

Chapter 4: Assessment of Comprehensive Plan Elements (Volume 2)

4.1 Administration Element

The overall philosophy of the Administration Element should remain intact and the goal objectives and policies continue to be successful in achieving their purpose. The County has been successful in administering the Comprehensive Plan and planning program for the Unincorporated Area.

The Plan works to preserve, promote, protect, and improve issues affecting Broward County citizens' quality of life, such as: public health, safety, comfort, good order, appearance, convenience, law enforcement, fire prevention and general welfare.

Through the Administration Element, the County works to accomplish the following for the residents in the Unincorporated Area:

- Prevent the overcrowding of land and avoid undue concentration of population
- Facilitate the adequate and efficient provision of transportation, water, sewerage, schools, parks, recreational facilities, housing, and other requirements and services
- Conserve, utilize and protect natural resources

The Element requires some updating in regards to agency name changes and planning timeframes.

Administration Element Successes:

- The Board of County Commissioners (Board) has continued to maintain and provide funding for a comprehensive planning program.
- The Board has continued to provide public participation procedures to encourage public participation in the comprehensive planning process, as evidenced by numerous comprehensive planning/EAR workshops since the last EAR.
- In line with Objective 1.3, the Planning and Redevelopment Division has continued to work with Broward County Planning Council Staff to assure that Volumes 2 and 4 are coordinated and consistent with Volumes 1 and 3 of the Broward County Comprehensive Plan.

Administration Element Policy Area Improvements:

- Policy 1.2.1 should be revised if the 2011 census results indicate Broward County should utilize another forecasting model other than the Broward County Population Forecasting Model (BCPFM) for planning purposes.
- Policies should be considered which further promote public participation and regional coordination to achieve shared goals and objectives in order to make efficient use of limited resources.

4.2 Future Unincorporated Area Land Use Element

The overall philosophy of the FUALUE should remain in place and the objectives and policies continue to be successful in achieving the stated Objectives and Goal. In general, the County has been successful in; 1) maintaining a concurrency management system, 2) ensuring the land uses adequately reflect the availability of facilities and services, 3) assisting in the redevelopment of blighted areas, 4) promoting “smart growth” and energy efficient development and land use patterns, 5) assisting municipalities in efforts to incorporate the remaining unincorporated areas, and 6) coordinating land uses with the availability of public schools.

Since the 2004 EAR, the County updated the FUALUE for policies related to public school concurrency, the Transit Housing Orientated Redevelopment (THOR) program, energy efficiency, design and conservation for promoting “smart growth” initiatives and the reduction of green house gases (GHG). The addition of these policies strengthens existing objectives and policies and thus the overall Goal of the Element.

However, some revisions and updating of FUALUE text, timeframes and maps is required.

Broward County FUALUE Policy Successes

- Since the last EAR, public school concurrency became effective in Broward County and policies which better coordinate land uses and placement of public school facilities were added to the FUALUE. This compliments similar policies in the Broward County Land Use Plan and the Public School Facilities Element.
- In 2009, an Objective and Policies were added to require re-development in the unincorporated Broward to focus on compact, energy efficient design and encourage building to LEED standards in order to help reduce green house gas emissions. This is a result of HB 697 passed by the legislature in 2008.

Broward County FUALUE Policy Area Improvements

- Policy 2.13.1. should be revised to be consistent with the Port Everglades Master plan update when completed in 2011. It identifies an additional six (6) acre upland dredge spoil site.
- Policies under Objective 2.3 should be revised to add programs consistent with the recommendations contained within the Housing Challenges in an Economic Downturn major issue discussion (Chapter 3.5.4) regarding housing preservation and maintenance and encouraging mixed use development.

4.3 Transportation Element

The overall philosophy and direction of the Transportation Element (TE) should remain, as the objectives and policies continue to be successful in achieving the stated Goal.

Since the last EAR, the County has worked to develop additional measures to advance this Goal, which states;

“With an emphasis on public transportation systems, maintain and, where feasible, improve Broward County’s multimodal transportation system that serves local and regional movement of people and goods in a manner that provides for safety and security, convenience and energy efficiency; that promotes the reduction of greenhouse gas emissions; that coordinates and balances the transportation system with appropriate land uses, development, and sustainability of the environment; that is aesthetically pleasing; that is coordinated with adopted transportation plans, programs, neighboring counties and implementing agencies; that addresses the transportation needs of present and future populations; supports economic vitality; provides mobility choices; and provides for participation in regional transportation coordination. Meeting this goal will involve developing objectives and policies that support the facilities, hubs, and connectors associated with the Strategic Intermodal System (SIS) and those regional arterials and programs qualifying for Transportation Regional with adopted transportation plans, programs, neighboring counties and implementing Incentive Program (TRIP) funding.”

Several major amendments to the TE were adopted since the last EAR to further the Goal. Realizing that diminishing opportunities to expand a built-out roadway network would not adequately address the challenges of road congestion and the need for multimodal transportation options, Broward County developed and adopted a transit concurrency system which transitioned Broward from roadway level of service standards to transit level of service in 2004.

The system was further refined in 2008, with the adoption of Transportation Concurrency Management Areas (TCMA's), added policies for adopting LOS standards for bicycles and pedestrians and Strategic Interstate System (SIS) connectors and corridors. The Element was also amended in 2009 to address the passage of HB697, which mandated transportation strategies which reduced greenhouse gases and better coordination between land use and transportation.

Since the previous EAR, the County has made substantial progress in promoting activities relating to the integration of transportation and land use, contributing to the overall success of the Transportation Element.

In conclusion, abundant planning efforts have been made, and actions have been taken to continue strengthening the land use and mobility approach of the Transportation Element. As the economy improves and redevelopment occurs, we need to keep attentive in our plans to secure the future success of this Element.

Broward County Transportation Element Successes

Since the 2004 EAR, Broward County:

- Secured consistency and compatibility with all other transportation plans and programs as stated in Objectives 3.2, 3.4 and 3.5.
- Created and adopted transit oriented land use categories (TOD, TOC & MU-R) within the Broward County Land Use Plan.
- Approved mixed land use designations along high capacity transit corridors to facilitate linkages between land use and transportation.

- Established transportation concurrency management areas (TCMA's) for the purpose of appropriately addressing existing and future transportation needs.
- Coordinated transportation planning issues at the local and regional levels.
- Adopted Airport and Seaport Master Plans consistent with the Transportation Element.
- Adopted the Port Everglades 2006 Master/Vision Plan in December 2007. The Port Master Plan 2010 Update is scheduled for adoption in 2010. Once adopted, it will be incorporated in the Deepwater Port Component of the Comprehensive Plan.
- Approved Master Plan updates at both Fort Lauderdale-Hollywood International Airport (FLL) (May, 2010) and North Perry Airport (HWO) (October 2010). Since adoption, both FLL and HWO have been working to implement projects identified within each respective master plan.
- Implemented a program for increasing alternative fueled vehicles in the County-owned fleet including buses and shuttles serving the airport's internal circulation.
- Supported the completion of the double tracking for the South Florida Rail Corridor within Broward County, and the provision of recurring State funding for Tri-Rail's commuter train operations.
- Completed capacity improvements for a variety of County roads, intersections and other transportation facilities through the Broward County Incentive Grant and other locally funded programs.

Broward County Transportation Element Policy Area Improvements

- Policy 3.2.2. Numeral 12 should be revised. The established target was not achieved due to budgetary constraints. The planning horizon date also needs refining.
- Policy 3.2.5. should include the incorporation of a sustainability vision statement and subsequent sustainability measures as developed by the Broward County

Aviation Department (BCAD) over the course of FY 2011. BCAD is also working on a series of design guidelines for the Terminal Complex, concessions, tenant structures, way finding, and other accessory structures. These design guidelines will incorporate sustainable practices as defined by BCAD, local, state, and federal agencies.

