area Transit Line-Haul Modes

SERPM 6.7 Mode				
Type	Description	Mode Number	In-Vehicle Travel Time Reduction	Constant
Existing	Tri-Rail	15	20%	Tri-Rail IVTT up to 15 minutes
Existing	Metrorail	14	15%	Metrorail IVTT up to 10 minutes
Existing	BCT Local Bus Service	33	0%	0
Existing	BCT Express Bus Service	33	0%	0
New	BCT Downtown WAVE	32	0%	0
New	BCT Premium Bus	34	0%	0
New	BCT Modern Streetcar	35	10%	IVTT up to 7 minutes

3.3 Regional Validation

2010 is the base year for the SERPM 6.7 calibration and validation. SERPM 6.7 is calibrated and validated using the transit survey data at the regional level. The details of the validation analyses are provided in the “*Calibration Technical Memo*” of the SERPM 6.7 Transit Model. The model estimates are very close to the observed travel behavior in Broward County. The details of the validation of SERPM 6.7 at the corridor level are discussed in *Section 3.4, Corridor Validation*.

3.4 Corridor Validation

Key corridor characteristics were reviewed for reasonableness: auto speeds, transit travel times, transit flows and daily transit boardings. Specifically, the auto speeds and transit travel times used to develop the transit impedances for mode choice were reviewed.

The estimated auto speeds are compared to the observed speeds by dividing the major east-west study area roadways into two segments. SR 7 was used as the divider. The model generally overestimates the speeds, except for a few segments on I-595, Broward Boulevard, and Peters Road. For the majority of segments, the estimated speeds are within the reasonable range (within 10 mph) for both the AM peak and off-peak periods as shown in Exhibit 12.

Exhibit 12: Study Area Auto Travel Speed Comparison

Roadway Name (Segment)	Dir	Posted Speed	AM Peak Speeds (mph)				Difference (Est. - Obs.)		Off Peak Speeds (mph)				Difference (Est. - Obs.)	
			Observed		Estimated		EB	WB	Observed		Estimated		EB	WB
			EB	WB	EB	WB			EB	WB	EB	WB		
Broward Blvd (Flamingo Rd - SR-7)	EW	45	24	33	31	39	7	5	31	41	38	38	7	-2
Broward Blvd (SR-7 - Federal Hwy)	EW	38	18	20	22	30	4	10	24	26	29	29	5	3
Griffin Rd (Flamingo Rd - SR-7)	EW	45	23	25	32	38	9	13	28	31	38	38	11	7
Griffin Rd (SR-7 - Federal Hwy)	EW	44	26	30	32	37	6	7	28	37	37	37	9	0
I-595 (Sawgrass Exp - SR-7)	EW	64	35	63	44	66	8	3	64	62	60	61	-4	-1
I-595 (SR-7 - Federal Hwy)	EW	63	57	64	41	62	-16	-2	62	60	57	61	-5	0
Sunrise Blvd (Sawgrass Exp - SR-7)	EW	45	28	26	32	37	4	11	37	33	37	37	1	4
Sunrise Blvd (SR-7 - NE 13th St)	EW	41	22	24	25	32	2	8	21	23	31	31	10	8
Peters Rd (Flamingo Rd - SR-7)	EW	39	22	25	34	36	12	11	24	31	37	37	12	6
Peters Rd (SR-7 - Federal Hwy)	EW	39	23	30	21	33	-2	3	24	25	30	30	6	5
SR 84 West (N Flamingo Rd - SW 64th Ave)	EW	41	23	28	37	40	15	12	26	26	46	40	19	13
SR 84 East (I-595 - Federal Hwy)	EW	41	23	33	23	36	1	3	30	34	32	35	2	1

Sources: Observed data collected using GPS device in floating car runs made in September 2011; estimated data from SERPM 6.7

The major east-west competing transit routes for the Central Broward East-West Transit Study are Oakland Park Boulevard, Sunrise Boulevard, and Broward Boulevard. The estimated end-to-end travel times for these routes are generally within seven minutes of the observed travel times, as shown in Exhibit 13. Travel times for the dominate peak direction, eastbound, are well within reasonable limits.

Exhibit 13: Study Area Transit Travel Time Comparison

Route Name	AM Peak Travel Times (minutes)					Off-Peak Travel Times (minutes)				
	Observed Run Time	Estimated Run Time	Difference (Est. - Obs.)	Distance (mile)	Difference per mile (sec/mile)	Observed Run Time	Estimated Run Time	Difference (Est. - Obs.)	Distance (mile)	Difference per mile (sec/mile)
Rte 72:Oakland Park Blvd EB	70	70	0	16.2	2	65	63	-2	16.2	-6
Rte 72:Oakland Park Blvd WB	75	64	-11	16.2	-39	70	63	-7	16.2	-25
Rte 36: Sunrise Blvd EB	98	94	-4	20.9	-11	93	87	-6	20.9	-17
Rte 36: Sunrise Blvd WB	97	90	-7	20.8	-21	92	87	-5	20.8	-15
Rte 22: Broward Blvd EB	70	65	-5	14.8	-21	65	52	-13	14.8	-54
Rte 22: Broward Blvd WB	70	58	-12	14.8	-49	60	52	-8	14.8	-34
Rte 30: Peters Rd WB	44	39	-5	10.1	-28	40	39	-1	10.1	-8
Rte 30: Peters Rd EB	44	44	0	10.1	0	40	39	-1	10.1	-8
Rtw 9: Young Circle/BCT NB	85	88	3	20.4	9	75	80	5	20.4	16
Rtw 9: Young Circle/BCT SB	80	87	7	20.3	20	75	81	6	20.3	17
Rte 40: Beach/Lauderhill Mall EB	66	74	8	13.7	34	60	68	8	13.7	34
Rte 40: Beach/Lauderhill Mall WB	65	72	7	13.8	30	65	69	4	13.8	19
Rte 56: Plantation EB	90	85	-5	18.4	-17	90	78	-12	18.4	-40
Rte 56: Plantation WB	85	82	-3	18.4	-11	85	78	-7	18.4	-24
Rte 12: Sheridan/SFEC EB	80	78	-2	20.2	-5	75	72	-3	20.2	-8
Rte 12: Sheridan/SFEC WB	85	77	-8	20.2	-24	75	73	-2	20.2	-6

Sources: Observed data from BCT time tables; estimated data from SERPM 6.7.

The model provides a good representation of the dispersed travel patterns of BCT trips in Broward County, as shown in Appendix C. With respect to route-level boardings in the study area, the model underestimates ridership along the east-west routes in the study area, as shown in Exhibit 14. This is consistent with other east-west routes in the county. The model provides a reasonable estimate for the major study area bus route number 22 (Broward Boulevard), with 3,500 estimated riders, compared to the 4,200 observed.

Exhibit 14: Daily Transit Ridership for Study Area Routes

Direction	Route No.	Route Description	Observed	Estimated	Difference (Est. - Obs.)
East-West Routes	22	Broward Blvd Local	4,216	3,527	-689
	72	Oakland Park Blvd Local	7,593	6,017	-1,576
	36	Sunrise Blvd Local	7,176	4,910	-2,266
	30	Peters Rd Local	2,234	2,096	-138
	12	W. Regional Term. to N. Beach Park	1,787	2,138	352
North-South Routes	9	Young Circle to Downtown Local	2,046	2,019	-27
	2	University Dr Local	6,338	7,333	996
	102	University Dr Breeze	903	2,325	1,422
	18	SR 7 Local	14,639	12,215	-2,424
	441	SR 7 Breeze	1,918	729	-1,189
	1	US 1 Local	7,228	7,344	116
	101	US 1 Breeze	919	1,151	232
Regional Routes	TRL	Tri-Rail	12,200	13,001	801
Broward County Transit (BCT) Total Regional Boardings			119,624	123,245	3,621

Sources: Observed data from 2010 BCT transit on-board survey; estimated data from SERPM 6.7.

4.0 Travel Demand Forecasts Overview

Ridership forecasts were prepared for the No Build, TSM, and Build Alternatives, as shown in Exhibit 15. The premium bus services in the TSM Alternative generate 4,400 study area boardings and 90 linked transit trips as compared to the No Build Alternative. The SR 7/Broward Boulevard Premium Bus Alternative is estimated to produce 8,700 daily project boardings, and nearly 2,500 linked transit trips as compared to the No Build Alternative. The Griffin Road Modern Streetcar Alternative produces the highest number of project boardings at 11,300 and 3,500 new transit riders. The Griffin Road Premium Bus Alternative produces 7,900 boardings and 2,500 new transit riders. For the build alternatives, the number of transit dependent boardings (estimated boardings arising from the zero-car household trips) is approximately 20 percent of the total project boardings. The TSM alternative has close to 30 percent of transit dependent boardings.

Exhibit 15: Daily Project Boardings Summary for the Alternatives

Alternatives	Daily Project Boardings (Year 2035)			
	Sawgrass Premium Bus	CBT Guideway Project	Project Total	New Transit Riders (cf. No Build)
TSM Alternative	*4,400	-	4,400	90
SR 7/Broward Boulevard Premium Bus	5,100	3,600	8,700	2,500
Griffin Road Modern Streetcar	900	10,400	11,300	3,500
Griffin Road Premium Bus	3,200	4,700	7,900	2,500

* Boardings on the Griffin Road premium bus services.

**For the purpose of sharing these numbers with the public, the projected boardings were rounded to the nearest hundreds. For this reason, the numbers shown in this table do not exactly match the numbers that appear in the appendices.

Trip patterns in the Build Alternatives are very dispersed, with no dominant destination along the alignments. Generally, across the Build Alternatives approximately 20% of ridership occurs west of the SFEC, approximately 40% occurs between the SFEC and I-95, and approximately 40% occurs east of I-95. Trip movements in the western section of the study area connect the residential areas around the Sawgrass Mills area to the SFEC educational institutions. Trip movements between the SFEC and I-95 generally show circulation movements in and around the SFEC, with some connections to the Tri-Rail stations. Trips east of I-95 generally consist of riders circulating to the major attractions, including the Fort Lauderdale-Hollywood International Airport, Broward General Hospital, and downtown Fort Lauderdale. Detailed tables of activity and boardings by transit routes are provided in Appendices D and E respectively.

There are some differences in ridership characteristics and patterns between Premium Bus and Modern Streetcar riders. Streetcar ridership occurs more in the peak periods (approximately 65% peak) than Bus ridership (approximately 50%). Additionally, streetcar ridership is much more reliant on work and university-trips (65%) than Bus ridership (approximately 50%).

For transit dependant boardings, riders generally access both modes by walking (approximately 65%) with the remaining share equally distributed between park-ride and drop-off access.

It should be noted that the Griffin Road Premium Bus Alternative produces significantly less boardings in comparison to the Griffin Road Modern Streetcar Alternative while both have the same alignment.

This is due in part to the forced transfer at the Griffin Road Tri-Rail Station for riders going from SFEC (central part) to downtown Fort Lauderdale (eastern part) or vice versa. The intra-segment, both central and eastern, trips remain the same for both alternatives. This transfer results in additional travel time of between 5 to 15 minutes for the one directional trip. The increased travel time makes the transit option very unattractive in comparison to the auto mode.

The SR 7/Broward Boulevard Premium Bus Alternative produces lower boardings compared to the Griffin Road Alternatives. This is primarily because there is already an extensive premium bus service provided along Broward Boulevard in the 2035 LRTP transit network which competes directly with the alternative.

4.1 Preliminary Uncertainty Analysis

Additional forecasts were developed to begin to address the uncertainties in forecasting. An alternative very similar to the Griffin Road Modern Streetcar Alternatives was used. The only differences were that in the SFEC area, the modern streetcar made a one-way loop using Nova Drive, Davie Road, Griffin Road and University Drive, and an additional station was included at Perimeter Road just north of the airport. Three runs were made to assess the impacts of socio-economic growth and proposed increases in highway and transit services. Two runs (Run 1 and 3) were prepared for existing year (2010) build and interim year (2016) build alternatives. The land use/person trips data for the interim year was interpolated using the base year (2010) and horizon year (2035) data; which shows approximately 6-7 percent growth relative to 2010. Another run (Run 2) was prepared to test the impacts of competing transit services on the build alternatives. For this run, the build alternative was tested on 2010 highway and transit networks using the 2035 land use data.

Forecasts were also developed using FTA's Aggregate Rail Ridership Forecasting (ARRF-II) tool. The tool uses CTPP 2000 journey to work data and was developed to provide rail ridership estimates for New Starts cities. While ARRF-II's methodology is based on journey-to-work flows, its ridership forecast does reflect all work and non-work trips. For developing the future year forecasts using ARRF-II, CTPP trips were increased to reflect the corresponding future year trips based on the SERPM6.7 work trips. These forecasts were developed only for the fixed guideway portion of the project. It is important to note that ARRF-II does not take factors including highway or transit supply into consideration. ARRF-II is typically used in areas that currently do not have fixed-guideway service. The model area includes an urban fixed-guideway service in Miami-Dade County and a commuter rail system serving the three counties in the region. However, the fixed-guideway service proposed for this project is in an environment more sub-urban in nature than Miami-Dade's Metrorail. Therefore, the project team felt it was appropriate to develop ARRF-II forecasts for comparison purposes.

The travel demand model results show a modest increase in boardings between 2010 and 2016. This is due to the improved background transit system assumed in 2016 even though there is a 6-7% growth in regional person trips. The improved background transit system offers significant competitive bus service along Broward Boulevard. In addition, the I-595 express bus service and a local bus route along Griffin Road are providing travelers with more options.

The results from the Future Year Build, No Improvements in Highway/Transit service run (Run 2) also confirm this finding. The project daily boardings for this run increase to more than 13,000. The detailed boardings by transit route are provided in Appendix E.

Exhibit 16: Summary of Tests for Reasonableness of Forecasts

Run	Scenario	Land Use/ Person Trips	Transit/ Highway Networks	Sawgrass Premium Bus	CBT Guideway Project	Project Total	ARRF-II Boardings
-	Alternative Baseline					10,200	
1	Existing Year Build	2010	2010	900	8,400	9,300	8,500
2	Future Year Build, No Improvements in Highway/Transit Service	2035	2010	1,100	12,000	13,100	12,400
3	Interim Year Build	2016	*2016	800	8,600	9,400	10,900

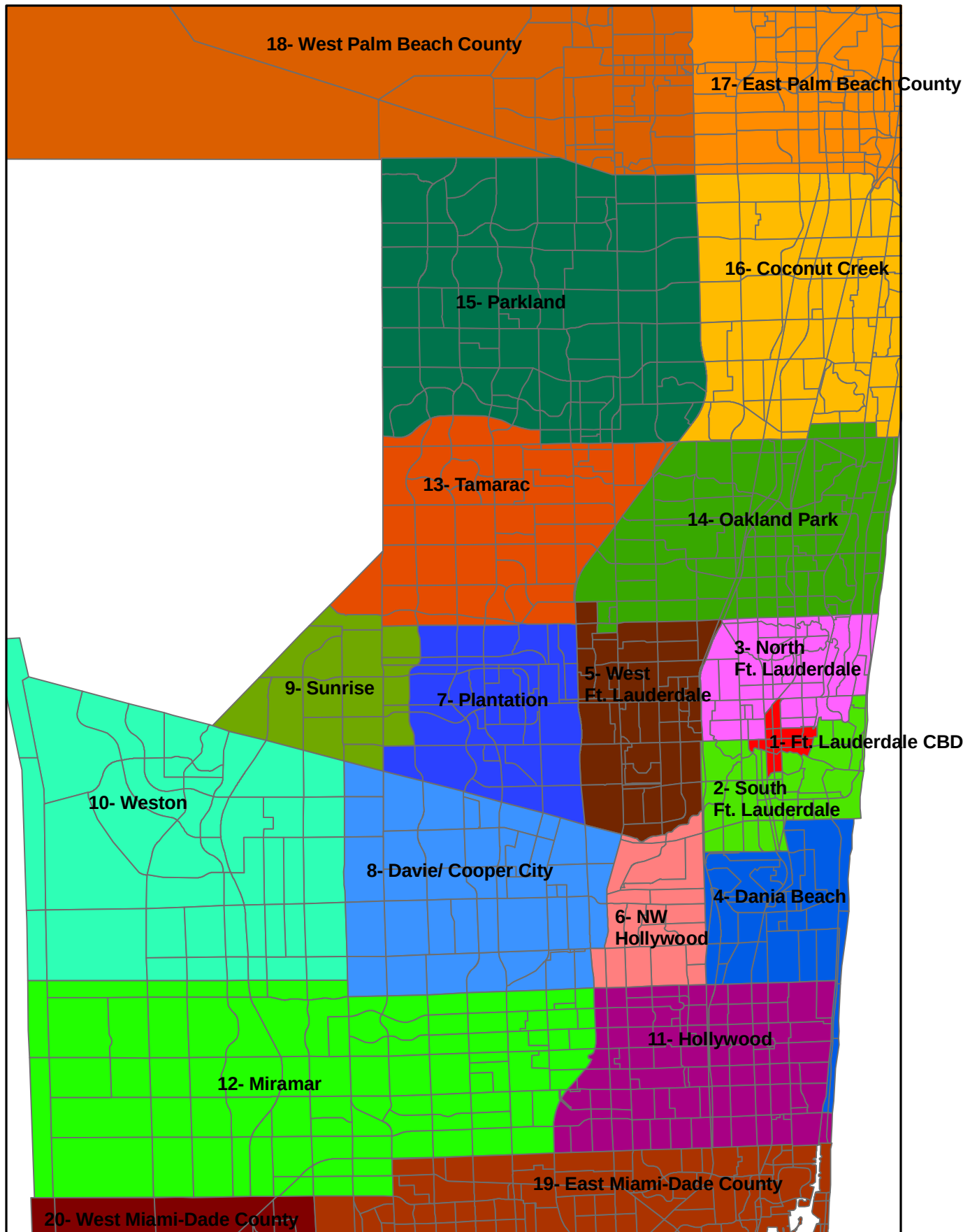
*Transit network is 2016 E + C network provided by Jacobs.

**For the purpose of sharing these numbers with the public, the projected boardings were rounded to the nearest hundreds. For this reason, the numbers shown in this table do not exactly match the numbers that appear in the appendices.

The increase in ARRF-II boardings between runs 1 and 2 (transit network is kept the same) is similar to the model's estimated boardings for the fixed guideway portion of the project. However, ARRF-II results show an increase in boardings between 2010 and 2016 in comparison to model forecasts. As mentioned previously, the lower forecast from the travel demand model is likely due to the competitive bus service captured by the travel model but not ARRF-II. Given these results, it appears that the travel demand model does a reasonable job in forecasting ridership for the Build Alternatives.

Appendix A: Corridor Districts Map

2010 BCT Survey- Districts



Appendix B: SERPM 6.7 Mode Choice Constants

Combined Market Segment Constants

Purpose	Market	Drive Alone	Shared Ride 2	Shared Ride 3+	Walk-LM-Walk	Walk-P-Walk	Walk-P-Auto	PnR-LM-Walk	PnR-P-Walk	PnR-P-Auto	KnR-LM-Walk	KnR-P-Walk	KnR-P-Auto
HBW PK	0 Car HHs	-	1.10	1.40	1.90	1.90	(0.10)	-	-	(2.00)	1.80	1.80	(0.20)
	Cars < Workers HHs	-	-	-	-	-	(1.00)	(0.10)	(0.10)	(2.10)	0.40	0.40	(0.60)
	Cars >= Workers HHs	-	(0.03)	(0.10)	(2.80)	(2.80)	(3.80)	(1.90)	(1.90)	(2.90)	(2.00)	(2.00)	(3.00)
HBO PK	0 Car HHs	-	0.30	0.30	2.20	2.20	0.60	0.70	0.70	(0.90)	2.70	2.70	1.10
	Cars < Workers HHs	-	-	-	(1.40)	(1.40)	(2.00)	(1.40)	(1.40)	(2.00)	(0.70)	(0.70)	(1.30)
	Cars >= Workers HHs	-	-	-	(1.40)	(1.40)	(2.00)	(1.40)	(1.40)	(2.00)	(0.70)	(0.70)	(1.30)
NHB PK	All HHs	-	-	-	-	-	(1.00)	-	-	(1.00)	-	-	(1.00)
HBU PK	All HHs	-	-	-	(1.00)	(1.00)	(1.60)	(1.00)	(1.00)	(1.60)	(1.00)	(1.00)	(1.60)
HBW OP	0 Car HHs	-	1.00	1.40	2.00	2.00	-	0.30	0.30	(1.70)	2.40	2.40	0.40
	Cars < Workers HHs	-	-	-	(0.10)	(0.10)	(1.10)	0.40	0.40	(1.60)	0.80	0.80	(0.20)
	Cars >= Workers HHs	-	(0.03)	(0.10)	(2.70)	(2.70)	(3.70)	(1.20)	(1.20)	(2.20)	(1.60)	(1.60)	(2.60)
HBO OP	0 Car HHs	-	0.20	0.30	2.10	2.10	0.50	0.80	0.80	(0.80)	2.70	2.70	1.10
	Cars < Workers HHs	-	-	-	(1.40)	(1.40)	(2.00)	(1.10)	(1.10)	(1.70)	(0.90)	(0.90)	(1.50)
	Cars >= Workers HHs	-	-	-	(1.40)	(1.40)	(2.00)	(1.10)	(1.10)	(1.70)	(0.90)	(0.90)	(1.50)
NHB OP	All HHs	-	-	-	-	-	(1.00)	-	-	(1.00)	-	-	(1.00)
HBU OP	All HHs	-	-	-	(1.00)	(1.00)	(1.60)	(1.00)	(1.00)	(1.60)	(1.00)	(1.00)	(1.60)

Mode Choice Nest Constants

[illegible]

Mode Choice Constants (Top Level)

Purpose	Market	Drive Alone	Shared Ride 2	Shared Ride 3+	Walk-LM-Walk	Walk-P-Walk	Walk-P-Auto	PnR-LM-Walk	PnR-P-Walk	PnR-P-Auto	KnR-LM-Walk	KnR-P-Walk	KnR-P-Auto
HBW PK	0 Car HHs	0.0000	-0.9250	-1.2636	0.6280	0.6280	0.1280	-0.5895	-0.5895	-1.0895	-1.0824	-1.0824	-1.5824
	Cars < Workers HHs	0.0000	-1.2000	-1.6136	0.1530	0.1530	-0.0970	-0.6145	-0.6145	-1.1145	-1.4324	-1.4324	-1.6824
	Cars >= Workers HHs	0.0000	-1.2075	-1.6386	-0.5470	-0.5470	-0.7970	-1.0645	-1.0645	-1.3145	-2.0324	-2.0324	-2.2824
HBO PK	0 Car HHs	0.0000	0.0320	-0.0713	-0.9480	-0.9480	-1.3480	-1.5747	-1.5747	-1.9747	-2.1349	-2.1349	-2.5349
	Cars < Workers HHs	0.0000	-0.0430	-0.1463	-1.8480	-1.8480	-1.9980	-2.0997	-2.0997	-2.2497	-2.9849	-2.9849	-3.1349
	Cars >= Workers HHs	0.0000	-0.0430	-0.1463	-1.8480	-1.8480	-1.9980	-2.0997	-2.0997	-2.2497	-2.9849	-2.9849	-3.1349
NHB PK	All HHs	0.0000	-0.3327	-0.5209	-1.3090	-1.3090	-1.5590	-1.3604	-1.3604	-1.6104	-2.0122	-2.0122	-2.2622
HBU PK	All HHs	0.0000	-0.0170	-0.1303	-1.1350	-1.1350	-1.2850	-1.7867	-1.7867	-1.9367	-2.0869	-2.0869	-2.2369
HBW OP	0 Car HHs	0.0000	-0.9415	-1.2539	0.8830	0.8830	0.3830	0.0304	0.0304	-0.4696	-0.0259	-0.0259	-0.5259
	Cars < Workers HHs	0.0000	-1.1915	-1.6039	0.3580	0.3580	0.1080	0.0554	0.0554	-0.4446	-0.4259	-0.4259	-0.6759
	Cars >= Workers HHs	0.0000	-1.1990	-1.6289	-0.2920	-0.2920	-0.5420	-0.3446	-0.3446	-0.5946	-1.0259	-1.0259	-1.2759
HBO OP	0 Car HHs	0.0000	0.0033	-0.0766	-1.1580	-1.1580	-1.5580	-1.6101	-1.6101	-2.0101	-2.2185	-2.2185	-2.6185
	Cars < Workers HHs	0.0000	-0.0467	-0.1516	-2.0330	-2.0330	-2.1830	-2.0851	-2.0851	-2.2351	-3.1185	-3.1185	-3.2685
	Cars >= Workers HHs	0.0000	-0.0467	-0.1516	-2.0330	-2.0330	-2.1830	-2.0851	-2.0851	-2.2351	-3.1185	-3.1185	-3.2685
NHB OP	All HHs	0.0000	-0.3500	-0.5442	-2.0380	-2.0380	-2.2880	-0.9126	-0.9126	-1.1626	-1.8503	-1.8503	-2.1003
HBU OP	All HHs	0.0000	-0.0217	-0.1266	-0.6500	-0.6500	-0.8000	-0.3749	-0.3749	-0.5249	-0.9530	-0.9530	-1.1030

Mode Choice Constants (Total Level in equivalent IVTT)

Purpose	Market	Drive Alone	Shared Ride 2	Shared Ride 3+	Walk-LM-Walk	Walk-P-Walk	Walk-P-Auto	PnR-LM-Walk	PnR-P-Walk	PnR-P-Auto	KnR-LM-Walk	KnR-P-Walk	KnR-P-Auto
HBW PK	0 Car HHs	-	(37)	(51)	25	25	5	(24)	(24)	(44)	(43)	(43)	(63)
	Cars < Workers HHs	-	(48)	(65)	6	6	(4)	(25)	(25)	(45)	(57)	(57)	(67)
	Cars >= Workers HHs	-	(48)	(66)	(22)	(22)	(32)	(43)	(43)	(53)	(81)	(81)	(91)
HBO PK	0 Car HHs	-	2	(5)	(63)	(63)	(90)	(105)	(105)	(132)	(142)	(142)	(169)
	Cars < Workers HHs	-	(3)	(10)	(123)	(123)	(133)	(140)	(140)	(150)	(199)	(199)	(209)
	Cars >= Workers HHs	-	(3)	(10)	(123)	(123)	(133)	(140)	(140)	(150)	(199)	(199)	(209)
NHB PK	All HHs	-	(13)	(21)	(52)	(52)	(62)	(54)	(54)	(64)	(80)	(80)	(90)
HBU PK	All HHs	-	(1)	(9)	(76)	(76)	(86)	(119)	(119)	(129)	(139)	(139)	(149)
HBW OP	0 Car HHs	-	(38)	(50)	35	35	15	1	1	(19)	(1)	(1)	(21)
	Cars < Workers HHs	-	(48)	(64)	14	14	4	2	2	(18)	(17)	(17)	(27)
	Cars >= Workers HHs	-	(48)	(65)	(12)	(12)	(22)	(14)	(14)	(24)	(41)	(41)	(51)
HBO OP	0 Car HHs	-	0	(5)	(77)	(77)	(104)	(107)	(107)	(134)	(148)	(148)	(175)
	Cars < Workers HHs	-	(3)	(10)	(136)	(136)	(146)	(139)	(139)	(149)	(208)	(208)	(218)
	Cars >= Workers HHs	-	(3)	(10)	(136)	(136)	(146)	(139)	(139)	(149)	(208)	(208)	(218)
NHB OP	All HHs	-	(14)	(22)	(82)	(82)	(92)	(37)	(37)	(47)	(74)	(74)	(84)
HBU OP	All HHs	-	(1)	(8)	(43)	(43)	(53)	(25)	(25)	(35)	(64)	(64)	(74)

This page intentionally left blank.



Appendix C: BCT Ridership Flow Tables

SERPM 6.7 (2010 Model) District-to-District Observed vs. Estimated Transit Trip Flows (BCT)

DRAFT

1/31/2012

2010 BCT Survey - District-to-District Flows

Production District	Attraction District																				Total	Total %	
	1	2	3	4	5	6	7	8	9	10	Corridor Subtotal	11	12	13	14	15	16	17	18	19			20
1-Ft Lauderdale CBD	17	88	72	18	31	8	82	6	8	0	331	6	4	28	154	57	23	0	0	109	0	712	1%
2-South Ft Lauderdale	242	504	215	97	258	102	131	76	33	7	1,666	115	35	71	494	30	123	4	1	90	5	2,634	3%
3-North Ft Lauderdale	628	818	1,450	384	746	119	377	241	191	10	4,964	148	54	195	1,331	201	404	67	0	71	33	7,468	9%
4-Dania Beach	184	63	733	277	54	80	18	150	14	15	1,588	746	136	71	161	29	66	69	4	169	4	3,042	4%
5-West Fort Lauderdale	733	673	1,002	48	1,091	168	919	421	642	40	5,737	517	143	529	1,437	408	505	107	68	322	10	9,784	12%
6-NW Hollywood	27	34	123	64	80	61	3	73	1	27	494	144	62	21	31	1	24	112	24	15	0	929	1%
7-Plantation	347	308	511	211	1,215	66	1,402	250	468	8	4,786	71	255	717	589	243	153	14	0	103	4	6,935	8%
8-Davie/Cooper City	60	175	16	126	261	186	175	223	115	32	1,370	61	108	34	114	6	96	4	0	118	4	1,914	2%
9-Sunrise	31	8	27	0	102	30	203	4	86	14	506	17	42	105	64	15	7	21	0	7	0	785	1%
10-Weston	3	0	7	0	0	0	12	21	78	30	150	0	55	2	9	11	0	0	0	28	0	255	0%
Corridor Subtotal	2,273	2,671	4,156	1,226	3,839	821	3,325	1,466	1,634	183	21,592												
11-Hollywood	209	217	301	773	369	582	116	475	47	77		4,346	1,298	131	469	117	68	8	0	1,349	56	11,007	13%
12-Miramar	108	21	88	156	117	204	254	431	129	41		774	1,288	60	178	69	6	17	14	765	50	4,769	6%
13-Tamarac	96	52	234	59	745	16	318	299	451	20		80	219	1,214	1,357	781	290	150	2	102	0	6,485	8%
14-Oakland Park	614	621	1,116	128	522	154	227	263	334	13		121	105	531	2,297	851	1,170	130	25	95	12	9,330	11%
15-Parkland	217	123	206	20	411	23	190	83	216	50		64	110	290	1,329	2,311	863	89	13	57	7	6,670	8%
16-Coconut Creek	119	214	550	121	229	43	48	130	39	1		27	83	134	1,989	780	1,594	165	16	55	1	6,339	8%
17-Eastern Palm Beach	0	41	57	5	74	27	80	2	8	0		1	2	10	91	16	201	4	0	8	0	628	1%
18-Western Palm Beach	0	0	4	0	4	0	5	0	7	0		0	0	10	4	37	0	0	0	0	0	72	0%
19-Eastern Miami-Dade	102	52	99	93	147	178	171	216	13	27		848	477	184	171	82	11	1	65	199	0	3,134	4%
20-Western Miami-Dade	0	14	15	0	3	0	8	14	4	2		23	52	0	3	10	0	0	0	0	0	146	0%
Total	3,737	4,025	6,825	2,581	6,460	2,048	4,741	3,380	2,881	414		8,110	4,526	4,335	12,271	6,056	5,603	963	232	3,662	186	83,037	100%
Total %	5%	5%	8%	3%	8%	2%	6%	4%	3%	0%		10%	5%	5%	15%	7%	7%	1%	0%	4%	0%	100%	

* 5,230 Community Buses (6.72%) are added to the observed trips

Intra-District Flows 18,396

% Intra-District Flows 22%

Top 10 corridor movements

BCT- Estimated District-to-District Flows

Production District	Attraction District																				Total	Total %	
	1	2	3	4	5	6	7	8	9	10	Corridor Subtotal	11	12	13	14	15	16	17	18	19			20
1-Ft Lauderdale CBD	258	413	275	65	96	24	54	29	10	2	1,226	33	13	33	210	17	49	12	0	20	0	1,613	2%
2-South Ft Lauderdale	773	920	393	149	169	49	112	64	13	14	2,655	84	23	35	359	41	75	8	1	41	2	3,324	4%
3-North Ft Lauderdale	899	898	910	86	499	71	196	93	91	8	3,750	91	25	141	1,579	112	311	62	3	29	2	6,105	7%
4-Dania Beach	203	366	122	555	74	207	141	161	15	6	1,850	589	71	36	201	37	69	7	1	186	5	3,051	4%
5-West Fort Lauderdale	581	505	537	93	1,129	80	652	346	139	20	4,081	121	83	492	1,286	283	258	61	6	65	4	6,740	8%
6-NW Hollywood	51	76	25	138	38	167	32	109	8	3	646	196	65	21	32	9	8	1	0	46	1	1,024	1%
7-Plantation	256	174	149	62	526	34	1,743	549	342	41	3,876	75	103	746	531	249	138	36	3	60	6	5,824	7%
8-Davie/Cooper City	68	87	24	101	107	139	383	842	67	55	1,874	217	500	87	85	40	11	2	1	89	7	2,911	3%
9-Sunrise	64	30	30	12	66	8	386	139	271	58	1,064	19	50	197	79	39	14	2	1	27	4	1,495	2%
10-Weston	20	12	9	9	21	7	97	136	129	212	652	30	159	31	25	10	7	2	0	68	10	993	1%
Corridor Subtotal	3,172	3,481	2,474	1,270	2,724	785	3,796	2,467	1,086	419	21,675												
11-Hollywood	259	271	85	791	150	375	202	360	31	45		2,786	836	74	301	122	79	26	7	998	31	7,828	9%
12-Miramar	92	87	32	130	95	149	223	638	93	202		1,000	3,576	112	125	60	28	6	1	565	53	7,269	9%
13-Tamarac	158	109	115	30	305	16	637	231	242	40		58	97	1,826	1,139	1,229	204	34	9	56	6	6,542	8%
14-Oakland Park	573	423	760	64	541	32	200	68	45	14		80	38	447	3,367	507	951	97	8	34	2	8,249	10%
15-Parkland	172	68	98	23	151	12	216	97	54	16		44	58	633	880	4,345	733	121	97	50	6	7,873	9%
16-Coconut Creek	117	105	112	22	70	5	37	23	11	3		21	17	101	1,239	566	2,571	357	24	10	2	5,412	6%
17-Eastern Palm Beach	27	36	41	13	20	5	49	12	14	5		13	36	28	129	108	309	16	2	4	0	866	1%
18-Western Palm Beach	8	6	6	3	8	1	12	5	5	1		5	6	17	65	194	68	2	11	2	0	425	1%
19-Eastern Miami-Dade	239	332	119	471	234	176	302	447	128	66		1,471	1,208	174	378	270	167	14	8	428	4	6,636	8%
20-Western Miami-Dade	11	43	27	27	27	9	36	34	17	12		102	143	26	24	46	8	0	0	5	0	597	1%
Total	4,827	4,960	3,870	2,843	4,325	1,567	5,709	4,382	1,725	822		7,036	7,104	5,257	12,034	8,285	6,057	865	182	2,782	145	84,777	100%
Total %	6%	6%	5%	3%	5%	2%	7%	5%	2%	1%		8%	8%	6%	14%	10%	7%	1%	0%	3%	0%	100%	

Top 10 corridor movements

Intra-District Flows 25,933

% Intra-District Flows 31%

SERPM 6.7 (2010 Model) District-to-District Observed vs. Estimated Transit Trip Flows (BCT)
8/8/2012

DRAFT

2010 BCT Survey (zero car) - District-to-District Flows

Production District	Attraction District																				Total	Total %	
	1	2	3	4	5	6	7	8	9	10	Corridor Subtotal	11	12	13	14	15	16	17	18	19			20
1-Ft Lauderdale CBD	17	14	19	1	24	2	30	0	0	0	106	6	0	22	47	38	13	0	0	105	0	337	1%
2-South Ft Lauderdale	189	212	121	38	73	91	69	29	28	5	854	79	22	60	272	17	32	3	0	52	5	1,397	4%
3-North Ft Lauderdale	283	325	664	108	476	52	144	60	89	4	2,206	56	36	105	752	115	186	44	0	25	15	3,541	11%
4-Dania Beach	94	13	35	116	22	39	6	45	0	0	370	439	18	62	58	11	36	56	0	53	4	1,107	3%
5-West Fort Lauderdale	135	336	286	29	524	181	470	68	227	24	2,282	201	31	245	704	172	212	48	47	94	0	4,036	12%
6-NW Hollywood	16	8	33	23	6	10	4	15	0	27	142	17	26	18	21	0	0	0	0	3	0	227	1%
7-Plantation	254	84	247	176	430	24	1,011	69	161	2	2,457	38	46	382	265	59	46	6	0	22	0	3,321	10%
8-Davie/Cooper City	8	125	4	31	15	52	39	117	17	25	432	29	55	10	88	0	0	0	0	35	0	649	2%
9-Sunrise	0	0	18	0	3	0	20	3	30	14	89	0	0	26	5	1	4	5	0	2	0	132	0%
10-Weston	0	0	0	0	0	0	0	7	26	11	44	0	14	2	0	0	0	0	0	7	0	67	0%
Corridor Subtotal	995	1,117	1,428	521	1,574	450	1,792	415	578	112	8,982												
11-Hollywood	148	130	163	453	242	127	51	296	13	42		2,040	528	56	306	14	33	8	0	690	50	5,390	16%
12-Miramar	94	0	47	7	11	64	127	60	22	14		143	278	7	59	0	4	0	14	102	8	1,062	3%
13-Tamarac	15	26	67	14	265	0	115	118	88	4		29	67	500	440	270	160	90	2	13	0	2,284	7%
14-Oakland Park	310	259	337	93	260	98	123	87	85	10		54	38	239	1,062	323	484	11	0	5	12	3,888	12%
15-Parkland	20	65	43	6	58	0	78	10	37	0		4	3	90	387	595	235	7	6	14	0	1,657	5%
16-Coconut Creek	33	65	87	8	132	7	19	39	15	0		14	3	82	673	300	574	55	16	5	1	2,129	6%
17-Eastern Palm Beach	0	6	38	0	7	0	0	0	7	0		0	2	4	32	0	92	0	0	0	0	188	1%
18-Western Palm Beach	0	0	0	0	0	0	5	0	7	0		0	0	0	0	5	0	0	0	0	0	17	0%
19-Eastern Miami-Dade	20	25	79	25	39	48	71	109	6	10		503	193	42	79	14	1	1	28	43	0	1,336	4%
20-Western Miami-Dade	0	14	0	0	0	0	5	0	0	2		0	11	0	0	9	0	0	0	0	0	41	0%
Total	1,636	1,708	2,289	1,128	2,588	794	2,385	1,134	859	192		3,653	1,372	1,951	5,251	1,943	2,112	333	114	1,269	96	32,806	100%
Total %	5%	5%	7%	3%	8%	2%	7%	3%	3%	1%		11%	4%	6%	16%	6%	6%	1%	0%	4%	0%	100%	

* 5,230 Community Buses (6.72%) are added to the observed trips

Intra-District Flows 7,803
% Intra-District Flows 24%

Top 10 corridor movements

BCT- Estimated (zero car) District-to-District Flows

Production District	Attraction District																				Total	Total %	
	1	2	3	4	5	6	7	8	9	10	Corridor Subtotal	11	12	13	14	15	16	17	18	19			20
1-Ft Lauderdale CBD	45	65	38	7	17	11	22	13	1	0	220	1	8	22	41	7	23	9	0	2	0	334	1%
2-South Ft Lauderdale	175	176	47	9	62	7	58	27	3	11	575	14	7	18	149	28	40	4	0	3	0	838	3%
3-North Ft Lauderdale	376	451	379	34	245	53	122	67	74	4	1,805	49	16	91	895	77	206	54	3	7	1	3,205	10%
4-Dania Beach	15	69	25	160	19	129	88	117	4	2	628	158	16	14	32	9	24	4	0	27	1	911	3%
5-West Fort Lauderdale	238	187	213	31	388	29	261	207	84	9	1,647	27	41	293	667	184	166	54	4	22	1	3,106	10%
6-NW Hollywood	13	16	6	11	8	53	10	37	1	1	156	26	22	14	9	4	4	1	0	4	0	239	1%
7-Plantation	60	57	44	19	177	10	516	306	124	7	1,319	18	22	347	265	148	101	33	2	8	1	2,265	7%
8-Davie/Cooper City	4	26	2	21	16	30	80	267	15	20	480	31	202	30	32	17	2	1	0	7	1	803	3%
9-Sunrise	21	2	5	3	12	1	80	82	33	6	245	1	12	28	27	8	5	1	0	2	1	331	1%
10-Weston	1	1	0	0	4	1	32	55	15	30	139	6	48	4	1	1	1	1	0	5	0	206	1%
Corridor Subtotal	949	1,050	760	294	948	323	1,268	1,177	355	90	7,213												
11-Hollywood	128	129	40	309	75	197	138	182	19	36		955	387	49	213	102	61	25	7	268	9	3,329	11%
12-Miramar	28	30	10	17	32	53	72	264	34	105	264	1,141	60	61	23	17	4	1	125	11		2,351	7%
13-Tamarac	45	35	26	12	56	2	130	136	44	15	12	46	428	365	435	58	23	2	6	1		1,874	6%
14-Oakland Park	127	82	125	15	129	9	69	23	13	5	28	13	170	885	267	327	62	3	5	0		2,358	8%
15-Parkland	56	10	36	9	29	3	50	49	10	6	8	18	81	262	1,350	129	59	42	5	0		2,210	7%
16-Coconut Creek	27	26	23	4	22	1	12	13	5	1	8	7	55	436	267	878	206	14	2	0		2,007	6%
17-Eastern Palm Beach	3	3	11	0	1	0	1	1	0	0	1	4	1	15	23	46	5	0	0	0		117	0%
18-Western Palm Beach	0	1	0	0	1	0	2	1	1	0	0	1	2	26	74	13	1	6	0	0		130	0%
19-Eastern Miami-Dade	166	260	86	310	181	120	235	345	109	55	734	850	140	308	228	154	13	7	124	2		4,427	14%
20-Western Miami-Dade	6	34	24	18	19	6	18	21	10	8	70	79	17	13	37	4	0	0	1	0		384	1%
Total	1,535	1,660	1,143	988	1,492	714	1,996	2,213	599	320		2,411	2,939	1,862	4,700	3,289	2,259	559	92	623	29	31,425	100%
Total %	5%	5%	4%	3%	5%	2%	6%	7%	2%	1%		8%	9%	6%	15%	10%	7%	2%	0%	2%	0%	100%	

Top 10 corridor movements

Intra-District Flows 7,818
% Intra-District Flows 25%

This page intentionally left blank.



Appendix D: Detailed Boarding Results For Build Alternatives

All Trips

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total	
1 - Tri-Rail FLL/I-95	2	221	398	75	207	564	139	0	0	0	70	9	2	7	1,693	44.8%
2 - FLL Airport	72	0	34	4	27	30	13	0	0	0	2	1	2	16	200	5.3%
3 - WAVE 16th St	41	4	0	8	17	33	11	0	0	0	6	2	2	11	137	3.6%
4 - WAVE 12th St	21	2	11	0	1	13	5	0	0	0	4	1	1	8	67	1.8%
5 - WAVE 7th St (NB)	0	0	0	0	0	8	0	0	0	0	20	4	3	23	58	1.5%
6 - WAVE Las Olas Blvd	50	7	29	5	0	0	3	1	2	0	7	7	3	16	130	3.4%
7 - WAVE Andrews (NB)	0	0	0	0	0	0	0	0	0	0	3	3	2	1	8	0.2%
8 - WAVE 6th & Andrews (SB)	24	9	18	3	0	0	0	0	0	0	0	0	0	0	54	1.4%
9 - WAVE 6th St (SB)	8	2	6	0	0	0	0	0	0	0	0	0	0	0	18	0.5%
10 - WAVE Andrews (SB)	5	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0.2%
11 - Broward/ 2nd Ave	109	6	45	12	0	23	0	12	58	1	0	3	4	2	276	7.3%
12 - Broward/ 5th Ave	17	1	13	4	0	2	0	3	4	0	3	0	4	0	53	1.4%
13 - Broward/ 15th Ave	8	4	9	2	0	12	0	1	10	2	2	4	0	3	57	1.5%
14 - Broward Tri-Rail St	44	27	172	52	0	236	0	32	188	79	118	27	45	0	1,019	27.0%
Total	401	285	735	164	253	922	171	49	262	82	235	61	69	87	3,777	100.0%
	10.6%	7.5%	19.4%	4.3%	6.7%	24.4%	4.5%	1.3%	6.9%	2.2%	6.2%	1.6%	1.8%	2.3%	100%	
										WB/SB Stations		EB/NB Stations				

Direction	Trips	
Eastbound	2,058	54.6%
Westbound	1,710	45.4%
Total	3,768	100.0%

Access Type	Trips	
Walk	2,263	59.9%
PnR	1,115	29.5%
KnR	399	10.6%
Total	3,777	100.0%

Time Period	Trips	
Peak	2,614	69.4%
Off-Peak	1,154	30.6%
Total	3,768	100.0%

Intermodal Trips on Light Rail

Mode Used/Access Type	Walk	PnR	KnR	Total
Light Rail & Tri-Rail	30	80	23	133
Light Rail & Sawgrass Rapid Bus	72	1	1	74
Light Rail & All BCT Rapid Buses	720	50	23	793
Light Rail & WAVE	10	0	0	10

*Trip could have involved more than the two modes mentioned above

Rapid Bus Boardings

Station Name	Bank Atlantic - BCT Terminal				Nova Dr/University Dr - BCT Terminal			
	Eastbound		Westbound		Eastbound		Westbound	
	On	Off	On	Off	On	Off	On	Off
Bank Atlantic	189	0	0	107	-	-	-	-
Corporate Park	94	74	12	424	-	-	-	-
136th Ave	186	9	53	61	-	-	-	-
Nova Dr/University Dr	595	110	332	56	595	0	0	56
Nova Dr/70th Ave	39	641	12	498	39	468	2	498
Nova Dr/Davie Rd	85	57	50	47	85	39	10	47
SR 7/Davie Blvd	30	80	312	15	30	58	265	15
SR7/ Broward Blvd	174	27	109	89	174	21	95	89
Broward / 31st Ave	16	14	53	4	16	14	50	4
Broward / I-95 (TRI-RAIL)	225	116	88	26	225	90	70	26
Broward 15th Ave	38	15	31	5	38	12	26	5
Broward 5th Ave	2	83	43	1	2	81	37	1
Broward 2nd Ave	0	7	7	0	0	6	6	0
Central Broward Bus Terminal	0	443	230	0	0	414	178	0
Total	1673	1676	1332	1333	1204	1203	739	741

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total	
1 - University/Nova	0	279	63	544	47	78	77	206	136	65	123	17	66	99	52	0	0	0	7	2	0	1	1,863	17.9%
2 - Nova / 70th Ave	8	0	14	12	6	33	4	15	15	2	10	1	3	7	5	0	0	0	6	2	0	1	143	1.4%
3 - Nova / Davie	19	6	0	2	13	50	6	16	16	4	10	3	3	6	6	0	0	0	5	1	5	1	169	1.6%
4 - Davie / Oaks	13	2	0	0	9	25	5	7	13	4	10	2	4	7	5	0	0	0	4	1	0	0	111	1.1%
5 - Griffin/Davie	14	6	2	40	0	54	26	31	50	24	49	10	26	45	28	0	0	0	19	2	0	0	427	4.1%
6 - Griffin/SR 7	30	57	32	395	225	0	149	196	147	130	136	28	100	133	49	0	0	0	1	0	0	0	1,808	17.4%
7 - Griffin/32nd Ave	66	5	9	19	29	173	0	15	39	11	24	8	9	21	14	0	0	0	23	6	1	2	475	4.6%
8 - Tri-Rail FL/LI-95	55	83	32	187	81	63	35	0	170	238	293	60	169	514	167	0	0	0	57	7	1	6	2,217	21.3%
9 - FL Airport	202	38	23	105	64	198	19	73	0	51	14	4	22	28	12	0	0	0	2	1	2	6	863	8.3%
10 - SW 4th Ave/SE 24th St	13	2	1	8	7	25	1	9	12	0	14	5	13	34	12	0	0	0	12	2	4	2	176	1.7%
11 - WAVE 16th St	19	6	4	15	9	29	7	28	3	10	0	3	12	24	9	0	0	0	5	2	2	4	191	1.8%
12 - WAVE 12th St	4	2	1	5	3	8	2	16	2	7	8	0	1	13	5	0	0	0	5	1	1	4	87	0.8%
13 - WAVE 7th St (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	21	4	4	9	45	0.4%
14 - WAVE Las Olas Blvd	12	7	4	27	18	22	6	42	7	26	24	5	0	0	3	1	2	0	8	7	3	9	233	2.2%
15 - WAVE Las Olvas (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	1	9	0.1%
16 - WAVE 6th & Andrews (SB)	7	2	1	11	9	14	2	21	9	13	14	3	0	0	0	0	0	0	0	0	0	0	106	1.0%
17 - WAVE 6th St (SB)	3	1	1	5	3	6	2	7	2	6	5	0	0	0	0	0	0	0	0	0	0	0	41	0.4%
18 - WAVE Andrews (SB)	0	1	0	4	2	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	0	19	0.2%
19 - Broward / 2nd Ave	3	12	11	67	22	4	28	84	7	51	34	11	0	26	0	12	61	1	0	3	4	2	445	4.3%
20 - Broward / 5th Ave	0	5	3	10	4	1	3	17	1	7	12	4	0	2	0	3	5	0	3	0	4	1	84	0.8%
21 - Broward / 15th Ave	0	1	0	4	1	0	1	9	1	16	6	2	0	12	0	1	10	2	2	4	0	5	79	0.8%
22 - Broward Tri-Rail St	1	3	1	12	9	2	2	20	15	30	91	33	0	187	0	26	130	73	111	26	36	0	807	7.8%
Total	468	517	203	1,471	562	786	375	816	645	699														

Time Period	Trips	
Peak	6,518	62.8%
Off-Peak	3,862	37.2%
Total	10,380	100.0%

*Trip could have involved more than the two modes mentioned above

Trips By Segment	Boardings		Attractions	
	#	%	#	%
University/Nova - Tri-Rail FLL/I-95	4,996	48.1%	4,381	42.1%
Tri-Rail FLL/I-95 - Broward Tri-Rail St	5,400	51.9%	6,015	57.9%
Total	10,396	100.0%	10,396	100.0%

4/1/2012

All Trips

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1 - Tri-Rail FLL/I-95	0	236	308	391	79	227	598	205	0	0	0	72	9	2	8	2,134
2 - FLL Airport	120	0	61	15	4	27	29	12	0	0	0	2	1	2	9	281
3 - SW 4th Ave/SE 24th St	19	13	0	15	6	13	34	12	0	0	0	13	2	4	5	135
4 - WAVE 16th St	50	3	10	0	3	12	24	9	0	0	0	6	2	2	6	128
5 - WAVE 12th St	23	2	11	8	0	1	13	5	0	0	0	5	1	1	5	75
6 - WAVE 7th ST (NB)	0	0	0	0	0	0	8	0	0	0	0	21	3	4	13	49
7 - WAVE Las Olas Blvd	62	8	26	24	5	0	0	3	1	2	0	8	7	3	12	160
8 - WAVE Andrews (NB)	0	0	0	0	0	0	0	0	0	0	0	3	3	2	1	9
9 - WAVE 6th & Andrews (SB)	30	9	13	15	3	0	0	0	0	0	0	0	0	0	0	70
10 - WAVE 6th St (SB)	13	3	6	5	0	0	0	0	0	0	0	0	0	0	0	27
11 - WAVE Andrews (SB)	6	0	3	0	0	0	2	0	0	0	0	0	0	0	0	12
12 - Broward/ 2nd Ave	89	7	63	42	13	0	26	0	12	63	1	0	4	4	3	327
13 - Broward/ 5th Ave	18	1	7	12	4	0	2	0	3	4	0	3	0	4	1	59
14 - Broward/ 15th Ave	10	1	18	6	2	0	13	0	1	11	2	2	4	0	5	74
15 - Broward Tri-Rail St	24	20	53	122	44	0	211	0	30	160	78	120	27	38	0	928
Total	463	303	579	655	163	281	959	246	47	241	81	254	63	66	65	4,467
	10.4%	6.8%	13.0%	14.7%	3.6%	6.3%	21.5%	5.5%	1.1%	5.4%	1.8%	5.7%	1.4%	1.5%	1.5%	100%
	WB/SB Stations										EB/NB Stations					

Direction	Trips	
Eastbound	2,598	58.3%
Westbound	1,862	41.7%
Total	4,460	100.0%

Access Type	Trips	
Walk	2,803	62.7%
PnR	1,206	27.0%
KnR	459	10.3%
Total	4,467	100.0%

Time Period	Trips	
Peak	3,118	69.9%
Off-Peak	1,342	30.1%
Total	4,460	100.0%

Trips by Segment (CBT Rail + Rapid Bus)	1	2	3	Total	
1 - Sawgrass Mills - University/Nova	168	401	0	569	7.2%
2 - University/Nova - Tri-Rail FLL/I-95	552	1,134	720	2,406	30.4%
3 - Tri-Rail FLL/I-95 - Broward Tri-Rail St	0	463	4,467	4,930	62.4%
Total	720	1,998	5,187	7,905	100.0%
	9.1%	25.3%	65.6%		

Intermodal Trips on Light Rail

Mode Used/Access Type	Walk	PnR	KnR	Total
Light Rail & Tri-Rail	33	84	25	142
Light Rail & Sawgrass Rapid Bus	143	1	2	146
Light Rail & All BCT Rapid Buses	935	53	28	1,016
Light Rail & All BCT Local Buses	889	68	96	1,053
Light Rail & WAVE	15	0	0	15

*Trip could have involved more than the two modes mentioned above

Rapid Bus Boardings

Station Name	Bank Atlantic - FLL Tri-Rail St				Nova Dr/University Dr - FLL Tri-Rail St			
	Eastbound		Westbound		Eastbound		Westbound	
	On	Off	On	Off	On	Off	On	Off
Bank Atlantic	200	0	0	137	-	-	-	-
Corporate Park	109	86	13	390	-	-	-	-
136th Ave	192	14	55	90	-	-	-	-
University/Nova	119	173	357	43	119	0	0	43
Nova / 70th Ave	166	49	0	56	166	49	0	56
Nova / Davie	47	36	23	24	47	30	9	24
Davie / Oaks	18	146	14	211	18	51	1	211
Griffin/Davie	60	27	26	41	60	9	7	41
Griffin/SR 7	222	102	207	112	222	76	155	112
Griffin/32nd Ave	26	129	162	13	26	120	129	13
Tri-Rail FLL/I-95	0	393	263	0	0	323	200	0
Total	1159	1155	1120	1117	658	658	501	500