- Policy 3.2.7. should include language relating to Broward County participation in the A1A Scenic Highway implementation program to identify features along the corridor that will provide convenient access to the beauty and amenities featured along this corridor.
- Policy 3.3.2. Broward County Transit should continue to coordinate with Broward MPO with respect to Policy 3.3.2.2 and Policy 3.3.2.3 in regards to mode split improvements and monitoring.
- Policy 3.3.5. should include the implementation of efficient airfield; and continued review and application of best management practices in terms of sustainable development and energy efficiency.
- Policy 3.4.2. should be revised. Due to budgetary constraints Broward County Transit cannot operationally meet the level of service prescribed in this Policy. In addition, it should be noted that many routes within the Transportation Concurrency Management Areas do not meet the performance measures that would warrant the stated LOS. Measurable targets need refining. BCT recommends new strategies and programs to address the Transportation Concurrency Management Areas transportation LOS standards, for the purpose of issuing development orders and permits. **[Please refer to Chapter 2.4.6 “Review and Analysis - Transportation Concurrency Management Areas (TCMAs); and Appendix “A” for supporting documentation.]**
- Policy 3.5.1. should be revised to include Numeral 7 “State Road A1A Scenic Highway Program in Broward County”.
- Policy 3.5.4. Numerals 2 and 3 should be deleted. Projects associated with these bond programs have been fully implemented. Coordination of the Port Master/Vision Plan with the FDOT Strategic Intermodal System Plan should be added.

- Policy 3.5.9. should continue providing emphasis on working cooperatively with the Florida Department of Transportation (FDOT), municipalities and other partners to ensure timely completion of initiatives focused on identifying and addressing impacts to the Strategic Intermodal System (SIS) and roadway facilities funded under the Transportation Regional Incentive Program (TRIP).
- All suitable policies relating Objectives 3.4 and 3.5. should be revised to be consistent with the results of the Stipulated Settlement Agreement study being conducted with the Florida Department of Transportation addressing impacts to the SIS.
- Include recommendations for implementing the SR 7/US 441 Transit Supportive Infrastructure and Land Use for Northern Broward County.
- Incorporate Mobility Hub concept based on site specific recommendations as per Livability studies being conducted by the Broward MPO.

4.4 Potable Water Element

The overall philosophy of the Potable Water Element should remain intact and the objectives and policies continue to be successful in achieving the stated Objectives and Goal. In general, the County has been successful in working with other public and private groups to meet the objectives.

Since the 2004 EAR, the County has worked effectively to address its potable water needs through active coordination efforts with water providers. The 2007 Regional Water Availability Rule has forced the County to put a greater emphasis on alternative water supplies and the 2009 Florida State law requiring the closure of the ocean outfalls requires greater consideration of reuse to offset future potable water needs.

Some updating of Potable Water Element text and timeframes is required. Additionally, several new policies addressing potable water supply have been proposed by various County advisory bodies to provide greater sub-regional coordination in efforts to meet future water demands and should be incorporated into the Element. There are a few existing policies that have been met, are obsolete, or should be deleted.

Broward County Potable Water Element Successes

Since the last EAR, Broward County has:

- Addressed potable water facility deficiencies as evidenced by the renewal of District 1 and District 2 Consumptive Use Permits. However, renewal of the South Regional Wellfield permit is still needed.
- Completed the 10 Year Water Facilities Work Plan as required by Chapter 163 of the Florida Statutes.
- Completed the County-wide Integrated Water Resources Plan which was approved by the County Commission in 2010.
- Instituted a year round two day a week landscape irrigation ordinance in January 2010.
- Completed the Broward County-wide Integrated Water Resources Plan.
- Convened, in conjunction with the South Florida Water Management District and Broward League of Cities, the Broward County Water Resources Task Force which met over an eighteen month period and developed a number of recommendations in pursuit of sub-regional solutions to future projected water demands.
- Water and Wastewater Services completed the Water Use profile program and has implemented a toilet rebate program.

Broward County Potable Water Element Policy Area Improvements

- Policy 4.2.8 should be modified to accommodate the minor differences in language as found in Policy 4.6.3.
- Policy 4.2.9 should be modified to address new target dates necessitated by revised water demands associated with revised population projections.
- Policy 4.2.11 should be modified to change language from “promote the implementation” to “implement”.
- Policy 4.4.4 should be modified IF the County Commission adopts the new draft landscaping code which it will consider in the fall of 2010. The change should reflect the new name of Article VIII.

- Policy 4.4.5 should include a website link that is functional.
- Policy 4.4.6 should be modified to reflect target dates that reflect the new rules.
- Policy 4.4.8 should be modified to include the “Water Conservation Incentives Program”.
- Policy 4.4.9 should be modified to reflect the fact that the water use profile has been completed.
- Policy 4.4.11 should be modified to correct the reference to the Water and Septic Tank Ordinance. It should be Article II ½.
- Policy 4.6.3. should be deleted after review and consolidation with Policy 4.2.8.
- A new objective and policies should be added to address the 2009 ocean outfall legislation and increased reuse requirement, including policies to coordinate with transportation planning efforts in the development of a regional reuse master plan in support of reducing the amount of potable water used for landscaping and other uses/activities that do not rely specifically on potable water.
- New policies should be developed to pursue a County ordinance to require the connection of existing and new irrigation systems to available reclaimed water lines for use in irrigating landscapes and to pursue the establishment of mandatory reuse zones, fully considering the availability of flows, the proximity of irrigation systems to reclaimed water lines, and the costs and effectiveness of such connections.
- A new policy should be added to reflect the heightened emphasis on the need to develop alternative water supplies to meet anticipated water demands.
- A new policy should be added to address the need for increased coordination in sub-regional water supply projects.
- A new policy should be added to direct the Natural Resources Planning and Management Division to further pursue reuse through planning and regional coordination activities.

4.5 Sanitary Sewer Element

The overall philosophy of the Sanitary Sewer Element should remain basically intact and the objectives and policies continue to be generally successful in achieving the stated Objectives and Goal. The goal should be modified however to reflect the role of County agencies other than WWS in planning for distribution of reuse water in light of the scheduled 2025 closure of ocean outfalls. In general, the County has been successful in working with other public and private groups to meet the objectives.

Since the 2004 EAR, the County has worked effectively to implement the objectives and policies found in the Sanitary Sewer element.

However, some updating of Sanitary Sewer Element text and timeframes is required. Additionally, the 2009 Florida state law requiring closure of the ocean outfalls by 2025 and 60% reuse for beneficial purposes should be incorporated into either this Element or the Potable Water Element. There are several existing policies that have been met, are obsolete, or should be deleted.

Broward County Sanitary Sewer Element Successes

Since the last EAR, Broward County:

- Developed a plan to eliminate two areas where existing septic tank systems would not be permitted due to non-conformance with the requirements of Chapter 64E-6, FAC.
- Expanded the North Regional Wastewater Treatment Plant to 100 MGD.
- Initiated an “Effluent Disposal and Reclaimed Water Conceptual Master Plan” to look at future options and strategies for use of reuse from the North Regional Wastewater Treatment Plant.

Broward County Sanitary Sewer Element Policy Area Improvements

- The goal should be rewritten to reflect the role of other agencies (i.e., Department of Environmental Protection and Growth Management) in planning for wastewater infrastructure.

- Policy 5.2.3. should be modified to reflect a working weblink.
- The target date for Policy 5.2.8 was met. Therefore, the policy should be deleted.
- The target date for Policy 5.2.9 was met. The expansion project was completed. The policy should be deleted.
- Policy 5.5.2 should be modified to correct the reference to the Water and Septic Tank Ordinance. It should be Article II 1/2.

4.6 Solid Waste Element

On September 24, 2010, the Broward County Commission adopted a comprehensive update of the Solid Waste Element Goals Objectives Policies and Support Document. This complete rewrite of the Element was done to reflect current requirements, data and information.

Florida State Statute Chapter 163.3177(6)(c) requires the Solid Waste Element to describe the problems and needs and the general facilities that will be required for solution of the problems and needs. Rule 9J-5.011, Florida Administrative Code requires the data and analysis for this element include data related to public and private solid waste facilities as well as existing and projected solid waste facility needs.

In order to meet these requirements, the newly adopted Solid Waste Element contains objectives and policies based on current data, projections, organizational structure, State requirements, and best practices. It sets targets for waste minimization, and provides for a range of potential programs and policies to achieve those targets. The element contains policies that promote recycling, reuse and waste reduction as ways to meet the State of Florida goal of recycling seventy-five percent of municipal solid waste by 2030. It describes existing and potential programs and policies for natural resource protection. It contains policies intended to ensure the availability of adequate solid waste facilities in the future. The element also encourages the continuance of an integrated solid waste disposal system.

The overall goal of the Solid Waste Element states: “Provide a cost-effective and equitable solid waste disposal system which emphasizes waste minimization and resource recovery and meets all federal, state and local environmental quality standards.” This goal is supported with objectives and policies that address four key components of the element. They are as follows:

- 1) *Waste minimization strategies*: These include source reduction, reuse, recycling, and recovery. This component of the element contains programs and policies that will work to reduce municipal solid waste, meet the State of Florida goal of recycling seventy-five percent of municipal solid waste by 2030, and encourage the recovery of resources.
- 2) *Natural resource protection*: The County's solid waste management operations will be safe and will protect soil, groundwater, surface water, and the air from contamination.
- 3) *Ensuring availability of adequate facilities*: The County's solid waste facilities shall have sufficient capacity to process and dispose of present and future volumes of solid waste, using adopted level of service standards.
- 4) *Integrated solid waste planning and operations*: The County and cooperating municipalities will work together, using proven technologies, appropriate regulation, centralized facilities, and equitable and responsible financing practices to ensure the safe and efficient disposal of solid waste.

Solid Waste Element Successes and Shortcomings

Since the Solid Waste Element is newly adopted and completely rewritten, determining specific successes and shortcomings is not currently possible. However, the newly adopted goals, objectives, and policies will serve to ensure that the County has the means to adequately dispose of present and future volumes of solid waste.

4.7 Drainage and Natural Aquifer Groundwater Recharge Element

The overall philosophy of the DANGAR Element should remain basically intact and the objectives and policies continue to be successful in achieving the stated Objectives and Goal. In general, the County has been successful in working with other public and private groups to meet the objectives.

Since the 2004 EAR, the County has worked effectively to implement the objectives and policies found in the DANGAR element.

However, some updating of DANGAR Element text and timeframes is required as there are several existing policies that have been met, are obsolete, or should be deleted.

Broward County DANGAR Element Successes

Since the last EAR, Broward County:

- Have removed all Group One and South County deficiencies. Central County deficiencies are on track to be completed and removed by the year 2015.
- Has made progress in improving drainage and stormwater management through a number of IWRP grants and has initiated the development of an Integrated Water Resource Master Management Plan.
- The Broward Everglades Working Group has been looking at ways to improve water quality, specifically phosphorus reductions, in the C-11 West Basin.

Broward County DANGAR Element Policy Area Improvements

- Objective 7.1 should be modified to delete reference to 2010 deficiencies. These have been removed.
- Policies 7.1.1 and 7.1.2 should be deleted, as the referenced drainage improvement projects have been completed.
- Policy 7.2.2 should be deleted as it has been completed.
- Under Objective 7.5, a new Policy should be added to include language relating to development of variable density saltwater models and proposed inundation modeling.
- Policy 7.5.5 should be deleted or the word “wellfields” should be changed to “wells”. The wellfield GIS map has not been updated since 1998.
- Policy 7.5.2 should be modified to correct the reference to the Water and Septic Tank Ordinance. It should be Article II 1/2.
- Policy 7.5.6 should be modified to reflect the fact that there are no funds available for new well construction to monitor groundwater levels. The terms “install additional monitoring wells and” should be removed.

4.8 Housing Element

The overall philosophy of the Housing Element continues to be successful in achieving the stated Objectives and Goal; and should remain intact. In general, the County has

been successful in cooperating with the public, private, and non-profit sectors to provide needed affordable housing units, even with the economic challenges Broward faces currently. The policies and programs in place continue to be effective and have been supplemented with new mechanisms, strategies, and programs to respond to the changing housing market and provide alternative solutions for increasing the supply of affordable housing. The primary concern is that the demand for assistance far exceeds the availability of resources.

Since the 2004 EAR, the County has worked effectively to eliminate substandard housing conditions and improve the structural and aesthetic quality of its existing housing stock. It has provided relocation assistance to displaced households, support for a homeless assistance center, and an equitable distribution of affordable housing in both unincorporated and incorporated neighborhoods. And the County has established policies and programs to encourage energy efficient construction practices, and pedestrian friendly mixed-use housing projects along transit corridors.

The County has far exceeded its policy goal of creating 120 affordable housing units in the Unincorporated Area, however, this policy plus other similar policies need to be revised to reflect updated goals and achievement dates. Additionally, other areas of the element need to be revised to reflect the new strategies and programs recently implemented. For example, policies in support of the recommendations of the Broward Foreclosure Prevention Blue Ribbon Panel and that respond to the newly implemented Neighborhood Stabilization Program (NSP).

Broward County Housing Element Successes

- Broward County through programs such as CDBG, HOME, SHIP, and Broward County Housing Finance bonds; and in cooperation with the private sector, non-profit organizations and municipalities has continued to be successful increasing the supply of affordable housing, especially housing for very low, low, moderate and displaced households.
- Broward County successfully implemented a pilot program within the Unincorporated Area that built 49 homes since 2004 on County-owned vacant lots, furthering Policy 8.3.8.
- Since the last EAR, the newly implemented Neighborhood Stabilization Program (NSP) has created over 140 affordable housing units (both single-family and multi-family rental) for very low, low, and moderate income households throughout Broward County. NSP has rehabilitated substandard housing and led to the demolition of unsafe and uninhabitable units, furthering Policy 8.2.1. To

accomplish this, the County entered into inter-local agreements with local governments and partnerships with non-profit organizations, which also furthers Policy 8.8.1. One of the non-profit organizations is a community land trust furthering Policy 8.1.4; increasing the supply of affordable housing with community land trust funds.

- Broward County has responded to the economic downturn by recognizing the need for more efficient use of affordable housing resources by creating the Broward Housing Council. This Council coordinates efforts to address housing issues within the County.
- Broward County continues to provide information to educate residents, workers and employers about the benefits of affordable housing, including programs offered by federal, state, and local governments to help current and future homeowners.

Broward County Housing Element Policy Area Improvements

- Policies need to be revised to reflect governmental funding shifts since the economic downturn. Policy 8.4.7. should be revised to reflect reduced funding sources and the non-funding of the State Housing Initiative Partnership (SHIP). Policies supporting alternative funding strategies also need to be emphasized, strategies such as, shared equity ownership and public-private partnership low interest loans.
- Policies dealing with the effects of climate change should be considered, and education on new programs to help refinance homes and receive credit counseling need to added or emphasized.
- Policies continuing to support the investigation of a dedicated funding source need to be emphasized along with policies promoting the regional pooling of housing resources.
- Policies should be added supporting the creation of affordable housing program selection criteria that consider proximity of the project to transit services, inclusion of pedestrian and transit amenities, and green building standards and energy efficient appliances.

- Policies need to be added or emphasized on the true costs of housing, including education programs on total household costs, the effects of location versus transportation costs and energy efficient building practices and appliances.
- Since no new funding is being allocated for the Redevelopment Capital Program and all current funding has been programmed, this funding source is no longer being utilized for affordable housing and Policy 8.1.13 should be deleted. The policy refers to the Redevelopment Capital Program as a funding mechanism for the construction of new affordable housing units.