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total	
1 - University/Nova	0	0	1	45	76	81	205	141	132	177	666	97	51	0	0	0	6	2	0	1	257	75	602	1,854	20.0%
2 - Academeical Village	58	0	0	1	4	1	2	3	5	1	1	2	2	0	0	0	0	0	0	0	0	1	3	83	0.9%
3 - University/Griffin	8	58	0	0	1	1	1	1	3	0	1	1	0	0	0	0	0	0	0	0	0	1	14	90	1.0%
4 - Griffin/Davie	5	11	20	0	54	29	31	54	55	10	26	45	28	0	0	0	19	2	0	0	0	0	0	390	4.2%
5 - Griffin/SR 7	21	38	128	251	0	163	196	156	168	28	100	134	48	0	0	0	1	1	0	0	0	0	0	1,434	15.5%
6 - Griffin/32nd Ave	48	5	34	37	180	0	16	40	25	8	9	22	13	0	0	0	24	6	1	2	0	0	0	470	5.1%
7 - Tri-Rail FL/1-95	46	39	61	83	63	36	0	184	334	60	169	515	168	0	0	0	57	7	2	7	0	0	0	1,829	19.7%
8 - F.L. Airport	169	26	64	78	202	19	73	0	29	4	22	28	12	0	0	0	2	1	2	6	0	1	6	744	8.0%
9 - WAVE 16th St	11	4	18	18	35	7	30	4	0	8	17	33	11	0	0	0	6	2	2	5	0	0	1	214	2.3%
10 - WAVE 12th St	3	1	13	5	8	2	16	2	10	0	1	13	5	0	0	0	5	1	1	4	0	0	1	90	1.0%
11 - WAVE 7th ST (NB)	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	21	4	4	9	0	0	0	45	0.5%
12 - WAVE Las Olas Blvd	8	4	18	24	22	6	42	7	29	5	0	0	3	1	2	0	8	7	3	9	0	0	2	202	2.2%
13 - WAVE Andrews (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	1	1	0	0	9	0.1%
14 - WAVE 6th & Andrews (SB)	6	3	5	10	14	2	21	9	18	3	0	0	0	0	0	0	0	0	0	0	0	0	1	92	1.0%
15 - WAVE 6th St (SB)	2	1	4	5	6	2	6	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	37	0.4%
16 - WAVE Andrews (SB)	0	1	1	2	0	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12	0.1%
17 - Broward/ 2nd Ave	1	26	27	22	4	28	90	7	40	11	0	26	0	12	60	1	0	4	4	2	0	0	2	369	4.0%
18 - Broward/ 5th Ave	0	3	3	4	0	3	17	1	13	4	0	2	0	3	5	0	3	0	4	0	0	0	0	66	0.7%
19 - Broward/ 15th Ave	0	0	0	1	2	0	1	9	1	8	2	0	12	0	1	10	2	2	4	0	5	0	0	61	0.7%
20 - Broward Tri-Rail St	1	2	4	9	2	2	20	16	107	33	0	187	0	26	130	73	112	26	37	0	0	0	0	786	8.5%
21 - Nova / 70th Ave	0	0	0	1	10	33	4	16	15	10	1	3	7	5	0	0	6	2	0	1	0	15	12	140	1.5%
22 - Nova / Davie	0	1	2	13	52	7	16	17	11	3	3	6	6	0	0	0	5	1	5	1	0	0	9	15	

Trips By Segment	Boardings		Attractions	
	#	%	#	%
University/Nova - Tri-Rail FLL/I-95	4,713	50.8%	3,831	41.3%
Tri-Rail FLL/I-95 - Broward Tri-Rail St	4,557	49.2%	5,429	58.7%
Total	9,270	100.0%	9,270	100.0%

Time Period	Trips	
Peak	5,886	63.2%
Off-Peak	3,432	36.8%
Total	9,318	100.0%

Mode Used/Access Type	Walk	PnR	KnR	Total
Light Rail & Tri-Rail	70	120	32	222
Light Rail & Sawgrass Rapid Bus	153	4	1	158
Light Rail & All BCT Rapid Buses	3,248	133	130	3,511
Light Rail & WAVE	22	0	0	22

*Trip could have involved more than the two modes mentioned above

3/19/2012

All Trips

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total	
1 - University/Nova	0	302	68	524	142	129	49	258	155	53	159	26	84	128	85	0	0	0	38	10	3	6	2,219	18.5%
2 - Nova / 70th Ave	18	0	12	18	17	31	4	20	11	2	9	1	4	8	6	0	0	0	8	6	0	2	176	1.5%
3 - Nova / Davie	43	27	0	22	25	53	4	25	9	4	10	3	3	8	6	0	0	0	9	4	7	1	261	2.2%
4 - Davie / Oaks	18	2	4	0	16	27	4	7	10	3	9	1	3	7	4	0	0	0	7	3	0	1	128	1.1%
5 - Griffin/Davie	27	18	26	85	0	52	22	48	36	26	48	9	34	58	41	0	0	0	44	12	2	2	590	4.9%
6 - Griffin/SR 7	97	65	54	377	89	0	89	140	83	85	123	19	78	119	97	0	0	0	74	8	1	1	1,600	13.3%
7 - Griffin/32nd Ave	45	5	5	17	35	94	0	26	32	11	20	7	10	19	13	0	0	0	34	11	2	3	390	3.2%
8 - Tri-Rail FLL/I-95	130	86	26	266	109	75	42	0	98	71	120	24	61	139	67	0	0	0	33	14	4	15	1,379	11.5%
9 - FLL Airport	182	28	15	54	25	98	17	27	0	23	20	3	7	17	10	0	0	0	2	3	4	13	548	4.6%
10 - SW 4th Ave/SE 24th St	12	2	1	8	8	18	2	11	11	0	32	6	14	35	15	0	0	0	7	3	6	3	195	1.6%
11 - WAVE 16th St	16	7	3	14	11	28	6	37	4	28	0	7	16	43	16	0	0	0	3	3	4	11	258	2.1%
12 - WAVE 12th St	4	2	1	7	4	7	2	24	3	13	26	0	2	22	10	0	0	0	2	1	3	7	138	1.1%
13 - WAVE 7th St (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	3	6	5	13	39	0.3%
14 - WAVE Las Olas Blvd	14	10	3	32	20	26	7	32	6	33	41	9	0	0	8	1	5	0	1	5	5	29	287	2.4%
15 - WAVE Andrews (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	9	18	0.2%
16 - WAVE 6th & Andrews (SB)	8	5	2	14	11	16	2	18	5	17	27	5	0	0	0	0	0	0	0	0	0	0	130	1.1%
17 - WAVE 6th St (SB)	6	1	0	4	4	9	1	5	1	5	8	0	0	0	0	1	0	0	0	0	0	0	47	0.4%
18 - WAVE Andrews (SB)	6	1	0	8	6	2	1	7	1	5	0	0	0	4	0	0	0	0	0	0	0	0	42	0.4%
19 - Broward/ 2nd Ave	58	22	10	85	23	50	31	67	2	47	19	6	0	3	0	0	5	0	0	1	3	70	499	4.2%
20 - Broward/ 5th Ave	6	8	2	19	8	8	5	16	3	12	20	8	0	8	0	3	8	2	7	0	7	8	155	1.3%
21 - Broward/ 15th Ave	2	2	1	5	4	3	2	11	11	21	30	6	0	45	0	3	22	7	16	8	0	7	205	1.7%
22 - Broward Tri-Rail St	4	9	15	29	29	7	4	19	161	404	226	90	0	374	0	31	238	125	695	184	61	0	2,706	22.5%
Total	695	601	250	1,588	584	735	293	797	642	864	946	229	316	1,047	380	41	277	134	986	285	120	201	12,010	100.0%
	5.8%	5.0%	2.1%	13.2%	4.9%	6.1%	2.4%	6.6%	5.3%	7.2%	7.9%	1.9%	2.6%	8.7%	3.2%	0.3%	2.3%	1.1%	8.2%	2.4%	1.0%	1.7%	100%	
	WB/SB Stations																EB/NB Stations							

Direction	Trips	
Eastbound	5,431	45.2%
Westbound	6,577	54.8%
Total	12,008	100.0%

Access Type	Trips	
Walk	7,424	61.8%
PnR	2,959	24.6%
KnR	1,627	13.5%
Total	12,010	100.0%

Time Period	Trips	
Peak	7,869	65.5%
Off-Peak	4,139	34.5%
Total	12,008	100.0%

Intermodal Trips on Light Rail

Mode Used/Access Type	Walk	PnR	KnR	Total
Light Rail & Tri-Rail	412	311	197	920
Light Rail & Sawgrass Rapid Bus	451	34	30	515
Light Rail & All BCT Rapid Buses	451	34	30	515
Light Rail & WAVE	95	1	2	98

*Trip could have involved more than the two modes mentioned above

Trips By Segment	Boardings		Attractions	
	#	%	#	%
University/Nova - Tri-Rail FLL/I-95	5,363	44.7%	4,746	39.5%
Tri-Rail FLL/I-95 - Broward Tri-Rail St	6,646	55.3%	7,264	60.5%
Total	12,010	100.0%	12,010	100.0%

All Trips

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total	
1 - University/Nova	0	274	37	362	58	94	33	165	114	41	136	19	69	108	69	0	0	0	22	7	2	3	1,613	19.1%
2 - Nova / 70th Ave	14	0	8	16	12	25	3	12	9	1	9	1	3	7	4	0	0	0	6	5	0	1	136	1.6%
3 - Nova / Davie	36	15	0	19	19	43	3	17	8	3	9	2	3	8	4	0	0	0	7	3	6	0	205	2.4%
4 - Davie / Oaks	11	3	3	0	9	19	3	5	6	3	8	1	3	7	4	0	0	0	5	2	0	1	93	1.1%
5 - Griffin/Davie	19	14	4	63	0	34	13	30	28	21	44	7	28	56	36	0	0	0	27	7	2	2	435	5.2%
6 - Griffin/SR 7	80	68	26	278	57	0	69	82	63	78	139	17	79	122	97	0	0	0	62	6	1	1	1,327	15.7%
7 - Griffin/32nd Ave	36	4	5	12	30	75	0	21	26	9	22	6	7	18	13	0	0	0	28	9	2	2	325	3.8%
8 - Tri-Rail FLL/I-95	130	72	21	202	79	61	33	0	87	98	153	32	60	122	66	0	0	0	30	11	4	8	1,267	15.0%
9 - FLL Airport	171	30	9	45	20	77	14	16	0	20	20	3	7	19	11	0	0	0	2	3	3	9	480	5.7%
10 - SW 4th Ave/SE 24th St	12	2	1	6	6	14	1	8	8	0	28	6	13	35	12	0	0	0	6	2	5	3	168	2.0%
11 - WAVE 16th St	14	6	2	11	8	23	5	29	3	26	0	5	14	40	15	0	0	0	3	2	4	8	217	2.6%
12 - WAVE 12th St	2	2	0	4	4	5	1	12	2	9	21	0	1	19	9	0	0	0	1	1	2	3	98	1.2%
13 - WAVE 7th St (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	2	5	3	9	32	0.4%
14 - WAVE Las Olas Blvd	11	5	2	20	16	19	5	24	4	27	33	8	0	0	8	1	4	0	1	5	4	20	215	2.6%
15 - WAVE Andrews (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	6	13	0.2%
16 - WAVE 6th & Andrews (SB)	5	2	1	9	8	11	2	11	3	14	27	4	0	0	0	0	0	0	0	0	0	0	97	1.1%
17 - WAVE 6th St (SB)	4	1	0	4	3	5	0	5	1	5	6	0	0	0	0	1	0	0	0	0	0	0	36	0.4%
18 - WAVE Andrews (SB)	3	1	0	4	4	2	0	4	1	4	0	0	0	4	0	0	0	0	0	0	0	0	29	0.3%
19 - Broward / 2nd Ave	28	17	5	57	13	30	18	42	2	35	15	4	0	5	0	0	4	0	0	1	3	37	313	3.7%
20 - Broward / 5th Ave	4	6	2	13	6	6	4	12	2	9	16	6	0	6	0	2	8	1	6	0	5	6	121	1.4%
21 - Broward / 15th Ave	1	1	1	5	3	1	1	7	9	18	23	4	0	33	0	2	22	9	12	5	0	5	162	1.9%
22 - Broward Tri-Rail St	3	5	1	15	15	5	2	13	12	24	136	42	0	237	0	28	139	104	209	28	38	0	1,056	12.5%
Total	584	527	128	1,146	367	547	213	516	388	444	845	170	288	854	352	35	177	114	432	103	84	123	8,436	100.0%
	6.9%	6.3%	1.5%	13.6%	4.4%	6.5%	2.5%	6.1%	4.6%	5.3%	10.0%	2.0%	3.4%	10.1%	4.2%	0.4%	2.1%	1.3%	5.1%	1.2%	1.0%	1.5%	100%	
	WB/SB Stations																EB/NB Stations							

Direction	Trips	
Eastbound	4,413	52.4%
Westbound	4,008	47.6%
Total	8,421	100.0%

Access Type	Trips	
Walk	5,355	63.5%
PnR	2,088	24.8%
KnR	993	11.8%
Total	8,436	100.0%

Time Period	Trips	
Peak	5,012	59.5%
Off-Peak	3,409	40.5%
Total	8,421	100.0%

Intermodal Trips on Light Rail

Mode Used / Access Type	Walk	PnR	KnR	Total
Light Rail & Tri-Rail	397	378	272	1,047
Light Rail & Sawgrass Rapid Bus	367	27	27	421
Light Rail & All BCT Rapid Buses	367	27	27	421
Light Rail & WAVE	58	0	3	61

*Trip could have involved more than the two modes mentioned above

Trips By Segment	Boardings		Attractions	
	#	%	#	%
University/Nova - Tri-Rail FLL/I-95	4,132	49.0%	3,512	41.6%
Tri-Rail FLL/I-95 - Broward Tri-Rail St	4,304	51.0%	4,925	58.4%
Total	8,436	100.0%	8,436	100.0%

All Trips

Station Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total	
1 - University/Nova	0	205	43	479	61	77	38	152	65	44	122	16	54	101	48	0	0	0	12	5	2	2	1,525	17.7%
2 - Nova / 70th Ave	14	0	10	15	12	25	3	14	8	1	7	2	4	6	6	0	0	0	5	4	0	1	137	1.6%
3 - Nova / Davie	42	13	0	15	20	42	3	17	6	3	9	2	3	7	4	0	0	0	5	3	6	1	201	2.3%
4 - Davie / Oaks	13	2	1	0	9	25	3	7	5	3	9	1	3	6	5	0	0	0	5	3	0	1	102	1.2%
5 - Griffin/Davie	19	13	5	58	0	37	14	27	19	20	40	7	25	53	30	0	0	0	23	9	1	1	402	4.7%
6 - Griffin/SR 7	32	50	25	291	65	0	91	134	54	85	134	21	78	132	87	0	0	0	34	5	0	1	1,318	15.3%
7 - Griffin/32nd Ave	36	4	5	14	24	103	0	23	17	11	21	10	9	17	14	0	0	0	13	10	1	3	336	3.9%
8 - Tri-Rail FLL/I-95	168	64	27	249	106	118	22	0	34	134	238	49	94	195	96	0	0	0	55	37	3	12	1,701	19.7%
9 - FLL Airport	86	12	4	9	18	68	5	16	0	12	15	3	8	21	14	0	0	0	3	3	2	4	303	3.5%
10 - SW 4th Ave/SE 24th St	12	2	1	7	7	17	1	9	6	0	24	7	14	35	15	0	0	0	5	3	4	3	173	2.0%
11 - WAVE 16th St	12	7	2	14	9	26	6	30	4	21	0	4	13	37	15	0	0	0	3	2	3	9	217	2.5%
12 - WAVE 12th St	2	1	0	5	3	5	2	21	2	11	13	0	1	19	9	0	0	0	2	1	2	5	105	1.2%
13 - WAVE 7th St (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	3	5	3	14	39	0.5%
14 - WAVE Las Olas Blvd	9	6	2	24	18	21	4	37	5	27	32	8	0	0	8	1	4	0	2	5	3	24	240	2.8%
15 - WAVE Andrews (NB)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	4	11	0.1%
16 - WAVE 6th & Andrews (SB)	4	7	2	23	10	13	4	19	4	22	17	3	0	0	0	0	0	0	0	0	0	0	127	1.5%
17 - WAVE 6th St (SB)	5	1	0	5	2	7	1	6	1	5	6	1	0	0	0	1	0	0	0	0	0	0	41	0.5%
18 - WAVE Andrews (SB)	7	4	2	9	11	2	2	9	1	7	0	0	0	4	0	0	0	0	0	0	0	0	58	0.7%
19 - Broward/ 2nd Ave	13	8	2	34	6	14	16	30	2	22	16	5	0	5	0	0	4	0	0	1	2	17	199	2.3%
20 - Broward/ 5th Ave	3	6	2	20	8	7	3	18	3	11	17	7	0	3	0	2	12	0	4	0	4	3	133	1.5%
21 - Broward/ 15th Ave	1	1	1	5	2	1	1	7	3	13	15	5	0	35	0	2	14	9	23	6	0	4	147	1.7%
22 - Broward Tri-Rail St	3	4	1	16	15	5	3	17	17	34	136	46	0	227	0	28	149	106	213	62	43	0	1,124	13.0%
Total	480	410	134	1,291	407	613	223	592	255	486	871	197	308	915	353	35	184	115	414	166	82	109	8,638	100.0%
	5.6%	4.8%	1.5%	14.9%	4.7%	7.1%	2.6%	6.8%	2.9%	5.6%	10.1%	2.3%	3.6%	10.6%	4.1%	0.4%	2.1%	1.3%	4.8%	1.9%	0.9%	1.3%	100%	

Appendix E: Boardings by Transit Route

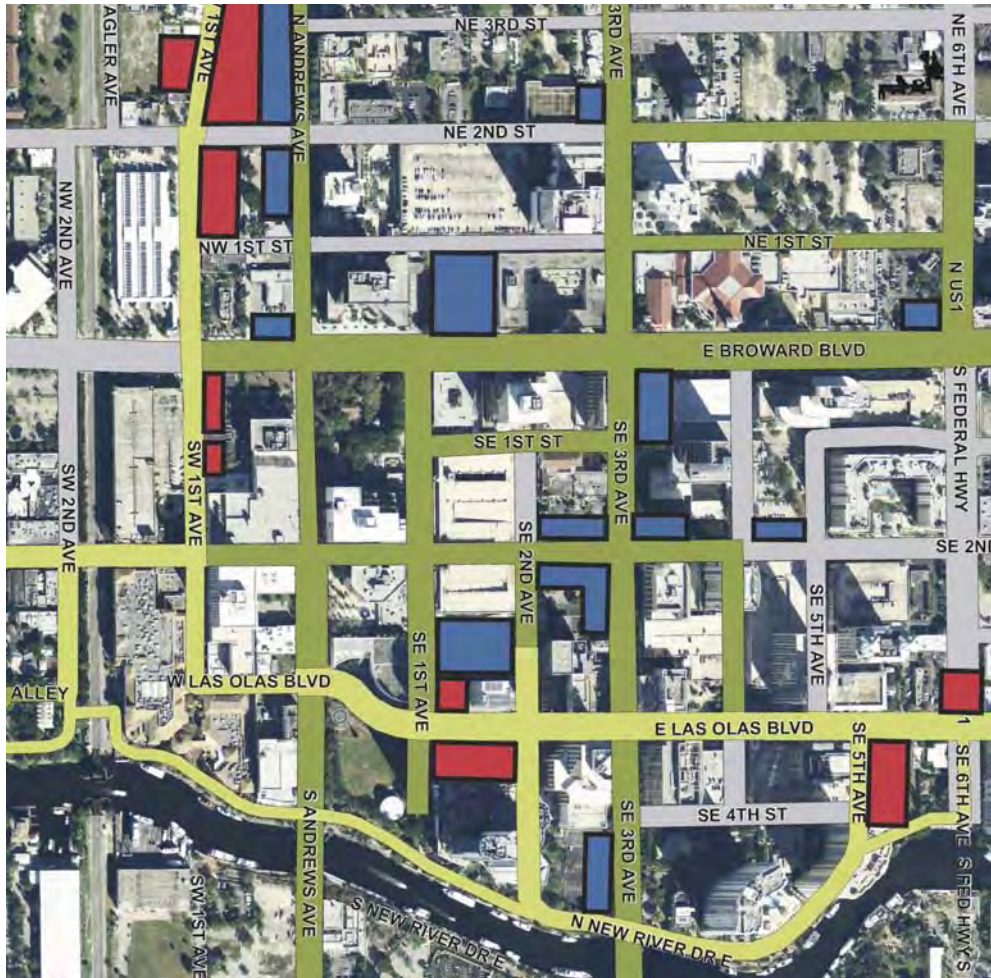
This page intentionally left blank.



Central Broward Transit - Daily Boardings by Transit Route

	Model Route No.	Route Name	2010 Observed	2035 No Build	2035 TSM	Broward Boulevard/S R 7 Alternative	Griffin Road Modern Streetcar Alternative	Griffin Road Premium Bus Alternative	Griffin Road Modern Streetcar 2010 Network	Griffin Road Modern Streetcar One-Way Loop 2010 Network	Griffin Road Modern Streetcar 2010 Build	Griffin Road Modern Streetcar 2016 Build
Land Use Data Transit/Highway Network			2035 2035	2035 2035	2035 2035	2035 2035	2035 2035	2035 2035	2035 2010	2035 2010	2010 2010	2016 2016
Project	M35L1	Guideway Project	-	-	-	3,768	10,380	4,460	12,008	9,318	8,421	8,628
	M34L96/97	Sawgrass Rapid Bus	-	-	4,428	4,953	917	3,430	1,139	901	897	833
	Guideway Project Subtotal		-	-	4,428	8,721	11,297	7,890	13,147	10,219	9,318	9,461
	M32L1	Wave	-	302	381	70	79	64	158	76	101	131
East-West Routes	M33L72	Oakland Park Boulevard Local Bus	7,593	6,411	6,380	6,327	6,301	6,353	7,673	6,316	5,911	7,042
	M34L95	Oakland Park Boulevard/Andrews Rapid Bus	-	4,222	4,210	4,136	4,175	4,225	-	4,182	-	-
	M34L72	Oakland Park Boulevard Rapid Bus EW	-	3,582	3,595	3,601	3,638	3,644	-	3,629	-	-
	Oakland Park Boulevard Subtotal		-	14,215	14,185	14,064	14,114	14,222	7,673	14,127	5,911	7,042
	M33L36	Sunrise Boulevard Local Bus	7,176	6,823	6,626	6,594	6,451	6,483	5,879	6,466	4,794	4,846
	M34L75	Sunrise Boulevard Rapid Bus	-	4,621	4,422	4,358	4,359	4,580	-	4,359	-	-
	Sunrise Boulevard Subtotal		7,176	11,444	11,048	10,952	10,810	11,063	5,879	10,825	4,794	4,846
	M33L22	Broward Boulevard Local Bus	4,216	2,660	2,560	2,085	2,144	2,127	2,769	2,152	1,923	3,884
	M34L92	Broward Boulevard Rapid Bus - SR 7 to BCT Central Terminal	-	4,799	3,998	3,905	3,400	3,690	-	3,410	-	-
		Broward Boulevard Rapid Bus - BCT Central Terminal to West Regional Terminal	-	-	-	-	-	-	-	-	-	-
	M34L90	Terminal to West Regional Terminal	-	1,851	1,813	1,447	1,586	1,744	-	1,599	-	-
	Broward Boulevard Subtotal		-	9,310	8,371	7,437	7,130	7,561	2,769	7,161	1,923	3,884
	M33L207	Griffin Road Local Bus	-	2,580	405	2,431	278	289	-	311	-	-
	M33L30	Peters Road Local Bus	2,234	4,226	3,867	3,707	3,535	3,831	1,811	3,535	1,572	2,348
	M33L154	I-595 Pilot Express - Weston P&R to Broward Medical Center	-	428	393	239	222	256	-	222	-	130
	M33L155	I-595 Pilot Express - BB&T (Bank Atlantic) Center to Broward Medical Center	-	293	271	147	126	146	-	132	-	108
	M33L156	I-595 Pilot Express - Weston P&R to Downtown Miami	-	1,977	2,664	2,812	2,858	2,857	-	2,790	-	1,102
	M33L157	I-595 Pilot Express - BB&T (Bank Atlantic) Center to Downtown Miami	-	2,066	2,698	2,933	2,981	2,959	-	2,920	-	1,055
North-South Routes	M33L201	Flamingo Road Local Bus	-	1,669	1,651	1,621	1,616	1,620	-	1,604	-	-
	M33L202	Nob Hill Road Local Bus	-	1,573	1,507	1,530	1,505	1,512	-	1,496	-	-
	M33L203	Pine Island Road Local Bus	-	1,791	1,716	1,719	1,658	1,677	-	1,658	-	-
	M33L2	University Drive Local Bus	6,338	8,154	8,529	8,622	8,704	8,612	10,160	8,553	7,424	6,869
	M34L291	University Drive Rapid Bus	903	16,818	16,587	16,956	17,382	18,057	2,801	17,357	2,183	4,896
	M33L9	Davie to Downtown Local Bus	2,046	5,342	5,144	4,125	4,230	4,374	2,138	4,650	1,795	1,716
	M33L18	SR 7 Local Bus	14,639	11,911	11,975	11,846	11,803	11,792	17,413	11,816	12,911	12,723
	M34L441	SR 7 Rapid Bus	1,918	28,697	28,529	28,156	28,519	27,992	974	28,374	842	2,496
	M33L1	US 1 Local Bus	7,228	7,265	7,444	6,874	6,997	7,153	8,451	7,065	6,749	5,014
	M34L191	US 1 Rapid Bus	919	11,898	11,709	11,752	11,670	11,745	1,079	11,614	993	2,567
Regional Routes	M15L1	Tri-Rail	12,200	16,200	16,083	15,915	15,873	15,899	19,731	15,873	13,079	13,078
	M14L1	Metrorail Existing	57,884	152,330	152,327	152,418	152,418	152,419	266,096	152,369	57,526	47,575
	M14L13	Metrorail Extension	-	125,787	125,834	125,978	125,961	125,963	-	125,894	-	46,311

FORT LAUDERDALE DOWNTOWN WALKABILITY ANALYSIS



SUBMITTED JANUARY 15, 2013

JEFF SPECK
AICP, CNU-A, LEED-AP, HON. ASLA

EXECUTIVE SUMMARY

By applying a design strategy centered on walkability, this study asserts and attempts to demonstrate how a limited number of relatively small planning interventions can exert a profound influence on the livability and vitality of downtown Fort Lauderdale.

This study applies an “urban triage” methodology that determines where walkability is achievable in the short run and integrates these findings with an analysis of important anchors and paths in order to designate a Primary and Secondary Network of Walkability in the downtown. These Networks indicate where, in both the short- and mid-term, the fewest investments in infrastructure are likely to have the greatest impact on people’s choice to walk.

GENERAL RECOMMENDATIONS

General recommendations to the downtown include, but are not limited to:

- Adjusting meter rates to result in the proper rate of curb vacancy;
- Making use of shade trees rather than palm trees almost everywhere;
- Making streetscape improvements in the order suggested by the Networks of Walkability (described ahead);
- Applying enhanced urban coding within the Networks of Walkability;
- Prohibiting the abandonment of further vehicular streets;
- Designing all future streets with 10-foot-max travel lanes, 8-foot-max parking lanes, ample sidewalks, and continuous tree cover;
- Adding integrated bike lanes where they fit—and *sharrows* where they don’t—along Las Olas, Himmarshee, N 2nd Street, N 4th Street, and Brickell Avenue, and separated bike lanes against E 3rd Avenue and, eventually, Broward Boulevard;
- Eliminating unnecessary loops from, and simplifying transfers between, the planned WAVE streetcar and Bus Rapid Transit systems; and
- Not allowing transit stops not undermine walkability by unduly widening pavements or removing parallel parking.

SITE-SPECIFIC RECOMMENDATIONS

The report contains hundreds of site-specific recommendations, organized principally by street. While further explanation is needed (and provided ahead), they can be summarized as follows:

Broward Boulevard should receive an attractive low barrier along the curb in most locations, and shade trees where possible. Its crosswalk at Federal Highway should be replaced, and several sidewalks expanded into adjacent properties. Mid-term, it should be restriped with 10-foot travel lanes to create curbside buffers, receive additional crossings at SE 1st Street and Financial Plaza, eliminate several underutilized bus and turn lanes, and receive LPIs. Ultimately, it should be redesigned through a public process to be a four-lane *complete street* including parallel parking, biking facilities, and a roundabout where it meets Federal Highway.

Las Olas Boulevard should receive consistent parallel parking along all of its curbs, and either bike lanes or *sharrows* as space allows. It’s thick baluster above the Kinney Tunnel should be replaced temporarily by something more transparent, and eventually by a retail pad overhanging the highway. It should receive two-way traffic where it bends into Brickell Avenue, and shade trees wherever they are missing.

South 2nd Street (Himmarsee) should receive a similar treatment as above, from Brickell to the Center for the Performing Arts. It's passage under the parking structure at SE 1st should receive better wayfinding.

The Riverwalk, as it awaits its eventual north-south loop, should create a new wayfinding loop that includes Las Olas and Himmarsee to its north. It should further be made to connect to the Plaza above the Kinney Tunnel as soon as possible.

N 2nd, 3rd, and 4th Streets all contain too much pavement for their current use, and should be restriped to include an appropriate application of parallel parking and/or bike lanes. The Flagler Greenway should make use of 2nd Street to shift cyclists west to W 7th Avenue and east to Brickell. *N 1st Street* should also include a parking lane where excess pavement exists.

Federal Highway should receive LPI signals and shade trees where they are lacking. A signalized crossing should be provided at NE 2nd Street, and perhaps also at 1st and 3rd. Ultimately, in conjunction with a roundabout at Broward Boulevard, the highway should be limited to a 4-lane section (plus turning lanes) from the Kinney tunnel to NE 4th Street. Like Broward Boulevard, it would also benefit from a low, attractive barrier along the sidewalk edge.

Brickell Avenue should be restriped to include additional parallel parking and bike facilities. As the main north-south axis in the Primary Network of Walkability, it should additionally receive the highest priority when it comes to streetscape improvements.

E 3rd Avenue should receive low barriers along its sidewalks as it crosses the New River. As soon as possible, the Avenue should be designated a *complete street* and trade two of its travel lanes for curbside parking on one flank and a two-way separated bike path on the other.

Andrews Avenue should maintain its current striping through downtown for now, but reserve its two outer lanes for parallel parking at all times except rush hour. By right-sizing its 12-foot lanes across the new river, additional space can be carved out for a protected sidewalk across the bridge, so that pedestrians can avoid the current spiral ramp. Eventually, the entire avenue should be rebuilt along the lines of the City's 2007 Downtown Master Plan.

W 7th Avenue should narrow its 12-foot lanes to 10-feet in order to carve out room for the southern extension of the Flagler greenway, which can run in both directions down its eastern flank beginning at NW 2nd Street.

SE 1st Avenue and SW 5th Avenue both contain excess pavement on the block south of Broward Boulevard. The former should receive angled parking in place of its parallel stalls, while the latter should be restriped to include parallel parking and bike lanes on each flank. Additionally, SW 5th Avenue should eventually run past the front of the Center for the Performing Arts to connect to W Las Olas, currently a cul-de-sac.

Flagler Greenway should jog west on N 2nd Street to continue south as a separated path down the side of W 7th Avenue.

This Executive Summary does not provide the full set of recommendations outlined in this study, not does it communicate their justification. For that reason, we encourage a review of the full document.

OVERVIEW

Process

By applying a design strategy centered on walkability, this study asserts and attempts to demonstrate how a limited number of relatively small planning interventions can exert a profound influence on the livability and vitality of downtown Fort Lauderdale.

This study applies an “urban triage” methodology that determines where walkability is achievable in the short run and integrates these findings with an analysis of important anchors and paths in order to designate a Primary and Secondary Network of Walkability in the downtown. These Networks indicate where, in both the short- and mid-term, the fewest investments in infrastructure are likely to have the greatest impact on people’s choice to walk.

These Networks of Walkability are then used as a means to prioritize a series of suggested improvements, principally to thoroughfares, but also to flanking properties. In most cases, suggested street improvements attempt to make use of restriping rather than reconstruction in order to conserve funds. Recommendations are also prioritized with an eye towards where the City is better able to exert its authority, understanding that State- and County-owned thoroughfares are more difficult to modify quickly.

The study area for this exercise is principally the heart of the downtown, bounded by W 7th Avenue, Federal Highway, N 4th Street, and the New River. Conditions beyond these borders are considered in this report’s recommendations, but all recommendations are limited to this area and the three bridges that connect it to the south side of the River.

Recommendations are divided into Short-, Mid-, and Long-Term actions, based not on their priority but on their ability to be accomplished quickly. A longer-term action is not one that should be delayed, but one that is likely to experience delay in its implementation, and therefore needs to be started soon if it is to produce results before very long. That said, many actions that are considered a higher priority achieve that status in part because they are likely to face fewer impediments and therefore produce results most quickly.

Because they are much under discussion and have a great impact on walkability, this study pays considerable attention also to the downtown’s nascent bicycle network and evolving transit network, making suggestions as to how they can best support walkability as well as thrive in their own right. It concludes with Next Steps, highlighting the ten short-term physical interventions that can be expected to have the most immediate impacts on the walkability and vitality of downtown Fort Lauderdale.

Recommendations

This executive summary is no substitute for reading the entirety of the report, especially since it is impossible in few pages to present the reasoning behind the proposals contained herein. With that warning, the paragraphs that follow sacrifice argument for comprehensiveness in an attempt to list every significant recommendation that follows.

JUSTIFICATION

Downtown Fort Lauderdale is not considered particularly walkable for good reason. While it contains a generally good mix of uses in a network of mostly small blocks, that network has been degraded by the widening (and speeding) of its streets, the placement of parking lots against sidewalk edges, and the addition of many pedestrian-unfriendly buildings. Remedying these problems across the majority of the downtown is a project for many decades, but carving out a limited area of excellent walkability can be accomplished quite quickly, and can have a profound impact on the function and the reputation of the city.

Accomplishing this change is important for all the reasons that walkability is important. These reasons include making Fort Lauderdale a more attractive place for residents and workers and improving the health of the city's inhabitants while reducing their carbon footprint as well. Walkable cities are wealthier, healthier, and more sustainable cities.

BACKGROUND

Most people have the choice to walk or to drive. Most will only make the choice to walk if that walk is useful, safe, comfortable, and interesting.

The *useful walk* means having the best mix of uses all in close proximity. The *safe walk* means designing thoroughfares so that pedestrians feel safe, which includes: small blocks and streets, lanes of the proper width, limited turn lanes, bike lanes where appropriate, continuous on-street parking and shade trees, ample sidewalks, limited curb cuts, and pedestrian-friendly signals. The *comfortable walk* means bringing buildings up to the sidewalk edge, avoiding surface parking lots and missing teeth, and planting more shade trees. The *interesting walk* means requiring active building edges against principal walking streets.

All of these conditions must be met to truly encourage walking, which is very hard to do. For that reason, it is necessary to delineate a Network of Walkability where such an outcome is possible, and to focus improvements there first.

SETTING PRIORITIES

The *urban triage* methodology already described under *Process* leads to the diagram on the following page, in which a Primary (short-term) and Secondary (mid-term) Network of Walkability are defined in order to direct and prioritize modifications to the

downtown. These consist primarily of the redesign of thoroughfares, but also include the construction of new buildings on a limited number of key sites.



The Primary Network of Walkability (light green) is the location of the most important street improvements and building opportunities (red). The Secondary Network (dark green) contains the next most important improvements and building sites (blue).

As indicated above, the Primary Network of Walkability, in addition to the Riverwalk, is centered upon Las Olas, W. Himmarshee, and Brickell Avenue. As a result, these three trajectories receive special attention in the report's recommendations.

GENERAL RECOMMENDATIONS

General recommendations to the downtown include:

- Supplementing the downtown's incomplete crosswalk network;
- Adjusting meter rates to result in the proper rate of curb vacancy;
- Making use of shade trees rather than palm trees almost everywhere;
- Maintaining minimum sidewalk clear zones;
- Making streetscape improvements in the order suggested by the Networks of Walkability;
- Introducing Leading Pedestrian Interval signals (LPis);
- Applying enhanced urban coding within the Networks of Walkability;
- Prohibiting the abandonment of further vehicular streets; and
- Designing all future streets with 10-foot-max travel lanes, 8-foot-max parking lanes, ample sidewalks, and continuous tree cover.

THE BICYCLE NETWORK

This study proposes integrated bike lanes where they fit—and *sharrows* where they don't—along Las Olas, Himmarshee, N 2nd Street, N 4th Street, and Brickell Avenue, and separated bike lanes against E 3rd Avenue and, eventually, Broward Boulevard. It also recommends that the Flagler Greenway jog west on N 2nd Street to continue south as a separated path down the side of W 7th Avenue. It asserts certain minimal standards for these facilities, and recommends that the next two Bike-Share stations be located by the Cheesecake Factory and at the Broward Central Terminal, respectively.

THE TRANSIT NETWORK

This study reviews the proposed routes and station locations of the WAVE streetcar and planned Bus Rapid Transit, and makes suggestions for enhancing same by eliminating unnecessary loops and simplifying transfers where possible. It also raises the mandate that transit stops not undermine walkability by unduly widening pavements or removing parallel parking.

SITE-SPECIFIC RECOMMENDATIONS

Thoroughfares

The report contains hundreds of site-specific recommendations, organized principally by street. While further explanation is needed (and provided ahead), they can be summarized as follows:

(Note: These are repeated from the *Executive Summary*)

Broward Boulevard should receive an attractive low barrier along the curb in most locations, and shade trees where possible. Its crosswalk at Federal Highway should be replaced, and several sidewalks expanded into adjacent properties. Mid-term, it should be restriped with 10-foot travel lanes to create curbside buffers, receive additional crossings at SE 1st Street and Financial Plaza, eliminate several underutilized bus and turn lanes, and receive LPIs. Ultimately, it should be redesigned through a public process to be a four-lane *complete street* including parallel parking, biking facilities, and a roundabout where it meets Federal Highway.

Las Olas Boulevard should receive consistent parallel parking along all of its curbs, and either bike lanes or *sharrows* as space allows. It's thick baluster above the Kinney Tunnel should be replaced temporarily by something more transparent, and eventually by a retail pad overhanging the highway. It should receive two-way traffic where it bends into Brickell Avenue, and shade trees wherever they are missing.

South 2nd Street (Himmarshee) should receive a similar treatment as above, from Brickell to the Center for the Performing Arts. Its passage under the parking structure at SE 1st should receive better wayfinding.

The Riverwalk, as it awaits its eventual north-south loop, should create a new wayfinding loop that includes Las Olas and Himmarshee to its north. It should further be made to connect to the Plaza above the Kinney Tunnel as soon as possible.

N 2nd, 3rd, and 4th Streets all contain too much pavement for their current use, and should be restriped to include an appropriate application of parallel parking and/or bike lanes. The Flagler Greenway should make use of 2nd Street to shift cyclists west to W 7th Avenue and east to Brickell. *N 1st Street* should also include a parking lane where excess pavement exists.

Federal Highway should receive LPI signals and shade trees where they are lacking. A signalized crossing should be provided at NE 2nd Street, and perhaps also at 1st and 3rd. Ultimately, in conjunction with a roundabout at Broward Boulevard, the highway should be limited to a 4-lane section (plus turning lanes) from the Kinney tunnel to NE 4th Street. Like Broward Boulevard, it would also benefit from a low, attractive barrier along the sidewalk edge.

Brickell Avenue should be restriped to include additional parallel parking and bike facilities. As the main north-south axis in the Primary Network of Walkability, it should additionally receive the highest priority when it comes to streetscape improvements.

E 3rd Avenue should receive low barriers along its sidewalks as it crosses the New River. As soon as possible, the Avenue should be designated a *complete street* and trade two of its travel lanes for curbside parking on one flank and a two-way separated bike path on the other.

Andrews Avenue should maintain its current striping through downtown for now, but reserve its two outer lanes for parallel parking at all times except rush hour. By right-sizing its 12-foot lanes across the new river, additional space can be carved out for a protected sidewalk across the bridge, so that pedestrians can avoid the current spiral ramp. Eventually, the entire avenue should be rebuilt along the lines of the City's 2007 Downtown Master Plan.

W 7th Avenue should narrow its 12-foot lanes to 10-feet in order to carve out room for the southern extension of the Flagler greenway, which can run in both directions down its eastern flank beginning at NW 2nd Street.

SE 1st Avenue and SW 5th Avenue both contain excess pavement on the block south of Broward Boulevard. The former should receive angled parking in place of its parallel stalls, while the latter should be restriped to include parallel parking and bike lanes on each flank. Additionally, SW 5th Avenue should eventually run past the front of the Center for the Performing Arts to connect to W Las Olas, currently a cul-de-sac.

Buildings

Finally, as suggested by the *Infill Sites* diagram, the following additional modifications are recommended, principally on private property:

- Placing a residential or hotel use on the key missing tooth just west of the County Courthouse on Broward Boulevard;
- Adding greenery or art to the blank southern wall of the Art Museum;
- Removing the internal bridges within River Front that obscure views of the Riverwalk from downtown;
- Prioritizing construction on the three missing teeth along Las Olas;
- Placing a building against the sidewalk on the north side of Himmarshee just west of SW 3rd Avenue;
- Placing front doors facing SE 1st Street in the three stores currently facing only the parking garage that holds them.;
- Ensuring that the new WAVE “One-Stop-Shop” creates an active façade against Brickell Avenue;
- Narrowing the curb-cut and driveway to the bank drive-thru on the north side of Broward Boulevard across from SE 1st Avenue;
- Encouraging large amount of residential within the River Front complex;
- Improving facades along Himmarshee between Brickell Avenue and the FEC corridor;
- Creating a thin building against Brickell Avenue’s east sidewalk just south of Broward Boulevard;
- Eventually creating an enhanced design code for new buildings against a rebuilt Broward Boulevard; and
- Eventually placing a building in the parking lot at the NW corner of Broward Boulevard and Federal Highway.

It is understood that, unlike its thoroughfares, the City has less ability to control the disposition of these parcels, most of which are privately owned. But, from financial incentives to urban design codes, to the bully pulpit, City leadership can choose to circle the wagons around these few sites to encourage that they be built soon and built well, given their importance in achieving a walkable downtown.



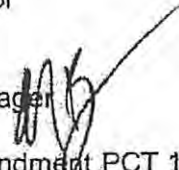
ATTACHMENT 10

Environmental Protection and Growth Management Department
PLANNING AND REDEVELOPMENT DIVISION

1 North University Drive, Suite 102-A • Plantation, Florida 33324 • 954-357-6666 • FAX 954-357-6521 • 954-519-1412

DATE: October 31, 2014

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Martin Berger, Planning Section Manager 

SUBJECT: Broward County Land Use Plan Amendment PCT 15-1
Fort Lauderdale Downtown RAC Traffic Circulation Analysis

RECEIVED

OCT 31 2014

**BROWARD COUNTY
PLANNING COUNCIL**

In response to your request, the Development Management and Environmental Review Section of the Planning and Redevelopment Division has reviewed the City of Fort Lauderdale's Traffic Circulation Analysis for the Downtown Regional Activity Center text amendment to the BCLUP and has the following comments:

1. The trip reduction rate of 47% is not adequately justified. We concur that the transit and other multi-modal improvements planned for the downtown area will reduce the number of vehicle trips generated by the proposed 5,000 new dwelling units, but not to that extent. While we are supportive of the concept of internal capture, a 15% reduction for internal capture for mixed use developments is questionable as the city needs to document how this 15% would be over and above the internal capture resulting from the MPO's model output. Second, unless the American Communities Survey was specific to Fort Lauderdale, its use is questionable to justify 17% of all commuters in the downtown RAC walk, bicycle, carpool or take transit to work. Also, commutes to work only comprise a portion of all trips. Third, assuming a 15% trip reduction for developing around transit centers is also questionable, because the Wave Streetcar is not a "transit center." Finally, the analysis states that the All Aboard Florida commuter rail would reduce trips into and from the Downtown RAC. Since this is a long distance regional travel alternative, it appears that it would only add trips to the RAC, i.e., trips to and from the station.
2. The analysis state that Table F-2 in Appendix A identifies the major roadway segments within the study [area] that may be impacted by the proposed amendment. It may identify those segments within the RAC, but the study area is bounded by I-95, Oakland Park Boulevard, SR A1A and I-595.
3. A review of the MPO model's trip distribution and assignment with only a 7% reduction for internal capture appears reasonable. This assignment shows that there are 35 segments that are impacted by the amendment within the study area, not 15 as stated in the study. However, once an acceptable internal capture rate is agreed upon, it is anticipated that the number of impacted segments will be reduced.

If you have any questions concerning this response, please advise.

cc: Cynthia Chambers, Director, Environmental Protection and Growth Management Department
Henry Sniezek, Director, Planning and Redevelopment Division

From: Todd Okolichany <TOkolichany@fortlauderdale.gov>
Sent: Wednesday, December 17, 2014 11:15 AM
To: Blake Boy, Barbara
Cc: Von Stetina, Deanne; Alia Awwad
Subject: RE: Downtown Units LUPA - Vehicular Trip Rate Reduction Methodology
Attachments: Internal Capture Calculations for the Downtown RAC.PDF

Barbara –

RECEIVED

Sorry, I forgot to include the internal capture calculations as back-up documentation.

DEC 17 2014

Todd Okolichany, AICP, LEED Green Assoc. | Principal Planner

**BROWARD COUNTY
PLANNING COUNCIL**

From: Todd Okolichany
Sent: Wednesday, December 17, 2014 10:59 AM
To: Blake Boy, Barbara
Cc: Deanne Von Stetina (dvonstetina@broward.org); Ella Parker; Debora Griner; Alia Awwad; Elizabeth Van Zandt; John Milledge (john@jmmpa.com)
Subject: Downtown Units LUPA - Vehicular Trip Rate Reduction Methodology

Hi Barbara –

Please see attached for an updated trip rate reduction methodology for the Downtown Units LUPA. The methodology outlines the approach used for the overall trip reduction rate, which has been revised to 21%.

This attachment also includes a summary of the multimodal infrastructure projects in the Downtown area. Our understanding is that Broward County staff will review/approve the trip reduction rate and provide the impacted roadways. After we receive the list of impacted roadways City staff will expand upon our analysis of the mitigation measures for each of the significantly impacted corridors, including multimodal and capital improvement projects such as the Wave Streetcar, "Connecting the Blocks" projects, etc. We will provide this information by Friday, December 19th in order to meet the deadline for the January 22nd Planning Council agenda.

Please forward this attachment to Henry, Marty and other appropriate County staff.

Thanks & Regards,

Todd Okolichany, AICP, LEED Green Assoc. | Principal Planner

"We Build Community"

Urban Design & Planning Division

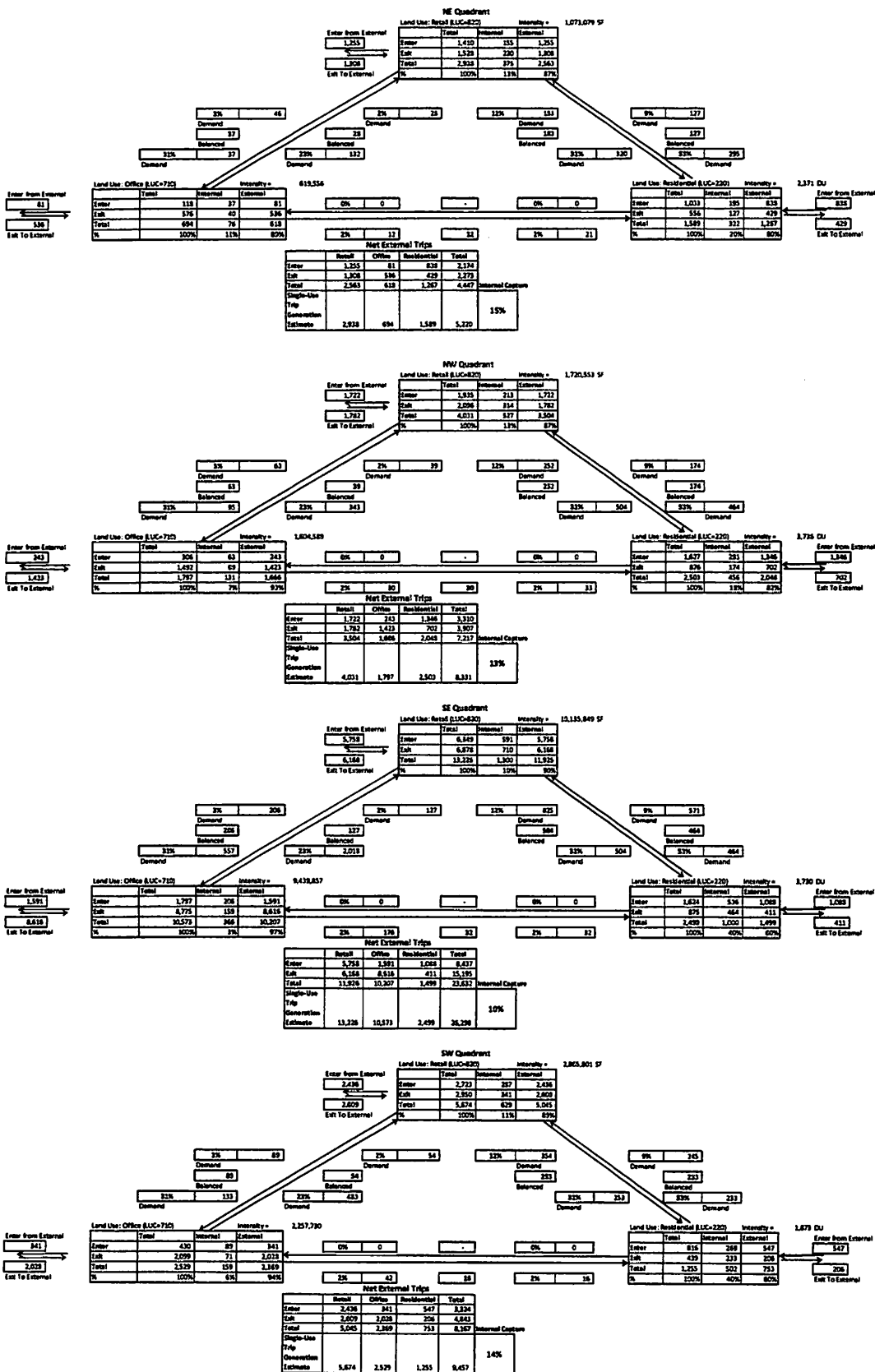
City of Fort Lauderdale | Department of Sustainable Development

700 NW 19 Avenue, Fort Lauderdale FL 33311

P 954-828-5256 | F 954-828-5858 tokolichany@fortlauderdale.gov

Under Florida law, most e-mail messages to or from City of Fort Lauderdale employees or officials are public records and may be subject to public disclosure. Please consider the environment before printing.

PM Peak Internal Trip Capture Analysis



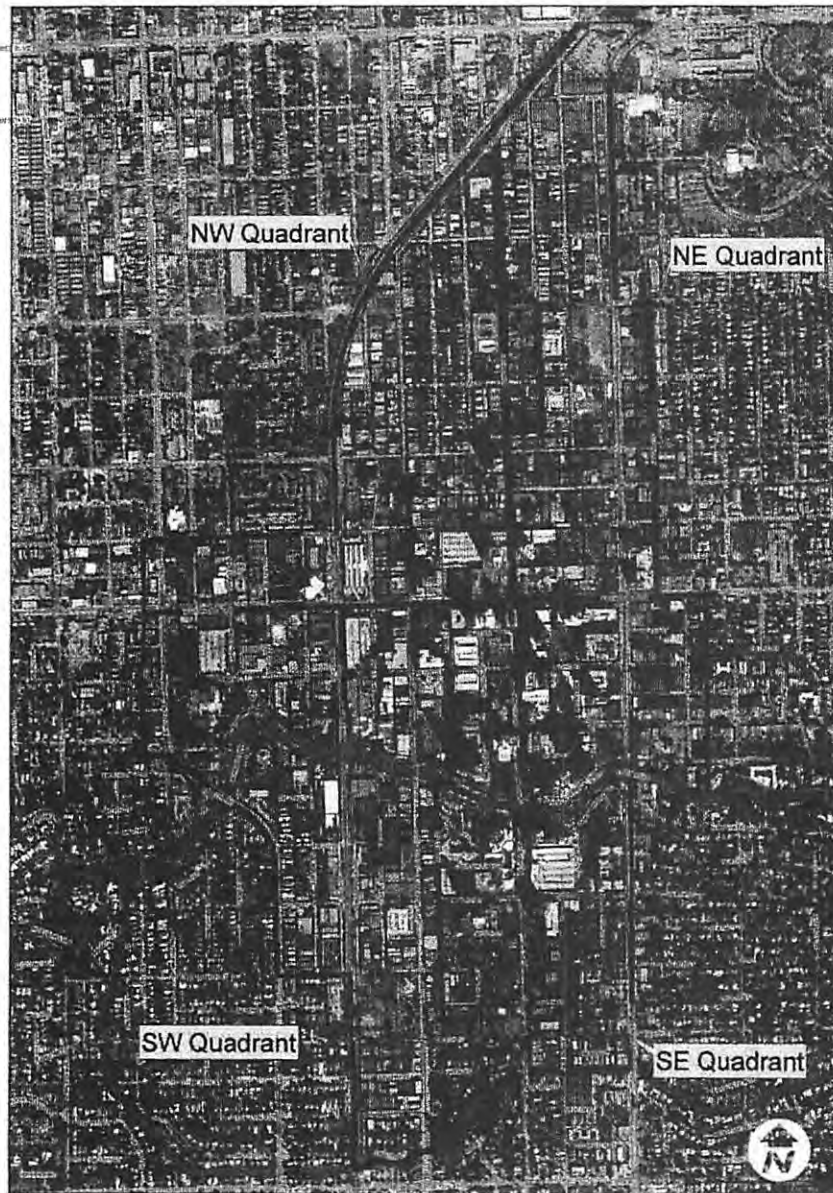
Average Internal Capture =

13%

Trip Rate Reduction Methodology for the Downtown LUPA

The following outlines the trip rate reduction methodology related to the proposed 5,000 dwelling units (DU) applied for through the Downtown RAC LUPA:

- The specific built-out land use scenario of the Downtown RAC was analyzed by quadrant. The following map outlines the boundaries of the Downtown RAC quadrants.