4.9 Recreation and Open Space Element

The Recreation and Open Space Element (ROSE), as required by F.S. Chapter 163 (6)(e) highlights a complete system of public and private sites for recreation, that include natural reservations, parks, playgrounds, parkways, beaches and public access to beaches, open spaces, waterways, and other recreational facilities.

The objectives and policies and overall philosophy of the ROSE continue to be successful in achieving the stated Goal and should remain intact. The purpose of the ROSE is to;

“provide safe and adequate recreation sites and facilities, including cultural art facilities, and open space to satisfy the current and future needs of residents and non-residents, including special populations such as preschool age children, the elderly, and the disabled: to maintain or improve accessibility to recreation sites and facilities: and to encourage public and private involvement in developing a greenways system that supports state and other community greenway efforts”.

This goal is supported with objectives and policies that address the key components of the Element. They are as follows:

1. Ensure public access to local and regional recreation sites and facilities
2. Coordinate public and private resources to meet recreation demands
3. Ensure that local parks and recreation facilities are adequately provided to meet the local park service demand
4. Ensure that regional and recreation facilities are provided sufficient to meet the regional park service demand
5. Ensure the provision of open space by public agencies and private enterprise

Since the 2004 EAR, only minor revisions were made to the ROSE. The County has strived towards implementing the GOP's, by continuing to fund several projects to maintain its parks and recreation spaces, and preserving and adding to its open space. Many of the GOP's of the Broward County ROSE are ongoing, and thus still relevant. *(See Chapter 4.12 Capital Improvements Element Assessment for a detailed list of parks projects completed).*

Broward County Recreation and Open Space Element Successes

- Objective 9.1 and the following policies are ongoing. Policies 9.1.6, 9.1.7, 9.1.8, and 9.1.9 are being implemented through the Broward County Greenway Corridor Projects, which include several multi-purpose paths, landscaping, trail markers, benches, bicycle racks, and sidewalks in some sections. There are 41 proposed projects in the Broward County Potential Greenway System, and already sections of the New River/State Road 84 are completed, and work has started on the Cypress Creek/C-14 Canal Greenway.
- Parks projects were completed in Long Key Natural Area and Nature Center, Roosevelt Gardens Park, Center Regional Park and Snake Warrior's Island Natural Area. This furthers Objective 9.3 and 9.4 and related Policies.
- Since the last EAR, Broward County has continued to protect and enhance the Broward County shoreline. Construction was completed in 2006 which involved placing sand along 6.8 miles of beaches in southern Broward County at a cost of \$45M. This furthers Policy 9.1.4.
- The County currently has 6,471 acres of regional parks and recreation facilities, which exceeds the 5,863 acres needed by 2010 and 6,342 acres by 2015. There are also several projects included in the Capital Improvements Element which include funding for maintaining, repairing, and improving park facilities, recreational amenities, roofs, road and paths, park buildings and lighting.

Broward County Recreation and Open Space Element Shortcomings

- Policy 9.1.6 is ongoing, however the implementation date needs to be revised.
- Policy 9.1.7. has been developed and implemented, however is also ongoing. Policy language should be revised to reflect the Blueways System should be maintained.

- Due to budgeting constraints and realignment of funding priorities, new strategies may need to be explored in order to maintain adopted LOS standards over the long term planning period.
- Policy 9.3.4. should be re-evaluated to determine if the regional park acreage credit provision within the Broward County Land Use Plan still remains a viable option to maintain the local LOS requirement for the Unincorporated Area. If not, it should be deleted.
- Policy 9.3.5 should be updated to reflect the impact of additional land area acquired from Palm Beach County and updated target dates for incorporation of remaining unincorporated areas.
- Policy 9.5.3. should be re-evaluated to determine if still relevant since the Unincorporated Area is greatly diminished since the policy was enacted.

4.10 Coastal Management Element

The overall philosophy of the Coastal Management Element should remain intact and most of the objectives and policies continue to be successful in achieving the stated Objectives and Goal. In general, the County has been successful in its jurisdictional ability to protect, conserve and maximize the aesthetic, environmental and economic values of the coastal areas.

Since the 2004 EAR, the County has worked effectively to ensure that development activities in the coastal area do not negatively affect its value. Broward County has been successfully implementing several programs which protect and conserve remaining wetlands, living marine resources, coastal barriers, and wildlife habitat in the coastal area, however some updating of the Coastal Management Element text and timeframes is required.

Coastal Management Element Successes

The County's beaches and coastal areas provide habitats for a variety of species including threatened or endangered corals, manatees, and sea turtles. The following have been effectively administered since the 2004 EAR, thus supporting the goal of the Coastal Management Element.

- Reef Monitoring Program & Artificial Reef Program – Broward County has continued to maintain the Reef Monitoring Program and the Artificial Reef

Program which both contribute to the enhancement and restoration of local fisheries and hard bottom communities. The Reef Monitoring Program tracks and records various species of corals and sponges to compare spatial and temporal differences throughout the reef system. The Artificial Reef Program creates additional habitat for various marine organisms and fish and helps to decrease user pressure on Broward County's natural reefs, which benefits both the environment and the economy.

- Mooring Buoy Program – Broward County further protects its reefs with a mooring buoy system, which was installed so that boaters can moor on the reefs without using an anchor, and avoid violating the law prohibiting dropping anchors on living coral reefs.
- Beach Renourishment Program - (Segment III) construction was completed in 2006 which involved placing sand along 6.8 miles of beaches in southern Broward County at a cost of \$45M. Since then, environmental monitoring is being conducted at Segment III for any potential environmental impacts as a result of the renourishment project. This furthers Objective 10.4 and Policies 10.4.1-3.
- Manatee Protection Plan - In 2007 Broward County developed a Manatee Protection Plan to implement additional manatee protection measures throughout the County's waterways that are accessible to manatees. Since the inception of the Plan, the County has been successfully implementing these protection measures, which include: increased law enforcement, manatee monitoring, as well as education and awareness.
- Sea Turtle Conservation – Broward County has been successful in maintaining guidelines for local government implementation of sea turtle conservation programs developed in conjunction with the Fish and Wildlife Research Institute. These guidelines include ensuring lighting conditions along the County's beaches do not disturb the sea turtle nesting process. The County coordinates with coastal municipalities in regards to local regulations which limit the amount of artificial light on the county's beaches.

Coastal Management Element Policy Area Improvements

- Policy 10.1.2 should be revised. Sea turtle conservation programs are developed in conjunction with the Fish and Wildlife Research Institute rather than the Florida Bureau of Marine Research.

- Policy 10.1.3 should be deleted, as all pertinent coastal areas of the County fall within the jurisdiction of municipalities and not Unincorporated Broward County.
- Policy 10.3.1 should be revised to reflect the correct section of the Broward County Code which authorizes the policy.
- Policies 10.4.1 and 10.4.3 should be combined to read: “Maintain Broward County’s beaches to a width of approximately 75 feet in accordance with the Broward County Beach Nourishment Program.”
- Policy 10.4.4 should be revised to reflect a new time horizon of 2013. Due to budget constraints, the County has been unable to update the Economic Benefit Study of Beach Renourishment Projects by the previously anticipated time horizon.

4.10.1 Natural Disaster Component

The current Goal of the Coastal Management Element’s Natural Disaster Component (NDC) states,

“Protect human life and limit public expenditures in the Coastal Area subject to destruction by natural disaster”.

The current Objectives/Policies address the need to:

- Limit public funding which subsidizes development in coastal high hazard areas
- Direct population concentrations away from coastal high hazard areas
- Maintain or reduce hurricane evacuation times
- Develop a county-wide Post Disaster Mitigation and Recovery Plan

In reviewing the NDC, significant policy obsolescence is present. Several factors, including the lack of unincorporated coastal area, the County’s lack of jurisdictional authority over development rights outside the unincorporated areas, and recent changes in state statute have limited the County’s ability in achieving some objectives and policies.