Downtown Build-Out

Map: 1/20/2017 11:00 AM, 1/20/2017 11:00 AM, 1/20/2017 11:00 AM, 1/20/2017 11:00 AM

Legend

- Downtown Quadrant
- Property Size
- Street or Unimproved Lot
- Parking Lot

Source: Aerial Photo, Google Maps, 1/20/2017 11:00 AM

1: 100' 200' 300' 400' 500'



- The built out intensity by land use, including the proposed 5,000 DU is shown below:

Quadrant	Residential (DU)	Retail (SF)	Office (SF)
NE	2,371	1,073,079	619,556
NW	3,736	1,720,553	1,604,589
SE	3,730	10,135,849	9,439,857
SW	1,873	2,865,801	2,257,730
Total	11,710	15,795,282	13,921,732

- Trip generation rates were calculated based on the ITE Trip Generation Manual 9th edition formulas for the different land uses:
 - Retail, Land Use Code (LUC) 820, $T = 0.67\ln(X) + 3.31$, where T is the number of PM Peak Trips and X is 1,000 square feet (SF) gross floor area (GFA)
 - Office, LUC 710, $T = 1.12X + 78.45$, where T is the number of PM Peak Trips and X is 1,000 SF GFA
 - Residential, LUC 220, $T = 0.67X$, where X is the number of dwelling units (DU)
- Using the internal capture methodology outlined in the ITE Trip Generation Manual, Volume 1, internal capture rates for each quadrant were calculated based on the downtown mixed uses. The attached document "Internal Capture Calculations for the Downtown RAC", demonstrates the computations undertaken to derive each internal capture rate.
- Based on these calculations, the average internal capture rate was found to be **13%**.
- As demonstrated in the previous submission, data obtained from the American Community Survey showed that 17 percent of all commuters use travel modes other than driving alone. The 17 percent applies to AM & PM Peak hours, as they coincide with typical commute patterns. To avoid double counting, and to discount the potential overlap between mixed-uses and actual commute patterns, a conservative assumption can be made that internal capture rates in downtown overlap with non-auto commute rates. Therefore, out of the 17 percent, 13 percent is deducted to yield a non-auto commute rate of **4%**.
- Based on travel forecasting estimates for the proposed Wave Streetcar, the SERPM Version 6 Model estimates that approximately 805 trips will be taken by the Wave. These trips can be deducted from the projected vehicular trips for the Downtown RAC, since that portion of the Wave route will operate in the Downtown Core. Additionally, off-model travel forecasting methods estimate that the Wave Streetcar will capture an additional 1,024 trips of the pedestrian travel market, which is typically not accounted for in the model. The specific methodology will be provided in the follow up documentation. This adds an additional 2% trip reduction rate, putting the total estimated Wave trips at 2,640 trips, which yields a total trip reduction estimate of **4%** as shown below.

Quadrant	Residential (DU)	Retail (SF)	Office (SF)	Residential PM Peak Trips	Retail PM Peak Trips	Office PM Peak Trips
NE	2,371	1,073,079	619,556	1,438	2,938	772
NW	3,736	1,720,553	1,604,589	2,257	4,031	1,876
SE	3,730	10,135,849	9,439,857	2,253	13,226	10,651
SW	1,873	2,865,801	2,257,730	1,139	5,674	2,607
Total	11,710	15,795,282	13,921,732	7,086	25,869	15,906
Total PM Peak Trips for all uses in Downtown						48,861
PM Peak Modeled Wave Trips in Downtown						805
PM Peak Off-Model Wave Trips in Downtown						1,024
Total PM Peak Wave Trips						1,829
% of PM Peak Trips that will shift to the Wave Streetcar						4%

- Based on the above calculations, the total trip reduction rate is **21%**.

In addition to the quantitative approach outlined above, a number of elements will contribute to additional vehicular trip reductions. The City has made policy and investment commitments to improve the quality of the infrastructure supporting this compact development. Multimodal improvements through capital investments for infrastructure and increased transit service will improve the walking, biking and transit rider experience. The City believes these conditions will encourage behavior changes and mode shifts that the model is not designed to capture.

The active planning and implementation of these improved infrastructure conditions will accelerate the mode shift in the downtown area. Because land use and transportation are interdependent, it is important to address both aspects, which the City is intending to do through increased dwelling units and actively changing the streetscape and services within the Downtown RAC.

The following is an outline of the infrastructure improvement programs and efforts in the Downtown area. The follow-up documentation will include the project-by-project breakdown of these improvements.

- Over \$16,499,200 have been identified in the City's "Connecting the Blocks" Plan for short-term improvements in the Downtown RAC, in addition to approximately \$190,927,960 in planned improvements for the area.
- Approximately \$17,000,000 in infrastructure improvements are programmed in the City's five-year Community Investment Program (CIP), where funding is allocated through the Downtown Walkability Program, streetscape improvement projects, Transit Oriented Development (TOD) initiatives, and other efforts.

- The City is working with Broward County on identifying “Context Sensitive Corridors” through the Downtown area, which would facilitate the implementation of multimodal corridors that would enhance the multimodal travel experience.
- Development contributions through the City’s Development Review Committee and the County’s Transit Concurrency System aim to mitigate vehicular traffic impacts through implementing multimodal solutions to provide multimodal infrastructure.
- The Wave Streetcar project is a partnership between multiple agencies in the region. The City’s contribution has exceeded \$31,000,000 that is being allocated to the planning, design, and implementation of the system.
- The Downtown area will consist of a connected network of transit systems that will collectively enhance transit accessibility and ultimately foster the modal shift from the car. Existing local bus routes, Tri-Rail, and Sun Trolley Service, combined with the proposed transit projects such as the Wave, Tri-Coastal Link Service, East-West Transit, and All Aboard Florida, will not only provide a connected premium transit service within the Downtown area, but will also facilitate regional transit travel into the City, thereby further reducing vehicular trips.

ATTACHMENT 12

From: Sniezek, Henry
Sent: Thursday, December 18, 2014 2:47 PM
To: Blake Boy, Barbara
Cc: Von Stetina, Deanne; Cabrera, Ivan; Berger, Martin
Subject: RE: Downtown Fort Lauderdale Regional Activity Center - Trip Rate Reduction Methodology

12/18/14

Good afternoon, Barbara. The City's proposed trip reduction rate of 21% is acceptable to the Planning and Redevelopment Division.

Thank you for the opportunity to comment. Please feel free to contact me at your convenience if you have any questions.

Henry

From: Blake Boy, Barbara
Sent: Wednesday, December 17, 2014 11:24 AM
To: Sniezek, Henry; Berger, Martin
Cc: Von Stetina, Deanne; Cabrera, Ivan
Subject: Downtown Fort Lauderdale Regional Activity Center - Trip Rate Reduction Methodology

Good morning, Henry and Marty—

The City of Fort Lauderdale has provided the attached documentation regarding its proposed trip rate reduction methodology for proposed BCLUP amendment PCT 15-1. Please advise of your position or comments regarding the proposal at your earliest convenience. Please contact Deanne or Ivan if you have any questions or need additional information. Thank you.

Barbara

--Referenced attachments included in Attachment 11--

ATTACHMENT 13.A.

ALTERNATIVE TRAFFIC ANALYSIS PCT 15-1

December 18, 2014

INTRODUCTORY INFORMATION

Jurisdiction: Fort Lauderdale

Size: Approximately 710.0 acres

TRIPS ANALYSIS

Potential Trips - Proposed Land Use Designation

Proposed Designation:	Fort Lauderdale Downtown Regional Activity Center (RAC)
Potential Development:	Addition of 5,000 dwelling units
Trip Generation Rates:	"ITE Equation (223) Mid-Rise Apartment"* "ITE Equation (232) High-Rise Residential Condominium/ Townhouse"
Total P.M. Peak Hour Trips:	2,264 peak hour trips
Total P.M. Peak Hour Trips with 21% trip reduction rate:**	<u>1,789 peak hour trips</u>

PLANNING COMMENTS

The proposed amendment is projected to increase traffic on the regional transportation network by approximately 1,789 p.m. peak hour trips at the long-term planning horizon. Distribution of the projected additional p.m. peak hour trips indicate that the proposed amendment would exacerbate impacts on 13 affected roadway links consisting of Sistrunk Boulevard between Northwest 27 Avenue and Andrews Avenue, Broward Boulevard between I-95 and the FEC Railroad (3 links), Northwest 7/9 Avenue Connector between Sistrunk Boulevard and Sunrise Boulevard, Andrews Avenue between State Road 84 and Southeast 17 Street, Andrews Avenue between Davie Boulevard and Broward Boulevard (2 links), Andrews Avenue between Sunrise Boulevard and Prospect Road (2 links), and Federal Highway between Southeast 7 Street and Sistrunk Boulevard (2 links), all of which are projected to operate at an unacceptable level of service (LOS) "E" or "F," with or without the proposed amendment. In addition, Broward Boulevard, between the FEC Railroad and Federal Highway, denigrates from an acceptable LOS "D" to an unacceptable LOS "F," with the addition of the trips generated by the proposed amendment.

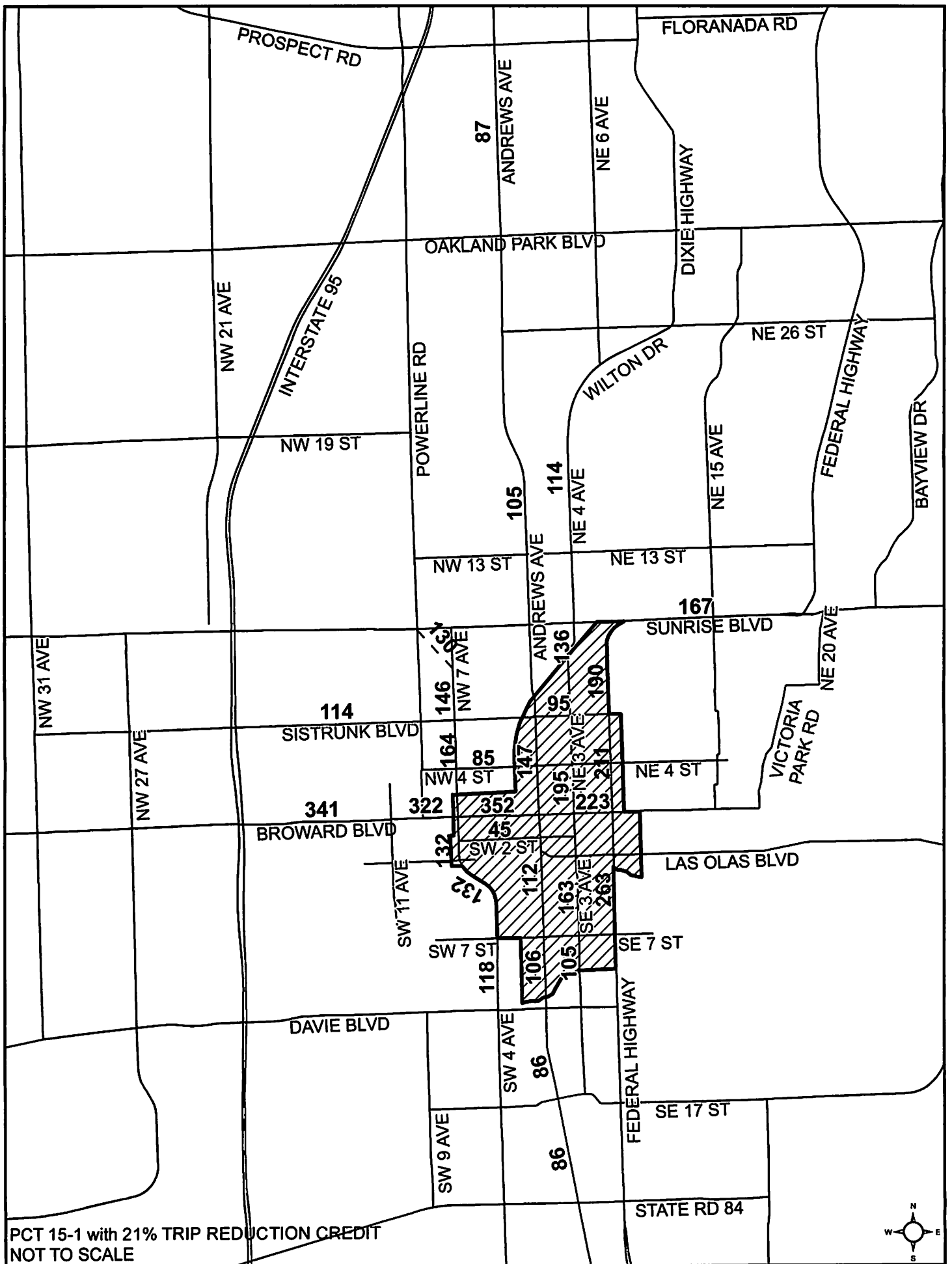
*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation - Ninth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

**21% Trip reduction rate includes internal capture (13%), non-auto commutes (4%) and transit (4%).

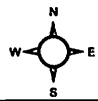
Affected Regional Transportation Network With and Without the Proposed Amendment: Traffic 2035

Trafficway	Section	2035 CAPACITY	Without Amendment		With Amendment	
			VOLUME	LOS	VOLUME	LOS
Sunrise Boulevard	Andrews Avenue to Searstown	5,390	4,175	C	4,342	C
Sistrunk Boulevard	NW 27 Avenue to Andrews Avenue	2,628	2,866	F	2,980	F
	Andrews Avenue to Federal Highway	1,197	599	D	694	D
NW/NE 4 Street	NW 9 Avenue to NE 15 Avenue	1,197	398	C	483	C
Broward Boulevard	I-95 to SW 11 Avenue	5,390	7,374	F	7,715	F
	SW 11 Avenue to SW 7 Avenue	5,390	5,392	F	5,714	F
	SW 7 Avenue to FEC Railroad	4,500	5,157	F	5,509	F
	FEC Railroad to Federal Highway	4,500	4,489	D	4,712	F
SW 2 Street	SW 7 Avenue to SE 3 Avenue	1,197	749	D	794	D
NW 7/9 Avenue Connector	Sistrunk Boulevard to Sunrise Boulevard	2,920	3,490	F	3,620	F
SW 4 Avenue	Davie Boulevard to SW 7 Street	2,628	1,812	D	1,930	D
	SW 7 Street to Las Olas Boulevard	2,628	2,148	D	2,280	D
NW 7 Avenue	Las Olas Boulevard to Broward Boulevard	2,628	2,270	D	2,402	D
	Broward Boulevard to Sistrunk Boulevard	2,628	2,074	D	2,238	D
	Sistrunk Boulevard to Sunrise Boulevard	2,628	1,005	C	1,151	C
Andrews Avenue	SR 84 to SE 17 Street	2,628	2,646	E	2,732	F
	SE 17 Street to Davie Boulevard	2,628	2,302	D	2,388	D
	Davie Boulevard to SW 7 Street	2,628	2,630	E	2,736	F
	SW 7 Street to Broward Boulevard	2,628	2,704	E	2,816	F
	Broward Boulevard to Sistrunk Boulevard	2,628	2,183	D	2,330	D
	Sunrise Boulevard to Oakland Park Boulevard	2,628	3,570	F	3,675	F
	Oakland Park Boulevard to Prospect Road	2,628	3,384	F	3,471	F
SE 3 Avenue	Davie Boulevard to Southeast 7 Street	2,920	2,095	D	2,200	D
	SE 7 Street to Broward Boulevard	2,920	2,757	D	2,920	D
NE 3 Avenue	Broward Boulevard to Sistrunk Boulevard	2,920	2,203	D	2,398	D
	Sistrunk Boulevard to Sunrise Boulevard	2,920	2,385	D	2,521	D
NE 4 Avenue/Wilton Drive	Sunrise Boulevard to Oakland Park Boulevard	2,920	2,681	D	2,795	D
Federal Highway	SE 7 Street to Broward Boulevard	4,500	5,703	F	5,966	F
	Broward Boulevard to Sistrunk Boulevard	4,500	4,593	F	4,804	F
	Sistrunk Boulevard to Searstown	4,500	4,190	D	4,380	D

ATTACHMENT 13.B.



PCT 15-1 with 21% TRIP REDUCTION CREDIT
NOT TO SCALE



ATTACHMENT 14

Cabrera, Ivan

From: Blake Boy, Barbara
Sent: Monday, December 22, 2014 7:50 AM
To: Snizek, Henry; Berger, Martin
Cc: Von Stetina, Deanne; Cabrera, Ivan; Schwarz, Pete
Subject: FW: Downtown LUPA Traffic Analysis and Mitigation
Attachments: Downtown LUPA - Traffic Analysis and Mitigation.pdf; PCT 15-1 traffic (new format) original 2454 pm ph trips.xlsx

Good morning—

The City of Fort Lauderdale staff has submitted the attached pdf file of information related to the Downtown Regional Activity Center traffic analysis and mitigation. In addition, I have attached the Planning Council draft of impacted links at both the initial review and with the 21% rediction, to assist your review.

Planning Council staff respectfully requests your review and comments regarding the proposed analysis and mitigation.

Please do not hesitate to contact me if you have any questions during your review and evaluation. Thank you.
Barbara

BARBARA BLAKE BOY, EXECUTIVE DIRECTOR
BROWARD COUNTY PLANNING COUNCIL
115 South Andrews Avenue, Room 307 | Fort Lauderdale, FL 33301
954.357.6982 (direct)

www.broward.org/planningcouncil

www.browardnext.org



“You can never plan the future by the past.” – Edmund Burke

From: Alia Awwad [mailto:AAwwad@fortlauderdale.gov]
Sent: Friday, December 19, 2014 7:54 PM
To: Blake Boy, Barbara
Cc: Von Stetina, Deanne; Lorraine Tappen; Todd Okolichany; Debora Griner; Diana Alarcon; Elizabeth Van Zandt; Ella Parker; Jenni Morejon; Todd Okolichany
Subject: Downtown LUPA Traffic Analysis and Mitigation

Barbara,

As discussed, attached please find the Downtown LUPA traffic analysis and mitigation plan for the proposed 5,000 dwelling units. Please let me know if you need additional information. Thank you for your time and consideration.

Alia Awwad, PE | Senior Mobility Engineer
City of Fort Lauderdale | Transportation & Mobility

Downtown LUPA Traffic Analysis and Impact Mitigation

This report is a follow up to the Downtown LUPA Traffic Analysis Section to address comments made by the Broward County Planning Council (BCPC) and Broward County staff. The document is divided into three sections: the trip reduction rate methodology, impacted corridors, and the mitigation plan for corridors adversely impacted by the proposed 5,000 dwelling units.

1.0 TRIP REDUCTION RATE METHODOLOGY

The following outlines the trip reduction rate methodology related to the proposed 5,000 dwelling units (DU) applied for through the Downtown RAC LUPA:

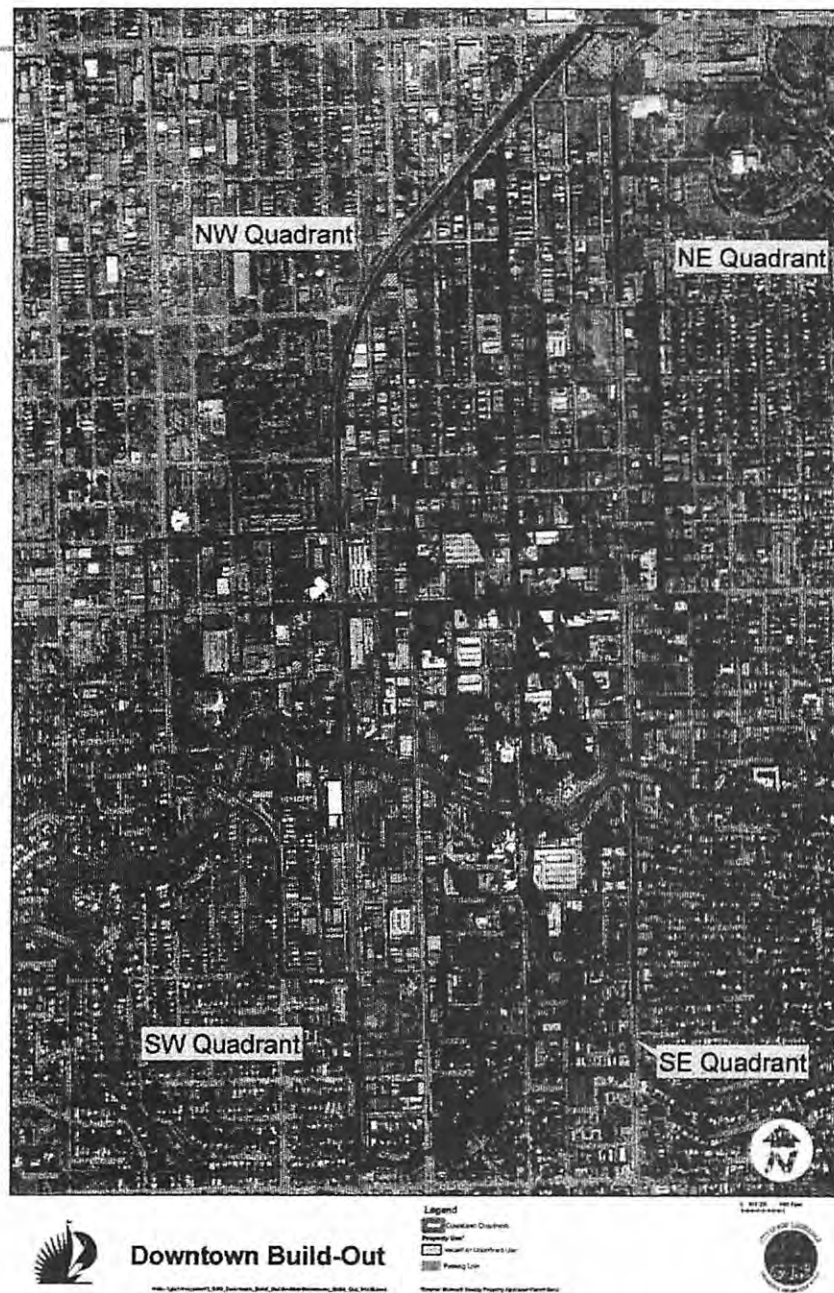
- The specific built-out land use scenario of the Downtown RAC was analyzed by quadrant. Figure 1 shows the boundaries of the Downtown RAC quadrants.

RECEIVED

DEC 22 2014

**BROWARD COUNTY
PLANNING COUNCIL**

Figure 1: Downtown RAC Quadrant Map



- The built out intensity by land use, including the proposed 5,000 DU is shown in Table 1 below:

Table 1: Land Use Intensity in the Downtown RAC by Quadrant

Quadrant	Residential (DU)	Retail (SF)	Office (SF)
NE	2,371	1,073,079	619,556
NW	3,736	1,720,553	1,604,589
SE	3,730	10,135,849	9,439,857
SW	1,873	2,865,801	2,257,730
Total	11,710	15,795,282	13,921,732

- Trip generation rates were calculated based on the ITE Trip Generation Manual 9th edition formulas for the different land uses:
 - Retail, Land Use Code (LUC) 820, $T = 0.67\ln(X) + 3.31$, where T is the number of PM Peak Trips and X is 1,000 square feet (SF) gross floor area (GFA)
 - Office, LUC 710, $T = 1.12X + 78.45$, where T is the number of PM Peak Trips and X is 1,000 SF GFA
 - Residential, LUC 220, $T = 0.67X$, where X is the number of dwelling units (DU)
- Using the internal capture methodology outlined in the ITE Trip Generation Manual, Volume 1, internal capture rates for each quadrant were calculated based on the downtown mixed uses. Appendix A demonstrates the computations undertaken to derive each internal capture rate.
- Based on these calculations, the average internal capture rate was found to be **13%**.
- As demonstrated in the previous submission, data obtained from the American Community Survey showed that 17 percent of all commuters use travel modes other than driving alone. The 17 percent applies to AM & PM Peak hours, as they coincide with typical commute patterns. To avoid double counting, and to discount the potential overlap between mixed-uses and actual commute patterns, a conservative assumption can be made that internal capture rates in downtown overlap with non-auto commute rates. Therefore, out of the 17 percent, 13 percent is deducted to yield a non-auto commute rate of **4%**.
- Based on travel forecasting estimates for the proposed Wave Streetcar, the SERPM Version 6 Model estimates that approximately 805 trips will be taken by the Wave. These trips can be deducted from the projected vehicular trips for the Downtown RAC, since that portion of the Wave route will operate in the Downtown Core. Additionally, off-model travel forecasting methods estimate that the Wave Streetcar will capture an additional 1,024 trips of the pedestrian travel market, which is typically not accounted for in the model. This adds an additional 2% trip reduction rate, putting the total estimated Wave trips at 2,640 trips, which yields a total trip reduction estimate of **4%** as shown below in Table 2.

Table 2: Projected Downtown RAC Land Use and Wave PM Peak Trips

Quadrant	Residential (DU)	Retail (SF)	Office (SF)	Residential PM Peak Trips	Retail PM Peak Trips	Office PM Peak Trips
NE	2,371	1,073,079	619,556	1,438	2,938	772
NW	3,736	1,720,553	1,604,589	2,257	4,031	1,876
SE	3,730	10,135,849	9,439,857	2,253	13,226	10,651
SW	1,873	2,865,801	2,257,730	1,139	5,674	2,607
Total	11,710	15,795,282	13,921,732	7,086	25,869	15,906
Total PM Peak Trips for all uses in Downtown						48,861
PM Peak Modeled Wave Trips in Downtown						805
PM Peak Off-Model Wave Trips in Downtown						1,024
Total PM Peak Wave Trips						1,829
% of PM Peak Trips that will shift to the Wave Streetcar						4%

- Based on the above calculations, the total trip reduction rate is **21%**.

In addition to the quantitative approach outlined above, a number of elements will contribute to additional vehicular trip reductions. The City has made policy and investment commitments to improve the quality of the infrastructure supporting this compact development. Multimodal improvements through capital investments for infrastructure and increased transit service will improve the walking, biking and transit rider experience. The City believes these conditions will encourage behavior changes and mode shifts that the model is not designed to capture.

2.0 SIGNIFICANTLY IMPACTED CORRIDORS

The trip reduction methodology outlined in the previous section was submitted to the BCPC and approved on 12/18/2014. The BCPC subsequently ran the regional model with the agreed upon trip reduction rate and provided the following list of impacted corridors with and without the proposed amendment. Table 3 shows surrounding impacted corridors and associated volumes, capacity, and LOS figures without the proposed amendment. Table 4 shows surrounding impacted corridors and associated volumes, capacity, and LOS with the proposed amendment.

All of the listed corridors are considered significantly impacted because their impact exceeds 3 percent of the total adopted capacity for the segment. Out of these segments, 14 were found to be adversely impacted, where the vehicular LOS is degraded by the proposed amendment. Out of these 14 segments, only two include an actual shift in LOS grade: Broward Blvd from the FEC Railway to Federal Highway,

and Andrews Ave from SW 7th St to Broward Blvd. The next section describes the mitigation plan for the adversely impacted corridors.

Table 3: Affected Regional Transportation Network Without the Proposed Amendment: Traffic 2035

<i>Trafficway</i>	<i>Section</i>	<i>VOL</i>	<i>CAP</i>	<i>LOS</i>
1. Sunrise Boulevard	Andrews Avenue to Searstown	4,175	5,390	C
2. Sunrise Boulevard/Federal Highway	Searstown to Gateway	6,230	4,500	F
3. Sistrunk Boulevard	Northwest 27 Avenue to Andrews Avenue	2,866	2,628	F
4. Sistrunk Boulevard	Andrews Avenue to Federal Highway	599	1,197	D
5. Northwest/Northeast 4 Street	Northwest 9 Avenue to Northeast 15 Avenue	398	1,197	C
6. Broward Boulevard	I-95 to Southwest 11 Avenue	7,374	5,390	F
7. Broward Boulevard	Southwest 11 Avenue to Southwest 7 Avenue	5,392	5,390	F
8. Broward Boulevard	Southwest 7 Avenue to FEC Railroad	5,157	4,500	F
9. Broward Boulevard	FEC Railroad to Federal Highway	4,489	4,500	D
10. Southwest 2 Street	Southwest 7 Avenue to Southeast 3 Avenue	749	1,197	D
11. Northwest 9 Avenue	Broward Boulevard to Sistrunk Boulevard	469	1,197	C
12. Northwest 7/9 Avenue Connector	Sistrunk Boulevard to Sunrise Boulevard	3,490	2,920	F
13. Southwest 4 Avenue	Davie Boulevard to Southwest 7 Street	1,812	2,628	D
14. Southwest 4 Avenue	Southwest 7 Street to Las Olas Boulevard	2,148	2,628	D
15. Northwest 7 Avenue	Las Olas Boulevard to Broward Boulevard	2,270	2,628	D
16. Northwest 7 Avenue	Broward Boulevard to Sistrunk Boulevard	2,074	2,628	D
17. Northwest 7 Avenue	Sistrunk Boulevard to Sunrise Boulevard	1,005	2,628	C
18. Andrews Avenue	SR 84 to Southeast 17 Street	2,646	2,628	E
19. Andrews Avenue	Southeast 17 Street to Davie Boulevard	2,302	2,628	D
20. Andrews Avenue	Davie Boulevard to Southwest 7 Street	2,630	2,628	E
21. Andrews Avenue	Southwest 7 Street to Broward Boulevard	2,704	2,628	E
22. Andrews Avenue	Broward Boulevard to Sistrunk Boulevard	2,183	2,628	D
23. Andrews Avenue	Sistrunk Boulevard to Sunrise Boulevard	2,076	2,628	D
24. Andrews Avenue	Sunrise Boulevard to Oakland Park Boulevard	3,570	2,628	F
25. Andrews Avenue	Oakland Park Boulevard to Prospect Road	3,384	2,628	F
26. Southeast 3 Avenue	Southeast 17 Street to Davie Boulevard	1,508	2,920	D
27. Southeast 3 Avenue	Davie Boulevard to Southeast 7 Street	2,095	2,920	D
28. Southeast 3 Avenue	Southeast 7 Street to Broward Boulevard	2,757	2,920	D
29. Northeast 3 Avenue	Broward Boulevard to Sistrunk Boulevard	2,203	2,920	D
30. Northeast 3 Avenue	Sistrunk Boulevard to Sunrise Boulevard	2,385	2,920	D
31. Northeast 4 Avenue/Wilton Drive	Sunrise Boulevard to Oakland Park	2,681	2,920	D

<i>Trafficway</i>	<i>Section</i>	<i>VOL</i>	<i>CAP</i>	<i>LOS</i>
	Boulevard			
32. Federal Highway	Southeast 7 Street to Broward Boulevard	5,703	4,500	F
33. Federal Highway	Broward Boulevard to Sistrunk Boulevard	4,593	4,500	F
34. Federal Highway	Sistrunk Boulevard to Searstown	4,190	4,500	D

Table 4: Affected Regional Transportation Network With the Proposed Amendment: Traffic 2035

<i>Trafficway</i>	<i>Section</i>	<i>VOL</i>	<i>CAP</i>	<i>LOS</i>
1. Sunrise Boulevard	Andrews Avenue to Searstown	4,370	5,390	C
2. Sunrise Boulevard/Federal Highway	Searstown to Gateway	6,379	4,500	F
3. Sistrunk Boulevard	Northwest 27 Avenue to Andrews Avenue	2,999	2,628	F
4. Sistrunk Boulevard	Andrews Avenue to Federal Highway	709	1,197	D
5. Northwest/Northeast 4 Street	Northwest 9 Avenue to Northeast 15 Avenue	497	1,197	C
6. Broward Boulevard	I-95 to Southwest 11 Avenue	7,772	5,390	F
7. Broward Boulevard	Southwest 11 Avenue to Southwest 7 Avenue	5,768	5,390	F
8. Broward Boulevard	Southwest 7 Avenue to FEC Railroad	5,567	4,500	F
9. Broward Boulevard	FEC Railroad to Federal Highway	4,749	4,500	F
10. Southwest 2 Street	Southwest 7 Avenue to Southeast 3 Avenue	802	1,197	D
11. Northwest 9 Avenue	Broward Boulevard to Sistrunk Boulevard	506	1,197	C
12. Northwest 7/9 Avenue Connector	Sistrunk Boulevard to Sunrise Boulevard	3,641	2,920	F
13. Southwest 4 Avenue	Davie Boulevard to Southwest 7 Street	1,950	2,628	D
14. Southwest 4 Avenue	Southwest 7 Street to Las Olas Boulevard	2,301	2,628	D
15. Northwest 7 Avenue	Las Olas Boulevard to Broward Boulevard	2,384	2,628	D
16. Northwest 7 Avenue	Broward Boulevard to Sistrunk Boulevard	2,265	2,628	D
17. Northwest 7 Avenue	Sistrunk Boulevard to Sunrise Boulevard	1,175	2,628	C
18. Andrews Avenue	SR 84 to Southeast 17 Street	2,746	2,628	E
19. Andrews Avenue	Southeast 17 Street to Davie Boulevard	2,402	2,628	D
20. Andrews Avenue	Davie Boulevard to Southwest 7 Street	2,754	2,628	E
21. Andrews Avenue	Southwest 7 Street to Broward Boulevard	2,834	2,628	F
22. Andrews Avenue	Broward Boulevard to Sistrunk Boulevard	2,354	2,628	D
23. Andrews Avenue	Sistrunk Boulevard to Sunrise Boulevard	2,163	2,628	D
24. Andrews Avenue	Sunrise Boulevard to Oakland Park Boulevard	3,692	2,628	F
25. Andrews Avenue	Oakland Park Boulevard to Prospect Road	3,485	2,628	F
26. Southeast 3 Avenue	Southeast 17 Street to Davie Boulevard	1,596	2,920	D
27. Southeast 3 Avenue	Davie Boulevard to Southeast 7 Street	2,217	2,920	D
28. Southeast 3 Avenue	Southeast 7 Street to Broward Boulevard	2,946	2,920	D
29. Northeast 3 Avenue	Broward Boulevard to Sistrunk Boulevard	2,430	2,920	D
30. Northeast 3 Avenue	Sistrunk Boulevard to Sunrise Boulevard	2,544	2,920	D
31. Northeast 4 Avenue/Wilton Drive	Sunrise Boulevard to Oakland Park Boulevard	2,814	2,920	D

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
32. Federal Highway	Southeast 7 Street to Broward Boulevard	6,010	4,500	F
33. Federal Highway	Broward Boulevard to Sistrunk Boulevard	4,839	4,500	F
34. Federal Highway	Sistrunk Boulevard to Searstown	4,412	4,500	D

3.0 MITIGATION PLAN FOR ADVERSELY IMPACTED CORRIDORS

The City's Transportation & Mobility Department's mission for Transportation is to promote the livability, health, and economic benefits of a bicycle-, pedestrian-, and transit-friendly environment by creating a safe, effective, and connected network of transportation options for our neighbors and surrounding communities. With South Florida's population continuing to increase, road congestion and mobility problems stemming from additional vehicles on the road will exacerbate an already congested roadway system. The days of widening roads to create more capacity have come to an end. With the cost of owning a car or multiple cars continuing to grow, the family budget in the current scenario has taken a hit.

Future population and employment growth can be accommodated successfully through an integrated transit system that can carry a person from home to work and back again in a safe, clean, reliable, and affordable manner. Benefits of an integrated transit network that includes bus, rail, trolley, and other forms of public transportation will promote economic development, provide job access, and alleviate congestion that threatens our region with gridlock.

Fort Lauderdale is at the epicenter of the emerging transit system being planned for the region. With projects such as the Wave Streetcar, the Central Broward East West Study, the Tri-Rail Link Coastal Service, and the All-Aboard Florida inter-regional rail service scheduled to begin in the next few years, Fort Lauderdale is well-positioned to take advantage of and benefit greatly from these initiatives.

The congestion of vehicles along our roadways impacts many people, not only when trying to get to work, but also when running errands. Personal occupancy vehicles are a necessity in Fort Lauderdale based upon our current conditions, but the Transportation & Mobility Department is working hard to provide desirable alternatives to taking your car to work and on short trips to run errands through improving sidewalks, bike lanes, and creating an improved transit network.

The City has made policy and investment commitments to improve the quality of the infrastructure supporting this compact development. Multimodal improvements through capital investments for infrastructure and increased transit service will improve the walking, biking and transit rider experience. The City believes these conditions will encourage behavior changes and mode shifts that the model is not designed to capture. We also believe the active planning and implementation of these improved infrastructure conditions will accelerate mode shift in the downtown area. Because land use and transportation are interdependent, it is important to address both aspects, which the City is intending to do through increased dwelling units and actively changing the streetscape and services within the Downtown RAC.

Based on the trip generation methodology, trip reduction rate, and regional model, 14 corridor segments were found to be adversely impacted by the proposed amendment. The 14 corridors can be grouped into the following corridors:

1. Sunrise Blvd from Searstown to Gateway
2. Sistrunk Blvd from NW 27th Ave to Andrews Ave
3. Broward Blvd from I-95 to Federal Hwy
4. NW 7/9 Ave Connector from Sistrunk Blvd to Sunrise Blvd
5. Andrews Ave:
 - a. From SR 84 to SE 17th St
 - b. From Davie Blvd to Broward Blvd
 - c. From Sunrise Blvd to Prospect Rd
6. Federal Hwy from SE 7th St to Sistrunk Blvd.

Mitigation measures have been identified for these projects based on ongoing multimodal projects and initiatives. On a city-wide level, multiple projects such as transit efforts, Community Investment Plan (CIP) projects, and development contributions all serve to improve multimodal conditions to the Downtown area and surrounding street network. Corridor-specific projects and studies are also included.

3.1 Ongoing Projects and Initiatives in the Downtown RAC and Surrounding Network

3.1.1 Overview

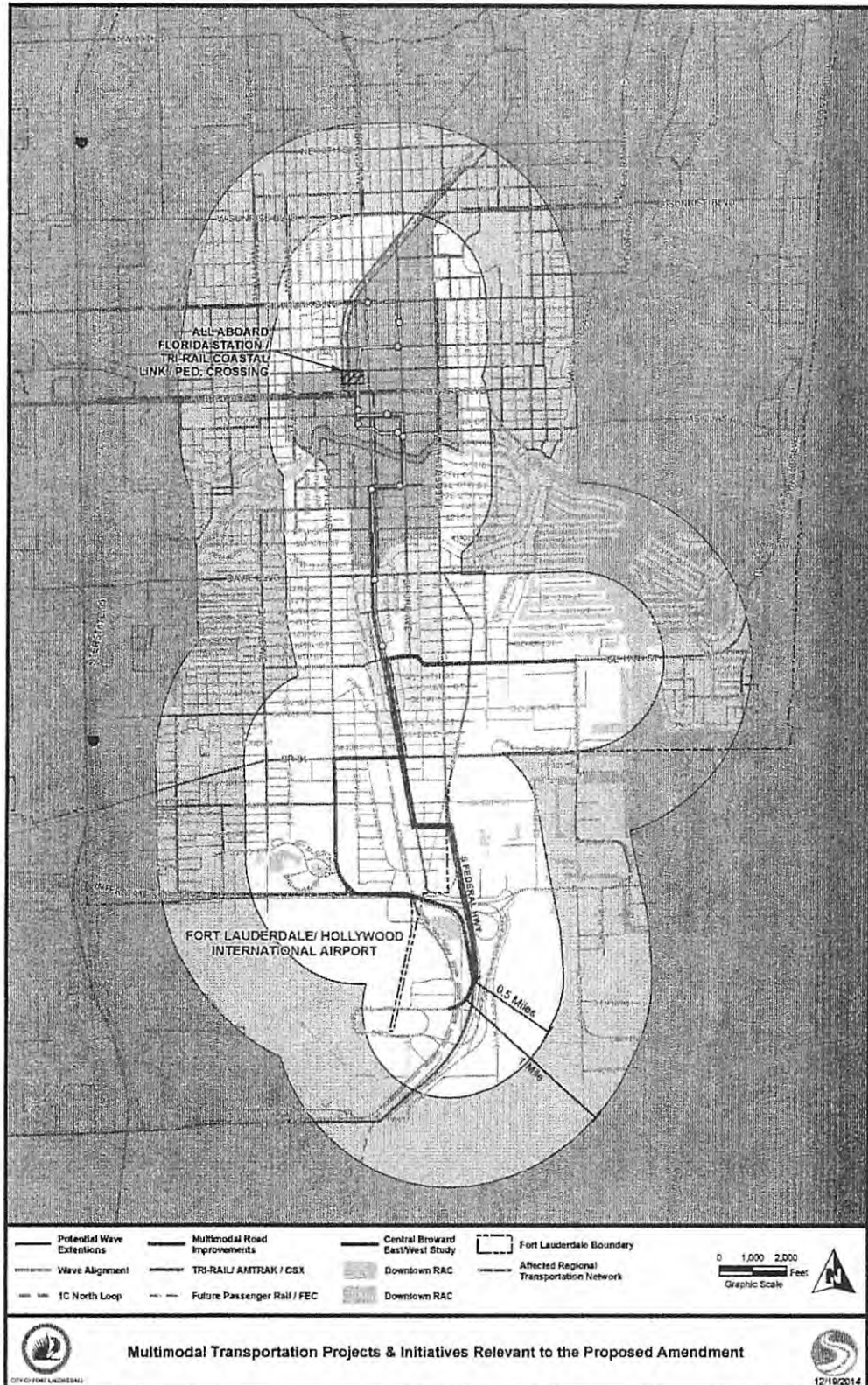
Figure 2 illustrates the multimodal efforts that are taking place in the City, including in the Downtown RAC. Several transit projects, including the Wave Streetcar, the East-West Broward Transit Study, All Aboard Florida (AAF), and Tri-Coastal Link Service are proposed for planning, design and construction in the upcoming years to tie into the existing transit system to create a connected transit network that would create a convenient alternative to the car. Half-mile and one-mile buffers are also shown to delineate the walking and bicycling areas from the proposed Wave stations, respectively. These buffers denote the potential walk and bike market area that can be captured with the implementation of the Wave, further fostering the potential shift from vehicular travel.

Additionally, corridors have been identified throughout the City for planned and programmed multimodal improvements, with the aim of enhancing multimodal mobility and accessibility and facilitating multimodal travel and the shift from the car. As shown, the adversely impacted corridors coincide with these multimodal efforts. The next section will provide additional details on the specific programmed improvements.

Other efforts that will contribute to alleviating the adverse impacts to the identified corridor segments

include developer contributions that are focused on implementing off-site multimodal improvements, the mobility hub efforts led by the Broward MPO, and Context Sensitive Corridors. The following section will also elaborate on these efforts.

Figure 2: Multimodal Efforts Related to the Proposed Amendment



3.1.2 Transit Investments

There are several mass transit projects currently underway within the Downtown RAC that will greatly enhance transit options and accessibility, including the Wave Streetcar, the FEC All Aboard Florida commuter rail, the Tri Rail Coastal Link Service, and the proposed premium transit service connecting downtown Fort Lauderdale with western Broward County (the Central East-West Transit Broward Study):

The Wave Streetcar

The Wave Streetcar is a fixed guideway investment slated to begin construction in late 2015 and become operational in late 2017. The initial 2.7 mile system starts at Sistrunk Boulevard/ NE 6th Street and travels to SE 17th Street along both Andrews and 3rd Avenues. As a local circulator system, the Wave Streetcar will make frequent stops and promote short trips throughout the study area. The project is fully funded for both capital and operations. The project has undergone 30% design plans and the final design contract was recently issued, with 60% design plans underway. The vehicle procurement will be advertised in early 2015. Construction is anticipated to start by early 2016 and continue for a period of 18 – 24 months. A total of nine stops are proposed in the Downtown RAC, connecting residential uses to office, governmental, institutional, retail, and other major activity centers.

The Wave Streetcar is currently in design and is slated for construction over the next two years. The project will come with a real time information system package, allowing the end user to track when the next vehicle will arrive at the station through station message boards and through smart phone applications and web based systems. With planned 7.5 minute headways during peak periods, opening day ridership (2017) is estimated at 2,640. As seen in other systems across the United States, streetcar opening day ridership estimates are significantly undervalued due to limitations to the model. Tucson, AZ, a similar system in size to the Wave Streetcar opened in July 2014. With a projection of less than 4,000 riders per day, the actual opening day ridership numbers were between 15,000 – 25,000 per day on the opening weekend. In addition, the Wave Streetcar comes with traffic signalization improvements to the impacted signals along the alignment. A prioritization/ preemption communication system is also part of the Wave Streetcar, which will ensure headways are maintained for the streetcar vehicles.

The Wave Streetcar is anticipated to highly improve transit accessibility in the Downtown RAC and therefore reduce vehicle trips. The City has committed a total of \$38 million in cash and land donations, as well as through a designated special assessment district. Federal, State, and Regional funds have also been committed totaling almost \$150 million. The Wave Streetcar will serve as a circulator in Downtown and will connect to major destinations, thus allowing customers to either use it for commuting or shopping trips. The Wave Streetcar alignment goes outside of the Downtown Regional Activity Center and connects through the South Regional Activity Center, making connections to the surrounding neighborhoods and the Hospital District. Once the Wave Streetcar is in place, the existing Sun Trolley service will be rerouted to service the surrounding neighborhoods and make connections to the system, increasing the connectivity and accessibility even further.

In addition, there are plans to expand the initial 2.7 mile downtown starter line to connect to the Broward County Convention Center and the Fort Lauderdale-Hollywood International Airport. An alternatives analysis report was completed and the National Environmental Protection Act (NEPA)

process is expected to begin by February 2015 for these extensions, a process being led by the Florida Department of Transportation (FDOT), in partnership with the Wave Streetcar Partnership team. The system is envisioned to connect to other major transit projects, thereby creating a cohesive and convenient transit system that provides a viable alternative to the car.

All Aboard Florida

All Aboard Florida (AAF), a higher-speed commuter rail is proposed to run from Miami to Orlando, operating along the Florida East Coast (FEC) Railway. Construction has already begun in Miami and Palm Beach, and planning and design has been complete at the City of Fort Lauderdale location, which will be located adjacent to the Downtown RAC between NW 2nd St and NW 4th St. Total daily ridership at this location is anticipated to exceed 3,400 riders. Once implemented, AAF would create a faster and attractive alternative for regional travel in South Florida, thus reducing trips into and from the Downtown RAC. Plans are already underway to complete transit oriented development east and west of the FEC tracks.

Tri Coastal Link Service

The Tri Coastal Link is a proposed commuter passenger rail service along the FEC Railway that would connect major South Florida destinations from Miami to Jupiter. The system will connect to existing and proposed local and mass transit service in the Downtown RAC, including the Wave Streetcar and the AAF systems. The enhanced intermodal connectivity would promote higher transit ridership and transit-oriented development. Currently, a station is proposed within the Downtown RAC at NW 2nd Ave and Broward Blvd.

Central Broward East-West Transit Study

The Central Broward East-West Transit Study is an analysis to examine the implementation of premium transit service from Downtown Fort Lauderdale to Sawgrass Mills, thereby creating an east-west mass transit connection. Several stops are planned in the City of Fort Lauderdale, including in the Downtown RAC. The transit service is proposed to connect to the Wave Streetcar and to the Broward Boulevard Tri-Rail station. The project is managed by the FDOT.

3.1.3 Multimodal Plans and Implementation Efforts

The "Connecting the Blocks" Plan is a multimodal transportation plan commissioned by the City of Fort Lauderdale in 2013 to plan and identify multimodal improvements on all major corridors in the City with the purpose of creating a fully connected city of tomorrow. The needs of these multimodal improvements were identified through Complete Streets initiatives that would enhance walkability and bikeability. Over \$16,499,200 have been identified in the City's "Connecting the Blocks" Plan for short-term improvements in the Downtown RAC, in addition to approximately \$190,927,960 in planned improvements for the area.

As part of implementing the Connecting the Blocks Plan, approximately \$13 million has been programmed by the City of Fort Lauderdale's in the FY2015 Community Investment Program (CIP) to advance streetscape, walkability, and multi-modal projects in the Downtown RAC, including but not limited to: corridor streetscape improvements, intersection improvements, crosswalk improvements,

lighting, wayfinding signage, street furniture, bicycle amenities, undergrounding of overhead utilities, wider sidewalks, public art, plazas, and more. These projects are currently funded and are in the City's FY 15 work program. Appendix B includes a list of these funded projects.

Included in this listing of projects is the \$3.5 Million Downtown Fort Lauderdale Mobility Hub Project which includes design and construction of physical improvements to achieve a high-quality user experience, seamless mobility and mode transfer, walkability and bike ability, and to catalyze transit oriented development. The Project is located within a four block area generally bounded by Broward Boulevard, Andrews Avenue, NW 4th Street, and the Florida East Coast Railroad ("FEC") tracks. The City owns approximately four acres within the Project area. The Project focuses on connections to multiple modes of transportation, including the Wave Streetcar, All Aboard Florida FEC commuter rail station, Transportation Management Association (TMA) Community bus/trolleys, Broward County Transit's Broward Central Terminal, future Central Broward East-West transit extensions and stations, and future Tri-Rail Coastal Link.

In addition to this multimodal initiative, the City is working with Broward County on identifying a number of corridors as "Context Sensitive Corridors". This program provides the framework for municipalities to identify eligible corridors on the County's Trafficways Plan to create a more multimodal and "context-sensitive" urban corridor. In the Downtown RAC, NE 3rd Ave and Andrews Ave have been identified as potential corridors for this process.

In addition, the Urban Land Development Code, which is the City's legal framework for development applications and reviews, requires developments to contribute multimodal improvements for generated traffic impacts. Multimodal improvements and mitigation measures include both on-site and nearby improvements that would both promote multimodal transportation use and enhance the existing multimodal transportation network. These improvements are recognized in the Downtown Master Plan, requiring above minimum improvements such as 7-foot sidewalks. Other TDM methods that are being implemented through the Code in the Downtown RAC include parking exemptions, where most development is not required to provide parking, thereby leveraging alternative modes of travel. Pricing public parking, providing adequate landscaping and shade trees, and minimizing vehicle conflicts with bicyclists and pedestrians are also examples of Code requirements that promote walkable environments and reduced vehicle use. The City works with the development community to encourage multimodal contributions to mitigate projected traffic impacts. For example, multimodal contributions from approximately ten projects exceeded \$460,000 in the past year.

Finally, it is important to note that as the City, and especially Downtown, transitions into a fully connected multimodal urban environment, considering multimodal LOS, rather than vehicular LOS, becomes essential. While growth and density may theoretically contribute to increased vehicular trips, providing multimodal improvements would enhance transit, bicycle, and pedestrian LOS. There are currently methodologies that provide multimodal LOS, including the FDOT Quality/LOS Handbook, which would allow for evaluating roads from a multimodal perspective. These techniques are based on national standard guidelines, including the Highway Capacity Manual and the Green Book, which are also recognizing and encouraging considering traffic and development impacts from a holistic, multimodal perspective. With the implementation of the planned, proposed, and committed multimodal investments described in this summary, multimodal LOS is enhanced in the Downtown RAC and will compensate and alleviate vehicular LOS impacts.

3.2 Projects Specific to the Adversely Impacted Corridors

In addition to the Downtown and city-wide projects described in the previous section, the following narrative provides an outline of the projects currently underway that are specific to the adversely impacted corridors:

3.2.1 Sunrise Blvd from Searstown to Gateway

The impacted segment is currently programmed for resurfacing by FDOT in May 2015 (FM 428726-1). The US1/Federal Highway \$4.5 million project begins at Broward Blvd and continues to NE 17th Way. It will include resurfacing, pedestrian enhancements to crossings, an additional pedestrian crossing, bike accommodations through sharrows along the adversely impacted segment and a parallel bike facility to the north and south of Sunrise to accommodate additional bike traffic. Conversations regarding long term improvements needed at Gateway have begun between FDOT, Broward County and the City including reconfigurations of the intersection, signal timing analysis and multimodal improvements. FDOT also has a PTO study programed in their work program from the Sawgrass Expressway to A1A beginning in 2016.

3.2.2 Sistrunk Blvd from NW 27th Ave to Andrews Ave

The city recently spent approximately \$12 million to improve the corridor with sidewalks, pedestrian lighting, landscaping, on-street parking, and other amenities. Additionally, a Wave Streetcar station is proposed as part of the Northern Wave Streetcar Loop at N Andrews Ave and Sistrunk Blvd.

3.2.3 Broward Blvd from I-95 to Federal Hwy

A significant reconstruction project is in design by FDOT for this entire corridor. The roadway is being widened to accommodate a bike lane, the sidewalks are being reconstructed with concrete, a new pedestrian crossing is being added at NW/SW 1st Ave, and bridge reconstruction. This \$23 million project is currently in design and is scheduled for construction in July 2016. Additional improvements are programmed for the I95 Broward Blvd interchange in the work program. The PD&E is scheduled in FY16 with construction funded and programmed in FY24. This will have a significant impact on moving vehicles and people in and out of the roadway. These improvements will include enhancements to the Tri-rail station and future streetcar routes.

In addition, multiple Wave Streetcar stations are proposed within close proximity to Broward Blvd as part of the initial 2.7-mile system. Other projects specific to this corridor segment include the Wayfinding signage program, the Mobility Hub initiative, and the funded Downtown Walkability program.

The All Aboard Fort Lauderdale Station will also be located within walking proximity to Broward Blvd, creating a central transit hub that will provide access to other transit systems, including Tri-Rail and the Tri-Rail Coastal Link Service. The station will include creating the connection on NW 2nd Ave between

NW 2nd St and NW 4th St based on Complete Streets principles, in addition to providing bicycle, and pedestrian amenities at the station.

3.2.4 NW 7/9 Ave Connector from Sistrunk Blvd to Sunrise Blvd

This project was to construct a new roadway through an industrial park. The project was deemed to not be cost feasible based on discovered contamination. The new plan for this area is to create Complete Streets improvements on the streets as they set to improve pedestrian, bicycle, and vehicle movements through this area. Although unfunded, it is a priority in the Connecting the Blocks program. The preliminary design is estimated to begin in FY16 with construction to follow.

3.2.5 Andrews Ave

- From SR 84 to SE 17th St
- From Davie Blvd to Broward Blvd
- From Sunrise Blvd to Prospect Rd

Andrews Avenue is scheduled for improvements that include the bicycle and pedestrian improvements from Las Olas Blvd. to Oakland Park Blvd. This project will be in design in FY16 with construction programmed in FY18. The Andrews Ave from Davie Blvd to SE 5th St is in the FDOT work program for design in FY18. These will include multimodal improvements to allow a variety of transportation access in the corridor. The future extensions of the Wave will be located in the southern portion of Andrews Ave so will serve to provide transit improvements alleviate some vehicle congestion.

The Wave extension connecting Downtown to the Airport is proposed to run on S Andrews Ave from SR 84 to SE 17th St. Additionally, the Downtown Walkability program identified in the CIP includes improvements encompassing the Andrews Ave area.

3.2.6 Federal Hwy from SE 7th St to Sistrunk Blvd.

The impacted segment is currently programmed for resurfacing by FDOT in May 2015 (FM 428726-1). The US1/Federal Highway \$4.5 million project begins at Broward Blvd and continues to NE 17th Way. It will include resurfacing and pedestrian enhancements to crossings. Downtown Walkability, Wayfinding Signage program, and the Tunnel Plaza project are examples of other projects directly benefiting this corridor segment.

3.3 Other Projects Relevant to the Significantly Impacted Corridors

The following is a list of additional projects that are related to the significantly impacted corridors identified in the model:

1. SE 3rd Avenue (SE 17th St to SE 6th St) – this segment is programmed to be completed in this corridor and includes sidewalk repair and enhancements by Broward County, bicycle lanes and additional pedestrian crossings by FDOT. The project is currently in design with construction anticipated in FY17.
2. NE 4th Ave (Sunrise Blvd to city limits) - this segment is programmed to be completed in this corridor and includes bicycle lanes and potential pedestrian crossings by FDOT. The project is scheduled to be in design in FY16 with construction anticipated in FY18.
3. SW 4th Ave (Davie Blvd to Las Olas Blvd) – this segment recently realized pedestrian enhancements along the east side of the street conducted by Broward County. FDOT has programmed a bike lane project from Broward Blvd to Perimeter Road to be in construction in FY16.