Since the last EAR, several disaster mitigation plans, programs and strategies were recently approved or are currently underway. Broward County has updated and adopted the Local Mitigation Strategy (LMS) (*January 2010*), rewritten and adopted the

Comprehensive Emergency Management Plan (CMMP) (*November 2009*), and drafted the Broward Countywide Recovery Process (BCRP) (*September 2010*). The BCRP is undergoing minor modifications to obtain consistency with comments from the Florida Division of Emergency Management review. The policy recommendations resulting from the plans will be evaluated and as appropriate, be incorporated in a revised NDC in the near future.

In addition, a new definition of “Coastal High Hazard Area” (CHHA) was adopted by the Legislature in 2008 and was required to be adopted into the Comprehensive Plan. The current definition evolved from being synonymous with hurricane evacuation zones to one based on elevations. Thus, the new definition now removes much of the coastal section within the County out of the CHHA and includes inland areas. The ability to create policy purely based on elevations is problematic from an emergency management standpoint as hazardous impacts of wind and rain on the coast are equally as important. A practical application through combining them into a “coastal storm area”, for example, will be explored as a solution.

Natural Disaster Component Recommendations

- Goal 11.0 should be expanded to include additional types of natural disasters, not only tropical cyclone events. Other types of disasters could potentially impact the entire county not just coastal areas.
- Revise the NDC to correct outdated details, definitions and references to inappropriate documents, which create un-measurable targets, and are inconsistent with objectives and policies.
- The NDC should be consistent with Broward County disaster mitigation plans which are related to emergency management. Broward County has begun an initiative to create an “enhanced” Recovery and Local Mitigation Strategy (LMS). This process will integrate the Broward County Comprehensive Plan, the Comprehensive Emergency Management Plan (CEMP), The Long Range Transportation Plan, Climate Change Action Plan, and the Long Term Recovery and Redevelopment Strategic Framework (LTRSF). The (LMS), when completed will advance the coordination between the Natural Disaster Component and the aforementioned plans in terms of strategy and consistency.
- Broward County actively participated in the recently completed Florida Statewide Regional Evacuation Study Program (December 2010) that re-mapped Broward County Coastal High Hazard Area and updated calculations on county clearance times.
- With a new definition of Coastal High Hazard Area (CHHA) adopted by the legislature in 2008, it has removed large sections of the Broward County

coastline from being included within the CHHA. Developing policy around the new definition based solely on elevations is problematic and the County going to explore a more practical and realistic alternative from an emergency management perspective. Establishing a “Coastal Storm Area”, such as Pinellas County, Florida has done may provide such an option.

4.10.2 Deepwater Port Component

The overall philosophy of Broward County’s Coastal Management Element, Deepwater Port (*Port Everglades*) Component should remain intact as the Objectives and Policies continue to be successful in measuring the achievement of the stated Goal. In general, Broward County’s Port Everglades Department (PED) has been successful in addressing the needs of the Port and continues to promote the establishment of compatible waterborne/maritime-related land uses through the implementation of the Port Master/Vision Plan which is consistent with the Broward County Land Use Plan and the Port Everglades Development District (PEDD).

Broward County’s PED continues to work in coordination with its tenants, neighboring municipalities, resource agencies, stakeholders, and other County departments to assure compliance of maritime and environmental policies and regulations.

Since the 2004 EAR, Broward County’s PED has worked effectively to maintain and develop a deepwater seaport that promotes safe and efficient movement of passengers and cargo while generating economic benefits for Broward County citizens and businesses. Updating of the Coastal Management Element, Deepwater Port Component text, timeframes, and maps is, however, required to reflect the Port’s recent accomplishments, current circumstances, and future projections and plans. Additionally, new Goals, Objectives, and Policies (GOPs) are required. ***Consequently, Broward County’s PED is recommending a complete rewrite of the Deepwater Port Component as many of the GOPs are duplicative and obsolete.***

Since the 2004 EAR, the Port Everglades 2006 Master/Vision Plan was adopted by the Broward County Board of County Commissioners (BOCC) in December 2007 with the exception of projects associated with the Southport Turning Notch (STN) and Berth 29 in Midport. The BOCC directed Port Everglades to eliminate the proposed Berth 29 extension project and to work with the Florida Department of Environmental Protection (FDEP) and environmental stakeholders to develop an alternative mitigation strategy related to the STN project. Based on that direction, the PED has been engaged in updating the 2009 Master/Vision Plan and anticipates adoption of the document by the

BOCC in Spring 2011. Once adopted, the PED will begin the process to incorporate the updated Plan into the Broward County Comprehensive Plan as the Deepwater Port Component.

Broward County also recently adopted the 2010 Climate Change Task Force Action Plan. In line with the GOPs of the Climate Change Action Plan, Port Everglades continues to support Broward County's efforts to reduce greenhouse gas emissions and continues to coordinate with the Natural Resources Planning and Management Division in the assessment of climate change impacts and sea level rise.

Deepwater Port Component Successes

- Since the 2004 EAR, Port Everglades developed the 2006 Master/Vision Plan and is currently engaged in the first update to this document. This furthers policy 12.15.1.
- The PED continues to provide and maintain water access to Port berths and facilities for waterborne/maritime uses and these uses continue to be given the highest priority for future development and redevelopment in the Port's Jurisdictional Areas (PJA). This furthers policy 12.2.2.
- The PED continues to coordinate future Port development and operations with the Aviation Department where development may potentially impact operations at the Fort Lauderdale-Hollywood International Airport. This furthers Policy 12.1.9.
- In line with Policy 12.4.4, the Port continues to actively participate in the Florida Seaport Transportation and Economic Development (FSTED) Council, in coordination with the Florida Ports Council, which reviews and approves funding applications for Port Everglades' transportation projects.
- To further Policy 12.4.5., Port Everglades, in cooperation and coordination with other applicable entities, provided planning and engineering assistance to the Florida Department of Transportation (FDOT) related to the construction of the Eller Drive Overpass, which is scheduled to begin in 2011. This project will provide grade-separated rail access for the planned Intermodal Container Transfer Facility (ICTF) in Southport.
- In line with Policy 12.4.5, Port Everglades constructed a two-lane bridge across the existing FPL Discharge Canal to connect Midport container terminals to the Southport container terminals.

- The Port continues to give priority to the redevelopment of Port-owned structures and facilities which promote water-dependent uses, water-borne commerce, international trade, and cruise tourism within the PJA. This furthers Policy 12.2.3.

Deepwater Port Component Improvements

- The target date of 2010 for Policy 12.4.7 has not been met. The policy calls for Port Everglades to continue to move in the direction of constructing a transportation system by 2010 which facilitates the transfer of passengers between Midport cruise terminals, the Midport parking garage, and the proposed Automated People Mover (APM). While significant improvements have been made with regard to roadway infrastructure at both Port Everglades and Fort Lauderdale-Hollywood International Airport to expedite the movement of passengers between the two facilities, this particular project has been placed on hold due to the significant costs related to its implementation. The target date will be revised.
- Policy 12.15.1 states that the Port Everglades Master Plan, together with the Deepwater Port Component of the Broward County Comprehensive Plan, shall be incorporated into the Coastal Management Element of the Broward County Comprehensive Plan during the EAR-related amendment process. Port Everglades has not prepared an update to the Deepwater Port Component since the 2004 EAR. This is due to the BOCC's direction to Port Everglades to eliminate the proposed Berth 29 extension project and to work with the FDEP and environmental stakeholders to develop an alternative mitigation strategy related to the STN project, both of which were key projects identified in the 2006 Master/Vision Plan. The challenges associated with these projects have been resolved and the PED anticipates adoption of the 2009 Master/Vision Plan update in Spring 2011 and will then begin the update to the Deepwater Port Component in Summer 2011.

4.11 Conservation Element

The overall philosophy of the Conservation Element should remain intact and the objectives and policies continue to be successful in achieving the stated Objectives and

Goal. In general, the County has been successful in working with other public and private groups to meet the objectives.