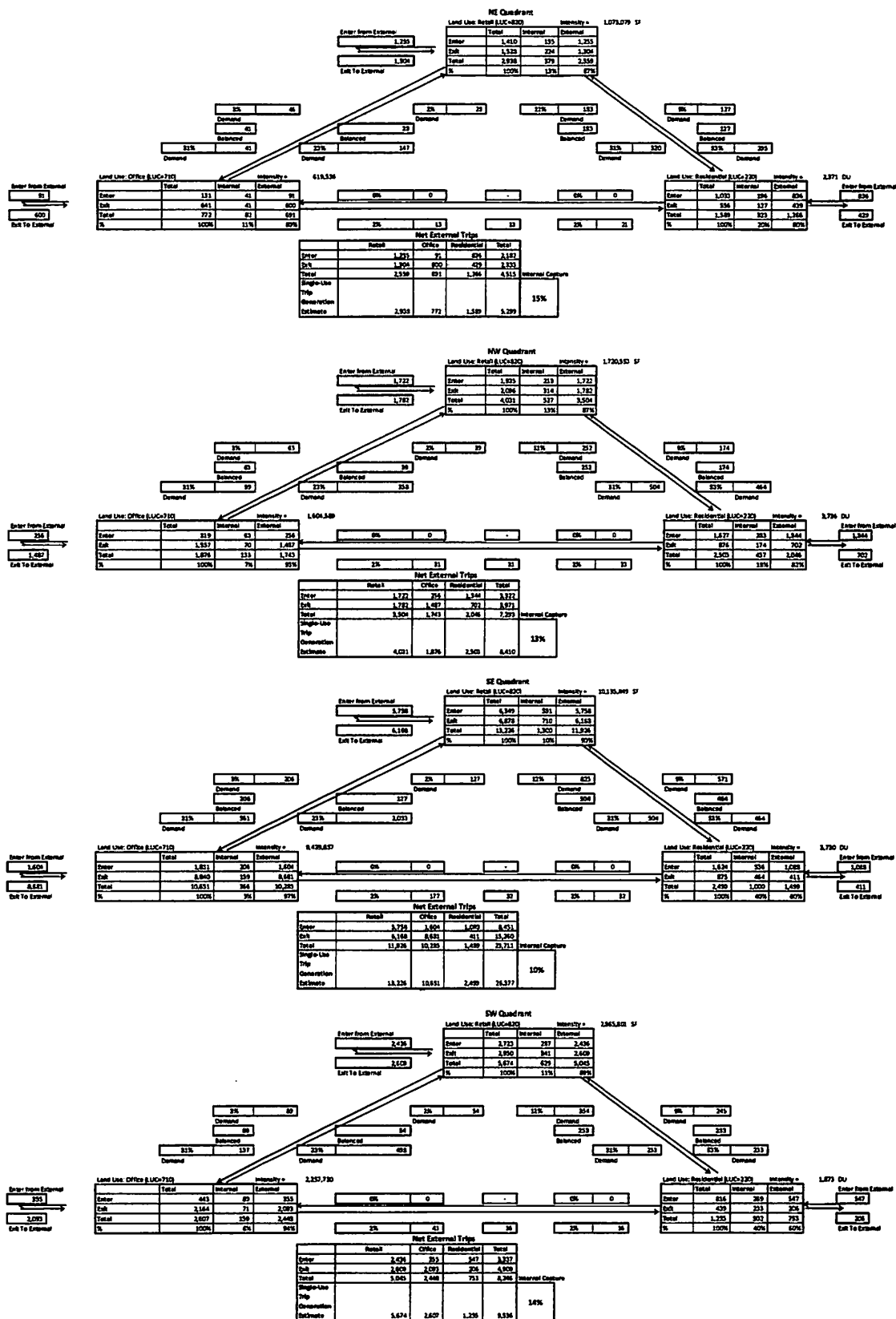
4.0 Conclusion

Based on the quantitative and qualitative information provided in this report, the City is requesting approval of the proposed 5,000 dwelling units in the Downtown RAC. As demonstrated in the previous sections the multiple ongoing projects and initiatives will mitigate the adversely impacted corridors identified by the regional model. The City will continue to work with its regional partners to advance multimodal mobility and accessibility in the Downtown RAC and City overall.

APPENDIX A

PM Peak Internal Trip Capture Analysis

PM Peak Internal Trip Capture Analysis



APPENDIX B

Community Investment Plan (CIP) Projects



DOWNTOWN WALKABILITY PROJECT PHASE 2

PROJECT#: 11953

Project Mgr: Elizabeth Van Zandt x3796
Department: Transportation & Mobility
Fund: 331 CIP - General Fund
District: ☐ I ☒ II ☐ III ☒ IV
Address: Citywide
City: Fort Lauderdale
State: FL
Zip: 33311

Description: Fiscal Year 2015 funding will be used to continue implementation of the projects identified in the 2013 walkability study that are deemed to be the City Commission's highest priorities and that will make the largest impact on walkability.

The anticipated projects include, but are not limited to: 1) NE 3rd Street and NE 3rd Avenue intersection and crosswalk improvements including stamped treatments and ADA upgrades. 2) Las Olas Boulevard and Federal Highway intersection and crosswalk improvements including stamped treatments and ADA upgrades. 3) SE 2nd Street and SE 4th Avenue pedestrian crossing improvements including stamped treatments and ADA upgrades. 4) NE 1st Street mid-block pedestrian crosswalk between N. Andrews and NE 3rd Avenues.

Justification: A walkability study was conducted in Fort Lauderdale by Jeff Speck during Fiscal Year 2013. This study resulted in recommendations for a variety of projects identified to improve walkability in the downtown area. The City Commission authorized \$500,000 in FY 2014 that resulted in pedestrian crossings, ADA ramp upgrades, painted intersections, and other pedestrian improvements.

Source Of the Justification: Jeff Speck Walkability Plan (5/28/2013)

Project Type: Transportation

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CIP - General Fund 331		\$500,000						\$500,000
TOTAL:		\$500,000						\$500,000

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments:

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
ENGINEERING FEES — CIP - General Fund								
6534	331	\$65,000						\$65,000
CONSTRUCTION — CIP - General Fund								
6599	331	\$435,000						\$435,000
TOTAL		\$500,000						\$500,000

Comments:

Strategic Connections:

Cylinder: Infrastructure

Strategic Goals: Be a Pedestrian friendly, multi-modal City

Objectives: Integrate transportation land use and planning to create a walkable and bikeable community

Quarters To Perform Each Task

Project Planning: 1
Design: 1
Bidding:
Construction: 2



DOWNTOWN WALKABILITY PROJECT PHASES 3-6

PROJECT#: FY 20150299

Project Mgr: Elizabeth Van Zandt x3796
Department: Transportation & Mobility
Fund: 331 CIP - General Fund
District: ☐ I ☒ II ☐ III ☒ IV
Address: Citywide
City: Fort Lauderdale
State: FL
Zip: 33311

Description: Fiscal Year 2016-2019 funding will be used to continue implementation of the projects identified in the 2013 walkability study that are deemed to be the highest City Commission priorities and those that will make the largest impact on walkability.

The anticipated projects will include pedestrian and bicycle infrastructure improvements detailed and prioritized in the draft Connectivity Program. Once adopted the Connectivity Program will be used to determine project limits within the study area for Walkability Phases 3-6. Detailed project limits and components will be added to the CIP request for the upcoming funding period. Amenities called for in the study that are not covered in the Connectivity Plan will be included for the defined project limits, including but not limited to wayfinding signage, shade trees and landscaping, pedestrian lighting, low impact stormwater infrastructure, and enhance pedestrian crossing improvements such as painted intersections.

Justification: A walkability study was conducted in Fort Lauderdale by Jeff Speck during Fiscal Year 2013. This study resulted in recommendations for a variety of projects identified to improve walkability in the downtown area. The City Commission authorized \$500,000 in FY 2014 that resulted in pedestrian crossings, ADA ramp upgrades, painted intersections, and other pedestrian improvements.

Source Of the Justification: Press Forward Fort Lauderdale 2018, A Five-Year Strategic Plan

Project Type: Transportation

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CIP - General Fund 331			\$500,000	\$500,000	\$500,000	\$500,000		\$2,000,000
TOTAL:			\$500,000	\$500,000	\$500,000	\$500,000		\$2,000,000

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments:

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CONSTRUCTION --- CIP - General Fund								
6599	331		\$500,000	\$500,000	\$500,000	\$500,000		\$2,000,000
TOTAL			\$500,000	\$500,000	\$500,000	\$500,000		\$2,000,000

Comments:

Strategic Connections:

Cylinder: Infrastructure

Strategic Goals: Be a Pedestrian friendly, multi-modal City

Objectives: Integrate transportation land use and planning to create a walkable and bikeable community

Quarters To Perform Each Task

Project Planning: 1
Design: 1
Bidding:
Construction: 2



DOWNTOWN WAYFINDING AND INFORMATIONAL SIGNAGE

PROJECT#: FY 20150239

Project Mgr: Elizabeth Van Zandt x3796
Department: Transportation & Mobility
Fund: 331 CIP - General Fund
District: ☐ I ☐ II ☐ III ☐ IV
Address: Various Areas Downtown
City: Fort Lauderdale
State: FL
Zip: 33301

Description: Funding will pay for design, fabrication, construction and installation of a family of distinct, coordinated, vehicular, pedestrian, and parking signage; transit vehicle informational signage; and gateway signage for Downtown Fort Lauderdale, generally bounded by Sunrise Blvd., 17th Street, Avenue of the Arts, and Federal Highway.

Justification: The Downtown Development Authority and the City partnered on a wayfinding signage plan for Downtown in 2008. Wayfinding signage for the Beach is currently being implemented, providing branding for the City and recognition of place. The Downtown is also an activity center with a large pedestrian population and is in need of wayfinding signage.

Source Of the Justification: Downtown Master Plan (06/19/2007, CAR 07-1004, R-02)

Project Type: Transportation

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CIP - General Fund 331		\$263,750						\$263,750
Parking Fund 461		\$111,250						\$111,250
TOTAL:		\$375,000						\$375,000

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments:

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CONSTRUCTION --- CIP - General Fund								
6599	331	\$263,750						\$263,750
CONSTRUCTION --- Parking Fund								
6599	461	\$111,250						\$111,250
TOTAL		\$375,000						\$375,000

Comments:

Strategic Connections:

Cylinder: Public Places

Strategic Goals: Be a community that finds opportunities and leverages partnerships to create unique, inviting and connected gathering places that highlight our beaches, waterways, urban areas and parks

Objectives: Enhance the City's identity and appearance through well-maintained green space, parks major corridors, gateways and medians

Quarters To Perform Each Task

Project Planning: 1
Design: 1
Bidding:
Construction: 2

SE/SW 6 STREET CORRIDOR IMPROVEMENTS

PROJECT#: FY20120131

Project Mgr:	Elizabeth Van Zandt x3796	Department:	Transportation & Mobility	Address:	SE/SW 6 Street/Andrews Ave
		Fund:	331 CIP - General Fund	City:	Fort Lauderdale
		District:	☐ I ☐ II ☐ III ☒ IV	State:	FL
				Zip:	33301

Description: This project includes a complete redesign of the right-of-way to incorporate the one way condition in front of the Broward County Judicial Complex and the two way condition for the sections east and west of the complex. This project will create a transit, pedestrian and bicycle friendly environment for commuters, jurors, residents and visitors to the area. The limits of this project are from SE/SW 6th Street from Andrews Avenue to Federal Highway.

Improvements will include, but are not limited to: lighting, landscaping, wayfinding signage, enhanced crosswalks, wider sidewalks, and iconic features.

Justification: The project includes a portion of the Wave Streetcar route and will be closely coordinated with the design and construction. This street was identified in the Downtown Master Plan and the 6th Street Coalitions improvement plan conducted by representatives of the 110 Tower (across the street from the Courthouse), the City, County, and the Downtown Development Authority.

There are two Wave Streetcar stations in close proximity to the corridor that will serve the 6th Street businesses and judicial users. It is imperative that we make these walks safe and comfortable.

Source Of the Justification: Downtown Master Plan (06/19/2007, CAR 07-1004, R-02)

Project Type: Transportation

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CIP - General Fund 331		\$350,000	\$2,350,000					\$2,700,000
TOTAL:		\$350,000	\$2,350,000					\$2,700,000

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments: No impact to operating budget

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
<i>ENGINEERING FEES — CIP - General Fund</i>								
6534	331	\$350,000						\$350,000
<i>CONSTRUCTION — CIP - General Fund</i>								
6599	331		\$2,350,000					\$2,350,000
TOTAL		\$350,000	\$2,350,000					\$2,700,000

Comments:

Strategic Connections:

Cylinder: Infrastructure

Strategic Goals: Be a Pedestrian friendly, multi-modal City

Objectives: Integrate transportation land use and planning to create a walkable and bikeable community

Quarters To Perform Each Task

Project Planning:	1
Design:	2
Bidding:	
Construction:	4



LAS OLAS BOULEVARD SAFETY PROJECT

PROJECT#: 11136

Project Mgr:	Elizabeth Van Zandt x3796	Department:	Transportation & Mobility	Address:	E Las Olas Blvd-Andrews - SE
		Fund:	331 CIP - General Fund	City:	Fort Lauderdale
		District:	☐ I ☐ II ☐ III ☒ IV	State:	FL
				Zip:	33301

Description: The project includes improvements to Las Olas Boulevard from Andrews Avenue to the Intracoastal Waterway. Elements include: streetscape improvements; signal timing modifications; traffic calming measures, including a raised intersection and bulb-outs; pedestrian signalization; and crosswalk upgrades, including in-pavement LED crosswalk lights, speed management, bike lanes and lane adjustments.

Justification: Public outreach and a transportation study were conducted for this corridor. Results of the study illustrate the need for additional safety measures in the area. Colee Hammock has developed a Transportation Master Plan for solely the Colee Hammock neighborhood; however a comprehensive assessment of the needs of the entire area must be conducted.

This project coincides with FDOT project 431669.1.

Source Of the Justification: Downtown Master Plan (06/19/2007, CAR 07-1004, R-02)

Project Type: Streets and Sidewalks

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
FDOT 778			\$341,282					\$341,282
CIP - General Fund 331		\$1,100,000	\$800,000					\$1,900,000
TOTAL:		\$1,100,000	\$1,141,282					\$2,241,282

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments:

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
ENGINEERING FEES — FDOT								
6634	778		\$341,282					\$341,282
CONSTRUCTION — CIP - General Fund								
6699	331	\$1,100,000	\$800,000					\$1,900,000
TOTAL		\$1,100,000	\$1,141,282					\$2,241,282

Comments:

Strategic Connections:

Cylinder: Infrastructure

Strategic Goals: Be a Pedestrian friendly, multi-modal City

Objectives: Improve pedestrian, bicyclist and vehicular safety

Quarters To Perform Each Task

Project Planning: 2

Design: 3

Bidding:

Construction: 4

NE/NW 4TH STREET

PROJECT#: FY 20150248

Project Mgr: Elizabeth Van Zandt x3796
Department: Transportation & Mobility
Fund: 331 CIP - General Fund
District: ☐ I ☒ II ☒ III ☐ IV
Address: NE/NW 4th Street/US1/Avenue
City: Fort Lauderdale
State: FL
Zip: 33301

Description: This project includes making pedestrian and bicycle improvements to portions of NE/NW 4th Street from US 1 to Avenue of the Arts (NW 7th Avenue). Redesign of the street will include improvements that make it safer for pedestrians and bicyclists to traverse the corridor, including lighting, shade trees, signage, intersection/crossing improvements, and more.

Justification: NE/NW 4th Street has become increasingly important with the planned closure of NW 2nd Street at the FEC tracks. An important east/west corridor, NE/NW 4th Street will be the primary multimodal corridor with vehicular, bus, Wave Streetcar, pedestrian, and bike travel as well as a connection to the planned Broward Mobility Hub, the first in the County.

With the planned All Aboard Florida and Wave Streetcar projects in the area, improvement to NE/NW 4th Street is needed to facilitate the anticipated increase in multi modes of travel.

NE/NW 4th Street is a top unfunded priority in the draft Multimodal Connectivity Program. Much of the corridor is included within the Downtown Masterplan, and is within the Transit Overlay District aimed at making the pedestrian realm more walkable. The corridor was called out as a priority within Jeff Speck's Downtown Walkability Study.

Source Of the Justification: Jeff Speck Walkability Plan (5/28/2013)

Project Type: Transportation

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CIP - General Fund 331		\$1,100,000						\$1,100,000
TOTAL:		\$1,100,000						\$1,100,000

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments:

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
ENGINEERING FEES -- CIP - General Fund								
6534	331	\$300,000						\$300,000
CONSTRUCTION -- CIP - General Fund								
6599	331	\$800,000						\$800,000
TOTAL		\$1,100,000						\$1,100,000

Comments:

Strategic Connections:

Cylinder: Infrastructure
Strategic Goals: Be a Pedestrian friendly, multi-modal City

Objectives: Integrate transportation land use and planning to create a walkable and bikeable community

Quarters To Perform Each Task

Project Planning: 1
Design: 2
Bidding:
Construction: 5

FLAGLER VILLAGE TRAIN STATION TOD

PROJECT#: FY 20150199

Project Mgr:	Alfred Battle	Department:	Sustainable Development	Address:	Flagler Village Train Station
		Fund:	347 CRA - NWPFH	City:	Fort Lauderdale
		District:	☐ I ☒ II ☒ III ☐ IV	State:	FL
				Zip:	33311

Description: Provides funding for public improvements and initiatives in support of a Transit Oriented Development (TOD) program in the Flagler Village area.

Justification: The project would assist in implementing community and economic development initiatives in the NPF CRA Five-Year Strategic Plan for this area to enhance the business climate, beautification, accessibility, walkability and safety of this area.

Source Of the Justification: NWPFH CRA Implementation Plan (10/16/2007, Memo 07-230, CRA MTG)

Project Type: Neighborhood Enhancement

Project Funding Source(s):

SOURCE	AVAILABLE \$	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CRA - NWPFH 347		\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000			\$7,000,000
TOTAL:		\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000			\$7,000,000

Comments:

Impact On Operating Budget:

IMPACT	AVAILABLE \$	UNFUNDED	TOTAL FUNDING
			\$0
TOTAL			\$0

Comments:

Project Budget/Funding Use:

USAGE	FUNDING SRC.	FY2015	FY2016	FY2017	FY2018	FY2019	UNFUNDED	TOTAL FUNDING
CONSTRUCTION — CRA - NWPFH								
6599	347	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000			\$7,000,000
TOTAL		\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000			\$7,000,000

Comments:

Strategic Connections:

Cylinder: Infrastructure

Strategic Goals: Be a Pedestrian friendly, multi-modal City

Objectives: Integrate transportation land use and planning to create a walkable and bikeable community

Quarters To Perform Each Task

Project Planning: 4

Design: 4

Bidding:

Construction: 8



ATTACHMENT 15

Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

To: Barbara Boy, Executive Director
Broward County Planning Council

From: Henry Sniezek, Deputy Director
Environmental Protection and Growth Management Department

Date: January 8, 2015

Re: Updated Comments – PCT 15-1 – City of Fort Lauderdale - Transportation Impacts

RECEIVED

JAN 8 2015

BROWARD COUNTY
PLANNING COUNCIL

County staff has reviewed the information submitted by the City on December 22, 2014, which is intended to address anticipated transportation network impacts resulting from the proposed development of 5,000 additional dwelling units in the Fort Lauderdale Downtown RAC. **At this time, County staff is unable to find that the information submitted by the City adequately addresses the estimated additional significant impacts to the transportation network.** It is noted that the current transportation impact analysis already reflects a 21% reduction in impacts, agreed to by County staff, due to internalization of trips and expected use of multi-modal facilities. The City proposes to address the remaining estimated significant and negative impacts to the transportation network through currently planned or programmed multi-modal projects. However, an analysis has not been submitted which demonstrates that the estimated net increase in traffic resulting from the additional development will be adequately mitigated or off-set by multi-modal projects.

County staff recognizes and supports the City's policies and plans to accommodate all forms of mobility within and in the vicinity of this compact dense mixed-use area via a variety of options, including pedestrian, bicycle and transit facilities and services, in addition to capacity for automobile travel. County staff is committed to working with the City regarding the City's effort to identify an adequate and financially feasible mobility mitigation strategy that is appropriate for the subject intense mixed-use area. It is proposed that the County Staff's "Complete Streets Team" be utilized to work with the City concerning a multi-modal mitigation strategy. It is noted that roadway improvements for affected areas may be included as a part of the city's multi-modal strategy. Such strategy must also be demonstrated as financially feasible and based on professionally accepted mitigation measures. Any multi-modal mitigation measures that rely upon enhanced transit service will require a mechanism to provide an ongoing dedicated revenue source for future operations and maintenance of those enhanced services. In this light, regarding transportation impacts, County staff does not object to the land use plan amendment being

Page 2

transmitted to the State for review, and suggests that the Florida Department of Transportation, who are part of the State review team, be requested to participate in discussions with the City. It is our understanding that, if the land use plan amendment is transmitted by the County Commission to the State for review, the required second Planning Council public hearing is anticipated at the earliest for April or May, 2015. Updated and final County staff comments regarding transportation impacts would be provided for the Planning Council's second public hearing.

Thank you for the opportunity to provide comments. Please feel free to contact me at your convenience if you have any questions.

cc: Broward County Staff Complete Streets Team
 Todd Okolichany, AICP, LEED Green Associate, Principal Planner
 City of Fort Lauderdale

ATTACHMENT 16



Transportation Department

Transit Division – Service and Capital Planning

One N. University Drive, Suite 3100A, Plantation, FL 33324 ♦ Phone: 954-357-8340 ♦ Fax: 954-357-8482

October 14, 2014

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

RECEIVED

OCT 14 2014

BROWARD COUNTY
PLANNING COUNCIL

RE: Land Use Plan Amendment to Broward County Land Use Plan, PCT 15-1

Dear Ms. Barbara Blake Boy:

Broward County Transit (BCT) has reviewed your correspondence dated August 12, 2014 regarding Land Use Plan Amendment PCT 15-1 located in the City of Fort Lauderdale for current and planned bus service. Current fixed-route county bus service to the amendment site is currently provided by BCT Routes 1, 6, 9, 10, 11, 14, 20, 22, 30, 31, 40, 50, 60, and 81. Broward County Transit recommends that the proposed development be designed in a manner that provides safe movement of pedestrian and bicycle improvements within the site and will provide connectivity to the local bus stops and pedestrian and bicycle network. Please see the following table for detailed information:

BCT ROUTE	DAYS OF SERVICE	HOURS OF SERVICE A.M. – P.M	SERVICE FREQUENCY
1	Monday – Friday Saturday Sunday	5:05a – 12:23x 5:19a – 12:23x 6:20a – 10:06p	17/18 Min 22 Minutes 22 Minutes
6	Monday – Friday Saturday Sunday	5:15a – 10:55p 5:45a – 10:55p 8:20a – 9:05p	30 Minutes 60 Minutes 60 Minutes
9	Monday – Friday Saturday Sunday	5:30a - 10:15p 5:50a - 10:20p 8:30a - 8:10p	45 Minutes 60 Minutes 60 Minutes

Broward County Board of County Commissioners

Sue Gunzburger • Dale V.C. Holness • Kristin D. Jacobs • Martin David Kiar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler
www.broward.org

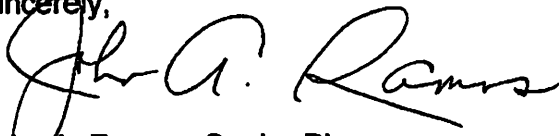


10	Monday – Friday Saturday Sunday	5:21a - 11:37p 5:10a - 11:10p 8:20a - 8:45p	30/35 Min 30/35 Min 40/45 Min
11	Monday – Friday Saturday Sunday	5:00a - 11:55p 5:00a - 11:15p 7:00a - 9:15p	33/36 Min 45 Min 50/60 Min
14	Monday – Friday Saturday Sunday	5:04 – 11:07p 5:36 – 11:05p 7:40 – 8:09p	20 Minutes 45 Minutes 45 Minutes
20	Monday – Friday Saturday Sunday	5:40a - 9:50p 6:00a – 8:50p 10:00a - 7:45p	45 Minutes 60 Minutes 60 Minutes
22	Monday – Friday Saturday Sunday	5:00a - 11:30p 5:25a – 11:35p 8:15a - 9:50p	15 Minutes 30 Minutes 30 Minutes
30	Monday – Friday Saturday Sunday	5:30a – 10:35p 6:00a – 10:35p 9:30a - 7:50p	20 Minutes 30 Minutes 45 Minutes
31	Monday – Friday Saturday Sunday	5:03a – 11:06p 5:28a – 10:59p 8:50a – 9:16p	30 Minutes 45 Minutes 45 Minutes
40	Monday – Friday Saturday Sunday	5:30a - 11:25p 5:30a - 11:00p 7:40a - 8:05p	20/30 Min 30 Minutes 40 Minutes
50	Monday – Friday Saturday Sunday	5:20a – 10:58p 5:30a - 11:28p 7:45a - 8:55p	20/30 Min 30 Minutes 45 Minutes
60	Monday – Friday Saturday Sunday	5:25a – 10:52p 5:30a - 11:11p 9:05a - 7:58p	20/30 Min 30 Minutes 45 Minutes
81	Monday – Friday Saturday Sunday	5:16a - 11:45p 5:41a – 11:43p 8:00a – 9:10p	30 Minutes 30 Minutes 45 Minutes

Additionally, this site is serviced by the City of Fort Lauderdale Sun Trolley Community Bus Service. Future fixed-route bus services include weekday & weekend headway, weekday & weekend span of service, route realignment, route extension, premium rapid bus, and premium high capacity improvements are specified in the Broward County Transit Development Plan (TDP) and Broward MPO 2035 Long Range Transportation Plan (LRTP).

Should you have any questions, please call or email me at 954-357-8450 / jramos@broward.org if you require any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Ramos". The signature is fluid and cursive, with the first name "John" and last name "Ramos" being clearly legible, and "A." in the middle.

John A. Ramos, Senior Planner
Service and Capital Planning

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT

LAND USE
SBBC-1646-2014
County No: PCT 15-1
Downtown Fort Lauderdale Housing

September 22, 2014



Growth Management
Facility Planning and Real Estate Department
600 SE 3rd Avenue, 8th Floor
Fort Lauderdale, Florida 33301
Tel: (754) 321-2177 Fax: (754) 321-2179
www.browardschools.com

RECEIVED

SEP 22 2014

BROWARD COUNTY
PLANNING COUNCIL

ATTACHMENT 17

SCHOOL CONSISTENCY REVIEW REPORT - LAND USE

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE	PROPERTY INFORMATION
Date: September 22, 2014	Units Permitted 0 Units Proposed 5,000	Existing Land Use: Downtown Regional
Name: Downtown Fort Lauderdale Housing	NET CHANGE (UNITS) 5,000	Proposed Land Use: Downtown Regional
SBBC Project Number: SBBC-1646-2014	Students Permitted Proposed NET CHANGE	Current Zoning RAC-
County Project Number: PCT 15-1	Elem 0 135 135	Proposed Zoning: RAC-
Municipality Project Number: 2T13	Mid 0 55 55	Section:
Owner/Developer: City of Fort Lauderdale	High 0 40 40	Township:
Jurisdiction: Fort Lauderdale	Total 0 230 230	Range:

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS Capacity	Benchmark* Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of Gross Capacity
Croissant Park Elementary	846	846	761	-85	-4	90.0%
North Fork Elementary	713	713	553	-160	-8	77.6%
North Side Elementary	608	608	434	-174	-9	71.4%
Walker Elementary	1,017	1,017	603	-414	-23	59.3%
New River Middle	1,493	1,493	1,380	-113	-5	92.4%
Sunrise Middle	1,403	1,403	1,349	-54	-2	96.2%
Fort Lauderdale High	2,001	2,001	2,073	72	3	103.6%
Stranahan High	2,518	2,518	1,554	-964	-38	61.7%

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% Gross Capacity Adjusted Benchmark	Projected Enrollment				
				14/15	15/16	16/17	17/18	18/19
Croissant Park Elementary	762	-84	90.1%	752	802	809	802	793
North Fork Elementary	553	-160	77.6%	543	515	509	512	508
North Side Elementary	434	-174	71.4%	421	436	433	431	438
Walker Elementary	608	-409	59.8%	580	549	542	534	509
New River Middle	1,401	-92	93.8%	1,386	1,408	1,416	1,413	1,398
Sunrise Middle	1,361	-42	97.0%	1,336	1,351	1,366	1,358	1,353
Fort Lauderdale High	2,073	72	103.6%	2,028	1,908	1,927	1,841	1,823
Stranahan High	1,597	-921	63.4%	1,552	1,594	1,606	1,637	1,653

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate Enrollment	Aggregate Over/(Under) Enrollment	17/18	18/19	19/20	20/21	21/22
Area E - Elementary	13,701	10,592	-3,109	10,788	10,903	11,018	11,133	11,248
Area E - Middle	5,350	4,367	-983	4,558	4,619	4,679	4,740	4,801
Area E - High	7,794	6,455	-1,339	5,162	5,222	5,282	5,343	5,403

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2013-14 Contract Permanent Capacity	2013-14 Benchmark* Enrollment	Over/(Under)	Projected Enrollment		
				14/15	15/16	16/17
Charter School Of Excellence _2@ Fort Lauderdale	500	29	-471	29	29	29
Charter School Of Excellence Es	310	278	-32	278	278	278
Florida Virtual Academy At Broward County	0	43	43	43	43	43
Mavericks High Central Broward	550	309	-241	309	309	309
Melrose High	600	28	-572	28	28	28
Somerset Village Academy Middle	750	132	-618	132	132	132
The Obama Academy For Boys	720	93	-627	93	93	93
The Red Shoe Charter School For Girls	720	92	-628	92	92	92

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.

A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark school enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day

PLANNED AND FUNDED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN (Years 1 - 5)

School(s)	Description of Improvements
Croissant Park Elementary	None
North Fork Elementary	None
North Side Elementary	None
Walker Elementary	None
New River Middle	None
Sunrise Middle	None
Fort Lauderdale High	Construct two 3-story buildings, previously budgeted and already factored into the schools FISH capacity number.
Stranahan High	None

PLANNED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN (Years 6 - 10)

Improvements for Planning Area E	
School Level	Comments
Elementary	None
Middle	None
High	None

Comments

Information contained in the application indicates that the approximately 710-acre site is generally located south of Sunrise Boulevard and north of Tarpon River between SE 8th Avenue and NW/SW 7th Avenue in the City of Fort Lauderdale. The current land use designation for the site is Regional Activity Center (RAC), which currently allows 8,100 residential units on the site. Among the currently allowed 8,100 residential units, 3,000 residential units (which were added via Land Use Plan Amendment (LUPA) PCT 05-3) are subject to a Tri-Party Educational Mitigation Agreement (OR BK 43756, Pages 1606 -1626). The applicant proposes to add an additional 5,000 mid-rise residential units into and within the RAC site, which are anticipated to generate a total 230 additional students (135 elementary, 55 middle, and 40 high school) into Broward County Public Schools.

Please be advised that this application was reviewed utilizing 2013-14 school year data because the current school year (2014-15) data will not be available until updates are made utilizing the Benchmark Day Enrollment Count. This application was reviewed based on its location in the School District's Long Range Seven Planning Areas, and Ten-Year Long Range Plan contained in the Adopted District Educational Facilities Plan (DEFP). However, the statistical data regarding the Level of Service (LOS) standard status of the actual schools impacted by this land use application in the initial five years of the ten-year period is depicted herein for informational purposes only.

Schools serving the amendment site in the 2013-14 school year are: Elementary - Croissant Park, North Fork, North Side, and Walker; Middle - New River, Sunrise, and arkway (very small portion of the site); High - Fort Lauderdale and Stranahan. The same schools are serving the site in the 2014-15 school year. Based on the District's Public School Concurrency Planning Document, all but Fort Lauderdale High (operating at 103.6% of gross capacity) schools are operating below the adopted LOS of 100% of gross capacities in the 2013-14 school year. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2013-14 - 2015-16), all but Fort Lauderdale High (expected to operate at 101.3% of gross capacity in the 2014-15 school year) schools are expected to operate below the adopted LOS of 100% of gross capacities through the 2015-16 school year. It should be noted that the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment and the permanent capacity additions that are planned for the schools within the first three years of the Five-Year Adopted DEFP, FY 2013-14 - 2017-18. Also, to ensure maximum utilization of the impacted Concurrency Service Areas, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County. Charter schools located within a two-mile radius of the subject site in the 2013-14 school year are depicted herein.

Capital Improvements scheduled in the long range section (2018-19 to 2022-23) of the currently Adopted DEFP, FY 2013-14 - 2017-18 regarding pertinent impacted schools are depicted above. Based on the School District's Seven Long Range Planning Areas, the amendment site is located within School District Planning Area "E" and the elementary, middle, and high schools currently serving Planning Area "E" and their cumulative student enrollments, cumulative capacities, and pertinent student enrollment projections are depicted herein. Therefore, Planning Area "E" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area.

Please be advised that the mitigation for the student impact anticipated from previously approved application PCT 05-3 is addressed in the Educational Mitigation Agreement between Broward County, the City of Fort Lauderdale, and the School Board of Broward County, Florida. Since the application PCT 15-1 adds more residential to the RAC site, the existing Agreement must be amended to recognize the incorporation of the additional residential units and reflect the students anticipated from the proposed additional units. Therefore, staff recommends that approval of LUPA PCT 15-1 should be conditioned upon amendment of the Educational Mitigation Agreement. Please be advised that if approved, the units from this project will be subject to a public school concurrency review at the plat, site plan (or functional equivalent) phase of development review, whichever comes first.

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT
PROJECT NUMBER: SBBC-1646-2014

09/22/2014
Date

Reviewed By:


Signature
Mohammed Rasheduzzaman, AICP
Name
Planner
Title

ATTACHMENT 18

EP&GMD COMMENTS

PCT 15- 1

Page 1

RECEIVED

SEP 18 2014

**BROWARD COUNTY
PLANNING COUNCIL**

ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT REVIEW AND COMMENTS ON PROPOSED BROWARD COUNTY LAND USE PLAN MAP AMENDMENT

For: Broward County Planning Council

Applicant: City of Fort Lauderdale

Amendment No.: PCT 15 - 1

Jurisdiction: Fort Lauderdale **Size:** Approximately 710 acres

Existing Use: Commercial, office, industrial, transportation, recreation and open space, single- and multi-family residential and vacant

Current Land Use Designation: Regional Activity Center consisting of:
8,100 dwelling units (7,650 market rate units and 450 affordable housing units)
Commercial: no specified limit
Industrial: no specified limit
Transportation: no specified limit
Recreation and Open space: 8.5 acres minimum

Proposed Land Use Designation: Regional Activity Center consisting of:
13,100 dwelling units (11,900 market rate units and 1,200 affordable housing units)
Commercial: no specified limit
Industrial: no specified limit
Transportation: no specified limit
Recreation and Open space: 8.5 acres minimum

Location: Sections: 2,3,10 and 11 Township: 50 Range: 42; generally located south of Sunrise Boulevard, north of the Tarpon River, between U.S. 1/Federal Highway and Northwest 7 Avenue.

Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

ANALYSIS AND FINDINGS:

DEVELOPMENT & ENVIRONMENTAL REGULATION DIVISION

Wetlands - [CP Policies 7.5.9, 7.5.11, 13.8.1, 13.8.2, 13.8.3, 13.8.5, 13.8.6, 13.9.3, 13.9.4, 13.9.6, 13.10.1, 13.10.3, 13.10.4; BCLUP Policies 09.05.01, 09.05.06, 09.05.08, 09.05.09, 09.05.13, 09.05.17 09.05.18]

Project details were not provided so it is unknown if wetlands will be impacted at this time. Any work in, on, over or under waters or wetlands of Broward County will require a license. Any mangrove impacts (trimming, alteration or removal) requires a license from this Department.

Upland Resources (including Tree Preservation and Greenways) - [CP Policies 13.6.11, 13.6.13, 13.6.14; BCLUP Policies 01.06.02, 05.03.02, 05.03.04, 05.03.05, 09.01.06, 09.01.08, 09.01.09, 09.01.10]

Review of aerial photographs indicates that the subject site contains mature tree canopy. Development of the site must comply with the Tree Preservation Regulations of the City of Fort Lauderdale. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use plan amendment is not expected to have a negative impact on upland resources.

Marine and Riverine Resources - [CP Policies 7.5.10, 13.2.3, 13.5.3, 13.7.6, 13.7.8; BCLUP Policies 05.03.02, 06.01.04, 06.01.05, 06.01.06, 09.02.06, 09.03.01, 09.03.02, 09.03.05, 09.03.06, 09.03.07, 09.03.08, 09.03.09, 09.03.10, 09.03.11, 09.04.02]

The proposed land use designation is not expected to have an impact on marine or riverine resources. Impacts to resources require review and licensing under Article XI of Chapter 27, Broward County Code of Ordinances.

POLLUTION PREVENTION, REMEDIATION AND AIR QUALITY DIVISION

Air Quality - [CP Policy 13.1.15, BCLUP Policy 09.14.03] The preliminary traffic analysis indicates that the proposed amendment would result in an increase by 2,454 PM peak hour trips per day compared to trips associated with the current designation. Based upon the trips generated

EP&GMD COMMENTS

PCT 15- 1

Page 3

and the projected levels of service on surrounding roadways, an amendment to the proposed land use designation can reasonably be assumed to have a moderate impact on air quality. There are air permitted facilities in this area, however, there are no existing or potential odor or noise concerns. Due to the attraction of mobile sources to commercial areas, if the applicant incurs the construction of parking facilities, the Broward County Code of Ordinances, Parking Facility Rule might be applicable.

The Air Quality Program recommends pro-active long term planning methods that will result in the prevention of any further deterioration of our air quality and quality of life. The Air Quality Program recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. These measures include promoting the use of transit, promoting the use of ridesharing, promoting the use of alternative fuel vehicles (AFV) where appropriate and AFV infrastructure, bikeways and bike storage facilities, and the use of pedestrian friendly designs which will include native tree shaded areas. SJS 9/16/14

Wellfield Protection - [CP Policies 4.2.10, 4.4.13, 7.5.2, 7.5.3, 7.5.4, 13.2.2, 13.3.3; BCLUP Policies 09.02.01, 09.02.03, 09.02.05] The proposed amendment site is not currently within a wellfield zone of influence. No special restrictions apply under Broward County's Wellfield Protection regulations. NH 08-18-14

Solid Waste - [CP Policies 6.1.2, 6.1.3, 13.2.7; BCLUP Policies 01.04.04, 08.01.11, 08.01.13, 08.01.14, 08.01.15]

There are 2 active solid waste facilities located within one mile and one-quarter mile of the proposed amendment site. They are: 1) Envirocycle located at 849 SW 21st Terrace, Fort Lauderdale, FL 33312 and 2) City of Fort Lauderdale Sludge Transfer Station (Plant A) located at 2101 NW 6th Street, Fort Lauderdale, FL 33311. There are 2 inactive solid waste facilities located within approximately one-quarter mile of the site. 1) Fort Lauderdale Transfer Station Public Works located at 201 SW 12th Avenue, Fort Lauderdale, FL 33312 and 2) Tire Recycling Systems Inc. 616 NW 2nd Avenue, Fort Lauderdale, FL 33311. (DL 9/2/2014)

Contaminated Sites - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies 01.04.04, 03.04.01]

The list of known contaminated sites (from PPRAQD's GIS Database of Contaminated Locations in Broward County) has been reviewed. There are 18 active contaminant sites found on, adjacent, or in close proximity 0.25 miles to the proposed amendment location. Corrected NH 12-30-14

SARA TITLE III (Community Right to Know) - [CP Policy 13.2.7; BCLUP Policies 01.04.04, 03.04.01] The list of known SARA Title III facilities (from PPRAQD's GIS Database of SARA Title III Facilities in Broward County) has been reviewed. There are 4 SARA Title III facilities on the proposed amendment site. NH 08-18-14

EP&GMD COMMENTS

PCT 15- 1

Page 4

Hazardous Material Facilities - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies 01.04.04, 03.04.01] The list of known hazardous material facilities and storage tank facilities (from EPGMD's GIS Database of Hazardous Material Facilities in Broward County) has been reviewed. There are a total of 72 Hazardous Material Facilities, 21 Storage Tank Facilities, and 30 facilities with combined Storage Tanks and Hazardous Materials. NH 08-20-14

ENVIRONMENTAL PLANNING & COMMUNITY RESILIENCE DIVISION:

Specially Designated Areas - [CP policies 13.6.1, 13.6.4, 13.6.6, 13.6.7, 13.6.9, 13.6.10, 13.7.2, 13.7.5; BCLUP Policies 09.01.01, 09.01.02, 09.01.03, 09.01.04, 09.01.05, 09.01.06, 09.01.11] County specially designated areas, e.g. Natural Resource Areas, Native Vegetative Communities Category Local Areas of Particular Concern, Urban Wilderness Inventory sites, do not exist within the boundaries of the proposed amendment site.

Protected Natural Lands – The project site is not included in the Protected Natural Lands Inventory and not adjacent to a site in the inventory. The Protected Natural Lands Inventory is a comprehensive database of public and private native vegetative communities that have been protected through acquisition or regulatory mechanisms and are managed for conservation purposes. The Inventory provides information regarding the ownership and management for each of the Protected Natural Lands and may be accessed at:

<http://www.broward.org/NaturalResources/LandStewardship/Pages/NaturalLands.aspx>.

Priority Planning Areas for Sea Level Rise – [CP Policies 19.2.2, 19.3.7, 19.3.12, 19.3.13; BCLUP Policies A.03.04, A.03.05, A.03.06, A.03.07, 9.07.02, 9.09.04, 12.01.13]

The Priority Planning Areas for Sea Level Rise Map identifies areas that are at increased risk of flooding due to, or exacerbated by, sea level rise by the year 2060. In review of land use plan amendments, the County requires the applicant to demonstrate that the project will not increase saltwater intrusion or areawide flooding, not adversely affect groundwater quality or environmentally sensitive lands, and that subsequent development will be served by adequate stormwater management and drainage facilities.

The County also strongly discourages those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. The County will take into consideration sea level rise and flood protection mitigation strategies and requirements included within the city's local comprehensive plans and/or development regulations, or improvements

EP&GMD COMMENTS

PCT 15- 1

Page 5

committed to by the applicant which would mitigate or enhance flood protection and adaptation from rising sea levels.

The proposed amendment site does contain, fall within, and/or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. Therefore, Policies A.03.05, 9.07.02, 9.09.04 and 12.01.13 apply to the review of this project. Information to demonstrate compliance with these policies should be submitted by the applicant to the Planning Council. County staff will evaluate information provided and issue an update to comments, as needed.

Please see the attached PPA map zoomed to the proposed amendment site for more information.

NatureScape Program – [CP Policies 4.4.8, 13.3.5, 13.3.7; BCLUP A.02.01] – – Development of the proposed amendment site should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. NatureScape is about creating Florida-friendly landscapes that conserve water, protect water quality, and create wildlife habitat.

Surface Water Management - [CP Policies 7.4.2, 7.4.3, 7.5.2, 7.5.9, 13.2.4, 13.3.12; BCLUP Policies 08.01.18, 08.01.19, 09.04.01, 09.04.02, 09.07.01, 09.07.03, 09.09.01, 09.09.02, 09.09.04, 09.10.02]

The proposed amended site is not located within a drainage control district and falls under the jurisdiction of the City of Fort Lauderdale. Development within the site will be required to meet the drainage standards of the City, Broward County Department of Planning and Environmental Protection, and the South Florida Water Management District. The proposed amendment site is located within zones 0.2 PCT, low- and moderate-risk zone, and AH, inland high-risk zone, areas of shallow flooding with average depths between 1 and 3 feet. A minimum elevation of 5NGVD, as found on the Broward County 100-Year Flood Maps will prevail in those areas where jurisdictionally appropriate.

Water Recharge - [CP Policies 7.4.3, 7.5.2, 7.5.3, 7.5.4, 7.5.7, 7.5.9, 7.5.11, 7.5.12, 13.3.12, 13.3.13; BCLUP Policies 06.01.01, 06.01.03]

The proposed land use designation would involve an insignificant percentage of impervious area. The development resulting from the proposed land use designation would result in no impact to the net volume of water available for recharge. The impact on recharge capacity resulting from development under the proposed designation would be minor. This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation. See the attached Water Recharge Questionnaire.

BROWARD COUNTY PLANNING COUNCIL

WATER RECHARGE QUESTIONNAIRE

as completed by

ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT

I. Introductory Information

- A. *Amendment No.:*** PCT 15 - 1
- B. *Municipality:*** City of Fort Lauderdale
- C. *Applicant:*** City of Fort Lauderdale

II. Site Characteristics

- A. *Size:*** Approximately 710 acres

Location: Sections: 2,3,10 and 11 Township: 50 Range: 42; generally located south of Sunrise Boulevard, north of the Tarpon River, between U.S. 1/Federal Highway and Northwest 7 Avenue.

- B. *Existing Use:*** Commercial, office, industrial, transportation, recreation and open space, single- and multi-family residential and vacant

III. Broward County Land Use Plan Designation

A. Current Land Use Designation:

Regional Activity Center consisting of:
8,100 dwelling units (7,650 market rate units and 450 affordable housing units)
Commercial: no specified limit
Industrial: no specified limit
Transportation: no specified limit
Recreation and Open space: 8.5 acres minimum

B. Proposed Land Use Designation:

Regional Activity Center consisting of:
13,100 dwelling units (11,900 market rate units and 1,200 affordable housing units)
Commercial: no specified limit
Industrial: no specified limit
Transportation: no specified limit

Recreation and Open space: 8.5 acres minimum

IV. Water Recharge Review

A. Describe the general impacts of the current land use designation on water recharge:

The current land use designation is Regional Activity Center. A typical value for an impervious area produced by this type of development is approximately 77 percent.

B. Describe the general impacts of the proposed land use designation on water recharge:

The proposed land use designation is Regional Activity Center. A typical value for an impervious area produced by this type of development is approximately 77 percent.

V. Impact of Change in Land Use Designation

The proposed land use designation would involve an insignificant percentage of impervious area. The development resulting from the proposed land use designation would result in no impact in the volume of water available for recharge.

This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

VI. Comments

By: _____ Date _____

Maena Angelotti

Natural Resources Planning and Management Division

BROWARD COUNTY PLANNING COUNCIL
WETLAND RESOURCE QUESTIONNAIRE

as completed by the

ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT

I. Introductory Information

- A. *Amendment No.:*** PCT 15 -1
- B. *Municipality:*** City of Fort Lauderdale
- C. *Project Name:*** Downtown Fort Lauderdale Housing

II. Site Characteristics

- A. *Size:*** Approximately 710 acres
- B. *Location:*** Sections: 2,3,10 and 11 Township: 50 Range: 42; generally located south of Sunrise Boulevard, north of the Tarpon River, between U.S. 1/Federal Highway and Northwest 7 Avenue.
- C. *Existing Use:*** Commercial, office, industrial, transportation, recreation and open space, single- and multi-family residential and vacant

III. Broward County Land Use Plan Designation

- A. *Current Designation:*** Regional Activity Center consisting of:
8,100 dwelling units (7,650 market rate
units and 450 affordable housing units)
Commercial: no specified limit
Industrial: no specified limit
Transportation: no specified limit
Recreation and Open space: 8.5 acres
minimum

Wetland Resource Questionnaire
PCT 15-1

- B. ***Proposed Designation:*** Regional Activity Center consisting of:
13,100 dwelling units (11,900 market
rate units and 1,200 affordable housing
units)
Commercial: no specified limit
Industrial: no specified limit
Transportation: no specified limit
Recreation and Open space: 8.5 acres
minimum

IV. **Wetland Review**

- A. ***Are wetlands present on subject property?*** *Possibly.*

- B. ***Describe extent (i.e. percent) of wetlands present on subject property.***

Unknown at present

- C. ***Describe the characteristics and quality of wetlands present on subject property.***

Unknown at present

- D. ***Is the property under review for an Environmental Resource License?*** No

If yes, at what stage in the process is the application?

- E. ***Has the applicant demonstrated that should the proposed Land Use designation be approved, the proposed project will be consistent with the requirements of Article XI, Chapter 27 of the Broward County Code of Ordinances?*** No.

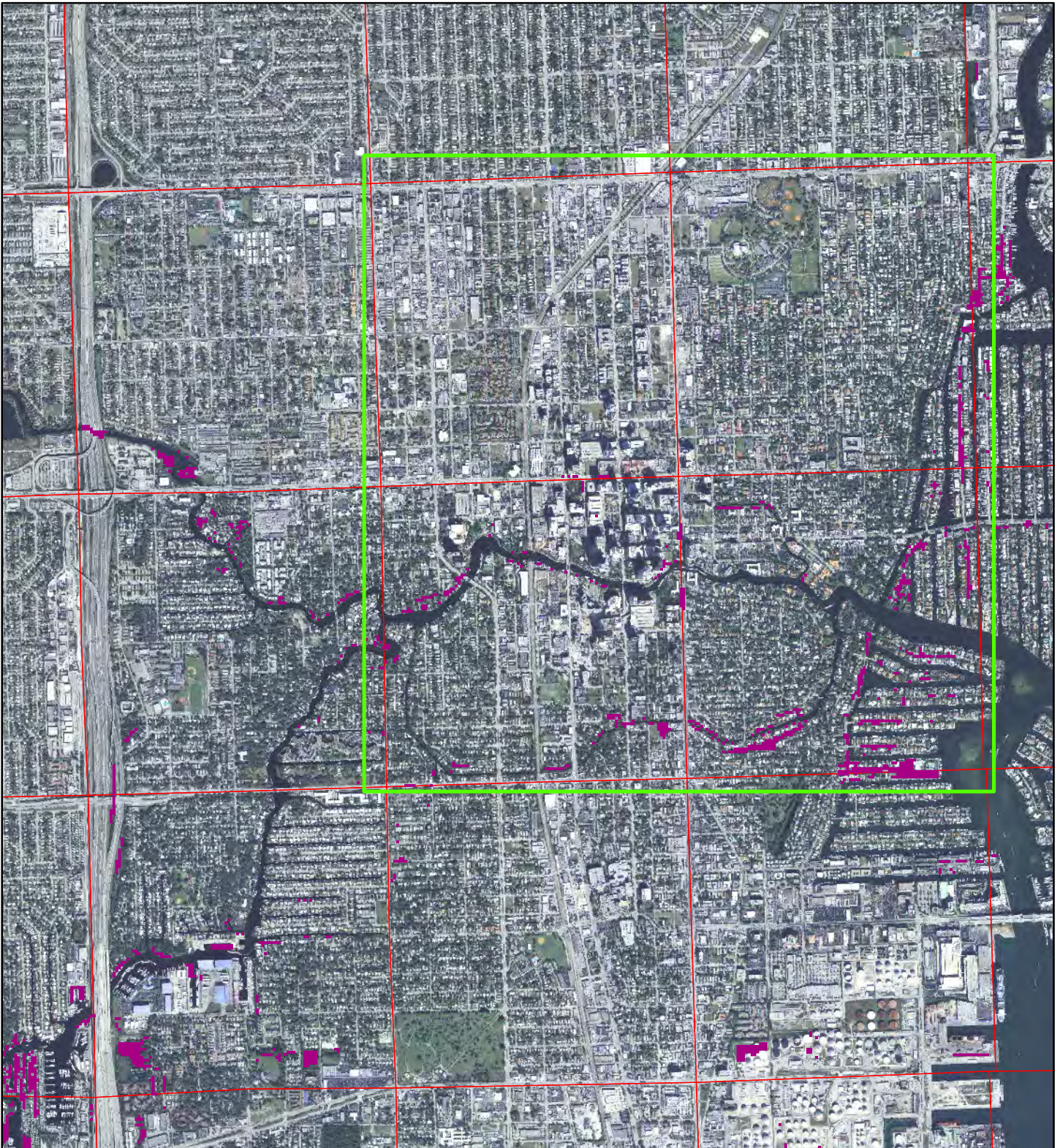
If yes, what is the mitigation requirement for the property?

V. **Comments**

Project details were not provided so it is unknown if wetlands will be impacted at this time. Any work in, on, over or under waters or wetlands of Broward County will require a license. Any mangrove impacts (trimming, alteration or removal) requires a license from this Department.

Completed by: Linda Sunderland, NRS IV
Aquatic & Wetland Resources Manager

Broward County Land Use Plan Proposed Amendment PCT 15 - 1



0 5001,000 2,000
Feet

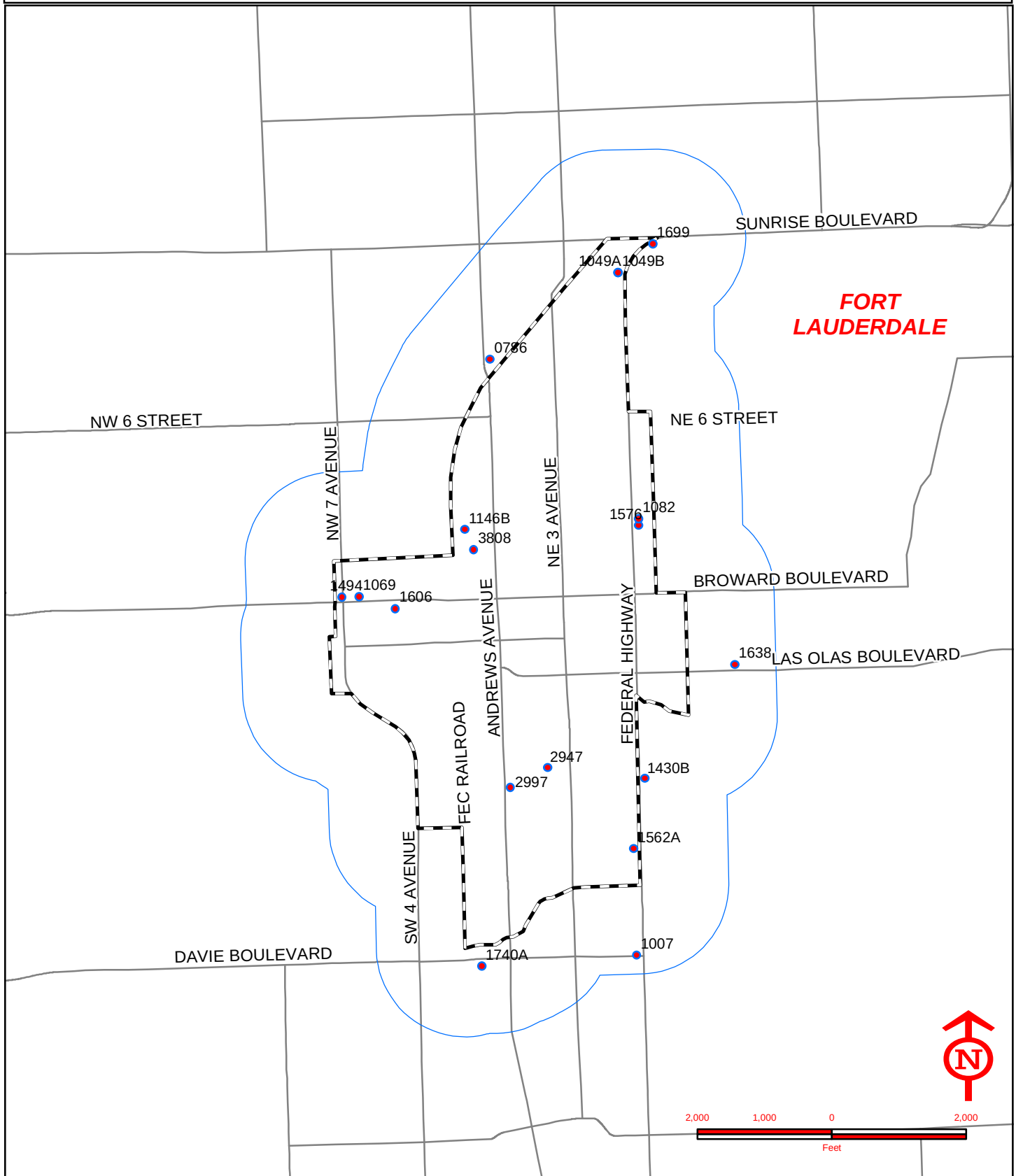


Proposed Land Use Plan Amendment



Priority Planning Areas for Sea Level Rise: Areas near tidal water bodies at an increased risk of inundation under a 2 foot sea level rise scenario, projected to occur by 2060.

ATTACHMENT 19
DOWNTOWN FORT LAUDERDALE REGIONAL ACTIVITY CENTER
CONTAMINATED SITES
AMENDMENT PCT 15-1



Contaminated Sites Database List of Active CS

Site Number	Facility Name	Facility Address	Pollutant	Facility Type
NF-1146B	NATIONAL LINEN #159	307 NW 1ST AVE 33301	Chlorinated	Dry Cleaner
SF-1049A	Sears Auto Repair and Tire Center	901 N FEDERAL HWY Fort Lauderdale 33304	Gasoline	Auto Repair
NF-1049B	Sears Auto Repair and Tire Center	901 N FEDERAL HWY Fort Lauderdale 33304	Used Oil	Auto Repair
SF-1069	HESS #9304	621 W BROWARD BLVD Fort Lauderdale 33312	Petroleum	Gas Station
SF-1082	7-ELEVEN #26304	330 N FEDERAL HWY Fort Lauderdale 33301	Petroleum	Gas Station
SF-1007	CITGO QUICK MART	1199 S FEDERAL HWY Fort Lauderdale 33316	Petroleum	Gas Station
OT-0786	RITEWAY DRYCLNRS	725 PROGRESSO DR Fort Lauderdale 33304	Chlorinated	Dry Cleaner
SF-1430B	AMOCO	606 NE 6TH AVE Fort Lauderdale 33304	Petroleum	
SF-1740A	HARRY SANTOS & COMPANY	1217 SW 1ST AVE Fort Lauderdale 33315	Petroleum	
SF-1699	KING SUNRISE	700 E SUNRISE BLVD Fort Lauderdale 33304	Petroleum	Car Dealer
SF-1638	TEXACO	1017 E LAS OLAS BLVD Fort Lauderdale 33301	Petroleum	Gas Station
SF-1576	TENNECO STATION #146	300 N FEDERAL HWY Fort Lauderdale 33301	Mixed Product	Gas Station
SF-1606	7-ELEVEN #25359	460 W BROWARD BLVD Fort Lauderdale 33312	Petroleum	Gas Station
NF-2947	BROWARD COUNTY COURTHOUSE	201 SE 6TH ST Fort Lauderdale 33301	Diesel	Emergency Generator
SF-1562A	SHELL SERVICE STN	817 S FEDERAL HWY Fort Lauderdale 33316	Petroleum	Gas Station
SF-1494	AMOCO STATION #837	701 W BROWARD BLVD Fort Lauderdale 33311	Petroleum	Gas Station
NF-2997	Broward County Judicial Complex South Garage	612 S ANDREWS AVE Fort Lauderdale 33301	Gasoline	Vacant Lot
NF-3808	Former BMS Property	217 NW 1ST AVE Fort Lauderdale 33301	Chlorinated	Vacant Lot

ATTACHMENT 20



Our Best.
Nothing Less.

LIBRARIES DIVISION • Historical Commission

301 Harmon (S.W. 13th) Avenue • Fort Lauderdale, Florida 33312 • 954-357-5553 • FAX 954-357-5522

August 29, 2014

Ivan Cabrera
Broward County Planning Council
115 South Andrews Avenue
Fort Lauderdale, Florida 33301

RECEIVED

AUG 29 2014

Re: **Broward County Historical Commission Review**
BCLUP Amendment PCT 15-1

BROWARD COUNTY
PLANNING COUNCIL

Dear Ivan Cabrera:

I have had an opportunity to review BCLUPA PCT 15-1 generally described as "an addition of 5,000 dwelling units" to the City of Fort Lauderdale Downtown RAC. (pg. 6). The stated purpose of the proposed amendment is to "help guide future residential growth to the Downtown in a responsible manner, utilizing the Downtown RAC's existing and planned infrastructure, while preserving surrounding residential neighborhoods." (pg. 4)

Section, VII *ANALYSIS OF NATURAL AND HISTORICAL RESOURCES* requires the applicant to "indicate if the site contain, is located adjacent to or has the potential to impact any of the natural and historic resource(s) below, and if so, how they will be protected or mitigated" (Pg. 25)

Per Section VII (A) the applicant is required to identify, "Historic Sites or districts on the National Register of Historic Places or locally designated historic sites" (Pg. 25).

Applicant Response:

A review of the Broward County Comprehensive Plan, the City of Fort Lauderdale Comprehensive plan, the National Register of historic Places and locally designated sites indicates that there are three historic sites in the amendment site, all of which continue to be preserved subject to the provisions of the City's historic resources preservation regulations and procedures. The three historic sites are as follows:

- Stranahan House – 335 SE 6th Avenue
- New River Inn – 231 SW 2nd Avenue
- Bryan Building – 22-223 Brickell Avenue

In addition, a small portion of the Sailboat Bend Historic District... located within a transition zone, which restricts building height within the Downtown RAC ...

Broward County Board of County Commissioners

Sue Gunzburger • Dale V.C. Holness • Kristin Jacobs • Martin David Kiar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler
www.broward.org

...the City of Fort Lauderdale's Historic Preservation Guidelines ... help to manage and protect the City's architectural and historical resources... (Pgs. 25-26).

Per Section VII (B) requires the applicant to identify "Archaeological Sites listed on the Florida Master Site File" (Pg. 26).

Applicant Response:

A review of the Florida Master Site File, as well as Comprehensive Plans of both Broward County and the City of Fort Lauderdale indicates there are no archaeological sites located on the amendment site. However, the areas adjacent to the New River are designated "Archaeologically Significant Zones". Broward County must approve any future development within these zones. The City of Fort Lauderdale also has in place regulations regarding archaeological sites and review procedures. (Pg. 26).

Per Section VII (D) requires the applicant to identify "Local Areas of Particular Concern identified within the Broward County Land Use Plan" (Pg. 26).

Applicant Response:

A review of the Broward County Comprehensive Plan indicates there are no Local Areas of Particular Concern affecting the amendment site. (Pg. 26).

Broward County Historical Commission (BCHC) review and comment:

During my review of the proposed amendment I consulted the Broward County Comprehensive Plan (Cultural Resource Maps Series) as well as the City of Fort Lauderdale Comprehensive Plan, the Florida Master Site File, the National Register of Historic Places as well as local planning document *The City of Fort Lauderdale, Planning and Zoning department, Historic Resources* report (2009). Here are the results:

BCHC review of Section VII (A):

A review of the *City of Fort Lauderdale, Planning and Zoning Department Historic Resources* report (2009), as well as the Florida Master Site File, the Broward County Comprehensive Plan, and the National Register of Historic Resources indicates there are twenty-five (25) locally designated historic resources including three (3) historic districts in excess of 560 individually designated/eligible historic resources, located within or adjacent (500 feet or less) the amendment area; they are:

- | | | |
|----|-----------------------|-----------------------------|
| 1. | North Side School | 120 NE 11 th St. |
| 2. | David E. Oliver House | 231 SW 8 th Ave. |
| 3. | Bryan Homes | 301 SW 3 rd Ave. |
| 4. | South Side School | 701 S. Andrews Ave |

- | | | |
|--------|---|---|
| 5. | Old Bus Station/
Tibbets Building | 201 SW 1 st Ave |
| 6. | Pace Furniture/
Archaeology Museum | 203 SW 1 st Ave |
| 7. | Bivens Hotel/
Colonial Hotel | 211 SW 1 st Ave |
| 8. | Himmarsee Court Apts. | 717 SE 2 nd St. |
| 9. | William's House/
Gilda's Club | 119 Rose Dr.
SE 5 th Ct. |
| 10. | Smoker Park | |
| * 11. | St. Anthony's School/
Convent and Gymnasium | 816 NW 3 rd St. |
| 12. | Bryan Building/
Sheppard Building | 220 SW 1 st Ave. |
| 13. | Stranahan House/
Campsite | 335 SE 6 th Ave. |
| 14. | New River Inn | 231 SW 2 nd Ave. |
| * 15. | Progresso Plaza | 901 Progresso Dr. |
| 16. | Woman's Club | 15 SE 1 st St. |
| 17. | Goulding/ Dallas House | 620 NE 3 rd St. |
| 18. | Needham Estate | 828 SE 4 th St. |
| 19. | Southern Bell Telephone/
Exchange Building | 115 NE 3 rd Ave. |
| 20. | Southside Fire Station | 700 S. Andrews Ave. |
| 21. | Sailboat Bend Historic District | (over 550 buildings designated
as an historic district) |
| 22. | Himarshee St./ SW 2 nd Ave Historic District (aka H-1) | (approximately 17 buildings designated
as an historic district) |
| 23. | Stranahan House Historic District | 335 SE 6 th Ave. |
| ** 24. | Coca-Cola Building | 644 S. Andrews Ave. |
| ** 25. | Broward Co. Main Library | 100 S. Andrews Ave. |

* Located within 500 feet of amendment area.

** Local City Designated Historic Resource (designated since 2009)

A review of the Florida Master Site File and the National Register of Historic Places indicates there are six (6) historic resources listed on the National Register of Historic Places located within or adjacent (500 feet or less) the amendment area; they are:

1. Stranahan House - 335 S 6th Ave
2. New River Inn - 229 SW 2nd Ave
3. Bryan Building - 22-230 Brickell Ave

4. South Side School - 701 S Andrews Ave
5. St. Anthony School - 820 NE 3rd St.
6. Williams House - 119 Rose Drive

BCHC review of Section VII (B):

The applicant response is incomplete. A review of the Florida Master Site File indicated there are ten (10) previously identified archaeological sites located within or adjacent (500 feet or less) the amendment area; they are:

- | | | |
|-----|-----------------------------------|----------------|
| 1. | Fort Lauderdale #2 | - FMSF 8BD103 |
| 2. | New River Midden | - FMSF 8BD196 |
| 3. | Stranahan N1 | - FMSF 8BD259 |
| 4. | East Annex Site | - FMSF 8BD289 |
| 5. | Tarpon Site | - FMSF 8BD2909 |
| 6. | Brickell Block | - FMSF 8BD2916 |
| 7. | Symphony Site | - FMSF 8BD3943 |
| 8. | Knowlton Sand Mound | - FMSF 8BD4218 |
| 9. | New River, SW 4 th Ave | - FMSF 8BD4406 |
| 10. | Marina Lofts site | - FMSF 8BD4878 |

The amendment site includes two archaeologically significant zones:

1. The North Bank New River Archaeological Zone
2. The South Bank New River Archaeological Zone

BCHC review of Section VII (D):

A review of the Broward County Comprehensive Plan, Land Use Plan indicates there are twenty-four (24) Broward County Local Area of Particular Concern – Historic Sites located within or adjacent (500 feet or less) the amendment area. Two of the identified Local Areas of Particular Concern are included on the National Register of Historic Places. The Broward County Local Areas of Particular Concern affected by the amendment include:

1. National Register site #2 New River Inn
2. National Register site #4 Stranahan House
3. Site #3 Sailboat Bend Historic District
4. Site #4 Old Fort Lauderdale High School Site
5. Site #7 John and Gilda Bryan House
6. Site #90 Retail Stores/Apartments
7. Site #91 Tom M. Bryan Building
8. Site #92 Tibbets Building
9. Site #93 Colonial Hotel
10. Site #94 Woman's Club
11. Site #95 Reed Bryan House

12. Site #96 Weidling Building
13. Site #97 Tom M. Bryan House
14. Site #98 Philemon Bryan House
15. Site #99 King-Cromartie House
16. Site #100 Sheppard Hotel
17. Site #101 Maxwell Arcade
18. Site #102 Coca-Cola Building
19. Site #103 South Side School
20. Site #104 South Side Fire Station
21. Site #107 Himarshee Court
22. Site #109 John Needham House
23. Site #110 Tom Bryan Home
24. Site #111 E.N Sperry House

BCHC comments relative to findings:

Based on the results of my review of available information (above), the application Section VII (A), (B), and (D) are incomplete in the following regards:

1. The application includes incomplete listing of required documentation of historic resources;

The proposed amendment has potential to impact a large number of historic resources that comprise a significant portion of the remaining historic resource of Broward County and the City of Fort Lauderdale. Review of pertinent documents indicates that there are in excess of 500 buildings and ten (10) archaeological sites located within or adjacent (500 feet or less) the amendment area. In addition, there are in excess of 500 structures contained within the three historic districts which are included in the amendment area, each of which is susceptible to either direct or in-direct impacts as result of impact to the larger district such as by attrition of historic resources or incompatible development. Many of these sites are included in the National Register of Historic Places and many more historic resources have been determined to be eligible for historic designation or are yet to be evaluated for inclusion in the National Register of Historic Places or local historic designation. There is a large discrepancy between the reported three (3) historic sites identified by the applicant and the results of the this review.

2. The application does not address the potential impact of the proposed amendment on the affected historic resources;

The urban center of the City of Fort Lauderdale includes a high density of structures, buildings, and archaeological sites which are significant physical reminders of the prehistoric and historic development of the City of Fort Lauderdale and of Broward County. Some of these resources carry significance as physical reminders of locally important events and people such as the Bryan Homes (Broward County Local Areas of Particular Concern Site #s: 95, 97, 98, 110) while others such as the Coca-Cola Building (Broward County Local Area

of Particular Concern site #102 / National Register Site) carry significance as significant reminders of National trends as well as the influence of local trends and architecture.

Recent developments suggest that the procedures currently in place are not adequate for the protection of historic resources or to ensure that the loss of historic resources is responsibly mitigated. A review of recent developments indicates that the Local Area of Particular Concern, Site #96 the Weidling Building was demolished in the fall of 2013 despite request from Broward County Historical Commission for consultation with the property developers and a recommendation that the structure be adaptively reused rather than destroyed. In addition, because the property is located within the North Bank New River Archaeological Zone and situated adjacent to the Brickell Bock archaeological site (Florida Master Site File #8BD2916), the Broward County Historical Commission requested and recommended a Phase One archaeological survey of the property, however, no such survey has been forthcoming.

In addition to the historic resources identified above, a complete review of the Florida Master Site File indicates the following historic resources occur within or adjacent (500 feet or less) the amendment area:

Historic bridges (4)

1. Andrews Ave Bridge - FMSF 8BD4372
2. Railroad Bridge - FMSF 8BD4088
3. Henry E. Kinney Tunnel - FMSF 8BD4505
4. SR5 tarpon River Bridge - FMSF 8BD4643

Resource Groups (6)

1. Federal Highway - FMSF 8BD4373
2. Andrews Avenue - FMSF 8BD4374
3. FEC RR - FMSF 8BD4087
4. Sailboat Bend Hist. Dist - FMSF8BD4428
5. Beverly Heights Hist. Dist. - FMSF 8BD4781
6. FT Laud. Hist. Dist (H1) - FMSF 8BD181

Structures at last fifty years or older (542)

This includes 19 structures which have been determined potentially eligible for inclusion on the National Register by the Florida State Historic Preservation Office,

And;

373 structures which have not been evaluated by the Florida State Historic Preservation Office and which therefore *may be eligible* for inclusion on the National Register.

* SEE COMPLETE LISTING BELOW.

The Broward County Historical Commission recommends the following actions as condition of approval of the proposed amendment.

1. This letter will be included as exhibit to this amendment.
2. Pursuant to the City of Fort Lauderdale Comprehensive Plan, Volume I – Historic Preservation Element, Policy 1.1.2 and 1.1.4: the applicant will obtain an official record search of the proposed amendment area from the Florida Master Site File, Florida Division of Historical Resources.

* The results of the official record search will be included as exhibit to this amendment.

3. Pursuant to the City of Fort Lauderdale Comprehensive Plan, Volume I – Historic Preservation Element, Objective 1.2 , Policy 1.2.1 of the City of Fort Lauderdale Comprehensive Plan, Volume I – Historic Preservation Element which states that the City shall: *“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.”* (pg. 11-3)

* The City will initiate local (City) designation as well as National Register nomination of City-owned historic resources eligible for such designations as identified in the this amendment.

4. Pursuant to the City of Fort Lauderdale Comprehensive Plan, Volume I – Historic Preservation Element, Objective 1.8 which states: Objective 1.8 of the City of Fort Lauderdale Comprehensive Plan, Volume I – Historic Preservation Element states that the City shall: *“Encourage the retention of historical and cultural resources, which foster community identity and civic pride. This may include the 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.”* (Pg. 11-5)

* The City will include a list of Historic Resources, as defined in the City of Fort Lauderdale Comprehensive Plan, Volume I – Administrative and Implementation element (Pg. 1-20), as exhibit to the proposed amendment.

As defined in the City of Fort Lauderdale Comprehensive Plan, Volume I – Administrative and Implementation Element, Historic Resources are defined as: *“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.”* (Pg. 1-20)

5. The amendment should include the following language as it pertains to discovery of historic and/or archaeological resources within the amendment area.

In the event archaeological features or artifacts are discovered during the course of development, the Broward County Office of Planning shall be notified within twenty four (24) hours of the discovery and sufficient time provided to allow proper recordation, recovery, or preservation of the find (Broward Co. Florida Ord. 92-38).

If, in the event, any unmarked human burial remains are discovered, then work in the vicinity of the burial find is to halt immediately until a determination can be made, in accordance with Florida State Statutes, Chapter 872, by either the state archaeologist or the county medical examiner as to jurisdiction, custody, and disposition of the remains. Should this occur, this office is to be contacted immediately to facilitate the coordination of the find.

If you have any questions regarding these comments or would like additional information please contact me at the Broward County Historical Commission by telephone: (954) 357-5506 or email: mdefelice@broward.org.

Sincerely,

Matthew DeFelice
County Archaeologist

Ec: Peggy Davis, Manager, Libraries Division, Historical Commission
David Baber, Historic Preservation Coordinator, Libraries Division



Coastal Archaeology & History Research, Inc.

December 8, 2014

Ivan J. Cabrera
Broward County Planning Council
115 S. Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

RECEIVED

DEC - 8 2014

Re: PCT 15-1 City of Fort Lauderdale Response
Review and Recommendation

BROWARD COUNTY
PLANNING COUNCIL

Dear Mr. Cabrera:

I have had an opportunity to review the City of Fort Lauderdale's response to comments from the Broward County Historical Commission review of PCT 15-1. The City's adequately captures the recommendations of the former Broward County Historical Commission; furthermore, the commitment to exhibit the County's original recommendation as attachment will provide future reference to the intent of the County's recommendation.

Recommendation

In my capacity as the County's consultant archaeologist, it is my recommendation that the response be accepted as received.

Please contact me if you have any questions or if you would like additional information regarding this review and recommendation.

Respectfully,

Matthew DeFelice
Coastal Archaeology and History Research, Inc.

Ec: Maribel Feliciano, Planning Administrator, Broward County Planning and
Redevelopment Division
Rick Ferrer, Historic Preservation Officer, Broward County Planning and Redevelopment
Division



ATTACHMENT 22

RECEIVED

SEP 11 2014

BROWARD COUNTY
PLANNING COUNCIL

Environmental Protection and Growth Management Department

EMERGENCY MANAGEMENT DIVISION

201 N.W. 84th Avenue • Plantation, Florida 33324-1895 • 954-831-3900 • FAX 954-382-5805

September 10, 2014

14.105

Ms. Barbara Blake Boy
Executive Director
Broward County Planning Council
115 South Andres Avenue, Room 307
Fort Lauderdale, FL 33301

RE: Broward County Land Use Plan PCT 15-1 ✓

~~Dear Ms. Blake Boy~~ *Barbara*

Broward County Emergency Management Division has reviewed the proposed Land Use Amendment PCT 15 -1 located in the City of Fort Lauderdale. The proposed site is currently designated as a Regional Activity Center (RAC) consisting of 8,100 dwelling units as designated in the Broward County Land Use Plan. The proposal is to increase the dwelling units to 13,100 within the Regional Activity Center. The net increase would then be an additional 5,000 dwelling units for the Regional Activity Center.

The City of Fort Lauderdale has provided information regarding the build out analysis performed that splits the Regional Activity Center into four quadrants. The NE and SE quadrants contain parcels of property east of US 1. A portion of those two quadrants east of US 1 are located in a Broward County mandatory hurricane evacuation zone for a Category 3 or higher storm. A significant amount of those two quadrants are not part of Broward County's mandatory hurricane evacuation zone. The provided traffic calculations show that of the new proposed 5,000 dwelling units as part of this amendment, approximately 1,214 dwelling units are anticipated in to be built in the NE quadrant and 1,345 dwelling units are anticipated in the SE quadrant. The total area for the quadrants represents a larger geographic area beyond the designated mandatory hurricane evacuation zone.

An original analysis was provided for Land Use Plan Amendment PCT-05-3 for an increase to 13,000 dwelling units for the RAC back in 2005. Additionally, a review for this Land Use Plan Amendment PCT 15-1 was conducted to achieve up to near the same request with increase to 13,100 dwelling units. A small component of the overall Regional Activity Center is located east of US 1 in a mandatory hurricane evacuation zone for a Category 3 of higher storm. At this current time, this proposed revision is not anticipated to have a negative impact on the capacity of Broward County's shelters nor on the level of service for the hurricane evacuation zone routes for a hurricane evacuation. However, we strongly recommend that all new residential development in the RAC (due to the influx of 5,000 more dwelling units) develop hurricane contingency plans.

Sincerely,

Miguel Ascarrunz, FPEM
Director



ATTACHMENT 23

Environmental Protection and Growth Management Department
PLANNING AND REDEVELOPMENT DIVISION

115 S. Andrews Avenue, Room 329K • Fort Lauderdale, Florida 33301 • 954-357-8634 • FAX 954-357-8655

RECEIVED

SEP 19 2014

DATE: September 18, 2014

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Henry Sniezek, Director
Planning and Redevelopment Division

SUBJECT: Broward County Land Use Plan
Review of Proposed Amendment – Fort Lauderdale PCT 15-1

**HENRY
SNiezek**

Digitally signed by HENRY SNEIEK
DN: cn=Henry, o=Broward, ou=EPGMA,
c=US, email=hsniek@broward.org,
ou=Users, ou=HENRY
SNEIEK
Date: 2014.09.18 08:53:32 -0400

**BROWARD COUNTY
PLANNING COUNCIL**

The Broward County Planning and Redevelopment Division (PRD) staff has reviewed proposed amendment PCT 15-1. The subject site is located in downtown Fort Lauderdale's Regional Activity Center (RAC) consisting of approximately 749 acres. The amendment proposes:

Current Designations: Regional Activity Center (RAC):
11,060 residential units
Commercial: Floor Area Ratio (FAR) of 4
Industrial: FAR of 4
Community Facilities: No Limit
Park-Open Space: 8.5 acres, minimum

Proposed Designation: Regional Activity Center (RAC):
16,060 residential units
Commercial: FAR of 4
Industrial: FAR of 4
Community Facilities: No Limit
Park-Open Space: 8.5 acres, minimum

Estimated Net Effect: Increase of 5,000 residential units

Item 8 - Affordable Housing

Amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan (BCLUP) are subject to the requirements of BCLUP Policy 1.07.07. This policy requires the involved municipality to provide those professionally accepted methodologies, policies, and best available data and analysis, which the municipality has used to define affordable housing needs and solutions within the municipality. The net effect of the amendment will be an addition of 5,000 residential units; thus, Policy 1.07.07 does apply.

To address Policy 1.07.07, the City's application proposes to include 750 units, or 15%, of the requested 5,000 units as affordable housing. Staff supports the proposed 15% component, but notes that there is no assurance that development of the 5,000 units will proceed under a unified development plan. In relation to Policy 1.07.07, staff notes that the Policy is normally applied to land use plan amendments involving unified residential development proposals that address any affordable housing component as part of the unified plan.

For the Fort Lauderdale Downtown RAC, allocation of the 5,000 units may proceed on a piecemeal basis with numerous developers and smaller projects spread throughout the RAC area. Without a plan to ensure the phasing in of affordable housing on a consistent basis over time, a resulting build-out scenario could be 4,250 units are allocated before the 1st affordable unit is allocated. In this light, County staff requests that the City consider offering a phasing plan to ensure compliance with Policy 1.07.07. A potential phasing commitment could be an adjustment to the proposed text amendment reflecting that 75 units of every 500 units be affordable.

It is also noted for the record that the City's application, in describing previous allocations of affordable housing in the Downtown RAC (please see attached), indicates 167 affordable units for the Pinnacle at Flagler Pointe (Reliance) project. Please note that this property is now county-owned and has not been developed.

Item 10 - Hurricane Evacuation Analysis

The Broward County Land Use Plan's "Natural Resource Map Series Eastern Broward County: Hurricane Evacuation Zones" indicates that the easternmost portion of the amendment site is located in a Plan B, Category 3 and above, Hurricane Evacuation Zone. The closest hurricane evacuation shelter is Arthur Ashe Middle/Rock Island Elementary located at 1701 NW 23rd Avenue in Fort Lauderdale, just more than two miles from western boundary of the downtown RAC.

The application states that "The majority of the amendment site is not located in a hurricane evacuation zone. A small portion of the amendment area is located east of US 1, which is designated an evacuation zone". The application does not provide a hurricane evacuation analysis that considers the availability of hurricane shelter spaces for the occupants of the additional residential units or the impact on hurricane evacuation times.

Item 11 – Redevelopment Analysis

The northern one-third, approximately, of the amendment site is located within the Northwest-Progresso-Flagler Heights Community Redevelopment Area. The application states that this portion of the CRA is generally known as the Flagler Village area and that the CRA has committed 10 million dollars for infrastructure and streetscape improvements on NE 6th Street and allocated 1.5 million dollars for property acquisition. Planning and Redevelopment staff reviewed the

Barbara Blake-Boy, Broward County Planning Council
PCT 15-1
September 18, 2014
Page 3

Northwest/Progresso/Flagler Heights Implementation Plan and finds this amendment consistent with the Plan.

Item 12 – Intergovernmental Coordination

There are a number of County-owned facilities/properties located within the proposed amendment site, including the Broward County Government Center and the County Courthouse. There are no anticipated conflicts with the proposed amendment. The site is not located adjacent to other municipalities or unincorporated areas.

If you have any questions, please contact Maribel Feliciano, Planning Administrator, of the Planning and Redevelopment Division staff at 954-519-1424 or mfeliciano@broward.org

cc: Ralph Stone, Director of Finance and Community Development Division

Attachment

HS/kf,mf

VIII. AFFORDABLE HOUSING

Describe how the local government is addressing Broward County Land Use Plan Policy 1.07.07.

The City currently addresses Affordable Housing with a variety of programs. The City provides for the administration and coordination of several community service programs intended to improve the character of existing neighborhoods and to provide quality housing for its citizens. These programs focus primarily on providing homeownership opportunities for very low and low-moderate income families. Some of the services provided by the City's Housing and Community Development Division

include administration, management, and coordination of Community Development Block Grant activities; Rental Rehabilitation Programs; Emergency Shelter Grant Program, and other federal and state programs.

The City has a history of actively finding solutions to the shortage of workforce housing. Between 2004 and 2005, the City of Fort Lauderdale held several workshops focusing on this issue. As a result of the workshops, a Workforce Housing Study was prepared for the City, which identified existing conditions, trends, and workforce housing needs.

In 2006, the City increased the dwelling unit threshold in the Downtown RAC by three thousand (3,000) units via a land use plan amendment (LUPA PCT 05-3). Of the three thousand (3,000) units approved, the City voluntarily recommended that 450 units (15%) be restricted to affordable housing as defined by the Broward County Land Use Plan. Since this amendment, 455 affordable housing units have been allocated in the Downtown RAC, thereby satisfying the 15% affordable housing set-aside requirement.

As shown in the table below, the City of Fort Lauderdale has allocated 551 affordable housing units in the Downtown RAC since 2005. Most recently, the City Commission approved the Pinnacle at Tarpon River project, which will contain a total of 100 affordable housing units.

AFFORDABLE HOUSING UNITS INVENTORY - DOWNTOWN RAC		
<i>Development Name</i>	<i>Date Approved by City</i>	<i># of Affordable Housing Units</i>
Brickell Hts (The Eclipse)	4/19/05	96
Pinnacle at Flagler Pointe (Reliance)*	6/20/06	167
Pinnacle at Tarpon River*	5/7/13	100
Progreso Point*	8/17/10	76
Village Place (formerly Flagler Village I)*	7/10/12	112
Total	-	551
Source: City of Fort Lauderdale		
* = Projects that contribute toward the 15% affordable housing set-aside requirement as per LUPA PCT 05-3.		

Over the past few years, a number of new affordable housing developments have been successfully constructed or approved throughout the city. As shown in the following table, at least 1,122 affordable housing units have been approved since 2008 outside of the Downtown RAC. Some of these developments, such as Artspace and Kennedy Homes, are located within close proximity to the Downtown RAC and its basic services (i.e. parks, grocery stores, etc.).

APPROVED AFFORDABLE HOUSING DEVELOPMENTS LOCATED OUTSIDE DOWNTOWN RAC (SINCE 2008)		
<i>Development Name</i>	<i>Year Placed in Service</i>	<i># of Affordable Housing Units</i>
Artspace Sailboat Bend Lofts	2008	37
Dixie Court I	2008	122
Dixie Court II	2008	32
Dixie Court III	2009	100
Dr. Kennedy Homes	2012	132
NW Gardens I	2011	143
NW Gardens II	Pending	148
NW Gardens III	2012	150
NW Gardens IV	Pending	118
Riverbend Pointe	Pending	140
Total	-	1,122
Sources: Broward County Housing Authority; Housing Authority of Fort Lauderdale; City of Fort Lauderdale		

The City has worked with non-profit groups, such as the Housing Authority of the City of Fort Lauderdale (HACFL), to meet its affordable housing needs. The HACFL has received City approval for approximately 945 affordable housing units since 2008 (included in the above table), totaling over \$200 million in investments in affordable housing. One of these projects, Northwest Gardens located in the Northwest RAC, was the first community in the State to achieve LEED for Neighborhood Development Certification and recently received an honorable mention for the 2012 National Award for Smart Growth Achievement given by the U.S. EPA. The revitalized Dr. Kennedy Homes on Broward Boulevard is anticipated to receive LEED Silver Certification. In addition, the City has approved six Housing Authority projects totaling 270 units over the past 18 months, while the HACFL currently has plans to replace about 300 more affordable housing units throughout the City.

Consistent with Broward County Land Use Policy 1.07.07 and with the City's 2006 land use plan amendment that increased the dwelling units threshold in the Downtown RAC, the City is proposing a 15% affordable housing set aside as part of the proposed land use plan amendment. This set aside would result in 750 affordable housing units of the 5,000 total units requested under the proposed land use plan amendment.



ATTACHMENT 24

Environmental Protection and Growth Management Department
PLANNING AND REDEVELOPMENT DIVISION

115 S. Andrews Avenue, Room 329k • Fort Lauderdale, Florida 33301 • 954-357-6634 • FAX 954-357-8655

DATE: December 3, 2014

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

RECEIVED

DEC - 3 2014

FROM: Henry Snizek, Director
Planning and Redevelopment Division

**BROWARD COUNTY
PLANNING COUNCIL**

SUBJECT: *Review of Proposed BCLUP Amendment – Fort Lauderdale PCT 15-1*
UPDATED COMMENTS - Affordable Housing

On November 3, 2014, the City provided a response (please see attached) to our comments of September 18, 2014. City staff disagreed with County staff's request that the City offer a phasing plan for affordable housing to avoid the scenario where all of the units first allocated were market rate units, or where units are allocated at a rate which results in less than 15% of the units being affordable until most of the pool of 5,000 units is allocated.

County staff continues to recommend that the City offer an affordable housing phasing plan to ensure compliance with Policy 1.07.07.

It is felt that the points made by the City in its correspondence of November 3, 2014, supports why there should be a phased approach. First, the City's correspondence states that "an affordable housing phasing plan is not needed" due to "development trends over the past decade and current market demand for affordable housing." In addition, the City states that the Wave Streetcar may further create a demand for affordable housing. As the City acknowledges that there is a market demand for affordable housing, and anticipates additional demand, a phasing plan would either document that the construction of affordable housing is occurring over time within the RAC, or will ensure that such demand is being proactively accommodated within the RAC via support of the City. Currently, there is a backlog of over 45,000 units for families at 60% of area median income in Broward County. Future employment trends project the bulk of new jobs will be service wage jobs. Therefore, without a phased approach the City may not develop affordable units until the end of the development program. In regard to the "market driven" supply of affordable units that have been developed, the City has not to date been an active factor. The County almost exclusively provides the tax credit match for the projects listed. In the early years this match was

\$250,000. As a result of the County's initiative, the match has been reduced to \$100,000. The County continues to request this tax credit match be \$0 dollars. Several years ago, because the County was the only agency providing this match (without which no application could attain a high score and therefore would not be funded), the county requested all developers to first seek the match from other "entitlement" Cities where the project would take place. After several developers remarked that none of the Cities would provide the match and that the County was "losing units," the County once again provided the local match for ALL developments filing an application throughout the County.

In regard to the Table provided by the City to demonstrate approved affordable housing projects in the RAC, all of these projects are State 9% tax credit projects. It is our opinion that, currently, this is the only business model that can finance low income affordable new construction and maintain these units over time. The Broward County Housing Finance Authority (HFA) has annual state bond allocation for 4% tax credit deals. But the current financing gap is approximately \$5 million for a 100 unit project. If the city phases the development requirement for affordable housing and works toward collecting gap financing, a project could be financed by the HFA in almost any given year.

Also, the Table provided by the City indicates 167 units of the 656 affordable units previously allocated in the RAC are for the Pinnacle at Flagler Pointe project. Please note that both Reliance and Pinnacle could not execute a new affordable housing project on this site. As a result, the property currently has no developer for this property. At this time the County is not marketing this property for any use. Therefore the City total should actually be 489 units.

The City also states that a phasing commitment would single out Fort Lauderdale as the only municipality in the County with such a requirement. It is County staffs' opinion that a phasing plan would actually ensure that the City is treated similarly to others in the County who offer a 15% set-aside under the new rules adopted by the County Commission on April 22, 2014. As stated in our September 18, 2014, correspondence, Policy 1.07.07 "is normally applied to land use plan amendments involving unified residential development proposals that address any affordable housing component as part of the unified plan." To date, the Broward County Land Use Plan amendments that have been subject to the revised rules have been limited to single development parcels and proposals. County staff suggested a phasing plan to ensure that affordable units are available on a consistent basis as units are built within the RAC, recognizing that the "allocation of 5,000 units may proceed piecemeal basis with numerous developers and smaller projects spread throughout the RAC area."

If you have any questions, please feel free to contact me at 954-357-6670 or hsniezek@broward.org.

cc: Ralph Stone, Director
Broward County Housing Finance and Community Development Division

Todd Okolichany, Principal Planner
City of Fort Lauderdale

Attachment: City of Fort Lauderdale correspondence dated November 3, 2014

--Referenced attachments included in Attachment 6--

ATTACHMENT 25

Cabrera, Ivan

From: Todd Okolichany <TOkolichany@fortlauderdale.gov>
Sent: Monday, December 15, 2014 5:25 PM
To: Cabrera, Ivan; John Milledge (john@jmmmpa.com)
Subject: RE: Public outreach
Attachments: Presentation to DDA_131010.pdf

Hi Ivan –

A major component of the Wave Streetcar public outreach was that the Downtown RAC is a growing area and that the continued growth of the Downtown would ensure sufficient density to support the Wave. At the meetings for the Wave, the public was made aware of the need for density in the Downtown RAC and that the City's Downtown Master Plan (adopted in 2003, updated in 2007 and again in 2014 to incorporate transit oriented development guidelines) also envisions additional dwelling units and density in order to support a vibrant, pedestrian-oriented Downtown. Although this project is indirectly related to the Downtown Units LUPA, the theme of increased density in the Downtown was an important element of public outreach.

Another effort that is indirectly related to the Downtown Units land use plan amendment, but that supports the increased density in the Downtown, is the February 2014 update of the City's Downtown Master Plan to incorporate transit oriented development (TOD) guidelines. As part of the public outreach for this project, City staff gave the following presentations:

Downtown Development Authority: 10/10/13
Open House Workshop at Department of Sustainable Development: 12/4/13
Northwest CRA: 1/29/14
Central City Advisory Board: 3/5/14

I have attached a presentation that City staff gave to the Downtown Development Authority. As you can see on page 3, one of the purposes of the TOD guidelines is to support the continued growth of the Downtown.

For the Downtown Units LUPA, the following public meetings were held:

City of Fort Lauderdale Planning & Zoning Board: 7/17/13
City Commission: 10/1/13

John –

Please feel free to add anything regarding the public outreach conducted for the Wave.

Thanks,
Todd Okolichany, AICP, LEED Green Assoc. | Principal Planner

From: Cabrera, Ivan [mailto:ICABRERA@broward.org]
Sent: Wednesday, December 10, 2014 3:26 PM
To: Todd Okolichany
Subject: Public outreach

Hi Todd,

DOWNTOWN MASTER PLAN Transit Oriented Development (TOD) Update

Presentation to Downtown
Development Authority
October 10, 2013



Master Plan Update: TOD Guidelines

- Proposed update to the Downtown Master Plan Design Guidelines to include a Transit Oriented Development (TOD) element
- Phase 1: Future station area for All Aboard Florida/Broward Central Terminal/FEC commuter rail/Wave Streetcar
- Phase 2: Remaining Wave Streetcar stations in Downtown RAC
- ULDR amendments to implement TOD guidelines



Purpose of TOD Guidelines

- Support premium transit, such as the Wave Streetcar and future commuter rail
- Guide future growth and encourage redevelopment around premium transit stations
- Create vibrant station areas
- Support continued growth of the Downtown



Rendering of Wave Streetcar in the
Downtown



Planned Tri-Rail Coastal
Link on FEC line

What is TOD?



- Integrates land use and transit
- Creates compact, walkable, mixed-use neighborhoods close to transit
- Supports multimodal transportation
- Fosters economic investment
- Reduces auto dependency and associated impacts
- Preserves surrounding neighborhoods
- Helps to reduce parking demand

TOD Place Type: Gateway Hub



Transit Core
(1/4 mile
radius)

Development Framework

- TOD guidelines apply to Downtown Character Areas in Transit Core
- Includes site level "targets" for density, parking and other design guidelines
- Additional guidelines for station area: land uses, mobility, parking, station area design and "green" design
- Incentives in exchange for certain benefits



Site Level Targets

	Downtown Core	Near Downtown	Urban Neighborhood
Min. Commercial FAR	2.0	1.5	1.0
Min. Residential Density (DUs/Net Acre)	100	50	25
Min. Street Frontage (primary street)	80%	75%	70%
Cross-Block Connection (sites w/ street frontage over 300')	15 min. pedestrian / bike connection		
Cross-Block Connection (sites w/ street frontage over 500')	25 min. vehicular / pedestrian / bike connection		



Min. street frontage helps to frame the street and improve walkability and sidewalk activity



Example of cross-block connection

Parking



Less parking = more active uses in station area



The highest and best uses should be located adjacent to premium transit stations

- **Goal:** Reduce parking to promote highest and best uses in station area
- **Strategies:**
 - Parking is exempt in Downtown Core
 - Reduced parking requirements for Near Downtown and Urban Neighborhood
 - Maximum parking for residential and non-residential uses
 - Create active and safe multimodal transit stations

Land Uses

Discouraged Non-Transit Supportive Uses	
Residential	▪ Low-density single-family residential
Commercial	▪ Automotive oriented businesses ▪ Car washes ▪ Gas/service stations ▪ Drive-in/drive through services ▪ Funeral services ▪ Strip commercial retail ▪ Stand alone retail stores over 30,000 SF that are not part of a mixed use development ▪ Towing services and storage yards ▪ Indoor/outdoor storage ▪ Surface parking lots (except pick-up/drop-off zones) within 200' of Gateway Hub transit station
Industrial	▪ Low-intensity industrial uses (non-transit related) ▪ Warehouse/distribution

Other TOD Guidelines

- Encourage pedestrian and bike connections to transit stops
- Design and site parking consistent with TOD principles
- Incorporate Travel Demand Management measures into developments
- Create active and safe multimodal transit stations
- Encourage green buildings and infrastructure



Solar powered parking meter



Broward B-cycle bike sharing station

Incentive for Use of Flex Units

- Residential "flexibility" and "reserve" units may be used if certain benefits are provided
- Benefit examples (choose two):
 - Building meets min. LEED Certification requirements
 - TDM Measures (e.g. bike or car sharing program)
 - Green infrastructure
 - Solar or wind power
 - Civic open space
 - Affordable or workforce housing



LEED™ Certified bank in Fort Lauderdale

ATTACHMENT 26



Public Works Department - Water and Wastewater Services
WATER MANAGEMENT DIVISION
2555 West Copans Road • Pompano Beach, Florida 33069 • 954-831-0751 • FAX 954-831-3285

MEMORANDUM

August 15, 2014

TO: Barbara Blake Boy
Executive Director Broward County Planning Council

FROM: Joe Heilman
Broward County Water Management Division

SUBJECT: LAND USE PLAN TEXT AMENDMENT
PCT 15-1

RECEIVED

AUG 15 2014

BROWARD COUNTY
PLANNING COUNCIL

I have reviewed the information in the package for the referenced Land Use Plan Text Amendment. The drainage information in the package is generally correct.

- PCT 15-1: No objection

Our office has no objections or comments for this amendment.

Respectfully,

A handwritten signature in black ink, appearing to be "J. Heilman", written over a light blue horizontal line.

Joe Heilman
Natural Resource Specialist II
Broward County Water Management Division
2555 W. Copans Road, Pompano Beach, FL 33069
Office:(954)-831-0764
Fax:(954) 831-3285
E-mail: JHeilman@Broward.org

ATTACHMENT 27

RECEIVED

JAN 20 2015

BROWARD COUNTY
PLANNING COUNCIL

January 12, 2015

Broward County Planning Council
115 South Andrews Avenue
Room 422
Fort Lauderdale, FL 33301

RE: Public Hearing Notice – Proposed County Land Use- Addition of 5,000 dwelling units

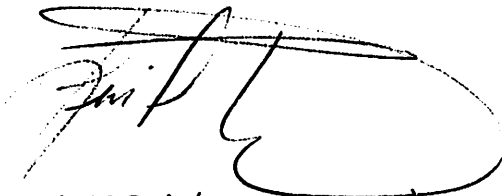
Dear Planning Council,

I am traveling out of state on the date of the hearing for the above mentioned notice. Per your notice, I am writing to advise you I am against the addition.

The traffic flow on Federal Hwy and Broward does not support the addition of this proposal. Furthermore, the streets in this area are overcrowded with resident traffic since building new apartments, condos, and market in this area.

I am oppose to adding additional dwelling units in the 710 acres in Sections 2,3, 10, and 11, Township 50 South, Range 42 East, Amendment PCT 15-1.

Sincerely,

A handwritten signature in black ink, appearing to read "Linda M. Ortiz", enclosed within a large, loopy oval shape.

Linda M Ortiz (property owner)
111 SE 8th Avenue
Fort Lauderdale, FL 33301



CITY OF
FORT LAUDERDALE

ATTACHMENT 28



Jenni Morejon
Director, Department of Sustainable Development

700 NW 19 Avenue
Fort Lauderdale, FL 33311
945-828-5849
jmorejon@fortlauderdale.gov
www.fortlauderdale.gov

January 22, 2015

RECEIVED

JAN 22 2015

Ms. Anne Castro, Chair
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Transmittal Recommendation – City of Fort Lauderdale Land Use Plan Text Amendment for
Downtown Regional Activity Center (BCLUP #PCT 15-1)

Dear Ms. Castro:

Please accept this letter as part of the Broward County Planning Council's meeting record for the January 22, 2015 public hearing on the City's proposed land use plan amendment for the Downtown Regional Activity Center (RAC) (Broward County Land Use Plan #PCT 15-1). This letter is in response to the recommendations/actions listed in the Planning Council staff's Amendment Report (dated January 13, 2015). Planning Council staff specifically proposes three conditions that are recommended to be approved for transmittal to the State of Florida review agencies. While the City of Fort Lauderdale appreciates Planning Council staff's recommendation to transmit the amendment, the City objects to the conditions proposed and requests that the Planning Council recommend approval of the amendment without any Planning Council staff conditions. The City is committed to working with the County and other agencies on the following actions.

Transportation Mitigation

As stated in the Planning Council staff's report, the City provided a report on the anticipated traffic impacts and presented a traffic mitigation plan based on committed projects in the Downtown RAC. This approach was discussed in a meeting with County and City staff on December 4, 2014. As a follow up to the County's most recent correspondence, the City met with the County's Complete Streets team on January 12, 2015 to discuss multimodal mitigation measures. Additionally, the City is committed to coordinating with the Florida Department of Transportation (FDOT) on multimodal transportation efforts but maintains that regional analyses and mitigation of traffic impacts are the responsibility of the County and can be funded by the County's Transportation Concurrency fund.

Affordable Housing

The City is committed to setting aside 15% of the proposed 5,000 dwelling units (i.e. 750 units) as affordable housing, which is consistent with prior residential unit allocations in the Downtown RAC. However, the City respectfully disagrees with any additional phasing plan or development of an enforcement document to ensure the implementation of the City's commitment to set aside 15% of the proposed 5,000 dwelling units as affordable housing.

The City's Downtown Master Plan envisions an estimated long term (20-30 year) build-out of more than 23,000 dwelling units. By incrementally increasing the number of allowed dwelling units (currently 8,100 permitted by the County's Land Use Plan) and not requesting the full potential build-out for the Downtown RAC, the City is providing for affordable housing in a deliberate, systematic and proven approach that is similar to Planning Council/Broward County staff's recommended phasing approach. As a result of the City's incremental approach to increasing density in the Downtown RAC, the City's previous commitment of 450 affordable units for the 2005/2006 land use plan amendment for 3,000 additional dwelling units in the Downtown RAC (PCT 05-3) have all been allocated to approved affordable housing projects.

Educational Mitigation Agreement

The Planning Council staff's Amendment Report recommends that the City "...Amend the existing Educational Mitigation Agreement between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida..." The City would like to clarify that it will work with the aforementioned agencies to update the Educational Mitigation Agreement, if necessary. Per the School Board, the Downtown RAC is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed.

We are confident we can work through the staff recommendations as we proceed through the land use approval process and therefore respectfully request approval without the Planning Council staff conditions. Thank you again for the Planning Council/Broward County staff's thorough review and coordination of the City's proposed land use plan amendment. We look forward to continue to work with Broward County to ensure that Downtown Fort Lauderdale strives to be a truly livable urban center consisting of pedestrian-friendly streets, great public spaces and high-quality buildings connected by transit. Please feel free to contact me if you should have any questions.

Sincerely,



Jenni Morejon
Director

cc: Lee R. Feldman, ICMA-CM, City Manager
Susanne M. Torriente, Assistant City Manager
Ella Parker, AICP, Urban Design & Planning Manager, City of Fort Lauderdale
Todd Okolichany, AICP, LEED Green Assoc., Principal Planner, City of Fort Lauderdale
Diana Alarcon, Director, Transportation & Mobility Department, City of Fort Lauderdale
Debora Griner, Transportation Manager, City of Fort Lauderdale
Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN TEXT
PROPOSED AMENDMENT PCT 15-3

“ADAPTATION ACTION AREAS”

RECOMMENDATIONS/ACTIONS

DATE

- I. Planning Council Staff Transmittal Recommendation May 19, 2015

It is recommended that the proposed text amendment be approved. Please see **Attachment 1**.

- II. Planning Council Land Use/Trafficways Committee Recommendation May 28, 2015

Approval per Planning Council staff transmittal recommendation.

- III. Planning Council Transmittal Recommendation May 28, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 16-0; Blattner, Castillo, de Jesus, DiGiorgio, Friedel, Gomez, Graham, Grosso, Kiar, Long, Mack, McColgan, Parness, Ryan, Stermer and Castro)

Further, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas; and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 4).

- IV. County Commission Transmittal Recommendation June 23, 2015

Approval per Planning Council transmittal recommendation.

- V. Summary of State of Florida Review Agency Comments July 29, 2015

The Florida Department of Transportation (FDOT) has commented on the proposed amendment:

Technical Assistance Comment (for informational purposes): The FDOT recommends that Policy A.03.06 be amended to provide for County coordination with FDOT and other agencies that plan for or own, operate and maintain public facilities/infrastructure within or crossing proposed Adaptation Action Areas.

RECOMMENDATIONS/ACTIONS (continued)

DATE

- V. Summary of State of Florida Review Agency Comments (continued) July 29, 2015

Response: Planning Council staff, in coordination with the Broward County Environmental Planning and Community Resilience Division, recommends that Policy A.03.06 remain as originally proposed. **See Attachment 1.**

- VI. Planning Council Staff Final Recommendation October 13, 2015

It is recommended that the proposed text amendment be approved as amended. Please see **Attachment 1.**

- VII. Planning Council Land Use/Trafficways Committee Recommendation October 22, 2015

Approval per Planning Council staff final recommendation.

- VIII. Planning Council Final Recommendation October 22, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

- IX. County Commission Final Action December 8, 2015

Approved per Planning Council final recommendation.

SECTION II
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-3

BACKGROUND

On February 12, 2013, the Broward County Board of County Commissioners adopted Broward County Land Use Plan (BCLUP) objectives and policies to adopt, implement and encourage strategies which would increase resiliency and protect property, infrastructure and natural resources from the impacts of climate change, especially sea level rise.

Further, on October 28, 2014, the Broward County Board of County Commissioners directed the Broward County Environmental Planning and Community Resilience Division to initiate an amendment to the BCLUP text to:

- 1) Revise BCLUP Policy A.03.06 to clarify the purpose and intent of Adaptation Action Areas (AAAs), and BCLUP Policy A.03.07 to state that the impacts of climate change and sea level rise on the County's water supplies should be considered;
- 2) Create a process and implementation criteria for designating AAA's in the BCLUP. An applicant seeking this designation must describe the area's vulnerabilities and how they will be exacerbated by climate change and/or sea level rise within a 50-year planning horizon, as well as how the proposed mitigation strategies will reduce this risk and increase the region's resilience to climate impacts; and
- 3) Designate the **Port Everglades Sand Bypass** project area as Broward County's first AAA. This designation will elevate the importance of this project as a critical shoreline resilience strategy, which is reflective of Broward County's commitment to shoreline protection and beach preservation along its extensive coastline. The project is of critical importance as the Port Everglades navigational inlet interrupts the natural southern migration of sand thereby resulting in chronic sand starvation along the shoreline south of the inlet. The Sand Bypass project will mitigate the adverse effects of the inlet and serve to reduce storm surge, protect infrastructure, preserve habitat and nesting areas for threatened and endangered species, and increase the potential for federal permitting and funding support.

See Attachment 1.

Per the Broward County Commission's October 28, 2014, action, the "Priority Planning Areas for Sea Level Rise" map is also being amended to include the Port Everglades Sand Bypass project area as an AAA of regional significance (see corresponding amendment **PCNRM 15-2**).

BACKGROUND (continued)

In addition, Broward County is processing companion amendments to the Climate Change, Coastal Management, Capital Improvements, Conservation and Intergovernmental Coordination Elements of the Broward County Comprehensive Plan concurrent with this proposed text amendment. **See Attachment 2.**

Update: October 13, 2015: A revision to Objective 14.2 of the Capital Improvements Element was proposed by the Broward County Commission, in coordination with State review agency comments, regarding public expenditures within the Coastal High Hazard Area. **See Attachment 6.**

PUBLIC OUTREACH

The Planning Council staff sent all municipal mayors, managers and planning directors written notification of the proposed map amendment and solicited comments. Comments have been received from the cities of Lauderdale Lakes and Fort Lauderdale:

- **Lauderdale Lakes** has no objection to the proposed amendment. **See Attachment 3.**
- **Fort Lauderdale** recommends that Policy A.03.06 be revised to read as follows: “Broward County shall, ~~in coordination with its local~~ with the support of all municipalities included within the proposed Adaptation Action Area of Regional Significance’s boundary, designate Adaptation Action Areas....” Further, the City objects to the designation of the Port Everglades Sand Bypass project area as an Adaptation Action Area (AAA) of regional significance, as it does not address potential short- and long-term negative effects the project may have on the City’s beaches and residents during both the construction and operational phases of the project. **See Attachment 4.**

Update: October 13, 2015: At its first public hearing on May 28, 2015, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas; and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 4).

To address the issue raised by the Council and in consultation with the Broward County Environmental Planning and Growth Management Department, including the Environmental Planning and Community

PUBLIC OUTREACH (continued)

Resilience Division (EPCRD), Section IV.D.13 of the Plan Implementation Requirements section of the BCLUP has been revised to include additional language which states that for a proposed AAA designation in which Broward County is the applicant, Broward County shall provide written notification to any municipality in which the proposed AAA is located. Any comments received from the municipality shall become part of the public record. **See Attachment 1, page 4.**

In addition, the EPCRD staff presented information to the City of Fort Lauderdale Commission on September 1, 2015 regarding the proposed AAA project, including a request that the City reconsider its 2009 position. However, the City Commission did not revise its position. **See Attachment 6.** In addition, Planning Council staff contacted the City staff in writing for additional or updated comments, but has not received a response as of this writing.

The Broward County Environmental Planning and Community Resilience Division (EPCRD) states that requiring municipal support for AAA's of regional significance is inconsistent with the County's duties to address regional land use issues, including situations involving multiple jurisdictions, and its social and financial responsibilities of advancing and protecting projects of regional significance. Regarding the designation of the Port Everglades Sand Bypass project as an AAA, the EPCRD states that this project is of critical importance in improving shoreline protection for the cities of Dania Beach, Hollywood and Hallandale Beach, without impacting shoreline protection for Fort Lauderdale. Further, Broward County has worked closely with all affected municipalities and local communities, and has produced a final project design that is sensitive and responsive to community interests, and is formally supported by key stakeholders in the City of Fort Lauderdale. The Port Everglades Sand Bypass project will help to achieve climate resilience and natural systems benefits, as well as provide the potential for additional federal support and resources. **See Attachment 5.**

SECTION III
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-3

PLANNING ANALYSIS

The proposed text amendment provides minor policy revisions regarding climate change and creates implementation criteria for designation of Adaptation Action Areas (AAA's) of regional significance. The amendment also provides for the designation of the Port Everglades Sand Bypass project area as an AAA of regional significance, in accordance with BCLUP Policy A.03.06. **See Attachment 1.**

In the future, the text may be updated and amended for the designation of additional AAA's, or for the de-designation of existing AAA's that have successfully mitigated the effects of sea level rise based on adaptation strategies, or no longer meet the criteria for AAA status due to changes in land use, community priorities, or other such considerations.