Since the 2004 EAR, the County has worked effectively to develop additional conservation measures to protect its air, land, water, and biological resources in the Unincorporated Area neighborhoods and throughout the County, where appropriate. .

However, some updating of Conservation Element text, timeframes and maps is required. Additionally, several new policies addressing water conservation have either become Florida state law or have been proposed by various County advisory bodies to provide greater conservation of water resources and should be incorporated into the Element. There are several existing policies that have been met, are obsolete, or should be deleted.

Since the previous EAR, the County has made substantial progress in promoting activities relating to the reduction of greenhouse gas emissions, water conservation, and in implementing its Manatee Protection Plan.

Broward County Conservation Element Successes

Since the last EAR, Broward County:

- Established a Climate Change Government Operations Workgroup to identify and promote measures and policies that support greenhouse gas reductions in government operations. The Workgroup has a GHG reduction target for 2015 and develops annual progress reports to the Board of County Commissioners. This furthers Policy 13.1.16.
- Established a Climate Change Task Force in coordination with other local governments, private businesses, other governmental agencies and the State of Florida. This also furthers Policy 13.1.16.
- Initiated an “Effluent Disposal and Reclaimed Water Conceptual Master Plan” to look at future options and strategies for use of reuse from the North Regional Wastewater Treatment Plant. This Policy furthers Objective 13.3 and related policies.
- Conducted hundreds of public outreach efforts both within, and outside of the Unincorporated Area to educate residents about the benefits of water conservation, including native landscaping. This furthers Policy 13.3.5.

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- Instituted a permanent two day a week Irrigation Ordinance. This furthers Objective 13.3 and related policies.
 - Completed the Broward County-wide Integrated Water Resources Plan. This furthers Objective 13.3 and related Policies.
 - Convened, in conjunction with the South Florida Water Management District and Broward League of Cities, the Broward County Water Resources Task Force which met over an eighteen month period and developed a number of recommendations in pursuit of sub-regional solutions to future projected water demands.
 - Created limestone boulder artificial reefs.
 - Received an ARRA grant to fund programs for conservation of coral habitat.
 - In December 2004, 393.1 acres were changed to Recreation and Open Space and 843.21 acres were changed to Conservation-Natural Reservation. An additional 228.92 acres of land were changed to Recreation and Open Space and 54.13 acres to Conservation-Natural Reservation in 2006.
 - Adopted a Manatee Protection Plan in 2007 which includes funding for a BSO deputy to patrol manatee protection zones. This furthers Goal 13-A and related Objectives/Policies.

Broward County Conservation Element Policy Area Improvements

- The target date of 2015 for Objective 13.1 was met in 1995, therefore it should be removed. The Environmental Protection Agency revises the National Ambient Air Quality Standards periodically.
- Policy 13.1.2 should be modified with reference to “Stage II” requirements to reflect consistency with FDEP and Federal rules. In 2007, FDEP adopted changes to the Florida Administrative Code that eliminate the requirement for State II but maintains compliance for Stage II systems that remain in operation and were not decommissioned.
- Policy 13.1.3 needs refining. The planning horizon of 2011 should be extended.

- Policy 13.1.5 should be modified to include language to support purchasing of alternative vehicles.
- Policy 13.1.6 should be modified to reflect the fact that the County no longer operates an electric vehicle fleet. The modifications may include the recommendation that the County applies for grants to fund the purchase of vehicles and installation of the infrastructure required.
- Policy 13.1.12 should be deleted. It is no longer applicable due to attainment status.
- Policy 13.1.13 should reflect the County's greenhouse gas reduction target of 7% below 1997 levels by 2015.
- Policy 13.1.15 should be deleted. Broward County has been in attainment for ozone for over 15 years and this type of analysis is performed by the federal government.
- Policy 13.1.16 should be coordinated with the new Climate Change Element. Targets dates and policies need to be developed in conjunction with implementation of the Climate Change Task Force Report and Recommendations.
- Objective 13.3 should be modified to reflect the current per capita figures from the South Florida Water Management District's Consumptive Use Permit. District 1 should be 132 gpd and District 2 should be 140 gpd. These are "finished" water quantities, and the policy should reflect this. Districts 3A and 3BC should be removed from the objective as they are provided water by the City of Hollywood under a large user agreement.
- A policy/ordinance (related to Policy 13.3.1) should be developed to address "Cooling Tower Retrofit" per recommendation of the Water Resources Taskforce.
- Policy 13.3.5 should be modified to reference the Water Conservation Incentives Program.
- Policy 13.3.4 should be modified to include updating of the WWS's Water Conservation Plan.
- A new policy should be added under Objective 13.3, per the Water Resources Task Force, for the County to encourage pursuit of an amendment of the Florida Building Code to require installation and operation of low-bleed cooling tower

systems and condensate harvesting mechanisms in both new and replacement installations.

- Policy 13.3.6 should be modified to reflect the County's new permanent irrigation ordinance as approved by the County Commission in January 2010.
- Policy 13.3.7. should be modified to reflect the name of the new landscape code, assuming County Commission approval in October or November 2010.
- Policy 13.3.9 should be modified to include target dates in advance of the 2025 closure of the ocean outfalls.
- Policies (related to Policy 13.3.15) should be developed to implement the recommendations of the Integrated Water Resources Plan.
- Policy 13.4.1 has been implemented, and thus should be deleted.
- Policy 13.6.2 should be modified to reflect the new landscape code name (see Policy 13.3.7 above).
- Policies 13.6.3 and 13.6.7 should be deleted as few sites remain in the Unincorporated Area.
- Policy 13.6.9 needs refining. Policy should read: "The map of County Commission designated properties of ecological concern should be considered for selecting properties for designation as an Urban Wilderness Area (UWA). The UWAs recommended for acquisition should include cost estimates and be financially feasible."
- Policy 13.6.15 should be deleted as there is no intention to undertake this work in conjunction with Tree Trust projects.
- Policy 13.6.19 needs refining. The enhancement techniques named in the Policy should include "prescribed burning".
- Policy 13.7.1 should be modified to remove all language relating to the "Florida Game and Freshwater Fish Commission Program". The current language is the result of a scrivener's error.
- Policy 13.7.4 needs refining. Parks and Recreation Division should be added as a Broward County agency that will apply for state and/or federal grants to fund programs for the conservation of wildlife and/or marine habitat.

- Policy 13.7.5 should be deleted, as there is no mandate in the Broward County Land Development Code giving priority to establishing and protecting public beach access points.
- Policy 13.7.11 needs refining. The term “rare animal and plant species should be added to the Policy as being protected.
- Policy 13.8.4 should be deleted as target dates have been met.
- Policy 13.9.6 should be modified to reflect a working web address.
- Policy 13.10.3 should be deleted. The basin study for Indian Trace Basin 2 is being processed at the Federal/State level, and is not necessary at the County level.
- Policy 13-A.3.1 should be deleted. The policy is based on language in the Broward County Charter which has been changed.
- Policy 13-A.3.2 should be modified to address the proper section of the County Charter.
- Policy 13-A.3.8 should be deleted, as it is obsolete.
- Policy 13-A.4.2 should be deleted. After consultations with FWC and US Coast Guard, posting of signs would not be permitted.
- Policy 13-A.4.3 should be deleted. Broward County does not have dive locations where manatees congregate.
- Policy 13-A.4.4 needs to be refined to specify that Broward County shall continue to publish the Broward Safe Boating Guide. The current language states that Broward County shall encourage marine business organizations, such as the Marine Industries Association of South Florida Inc., to continue to publish the Broward Safe boating Guide.
- Policy 13-A.4.11 should be deleted. Information about manatees in Broward County is posted on the County’s website.
- Policy 13-A.5.2 should be deleted, as it is obsolete.
- Objective 13-A.9 and related policies should be deleted. The target date has been met.