Planning Council staff recognizes the City of Fort Lauderdale's objection to this amendment; however, we find that the proposed text amendment is consistent with the County's role and responsibilities for countywide and regional land use planning issues, and specifically furthers BCLUP Policy A.03.06 regarding the utilization of Adaptation Action Areas as a critical shoreline resilience strategy. Therefore, Planning Council staff recommends approval of the proposed amendment.

SECTION IV
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 15-3

ATTACHMENTS

1. Proposed Amendment PCT 15-3
2. Correspondence from Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department and Dr. Jennifer Jurado, Director, Broward County Environmental Planning and Community Resilience Division, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated February 27, 2015
3. Email correspondence from Fernando Leiva, AICP, Development Services Manager and Principal Planner, City of Lauderdale Lakes, to Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council, dated March 31, 2015
4. Correspondence from Jim Koeth, LEED AP BD+C, Principal Planner, Public Works Sustainability Division, City of Fort Lauderdale, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated April 8, 2015
5. Correspondence from Jennifer L. Jurado, Ph.D., Director, Broward County Environmental Planning and Community Resilience, and Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department, to Jim Koeth, Principal Planner, Fort Lauderdale Public Works Sustainability Division, dated April 20, 2015

Update: October 13, 2015:

6. Correspondence from Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department and Dr. Jennifer Jurado, Director, Broward County Environmental Planning and Community Resilience Division, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated September 25, 2015

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN AMENDMENT PCT 15-3 REVISIONS TO POLICIES AND IMPLEMENTATION REGULATIONS AND PROCEDURES

II. GOALS, OBJECTIVES AND POLICIES

"SMART GROWTH," "GREEN"/ENERGY EFFICIENT AND SUSTAINABLE LAND USE PATTERNS

GOAL A.00.00

PROMOTE AND COORDINATE A DESIRABLE, SUSTAINABLE AND EFFICIENT LAND USE PATTERN FOR THE BENEFIT AND ENJOYMENT OF ALL BROWARD COUNTY RESIDENTS, VISITORS AND ECONOMIC INTERESTS WHICH MAXIMIZES PRESERVATION AND CONSERVATION OF NATURAL RESOURCES.

.
.
.

OBJECTIVE A.03.00 SUSTAINABLE AND CLIMATE RESILIENT LAND USE PATTERN

Adopt, implement and encourage land use planning strategies which increase community resiliency and protect property, infrastructure and cultural and natural resources from the impacts of climate change.

POLICY A.03.01 Broward County shall by 2025, evaluate and address risk from climate change impacts, especially sea level rise, into the planning, siting, design, construction, replacement and maintenance of public infrastructure, and encourage its municipalities and partner agencies to do the same.

POLICY A.03.02 Broward County shall by 2015, adopt model codes, such as the International Green Construction Code (IGCC), which address: green building practices, sustainable site development and land use patterns, energy and water conservation, air and indoor environmental quality, in a manner relevant to Southeast Florida, and encourage its municipalities to do the same.

POLICY A.03.03 Broward County shall promote climate change resilient building design and, by 2015, pursue changes to the Florida Building Code which increase resistance to impacts from more intense storm events.

POLICY A.03.05

Broward County shall evaluate plan amendments within Priority Planning Areas for Sea Level Rise and strongly discourage those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. In review of such amendments, the County shall consider:

- a. Sea level rise/flood protection mitigation strategies and requirements included within local comprehensive plans and/or development regulations; or
- b. Flood protection improvements committed to by amendment applicants, which would mitigate or enhance flood protection and adaptation from rising sea levels.

POLICY A.03.06

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAAs), per Florida State Law, ~~using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to enhance the funding potential of infrastructure adaptation projects and develop policies for adaptation. in order to:~~

- a. Identify areas of regional significance that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience; and
- c. Enhance the funding potential of infrastructure adaptation projects.

POLICY A. 03.07

Broward County shall update climate related policies and maps, including the Priority Planning Areas for Sea Level Rise Map, in the Land Use Plan with best available data, every 5 years or as available, including findings of the Broward County and USGS joint Climate Change Inundation Modeling effort, which seeks to achieve a better understanding of the impacts of climate change and rising sea level on the County's water supplies, drainage and flood control systems.

Note: Underlined words are proposed additions. ~~Struck-through~~ words are proposed deletions.

IV. PLAN IMPLEMENTATION REQUIREMENTS

D. IMPLEMENTATION REGULATIONS AND PROCEDURES

.
. .

13. CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

As consistent with Policy A.03.06 of the Broward County Land Use Plan, Adaptation Action Areas may be designated by a local government in order to identify areas vulnerable to sea level rise, enhance the funding potential of infrastructure adaptation projects and implement policies for adaptation.

To be eligible for Adaptation Action Area of Regional Significance designation, the applicant must clearly detail how vulnerabilities identified in the proposed Adaptation Action Area will be exacerbated by climate change or sea level rise within a 50-year planning horizon. In addition, the proposed Adaptation Action Area must meet at least one (1) of the following criteria:

- a. Areas which experience tidal or coastal flooding;
- b. Areas which have a hydrologic connection to coastal waters;
- c. Locations which are within areas designated as evacuation zones for storm surge;
- d. Areas vulnerable to flash floods and severe storm water runoff or coastal erosion; or
- e. Areas vulnerable to other predicted impacts of climate change and sea level rise where management strategies, infrastructure investments and planning decisions can help to mitigate the magnitude or severity of future climate impacts.

Local governments may apply for county designation of an Adaptation Action Area of Regional Significance within the Broward County Land Use Plan if the identified problem(s) conform(s) with one or more of the criteria identified above, or additional demonstration of climate vulnerability is provided. In addition, proposed adaptation strategies for the designated area should demonstrate investments and benefits of regional significance. The Unified Sea Level Rise Projection for Southeast Florida and the Broward County Priority Planning Area Map may serve as reference materials in review of the request. Notice submitted to the Planning Council should include:

Note: Underlined words are proposed additions.

- a. The geographical area under consideration;
- b. Documentation of the issue(s) or vulnerability of the area;
- c. A description of strategies, policy and/or infrastructure improvements proposed; and
- d. Explanation of how these solutions will reduce risk and increase the area's resilience to climate impacts.

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. If the Broward County Commission or the Broward County Planning Council will be the applicant for an Adaptation Action Area (AAA) designation, the County or Planning Council staff, as applicable, shall notify, in writing, any municipality in which the proposed AAA is located. Such written notification shall be sent at least 35 days before the first County Commission or Planning Council meeting to consider the AAA designation, and will solicit comment from the municipality. Municipal comments received will be included as part of the AAA report reviewed by the County Commission and Planning Council. Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic or social considerations which support de-designation.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Broward County Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Note: Underlined words are proposed additions. Double-underlined words are additions proposed by Planning Council staff subsequent to the Broward County Commission's transmittal to the State review agencies.

<u>Ref No. on SLR Map</u>	<u>AAA Name</u>	<u>Applicant</u>	<u>Qualifying Criteria Met</u>	<u>Strategies Proposed</u>	<u>Expected Benefits</u>
<u>1</u>	<u>Port Everglades Sand Bypass Project Area</u>	<u>Broward County</u>	<u>c) Storm Surge</u> <u>d) Coastal Erosion</u> <u>e) Sea Level Rise</u>	<u>-Sand bypass at Port Everglades</u> <u>-Beach renourishment</u> <u>-Shoreline management</u>	<u>-Protection of critical infrastructure</u> <u>-Protection of public and private property</u> <u>-Preservation of habitat for threatened and endangered species</u> <u>-Reduced shoaling in the navigation channel</u> <u>-Maintenance of recreational opportunities at John U. Lloyd Beach State Park</u> <u>-increased potential of federal permitting and funding support</u>

Note: Underlined words are proposed additions. Double-underlined words are additions proposed by Planning Council staff.



ATTACHMENT 2

ENVIRONMENTAL PROTECTION and GROWTH MANAGEMENT DEPARTMENT
Environmental Planning and Community Resilience Division
Mailing Address: 115 S. Andrews Avenue, Room 329H, Fort Lauderdale, FL 33301
954-519-1270 • FAX 954-519-1496

RECEIVED

FEB 27 2015

MEMO

**BROWARD COUNTY
PLANNING COUNCIL**

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Henry Snizek, Deputy Director
Environmental Protection and Growth Management Department

Dr. Jennifer Jurado, Director
Environmental Planning and Community Resilience Division

SUBJECT: Revisions to the Adaptation Action Area Policies and Priority Planning for Sea Level Rise Map, and Designation of the Port Everglades Sand Bypass Project Area as an Adaptation Action Area.

DATE: February 27, 2015

The Environmental Planning and Community Resilience Division, per the October 28, 2014 direction from the Broward County Board of County Commissioners, submit for your consideration and advancement the following policy and map amendments to the Broward County Land Use Plan. It is noted that companion amendments to the Broward County Comprehensive Plan are being process separately by County staff, but are attached for your information.

Broward County was the first local government to include Adaptation Action Area (AAA) language in a Comprehensive Plan following enactment of AAAs in Florida Statutes in 2011. We now seek to refine the original policy language and make a first AAA designation. The proposed updates to the County's Comprehensive Plan and Land Use Plan regarding Adaptation Action Areas aim to accomplish three goals:

- Create a process and criteria for the County to designate Adaptation Action Areas of Regional Significance
- Designate the Port Everglades Sand Bypass Project Area
- Update the Priority Planning Area for Sea Level Rise Map

The County is in the unique position to facilitate the coordination AAA designations by local governments to ensure that adaptation strategies and infrastructure investments utilized will create benefits that can be realized throughout the County. The County can provide recognition to a local government AAA designation, by including the AAA on the Priority Planning Area for Sea Level Rise Map as an Adaptation Action Areas of Regional Significance. To achieve this recognition by the County and Planning Council, the applicant will be asked to describe the area's vulnerabilities and how they will be exacerbated by climate change or sea level rise within a 50-year planning horizon, document all secondary criteria met, and describe how the proposed strategies, policy and/or infrastructure improvements will reduce risk and increase the region's resilience to

climate impacts.

Broward County proposes designation of the Port Everglades Entrance Sand Bypass Project area footprint as an Adaptation Action Area (AAA), to elevate the importance of, and federal support for, this project as a critical shoreline resilience strategy for Broward County. Shoreline protection and beach preservation are identified among the most pressing climate resiliency strategies for Broward County as reflected in Board-adopted policies, the Broward County Climate Change Action Plan, the Southeast Florida Regional Climate Action Plan, and Broward County's comprehensive plan. This prominent County Commission priority is reflective of the County's extensive coastline and the recognized importance of beaches to reducing storm surge, protecting infrastructure, and as critical habitat for threatened and endangered species.

Also, it is requested that the Priority Planning Area for Sea Level Rise Map in the Broward County Land Use Plan be updated to include the "Possible" inundation layer from the compact vulnerability analysis (25-74.9% certainty). The current PPA map only includes the "More Likely" inundation 2 foot layer of 75-100% certainty. Both were intended to be included in 2013 LUP map, combined and shown in one color (purple). We are still restricting the projection to the tidally influenced (eastern) portions.

Attached please find:

- Adaptation Action Areas, 2015 Comprehensive Plan and Land Use Plan Policy Updates
- Revised Priority Planning Area for Sea Level Rise Map*
- Sand Bypass and Coastal Resilience, Proposed Adaptation Action Area Designation Briefing Document

* The revised Priority Planning Area for Sea Level Rise Map (attached) also includes the proposed Port Everglades Sand Bypass Project Area AAA designation.

Adaptation Action Area – 2015

Comprehensive Plan and Land Use Plan update

Broward County Land Use Plan

POLICY A.03.06

~~Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to enhance the funding potential of infrastructure adaptation projects and develop policies for adaptation.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAAs), per Florida State Law, in order to:

- a. Identify areas of regional significance that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience; and,
- c. Enhance the funding potential of infrastructure adaptation projects.

POLICY A. 03.07

Broward County shall update climate related policies and maps, including the Priority Planning Areas for Sea Level Rise Map, in the Land Use Plan with best available data, every 5 years or as available, including findings of the Broward County and USGS joint Climate Change Inundation Modeling effort, which seeks to achieve a better understanding of the impacts of climate change and rising sea level on the County's water supplies, drainage and flood control systems.

IMPLEMENTATION REGULATIONS AND PROCEDURES (section 4, part D)

13. CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

As consistent with POLICY A.03.06 of the Broward County Land Use Plan, Adaptation Action Areas may be designated by a local government in order to identify areas vulnerable to sea level rise, enhance the funding potential of infrastructure adaptation projects and implement policies for adaptation.

To be eligible for Adaptation Action Area of Regional Significance designation the applicant must clearly detail how vulnerabilities identified in the proposed Adaptation Action Area will be exacerbated by climate change or sea level rise within a 50-year planning horizon. Additionally, the proposed Adaptation Action Area must meet at least one of the following criteria:

- a. Areas which experience tidal or coastal flooding;
- b. Areas which have a hydrologic connection to coastal waters;

- c. Locations which are within areas designated as evacuation zones for storm surge;
- d. Areas vulnerable to flash floods and severe storm water runoff or coastal erosion; or
- e. Areas vulnerable to other predicted impacts of climate change and sea level rise where management strategies, infrastructure investments, and planning decisions can help to mitigate the magnitude or severity of future climate impacts.

Local governments may apply for county designation of an Adaptation Action Area of Regional Significance within the Broward County Land Use Plan if the identified problem(s) conform(s) with one or more of the criteria identified above, or additional demonstration of climate vulnerability is provided. In addition, proposed adaptation strategies for the designated area should demonstrate investments and benefits of regional significance. The Unified Sea Level Rise Projection for Southeast Florida and the Broward County Priority Planning Area Map may serve as reference materials in review of the request. Notice submitted to the Planning Council should include:

- a. The geographical area under consideration;
- b. Documentation of the issue(s) or vulnerability of the area;
- c. A description of strategies, policy and/or infrastructure improvements proposed;
- d. Explanation of how these solutions will reduce risk and increase the area's resilience to climate impacts.

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council, or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic, or social considerations which support de-designation.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Broward County Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Ref No on SLR Map	AAA Name	Applicant	Qualifying Criteria Met	Strategies Proposed	Expected Benefits
1	Port Everglades Sand Bypass Project Area	Broward County	- Sea Level Rise - Storm Surge - Coastal Erosion	- Sand bypass at Port Everglades - Beach renourishment - Shoreline management	- Protection of critical infrastructure - Protection of public and private property - Preservation of habitat for

					threatened and endangered species - Reduced shoaling in the navigation channel - Maintenance of recreational opportunities at John U. Lloyd Beach State Park - Increased potential of federal permitting and funding support
--	--	--	--	--	---

Broward County Comprehensive Plan

CLIMATE CHANGE ELEMENT

Policy 19.3.13.

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Policy 19.3.7.

Broward County shall continue to improve analysis and mapping capabilities for identifying areas of the County vulnerable to sea level rise, tidal flooding, and other impacts of climate change. Activities shall include acquisition of ~~Acquire~~ increasingly accurate Light Detection And Ranging (LiDAR) data, or other state-of-the-art elevation data, and other necessary modeling data and programs every 5 years to update the Priority Planning Area for Sea Level Rise Map in the County's Land Use Plan and improve available information needed to make informed decisions regarding adapting to the impacts of climate change.

Policy 19.3.11.

Broward County shall evaluate opportunities to protect coastal investments and infrastructure, as necessary and feasible, from the impacts of climate change. Specifically, the County will maintain shoreline protection and erosion control by:

- a) Continuing the appropriate use of beach nourishment and pursuit of sand bypassing;
- b) Facilitating the installation and maintenance of native beach dune vegetation along appropriate areas of beach;
- c) Revisiting redevelopment policies with the objective of providing additional coastal buffer area between developed areas and the shoreline; and
- d) Considering hard structures, such as seawalls, only when alternative options are unavailable.

COASTAL MANAGEMENT ELEMENT

Policy 10.2.6

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Section 163.3164 F.S. using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Policy 10.4.3.

Broward County shall actively pursue sand bypass at the Port Everglades Navigational Inlet as a preferred beach management strategy and a priority community climate resiliency initiative.

CAPITAL IMPROVEMENTS ELEMENT

Policy 14.2.3.

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

CONSERVATION ELEMENT

Policy 13.8.23.

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Section 163.3164(1) F.S., using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

INTERGOVERNMENTAL COORDINATION ELEMENT

Policy 15.3.2a.

Broward County shall ~~work with its local municipalities to designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map of 9 to 24 inches from 2010 to 2060~~ and encourage local municipalities to develop policies to improve resilience to coastal and inland flooding, salt water intrusion, and other related impacts of climate change and sea level rise in their Comprehensive Plans, Sustainability Action Plans, Vision Plans, Stormwater Master Plans, Adaptation Action Areas Plans, Climate Change Plans and other city-wide plans.

Policy 15.3.2b.

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Legend

-  Sand Bypass Adaptation Action Area
-  Priority Planning Areas

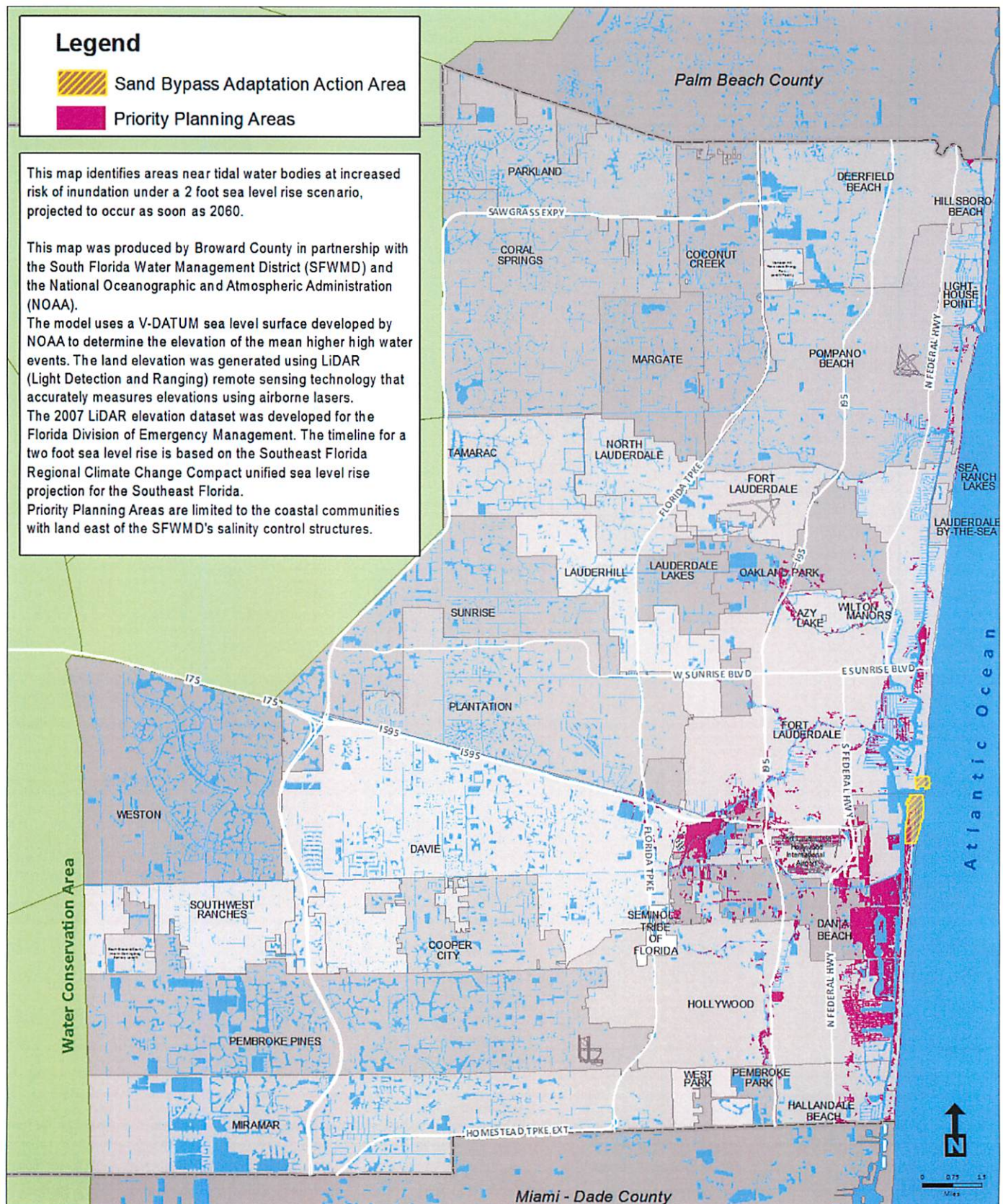
This map identifies areas near tidal water bodies at increased risk of inundation under a 2 foot sea level rise scenario, projected to occur as soon as 2060.

This map was produced by Broward County in partnership with the South Florida Water Management District (SFWMD) and the National Oceanographic and Atmospheric Administration (NOAA).

The model uses a V-DATUM sea level surface developed by NOAA to determine the elevation of the mean higher high water events. The land elevation was generated using LiDAR (Light Detection and Ranging) remote sensing technology that accurately measures elevations using airborne lasers.

The 2007 LiDAR elevation dataset was developed for the Florida Division of Emergency Management. The timeline for a two foot sea level rise is based on the Southeast Florida Regional Climate Change Compact unified sea level rise projection for the Southeast Florida.

Priority Planning Areas are limited to the coastal communities with land east of the SFWMD's salinity control structures.



Sand Bypass and Coastal Resilience Proposed Adaptation Action Area Designation Briefing Document

Prepared by the Environmental Planning and Community Resilience Division
October 14, 2014

Implementation of Sand Bypass Project as Adaptation Action Area

In 2011, the Florida Legislature passed the Community Planning Act (CPA 2011) providing for the definition and optional designation of Adaptation Action Areas within a Coastal Management Element of a local government comprehensive plan. The intent of such a designation would be to address coastal hazards and potential impacts to sea level rise in a specific location by pursuing adaptation planning within the designated area and prioritizing funding for infrastructure improvements. To elevate the importance of, and federal support for, the Port Everglades Sand Bypass Project as a critical shoreline resilience strategy for Broward County, staff proposes the designation of the Sand Bypass project area as an Adaptation Action Area.

Summary of Objectives

This memorandum recommends the designation of the Port Everglades Entrance Sand Bypass Project area as an Adaptation Action Area (AAA) to achieve the following objectives:

- Increase the resilience of critical natural resources and infrastructure
- Address an erosional hotspot area along the shoreline
- Fortify storm protection for critical infrastructure and valuable property including the US Coast Guard Station, port facilities and over \$345 million in property (within the AAA)
- Reduce shoaling in the navigation channel
- Preserve habitat and nesting areas for three endangered and four threatened species in one of the most highly developed urban areas in the state
- Maintain opportunity for public outdoor recreation at John U. Lloyd Beach State Park, serving over half a million residents and visitors annually
- Advance towards achieving the priority goals set in Broward County's Climate Change Action Plan
- Increase potential federal permitting and funding support based on the federal administration's resiliency objectives.

Critical Importance of Port Everglades Entrance Sand Bypass Project for Community Resilience

The navigational inlet at Port Everglades is documented to interrupt the natural alongshoremigration of sand from the north side of the inlet (Segment II) to the south side (Segment III). Sand that would generally be transported south alongshore instead accumulates

within the channel itself and a rubble shoal north of the channel, or is transported offshore. The lack of sand supply to the south side has resulted in significant chronic sand starvation along the length of the segment III beach, thus reducing its storm protection capacity and resilience to surge and wave action. Additionally, shoaling within the Federal navigation channel (buildup of sand on the channel bottom) is approaching problematic levels compared to historical rates of accumulation, thereby increasing maintenance costs to avoid navigation hazards. As a remedy and long-term shoreline resilience strategy, the Port Everglades Sand Bypass Project is proposed as a means for mitigating for the effects of the Channel Inlet on the downstream shoreline. The project is proposed to include a sand trap on the north side where sand will naturally collect and then be excavated every two-to-three years for the purpose of renourishing the beach along the south side of the inlet (Figure 1). This process is known as artificial sand bypassing.

Sand bypassing at Port Everglades Inlet will have both physical and economic benefits to sand management at the inlet. The primary benefit of the project is the reestablishment of north to south sediment transport across the inlet. The project is expected to provide a volume of sand, on average, that is essentially equivalent to the average demand south of the inlet within the area of inlet influence. Bypassing would reduce the need to import sand from remote sand sources for future renourishment of Segment III and reduce and/or eliminate sand shoaling within the Port Everglades Federal navigation channel. Recent studies have demonstrated sand bypassing to be economically feasible compared to importing other sources of beach compatible sediments. It is well documented that offshore sediment sources suitable for beach restoration in Broward County are almost depleted, and the location and economics of alternate sources for future beach project requirements are uncertain. Therefore, sand bypassing at Port Everglades is needed to address the adverse effects of the inlet upon the Segment III shoreline and as a regional sediment management system.

The proposed project and designation are consistent with the regional resilience strategy for Southeast Florida. The proposed project serves to strengthen regional resilience through 1) a reduction in financial and physical losses (Regional Climate Action Plan (RCAP) Goal: Sustainable Communities) through storm protection provided by a regularly nourished beach, 2) implementation of management programs designed to protect natural systems and improve their capacity for climate adaptation (RCAP Goal: Natural Systems) through habitat restoration and preservation 3) a reduction in fuel consumption (RCAP Goal: Energy and Fuel) by nourishing with local bypassed sand rather than truck-hauling or dredging sand from far distance sources 4) providing a more resilient natural and built physical environment in light of climate change (RCAP Goal: Risk and Emergency Management) by mitigating risk of storm damage and vulnerability to sea level rise and mitigating public safety hazards by preventing shoaling in the navigation channel and preserving emergency response access through the channel by the USCG and on the beach by local emergency responders.

This shoreline resilience strategy is also well-aligned with draft recommendations being advanced to the President by the State, Local, and Tribal Leaders Task Force on Climate Resilience and Preparedness which include:

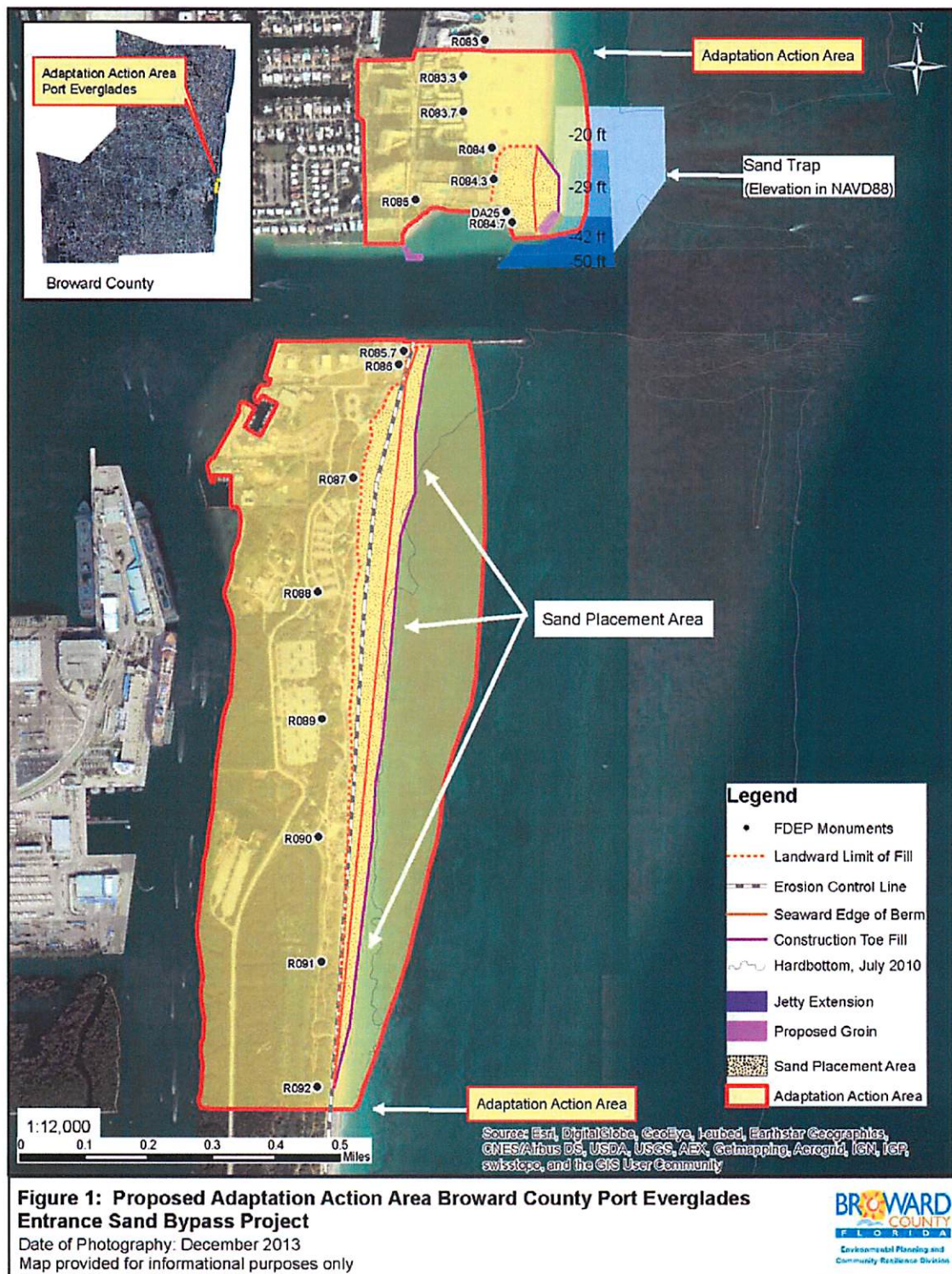
1. Increased support for climate resilience as part of coastal infrastructure planning and investments, especially support for sea-level rise and coastal erosion research and planning and implement response strategies that address both current and future impacts of climate change on coastal ecosystems and communities
2. Promotion and prioritization of green and natural infrastructure, inclusive of beaches
3. Expanded use of regional sediment management (RSM) programs to address coastal erosion threats in a comprehensive and cost-effective manner, focusing on the support of coastal sediment supplies and movement, beneficial reuse of dredged harbor sands, and implementation of innovative beach retention technologies, including nature-based “soft” armoring.

Implementation of Sand Bypass Project as Adaptation Action Area

In 2011, the Florida Legislature passed the Community Planning Act (CPA 2011), which made significant changes to the state’s growth management laws, including the addition of an optional designation of an Adaptation Action Area within a Coastal Management Element of a local government comprehensive plan. This language was successfully advanced as a regional effort by partners in the 4-County Southeast Florida Regional Climate Change Compact (Compact) with the intent providing local governments with additional planning and policy tools to address coastal hazards and the potential impacts of sea level rise within vulnerable areas, to formally advance the infrastructure improvements and prioritization of funding needed to build community resilience to climate impacts.

In order to integrate adaptation planning into the existing state framework and coordinate adaptation efforts statewide, the Florida Department of Economic Opportunity (DEO) initiated a Section 309 Strategy titled “Community Resiliency: Planning for Sea Level Rise,” funded by the National Oceanographic and Atmospheric Administration (NOAA). As a lead author of the enabling language and partner in the Compact, Broward County and the City of Fort Lauderdale were invited to partner in a pilot project in the identification of Adaptation Action Areas within a municipal setting and the development of general guidance to aid local governments interested in employing Adaptation Action Area designations in furtherance of community resilience.

To continue the implementation of adaptation strategies, Broward County included the language for Adaptation Action Area designation in the Climate Change Element of the County’s Comprehensive Plan in 2012. Additionally, the Coastal Management Element was recently updated to include policy language specific to Adaptation Action Areas while the County’s 10-year water supply plan and other elements of the Comprehensive Plan, including the Land Use Plan, are also being updated to support the County’s efforts in support of climate resilience with similar references. Regionally and state-wide there has been increasing interest in the use of Adaptation Action Areas to support diverse climate resilience strategies, ranging from stormwater retrofits to natural area conservation.



In addition to the inclusion of Adaptation Action Areas in the Broward County comprehensive plan, the City of Fort Lauderdale has also adopted Adaptation Action Area policies into the City's 2014 Comprehensive Plan and the City of Satellite Beach is undertaking a similar process. A summary of these and other local efforts was presented at a widely-attended Regional Climate Action Plan Implementation workshop hosted by the Compact on August 29, 2014, specifically focusing on Adaptation Action Area planning. This planning approach was also highlighted at the annual meeting of the Florida Shore and Beach Preservation Association in September 2014.

Broward County's participation in furthering Adaptation Action Area planning is well-aligned with the ever-increasing federal emphasis on climate resilience and preparedness. In the absence of new funding streams, it is expected that federal support for local and state projects will increasingly seek to prioritize funding for projects that not only further community resilience to climate impacts, but that are also designed to maximize the conservation and enhancement of natural systems and infrastructure. These priorities are well-established as part of the President's Climate Action Plan and are represented in the diverse program opportunities announced during this last year with increased federal support for initiatives organized around climate resilient communities and investments in green infrastructure. The Port Everglades Sand Bypass Project represents a critical resiliency strengthening measure for the Broward County community. By designating the area within the sand bypass project footprint as an Adaptation Action Area, the County will formally present the sand bypass project at Port Everglades as a keystone climate resilience strategy for Broward County.

Stakeholders

Community stakeholders associated with the Port Everglades Sand Bypass project include condominium associations located immediately north of the inlet and those south of John U Lloyd State Park. Agency stakeholders include the Broward County Board of County Commissioners (Port Everglades), U.S. Army Corps of Engineers (Federal navigation channel), the State of Florida (John U. Lloyd State Park), and the cities of Dania Beach and Fort Lauderdale.

Recommendation

Development of Adaptation Action Area designations can be accomplished through a variety of mechanisms within or authorized by a local government's Comprehensive Plan. These can include capital improvement plans, floodplain regulations, zoning and overlay zones, setbacks and buffers, transferable development rights, conservation easements, rebuilding restrictions, by comp plan amendment, resolution or ordinance, or by other planning tools. Staff recommends designation of the Sand Bypass Project Area as an Adaptation Action Area within the Broward County Land Use Plan and the Priority Planning Areas for Sea Level Rise Map.

ATTACHMENT 3

Von Stetina, Deanne

From: Fernando Leiva <fernandol@lauderdalelakes.org>
Sent: Tuesday, March 31, 2015 11:27 AM
To: Von Stetina, Deanne
Cc: Danny Holmes; Jonathan Allen; Fernando Leiva
Subject: Adaption Action Areas - Proposed County Amendments

Hi Deanne-

Thank you for enlisting local municipalities input in this matter. Please allow this email to serve as the City's statement of no objection to the proposed text amendment to the Broward County Land Use Plan (BCLUP) and an amendment to the Natural Resource Map Series regarding the Priority Planning Area map.

Sincerely,

Fernando Leiva

Fernando Leiva, AICP, Assoc. AIA

Development Services Manager and Principal Planner | Development Services



City of Lauderdale Lakes
4300 NW 36th Street | Lauderdale Lakes, FL 33319
V: 954-535-2496
F: 954-731-5309
fernandol@lauderdalelakes.org
www.lauderdalelakes.org

f Like Us **Follow Us**

City Operating Hours

City Hall: Monday - Friday 8:00 a.m. - 5:00 p.m.

Development Services: Monday - Friday 8:00 a.m. - 3:30 p.m.

The City of Lauderdale Lakes is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such law and thus subject to disclosure. All E-mails sent and received are captured by our servers and kept as public record.



CITY OF
FORT LAUDERDALE

ATTACHMENT 4



April 8, 2015

Ms. Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301

RECEIVED

APR 10 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: **A) Text Amendment PCT 15-3**
 B) Natural Resource Map Series Amendment PCNRM 15-2

Dear Ms. Blake Boy:

Please accept this letter in response to the proposed amendment to the Broward County Land Use Plan Text Amendment PCT 15-3 and the proposed amendment to the Natural Resource Map Series Priority Planning Area for Sea Level Rise map (Natural Resource Map Series Amendment PCNRM 15-2) tentatively scheduled for consideration by the Broward County Planning Council on May 28, 2015. Please see the following comments:

Text Amendment PCT 15-3

While the City is a proponent of the designation of Adaptation Action Areas (AAAs) of Regional Significance in concept, the City does not entirely concur with the proposed amendment's suggested criteria. Specifically, the City recommends that the portion of the amendment's new text "Broward County shall, *in coordination with its local municipalities*, designate Adaptation Action Areas..." be modified to read "Broward County shall, *with the support of all municipalities included within the proposed Adaptation Action Area of Regional Significance's boundary*, designate Adaptation Action Areas..." The City recommends additional clarification language be included as a criterion within the Implementation Regulations and Procedures, the proposed amendment table's qualifying criteria column, and all other relevant sections or elements, that defines support. The City recommends, at a minimum, "support" include an approved resolution from all municipalities included within the boundary of a proposed AAA of Regional Significance in support of and agreeing to inclusion within the proposed AAA of Regional Significance. The City recommends this requirement be applicable to any proposed AAA of Regional Significance, whether it is initiated by a local government or Broward County. The City recommends the same protocol for de-designation of an AAA of Regional Significance.

In addition, Text Amendment PCT 15-3 lists the Port Everglades Sand Bypass Project Area as a proposed AAA of Regional Significance. As a municipality with property located within the area of the proposed Port Everglades Sand Bypass Project Area AAA of Regional Significance boundary, please be advised of the City's position on this matter. The City of Fort Lauderdale City Commission passed Resolution No. 09-11 (attached) opposing the Port Everglades Entrance Sand Bypass Project on January 6, 2009.

PUBLIC WORKS SUSTAINABILITY DIVISION

101 NE 3RD AVENUE SUITE 1400, FORT LAUDERDALE, FLORIDA 33301

TELEPHONE (954) 828-6137, FAX (954) 828- 4745

WWW.FORTLAUDERDALE.GOV

Natural Resource Map Series Amendment PCNRM 15-2.

Consistent with the City's reasoning above in response to Text Amendment PCT 15-3, the City objects to the designation of the Port Everglades Entrance Sand Bypass Project as an AAA of Regional Significance and its inclusion on the Natural Resource Map Series Priority Planning Area for Sea Level Rise map.

As collaborative partners on successful Adaptation Action Area initiatives in the past, the City looks forward to further discussion with Broward County Planning Council staff and all other associated Broward County staff with regard to these comments. Thank you for your consideration of the City's comments. Should you have any questions, please do not hesitate to contact me at (954) 828-5276 or JKoeth@fortlauderdale.gov.

Kind Regards,



Jim Koeth, LEED AP BD+C
Principal Planner

Attachment: City of Fort Lauderdale Resolution No. 09-11

cc: Lee R. Feldman, ICMA-CM, City Manager
Susanne M. Torriente, Assistant City Manager
Hardeep Anand, Public Works Department Director, City of Fort Lauderdale
Jenni Morejon, Sustainable Development Department Director, City of Fort Lauderdale
Nancy Gassman, Ph.D., Assistant Public Works Department Director, City of Fort Lauderdale
Glen Hadwen, Sustainability Manager, City of Fort Lauderdale
Todd Okolichany, AICP, LEED Green Assoc., Principal Planner, City of Fort Lauderdale

PUBLIC WORKS SUSTAINABILITY DIVISION

101 NE 3RD AVENUE SUITE 1400, FORT LAUDERDALE, FLORIDA 33301
TELEPHONE (954) 828-6137, FAX (954) 828- 4745

WWW.FORTLAUDERDALE.GOV

RESOLUTION NO. 09-11

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY
OF FORT LAUDERDALE, FLORIDA, STRONGLY OPPOSING
THE PORT EVERGLADES ENTRANCE SAND BYPASS
PROJECT.**

WHEREAS, the city has received notice of an application made to the Florida Bureau of Beaches & Coastal Systems to obtain a permit to modify the inlet infrastructure by constructing a 7.1 acre sand trap on the north side of the Port Everglades entrance channel sufficient to facilitate the economical collection of sand materials that will be available for future mechanical bypassing to the beaches south of the inlet with sand placement along the John U. Lloyd Beach State Park shoreline; and

WHEREAS, the City has grave concerns regarding this proposed project and the negative impacts that are likely to result to the City's beaches from the creation of this Sand Bypass Project; and

WHEREAS, the project site is bounded by multi-family high-rise condominiums and single family residences to the north and the Atlantic Ocean to the east; and

WHEREAS, the application does not address the short term and long term effects that the project will have on the City's beaches and residents during both the construction and operational phases of the project; and

WHEREAS, the City's beach is an economic and recreational asset to the City and its erosion is of great concern; and

WHEREAS, staff and the City Commission have reviewed the information we have received to date on this proposed project and wish to state that it is strongly opposed to further review of this application for a Florida Bureau of Beaches & Coastal Systems permit;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That the City Commission of the City of Fort Lauderdale, Florida is hereby strongly opposed to the construction of the Port Everglades Entrance Sand Bypass Project.

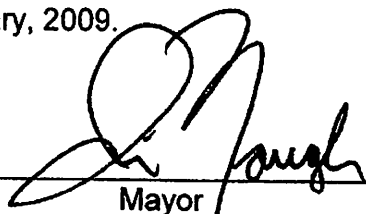
SECTION 2. That the City strongly requests that the construction of the Segment II beach renourishment project, which includes the City of Fort Lauderdale beaches, be completed prior to any permit being issued for the construction of the Port Everglades Entrance Sand Bypass Project.

SECTION 3. That the City strongly requests that the Florida Bureau of Beaches & Coastal Systems deny the application for the reasons stated herein.

SECTION 4. That a copy of this resolution shall be sent to Broward County & the Florida Bureau of Beaches & Coastal Systems in Tallahassee, Florida.

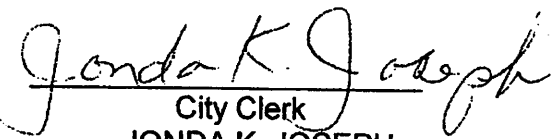
SECTION 5. That the office of the City Attorney shall review and approve as to form all documents prior to their execution by City officials.

ADOPTED this the 6th day of January, 2009.



Mayor
JIM NAUGLE

ATTEST:



City Clerk
JONDA K. JOSEPH

ATTACHMENT 5



Environmental Protection and Growth Management Department
ENVIRONMENTAL PLANNING AND COMMUNITY RESILIENCE DIVISION

115 S. Andrews Avenue, Room 329H • Fort Lauderdale, Florida 33301 • 954-519-1270 • FAX 954-519-1496

April 20, 2015

RECEIVED

Jim Koeth, Principal Planner
Fort Lauderdale Public Works Sustainability Division
101 NE 3rd Avenue, Suite 1400
Fort Lauderdale, FL 33301

APR 21 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Proposed Broward County Land Use Plan Text Amendment PCT 15-3 and Natural Resource Map Series Amendment PCNRM 15-2

Dear Mr. Koeth,

This correspondence is provided in response to comments received from the City of Fort Lauderdale dated April 8, 2015 pertaining to the above referenced Broward County Land Use Plan Text and Map Amendments.

County staff appreciates the City's overall support for the designation of Adaptation Action Areas and collaborations to date with the City of Fort Lauderdale to develop guidance for local jurisdictions in employing this important policy and planning tool to support climate resilience and adaptation initiatives.

As you know, Broward County has placed great emphasis on working regionally to advance climate resiliency and adaptation planning at both the local and regional scales. Since adoption of authoring language as part of the State's Growth Management Act, the County has amended its comprehensive plan to include reference to the designation of Adaptation Action Areas in the Broward County Land Use Plan, as well as the Climate and Coastal Management Elements, and specifically referenced the importance of working with municipalities in this effort.

As a regional government, the County is also cognizant of its specific responsibilities in advancing and protecting projects of regional consequence, capital infrastructure and services for which the County bears a significant social and financial responsibility, and the County's own responsibilities for regional land use planning. Concerning the city's request that the County add language that would require a resolution of municipal support in order for the County to designate Adaption Action Areas of regional significance, it is felt that such a requirement would be inconsistent with the County's duties to appropriately address land use issues of regional significance, including situations involving multiple jurisdictions. It is noted that the County will still be required to adhere to the same process as all local

jurisdictions in requesting the designation of Adaptation Action Areas. It will also be incumbent upon the County, as with any applicant, to demonstrate that the designation is one that is in the interest of the broader community with the purpose of improving climate resilience.

Regarding the proposed Text and Map Amendments relating to the specific designation of the Sand Bypass Project Area as an Adaptation Action Area of regional significance, this project is recognized by the County to be of critical importance in improving shoreline protection for the communities of Dania Beach, Hollywood and Hallandale Beach, without impacting shoreline protection for the City of Fort Lauderdale, while also providing diverse natural systems benefits. Planning for this project has spanned decades and Broward County staff has worked closely with all affected municipalities and local communities to refine the project design in a manner that was sensitive and responsive to community interests. The County recognizes the City's opposition to the Sand Bypass Project as expressed via resolution in 2011. However, please note the above described collaborative approach has produced a final project design that has been formally supported by key stakeholders in the City of Fort Lauderdale (see attached letter dated May 2014).

We hope that these responses serve to address the City's concerns with respect to the process and proposal for Adaptation Action Area designations and that City staff may also reconsider its position, and report such to the City Commission, with respect to the Sand Bypass Project given the resilience benefits to be achieved and the potential for additional federal support and resources with its designation as an Adaptation Action Area.

We thank the City staff for its comments and look forward to further coordination in our collective efforts to plan for community climate resilience.

Sincerely,



Jennifer L. Jurado, Ph.D.

Director, Environmental Planning and Community Resilience



Henry Snizek, Deputy Director, Environmental Protection and Growth Management Department

Cc: Lee Feldman, City Manager, City of Fort Lauderdale
Susanne Torriente, Assistant City Manager, City of Fort Lauderdale
Cynthia Chambers, Director, Environmental Protection and Growth Management Department
Barbara Blake Boy, Executive Director, Broward Planning Council



Point of Americas Condominium Apartments, Inc.

**Board of Governors
2100 -2200 S. Ocean Lane
Fort Lauderdale, FL 33316-3826**

May 19, 2014

Hon. John Seiler, Mayor of Fort Lauderdale, Florida

**City Hall
100 N. Andrews Avenue
Fort Lauderdale, FL 33301**

Dear Mayor Seiler:

RECEIVED

APR 21 2015

**BROWARD COUNTY
PLANNING COUNCIL**

Since the mid 1990's, Broward County has been proposing plans to capture large quantities of sand from north of the Port Everglades Inlet, periodically harvest that sand, and deliver it to sand deprived and eroding beaches south of the Inlet. Until two (2) years ago, Point of Americas Condominium Apartments, Inc. (POA) together with adjacent homeowners and civic organizations vigorously opposed the County's plan. This was primarily because the plan envisioned use of blasting to break up hard rock formation at depths between forty (40) to fifty (50) feet below sea level in order to create a sand trap. POA's concern centered on the effect the blasting would have on our building's structure and underground foundations, including the integrity of our wells and piping systems. We were extremely grateful that the City Council recognized our concerns and added its opposition to the proposed project.

POA engaged its own coastal engineering consultant organization and held several meetings with the County in 2012. The objective was to see if there might be a way to achieve the County's objective while simultaneously alleviating POA's concerns. A new concept was introduced. The County would abandon the use of blasting and instead would achieve its goal using conventional dredging techniques. The original sand trap area would be expanded and enlarged. It would swing more to the north and would be off shore from the POA beachfront. The depth of the trap would be reduced to between twenty-nine (29) and forty-two (42) feet. So, both sides agreed to recognize the needs of the other. There would be no blasting, but the trap would be located seaward of the POA beachfront. The County agreed to study this alternative. The study resulted in a revised plan.

On March 24, 2014, representatives of the County met with representatives of POA and our neighbor, Everglades House, and presented a new plan. A copy of that plan is attached. At the meeting, the County confirmed that the project would not result in blasting. A large cutter-suction dredge would be employed. If hard rock was encountered, the dredge would either be able to handle it, or would leave the rock in place while working around it. POA was assured that all work in constructing the sand trap would be accomplished using water based equipment and personnel, with land based functions limited to possibly some surveying. The County's expectation is that the revised plan would still capture approximately 60,000 cubic yards (cy) of sand per year, that harvesting of a 200,000 cy sand yield from the trap would take place once

every 3 or 4 years and would be completed in a 30 day time frame. The harvested sand would be loaded onto barges for transport to our neighbors in the south...all within the 30 day window.

If permitted soon, the expectation is that the excavation work will take place in 2016 or 2017 and it will last for four to six months. Unfortunately, because of regard for sea animals, the work must be accomplished during the winter months.

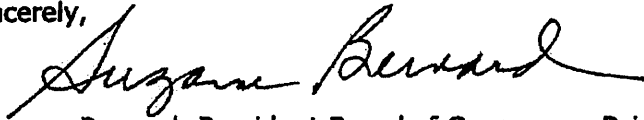
The County assured POA that:

- A. Even if the revised plan does not obtain the desired depth levels for the sand trap, it will not resort to blasting, but will accept the sand yields produced by the use of the conventional rock and sand removal methods.
- B. The existing rock jetty on the north side of the harbor inlet will be reconfigured so that the jetty more effectively captures the migrating sand flow from the north. This will be accomplished by a redesign of the jetty itself and by making the rock formation of the jetty more compact.
- C. The reconfiguration of the rock jetty will not only secure the existing beach dimensions north of the inlet, but the beaches may actually gain width by new sand accretion.
- D. The existing rock shoal debris in the ocean waters near POA's beach front will be cleaned up and/or removed at the County's expense. This also includes such debris or dirt that affects the beaches or oceanfront caused by the County's proposed operations.
- E. The County is also to build a barrier wall further out in the ocean, east of the proposed sand trap. This submerged wall will serve to not only block incoming coral debris, but is intended to serve as a place where rock debris caused by the sand trap operations will be dumped and held from coming ashore.
- F. We have been assured that noise levels from the County's operations will be no greater than the engine noises that currently emanate from ship traffic entering or leaving Port Everglades harbor.
- G. POA and other affected home-owners and residents will be kept informed and will be consulted as the revised Plan moves forward in the permitting process.
- H. The County plans to cooperate with POA and other affected parties in resolving potential impacts to resident use and enjoyment of their property and beaches, including vibrational impacts from dredging equipment, noise levels, debris, dirt and discoloration of the beaches and bathing waters.

Given the above considerations, POA is pleased that the County has addressed our concerns in a thorough and comprehensive manner. Our Board believes that the County has proposed a reasonable Plan which addresses our major concerns. While we are still concerned about the effect these operations will have on our resident's use and enjoyment of their property, the Board believes that the County will work with us to alleviate and/or mitigate issues that may arise.

Accordingly, POA wishes to advise you and the City Council that given the County's assurances as stated above, POA will support the proposed Sand Bypass and Redesigned Sand Trap Project as described in Consultant's Memorandum dated March 10, 2014 and other documents.

Sincerely,



Suzanne Bernard, President Board of Governors Point of Americas Condominium Apartments,
Inc.

Cc: All Commissioners – City of Fort Lauderdale

Mr. Eric Myers, Natural Resource Administrator, Broward County

Mr. Christopher Creed, PE Olsen Associates, Inc. ✓

Mr. Michael Jenkins, PE Applied Technology and Management

Mr. Steven Weber, Everglades House

Encl: Memorandum – Olsen Associates, Inc. to Eric Myers dated March 10, 2014

ATTACHMENT 6



Environmental Protection and Growth Management Department
Environmental Planning and Community Resilience Division
115 S. Andrews Avenue, Room 329H • Fort Lauderdale, Florida 33301 • 954-519-1270 • FAX 954-519-1496

MEMO

RECEIVED

SEP 28 2015

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Henry Sniezek, Deputy Director
Environmental Protection and Growth Management

Dr. Jennifer Jurado, Director
Environmental Planning and Community Resilience Division

SUBJECT: Revisions to the Adaptation Action Area Policies and Priority Planning Areas for Sea Level Rise Map, and the Designation of Port Everglades Sand Bypass Project Area as an Adaptation Area—Post State Transmittal Proposed Changes.

DATE: September 25, 2015

BROWARD COUNTY
PLANNING COUNCIL

On June 23, 2015, the Broward County Board of County Commissioners voted to transmit to State and Regional agencies the proposed text amendments to the Adaptation Action Area policies within the County's Comprehensive Plan. In addition to the changes reviewed by the Planning and Redevelopment Division Local Planning Agency, the Commission also recommended and approved a supplementary change to Objective 14.2 of the Capital Improvements Element at the public hearing that was also transmitted to the State and Regional agencies. The proposed change reads as follows (added text is underlined):

"Objective 14.2. The County shall limit public expenditures within coastal high hazard areas to new infrastructure adaptation projects, after a cost-benefit analysis has been conducted, and to the maintenance of existing infrastructure."

As part of the transmittal review, the County received no comments related to the State agencies' authorized scope of review. The Florida Department of Transportation (FDOT) District 4 and the Department of Economic Opportunity (FDEO) provided technical comments for consideration. The FDOT recommended that Objective 14.2 as proposed be reworded "to limit the cost benefit analysis requirement to the County [...] and ensure it does not bar transportation projects within coastal high hazard areas planned for and programmed by other agencies." The FDEO had a similar comment. In response, County staff is proposing to add one word to the proposed text amendment to clarify and address agency comments. The additional text appears double underlined and reads as follows:

"Objective 14.2. The County shall limit its public expenditures within coastal high hazard

areas to new infrastructure adaptation projects, after a cost-benefit analysis has been conducted, and to the maintenance of existing infrastructure."

Additionally, on September 1, 2015, Broward County Environmental Planning and Community Resilience Division staff presented information to the City of Fort Lauderdale City Commission regarding the status of the Port Everglades Sand Bypass project and the proposed BCLUP AAA designation. County staff's presentation included a request that the City Commission reconsider its 2009 Resolution opposing the sand bypass project, based on updated information in response to the City's reasons for opposing the project as per the 2009 Resolution. After discussion, the City Commission did not appear to indicate or provide direction to City staff to revise the City's 2009 position.

At this time, in preparation for the Planning Council's anticipated second public hearing on October 22, 2015, it is requested that the Council staff contact the City and provide the City the opportunity to submit additional or updated comments consistent with the Planning Council's deadlines for receipt of agenda materials.

On a related issue, County staff is also proposing to address a matter brought up by the Planning Council during its 1st hearing. Below is a proposed draft revision to the BCLUP text amendment PCT 15-3 concerning the AAA designation process. The revision is intended to address comments made at the 1st Planning Council meeting where it was requested that the AAA designation process be better defined to make sure municipal concerns and comments were included in considering AAA's. The proposed revised language would memorialize a requirement for staff to be proactive in reaching out to municipalities early in the process in a timely fashion so as to ensure full notice and consideration of a municipality's questions, comments and position.

PROPOSED REVISION TO BCLUP TEXT AMENDMENT PCT 15-3

CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. *If the Broward County Commission or the Broward County Planning Council will be the applicant for an Adaptation Action Area (AAA) designation, the County or Planning Council staff, as applicable, shall notify, in writing, any municipality in which the proposed AAA is located. Such written notification shall be sent at least 35 days before the first County Commission or Planning Council meeting to consider the AAA designation, and will solicit comment from the municipality. Municipal comments received will be included as part of the AAA report reviewed by the County Commission and Planning Council.* Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic or social considerations which support de-designation.

Thank you for your consideration. Please feel free to contact us at your convenience.

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCNRM 15-2

**(NATURAL RESOURCE MAP SERIES -
PRIORITY PLANNING AREAS FOR SEA LEVEL RISE MAP)**

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

May 19, 2015

It is recommended that the proposed amendment to the Broward County Natural Resource Map Series – Priority Planning Areas for Sea Level Rise Map be approved.

II. Planning Council Land Use/Trafficways Committee Recommendation

May 28, 2015

Approval per Planning Council staff transmittal recommendation.

III. Planning Council Transmittal Recommendation

May 28, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 16-0; Blattner, Castillo, de Jesus, DiGiorgio, Friedel, Gomez, Graham, Grosso, Kiar, Long, Mack, McColgan, Parness, Ryan, Stermer and Castro)

Further, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas (see PCT 15-3, Attachment 1); and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 5).

IV. County Commission Transmittal Recommendation

June 23, 2015

Approval per Planning Council transmittal recommendation.

V. Summary of State of Florida Review Agency Comments

July 29, 2015

The State of Florida Review Agencies issued no comments or objections regarding the proposed amendment.

RECOMMENDATIONS/ACTIONS (continued)

DATE

VI. Planning Council Staff Final Recommendation October 13, 2015

It is recommended that the proposed amendment to the Broward County Natural Resource Map Series – Priority Planning Areas for Sea Level Rise Map be approved.

VII. Planning Council Land Use/Trafficways Committee Recommendation October 22, 2015

Approval per Planning Council staff final recommendation.

VIII. Planning Council Final Recommendation October 22, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

IX. County Commission Final Action December 8, 2015

Approved per Planning Council final recommendation.

SECTION II
AMENDMENT REPORT
PROPOSED AMENDMENT PCNRM 15-2

BACKGROUND

On February 12, 2013, the Broward County Board of County Commissioners adopted the “Priority Planning Areas for Sea Level Rise” map. **See Attachment 1.** This map has been utilized to implement several policies in the Broward County Land Use Plan (BCLUP) related to climate change, including the review of proposed land use plan amendments per Policy A.03.05, which states in part that “Broward County shall evaluate plan amendments within Priority Planning Areas for Sea Level Rise and strongly discourage those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise.”

In addition, Policy A.03.06 currently states that “Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise map as a basis for identifying areas especially vulnerable to sea level rise, in order to enhance the funding potential of infrastructure adaptation projects and develop policies for adaptation.”

In this regard, on October 28, 2014, the Broward County Board of County Commissioners directed the Broward County Environmental Planning and Community Resilience Division to initiate an amendment to the “Priority Planning Areas for Sea Level Rise” map to designate the Port Everglades Sand Bypass project area as an Adaptation Action Area (AAA) of regional significance. **See Attachments 2 and 3.**

The **Port Everglades Sand Bypass** project area is the first AAA being proposed by Broward County for such designation. Designation as an AAA will elevate the importance of this project as a critical shoreline resilience strategy, which is reflective of Broward County’s commitment to shoreline protection and beach preservation along its extensive coastline. The project is of critical importance as the Port Everglades navigational inlet interrupts the natural southern migration of sand thereby resulting in chronic sand starvation along the shoreline south of the inlet. The Sand Bypass project will mitigate the adverse effects of the inlet and serve to reduce storm surge, protect infrastructure, preserve habitat and nesting areas for threatened and endangered species, and increase the potential for federal permitting and funding support.

Per the Broward County Commission’s October 28, 2014, action, the BCLUP text is also being amended to create a process and implementation criteria for designating AAA’s of regional significance, as well as providing a method for de-designation of areas that have successfully mitigated the effects of sea level rise based on adaptation strategies, or changes in land use, community priorities, or other such considerations have occurred (see corresponding text amendment **PCT 15-3**).

BACKGROUND (continued)

In addition, the current “Priority Planning Areas for Sea Level Rise” map includes the “more likely” inundation layer, which provides a certainty level of between 75% and 100% that the depicted areas would be at risk of inundation under a two (2) foot sea level rise scenario, based on the compact vulnerability analysis, as soon as 2060. **See Attachment 1.** The “Priority Planning Areas for Sea Level Rise” map is proposed to add the “possible” inundation layer to the map, which would also depict those areas within the county with a less likely certainty level of between 25% and 74.9%. Therefore, the map as proposed would include both the “more likely” and the “possible” inundation layers, which would depict those areas within the county with a certainty level of between 25% and 100%. **See Attachment 2.** Planning Council staff notes that the “possible” inundation layer was inadvertently excluded from the current “Priority Planning Areas for Sea Level Rise” map when it was adopted by the Broward County Board of County Commissioners in February of 2013. **See Attachment 3.**

PUBLIC OUTREACH

The Planning Council staff sent all municipal mayors, managers and planning directors written notification of the proposed map amendment and solicited comments. Comments have been received from the cities of Lauderdale Lakes and Fort Lauderdale:

- **Lauderdale Lakes** has no objection to the proposed amendment. **See Attachment 4.**
- **Fort Lauderdale** objects to the designation of the Port Everglades Sand Bypass project area as an Adaptation Action Area (AAA) of regional significance, as it does not address potential short- and long-term negative effects the project may have on the City’s beaches and residents during both the construction and operational phases of the project. **See Attachment 5.**

Update: October 13, 2015: At its first public hearing on May 28, 2015, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas; and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 5).

To address the issue raised by the Council and in consultation with the Broward County Environmental Planning and Growth Management Department, including the Environmental Planning and Community

PUBLIC OUTREACH (continued)

Resilience Division (EPCRD), Section IV.D.13 of the Plan Implementation Requirements section of the BCLUP has been revised to include additional language which states that for a proposed AAA designation in which Broward County is the applicant, Broward County shall provide written notification to any municipality in which the proposed AAA is located. Any comments received from the municipality shall become part of the public record. **(See Attachment 1, page 4 of corresponding text amendment PCT 15-3).**

In addition, the EPCRD staff presented information to the City of Fort Lauderdale Commission on September 1, 2015 regarding the proposed AAA project, including a request that the City reconsider its 2009 position. However, the City Commission did not revise its position. **See Attachment 7.** In addition, Planning Council staff contacted the City staff in writing for additional or updated comments, but has not received a response as of this writing.

SECTION III
AMENDMENT REPORT
PROPOSED AMENDMENT PCNRM 15-2

PLANNING ANALYSIS

The “Priority Planning Areas for Sea Level Rise” map is intended to begin to focus on areas that are potentially vulnerable to sea level rise, and outlines priority planning locations that may be directly impacted by sea level rise due to their location and tidal influence. Further, the map is utilized to implement several policies in the Broward County Land Use Plan (BCLUP), including the review of proposed BCLUP amendments per Policy A.03.05, to determine if areas proposed for development or redevelopment are at risk of flooding from sea level rise.

The purpose of this amendment is to:

- 1) designate the Port Everglades Sand Bypass project area as an Adaptation Action Area (AAA) of regional significance, in accordance with Policy A.03.06; and
- 2) include both the “possible” (25-74.9%) and “more likely” (75-100%) inundation layers, which will depict a total certainty level of between 25% and 100% that those areas of the county would be at risk of inundation under a two (2) foot sea level rise scenario, as soon as 2060.

For clarification, the matter of implementation of the map in the review of BCLUP goals, objectives and policies is for planning purposes only. Depiction of an area on this map does not preclude or prohibit development vulnerable to sea level rise, however, the County will consider potential mitigation and/or adaptation strategies within the affected area.

A digital version of the map is available and creates the ability for interested parties and municipalities to zoom in on particular areas.

In the future, the map may be updated and amended based on additional data and improved mapping and modeling information, for the designation of additional AAA’s, or for the de-designation of existing AAA’s that no longer meet the criteria for AAA status.

Planning Council staff recognizes the City of Fort Lauderdale’s objection to this amendment; however, staff finds that the proposal is consistent with the County’s role and responsibilities for countywide and regional land use planning issues and that the proposed amendment to the “Priority Planning Areas for Sea Level Rise” map specifically furthers BCLUP Policy A.03.06 regarding the utilization of Adaptation Action Areas as a critical shoreline resilience strategy to reduce storm surge, protect infrastructure, preserve habitat and nesting areas for threatened and endangered species, and increase the potential for additional federal support and resources. Therefore, Planning Council staff recommends approval of the proposed amendment.

SECTION IV
AMENDMENT REPORT
PROPOSED AMENDMENT PCNRM 15-2

ATTACHMENTS

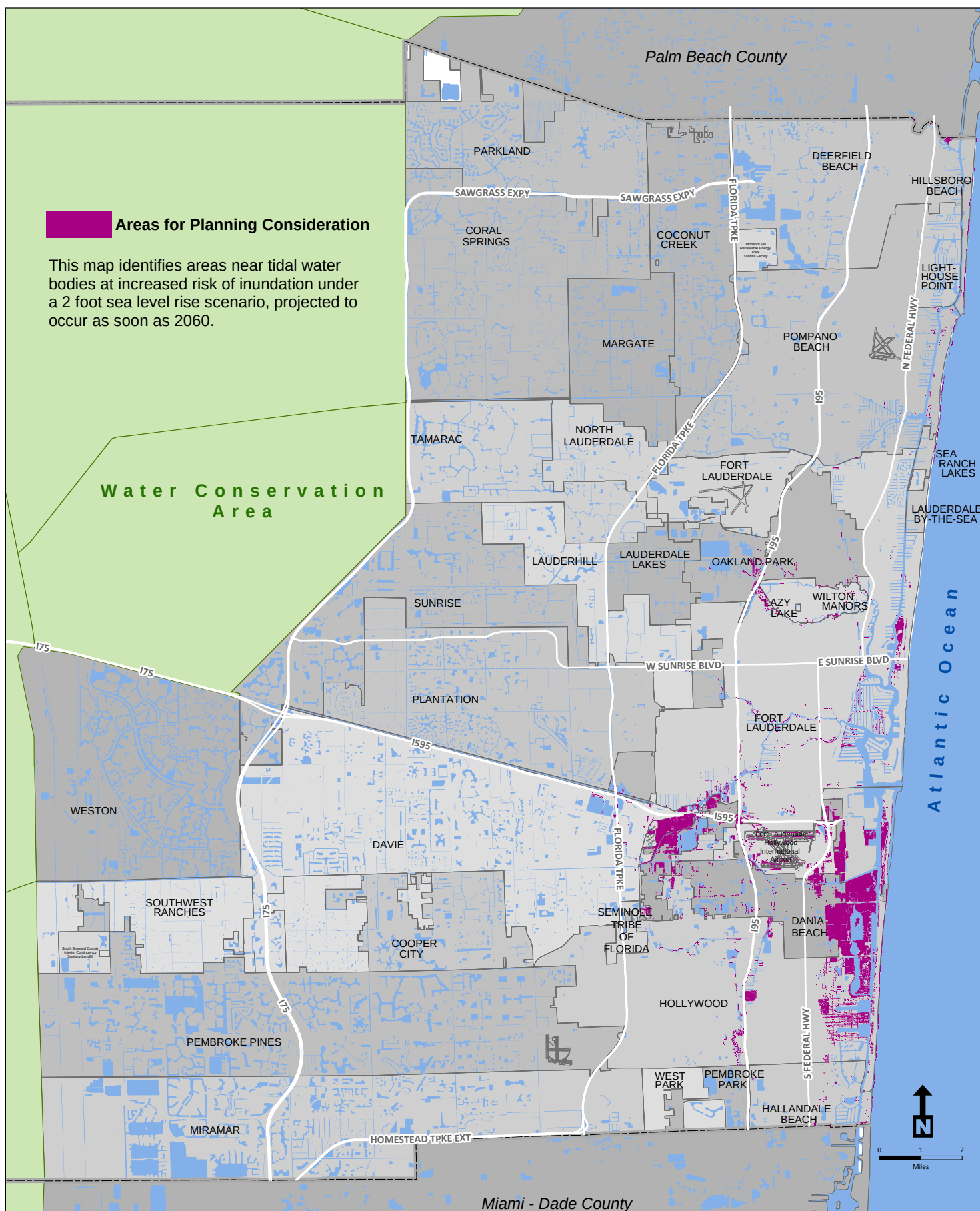
1. Current "Priority Planning Areas for Sea Level Rise" Map
2. Proposed "Priority Planning Areas for Sea Level Rise" Map
3. Correspondence from Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department and Dr. Jennifer Jurado, Director, Broward County Environmental Planning and Community Resilience, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated February 27, 2015
4. Email correspondence from Fernando Leiva, AICP, Development Services Manager and Principal Planner, City of Lauderdale Lakes, to Deanne Von Stetina, AICP, Director of Planning, Broward County Planning Council, dated March 31, 2015
5. Correspondence from Jim Koeth, LEED AP BD+C, Principal Planner, Public Works Sustainability Division, City of Fort Lauderdale, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated April 8, 2015
6. Correspondence from Jennifer L. Jurado, Ph.D., Director, Broward County Environmental Planning and Community Resilience, and Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department, to Jim Koeth, Principal Planner, Fort Lauderdale Public Works Sustainability Division, dated April 20, 2015

Update: October 13, 2015:

7. Correspondence from Henry Sniezek, Deputy Director, Broward County Environmental Protection and Growth Management Department and Dr. Jennifer Jurado, Director, Broward County Environmental Planning and Community Resilience Division, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated September 25, 2015

(The attached maps are for illustrative purposes and to conserve resources. Digital copies of the maps are available online as part of the agenda materials.)

PRIORITY PLANNING AREAS FOR SEA LEVEL RISE



Priority Planning Areas 2015 Proposed

Legend

-  Sand Bypass Adaptation Action Area
-  Priority Planning Areas

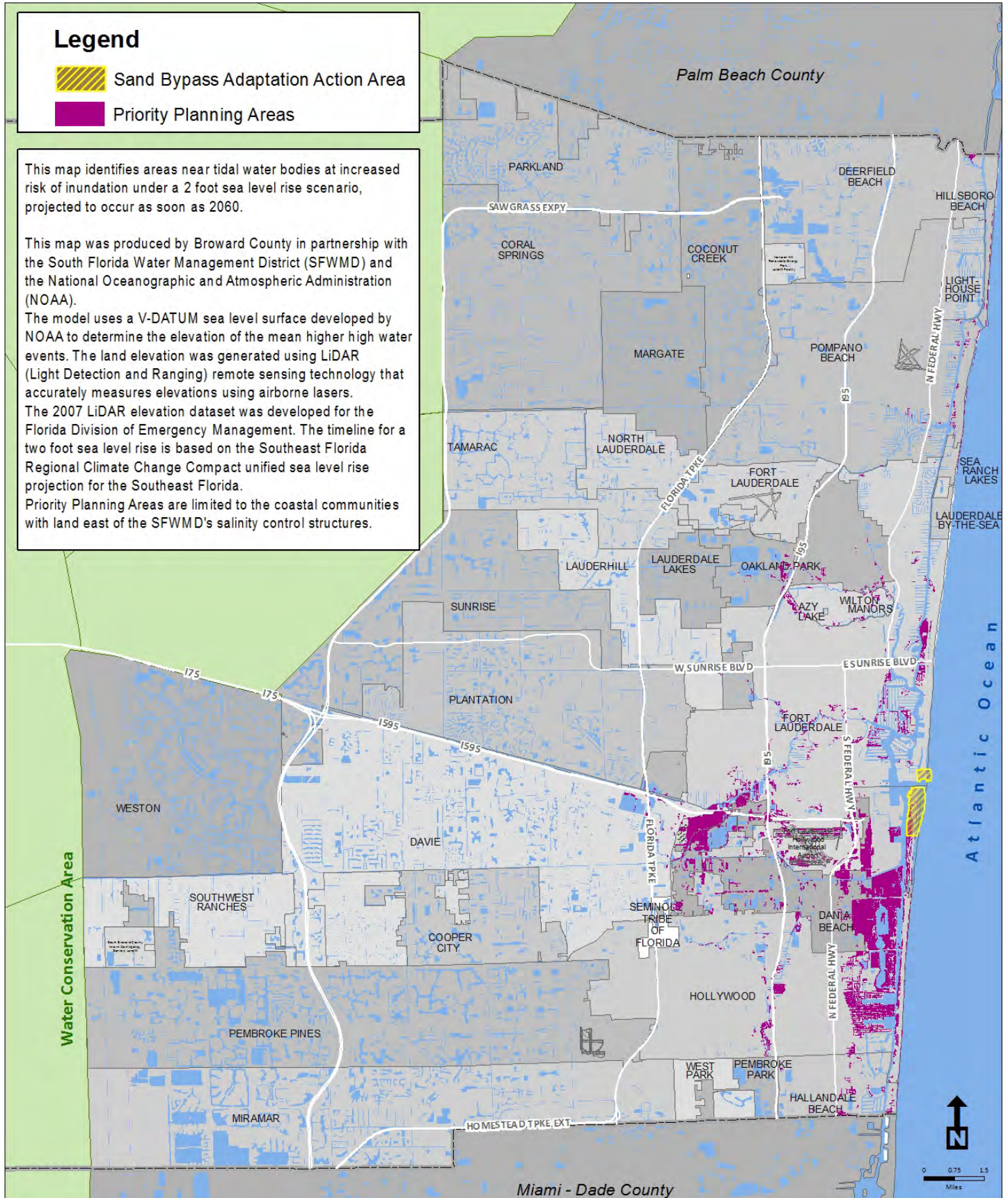
This map identifies areas near tidal water bodies at increased risk of inundation under a 2 foot sea level rise scenario, projected to occur as soon as 2060.

This map was produced by Broward County in partnership with the South Florida Water Management District (SFWMD) and the National Oceanographic and Atmospheric Administration (NOAA).

The model uses a V-DATUM sea level surface developed by NOAA to determine the elevation of the mean higher high water events. The land elevation was generated using LiDAR (Light Detection and Ranging) remote sensing technology that accurately measures elevations using airborne lasers.

The 2007 LiDAR elevation dataset was developed for the Florida Division of Emergency Management. The timeline for a two foot sea level rise is based on the Southeast Florida Regional Climate Change Compact unified sea level rise projection for the Southeast Florida.

Priority Planning Areas are limited to the coastal communities with land east of the SFWMD's salinity control structures.





ATTACHMENT 3

ENVIRONMENTAL PROTECTION and GROWTH MANAGEMENT DEPARTMENT
Environmental Planning and Community Resilience Division
Mailing Address: 115 S. Andrews Avenue, Room 329H, Fort Lauderdale, FL 33301
954-519-1270 • FAX 954-519-1496

RECEIVED

FEB 27 2015

MEMO

**BROWARD COUNTY
PLANNING COUNCIL**

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Henry Snizek, Deputy Director
Environmental Protection and Growth Management Department

Dr. Jennifer Jurado, Director
Environmental Planning and Community Resilience Division

SUBJECT: Revisions to the Adaptation Action Area Policies and Priority Planning for Sea Level Rise Map, and Designation of the Port Everglades Sand Bypass Project Area as an Adaptation Action Area.

DATE: February 27, 2015

The Environmental Planning and Community Resilience Division, per the October 28, 2014 direction from the Broward County Board of County Commissioners, submit for your consideration and advancement the following policy and map amendments to the Broward County Land Use Plan. It is noted that companion amendments to the Broward County Comprehensive Plan are being process separately by County staff, but are attached for your information.

Broward County was the first local government to include Adaptation Action Area (AAA) language in a Comprehensive Plan following enactment of AAAs in Florida Statutes in 2011. We now seek to refine the original policy language and make a first AAA designation. The proposed updates to the County's Comprehensive Plan and Land Use Plan regarding Adaptation Action Areas aim to accomplish three goals:

- Create a process and criteria for the County to designate Adaptation Action Areas of Regional Significance
- Designate the Port Everglades Sand Bypass Project Area
- Update the Priority Planning Area for Sea Level Rise Map

The County is in the unique position to facilitate the coordination AAA designations by local governments to ensure that adaptation strategies and infrastructure investments utilized will create benefits that can be realized throughout the County. The County can provide recognition to a local government AAA designation, by including the AAA on the Priority Planning Area for Sea Level Rise Map as an Adaptation Action Areas of Regional Significance. To achieve this recognition by the County and Planning Council, the applicant will be asked to describe the area's vulnerabilities and how they will be exacerbated by climate change or sea level rise within a 50-year planning horizon, document all secondary criteria met, and describe how the proposed strategies, policy and/or infrastructure improvements will reduce risk and increase the region's resilience to

climate impacts.

Broward County proposes designation of the Port Everglades Entrance Sand Bypass Project area footprint as an Adaptation Action Area (AAA), to elevate the importance of, and federal support for, this project as a critical shoreline resilience strategy for Broward County. Shoreline protection and beach preservation are identified among the most pressing climate resiliency strategies for Broward County as reflected in Board-adopted policies, the Broward County Climate Change Action Plan, the Southeast Florida Regional Climate Action Plan, and Broward County's comprehensive plan. This prominent County Commission priority is reflective of the County's extensive coastline and the recognized importance of beaches to reducing storm surge, protecting infrastructure, and as critical habitat for threatened and endangered species.

Also, it is requested that the Priority Planning Area for Sea Level Rise Map in the Broward County Land Use Plan be updated to include the "Possible" inundation layer from the compact vulnerability analysis (25-74.9% certainty). The current PPA map only includes the "More Likely" inundation 2 foot layer of 75-100% certainty. Both were intended to be included in 2013 LUP map, combined and shown in one color (purple). We are still restricting the projection to the tidally influenced (eastern) portions.

Attached please find:

- Adaptation Action Areas, 2015 Comprehensive Plan and Land Use Plan Policy Updates
- Revised Priority Planning Area for Sea Level Rise Map*
- Sand Bypass and Coastal Resilience, Proposed Adaptation Action Area Designation Briefing Document

* The revised Priority Planning Area for Sea Level Rise Map (attached) also includes the proposed Port Everglades Sand Bypass Project Area AAA designation.

Adaptation Action Area – 2015
Comprehensive Plan and Land Use Plan update

Broward County Land Use Plan

POLICY A.03.06

~~Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to enhance the funding potential of infrastructure adaptation projects and develop policies for adaptation.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAAs), per Florida State Law, in order to:

- a. Identify areas of regional significance that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience; and,
- c. Enhance the funding potential of infrastructure adaptation projects.

POLICY A. 03.07

Broward County shall update climate related policies and maps, including the Priority Planning Areas for Sea Level Rise Map, in the Land Use Plan with best available data, every 5 years or as available, including findings of the Broward County and USGS joint Climate Change Inundation Modeling effort, which seeks to achieve a better understanding of the impacts of climate change and rising sea level on the County's water supplies, drainage and flood control systems.

IMPLEMENTATION REGULATIONS AND PROCEDURES (section 4, part D)

13. CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

As consistent with POLICY A.03.06 of the Broward County Land Use Plan, Adaptation Action Areas may be designated by a local government in order to identify areas vulnerable to sea level rise, enhance the funding potential of infrastructure adaptation projects and implement policies for adaptation.

To be eligible for Adaptation Action Area of Regional Significance designation the applicant must clearly detail how vulnerabilities identified in the proposed Adaptation Action Area will be exacerbated by climate change or sea level rise within a 50-year planning horizon. Additionally, the proposed Adaptation Action Area must meet at least one of the following criteria:

- a. Areas which experience tidal or coastal flooding;
- b. Areas which have a hydrologic connection to coastal waters;

- c. Locations which are within areas designated as evacuation zones for storm surge;
- d. Areas vulnerable to flash floods and severe storm water runoff or coastal erosion; or
- e. Areas vulnerable to other predicted impacts of climate change and sea level rise where management strategies, infrastructure investments, and planning decisions can help to mitigate the magnitude or severity of future climate impacts.

Local governments may apply for county designation of an Adaptation Action Area of Regional Significance within the Broward County Land Use Plan if the identified problem(s) conform(s) with one or more of the criteria identified above, or additional demonstration of climate vulnerability is provided. In addition, proposed adaptation strategies for the designated area should demonstrate investments and benefits of regional significance. The Unified Sea Level Rise Projection for Southeast Florida and the Broward County Priority Planning Area Map may serve as reference materials in review of the request. Notice submitted to the Planning Council should include:

- a. The geographical area under consideration;
- b. Documentation of the issue(s) or vulnerability of the area;
- c. A description of strategies, policy and/or infrastructure improvements proposed;
- d. Explanation of how these solutions will reduce risk and increase the area's resilience to climate impacts.

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council, or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic, or social considerations which support de-designation.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Broward County Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Ref No on SLR Map	AAA Name	Applicant	Qualifying Criteria Met	Strategies Proposed	Expected Benefits
1	Port Everglades Sand Bypass Project Area	Broward County	- Sea Level Rise - Storm Surge - Coastal Erosion	- Sand bypass at Port Everglades - Beach renourishment - Shoreline management	- Protection of critical infrastructure - Protection of public and private property - Preservation of habitat for

					threatened and endangered species - Reduced shoaling in the navigation channel - Maintenance of recreational opportunities at John U. Lloyd Beach State Park - Increased potential of federal permitting and funding support
--	--	--	--	--	---

Broward County Comprehensive Plan

CLIMATE CHANGE ELEMENT

Policy 19.3.13.

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Policy 19.3.7.

Broward County shall continue to improve analysis and mapping capabilities for identifying areas of the County vulnerable to sea level rise, tidal flooding, and other impacts of climate change. Activities shall include acquisition of ~~Acquire~~ increasingly accurate Light Detection And Ranging (LiDAR) data, or other state-of-the-art elevation data, and other necessary modeling data and programs every 5 years to update the Priority Planning Area for Sea Level Rise Map in the County's Land Use Plan and improve available information needed to make informed decisions regarding adapting to the impacts of climate change.

Policy 19.3.11.

Broward County shall evaluate opportunities to protect coastal investments and infrastructure, as necessary and feasible, from the impacts of climate change. Specifically, the County will maintain shoreline protection and erosion control by:

- a) Continuing the appropriate use of beach nourishment and pursuit of sand bypassing;
- b) Facilitating the installation and maintenance of native beach dune vegetation along appropriate areas of beach;
- c) Revisiting redevelopment policies with the objective of providing additional coastal buffer area between developed areas and the shoreline; and
- d) Considering hard structures, such as seawalls, only when alternative options are unavailable.

COASTAL MANAGEMENT ELEMENT

Policy 10.2.6

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Section 163.3164 F.S. using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Policy 10.4.3.

Broward County shall actively pursue sand bypass at the Port Everglades Navigational Inlet as a preferred beach management strategy and a priority community climate resiliency initiative.

CAPITAL IMPROVEMENTS ELEMENT

Policy 14.2.3.

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

CONSERVATION ELEMENT

Policy 13.8.23.

~~Broward County shall by 2017, work with its local municipalities to designate Adaptation Action Areas, per Section 163.3164(1) F.S., using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to develop policies for adaptation and enhance the funding potential of infrastructure adaptation projects.~~

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

INTERGOVERNMENTAL COORDINATION ELEMENT

Policy 15.3.2a.

Broward County shall ~~work with its local municipalities to designate Adaptation Action Areas, per Florida State Law, using the Priority Planning Areas for Sea Level Rise Map of 9 to 24 inches from 2010 to 2060~~ and encourage local municipalities to develop policies to improve resilience to coastal and inland flooding, salt water intrusion, and other related impacts of climate change and sea level rise in their Comprehensive Plans, Sustainability Action Plans, Vision Plans, Stormwater Master Plans, Adaptation Action Areas Plans, Climate Change Plans and other city-wide plans.

Policy 15.3.2b.

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), per Florida State Law, in order to:

- a. Identify areas that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience;
- c. Enhance the funding potential of infrastructure adaptation projects.

The Broward County Commission, the Broward County Planning Council or a municipality may apply for Adaptation Action Area of Regional Significance designation, if the problem(s) and proposed solution(s) of the proposed area demonstrate regional significance, and conform with one or more of the criteria listed in Section 4.D.13. of the Broward County Land Use Plan.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Legend

-  Sand Bypass Adaptation Action Area
-  Priority Planning Areas

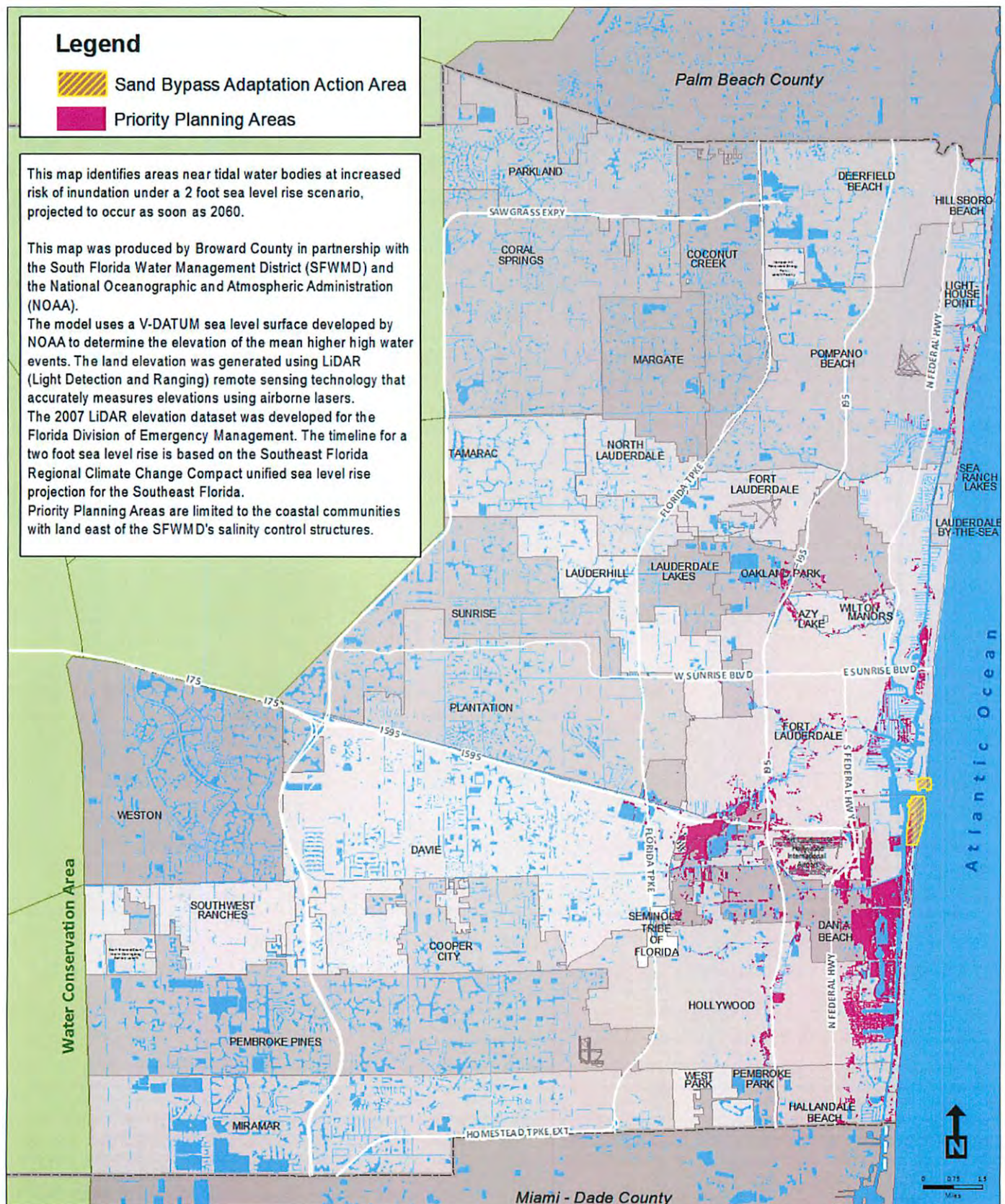
This map identifies areas near tidal water bodies at increased risk of inundation under a 2 foot sea level rise scenario, projected to occur as soon as 2060.

This map was produced by Broward County in partnership with the South Florida Water Management District (SFWMD) and the National Oceanographic and Atmospheric Administration (NOAA).

The model uses a V-DATUM sea level surface developed by NOAA to determine the elevation of the mean higher high water events. The land elevation was generated using LiDAR (Light Detection and Ranging) remote sensing technology that accurately measures elevations using airborne lasers.

The 2007 LiDAR elevation dataset was developed for the Florida Division of Emergency Management. The timeline for a two foot sea level rise is based on the Southeast Florida Regional Climate Change Compact unified sea level rise projection for the Southeast Florida.

Priority Planning Areas are limited to the coastal communities with land east of the SFWMD's salinity control structures.



Sand Bypass and Coastal Resilience Proposed Adaptation Action Area Designation Briefing Document

Prepared by the Environmental Planning and Community Resilience Division
October 14, 2014

Implementation of Sand Bypass Project as Adaptation Action Area

In 2011, the Florida Legislature passed the Community Planning Act (CPA 2011) providing for the definition and optional designation of Adaptation Action Areas within a Coastal Management Element of a local government comprehensive plan. The intent of such a designation would be to address coastal hazards and potential impacts to sea level rise in a specific location by pursuing adaptation planning within the designated area and prioritizing funding for infrastructure improvements. To elevate the importance of, and federal support for, the Port Everglades Sand Bypass Project as a critical shoreline resilience strategy for Broward County, staff proposes the designation of the Sand Bypass project area as an Adaptation Action Area.

Summary of Objectives

This memorandum recommends the designation of the Port Everglades Entrance Sand Bypass Project area as an Adaptation Action Area (AAA) to achieve the following objectives:

- Increase the resilience of critical natural resources and infrastructure
- Address an erosional hotspot area along the shoreline
- Fortify storm protection for critical infrastructure and valuable property including the US Coast Guard Station, port facilities and over \$345 million in property (within the AAA)
- Reduce shoaling in the navigation channel
- Preserve habitat and nesting areas for three endangered and four threatened species in one of the most highly developed urban areas in the state
- Maintain opportunity for public outdoor recreation at John U. Lloyd Beach State Park, serving over half a million residents and visitors annually
- Advance towards achieving the priority goals set in Broward County's Climate Change Action Plan
- Increase potential federal permitting and funding support based on the federal administration's resiliency objectives.

Critical Importance of Port Everglades Entrance Sand Bypass Project for Community Resilience

The navigational inlet at Port Everglades is documented to interrupt the natural alongshoremigration of sand from the north side of the inlet (Segment II) to the south side (Segment III). Sand that would generally be transported south alongshore instead accumulates

within the channel itself and a rubble shoal north of the channel, or is transported offshore. The lack of sand supply to the south side has resulted in significant chronic sand starvation along the length of the segment III beach, thus reducing its storm protection capacity and resilience to surge and wave action. Additionally, shoaling within the Federal navigation channel (buildup of sand on the channel bottom) is approaching problematic levels compared to historical rates of accumulation, thereby increasing maintenance costs to avoid navigation hazards. As a remedy and long-term shoreline resilience strategy, the Port Everglades Sand Bypass Project is proposed as a means for mitigating for the effects of the Channel Inlet on the downstream shoreline. The project is proposed to include a sand trap on the north side where sand will naturally collect and then be excavated every two-to-three years for the purpose of renourishing the beach along the south side of the inlet (Figure 1). This process is known as artificial sand bypassing.

Sand bypassing at Port Everglades Inlet will have both physical and economic benefits to sand management at the inlet. The primary benefit of the project is the reestablishment of north to south sediment transport across the inlet. The project is expected to provide a volume of sand, on average, that is essentially equivalent to the average demand south of the inlet within the area of inlet influence. Bypassing would reduce the need to import sand from remote sand sources for future renourishment of Segment III and reduce and/or eliminate sand shoaling within the Port Everglades Federal navigation channel. Recent studies have demonstrated sand bypassing to be economically feasible compared to importing other sources of beach compatible sediments. It is well documented that offshore sediment sources suitable for beach restoration in Broward County are almost depleted, and the location and economics of alternate sources for future beach project requirements are uncertain. Therefore, sand bypassing at Port Everglades is needed to address the adverse effects of the inlet upon the Segment III shoreline and as a regional sediment management system.

The proposed project and designation are consistent with the regional resilience strategy for Southeast Florida. The proposed project serves to strengthen regional resilience through 1) a reduction in financial and physical losses (Regional Climate Action Plan (RCAP) Goal: Sustainable Communities) through storm protection provided by a regularly nourished beach, 2) implementation of management programs designed to protect natural systems and improve their capacity for climate adaptation (RCAP Goal: Natural Systems) through habitat restoration and preservation 3) a reduction in fuel consumption (RCAP Goal: Energy and Fuel) by nourishing with local bypassed sand rather than truck-hauling or dredging sand from far distance sources 4) providing a more resilient natural and built physical environment in light of climate change (RCAP Goal: Risk and Emergency Management) by mitigating risk of storm damage and vulnerability to sea level rise and mitigating public safety hazards by preventing shoaling in the navigation channel and preserving emergency response access through the channel by the USCG and on the beach by local emergency responders.

This shoreline resilience strategy is also well-aligned with draft recommendations being advanced to the President by the State, Local, and Tribal Leaders Task Force on Climate Resilience and Preparedness which include:

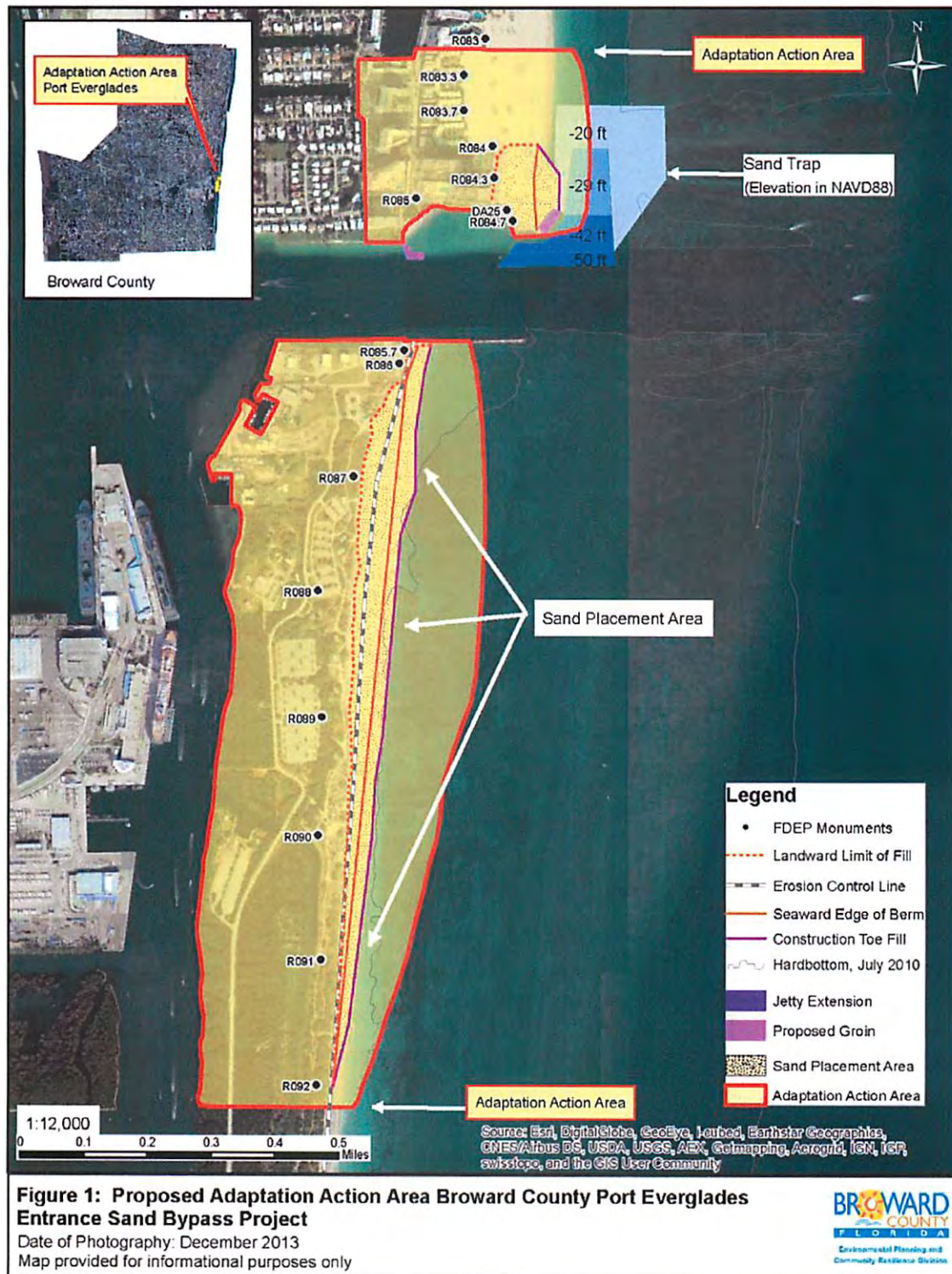
1. Increased support for climate resilience as part of coastal infrastructure planning and investments, especially support for sea-level rise and coastal erosion research and planning and implement response strategies that address both current and future impacts of climate change on coastal ecosystems and communities
2. Promotion and prioritization of green and natural infrastructure, inclusive of beaches
3. Expanded use of regional sediment management (RSM) programs to address coastal erosion threats in a comprehensive and cost-effective manner, focusing on the support of coastal sediment supplies and movement, beneficial reuse of dredged harbor sands, and implementation of innovative beach retention technologies, including nature-based “soft” armoring.

Implementation of Sand Bypass Project as Adaptation Action Area

In 2011, the Florida Legislature passed the Community Planning Act (CPA 2011), which made significant changes to the state’s growth management laws, including the addition of an optional designation of an Adaptation Action Area within a Coastal Management Element of a local government comprehensive plan. This language was successfully advanced as a regional effort by partners in the 4-County Southeast Florida Regional Climate Change Compact (Compact) with the intent providing local governments with additional planning and policy tools to address coastal hazards and the potential impacts of sea level rise within vulnerable areas, to formally advance the infrastructure improvements and prioritization of funding needed to build community resilience to climate impacts.

In order to integrate adaptation planning into the existing state framework and coordinate adaptation efforts statewide, the Florida Department of Economic Opportunity (DEO) initiated a Section 309 Strategy titled “Community Resiliency: Planning for Sea Level Rise,” funded by the National Oceanographic and Atmospheric Administration (NOAA). As a lead author of the enabling language and partner in the Compact, Broward County and the City of Fort Lauderdale were invited to partner in a pilot project in the identification of Adaptation Action Areas within a municipal setting and the development of general guidance to aid local governments interested in employing Adaptation Action Area designations in furtherance of community resilience.

To continue the implementation of adaptation strategies, Broward County included the language for Adaptation Action Area designation in the Climate Change Element of the County’s Comprehensive Plan in 2012. Additionally, the Coastal Management Element was recently updated to include policy language specific to Adaptation Action Areas while the County’s 10-year water supply plan and other elements of the Comprehensive Plan, including the Land Use Plan, are also being updated to support the County’s efforts in support of climate resilience with similar references. Regionally and state-wide there has been increasing interest in the use of Adaptation Action Areas to support diverse climate resilience strategies, ranging from stormwater retrofits to natural area conservation.



In addition to the inclusion of Adaptation Action Areas in the Broward County comprehensive plan, the City of Fort Lauderdale has also adopted Adaptation Action Area policies into the City's 2014 Comprehensive Plan and the City of Satellite Beach is undertaking a similar process. A summary of these and other local efforts was presented at a widely-attended Regional Climate Action Plan Implementation workshop hosted by the Compact on August 29, 2014, specifically focusing on Adaptation Action Area planning. This planning approach was also highlighted at the annual meeting of the Florida Shore and Beach Preservation Association in September 2014.

Broward County's participation in furthering Adaptation Action Area planning is well-aligned with the ever-increasing federal emphasis on climate resilience and preparedness. In the absence of new funding streams, it is expected that federal support for local and state projects will increasingly seek to prioritize funding for projects that not only further community resilience to climate impacts, but that are also designed to maximize the conservation and enhancement of natural systems and infrastructure. These priorities are well-established as part of the President's Climate Action Plan and are represented in the diverse program opportunities announced during this last year with increased federal support for initiatives organized around climate resilient communities and investments in green infrastructure. The Port Everglades Sand Bypass Project represents a critical resiliency strengthening measure for the Broward County community. By designating the area within the sand bypass project footprint as an Adaptation Action Area, the County will formally present the sand bypass project at Port Everglades as a keystone climate resilience strategy for Broward County.

Stakeholders

Community stakeholders associated with the Port Everglades Sand Bypass project include condominium associations located immediately north of the inlet and those south of John U Lloyd State Park. Agency stakeholders include the Broward County Board of County Commissioners (Port Everglades), U.S. Army Corps of Engineers (Federal navigation channel), the State of Florida (John U. Lloyd State Park), and the cities of Dania Beach and Fort Lauderdale.

Recommendation

Development of Adaptation Action Area designations can be accomplished through a variety of mechanisms within or authorized by a local government's Comprehensive Plan. These can include capital improvement plans, floodplain regulations, zoning and overlay zones, setbacks and buffers, transferable development rights, conservation easements, rebuilding restrictions, by comp plan amendment, resolution or ordinance, or by other planning tools. Staff recommends designation of the Sand Bypass Project Area as an Adaptation Action Area within the Broward County Land Use Plan and the Priority Planning Areas for Sea Level Rise Map.

ATTACHMENT 4

Von Stetina, Deanne

From: Fernando Leiva <fernandol@lauderdalelakes.org>
Sent: Tuesday, March 31, 2015 11:27 AM
To: Von Stetina, Deanne
Cc: Danny Holmes; Jonathan Allen; Fernando Leiva
Subject: Adaption Action Areas - Proposed County Amendments

Hi Deanne-

Thank you for enlisting local municipalities input in this matter. Please allow this email to serve as the City's statement of no objection to the proposed text amendment to the Broward County Land Use Plan (BCLUP) and an amendment to the Natural Resource Map Series regarding the Priority Planning Area map.

Sincerely,

Fernando Leiva

Fernando Leiva, AICP, Assoc. AIA

Development Services Manager and Principal Planner | Development Services



City of Lauderdale Lakes
4300 NW 36th Street | Lauderdale Lakes, FL 33319
V: 954-535-2496
F: 954-731-5309
fernandol@lauderdalelakes.org
www.lauderdalelakes.org

f Like Us **Follow Us**

City Operating Hours

City Hall: Monday - Friday 8:00 a.m. - 5:00 p.m.

Development Services: Monday - Friday 8:00 a.m. - 3:30 p.m.

The City of Lauderdale Lakes is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such law and thus subject to disclosure. All E-mails sent and received are captured by our servers and kept as public record.



CITY OF
FORT LAUDERDALE

ATTACHMENT 5



April 8, 2015

Ms. Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301

RECEIVED

APR 10 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: **A) Text Amendment PCT 15-3**
 B) Natural Resource Map Series Amendment PCNRM 15-2

Dear Ms. Blake Boy:

Please accept this letter in response to the proposed amendment to the Broward County Land Use Plan Text Amendment PCT 15-3 and the proposed amendment to the Natural Resource Map Series Priority Planning Area for Sea Level Rise map (Natural Resource Map Series Amendment PCNRM 15-2) tentatively scheduled for consideration by the Broward County Planning Council on May 28, 2015. Please see the following comments:

Text Amendment PCT 15-3

While the City is a proponent of the designation of Adaptation Action Areas (AAAs) of Regional Significance in concept, the City does not entirely concur with the proposed amendment's suggested criteria. Specifically, the City recommends that the portion of the amendment's new text "Broward County shall, *in coordination with its local municipalities*, designate Adaptation Action Areas..." be modified to read "Broward County shall, *with the support of all municipalities included within the proposed Adaptation Action Area of Regional Significance's boundary*, designate Adaptation Action Areas..." The City recommends additional clarification language be included as a criterion within the Implementation Regulations and Procedures, the proposed amendment table's qualifying criteria column, and all other relevant sections or elements, that defines support. The City recommends, at a minimum, "support" include an approved resolution from all municipalities included within the boundary of a proposed AAA of Regional Significance in support of and agreeing to inclusion within the proposed AAA of Regional Significance. The City recommends this requirement be applicable to any proposed AAA of Regional Significance, whether it is initiated by a local government or Broward County. The City recommends the same protocol for de-designation of an AAA of Regional Significance.

In addition, Text Amendment PCT 15-3 lists the Port Everglades Sand Bypass Project Area as a proposed AAA of Regional Significance. As a municipality with property located within the area of the proposed Port Everglades Sand Bypass Project Area AAA of Regional Significance boundary, please be advised of the City's position on this matter. The City of Fort Lauderdale City Commission passed Resolution No. 09-11 (attached) opposing the Port Everglades Entrance Sand Bypass Project on January 6, 2009.

Natural Resource Map Series Amendment PCNRM 15-2.

Consistent with the City's reasoning above in response to Text Amendment PCT 15-3, the City objects to the designation of the Port Everglades Entrance Sand Bypass Project as an AAA of Regional Significance and its inclusion on the Natural Resource Map Series Priority Planning Area for Sea Level Rise map.

As collaborative partners on successful Adaptation Action Area initiatives in the past, the City looks forward to further discussion with Broward County Planning Council staff and all other associated Broward County staff with regard to these comments. Thank you for your consideration of the City's comments. Should you have any questions, please do not hesitate to contact me at (954) 828-5276 or JKoeth@fortlauderdale.gov.

Kind Regards,



Jim Koeth, LEED AP BD+C
Principal Planner

Attachment: City of Fort Lauderdale Resolution No. 09-11

cc: Lee R. Feldman, ICMA-CM, City Manager
Susanne M. Torriente, Assistant City Manager
Hardeep Anand, Public Works Department Director, City of Fort Lauderdale
Jenni Morejon, Sustainable Development Department Director, City of Fort Lauderdale
Nancy Gassman, Ph.D., Assistant Public Works Department Director, City of Fort Lauderdale
Glen Hadwen, Sustainability Manager, City of Fort Lauderdale
Todd Okolichany, AICP, LEED Green Assoc., Principal Planner, City of Fort Lauderdale

RESOLUTION NO. 09-11

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY
OF FORT LAUDERDALE, FLORIDA, STRONGLY OPPOSING
THE PORT EVERGLADES ENTRANCE SAND BYPASS
PROJECT.**

WHEREAS, the city has received notice of an application made to the Florida Bureau of Beaches & Coastal Systems to obtain a permit to modify the inlet infrastructure by constructing a 7.1 acre sand trap on the north side of the Port Everglades entrance channel sufficient to facilitate the economical collection of sand materials that will be available for future mechanical bypassing to the beaches south of the inlet with sand placement along the John U. Lloyd Beach State Park shoreline; and

WHEREAS, the City has grave concerns regarding this proposed project and the negative impacts that are likely to result to the City's beaches from the creation of this Sand Bypass Project; and

WHEREAS, the project site is bounded by multi-family high-rise condominiums and single family residences to the north and the Atlantic Ocean to the east; and

WHEREAS, the application does not address the short term and long term effects that the project will have on the City's beaches and residents during both the construction and operational phases of the project; and

WHEREAS, the City's beach is an economic and recreational asset to the City and its erosion is of great concern; and

WHEREAS, staff and the City Commission have reviewed the information we have received to date on this proposed project and wish to state that it is strongly opposed to further review of this application for a Florida Bureau of Beaches & Coastal Systems permit;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That the City Commission of the City of Fort Lauderdale, Florida is hereby strongly opposed to the construction of the Port Everglades Entrance Sand Bypass Project.

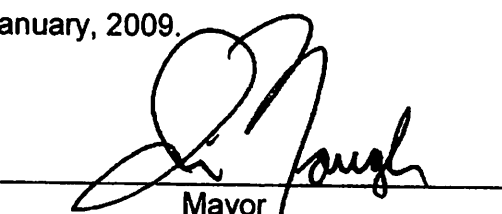
SECTION 2. That the City strongly requests that the construction of the Segment II beach renourishment project, which includes the City of Fort Lauderdale beaches, be completed prior to any permit being issued for the construction of the Port Everglades Entrance Sand Bypass Project.

SECTION 3. That the City strongly requests that the Florida Bureau of Beaches & Coastal Systems deny the application for the reasons stated herein.

SECTION 4. That a copy of this resolution shall be sent to Broward County & the Florida Bureau of Beaches & Coastal Systems in Tallahassee, Florida.

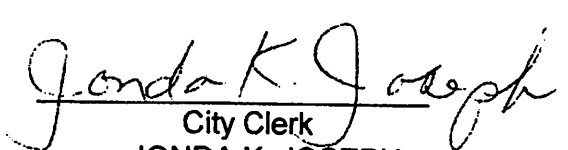
SECTION 5. That the office of the City Attorney shall review and approve as to form all documents prior to their execution by City officials.

ADOPTED this the 6th day of January, 2009.



Mayor
JIM NAUGLE

ATTEST:



City Clerk
JONDA K. JOSEPH

ATTACHMENT 6



Environmental Protection and Growth Management Department

ENVIRONMENTAL PLANNING AND COMMUNITY RESILIENCE DIVISION

115 S. Andrews Avenue, Room 329H • Fort Lauderdale, Florida 33301 • 954-519-1270 • FAX 954-519-1496

April 20, 2015

RECEIVED

Jim Koeth, Principal Planner
Fort Lauderdale Public Works Sustainability Division
101 NE 3rd Avenue, Suite 1400
Fort Lauderdale, FL 33301

APR 21 2015

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Proposed Broward County Land Use Plan Text Amendment PCT 15-3 and Natural Resource Map Series Amendment PCNRM 15-2

Dear Mr. Koeth,

This correspondence is provided in response to comments received from the City of Fort Lauderdale dated April 8, 2015 pertaining to the above referenced Broward County Land Use Plan Text and Map Amendments.

County staff appreciates the City's overall support for the designation of Adaptation Action Areas and collaborations to date with the City of Fort Lauderdale to develop guidance for local jurisdictions in employing this important policy and planning tool to support climate resilience and adaptation initiatives.

As you know, Broward County has placed great emphasis on working regionally to advance climate resiliency and adaptation planning at both the local and regional scales. Since adoption of authoring language as part of the State's Growth Management Act, the County has amended its comprehensive plan to include reference to the designation of Adaptation Action Areas in the Broward County Land Use Plan, as well as the Climate and Coastal Management Elements, and specifically referenced the importance of working with municipalities in this effort.

As a regional government, the County is also cognizant of its specific responsibilities in advancing and protecting projects of regional consequence, capital infrastructure and services for which the County bears a significant social and financial responsibility, and the County's own responsibilities for regional land use planning. Concerning the city's request that the County add language that would require a resolution of municipal support in order for the County to designate Adaption Action Areas of regional significance, it is felt that such a requirement would be inconsistent with the County's duties to appropriately address land use issues of regional significance, including situations involving multiple jurisdictions. It is noted that the County will still be required to adhere to the same process as all local

Broward County Board of County Commissioners

Mark Bogen • Beam Furr • Dale V.C. Holness • Martin David Kiar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler
www.broward.org

jurisdictions in requesting the designation of Adaptation Action Areas. It will also be incumbent upon the County, as with any applicant, to demonstrate that the designation is one that is in the interest of the broader community with the purpose of improving climate resilience.