4.12 Capital Improvements Element

The overall philosophy of the CIE should remain intact and the objectives and policies continue to be successful in achieving the stated Objectives and Goal. The purpose of the CIE is to identify capital improvements which are necessary to implement the Broward County Comprehensive Plan and ensure that adopted Level of Service (LOS) Standards are achieved and maintained for concurrency related facilities. These facilities/services include; transportation, mass transit, parks & recreation, drainage, potable water, sanitary sewer, solid waste and public schools. The CIE aims to ensure that facilities are in place to achieve and maintain LOS and a 5-year schedule of capital improvements must address deficiencies and be financially feasible.

Since the last EAR, the 2005 Florida Legislature amended Chapter 163, Florida statutes, better known as SB360, and imposed a new definition of financial feasibility. Among the changes, new statutory requirements require sufficient revenues sources from “committed” funding for at least the first three (3) years, and “planned” funding for years 4 and 5 of the 5-year capital program for financing capital improvements. It also requires additional reporting requirements and mandated concurrency for public school facilities which impacted the CIE.

In general, the County recently has struggled in a very challenging economic environment to allocate funding for capital improvement projects in order to maintain level of service standards amid dwindling financial resources.

The capital schedules (14A -14Q) of the CIE are updated annually to incorporate the County’s most recently adopted 5 year financially feasible capital budget. The schedules also incorporate the Broward MPO’s Five-Year Transportation Improvement Program (TIP) for LOS related projects. This contains all road-way, transit, aviation, commuter rail, port and multimodal infrastructure projects funded thru federal, state, locally or private sources. The CIE also annually incorporates by reference the Broward County School Board’s five year capital plan known as the District Education Facilities Workplan (DEFP). The DEFP represents another financially feasible plan which includes all capital improvements to county-wide public school facilities.

Capital Improvement Element Successes

- Since the last EAR, the County now updates the CIE Tables 14-A to 14 Q on an annual basis in order to comply with statutory requirements. This has ensured that the latest, financially feasible capital plan which represents the resources and improvements required to meet infrastructure deficiencies and future infrastructure needs is adopted into the CIE. Since the last EAR, approximately

\$1.75 billion in concurrency related projects were completed. This includes projects funded thru federal, state, local and private sources. Major projects completed since the last EAR have included;

- The airport opened a consolidated car rental center and 4,400 car parking garage and Concourse B opened in Terminal 1 to meet the future demands of the Fort Lauderdale – Hollywood International Airport. This furthers Objective 14.1 and related Policies.
- The port completed the expansion of cruise terminal 18 to accommodate Royal Caribbean’s Oasis of the Seas and Allure of the Seas cruise ships (\$55M). Also, the Port also completed the construction of terminal 29 to accommodate all seven Carnival Corporation cruise line brands. These cruise terminal projects were completed to meet the future demands of the cruise industry at Port Everglades. This also furthers Objective 14.1 and related Policies.
- Beach renourishment (Segment III) construction was completed in 2006 which involved placing sand along 6.8 miles of beaches in southern Broward County (\$45M). Since then, environmental monitoring is being conducted at Segment III for any potential environmental impacts as a result of the renourishment project. The Segment II beach renourishment project is to reduce the current deficiency of the beach by replacing the sand to meet the future needs of providing shoreline protection from storms.
- Mass transit upgraded bus stops in accordance with ADA and constructed bus bays that needed to be replaced. Transportation agencies installed video detection equipment at intersections and interchanges (\$15M) and installed Mast Arms at intersections (\$4.4M). This continues to implement Objective 14.1 and related Policies.
- Highway Construction and Engineering completed the following road projects: expanded Copans Road from the Turnpike to Powerline Road, expanded Wiles Road from Turnpike to Powerline Road (\$21M) and expanded Griffin Road from SW 172nd Ave to SW 188 Ave (\$7M). These road projects reduced existing deficiencies on county roads in Broward to meet future demands. This also furthers Objective 14.1 and related Policies.
- Traffic Engineering is now located in the Traffic Management Center which houses the County Traffic Engineering Division as well as FDOT. This central location allows for both agencies to maintain and improve the County’s Traffic signalization program/network.

- Parks Projects that were completed were: Long Key Natural Area and Nature Center, Roosevelt Gardens Park, Center Regional Park and Snake Warrior's Island Natural Area.
- Water and Wastewater completed the following projects: Broadview Estates BP1, Lanzo (\$15,627,946), North Andrews Gardens BP7, Man Con (\$15,568,881), North County BP7, Foster Marine (\$15,565,767) and North County BP8, Lanzo (\$16,883,433). This also furthers Objective 14.1 and related Policies.
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- Waste and Recycling Services completed the following projects: South Broward Residue Landfill (Ash Monofill) Cell (1B2) Expansion and Relocation of FP&L Transmission Lines – (\$12,360,593) and Southwest Regional Landfill Leachate Force Main Line Connection to the City of Pembroke Pines Project – (\$409,571). This also furthers Objective 14.1 and related Policies.
- Since the last EAR, public school concurrency became effective in Broward County (March, 2008) and thus the CIE now adopts the Broward County School Board's LOS standards for public school facilities and their 5 year financially feasible District Educational Facilities Plan (DEFP) capital program by reference. This ensures school infrastructure needs are addressed through the Comprehensive Plan.

Capital Improvement Element Area Improvements

Several capital projects were deferred or reprioritized based on numerous factors including available funding. Some of these include;

- The Main Jail project was canceled due to a decline in reduced jail population and the funding appropriated for this project; approximately \$60M is now being used to help construct the new Courthouse facility in downtown Fort Lauderdale.
- A new county-wide approach, Signalization Engineering Improvements program, is being developed to move away from the phased approach in the Advanced Transportation Management Systems program.
- Based on the annual forecasting of gas tax revenues and the annual re-prioritization of road construction improvements based on the updated level of service, a few road

construction projects have been pushed to the out years of the Transportation Capital Program; Ravenswood, Griffin to Stirling, Pine Island, I-595 to Nova Drive and Wiles, State Road 7 to Rock Island. These projects all have a D LOS based on the FY10 update.

- Based on results of the monitoring of the Segment III Beach Renourishment project there has been a delay in the permitting and construction of the Segment II Beach Renourishment project. The new targeted completion date is FY14.
- There have been delays in the following major road construction projects: Greenways, 21st Ave: NW 19th to Oakland Park, Hiatus: Sunrise to Oakland Park, Pine Island: Oakland Park to Commercial and Palm Ave: Griffin to Stirling.

Policy Area Improvements

- Policy 14.1.5. should also reflect the need to recognize the Broward County School Board and requirements set forth in the Second Amended Interlocal Agreement for School Facility Planning (ILA) as responsible for the capital improvement needs in order to maintain LOS for public schools.
- Policy 14.6.2. should reflect that the implementation of the Transportation Concurrency Management System addresses more than roadway deficiencies.

Several policies require updating of text, timeframes and maps.

4.13 Intergovernmental Coordination Element

The overall philosophy of the ICE should remain intact and the objectives and policies continue to be successful in achieving the stated Objectives and Goal. The purpose of the ICE is to provide effective and frequent intergovernmental coordination opportunities to identify and implement policy regarding development activities, and to provide service and educational outreach opportunities. Since the last EAR, the ICE has undergone three revisions; one to update agency names and timeframes, another to address the new public school concurrency requirements which required revisions to the School Board's Interlocal Agreement for Public School Facility Planning (ILA) and, the last one to recognize the County's efforts with other agencies and local governments to implement the Transit Housing Oriented Redevelopment program (THOR).