Regarding the proposed Text and Map Amendments relating to the specific designation of the Sand Bypass Project Area as an Adaptation Action Area of regional significance, this project is recognized by the County to be of critical importance in improving shoreline protection for the communities of Dania Beach, Hollywood and Hallandale Beach, without impacting shoreline protection for the City of Fort Lauderdale, while also providing diverse natural systems benefits. Planning for this project has spanned decades and Broward County staff has worked closely with all affected municipalities and local communities to refine the project design in a manner that was sensitive and responsive to community interests. The County recognizes the City's opposition to the Sand Bypass Project as expressed via resolution in 2011. However, please note the above described collaborative approach has produced a final project design that has been formally supported by key stakeholders in the City of Fort Lauderdale (see attached letter dated May 2014).

We hope that these responses serve to address the City's concerns with respect to the process and proposal for Adaptation Action Area designations and that City staff may also reconsider its position, and report such to the City Commission, with respect to the Sand Bypass Project given the resilience benefits to be achieved and the potential for additional federal support and resources with its designation as an Adaptation Action Area.

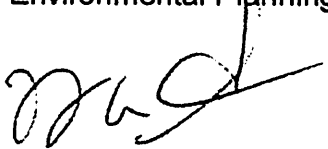
We thank the City staff for its comments and look forward to further coordination in our collective efforts to plan for community climate resilience.

Sincerely,



Jennifer L. Jurado, Ph.D.

Director, Environmental Planning and Community Resilience



Henry Snizek, Deputy Director, Environmental Protection and Growth Management Department

Cc: Lee Feldman, City Manager, City of Fort Lauderdale
Susanne Torriente, Assistant City Manager, City of Fort Lauderdale
Cynthia Chambers, Director, Environmental Protection and Growth Management Department
Barbara Blake Boy, Executive Director, Broward Planning Council



Point of Americas Condominium Apartments, Inc.

**Board of Governors
2100 -2200 S. Ocean Lane
Fort Lauderdale, FL 33316-3826**

May 19, 2014

Hon. John Seiler, Mayor of Fort Lauderdale, Florida

**City Hall
100 N. Andrews Avenue
Fort Lauderdale, FL 33301**

Dear Mayor Seiler:

RECEIVED

APR 21 2015

**BROWARD COUNTY
PLANNING COUNCIL**

Since the mid 1990's, Broward County has been proposing plans to capture large quantities of sand from north of the Port Everglades Inlet, periodically harvest that sand, and deliver it to sand deprived and eroding beaches south of the Inlet. Until two (2) years ago, Point of Americas Condominium Apartments, Inc. (POA) together with adjacent homeowners and civic organizations vigorously opposed the County's plan. This was primarily because the plan envisioned use of blasting to break up hard rock formation at depths between forty (40) to fifty (50) feet below sea level in order to create a sand trap. POA's concern centered on the effect the blasting would have on our building's structure and underground foundations, including the integrity of our wells and piping systems. We were extremely grateful that the City Council recognized our concerns and added its opposition to the proposed project.

POA engaged its own coastal engineering consultant organization and held several meetings with the County in 2012. The objective was to see if there might be a way to achieve the County's objective while simultaneously alleviating POA's concerns. A new concept was introduced. The County would abandon the use of blasting and instead would achieve its goal using conventional dredging techniques. The original sand trap area would be expanded and enlarged. It would swing more to the north and would be off shore from the POA beachfront. The depth of the trap would be reduced to between twenty-nine (29) and forty-two (42) feet. So, both sides agreed to recognize the needs of the other. There would be no blasting, but the trap would be located seaward of the POA beachfront. The County agreed to study this alternative. The study resulted in a revised plan.

On March 24, 2014, representatives of the County met with representatives of POA and our neighbor, Everglades House, and presented a new plan. A copy of that plan is attached. At the meeting, the County confirmed that the project would not result in blasting. A large cutter-suction dredge would be employed. If hard rock was encountered, the dredge would either be able to handle it, or would leave the rock in place while working around it. POA was assured that all work in constructing the sand trap would be accomplished using water based equipment and personnel, with land based functions limited to possibly some surveying. The County's expectation is that the revised plan would still capture approximately 60,000 cubic yards (cy) of sand per year, that harvesting of a 200,000 cy sand yield from the trap would take place once

every 3 or 4 years and would be completed in a 30 day time frame. The harvested sand would be loaded onto barges for transport to our neighbors in the south...all within the 30 day window.

If permitted soon, the expectation is that the excavation work will take place in 2016 or 2017 and it will last for four to six months. Unfortunately, because of regard for sea animals, the work must be accomplished during the winter months.

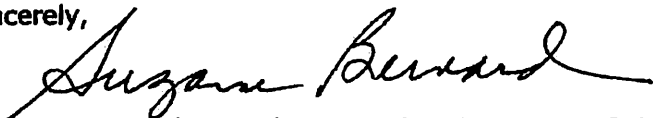
The County assured POA that:

- A. Even if the revised plan does not obtain the desired depth levels for the sand trap, it will not resort to blasting, but will accept the sand yields produced by the use of the conventional rock and sand removal methods.
- B. The existing rock jetty on the north side of the harbor inlet will be reconfigured so that the jetty more effectively captures the migrating sand flow from the north. This will be accomplished by a redesign of the jetty itself and by making the rock formation of the jetty more compact.
- C. The reconfiguration of the rock jetty will not only secure the existing beach dimensions north of the inlet, but the beaches may actually gain width by new sand accretion.
- D. The existing rock shoal debris in the ocean waters near POA's beach front will be cleaned up and/or removed at the County's expense. This also includes such debris or dirt that affects the beaches or oceanfront caused by the County's proposed operations.
- E. The County is also to build a barrier wall further out in the ocean, east of the proposed sand trap. This submerged wall will serve to not only block incoming coral debris, but is intended to serve as a place where rock debris caused by the sand trap operations will be dumped and held from coming ashore.
- F. We have been assured that noise levels from the County's operations will be no greater than the engine noises that currently emanate from ship traffic entering or leaving Port Everglades harbor.
- G. POA and other affected home-owners and residents will be kept informed and will be consulted as the revised Plan moves forward in the permitting process.
- H. The County plans to cooperate with POA and other affected parties in resolving potential impacts to resident use and enjoyment of their property and beaches, including vibrational impacts from dredging equipment, noise levels, debris, dirt and discoloration of the beaches and bathing waters.

Given the above considerations, POA is pleased that the County has addressed our concerns in a thorough and comprehensive manner. Our Board believes that the County has proposed a reasonable Plan which addresses our major concerns. While we are still concerned about the effect these operations will have on our resident's use and enjoyment of their property, the Board believes that the County will work with us to alleviate and/or mitigate issues that may arise.

Accordingly, POA wishes to advise you and the City Council that given the County's assurances as stated above, POA will support the proposed Sand Bypass and Redesigned Sand Trap Project as described in Consultant's Memorandum dated March 10, 2014 and other documents.

Sincerely,

A handwritten signature in cursive script, appearing to read "Suzanne Bernard".

Suzanne Bernard, President Board of Governors Point of Americas Condominium Apartments,
Inc.

Cc: All Commissioners – City of Fort Lauderdale

Mr. Eric Myers, Natural Resource Administrator, Broward County

Mr. Christopher Creed, PE Olsen Associates, Inc. ✓

Mr. Michael Jenkins, PE Applied Technology and Management

Mr. Steven Weber, Everglades House

Encl: Memorandum – Olsen Associates, Inc. to Eric Myers dated March 10, 2014

ATTACHMENT 7



Environmental Protection and Growth Management Department
Environmental Planning and Community Resilience Division
115 S. Andrews Avenue, Room 329H • Fort Lauderdale, Florida 33301 • 954-519-1270 • FAX 954-519-1496

MEMO

RECEIVED

SEP 28 2015

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Henry Snizek, Deputy Director
Environmental Protection and Growth Management

Dr. Jennifer Jurado, Director
Environmental Planning and Community Resilience Division

SUBJECT: Revisions to the Adaptation Action Area Policies and Priority Planning Areas for Sea Level Rise Map, and the Designation of Port Everglades Sand Bypass Project Area as an Adaptation Area—Post State Transmittal Proposed Changes.

DATE: September 25, 2015

On June 23, 2015, the Broward County Board of County Commissioners voted to transmit to State and Regional agencies the proposed text amendments to the Adaptation Action Area policies within the County's Comprehensive Plan. In addition to the changes reviewed by the Planning and Redevelopment Division Local Planning Agency, the Commission also recommended and approved a supplementary change to Objective 14.2 of the Capital Improvements Element at the public hearing that was also transmitted to the State and Regional agencies. The proposed change reads as follows (added text is underlined):

"Objective 14.2. The County shall limit public expenditures within coastal high hazard areas to new infrastructure adaptation projects, after a cost-benefit analysis has been conducted, and to the maintenance of existing infrastructure."

As part of the transmittal review, the County received no comments related to the State agencies' authorized scope of review. The Florida Department of Transportation (FDOT) District 4 and the Department of Economic Opportunity (FDEO) provided technical comments for consideration. The FDOT recommended that Objective 14.2 as proposed be reworded "to limit the cost benefit analysis requirement to the County [...] and ensure it does not bar transportation projects within coastal high hazard areas planned for and programmed by other agencies." The FDEO had a similar comment. In response, County staff is proposing to add one word to the proposed text amendment to clarify and address agency comments. The additional text appears double underlined and reads as follows:

"Objective 14.2. The County shall limit its public expenditures within coastal high hazard

areas to new infrastructure adaptation projects, after a cost-benefit analysis has been conducted, and to the maintenance of existing infrastructure.”

Additionally, on September 1, 2015, Broward County Environmental Planning and Community Resilience Division staff presented information to the City of Fort Lauderdale City Commission regarding the status of the Port Everglades Sand Bypass project and the proposed BCLUP AAA designation. County staff's presentation included a request that the City Commission reconsider its 2009 Resolution opposing the sand bypass project, based on updated information in response to the City's reasons for opposing the project as per the 2009 Resolution. After discussion, the City Commission did not appear to indicate or provide direction to City staff to revise the City's 2009 position.

At this time, in preparation for the Planning Council's anticipated second public hearing on October 22, 2015, it is requested that the Council staff contact the City and provide the City the opportunity to submit additional or updated comments consistent with the Planning Council's deadlines for receipt of agenda materials.

On a related issue, County staff is also proposing to address a matter brought up by the Planning Council during its 1st hearing. Below is a proposed draft revision to the BCLUP text amendment PCT 15-3 concerning the AAA designation process. The revision is intended to address comments made at the 1st Planning Council meeting where it was requested that the AAA designation process be better defined to make sure municipal concerns and comments were included in considering AAA's. The proposed revised language would memorialize a requirement for staff to be proactive in reaching out to municipalities early in the process in a timely fashion so as to ensure full notice and consideration of a municipality's questions, comments and position.

PROPOSED REVISION TO BCLUP TEXT AMENDMENT PCT 15-3

CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. *If the Broward County Commission or the Broward County Planning Council will be the applicant for an Adaptation Action Area (AAA) designation, the County or Planning Council staff, as applicable, shall notify, in writing, any municipality in which the proposed AAA is located. Such written notification shall be sent at least 35 days before the first County Commission or Planning Council meeting to consider the AAA designation, and will solicit comment from the municipality. Municipal comments received will be included as part of the AAA report reviewed by the County Commission and Planning Council.* Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic or social considerations which support de-designation.

Thank you for your consideration. Please feel free to contact us at your convenience.

ORDINANCE NO. 2015 - 47

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE BROWARD COUNTY LAND USE PLAN TEXT REGARDING DOWNTOWN FORT LAUDERDALE "REGIONAL ACTIVITY CENTER;" AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on January 22, 2015, and October 22, 2015, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on February 10, 2015, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on December 8, 2015, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

Approved BCC 12-8-15 #13 PH N/C
Submitted By Planning Council
RETURN TO DOCUMENT CONTROL

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community
7 Planning Act; and is in the best interests of the health, safety, and welfare of the
8 residents of Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby
12 amended by Amendment PCT 15-1, which is an amendment to the Broward County
13 Land Use Plan Text for the Downtown Fort Lauderdale Recreational Activity Center, as
14 set forth in Exhibit "A," attached hereto and incorporated herein.

15 Section 2. SEVERABILITY.

16 If any portion of this Ordinance is determined by any Court to be invalid, the
17 invalid portion shall be stricken, and such striking shall not affect the validity of the
18 remainder of this Ordinance. If any Court determines that this Ordinance, or any portion
19 hereof, cannot be legally applied to any individual(s), group(s), entity(ies), property(ies),
20 or circumstance(s), such determination shall not affect the applicability hereof to any
21 other individual, group, entity, property, or circumstance.

22 Section 3. EFFECTIVE DATE.

23 (a) The effective date of the plan amendment set forth in this Ordinance shall
24 be the latter of:

- 1 (1) Thirty-one (31) days after the Department of Economic Opportunity
2 notifies Broward County that the plan amendment is complete;
3 (2) If the plan amendment is challenged, the date a final order is entered by
4 the Administration Commission or the Department of Economic
5 Opportunity finding the amendment to be in compliance;
6 (3) If the Department of Economic Opportunity or the Administration
7 Commission finds the amendment to be in noncompliance, pursuant to
8 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
9 Commissioners, nonetheless, elects to make the plan amendment
10 effective notwithstanding potential statutory sanctions; or
11 (4) If a Declaration of Restrict Covenants or agreement is applicable, as per
12 Exhibit "B," the date the Declaration of Restrictive Covenants or
13 agreement is recorded in the Public Records of Broward County.
14 (b) This Ordinance shall become effective as provided by law.
15

16 ENACTED December 8, 2015

17 FILED WITH THE DEPARTMENT OF STATE December 11, 2015

18 EFFECTIVE December 11, 2015

19 Approved as to form and legal sufficiency:
20 Joni Armstrong Coffey, County Attorney

21 By: Maite Azcoitia 10/20/15
22 Maite Azcoitia (date)
Deputy County Attorney

23 MA/gmb
10/20/15
#15-401.03
24 Downtown Fort Lauderdale RAC.Ordinance

EXHIBIT A

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCT 15-1
(FORT LAUDERDALE)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

January 13, 2015

(Please see Page I-4 for Planning Council Staff Final Recommendation)

It is recommended that the proposed text amendment to the Broward County Land Use Plan (BCLUP) be approved for transmittal to the State of Florida review agencies, subject to the following:

- Recognizing that the City has engaged in an on-going effort to provide documentation and analysis to address the complex issue of mobility within a major downtown district, it is noted that the information to date may not demonstrate that **regional roadway network capacity and multi-modal facilities** will be available at the long-range planning horizon. Therefore, Planning Council staff would not object to the transmittal of the proposed amendment to the State of Florida review agencies, including the request for specific input from the Florida Department of Transportation;
- The City of Fort Lauderdale's commitment to **set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing** and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect; and
- The City of Fort Lauderdale's commitment to **amend the existing Educational Mitigation Agreement** between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff.

Further, Planning Council staff's recommendation is pending the following issues to be addressed and resolved to the satisfaction of Planning Council and County review staff prior to the second Planning Council public hearing:

- Demonstration, in consultation and coordination with Broward County "Complete Streets" staff and the Florida Department of Transportation, that sufficient regional transportation network capacity and multi-modal facilities will be available to serve the proposed additional dwelling units; and

RECOMMENDATIONS/ACTIONS (continued)

DATE

I. Planning Council Staff Transmittal Recommendation (continued) January 13, 2015

- Resolution of a phasing plan or City policy solution that will ensure the implementation of the commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing, and that will prevent the construction of the 4,250 market rate dwelling units without any of the 750 affordable dwelling units being constructed.

It is also recommended that any approval be conditioned on the execution, to the satisfaction of Broward County, of a legally enforceable mechanism regarding the voluntary commitments offered by the applicant.

Update: January 22, 2015: Correspondence has been received from the City of Fort Lauderdale.

II. Planning Council Transmittal Recommendation January 22, 2015

Approval per Planning Council staff transmittal recommendation. (Vote of the board; Unanimous: 15-0; Blattner, Castillo, Gomez, Good, Graham, Hobby, Kaplan, Kiar, Long, Mack, McCartney, Ryan, Steffens, Stermer and Castro.)

III. County Commission Transmittal Recommendation February 10, 2015

Approval per Planning Council transmittal recommendation.

IV. Summary of State of Florida Review Agency Comments March 20, 2015

The South Florida Water Management District (SFWMD) and the Florida Department of Transportation (FDOT) have commented on the proposed amendment:

Comment: The SFWMD notes that the potable water analysis is not based on the City's current Water Use Permit. The potable water analysis projects that 2.14 MGD will be needed to serve the new development. The analysis includes an allocation from the Floridan Aquifer in the amount of 6.0 MGD. The city's current Water Use Permit does not include a Floridan Aquifer allocation and only includes an allocation of water from the Biscayne Aquifer. Should the City need water from the Floridan Aquifer, a Water Use Permit modification would be required. Further, the SFWMD recommends that the potable water analysis be based on the City's current 5-Year Community Investment Plan, not the FY 2009-2013 Capital Improvement Program. The SFWMD also recommends that the City clarify the status of the Reverse Osmosis (RO) facility expansion at the Peele-Dixie Water Treatment Plant.

RECOMMENDATIONS/ACTIONS (continued)

DATE

IV. Summary of State of Florida Review Agency Comments (continued) March 20, 2015

Response: The City of Fort Lauderdale submitted a revised potable water analysis based on its updated 10-year Water Supply Facilities Work Plan, which indicates annual allocations from both the Biscayne and the Floridan Aquifers. However, based on revised projected demands and reuse projects, the Floridan Aquifer will not be required to meet demand over the planning period from 2015-2035. Further, there are no current plans to proceed with the RO facilities expansion at the Peele-Dixie Water Treatment Plant. The City also notes that once the 5,000 dwelling units are approved, the City will annually review and incorporate the capital needs to accommodate future growth into the evaluation of water and sewer capital improvements.

Update: October 22, 2015: The SFWMD has indicated that the City of Fort Lauderdale has adequately resolved the issues raised by the SFWMD during the review and update of the City's 10-year Water Supply Facilities Work Plan.

Comment: The FDOT reviewed the proposed amendment pursuant to Florida Statutes, and, as requested by the County Commission, for impacts to the Strategic Intermodal System (SIS) and other transportation resources and facilities of state importance. The FDOT understands and supports the intentions of the proposed amendment to create a livable and dynamic urban center, however, it is unclear to what extent the mitigation strategies proposed by the City will address the adverse impacts to SIS and other regionally significant facilities (I-95, Broward Boulevard, State Road 84 and U.S. 1).

Further, FDOT is prepared to participate in a coordinated agency effort to pursue mobility solutions and offers the following areas to focus on during this effort. The City should:

- Participate in and contribute funding to the Broward County Active Arterial Management (AAM) program. The AAM is focused on the effective use of the traffic signal system to safely and efficiently move multi-modal traffic within the City. Funding would support development and implementation of traffic signal control strategies for transit, pedestrians/bicyclists, parking facilities and emerging modes of transportation, such as the WAVE Streetcar.
- Submit a traffic analysis and mitigation plan for a larger impact area and demonstrate how the City will coordinate the implementation of transit service enhancements and accessibility to local and regional connections which addresses adverse impacts to SIS facilities.
- Adopt a phasing plan for the additional dwelling units based on achieving targets for multi-modal performance measures.
- Consider implementing strategies to utilize the street grid to provide a variety of route options within the Downtown RAC, including a comprehensive parking strategy and parking facilities with access to the WAVE and Sun Trolley.

RECOMMENDATIONS/ACTIONS (continued)

DATE

IV. Summary of State of Florida Review Agency Comments (continued) **March 20, 2015**

- Consider adopting a Transportation Demand Management (TDM) ordinance to require business and residential developments over a certain size to implement TDM strategies.
- Develop strategies that incentivize the diversification and distribution of land uses within the RAC to achieve increased mode split and reduced vehicle miles traveled.

Response: The City of Fort Lauderdale has provided a response to FDOT. Further, the City submitted an alternative traffic analysis and multi-modal mitigation strategies based on the urban character of the Downtown RAC.

V. Planning Council Staff Final Recommendation **October 13, 2015**

It is recommended that the proposed text amendment to the Broward County Land Use Plan (BCLUP) be approved, subject to the following conditions regarding **regional transportation network impacts, affordable housing** and **public school impacts**:

- The City shall monitor and collect data of transportation patterns and use of multi-modal options as new Regional Activity Center (RAC) development is established;
- Prior to any future land use amendments for additional dwelling units, the City must demonstrate consistency with the ITE "urban infill area" definition based on the actual development pattern within the RAC and provide data and analysis demonstrating that the existing and committed multi-modal system ~~fully~~ mitigates impacts to the transportation network;
- The City of Fort Lauderdale's commitment to set aside 15% of the additional 5,000 dwelling units (i.e. 750 dwelling units) as affordable housing and that the previous voluntary commitment regarding the provision of affordable housing as part of BCLUP amendment PCT 05-3 remain in effect;
- Prior to the issuance of building permit 2,501 of the 5,000 dwelling units, the City shall demonstrate that at least 15% (375 dwelling units) of the permitted or built units are affordable (up to 120% of the median income limits adjusted for family size for the households). If the City is unable to demonstrate that at least 15% of the permitted or built dwelling units meet that criteria, no additional market rate units shall be permitted or built until such time that the City provides an implementation action plan or program that is reviewed and approved by the County Commission; and

RECOMMENDATIONS/ACTIONS (continued)

DATE

V. Planning Council Staff Final Recommendation (continued)

October 13, 2015

- The City of Fort Lauderdale's commitment to amend the existing Educational Mitigation Agreement between Broward County, the City of Fort Lauderdale and the School Board of Broward County, Florida, as accepted and conditioned by School Board staff.

Further, Planning Council staff supports the following incentive density bonus provision:

- In addition and separate from the 5,000 dwelling units (at least 750 affordable), the City will be granted three (3) additional, density bonus market rate units for every one (1) "very low" (up to 50% of the median income limits adjusted for family size for the households) or "low" (up to 80% of the median income limits adjusted for family size for the households) affordable dwelling unit that is constructed for a maximum of an additional 750 market rate dwelling units; and
- These potential additional, bonus market rate dwelling units are separate from the pool of 5,000 dwelling units and bring the potential total of new dwelling units to a maximum of 5,750 new dwelling units.

Effectiveness of the approval shall not occur until after the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of a legally enforceable mechanism as proffered by and executed by the City, regarding the voluntary commitments offered by the applicant as an inducement for Broward County to favorably consider its application.

Further, if the Broward County Land Use Plan amendment is adopted by the County Commission, this action by the Planning Council shall be considered the "conditional" recertification of the municipal land use plan amendment which directly correlates to the referenced Broward County Land Use Plan amendment. The recertification will not be deemed effective until such time as the Planning Council Executive Director and Attorney determine that the municipality has fulfilled all application requirements for recertification of local land use plans, as outlined in Appendix 3 of the Administrative Rules Document: Broward County Land Use Plan. The Planning Council Executive Director will issue a written letter of effectiveness to the municipality upon satisfaction of the same.

RECOMMENDATIONS/ACTIONS (continued)

DATE

VI. Planning Council Final Recommendation

October 22, 2015

Approval per Planning Council staff final recommendation, excluding the word "fully" as struck-through in the above Planning Council staff final recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

VII. County Commission Final Action

December 8, 2015

Approved per Planning Council final recommendation.

SECTION II

AMENDMENT REPORT

PROPOSED AMENDMENT PCT 15-1

INTRODUCTION AND APPLICANT'S RATIONALE

- | | | |
|------|--|--|
| I. | <u>Municipality:</u> | Fort Lauderdale |
| II. | <u>County Commission District:</u> | District 7 |
| III. | <u>Site Characteristics</u> | |
| A. | Size: | Approximately 710 acres |
| B. | Location: | In Sections 2, 3, 10 and 11, Township 50 South, Range 42 East; generally located south of Sunrise Boulevard, north of Davie Boulevard, between U.S. 1/Federal Highway and Northwest 7 Avenue. |
| C. | Existing Uses: | Commercial, office, industrial, transportation, recreation and open space, single- and multi-family residential and vacant. |
| IV. | <u>Broward County Land Use Plan (BCLUP) Designations</u> | |
| A. | Current Designation: | Regional Activity Center |
| B. | Proposed Designation: | Regional Activity Center |
| C. | Estimated Net Effect: | Addition of 5,000 dwelling units [8,100 dwelling units currently permitted by the BCLUP] |
| V. | <u>Existing Uses and BCLUP Designations Adjacent to the Amendment Site</u> | |
| A. | Existing Uses: | North: Retail and multi-family residential
East: Retail, single-family residential and multi-family residential
South: Single-family residential, multi-family residential and government facilities
West: Single-family residential, multi-family residential and retail |

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site (continued)

- B. Planned Uses:**
- North:** Commercial, Medium-High (25) Residential and Regional Activity Center (Northwest Fort Lauderdale)
- East:** Commercial, Recreation and Open Space, Medium-High (25) Residential and Medium (16) Residential
- South:** Low (5) Residential, Medium-High (25) Residential, Regional Activity Center (South Fort Lauderdale), Medium (16) Residential and Recreation and Open Space
- West:** Medium (16) Residential, Recreation and Open Space, Medium-High (25) Residential, Commercial and Regional Activity Center (Northwest Fort Lauderdale)

VI. Applicant/Petitioner

- A. Applicant/Agent:** City of Fort Lauderdale
- B. Property Owners:** There are numerous property owners within the subject area.

VII. Recommendation of Local Governing Body:

The City of Fort Lauderdale recommends approval of the proposed amendment. The City anticipates adoption of the corresponding local amendment in June of 2015.

EXHIBIT B

A legally enforceable mechanism has not been recorded as of this mailing, however will address the issues identified in the Planning Council staff final recommendation and County Commission final action outlined on pages I – 4 through I – 6 of the amendment report.

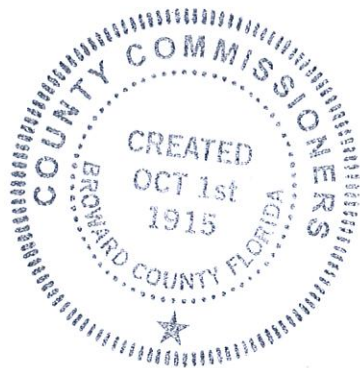
STATE OF FLORIDA)

) SS

COUNTY OF BROWARD)

I, Bertha Henry, County Administrator, in and for Broward County, Florida, and ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Ordinance 2015-47 as the same appears of record in the minutes of said Board of County Commissioners held on the 8th day of December, 2015.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 15th day of December, 2015.



Bertha Henry
COUNTY ADMINISTRATOR


Deputy Clerk

(SEAL)



(954) 831-4000
Broward County
Governmental Center
115 S. Andrews Ave, Room
114
Fort Lauderdale, FL 33301
www.broward.org/records



Transaction #: **8148380**
Receipt #: **5910254**
Cashier Date: **12/14/2015 9:48:31 AM (3110)**

Print Date:
12/14/2015 9:48:35 AM

Customer Information	Transaction Information	Payment Summary
(1750) DOCUMENT CONTROL ROOM 336U, GOVERNMENTAL CENTER FORT LAUDERDALE, FL 33301	DateReceived: 12/14/2015 Source Code: Drop-off Q Code: Drop-off Return Code: Interoffice Mail Trans Type: Recording APPROVED BCC 12-8- Agent Ref2015,#13PH Num:SUBMITTED BY PLANNING	Total Fees \$0.00 Total Payments \$0.00

1 Payments



NOCHARGE

1 Recorded Items

It is the responsibility of our customers to inspect their recording receipt, prior to leaving our office, to verify the accuracy of the information keyed. Should you find a mistake after leaving our office, please contact us immediately and the correction will be made within 24 business hours after notification.

Submit corrections to: records@broward.org



(GOV) Gov Orders Ordinances

Petitions & Resolutions

Ref# APPR BCC 12-8-2015,#13PH,SUB
BY PLANNING COUNCIL

Instrument #: **113401155** Date: **12/14/2015 9:48:26 AM**

From: **BROWARD COUNTY** To: **BROWARD COUNTY COMPREHENSIVE PLAN**

Recording @ 1st=\$10 Add'l=\$8.50 ea.	0	\$0.00
Indexing @ 1st 4 Names Free, Add'l=\$1 ea.	4	\$0.00

0 Search Items

0 Miscellaneous Items

ORDINANCE NO. 2015 - 48

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE BROWARD COUNTY LAND USE PLAN TEXT REGARDING ADAPTATION ACTION AREAS (AAAs) AND DESIGNATING THE PORT EVERGLADES SAND BYPASS PROJECT AREA AS AN AAA;" AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on May 28, 2015 and October 22, 2015, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on June 23, 2015, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on December 8, 2015, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

Approved BCC 12-8-2015 #14PH NIC
Submitted By Planning Council
RETURN TO DOCUMENT CONTROL

(10)

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community
7 Planning Act; and is in the best interests of the health, safety, and welfare of the
8 residents of Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby
12 amended by Amendment PCT 15-3, which is an amendment to the Broward County
13 Land Use Plan Text for the Adaptation Action Areas (AAAs) and designating the Port
14 Everglades Sand Bypass Project as an AAA, as set forth in Exhibit "A," attached hereto
15 and incorporated herein.

16 Section 2. SEVERABILITY.

17 If any portion of this Ordinance is determined by any Court to be invalid, the
18 invalid portion shall be stricken, and such striking shall not affect the validity of the
19 remainder of this Ordinance. If any Court determines that this Ordinance, or any portion
20 hereof, cannot be legally applied to any individual(s), group(s), entity(ies), property(ies),
21 or circumstance(s), such determination shall not affect the applicability hereof to any
22 other individual, group, entity, property, or circumstance.

23 Section 3. EFFECTIVE DATE.
24

1 (a) The effective date of the plan amendment set forth in this Ordinance shall
2 be the latter of:

3 (1) Thirty-one (31) days after the Department of Economic Opportunity
4 notifies Broward County that the plan amendment is complete;

5 (2) If the plan amendment is challenged, the date a final order is entered by
6 the Administration Commission or the Department of Economic
7 Opportunity finding the amendment to be in compliance; or

8 (3) If the Department of Economic Opportunity or the Administration
9 Commission finds the amendment to be in noncompliance, pursuant to
10 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
11 Commissioners, nonetheless, elects to make the plan amendment
12 effective notwithstanding potential statutory sanctions.

13 (b) This Ordinance shall become effective as provided by law.
14

15 ENACTED December 8, 2015

16 FILED WITH THE DEPARTMENT OF STATE December 11, 2015

17 EFFECTIVE December 11, 2015
18

19 Approved as to form and legal sufficiency:
20 Joni Armstrong Coffey, County Attorney

21 By: Maite Azcoitia 10/20/15
22 Maite Azcoitia (date)
Deputy County Attorney

23 MA/gmb
10/20/15
24 #15-401.14
PCT15-3 Adaptation Action Areas AAA Text.Ordinance

EXHIBIT A

SECTION I AMENDMENT REPORT BROWARD COUNTY LAND USE PLAN TEXT PROPOSED AMENDMENT PCT 15-3

"ADAPTATION ACTION AREAS"

RECOMMENDATIONS/ACTIONS

DATE

- I. Planning Council Staff Transmittal Recommendation May 19, 2015

It is recommended that the proposed text amendment be approved. Please see **Attachment 1**.

- II. Planning Council Land Use/Trafficways Committee Recommendation May 28, 2015

Approval per Planning Council staff transmittal recommendation.

- III. Planning Council Transmittal Recommendation May 28, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 16-0; Blattner, Castillo, de Jesus, DiGiorgio, Friedel, Gomez, Graham, Grosso, Kiar, Long, Mack, McColgan, Parness, Ryan, Stermer and Castro)

Further, the Council requested that prior to the second Planning Council public hearing:

- Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas; and
- The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 4).

- IV. County Commission Transmittal Recommendation June 23, 2015

Approval per Planning Council transmittal recommendation.

- V. Summary of State of Florida Review Agency Comments July 29, 2015

The Florida Department of Transportation (FDOT) has commented on the proposed amendment:

Technical Assistance Comment (for informational purposes): The FDOT recommends that Policy A.03.06 be amended to provide for County coordination with FDOT and other agencies that plan for or own, operate and maintain public facilities/infrastructure within or crossing proposed Adaptation Action Areas.

RECOMMENDATIONS/ACTIONS (continued)

DATE

- V. Summary of State of Florida Review Agency Comments (continued) July 29, 2015

Response: Planning Council staff, in coordination with the Broward County Environmental Planning and Community Resilience Division, recommends that Policy A.03.06 remain as originally proposed. **See Attachment 1.**

- VI. Planning Council Staff Final Recommendation October 13, 2015

It is recommended that the proposed text amendment be approved as amended. Please see **Attachment 1.**

- VII. Planning Council Land Use/Trafficways Committee Recommendation October 22, 2015

Approval per Planning Council staff final recommendation.

- VIII. Planning Council Final Recommendation October 22, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

- IX. County Commission Final Action December 8, 2015

Approved per Planning Council final recommendation.

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN AMENDMENT PCT 15-3 REVISIONS TO POLICIES AND IMPLEMENTATION REGULATIONS AND PROCEDURES

II. GOALS, OBJECTIVES AND POLICIES

"SMART GROWTH," "GREEN"/ENERGY EFFICIENT AND SUSTAINABLE LAND USE PATTERNS

GOAL A.00.00

PROMOTE AND COORDINATE A DESIRABLE, SUSTAINABLE AND EFFICIENT LAND USE PATTERN FOR THE BENEFIT AND ENJOYMENT OF ALL BROWARD COUNTY RESIDENTS, VISITORS AND ECONOMIC INTERESTS WHICH MAXIMIZES PRESERVATION AND CONSERVATION OF NATURAL RESOURCES.

.
. .

OBJECTIVE A.03.00 SUSTAINABLE AND CLIMATE RESILIENT LAND USE PATTERN

Adopt, implement and encourage land use planning strategies which increase community resiliency and protect property, infrastructure and cultural and natural resources from the impacts of climate change.

POLICY A.03.01 Broward County shall by 2025, evaluate and address risk from climate change impacts, especially sea level rise, into the planning, siting, design, construction, replacement and maintenance of public infrastructure, and encourage its municipalities and partner agencies to do the same.

POLICY A.03.02 Broward County shall by 2015, adopt model codes, such as the International Green Construction Code (IGCC), which address: green building practices, sustainable site development and land use patterns, energy and water conservation, air and indoor environmental quality, in a manner relevant to Southeast Florida, and encourage its municipalities to do the same.

POLICY A.03.03 Broward County shall promote climate change resilient building design and, by 2015, pursue changes to the Florida Building Code which increase resistance to impacts from more intense storm events.

POLICY A.03.04 Broward County shall include a map of Priority Planning Areas for Sea Level Rise in the Broward County Land Use Plan, effective immediately, illustrating areas that are at increased risk of flooding due to, or exacerbated by, sea level rise over the next 50 years.

POLICY A.03.05

Broward County shall evaluate plan amendments within Priority Planning Areas for Sea Level Rise and strongly discourage those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. In review of such amendments, the County shall consider:

- a. Sea level rise/flood protection mitigation strategies and requirements included within local comprehensive plans and/or development regulations; or
- b. Flood protection improvements committed to by amendment applicants, which would mitigate or enhance flood protection and adaptation from rising sea levels.

POLICY A.03.06

Broward County shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAAs), per Florida State Law, ~~using the Priority Planning Areas for Sea Level Rise Map as a basis for identifying areas especially vulnerable to sea level rise, in order to enhance the funding potential of infrastructure adaptation projects and develop policies for adaptation.~~ in order to:

- a. Identify areas of regional significance that are vulnerable to the impacts of rising sea level;
- b. Identify and implement adaptation policies to increase community resilience; and
- c. Enhance the funding potential of infrastructure adaptation projects.

POLICY A. 03.07

Broward County shall update climate related policies and maps, including the Priority Planning Areas for Sea Level Rise Map, in the Land Use Plan with best available data, every 5 years or as available, including findings of the Broward County and USGS joint Climate Change Inundation Modeling effort, which seeks to achieve a better understanding of the impacts of climate change and rising sea level on the County's water supplies, drainage and flood control systems.

Note: Underlined words are proposed additions. ~~Struck-through~~ words are proposed deletions.

IV. PLAN IMPLEMENTATION REQUIREMENTS

D. IMPLEMENTATION REGULATIONS AND PROCEDURES

13. CRITERIA FOR DESIGNATING ADAPTATION ACTION AREAS OF REGIONAL SIGNIFICANCE

As consistent with Policy A.03.06 of the Broward County Land Use Plan, Adaptation Action Areas may be designated by a local government in order to identify areas vulnerable to sea level rise, enhance the funding potential of infrastructure adaptation projects and implement policies for adaptation.

To be eligible for Adaptation Action Area of Regional Significance designation, the applicant must clearly detail how vulnerabilities identified in the proposed Adaptation Action Area will be exacerbated by climate change or sea level rise within a 50-year planning horizon. In addition, the proposed Adaptation Action Area must meet at least one (1) of the following criteria:

- a. Areas which experience tidal or coastal flooding;
- b. Areas which have a hydrologic connection to coastal waters;
- c. Locations which are within areas designated as evacuation zones for storm surge;
- d. Areas vulnerable to flash floods and severe storm water runoff or coastal erosion; or
- e. Areas vulnerable to other predicted impacts of climate change and sea level rise where management strategies, infrastructure investments and planning decisions can help to mitigate the magnitude or severity of future climate impacts.

Local governments may apply for county designation of an Adaptation Action Area of Regional Significance within the Broward County Land Use Plan if the identified problem(s) conform(s) with one or more of the criteria identified above, or additional demonstration of climate vulnerability is provided. In addition, proposed adaptation strategies for the designated area should demonstrate investments and benefits of regional significance. The Unified Sea Level Rise Projection for Southeast Florida and the Broward County Priority Planning Area Map may serve as reference materials in review of the request. Notice submitted to the Planning Council should include:

Note: Underlined words are proposed additions.

- a. The geographical area under consideration;
- b. Documentation of the issue(s) or vulnerability of the area;
- c. A description of strategies, policy and/or infrastructure improvements proposed; and
- d. Explanation of how these solutions will reduce risk and increase the area's resilience to climate impacts.

County staff will review and issue a joint recommendation pertaining to the requested Adaptation Action Area of Regional Significance designation. No fee will be charged for review of the proposed Adaptation Action Area designations. The Broward County Commission or the Broward County Planning Council may also initiate an application for Adaptation Action Area designation. If the Broward County Commission or the Broward County Planning Council will be the applicant for an Adaptation Action Area (AAA) designation, the County or Planning Council staff, as applicable, shall notify, in writing, any municipality in which the proposed AAA is located. Such written notification shall be sent at least 35 days before the first County Commission or Planning Council meeting to consider the AAA designation, and will solicit comment from the municipality. Municipal comments received will be included as part of the AAA report reviewed by the County Commission and Planning Council. Applications may also be submitted for de-designation by the original applicant, the Broward County Planning Council or the Broward County Commission, based on adaptation investments, reduction of vulnerability, changes in community priorities, cost-benefit considerations, changes in land use, or other environmental, economic or social considerations which support de-designation.

Areas designated by the County as Adaptation Action Areas of Regional Significance will be added to the Broward County Priority Planning Areas for Sea Level Rise Map as part of the Broward County Land Use Plan.

Note: Underlined words are proposed additions. Double-underlined words are additions proposed by Planning Council staff subsequent to the Broward County Commission's transmittal to the State review agencies.

<u>Ref No. on SLR Map</u>	<u>AAA Name</u>	<u>Applicant</u>	<u>Qualifying Criteria Met</u>	<u>Strategies Proposed</u>	<u>Expected Benefits</u>
<u>1</u>	<u>Port Everglades Sand Bypass Project Area</u>	<u>Broward County</u>	<u>c) Storm Surge</u> <u>d) Coastal Erosion</u> <u>e) Sea Level Rise</u>	<u>-Sand bypass at Port Everglades</u> <u>-Beach renourishment</u> <u>-Shoreline management</u>	<u>-Protection of critical infrastructure</u> <u>-Protection of public and private property</u> <u>-Preservation of habitat for threatened and endangered species</u> <u>-Reduced shoaling in the navigation channel</u> <u>-Maintenance of recreational opportunities at John U. Lloyd Beach State Park</u> <u>-increased potential of federal permitting and funding support</u>

Note: Underlined words are proposed additions. Double-underlined words are additions proposed by Planning Council staff.

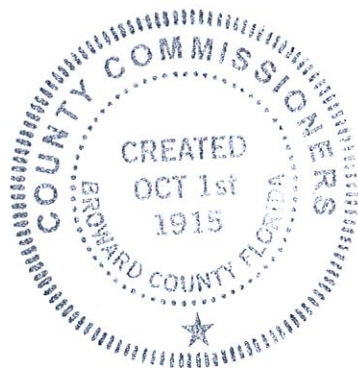
STATE OF FLORIDA)

) SS

COUNTY OF BROWARD)

I, Bertha Henry, County Administrator, in and for Broward County, Florida, and ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Ordinance 2015-48 as the same appears of record in the minutes of said Board of County Commissioners held on the 8th day of December, 2015.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 15th day of December, 2015.



Bertha Henry
COUNTY ADMINISTRATOR



Deputy Clerk

(SEAL)



(954) 831-4000
Broward County
Governmental Center
115 S. Andrews Ave, Room
114
Fort Lauderdale, FL 33301
www.broward.org/records

Transaction #: **8148351**Receipt #: **5910232**Cashier Date: **12/14/2015 9:43:52 AM (3110)**

Print Date:
12/14/2015 9:43:58 AM

Customer Information	Transaction Information	Payment Summary
(1750) DOCUMENT CONTROL ROOM 336U, GOVERNMENTAL CENTER FORT LAUDERDALE, FL 33301	DateReceived: 12/14/2015 Source Code: Drop-off Q Code: Drop-off Return Code: Interoffice Mail Trans Type: Recording APPROVED BCC 12-8- Agent Ref2015,#14PH Num:SUBMITTED BY PLANNING	Total Fees \$.00 Total Payments \$.00

1 Payments**1 Recorded Items**

It is the responsibility of our customers to inspect their recording receipt, prior to leaving our office, to verify the accuracy of the information keyed. Should you find a mistake after leaving our office, please contact us immediately and the correction will be made within 24 business hours after notification.
Submit corrections to: records@broward.org



(GOV) Gov Orders Ordinances

Petitions & Resolutions

Ref# APPR BCC 12-8-2015,#14PH SUB
BY PLANNING COUNCIL

Instrument #: **113401127** Date: **12/14/2015 9:43:48 AM**

From: **BROWARD COUNTY** To: **BROWARD COUNTY COMPREHENSIVE PLAN**

Recording @ 1st=\$10 Add'l=\$8.50 ea.	0	\$0.00
---------------------------------------	---	--------

0 Search Items**0 Miscellaneous Items**

ORDINANCE NO. 2015 - 49

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE NATURAL RESOURCE MAP SERIES OF THE BROWARD COUNTY LAND USE PLAN REGARDING UPDATING THE PRIORITY PLANNING AREAS FOR SEA LEVEL RISE MAP; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on May 28, 2015, and October 22, 2015, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on June 23, 2015, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on December 8, 2015, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

Approved BCC 12-8-2015 #15PH/NIC
Submitted By Planning Council
RETURN TO DOCUMENT CONTROL (6)

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community
7 Planning Act; and is in the best interests of the health, safety, and welfare of the
8 residents of Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby
12 amended by Amendment PCNRM 15-2, which is an amendment to the 1989 Broward
13 County Natural Resource Map Series of the Broward County Land Use Plan updating
14 the Priority Planning Areas for Sea Level Rise Map, as set forth in Exhibit "A," attached
15 hereto and incorporated herein.

16 Section 2. SEVERABILITY.

17 If any portion of this Ordinance is determined by any Court to be invalid, the
18 invalid portion shall be stricken, and such striking shall not affect the validity of the
19 remainder of this Ordinance. If any Court determines that this Ordinance, or any portion
20 hereof, cannot be legally applied to any individual(s), group(s), entity(ies), property(ies),
21 or circumstance(s), such determination shall not affect the applicability hereof to any
22 other individual, group, entity, property, or circumstance.

23 Section 3. EFFECTIVE DATE.
24

1 (a) The effective date of the plan amendment set forth in this Ordinance shall
2 be the latter of:

3 (1) Thirty-one (31) days after the Department of Economic Opportunity
4 notifies Broward County that the plan amendment is complete;

5 (2) If the plan amendment is challenged, the date a final order is entered by
6 the Administration Commission or the Department of Economic
7 Opportunity finding the amendment to be in compliance; or

8 (3) If the Department of Economic Opportunity or the Administration
9 Commission finds the amendment to be in noncompliance, pursuant to
10 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
11 Commissioners, nonetheless, elects to make the plan amendment
12 effective notwithstanding potential statutory sanctions.

13 (b) This Ordinance shall become effective as provided by law.
14

15 ENACTED December 8, 2015

16 FILED WITH THE DEPARTMENT OF STATE December 11, 2015

17 EFFECTIVE December 11, 2015

18 Approved as to form and legal sufficiency:
19 Joni Armstrong Coffey, County Attorney

20 By: Maite Azcoitia 10/20/15
21 Maite Azcoitia (date)
22 Deputy County Attorney

23 MA/gmb
24 10/20/15
#15-401.15
PCNRM15-2 Sea Level Rise Map.Ordinance

EXHIBIT A

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCNRM 15-2

**(NATURAL RESOURCE MAP SERIES -
PRIORITY PLANNING AREAS FOR SEA LEVEL RISE MAP)**

<u>RECOMMENDATIONS/ACTIONS</u>	<u>DATE</u>
I. <u>Planning Council Staff Transmittal Recommendation</u> It is recommended that the proposed amendment to the Broward County Natural Resource Map Series – Priority Planning Areas for Sea Level Rise Map be approved.	<u>May 19, 2015</u>
II. <u>Planning Council Land Use/Trafficways Committee Recommendation</u> Approval per Planning Council staff transmittal recommendation.	<u>May 28, 2015</u>
III. <u>Planning Council Transmittal Recommendation</u> Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 16-0; Blattner, Castillo, de Jesus, DiGiorgio, Friedel, Gomez, Graham, Grosso, Kiar, Long, Mack, McColgan, Parness, Ryan, Stermer and Castro) Further, the Council requested that prior to the second Planning Council public hearing: • Planning Council staff review the proposed amendment to ensure it is inclusive of municipal concerns when considering the designation of specific Adaptation Action Areas (see PCT 15-3, Attachment 1); and • The City of Fort Lauderdale staff seek guidance from its current Mayor and Commission regarding the position stated in Resolution 09-11 (See Attachment 5).	<u>May 28, 2015</u>
IV. <u>County Commission Transmittal Recommendation</u> Approval per Planning Council transmittal recommendation.	<u>June 23, 2015</u>
V. <u>Summary of State of Florida Review Agency Comments</u> The State of Florida Review Agencies issued no comments or objections regarding the proposed amendment.	<u>July 29, 2015</u>

RECOMMENDATIONS/ACTIONS (continued)

DATE

VI. Planning Council Staff Final Recommendation

October 13, 2015

It is recommended that the proposed amendment to the Broward County Natural Resource Map Series – Priority Planning Areas for Sea Level Rise Map be approved.

VII. Planning Council Land Use/Trafficways Committee Recommendation

October 22, 2015

Approval per Planning Council staff final recommendation.

VIII. Planning Council Final Recommendation

October 22, 2015

Approval per Planning Council Land Use/Trafficways Committee recommendation. (Vote of the board; Unanimous: 18-0; Castillo, de Jesus, DiGiorgio, Friedel, Ganz, Gomez, Good, Graham, Grosso, Kiar, Long, Mack, McCartney, McColgan, Parness, Ryan, Stermer and Castro)

IX. County Commission Final Action

December 8, 2015

Approved per Planning Council final recommendation.

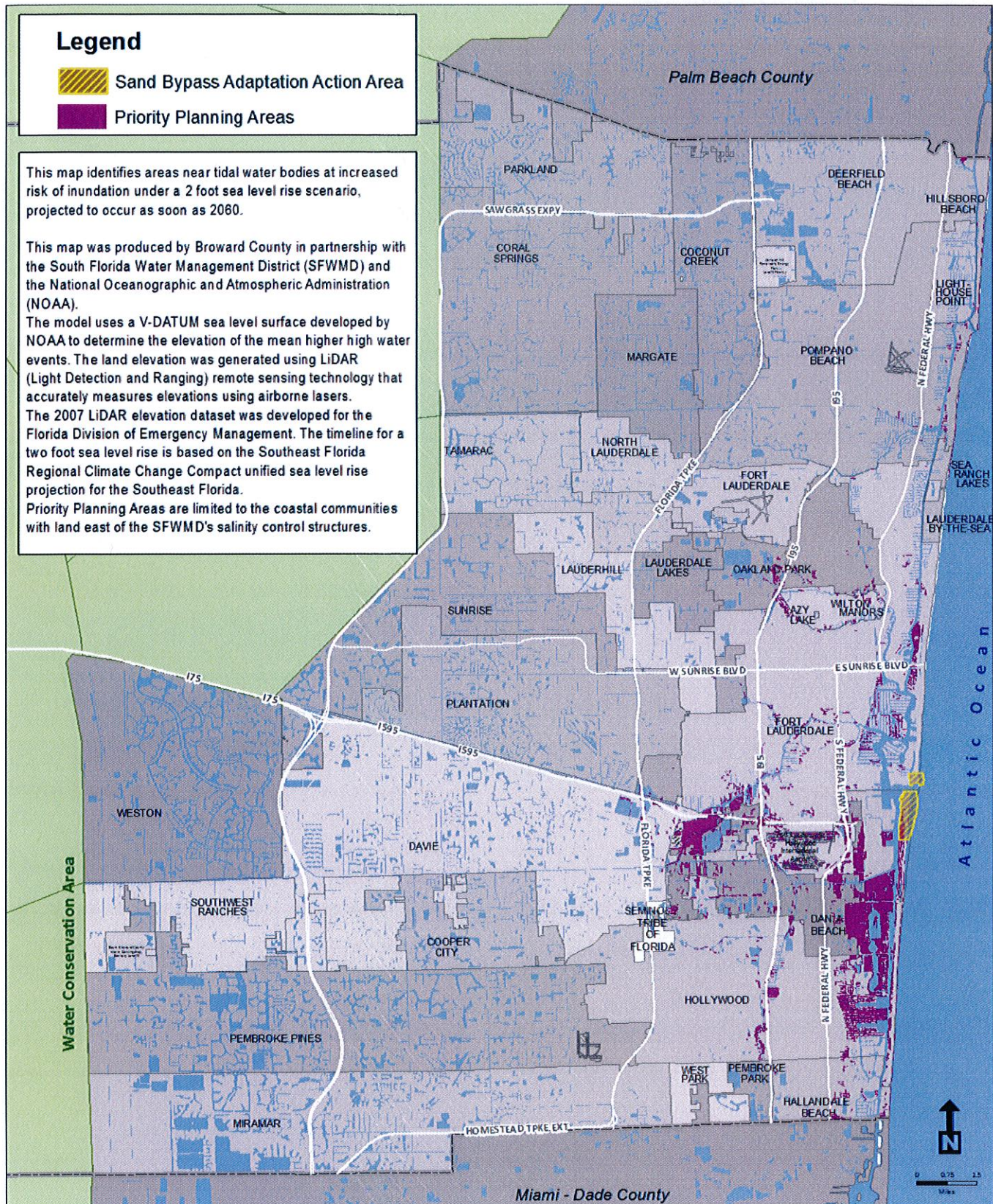
Legend

-  Sand Bypass Adaptation Action Area
-  Priority Planning Areas

This map identifies areas near tidal water bodies at increased risk of inundation under a 2 foot sea level rise scenario, projected to occur as soon as 2060.

This map was produced by Broward County in partnership with the South Florida Water Management District (SFWMD) and the National Oceanographic and Atmospheric Administration (NOAA).

The model uses a V-DATUM sea level surface developed by NOAA to determine the elevation of the mean higher high water events. The land elevation was generated using LiDAR (Light Detection and Ranging) remote sensing technology that accurately measures elevations using airborne lasers. The 2007 LiDAR elevation dataset was developed for the Florida Division of Emergency Management. The timeline for a two foot sea level rise is based on the Southeast Florida Regional Climate Change Compact unified sea level rise projection for the Southeast Florida. Priority Planning Areas are limited to the coastal communities with land east of the SFWMD's salinity control structures.



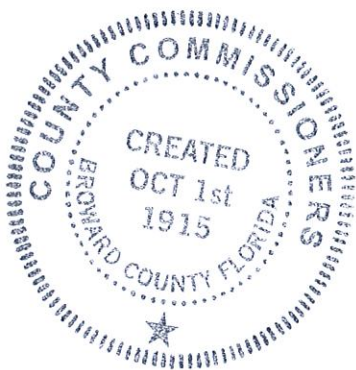
STATE OF FLORIDA)

) SS

COUNTY OF BROWARD)

I, Bertha Henry, County Administrator, in and for Broward County, Florida, and ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Ordinance 2015-49 as the same appears of record in the minutes of said Board of County Commissioners held on the 8th day of December, 2015.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 15th day of December, 2015.



Bertha Henry
COUNTY ADMINISTRATOR



Deputy Clerk

(SEAL)



(954) 831-4000
Broward County
Governmental Center
115 S. Andrews Ave, Room
114
Fort Lauderdale, FL 33301
www.broward.org/records

Transaction #: **8148336**
Receipt #: **5910190**
Cashier Date: **12/14/2015 9:35:07 AM (3110)**



Print Date:
12/14/2015 9:35:12 AM

Customer Information	Transaction Information	Payment Summary
(1750) DOCUMENT CONTROL ROOM 336U, GOVERNMENTAL CENTER FORT LAUDERDALE, FL 33301	DateReceived: 12/14/2015 Source Code: Drop-off Q Code: Drop-off Return Code: Interoffice Mail Trans Type: Recording APPROVED BCC 12-8- Agent Ref2015,#15PH Num:SUBMITTED BY PLANNING	Total Fees \$0.00 Total Payments \$0.00

1 Payments



NOCHARGE

1 Recorded Items

It is the responsibility of our customers to inspect their recording receipt, prior to leaving our office, to verify the accuracy of the information keyed. Should you find a mistake after leaving our office, please contact us immediately and the correction will be made within 24 business hours after notification. Submit corrections to: records@broward.org



(GOV) Gov Orders Ordinances
Petitions & Resolutions

Ref# APPR BCC 12-5-2015,#15 PH SUB
BY PLANNING COUNCIL

Instrument #: **113401076** Date: **12/14/2015 9:35:04 AM**

From: **BROWARD COUNTY** To: **ECONOMIC OPPORTUNITY DEPT**

Recording @ 1st=\$10 Add'l=\$8.50 ea.	0	\$0.00
Indexing @ 1st 4 Names Free, Add'l=\$1 ea.	4	\$0.00

0 Search Items

0 Miscellaneous Items