Intergovernmental Coordination Element Successes

- The County has been successful in coordinating the Broward County Comprehensive Plan with the School Board's plans, adjacent municipality's comprehensive plans, as well as with other units of local government providing services to the Unincorporated Area. This furthers Objective 15.1.
- The County has worked in cooperation with the School Board Staff Working Group and Oversight Committee to amend the Interlocal Agreement for Public School Facilities Planning (ILA) twice since 2004. The ILA establishes and promotes public school concurrency provisions throughout the County. This furthers Objective 15.1.
- The County has provided Comprehensive Plan Workshops for the purpose of coordinating planning activities mandated by the various Elements of the Comprehensive Plan with local governments, the School Board of Broward County, and other interested parties. This furthers Policy 15.1.1.
- The County has worked cooperatively with its municipalities to help resolve or facilitate the annexation or incorporation of unincorporated areas consistent with annexation and incorporation policies of the Broward County Legislative Delegation. This furthers Policy 15.1.1.
- The County has also utilized coordinating mechanisms to ensure that the potential development impacts allowed by the Broward County Comprehensive Plan upon development in adjacent local governments, the School Board of Broward County, the Region, and the State are addressed. This furthers Objective 15.2.
- The County has used the Broward County Planning Council's map amendment review process to coordinate the review of, and to provide comments or objections on, proposed small-scale and other amendments to the Future Broward County Land Use Plan Map Series. This furthers Policy 15.2.1.
- The County has successfully collaborated with local, regional and state agencies and governments to create and implement Transit / Housing Oriented Redevelopment (THOR) corridor plans. This furthers Policy 15.2.6.
- The County has successfully ensured the coordinated establishment of level of service standards for public facilities with agencies and/or municipalities having operational and maintenance responsibilities for such facilities. These facilities include: transportation facilities, drainage and sewer facilities, and solid waste facilities. This furthers Objective 15.3 and Policy 15.3.1.

Intergovernmental Coordination Element Policy Area Improvements

- Objective 15.1 should be revised so that the term “interlocal agreement” is not listed twice in the Policy.
- Policy 15.1.1 should be revised. The current target for the annual number of Comprehensive Plan Workshops is six (6). Due to staffing and budget constraints, this should be scaled back to 2 or 3 per year.
- Policy 15.1.1 4.(a) should be revised. The time horizon of 2010, established for annexing all remaining areas of Unincorporated Broward County has expired. New language should take the place of the previously anticipated time horizon which reads: *“Actions taken by the Broward County Board of County Commissioners shall support the Broward County Legislative Delegation’s efforts to provide for orderly annexation of all unincorporated areas ... as opportunities arise.”*
- Policy 15.2.6 should be revised to reflect the correct policy number, which is: 15.2.5.
- Policy 15.3.1 1. should be revised. The current language regarding the Transportation Planning Division serving as staff to the Broward Metropolitan Planning Organization is no longer relevant and should be modified as such: *“For transportation facilities, the level of service standard shall be coordinated through the Broward Metropolitan Planning Organization.”*
- Policy 15.3.3 should be revised. Language reading: “Community Services Department” should be replaced with “Parks and Recreation Division”.

4.14 Public School Facilities Element

In 2008, Broward County adopted a Public School Facilities Element (PSFE), as required by Senate Bill 360 which passed in the 2005 legislative session. The Florida law mandated public school concurrency and established a framework for the planning of public schools. SB 360 requires that the availability of public schools be made a prerequisite for the approval of residential construction and directed a closer integration of planning for school capacity with comprehensive planning. The minimum requirements for the goals, objectives and policies of the element are as follows:

- Procedures for school site selection and school permitting, as well as a procedure outlining the PSFE's annual update process.
- Provisions for infrastructure needed for proposed schools, collocation of school facilities and other public facilities, and location of schools proximate to residential areas.
- Measures to ensure compatibility of school sites and surrounding land uses; and coordination with adjacent local governments and the school district on emergency preparedness issues.
- Future conditions maps which generally depict anticipated locations of educational and ancillary plants over the five-year and long-term planning period and the general location of improvements to existing schools or new schools anticipated over the five-year or long-term planning period.

Public school concurrency is intended to ensure that the capacity of schools is sufficient to support development at the adopted level of service standard. Florida Statute 163.3180 requires that a local government enter into an interlocal agreement that acknowledges both the school board's constitutional and statutory obligations to provide a uniform system of free public schools on a countywide basis, and the land use authority of local governments, including their authority to approve or deny comprehensive plan amendments and development orders. The interlocal agreement between Broward County, the school board and non-exempt municipalities ensures that the adopted Level of Service Standard (LOS) is achieved and maintained for each school type and Concurrency Service Area (CSA).

Broward County has been successful in implementing its concurrency management system for public school facilities. However, the LOS was recently revised on February 2, 2010, as the Broward County School Board approved the *Second Amended Interlocal Agreement (ILA)* (See Appendix B). It was amended due to several factors, including the inability to maintain the originally adopted LOS. *(See LOS discussion in Chapter 2.4.7 for details). (The School Board amended the LOS from 110% of permanent FISH capacity (excluding relocatables) to 100% of gross capacity, which allows for the consideration of portables in determining if LOS has been met. This will be in effect until the end of the 2018-2019 school year; and commencing at the 2019-2020 school year, the LOS for each CSA shall be 110% of permanent FISH Capacity for each public elementary, middle and high school).*

Since the County's adoption of the PSFE, collaboration and coordination between the School Board, County and Municipalities has been successful. Regular meetings of the

Staff Working Group (SWG) as required by the ILA, has addressed issues of school concurrency implementation. The School Board consistently updates and annually adopts its 5-Year District Educational Facilities Plan (DEFP), enabling the County and Municipalities, who are signatories of the ILA, to annually amend their PSFE's and CIE's. This ensures consistency with the ILA including the requirement to adopt a financially feasible capital plan for public school facilities into the Comprehensive Plan.

The PSFE has also continued to ensure coordination between Broward County, the School Board and the municipalities regarding the location of public school facilities relative to the location of other public facilities, such as parks, libraries and community centers, which in turn promotes schools as the focal points within the community. (See *Chapter 2.6 Coordination of Land Use and Public Schools for a detailed discussion*).

4.15 Urban Design Element

The Urban Design Element (UDE) was recently adopted by the Broward County Commission in 2009, as an optional Element of the Plan. The purpose of the Element is to further the principles contained within the Broward County County-wide Community Design Guidebook, which was approved by the County Commission in 2005. The Guidebook was used as the foundation to identify the urban design concepts and categories enumerated within the Urban Design Element.

Starting with the goal of creating a stronger "Sense of Place", the Element establishes objectives and principles that will lead to the implementation of a program of Urban Design priorities while providing guidance for the future design and planning of development and redevelopment in Broward County. The UDE addresses the need for quality urban design in Broward County, which can create a strong "sense of place". The Element is also meant to be a model for cities to adopt into their own Comprehensive Plan or as a guide for them and developers in the review and planning of future development.

Within the Element, policies address redevelopment issues in relationship to effective urban design as follows:

- Reducing infrastructure costs, commuting times and greenhouse gases while helping to create community identity.
- Neighborhood design that creates easily walkable communities with the dynamic public amenities and parks and open space needed to build a strong sense of

place and to attract the increasing demographic categories of childless couples, single parents and empty nesters.

- Required densities for viable transit along transportation corridors, so that transit can alleviate traffic congestion.
- Housing that accommodates growth while supporting transit densities, so that affordable and variable alternatives are available in live, work, and play neighborhoods.
- Architectural designs that incorporate green certification by requiring all new County-owned and operated building construction achieve a minimum LEED rating of “LEED certified” as per Broward County Resolution No. 2008-856.

Urban Design Element Successes and Shortcomings

- Due to its recent adoption in 2009, determining meaningful successes and shortcomings would be considered premature at this point.
- Another limiting factor for the evaluation is the current economic downturn and its negative effects on potential projects which would test the effectiveness of the Element.
- Due to the continued emergence and importance of climate change issues in South Florida, policies could be revised/added to the UDE which address impacts of climate change.
- Current goals, objectives, and policies of the Element are grounded in solid urban design principles that have been successful around the nation.